



Statement of Heritage Impact (Addendum)

9-storey residential flat
building with in-fill affordable
housing


SSD-78669234

27-29 Tryon Road, Lindfield NSW 2070

Prepared for Bridgestone Projects Pty Ltd by City Plan Heritage

DECEMBER 2025

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This report has been reviewed and approved for issue in accordance with City Plan's quality assurance policy and procedures.

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1. BACKGROUND

1.1. Introduction

This Statement of Heritage Impact (SOHI) accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), in support of a State Significant Development Application (SSDA) for the construction of the proposed residential flat building, reference SSD-78669234.

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued for the project, notably:

SEARs Requirement	Section of Report where response is provided
<p>22. <i>Environmental Heritage</i></p> <p><i>Where there is potential for direct or indirect impacts on environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines).</i></p>	<p>Section 5 - Heritage Impact Assessment</p>

All recommendations are made in accordance with statutory requirements and cultural heritage best practice.

1.2. The Site

The subject site is located at 27-29 Tryon Road, Lindfield NSW 2070 within the Ku-ring-gai Local Government Area (LGA) approximately 10km from the Sydney Central Business District (Figure 1). The site is bound to its north by Tryon Road, to its south by Tryon Lane and to its east and west by residential dwellings (Figure 2). Importantly, the subject site is located approximately 300m from the Lindfield Train Station, thus triggering planning controls contained in the NSW Government's Transport Oriented Development (TOD) program. For a more detailed description of the site and its context, see Section 2.

At present, the site consists of a residential aged care facility which has the capacity to accommodate 76 patients and 14 staff at one time and a separate detached single-storey dwelling.



Figure 1. Location of 27-29 Tryon Road, Lindfield in relation to the Sydney CBD. (Source: NSW Spatial Digital Twin Map Viewer)



Figure 2. Aerial map of the subject site (shaded red). (Source: NSW Spatial Digital Twin Map Viewer)

1.3. Legal Description

The subject site comprises Lots 11 and 12 in DP1188210, 27-29 Tryon Road, Lindfield.

1.4. Heritage listing

The subject site is not listed a heritage item under the *Ku-ring-gai Local Environmental Plan 2015 (LEP)* nor under the *Heritage Act 1977*. It is also not included within a Heritage Conservation Area (HCA).

It is located in close proximity to the following items:

NSW Heritage Act 1977	
State Heritage Register	
▪	Tryon Road Uniting Church, 33 Tryon Road, Lindfield - SHR no. 01672
S170 Register	
▪	Lindfield Railway Station Group, Pacific Highway, Lindfield - Transport Asset Manager of NSW
Environmental Planning and Assessment Act 1979	
Ku-ring-gai Local Environmental Plan 2015, Part 1 Heritage items	
▪	Commercial Block - item no. I41
▪	Dwelling House - item no. I49
▪	Dwelling House - item no. I50
▪	Lindfield Uniting Church - item no. I54
▪	St Alban's Anglican Church - item no. I55
▪	Dwelling House - item no. I479

- Dwelling House "Hazeldean" - item no. I480
- Dwelling House - item no. I481
- Lindfield Railway Station Group - item no. I1109

Ku-ring-gai Local Environmental Plan 2015, Part 2 Heritage Conservation Areas

- Crown Blocks Conservation Area ('C22')
- Trafalgar Avenue Conservation Area ('C31')
- Middle Harbour Road, Lindfield Conservation Area ('C42')

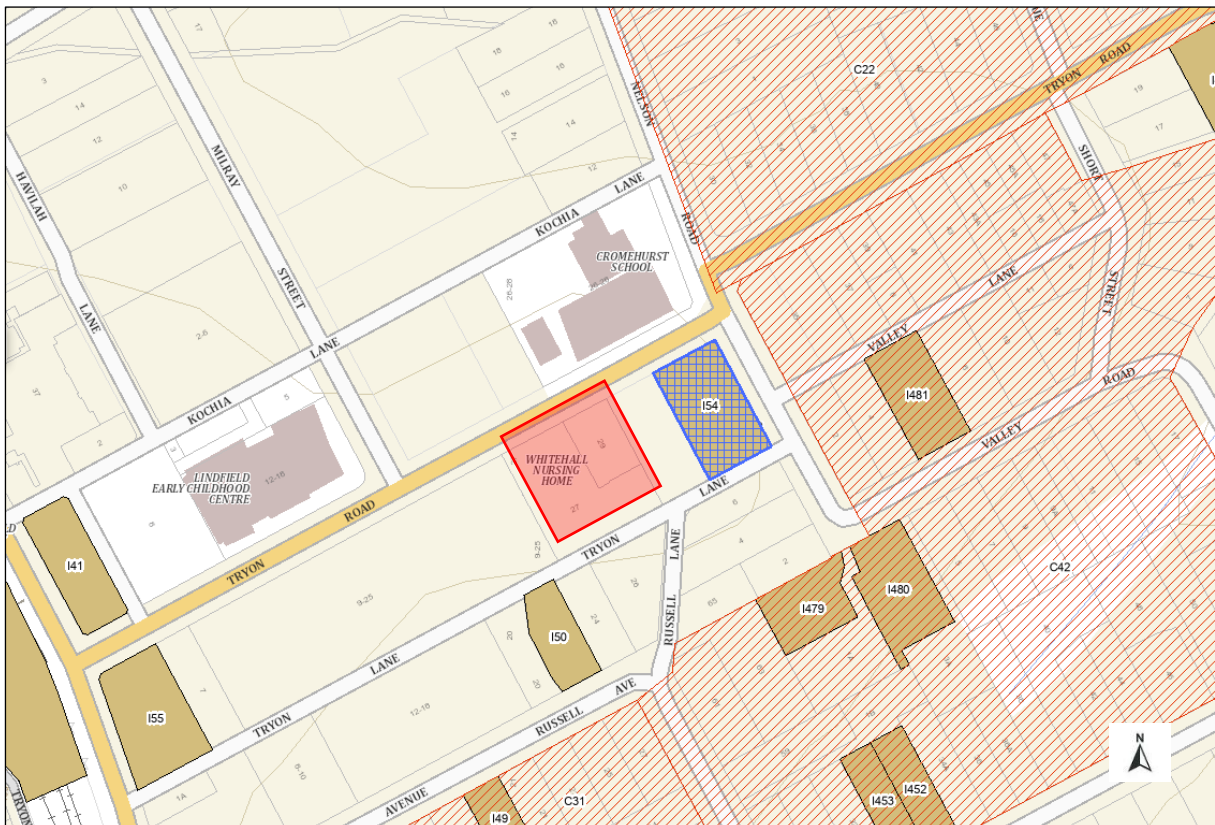


Figure 3. Heritage map showing the subject site (shaded red) within its current heritage context. (Source: NSW Planning Portal Spatial Viewer)

1.5. Proposal

The proposed development is the demolition of existing structures and the construction of a 9-storey residential flat building with in-fill affordable housing and associated works. The proposal will include:

- Demolition of existing structures and site preparation / earthworks;
- Construction of 4 basement levels, including 101 car parking spaces with vehicular access via Tryon Lane;
- Construction of a 9-storey residential flat building including 65 units comprising a mix of 2 and 3 bedroom apartments; and 14 affordable units;
- Communal open spaces on the ground floor and roof terrace; and
- Landscape works including tree replacement.

The proposal seeks to utilise the Infill Affordable Housing provisions of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) by providing affordable housing.

The following drawings prepared by PTW Architects have been considered in the preparation of this SOHI:

PTW Architects			
Date	Title	Drawing No	Revision
28/11/2025	Cover Sheet	PTW-DA-A000000	D
28/11/2025	Drawing List	PTW-DA-A000010	E
28/11/2025	Development Data Sheet	PTW-DA-A100010	F
28/11/2025	BASIX Notes	PTW-DA-A200020	D
24/02/2025	Site Analysis	PTW-DA-A200030	C
24/02/2025	Demolition Plan	PTW-DA-A200040	C
28/11/2025	Site Plan	PTW-DA-A200050	E
28/11/2025	Basement 04 Plan	PTW-DA-B1B0710	E
28/11/2025	Basement 03 Plan	PTW-DA-B1B0810	E
28/11/2025	Basement 02 Plan	PTW-DA-B1B0910	E
28/11/2025	Basement 01 Plan	PTW-DA-B1B1010	E
28/11/2025	Ground Floor Plan	PTW-DA-B1GRD10	E
28/11/2025	Level 01 Plan	PTW-DA-B1L0110	D
28/11/2025	Level 02 Plan	PTW-DA-B1L0210	E
28/11/2025	Level 03 Plan	PTW-DA-B1L0310	D
28/11/2025	Level 04-06 Plan	PTW-DA-B1L0410	D
28/11/2025	Level 07 Plan	PTW-DA-B1L0710	E
28/11/2025	Level 08 Plan	PTW-DA-B1L0810	E
28/11/2025	Roof Plan	PTW-DA-B1ROF10	E
28/11/2025	North & South Elevations	PTW-DA-C110010	E
28/11/2025	East, West & Courtyard Elevations	PTW-DA-C120010	E
28/11/2025	Perspectives	PTW-DA-C130010	D
28/11/2025	Perspectives	PTW-DA-C130011	D
28/11/2025	Perspectives	PTW-DA-C130012	D
28/11/2025	Material Board	PTW-DA-C140010	D

PTW Architects			
Date	Title	Drawing No	Revision
28/11/2025	Section 1, 2	PTW-DA-D110010	E
28/11/2025	Section 3, 4	PTW-DA-D110011	E
28/11/2025	Building Height	PTW-DA-Q12C010	E
28/11/2025	ADG2D - GFA Diagrams	PTW-Q12D010	E
28/11/2025	ADG3D1 - Communal Open Space	PTW-Q13D110	E
28/11/2025	ADG3E1 - Deep Soil Zones	PTW-DA-Q13E110	E
28/11/2025	AFG4A1 - Solar Access Compliance Diagrams	PTW-DA-Q14A110	E
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 0900	PTW-DA-Q14A120	B
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 1000	PTW-DA-Q14A121	B
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 1100	PTW-DA-Q14A122	B
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 1200	PTW-DA-Q14A123	B
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 1300	PTW-DA-Q14A124	B
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 1400	PTW-DA-Q14A125	B
28/11/2025	AFG4A1 - Solar Access - Sun-Eye Diagrams - 1500	PTW-DA-Q14A126	B
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs. Existing	PTW-DA-Q14A130	E
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 0900	PTW-DA-Q14A131	B
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 1000	PTW-DA-Q14A132	B
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 1100	PTW-DA-Q14A133	B
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 1200	PTW-DA-Q14A134	B

PTW Architects			
Date	Title	Drawing No	Revision
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 1300	PTW-DA-Q14A135	B
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 1400	PTW-DA-Q14A136	B
28/11/2025	ADG4A1 - Shadow Diagrams - Proposed vs LEP - 1500	PTW-DA-Q14A137	B
28/11/2025	ADG4B3 - Ventilation Compliance Diagrams	PTW-DA-Q14B310	E
28/11/2025	Liveable Apartments	PTW-DA-Q14J210	D
28/11/2025	Typical Apartments	PTW-DA-Q14J220	B
28/11/2025	Typical Apartments	PTW-DA-Q14J230	B
28/11/2025	Typical Apartments	PTW-DA-Q14J240	B
28/11/2025	Apartment Schedule	PTW-DA-Y210010	E
28/11/2025	Notification Plan	PTW-DA-Y310011	D

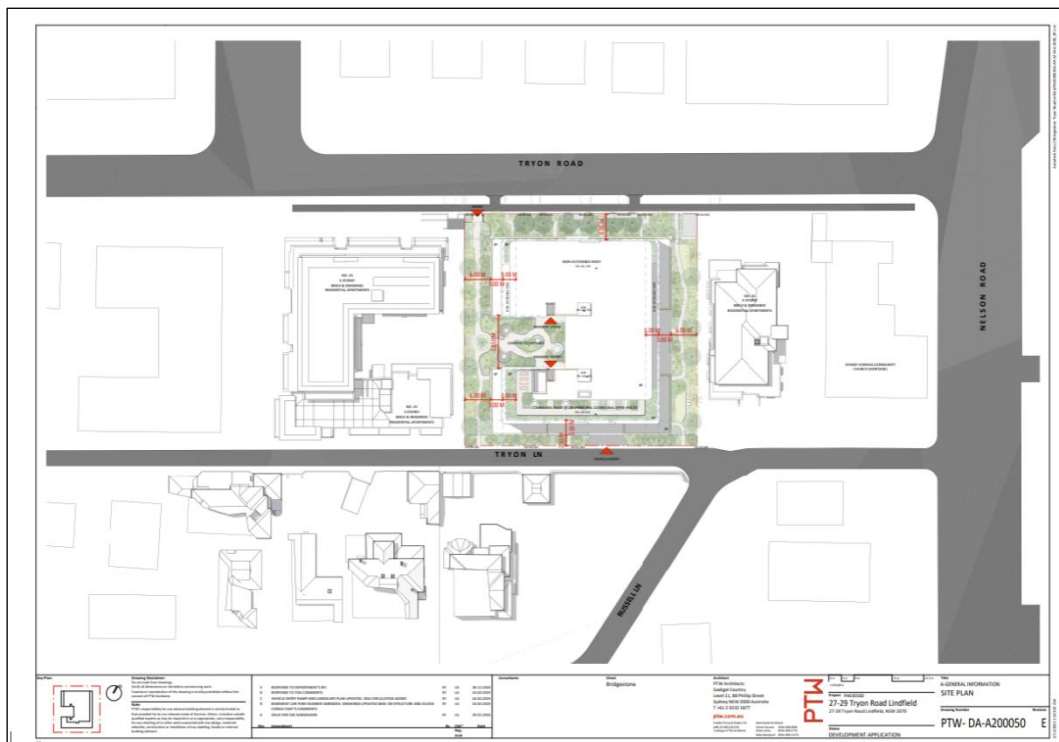


Figure 4. Proposed site plan. (Source: PTW Architects, Site Plan, Drawing No. PTW-DA-A200050, Rev. E)

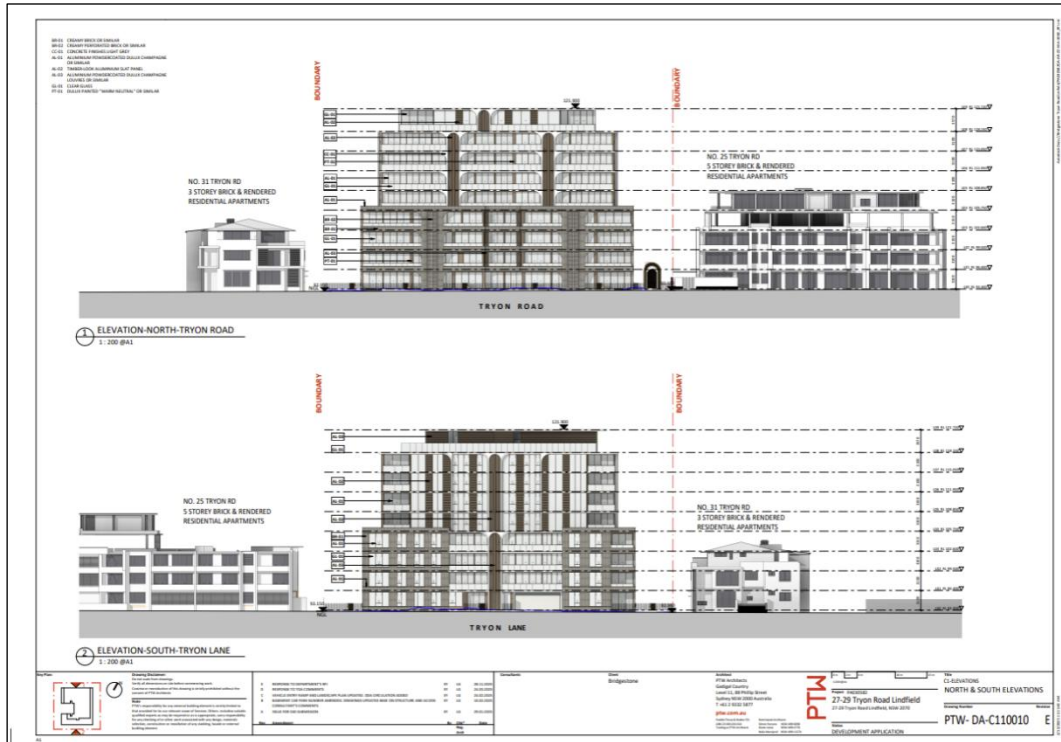


Figure 5. North and South Elevations for the proposed residential flat building. (Source: PTW Architects, North & South Elevations, Drawing No. PTW-DA-C110010, Rev. E)

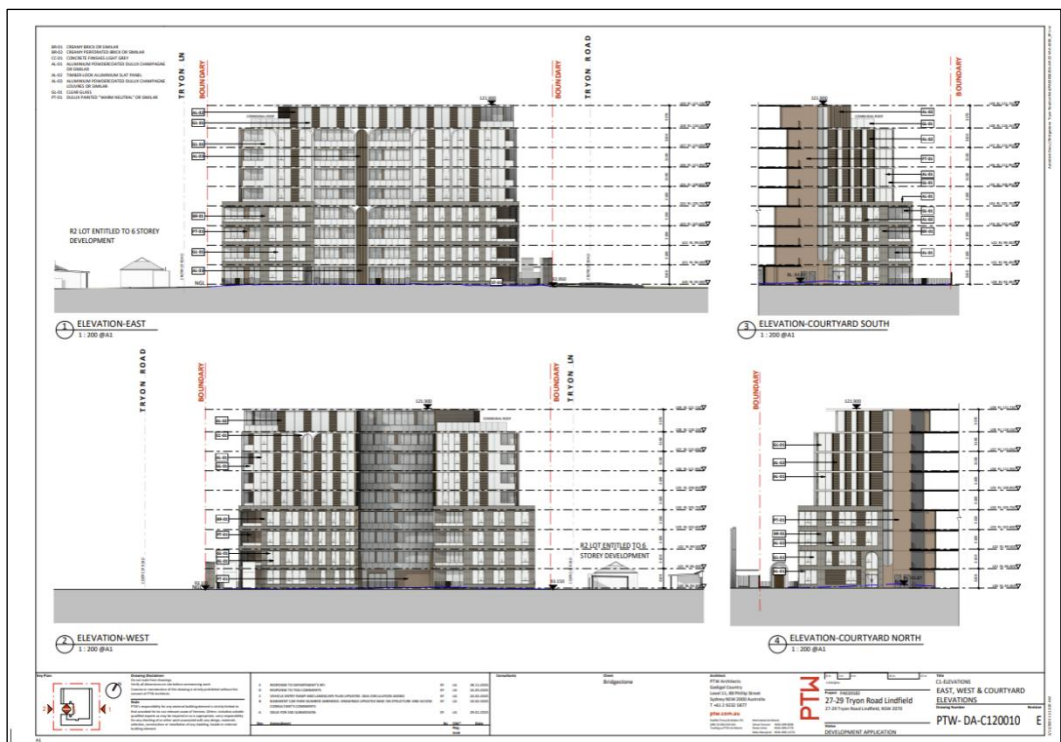


Figure 6. East and West Elevations for the proposed residential flat building. (Source: PTW Architects, East, West & Courtyard Elevations, Drawing No. PTW-DA-C120010, Rev. E)

Relevant Reports

The following previous studies and reports were reviewed during production of this report. Relevant information has been included where necessary:

- *Aboriginal Cultural Heritage Assessment Report*, City Plan Heritage, Report prepared for Bridgestone Projects Pty Ltd (February 2025)
- *Baseline Historical Archaeological Assessment*, City Plan Heritage, Report prepared for Bridgestone Projects Pty Ltd (February 2025).

1.6. Methodology

This SOHI relates to the redevelopment of 27-29 Tryon Road, Lindfield with a mid-rise 9-storey (with four basement levels) apartment building. It has been prepared in accordance with the former Department of Planning and Environment (DPE) publications: *Guidelines for preparing a Statement of Heritage Impact* (June 2023) and *Assessing Heritage Significance* (March 2025). It is also guided by the philosophy and processes included in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter).

The subject proposal has been assessed in relation to the guidelines contained in the *Guidelines for preparing a Statement of Heritage Impact* (June 2023). It forms one of a collection of specialist reports.

Research for this SOHI has adopted a two-stepped approach. Step 1 comprised a desktop assessment and Step 2 was a site survey. This document provides the combined findings and recommendations resulting from this approach.

Step 1

Research into the early development of the site was undertaken to get a better understanding of the place. In addition, the *Ku-ring-gai LEP 2015* and the State Heritage Inventory were examined to determine the known heritage values of the site located at 27-29 Tryon Road, Lindfield.

Step 2

A site survey of the internal and external areas of the subject site was carried out by Michael Liang, (Heritage Consultant) on 24 January and 31 January 2025 with the purpose of photographing and understanding the place. All results are presented in Section 2.

1.7. Constraints and limitations

- Accurate measured drawings do not form part of this assessment
- This assessment does not include a heritage landscape assessment
- This assessment relates to the proposed works and documentation described in Section 1.5 - Proposal and 1.6 - Methodology. It does not relate to any additional or revised documentation by any party.
- This assessment does not include for an archaeological assessment or opinions regarding such matters; neither does it form part of a Section 140 Application for an *Excavation Permit* or Section 144 Application for an *Excavation Variation Permit*.
- This assessment does not include an assessment of Aboriginal values.
- CPH were not involved in the design process.
- Only a visual assessment of the subject site was carried out. Intrusive methods were not employed.
- This assessment does not include for the provision of a title search for the subject site.
- Conceptual renders and the finalised materials and finishes schedule were not included in the drawing set provided to CPH at the time of assessment.

1.8. Author Identification

The following report has been prepared by Michael Liang (Heritage Consultant). Carole-Lynne Kerrigan (Associate Director) and Kerime Danis (Director - Heritage) have reviewed, provided input and endorsed the contents of this report.

1.9. Acknowledgements

CPH would like to acknowledge the following people to assisted in the preparation of this report:

- Pamela Kottaras, Principal, PK Heritage, principal author of the Historical Archaeological Assessment for the subject site.

2. SITE CONTEXT AND DESCRIPTION

2.1. Site Context

The subject site is located at 27-29 Tryon Road, Lindfield NSW 2070 approximately 10km from the Sydney CBD in the Ku-ring-gai Council LGA. The subject site is located in the densely settled town centre of Lindfield, approximately 300m from Lindfield station. The area is characterised by its rolling topography that is overlain with a predominantly east-west street grid. The surrounding developments are predominantly mid-rise residential flat buildings (generally 5-storeys) with some low-rise attached dwellings to the north of the subject site. The setting of the section of Tryon Road from Lindfield Avenue to Nelson Road is also characterised by tall mature tree plantings.

The site has primary frontage to Tryon Road which is a significant thoroughfare that connects Lindfield Station to East Lindfield, providing access to parks, reserves and the upper waters of Port Jackson. The site is also located in close proximity to local shops.



Figure 7. View of Tryon Road (north) from the Pacific Highway adjacent to Lindfield Station, looking northeast. The shop frontages (indicated by red arrow) are listed as a local heritage item under the Ku-ring-gai LEP 2015 (item no. 141).



Figure 8. View of Tryon Road (south) from the Pacific Highway adjacent to Lindfield Station, looking east. St Alban's Anglican Church (indicated by red arrow) is listed as a local heritage item under the Ku-ring-gai LEP 2015 (item no. 155).



Figure 9. View of Tryon Road, looking west.



Figure 10. View of Tryon Road, looking east.



Figure 11. View of Tryon Lane, looking east. The subject site is visible on the left (indicated by red arrow).



Figure 12. View of Tryon Lane, looking west. The subject site is visible on the right (indicated by red arrow).

2.2. Site Description

The subject site comprises Lots 11 and 12 in DP1188210. Lot 11 of DP1188210 is 'L' shaped and comprises the former rear portion of Lot 12 of DP1188210 (Figure 2); Lot 12 of DP1188210 is a small rectangular shaped allotment. Together, they comprise an area of approximately 0.3 ha. The site is orientated north-south with the eastern and western boundaries adjoining the neighbouring properties. The subject site is situated on land zoned as R4 - High Density Residential, with land east of 33 Tryon Road zoned as R2 - Low Density Residential and land south of Tryon Lane (and west of Russell Lane) recently having been upzoned as R4 - High Density Residential under the latest amendments to the *Kuring-gai LEP 2015* (gazetted 14 November 2025).

27 Tryon Road consists of a two-storey building that until recently operated as a residential aged care facility. 29 Tryon Road consists of a single-storey California Bungalow style dwelling. The two allotments are separated by timber fencing around Lot 12 DP 1188210 portion of the site (Figure 16). The rear of site is a concrete paved car park, with a single-storey garage located in the southeastern corner of the site.



Figure 13. Aerial view of 27-29 Tryon Road (outlined in red). (Source: NSW Spatial Digital Twin Map Viewer)

2.2.1. 27 Tryon Road

27 Tryon Road is a two-storey masonry building with a hipped corrugated iron roof, featuring deep closed eaves, and a rendered and face brick façade (Figure 14). The building is formed around an original dwelling (c. 1905/6) with subsequent additions, particularly to the rear (south). These additions include a rear wing that runs perpendicular to the earlier c. 1905/6 core of the original dwelling and consists of additional patient wards (Figure 15). The perpendicular rear addition has a rendered façade and has a flat roof unlike the earlier sections of the building which are hipped. The northern elevation (principal elevation) features extensive glazing, particularly towards the eastern end of the building where there is an enclosed balcony on the first floor (Figure 14); the western end of the northern elevation has a symmetrical form of face brick on the ground floor and rendered masonry at the first floor (with brick window lintels).

The building is accessed via an accessible ramp from Tryon Road. There are landscaped garden areas to the north of the building and along the western and eastern ends of the subject site. At the rear is a concrete paved staff and visitor car park with a single-storey garage outbuilding located at the boundary of Tryon Lane (Figure 17).



Figure 14. 27 Tryon Road northern elevation.



Figure 15. 27 Tryon Road rear wing addition, looking west.



Figure 16. View of rear car park, looking north. 29 Tryon Road is visible in the centre of the image (indicated by red arrow).



Figure 17. View of rear garage outbuilding, looking southeast.

Internally, the building is configured along a central spine (running north-south) off which several corridors branch leading towards patient care and administration rooms. The later rear wing addition runs perpendicular (east-west) to the earlier building. Patient ward rooms are typically located towards the southern end (back of house areas) of the building (Figure 22) with administration, activity, store and utility rooms located towards the front of house areas (Figure 18 - Figure 21, Figure 23).

The interior walls are plastered with timber frames to door openings and feature plastic handrails along corridor walls (Figure 21). Ceilings do not feature decorative elements other than simple cove cornices in patient ward rooms and corridors and more ornate bevelled cornices in activity rooms and other front of house areas. It is noted that several front of house areas also have suspended ceilings around the perimeter through which services have been installed (Figure 18 - Figure 19, Figure 23). The floors are typically timber laminate, however, they are tiled in wet areas (WCs and the kitchen) as well as the

northern reception/lobby area. There are a combination of simple profile skirting and stepped profile skirting throughout.

There is an enclosed balcony area located on the first floor towards the northern end of the building. It is enclosed by windows to the north, east and south; its western 'wall' is formed by the face brick façade of the building's northern elevation (Figure 24).



Figure 18. Internal view of ground floor reception/waiting area.



Figure 19. Internal view of ground floor activity room.



Figure 20. Internal view of ground floor kitchen.



Figure 21. Internal view of typical corridor leading to patient ward rooms.



Figure 22. Internal view of typical patient ward room.



Figure 23. Internal view of first floor mixed use open space area.



Figure 24. View of first floor enclosed balcony area.



Figure 25. Internal view of first floor activity room.

2.2.2. 29 Tryon Road

29 Tryon Road is a single-storey brick masonry California Bungalow style dwelling with a slate tiled hipped roof. There are two chimney stacks on the western and eastern ends of the roof (Figure 26). The northern elevation is the principal elevation with frontage to Tryon Road and has an asymmetrical form with a pedimented portico and a centrally located door with timber framed sidelights on either side and a transom window above (2 x 6 window panes). A faceted bay window is located to the west of the front portico (Figure 30). The masonry surrounding the front portico is rendered and scored to simulate ashlar stonework. To the east of the portico is a small covered and gated verandah that is secondary to the front portico entrance. The gable end along the northern elevation features decorative half timbering (Figure 26). The remaining elevations have face brick façades and timber framed casement windows (with varying numbers of panes). There is a small internal courtyard (covered with corrugated polycarbonate sheeting) along the eastern elevation with a raised timber deck that provides access to two of the bedrooms and the primary living space (Figure 31). Arts and Craft elements are seen in the fretwork detailing of the front portico and through the half-timbered gable end.

The garden at the northern end of the site is formally landscaped with hard paved footpaths. Rear and side garden areas are more informal and consist of less decorative plantings (Figure 28 and Figure 29).



Figure 26. 29 Tryon Road northern elevation.



Figure 27. 29 Tryon Road rear (southern) elevation.



Figure 28. View of side (eastern) garden area.



Figure 29. View of northern landscaped garden area.



Figure 30. View of front (northern) entrance.



Figure 31. View of side (eastern) internal courtyard area.

The ground floor plan involves an 'L' shaped central hallway from which the primary rooms are accessed (Figure 32 and Figure 33). The bedrooms and bathrooms are located towards the rear of the house while the living areas are immediately accessible from the front entrance hallway (Figure 36 and Figure 37).

The internal walls are plastered with timber architraves to door openings. Ceilings demonstrate a range of cornice profiles with more ornate corncing present in front of house areas. The decorative ceiling ornamentation evident in Figure 37 and Figure 38 is of particular note, with decorative pressed metal work surrounded by plastered cornices depicting floral motifs. In addition, moulded ceiling cover strips are visible in several rooms (e.g. Figure 36). The floors are primarily timber floor boards however the later living room is tiled (Figure 34).

The fireplaces in the dwelling have been infilled. The fireplace seen in Figure 36 has a brick masonry surround with a painted timber mantel and the fireplace seen in Figure 37 has a timber surround and mantel with a mirror above the mantel.



Figure 32. Internal view of corridor leading from the front entrance.



Figure 33. Internal view of the corridor from the rear bedroom areas.



Figure 34. Internal view of eastern living area.



Figure 35. Internal view of the master bedroom.



Figure 36. Internal view of western sitting/living area and former fireplace.



Figure 37. Internal view of dining/living area and former fireplace.



Figure 38. View of decorative ceiling elements in the dining/living area.

2.3. Views

The primary views of the buildings at 27-29 Tryon Road are from Tryon Road, looking south, and from Tryon Lane, looking north. Due to the abundance of tall mature trees and adjoining development, it is difficult to glimpse views of the subject site when outside of these buildings' immediate vicinities. In light of the proposed development of a 9-storey apartment building at the subject site, it is important to understand the character of these views and how they may be impacted.

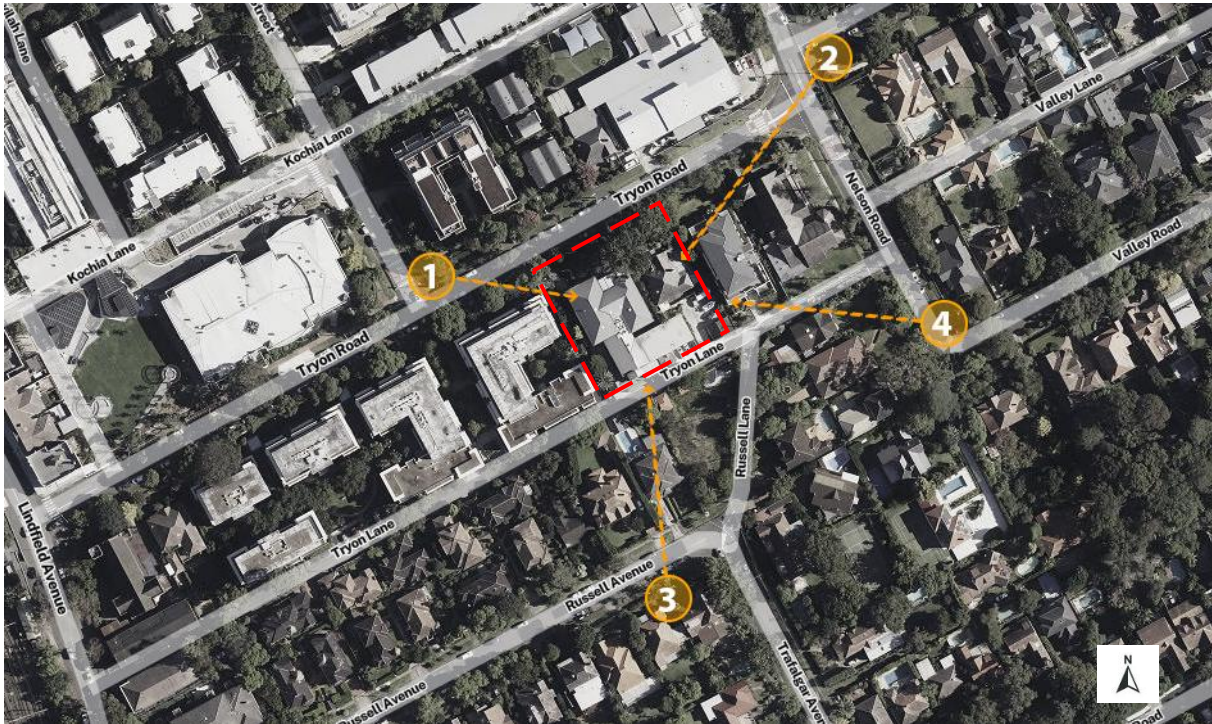


Figure 39. Views to the subject site (outlined in red). (Source: NSW Spatial Digital Twin Map Viewer)

View	Description	Associated Image
View 1	View from the intersection of Tryon Road and Milray Street, looking east	Figure 40
View 2	View from the intersection of Tryon Road and Nelson Road, looking southwest	Figure 41
View 3	View from Russell Avenue, looking north	Figure 42
View 4	View from the intersection of Tryon Lane and Nelson Road Street, looking west	Figure 43



Figure 40. View 1 - from the intersection of Tryon Road and Milray Street, looking east. The subject site is indicated by the red arrow.



Figure 41. View 2 - from the intersection of Tryon Road and Nelson Road, looking southwest. The approximate location of the subject site is indicated by the red arrow.



Figure 42. View 3 - from Russell Avenue, looking northwest. The approximate location of the subject site is indicated by the red arrow.



Figure 43. View 4 - from the intersection of Tryon Lane and Nelson Road Street, looking west. The approximate location of the subject site is indicated by the red arrow.

3. HISTORICAL OVERVIEW

3.1. Brief History of Lindfield

The Lindfield area was first used in 1810 by the Government as a convict timber gathering ground. The government area directly to the south west of the subject site, later known as the Lane Cove Sawing Establishment, used the Lane Cove River to float timber downstream towards the rapidly expanding Sydney.¹

The population of the surrounding area had increased by 1812, after large amounts of existing timber had been removed by the convict gangs. According to a Government Gazette, the first grantee was Richard Jinners, who was granted 30 acres of land by Governor Macquarie in 1811.² Other significant early land grants in the area were granted to Daniel McNalley, Andrew Munroe and Daniel Dering Mathew around 1815. Daniel Dering Mathew was granted a substantial 400-acre allotment (a portion of which comprises the subject site) (Figure 44).

The name Lindfield, meaning 'a clearing in a lime forest', was the name of a cottage built in the area by Francis John List in 1884. List named his house after the town of Lindfield in Sussex, England, which is thought to be his birth town. Around 1890, when the North Shore railway line and station were built, this name was adopted for both the station and the suburb.³ The opening of the North Shore Railway Line in 1890 was the catalyst for closer settlement in the Lindfield area and most of the grants were broken-up at this time for residential development. The earliest subdivision, the Gordon Park Estate, was made in 1884.

Lindfield Post Office opened in 1895, whilst the first school opened in April 1903. Lindfield's main development phase dates from 1910-20s, with most residential dwellings and commercial buildings dating from this period. In the early 20th century the suburb continued to develop rapidly. The most intensive subdivision occurred between the Federation and Inter-War periods. Some of the streets in Lindfield are named after Australia's state capitals including Brisbane, Adelaide, Perth, Hobart, Melbourne and Sydney.⁴

In the early 20th century the suburb was rapidly developing with most subdivisions occurring between the Federation and Inter-War period. Some of the streets in Lindfield are named after Australia's state capitals including Brisbane, Adelaide, Perth, Hobart, Melbourne and Sydney.⁵

In March 1906, the Shire of Ku-ring-gai was formed and a small building was constructed in 1911 on Gordon Road, Lindfield's main arterial road. The Council gradually expanded and in 1928 it became a municipality with four wards, each represented by three aldermen.⁶

3.2. History of the Subject Site

The subject site is situated on a portion of the 400 acre (162 hectare) estate - 'Clanville' - originally granted to Daniel Dering Mathew on 15 July 1819 (Figure 44).⁷ The original estate was bound "on the north west side by a line east forty degrees north fifty chains, on the north east side by a south east line of eighty-five chains, on the south east side by a line west thirty degrees south forty-nine chains to the public road, and on the south west side by that road".⁸ The boundaries of Mathew's Estate appear to form the outline of today's Tryon Road to the north and Archbold Road (formerly Forsyth Road) to the east.

A parish map of the area as it was in 1835 was surveyed by the NSW Surveyor General's Office and captures the early significant land grants in Lindfield (Figure 44). Although it appears that general development in the area is limited owing to the intactness of early large land grants, it can be seen that early roads have already been formed such as the Pacific Highway (formerly Lane Cove Road and

¹ Helen Malcher, *Focus on Ku-ring-gai* (Ku-ring-gai Historical Society Inc., 1996).

² New South Wales Government Gazette No. 257 of 11 January 1837 folio 30.

³ Francis Pollon, *The Book of Sydney Suburbs* (Angus & Robertson, 1996), 154-155.

⁴ Pollon, *The Book of Sydney Suburbs*, 145-155.

⁵ Pollon, 145-155.

⁶ "Council History," History, Ku-ring-gai Council, accessed January 23, 2025, <http://krg.nsw.gov.au/Council/History/Council-history>.

⁷ NSW Land Registry Service Grant Register Serial 11 Page No. 45.

⁸ NSW Land Registry Service Grant Register Serial 11 Page No. 45.

Gordon Road) that runs diagonally through the centre of Figure 44. The Pacific Highway (and other early roads) can be seen to follow the topography of the local area (see Figure 45). This section of the Pacific Highway was originally formed and functioned as the main track north, running along the ridgeline down to the Lane Cove River which was a primary means of access to this area of Sydney.⁹



Figure 44. 1835 Parish Map depicting the approximate location of the subject site (indicated in red) within Mathew's Clanville Estate. (Source: NSW Historical Land Records Viewer)

On 17 February 1827, Mathew sold the estate to Richard Archbold whose family would continue to own the land over a number of generations. The land was subdivided in 1863 and Lot 8 (which included the subject site) is described in an advertisement as follows:

All those 40 acres of land, situated on the Lane Cove Road, being part of Lot 8 of the sub-division of the Clanville Estate (D.D. Mathew's grant of 400 acres), apportioned to Mr. and Mrs. Service.

This is a fine well-watered piece of land, beautifully situated about 6 miles from the North Shore Ferry. From the position and the nature of the soil, it is admirably adapted as a site for a suburban homestead, or for orchard and agricultural purposes. Parties seeking an eligible block of land close to the city are invited to inspect the above prior to the sale.¹⁰

However, it appears that this early attempt to sell Lot 8 of the Clanville Estate was unsuccessful and the land is not sold until the Archbold's sell the land to Richard Seldon in 1882.¹¹ Seldon's ownership of the land was short lived as he subsequently transferred the land to farmers John Hancock and Thomas Forsyth in 1887; Forsyth would later become the sole proprietor of the land following Hancock's death in 1893.¹² Forsyth's land was described by Deposited Plan 3055.

⁹ Garry Stanley, Jane Rothschild and Edward Higginbotham, "Lane Cove Council Stage 2 Report Heritage Review (November 2009)," Report prepared for Lane Cove Council, 9.

¹⁰ "Advertising," *The Sydney Morning Herald*, January 17, 1863, 10.

¹¹ NSW Land Registry Service Certificate of Title Vol. 786 Fol. 142.

¹² NSW Land Registry Service Instrument of Transfer No. 3508; Hancock's death is described in Notice of Death No. 212356; Certificate of Title reissued to Thomas Forsyth described in NSW Land Registry Service Certificate of Title Vol. 1174 Fol. 247.

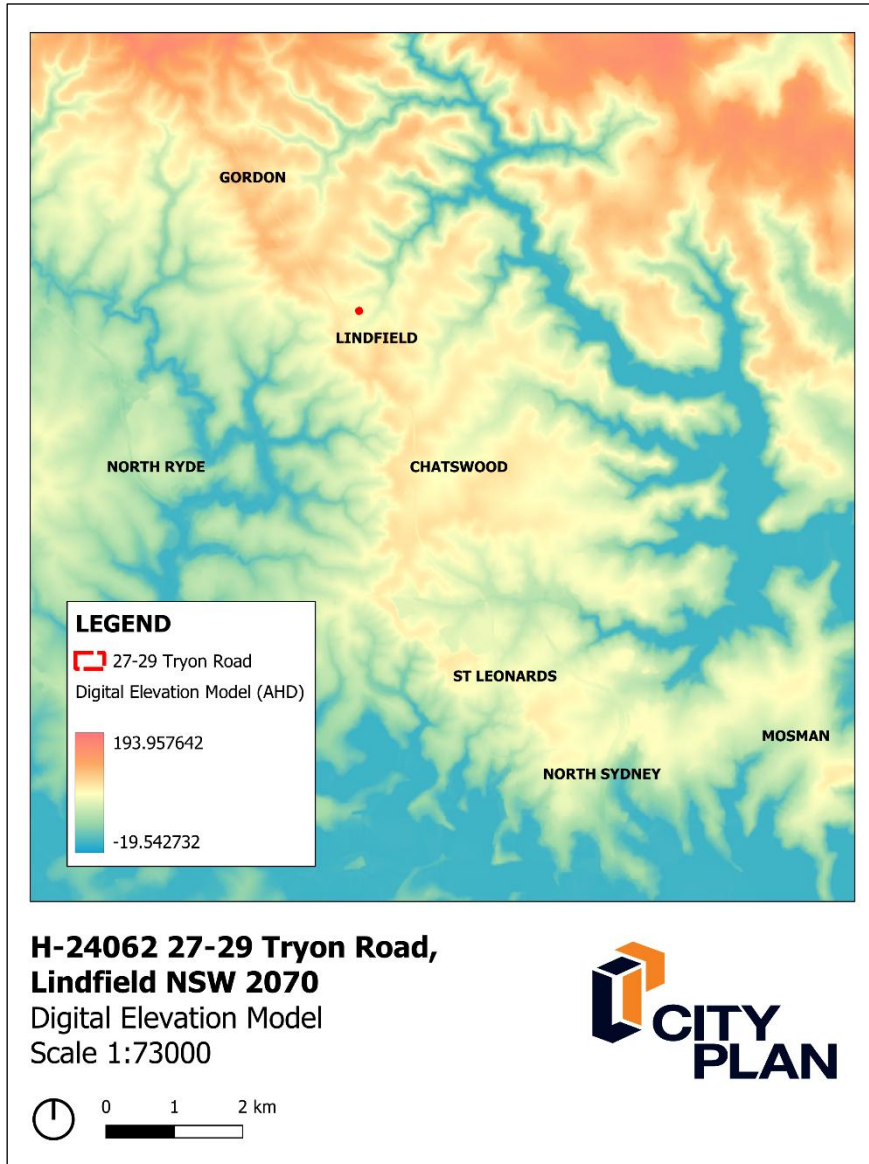


Figure 45. Digital Elevation Model (DEM) for 27-29 Tryon Road, Lindfield and its wider setting.

The western half of Forsyth's land (including the subject site) (Figure 46) was further subdivided in 1893 by surveyor W. H. Howard into 21 allotments (Figure 47); these allotments generally comprised of quarter acre blocks (1000sqm) with a frontage of 60 feet (18m) to Tryon Road and a depth of 180 feet (55m) (Figure 48 and Figure 49). This subdivision was put up for sale by public auction in December 1893 by Richardson and Wrench and was named the 'Seldon Estate' (Figure 50). It appears that the sale was not a success and in 1896 the bulk of the estate (Lots 5a-8 and 13-21) was acquired by Dugald Thomson; the subject site is located on Lots 17-19 of the Seldon Estate subdivision. Thomson later sold the allotments to middle class professionals who were principally employed in the city.

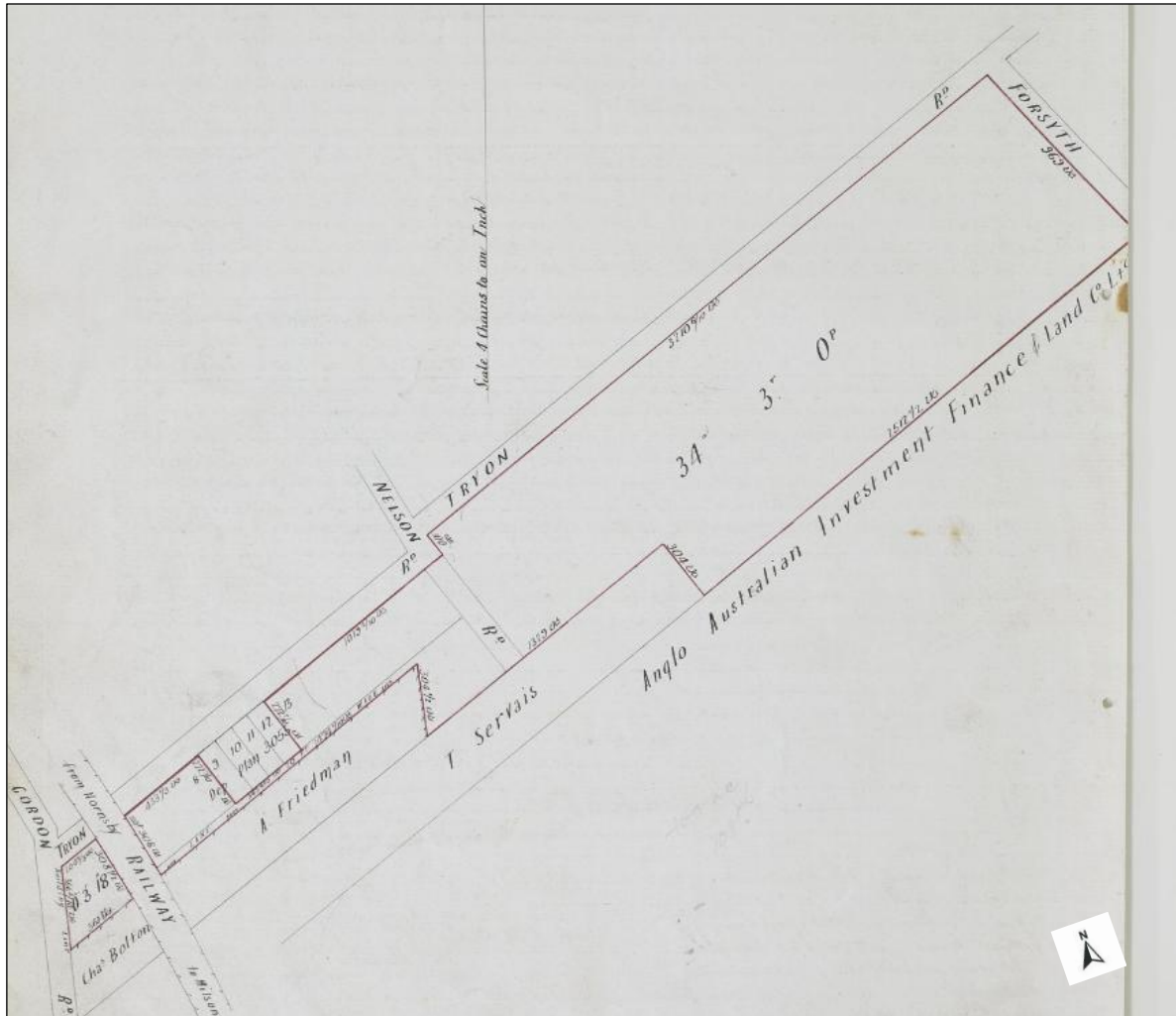


Figure 46. Map depicting Thomas Forsyth's land parcel described in Vol. 1174 Fol. 247. (Source: NSW Historical Land Records Viewer)

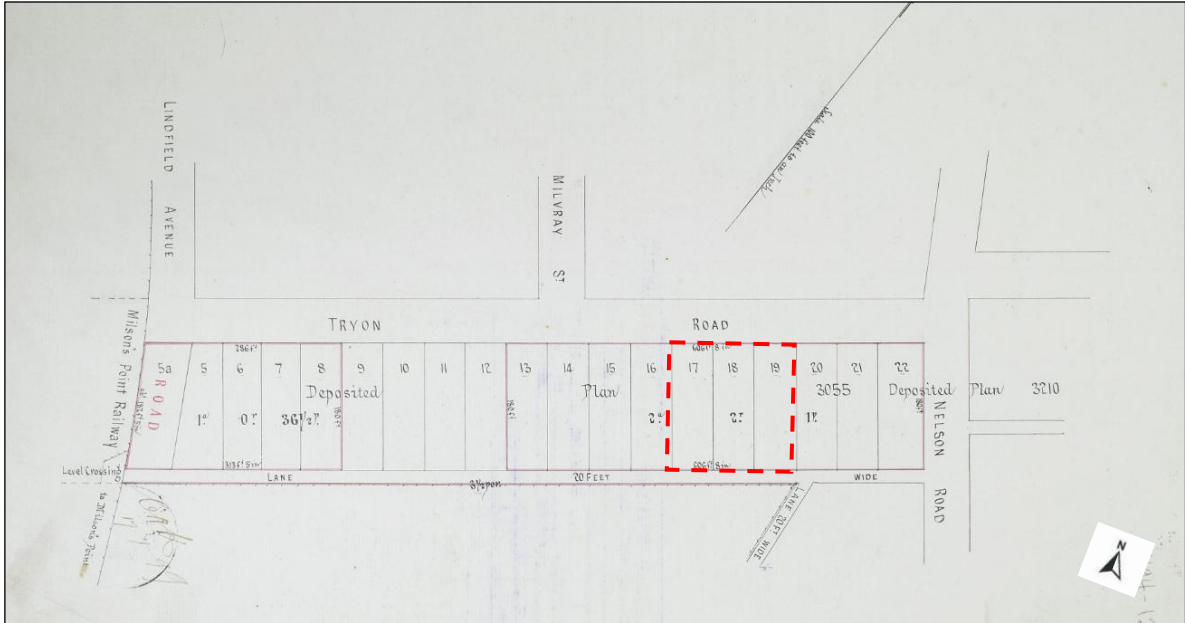


Figure 47. Map depicting Dugald Thomson's land parcel described in Vol. 1194 Fol. 129. (Source: NSW Historical Land Records Viewer)

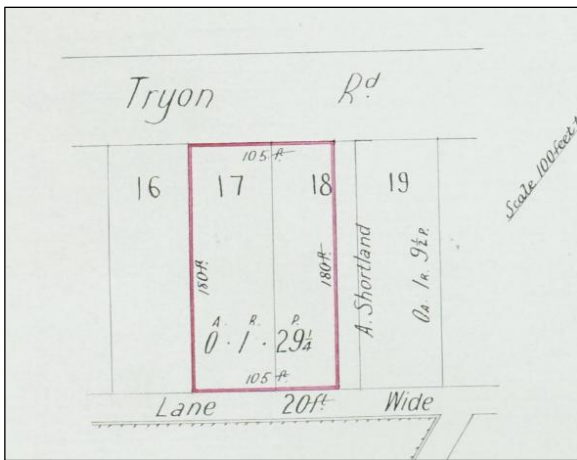


Figure 48. Map depicting Albert Noble Carter's land parcel described in Vol. 1496 Fol. 127. (Source: NSW Historical Land Records Viewer)

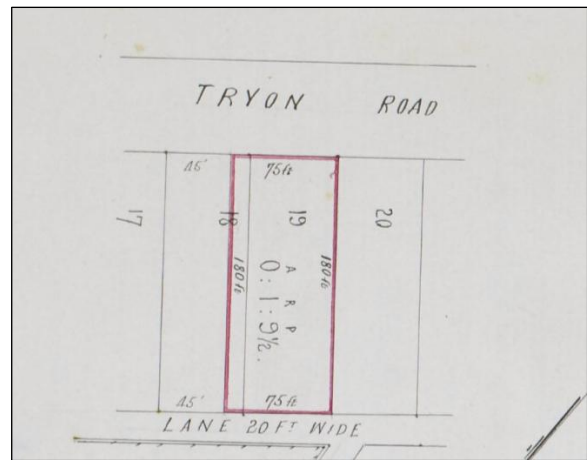


Figure 49. Map depicting Arthur Shortland's land parcel described in Vol. 1423 Fol. 36. (Source: NSW Historical Land Records Viewer)

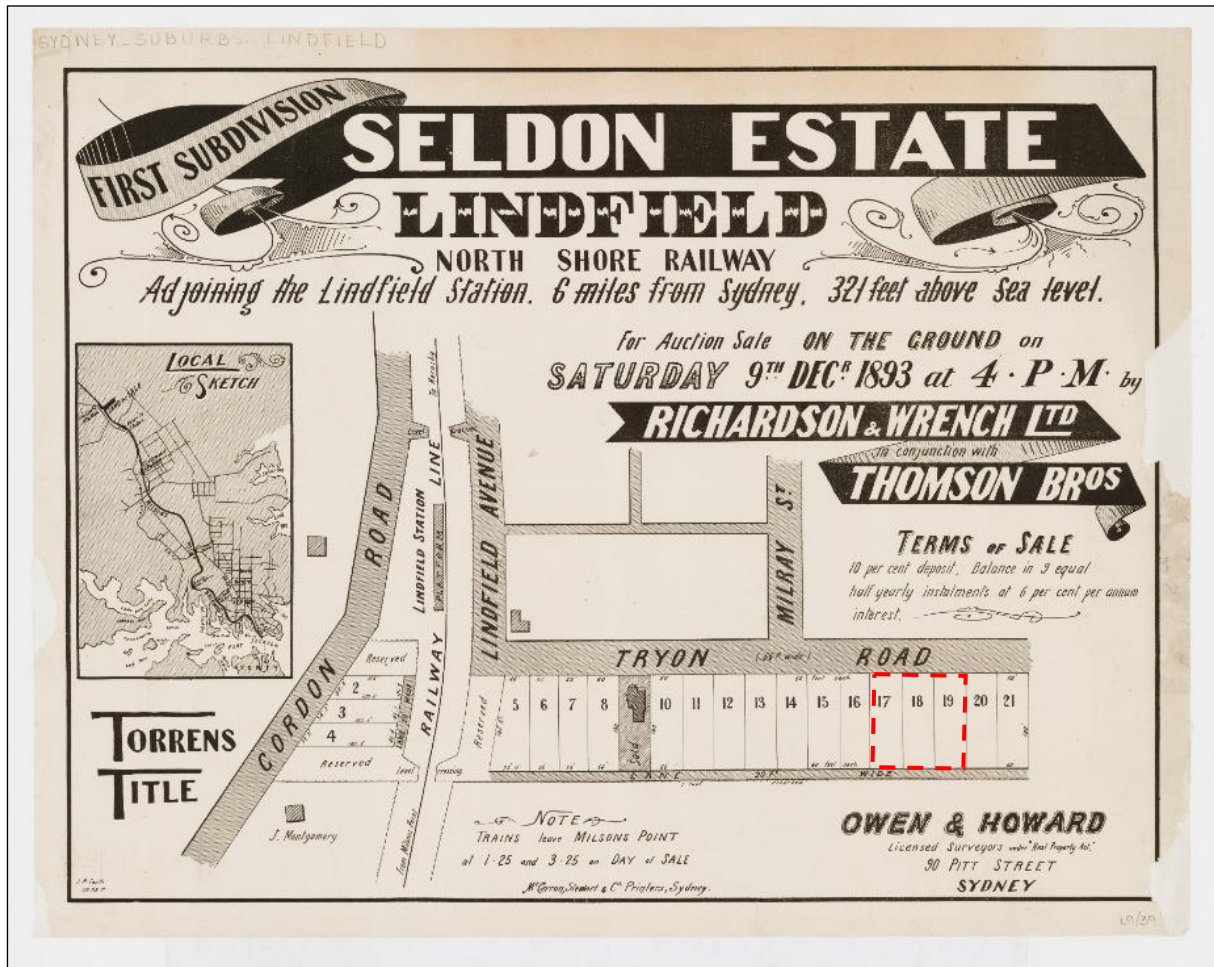


Figure 50. 1893 Subdivision Plan for the first subdivision of the Seldon Estate. The subject site is indicated by the red outline. (Source: State Library of NSW, Z/SP/L9/39)

From an 1888 subdivision plan (Figure 51), it can be seen that Tryon Road had already been formed by this time although it did not yet extend to Lane Cove Road (now the Pacific Highway) or to the railway line servicing Lindfield Station. Instead, the section of Tryon Road that currently exists to the north of the subject site was previously a fenced boundary that extended from the railway line eastwards towards what is now known as Gordon Creek. It appears that Tryon Road was not extended to the Pacific Highway until 1893 as it first appears in the Subdivision Plan for the sale of land in the Seldon Estate subdivision (Figure 50). Tryon Lane (to the south of the subject site) appears to have been formed around the same time as Tryon Road as it appears in the same 1893 Subdivision Plan of the Seldon Estate.

The subdivision plan also indicates minimal development of the subject site and its surrounds indicated by the absence of structures around the location of the subject site (those structures that are included on the subdivision plan are located towards the centre of the former Clanville Estate. It appears that at this time, the land was primarily being used for agricultural purposes, as indicated by fenced areas labelled 'The Old Orchard', 'Grass Paddock', and 'Cultivation Paddock' (Figure 51).

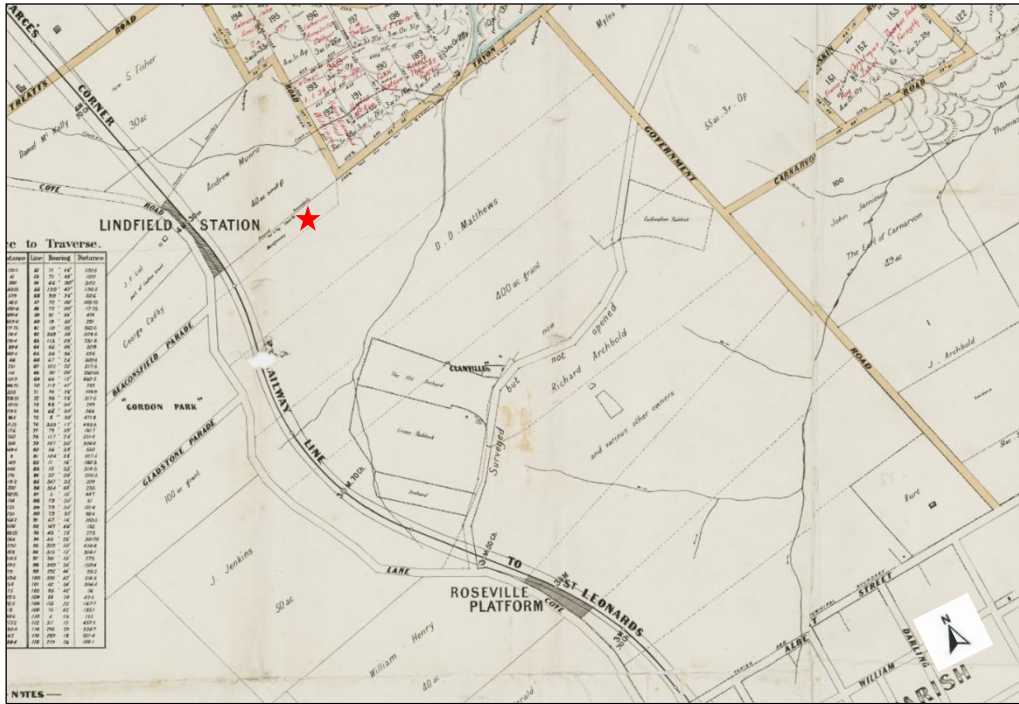


Figure 51. 1888 Plan depicting 195 portions of land for sale in the Parish of Gordon. The approximate location of the subject site is indicated by the red star. (Source: State Library of NSW, Z/SP/L9/151)

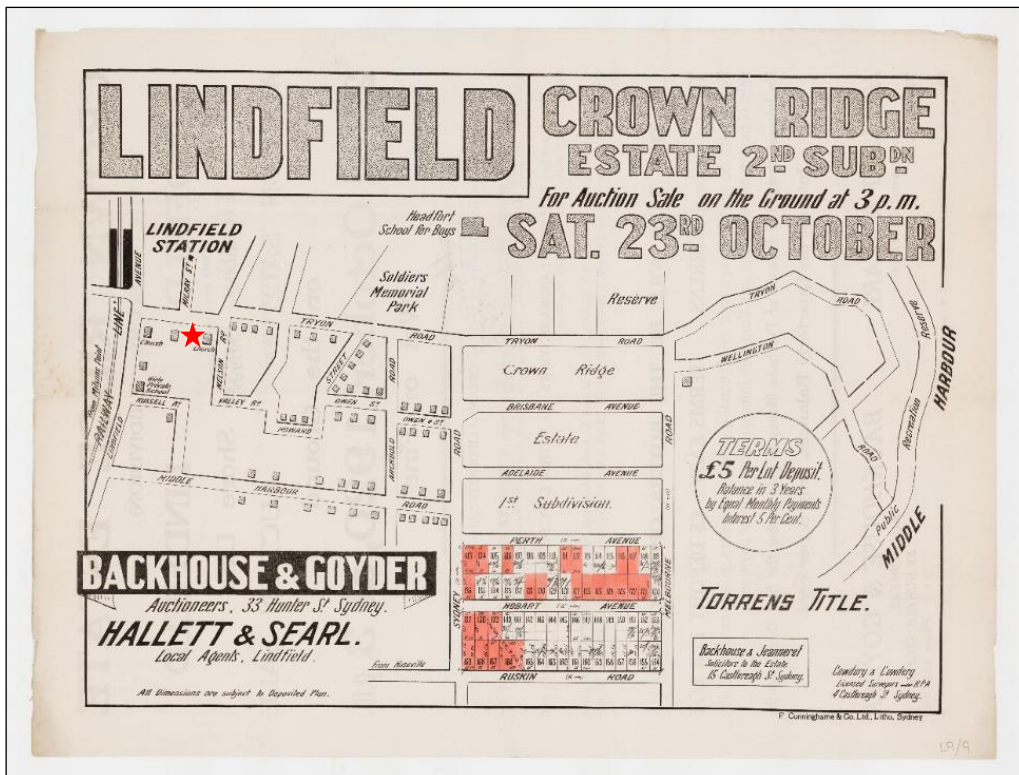


Figure 52. 1920 Subdivision for the second subdivision of the Crown Ridge Estate. The subject site is indicated by the red star. (Source: State Library of NSW, Z/SP/L9/9)



Figure 53. 1893 Parish Map depicting the approximate location of the subject site (indicated in red) within Mathew's Clanville Estate. (Source: NSW Historical Land Records Viewer)

3.2.1. 27 Tryon Road

27 Tryon Road comprises Lot 17 and part of Lot 18 of the Seldon Estate subdivision. This land was purchased from Dugald Thomson by Albert Noble Carter, a lithographic draughtsman from Roseville, in 1903. The site had a total area of 1 rood and 29¼ perches (approximately 1750sqm). It is difficult to discern when the dwelling at 27 Tryon Road was initially constructed, however, Carter Noble is listed as an inhabitant in the 1906 edition of the Sands Postal Directory suggesting that the dwelling was constructed c. 1905/6 to the designs of an unknown architect. It is later referred to as "Camelon" in the 1907 edition of the Sands Directory onwards. Camelon was subsequently purchased by Captain Colin Mackenzie, captain of the mercantile marines, in 1911. Mackenzie remained there until 1943, suggesting that the aged care facility was built around the original structure of Camelon, as it can be seen in Figure 54 - Figure 59 that the original development of the Whitehall aged care facility occurred around the core of the dwelling first seen in Figure 54.

In 1946, the Whitehall Convalescent Home (now the Whitehall Aged Care Facility) commenced operations from 27 Tryon Road. The hospital comprised a 34 bed facility that marketed itself as an exclusive convalescent home with well trained staff.¹³ In 1969, the building was extended with new additions to the ground floor structure at the rear of the building to accommodate 7 additional patient wards, a treatment room, an office and amenities. In 2011, the site underwent further refurbishment and alteration works to the rear part, the demolition and reconstruction of the front part of the aged care facility building.

¹³ "Advertising," *The Sydney Morning Herald*, July 27, 1946, 23.

3.2.2. 29 Tryon Road

29 Tryon Road comprises part of Lot 18 and the whole of Lot 19 of the Seldon Estate subdivision. This land was purchased from Dugald Thomson by Arthur Shortland, a draughtsman from Petersham, in 1902. The site had a total area of 1 rood and 9½ perches (approximately 1250sqm). As with 27 Tryon Road, it is difficult to determine the original construction date of the dwelling located at 29 Tryon Road. It does not appear that Shortland developed the plot of land as he is not listed as an inhabitant of Tryon Road in the Sands Postal Directories from 1903 (first mention of Tryon Road) to 1914 (transfer of the site to Frederick Thomas Burnett). Burnett's name is first mentioned in the 1916 edition of the Sands Directory and his dwelling is listed as "Rhodesia", suggesting a construction date c. 1915/6. After the site was transferred to Michael Vincent Murphy, Administrator of Norfolk Island 1913-1920, the site retained the name Rhodesia into the 1930s editions of the Sands Directory, suggesting that the current dwelling present on site is the original dwelling constructed c. 1915/6 for Frederick Burnett. As with 27 Tryon Road, the architect who designed the dwelling at 29 Tryon Road is unknown.

In 1969, the site was sold to the Whitehall Convalescent Home Pty Ltd.

Both 27 and 29 Tryon Road, Lindfield were collectively sold in March 2024.

3.3. Alterations and Additions

The following list of building and development applications relevant to the subject site has been included from the Statement of Environmental Effects (SEE) accompanying the previous Development Application made for the site DA0491/11, prepared by Smyth Planning (September 2011).

Table 1: Alterations made to 27 Tryon Road

Application Number	Event
DA0491/11	On 13th December 2011, Council approved a Development Application (DA0491/11) for alterations and additions, landscaping and boundary adjustment to the existing aged care facility.
DA5395/97	On 10th September 1997, Council approved a Development Application (DA5395/97) for the installation of a patient lift, carport, ramp and alterations and additions to the Aged Care Facility.
Building Application 96/605	On 21st April 1997, Building Application 96/605 for a new lift and cover to carport was refused by the Council as the proposal did not comply with Development Application DA4086/94.
DA4086/94A	On 19th November 1996, an amendment to the Section 102 Application (DA4086/94A) was approved by the Council for the installation of an emergency lift to the Aged Care Facility. This application included fencing at a minimum height of 1.8 metres along the Tryon Lane frontage, landscaping and gates to be installed in front of the carport.
DA4086/94	On 18th August 1994, Development Application DA4086/94 was approved by the Council to allow the installation of an emergency lift at the Aged Care Facility.
DA2019/89	On 16th June 1989, a Development Application (DA2019/89) was approved by the Council for alterations and additions to the sitting rooms on levels 1 and 2 at the Aged Care Facility.
DA72/751	On 9th February 1972, a Development Application (DA72/751) was approved by the Council for extensions to the existing Convalescent Hospital. This approval included limiting the maximum number of beds to 70, ensuring that

Application Number	Event
	16 parking spaces are provided on site and providing an ambulance bay at the rear of the building adjacent to the mortuary area.
Building Application 69/1909	On 22nd September 1969, Building Application 69/1909 was approved for additions comprising a ground floor structure at the rear of the building to accommodate 7 wards and a treatment room, office and amenities.

3.4. Land Use History

A brief review of the development history of the study area is presented here based off the available historical aerial imagery available for NSW. A sequential review of the various phases represented by the aerial imagery is provided and select aerial images from 1930 to 2017 are depicted in Figure 54 to Figure 63. The evidence is reviewed in order to illustrate how the study area has been developed since the first available aerial image from 1930.

The first clear aerial photograph in 1930 and shows both 27 and 29 Tryon Road as developed lots (Figure 54). Both blocks were developed, in c. 1905/6 and c.1915/6, respectively, and the 1943 aerial photograph (Figure 55) shows one dwelling on each block (27 and 29) facing on to Tryon Road.

There is very little change to the property at 29 Tryon Road except for landscaping and the emplacement of hard surfaces and patios, and the fact that the back yard was sold to the owners of the nursing home in 1968 (compare Figure 58 and Figure 59).

27 Tryon Road opened as a 34 bed nursing home in 1946. By 1955, the lot associated with number 27 was redeveloped, the existing building was extended, and the former back garden was redeveloped with extensions to the existing structures (Figure 56). However, the two properties – 27 and 29 – are separate lots and the retirement home did not yet extend into the southern half of 29 Tryon Road. By 1961, the property at 27 Tryon Road included a now expanded original dwelling, with a series of extensive buildings – at least two – having been constructed in the former back garden (Figure 57). There are no changes made to 27 Tryon Road visible at this time. By 1978, the property at 27 Tryon Road has again been redeveloped, and the house is again extended to the south into the former back yard, and an earlier building in the southeast corner has been removed. Again, there is no change to 29 Tryon Road. The next set of historical aerials are not until 1986, and by this time the property at 29 Tryon Road has evidently sold the southern half of their lot to the owners of the retirement home, since the building located along the southern boundary of 27 Tryon Road extends east into the former garden area of number 29, the remaining area having been cleared and surfaced to function as a carpark for the property (Figure 60).

The only noticeable changes between 1986 and today are the fact the roofs of the existing building of the retirement home are upgraded, and new roofing installed (Figure 61 to Figure 63).

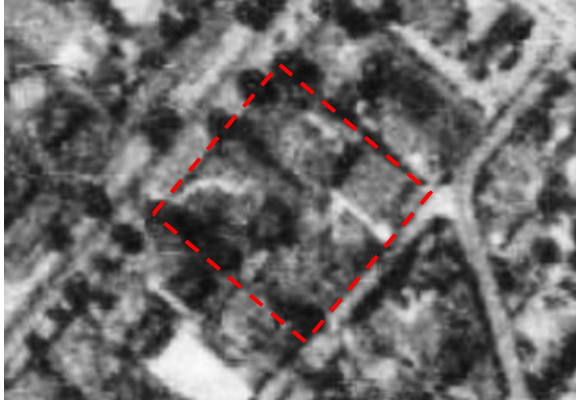


Figure 54. 1930 aerial (Source: Spatial Services NSW)



Figure 55. 1943 aerial (Source: Spatial Services NSW)



Figure 56. 1955 aerial (Source: Spatial Services NSW)

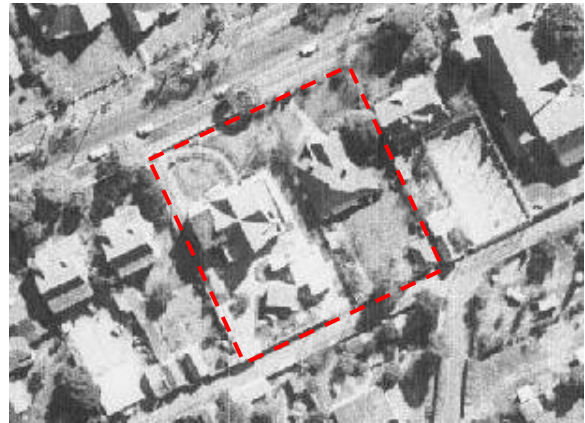


Figure 57. 1961 aerial (Source: Spatial Services NSW)



Figure 58. 1965 aerial (Source: Spatial Services NSW)

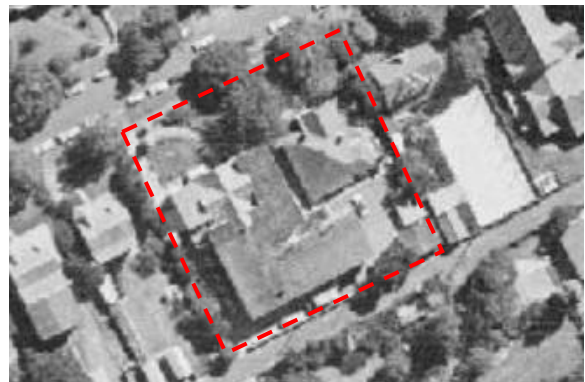


Figure 59. 1978 aerial (Source: Spatial Services NSW)



Figure 60. 1986 aerial (Source: Spatial Services NSW)



Figure 61. 1994 aerial (Source: Spatial Services NSW)



Figure 62. 2014 aerial (Source: Spatial Services NSW)



Figure 63. 2017 aerial (Source: Spatial Services NSW)

4. ASSESSMENT OF SIGNIFICANCE

4.1. Understanding Heritage Significance

Each place is unique and has its own combination of values. Therefore, before making decisions about the future of a heritage item, it is essential to understand its heritage values so that these will be retained when making future decisions about the place. The statement of heritage significance summarises an item's heritage values.

4.2. Established Statements of Significance of Heritage Items in the Vicinity

The following Statements of Significance have been extracted from the respective listings of the heritage items on the NSW State Heritage Inventory. These have been extracted to understand any potential impacts the proposal would have on these heritage items in proximity.

4.2.1. Tryon Road Uniting Church, SHR no. 01672

The Tryon Road Uniting Church, constructed in 1914 in the Federation Gothic style with Arts & Crafts influences, is of aesthetic significance at the State level. Externally and internally, the church complex is an unspoiled instance of Australian Edwardian design. Harmonious furnishings and stained glass from distinguished Sydney firms contribute to a beautiful interior, and enhance its Arts & Crafts design. The organ has historic, social and technical significance at State level. It comprises pipework from an early Irish organ used at St Mary's Cathedral, Sydney, in 1839, purchased for the Wesleyan Church first in Macquarie Street and later York Street; it was rebuilt and enlarged at different times by the important Sydney builders Charles Jackson and William Davidson and the great Melbourne firm of George Fincham & Sons. It is a rare instrument with unusual size and power, and interesting tonal character. The organ case is of cedar and possesses unusually high quality design and workmanship. It has recently been restored to its Macquarie Street glory.

The complex comprises church and hall and is of local significance for its social associations with Lindfield from the early years of the suburb to the present time. It is a rare instance of church premises designed by the Roseville architect William Slade, who also designed the Roseville Uniting Church, and many other local buildings in the late nineteenth and early twentieth centuries.¹⁴

4.2.2. Dwelling House, item no. I50

The property is significant as part of the residential development of the suburb of Lindfield during the first decade of the twentieth century when the subdivision and consolidation of the large holdings in the area was at its peak. Although having undergone some modifications to the original building, the house remains largely intact externally with its original Federation Period Arts and Crafts stylistic detailing. The building is a prominent element located on its large site and makes a contribution to the character of the immediate area.

The item is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.¹⁵

4.2.3. Dwelling House, item no. I479

The property has historic significance as part of the early residential development of the suburb of Lindfield when the subdivision of the large holdings in the area was at its peak. Although having

¹⁴ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5053604>.

¹⁵ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880681>.

undergone some modifications to the original building, the house has aesthetic significance for the age and largely intact original Federation Arts and Crafts stylistic detailing.

The mature gardens at the front of the house and the complimentary picket fence contribute to the streetscape character as the original curtilage to this early twentieth century residence.

The item is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.¹⁶

4.2.4. Dwelling House, item no. I480

Reasons for listing; cultural, architectural, municipal significance.¹⁷

4.2.5. Dwelling House, item no. I481

Reasons for listing; cultural, architectural, municipal significance Note: Fine garden.¹⁸

4.2.6. Crown Blocks Conservation Area, C22

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth centuries. The area is of local historic and aesthetic significance as a good and largely intact residential precinct characterised by streetscapes of good, high-quality examples of single detached houses from the Federation, inter-war and post-war periods. The built context is enhanced by large garden settings, wide street proportions, street plantings and remnant and planted native trees and reserve areas which are synonymous with the Ku-ring-gai area.

Killara Park, Swains Gardens and various reserves in and around the area contribute to the aesthetic character and social significance of the area. The blocks are located about streets generally formed by neighbouring early grant boundaries, estates and suburban subdivision. The current layout and pattern of development represents the late nineteenth and early to mid-twentieth century development of the area. The predominant early twentieth century development of the area also reflects the evolution of rail and road networks and particularly improvements of the rail network in the late 1920s and early 1930s. Some land consolidation and creation of larger blocks and subdivision and creation of residential blocks has also occurred in the area. Despite these changes the area significantly retains a streetscape pattern characterised by single detached houses and emphasis on residential development and retention of natural and recreational areas.

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.¹⁹

4.2.7. Trafalgar Avenue Conservation Area, C31

Historically, the area represents the residential development of Lindfield during the nineteenth and twentieth centuries. The construction of the North Shore rail line in 1890 brought about the subdivision of the Clanville Estate to create the Lindfield Grove, Fowler and Bothwell Estates, parts of which form the conservation area.

The area is a largely intact residential precinct of the Federation period, which developed alongside the railway. It includes houses in a variety of styles, dating from the 1900s to the 1920s.

¹⁶ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880666>.

¹⁷ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880665>.

¹⁸ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880664>.

¹⁹ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882686>.

Mature trees on public and private land (including remnant native trees) are an integral part of the character of the area.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.²⁰

4.2.8. Middle Harbour Road, Lindfield Conservation Area, C42

Historically, the area represents the fine residential development of Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1819 land grant to Daniel Dering Mathew, known as "Clanville", and the subsequent subdivision of this grant. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The Middle Harbour Road Lindfield Conservation Area is of historic and aesthetic significance as a good and largely intact residential precinct characterized by streetscapes of good, high-quality examples of single detached houses primarily from the Federation and inter-war periods with some good examples of mid to late twentieth century dwellings.

The built context is enhanced by the street proportions and character, street plantings and garden settings including remnant and planted native trees. Some re-subdivision and redevelopment has also occurred in the area. Despite these changes, the area significantly retains its early subdivision and streetscape pattern of single detached houses within a "green" setting.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.²¹

4.3. Assessment of Criteria (27-29 Tryon Road, Lindfield)

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance. There are two levels of heritage significance, State and local.

The following assessment of significance for the subject site has been prepared in accordance with the *Assessing Heritage Significance 2023* guidelines from the NSW Department of Planning and Environment.

(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).

The place is of local historic significance as part of Daniel Dering Mathew's original 400 acre Clanville Estate, which was subsequently subdivided and developed from the 1890s following the establishment of the North Shore Rail line and the opening of Lindfield Station in 1890. The subject site encompasses Lots 17-19 of the Seldon Estate subdivision demonstrating the historic subdivision that remains visible in the resulting street pattern and real property boundaries.

(b) Historical association: An item has strong or special associations 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).

The place does not demonstrate strong or special associations with the life of any person or group of persons of importance in the local area.

²⁰ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882728>.

²¹ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882707>.

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

The building at 27 Tryon Road does not demonstrate a high degree of technical or creative achievement in the local area.

The dwelling at 29 Tryon Road is of some local aesthetic significance as a largely intact example of a California Bungalow style house (exteriors). Despite changes to the interiors of the building, it continues to retain its overall original form, character and detailing typical of the style, including decorative half-timbering of the gable end to the north and a projecting faceted bay window. In addition, the building positively contributes to the residential character of Tryon Road, however, given the general redevelopment of the subject site's immediate setting with mid-rise residential flat buildings, this contribution is diminished through a lack of context.

(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.

The social significance of a place should be assessed through community consultation as it may have particular importance to the local community as a sense of place and belonging. Notwithstanding this, 27 Tryon Road may hold limited social significance for families that have had family members receive care and reside at the former aged care facility. Otherwise, there are no known significant social associations with the subject site.

The research to date did not reveal any strong or special association for 29 Tryon Road, therefore it does not meet the threshold for listing under this criterion.

A basic search on the NSW Government's Aboriginal Heritage Information Management System (AHIMS) reveals that there are no Aboriginal sites recorded within the subject site. This indicates that the place may not have significant associations with the local Aboriginal community; however, this could be determined through a community consultation process with the local Aboriginal community.

(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)

The subject site does not demonstrate the requisite potential to further contribute to the understanding of the history of the local area, due to the relative abundance of intact Federation era dwellings (in the case of 29 Tryon Road) that are conserved by way of the neighbouring Heritage Conservation Areas. 27 Tryon Road also has limited potential to further contribute to an understanding of the local area's history due to its low archaeological (Aboriginal and non-Aboriginal) potential.²² The potential of 27 Tryon Road to provide further information about the operation of aged care facilities in the local area is diminished by subsequent changes to the built fabric, its internal layout, and its setting.

(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)

27 Tryon Road does not demonstrate rarity values due to its simple modern construction that also does not demonstrate a high degree of technical or creative achievement in the local area.

29 Tryon Road, while an overall intact example of a California Bungalow style dwelling, there are numerous other examples of this style of construction in the local area that are conserved within the LGA's Heritage Conservation Areas, particularly the neighbouring Crown Blocks, Trafalgar Avenue and Middle Harbour Road Conservation Areas.

²² City Plan Heritage, "Aboriginal Cultural Heritage Assessment Report (February 2025)," Report prepared for Bridgestone Projects Pty Ltd, 76.

(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)

27 Tryon Road is not a representative example of aged care facilities constructed during a similar period, because of the numerous subsequent changes made to the building, including the demolition and reconstruction of the building's northern elevation.

However, 29 Tryon Road is a representative example of a California Bungalow style dwelling constructed during the Federation era. It demonstrates architectural and aesthetic qualities typical of the style, as demonstrated by its form, materiality, detailing and landscaped garden setting.

4.4. Statement of Significance

The existing building at 27 Tryon Road, Lindfield, is of local historical significance as part of Daniel Dering Mathew's 400 acre Clanville Estate and may demonstrate some social significance values with families that have had family members receive care at the Whitehall aged care facility. However, the building does not demonstrate a high degree of creative or technical achievement, is of low research potential significance, and has no significant associations with any person or group of persons in the local area. Furthermore, the land comprising 27 Tryon Road demonstrates low archaeological potential (both Aboriginal and non-Aboriginal).

The existing dwelling at 29 Tryon Road, Lindfield, is a representative example of a Federation era California Bungalow style dwelling, demonstrating aesthetic qualities typical of the style. The dwelling is also of local historical significance, being part of Daniel Dering Mathew's 400 acre Clanville Estate and demonstrative of historical subdivision patterns. In addition, the dwelling positively contributes to the residential character of Tryon Road, however, this contribution is diminished by a lack of context due to the predominantly mid-rise residential flat building based character of this section of Tryon Road.

As such, there is insufficient evidence to support individual listing of the buildings located at 27-29 Tryon Road. While No. 29 has some significance at a local level, but only as contributory item within the overall existing streetscape of Tryon Road - its heritage value is less than or equal to similar buildings to the east within the Crown Blocks, Trafalgar Avenue or Middle Harbour Road HCAs, however, given the future of the street in terms of development (including rezoning as R4 - high density residential) the context of the building will be completely removed along with most of its heritage value.

5. HERITAGE IMPACT ASSESSMENT

5.1. NSW Department of Planning and Environment Guidelines

The subject site is not listed as a heritage item under Parts 1 or 2 of Schedule 5 of the *Ku-ring-gai LEP 2015* although it is located in close proximity to a number of heritage items. As the proposed development is considered State Significant Development that will be pursued under the *Housing SEPP 2021*, it is not subject to the *Ku-ring-gai Development Control Plan 2024 (DCP)* per Clause 2.10 of the *State Environmental Planning Policy (Planning Systems) 2021*.

The following questions to be answered have been extracted from the NSW Department of Planning and Environment publication *Guidelines for Preparing a Statement of Heritage Impact* (June 2023). Responses have been provided in relation to the proposed development.

5.1.1. General considerations when preparing a statement of heritage impact

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<p>4.1 Matters for consideration</p> <ul style="list-style-type: none"> ▪ Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance? 	<ul style="list-style-type: none"> ▪ The proposed works will result in the removal of both existing dwellings currently located at 27-29 Tryon Road, Lindfield. Neither building is listed as heritage items under the <i>Ku-ring-gai LEP 2015</i> or the <i>Heritage Act 1977</i>. In addition, neither building is included within any Heritage Conservation Area.
<ul style="list-style-type: none"> ▪ Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated? 	<ul style="list-style-type: none"> ▪ The subject site is not a listed heritage item and so the proposed works will not affect its setting or views. ▪ Notwithstanding this, the subject site is located in close proximity to a number of heritage items, including the Tryon Road Uniting Church - SHR no. 01672, which is listed as a State Heritage item under the <i>Heritage Act 1977</i>. The site is also located directly north of a local heritage item - Dwelling House (item no. I50). ▪ Views to the Tryon Road Uniting Church item will not be affected as the form, including the roofline, will remain clearly discernible when viewed from Nelson Road, which is its key view corridor. The proposed building will not be easily distinguishable from Tryon Road due to the mature plantings that characterise the landscape setting of Tryon Road and provide adequate screening of views. Views west from Tryon Road to the Uniting Church item will not be additionally affected due to the presence of the existing adjoining mid-rise residential flat building (5-storeys) located at 31 Tryon Road. The proposed development will also allow for mature tree plantings around the site, due to front and side setbacks of >6m (increases from 6m at ground level to 12m at Level 8 and above) from the allotment boundary. This will aid in mitigating potential disruptions to significant views by the proposed development by reducing its perceived bulk when viewed from street level.

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	<ul style="list-style-type: none"> ▪ Views to the Dwelling House item (item no. 150) will be minimally affected as the item's primary elevation is to the south towards Russell Avenue and is not meant to be viewed looking southwards from Tryon Lane. Views to the Dwelling House from Russell Avenue looking northwards will be impacted as the proposed development will be clearly visible behind the form of the heritage item. However, this impact will be mitigated somewhat due to the layout of Russell Avenue which is oriented northwest-southeast, as such, the proposed development will be seen primarily when not directly facing the heritage item or when attempting to glimpse the item from lower Russell Avenue. In addition, the proposed development will be setback from the heritage item such that heritage item will remain the primary focus of views from Russell Avenue northwards; as the proposed development will also be viewed obliquely, the perception of the heritage item's bulk will increase, reducing the impact of the proposed development on the wider setting. The proposed development has also been designed to taper in width towards its maximum height and this will lessen the perception of its visual bulk when viewed from Russell Avenue. ▪ The cultural landscape of Tryon Road is characterised by a mix of earlier Federation, Interwar and Postwar period housing, however, these are primarily contained to the surrounding Heritage Conservation Areas and not the western portion of Tryon Road leading to Lindfield Station. The portion of Tryon Road where the subject site is located is characterised by mid-rise residential flat buildings; this character will not be impacted by the development of new residential flat buildings.
<ul style="list-style-type: none"> ▪ Are the proposed works part of a broader scope of works? ▪ 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? 	<ul style="list-style-type: none"> ▪ The proposed works are not part of a broader scope of works, nor does it relate to any previous or future works. ▪ It is noted that the further loss of low-scale detached dwellings in the local area may reduce the legibility of adjoining heritage items due to a loss of physical context, however, the significance of the closest items, Tryon Road Uniting Church (SHR no. 01672) and Dwelling House (item no. 150), should still be able to be interpreted and contextualised in relation to the intact quality of neighbouring Heritage Conservation Areas' settings (Crown Blocks, Trafalgar Avenue and Middle Harbour Road).
<ul style="list-style-type: none"> ▪ Are the proposed works to a heritage item that is also significance for its Aboriginal cultural heritage values? If so, 	<ul style="list-style-type: none"> ▪ The subject site has been assessed as having little potential for any impacts to the Aboriginal cultural heritage values of the place; this was assessed

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<p>have experts in Aboriginal cultural heritage been consulted?</p> <ul style="list-style-type: none"> Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required? 	<p>through an Aboriginal Cultural Heritage Assessment process.²³</p>
<ul style="list-style-type: none"> Do the proposed works trigger a change of use classification under the National construction code that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated? 	<ul style="list-style-type: none"> The proposed development will result in the removal of the existing buildings from site and the construction of a new Class 2 building. This will not result in impacts to any heritage values as the subject site does not contain any identified heritage items, nor does the significance of the existing buildings within the subject site justify individual listing under the <i>Ku-ring-gai LEP 2015</i>.
<ul style="list-style-type: none"> If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered? 	<ul style="list-style-type: none"> The proposed works are not to a local heritage item. In addition, the development works will be pursued through the <i>Housing SEPP 2021</i> and has been declared as State Significant Development. Therefore, the DCP guidelines do not apply to the subject proposal.
<ul style="list-style-type: none"> Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated? 	<ul style="list-style-type: none"> The works will result in minimal impact to the wider setting of surrounding heritage items and not to the subject site itself. The impacts to the wider setting of Tryon Road will be mitigated through sympathetic design of the proposed residential flat building. The design responds to that of neighbouring mid-rise residential flat buildings through the building's material palette and design that creates visual interest, yet is sympathetic to the character and qualities of surrounding development. The proposed development has been designed in consideration of minimising its visual impact on surrounding Heritage Conservation Areas and heritage items as much as practicable and possible, considering the nature of its type. This has been achieved through a setback of >6m from the Tryon Road and side boundaries of the allotment. This affords visual separation from neighbouring buildings and an allowance for mature street plantings within the site for additional screening. The design of the proposed residential flat building also tapers in width with a reduced floor plate at the upper levels compared to the lower levels. This will also aid in reducing perceptual bulk when viewing the building at street level through the significant view lines of neighbouring heritage items, such as the Tryon Road Uniting Church (SHR no. 01672). The base of the building will be constructed with cream coloured face brick finish to minimise any

²³ City Plan Heritage, *Aboriginal Cultural Heritage Assessment Report*, 86.

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disruptions and respond to the material palette of surrounding items, such as the face brick façades of surrounding development. Upper floors will consist of a neutral material palette comprised of grey pigmented concrete and aluminium detailing (vertical louvres and soffit panels). This is of a simple modern design that responds to the modern context of mid-rise residential developments along Tryon Road and distinguishes itself from the historical character of local heritage items and dwellings within surroundings HCAs. An indicative list of material finishes is shown at Figure 64.

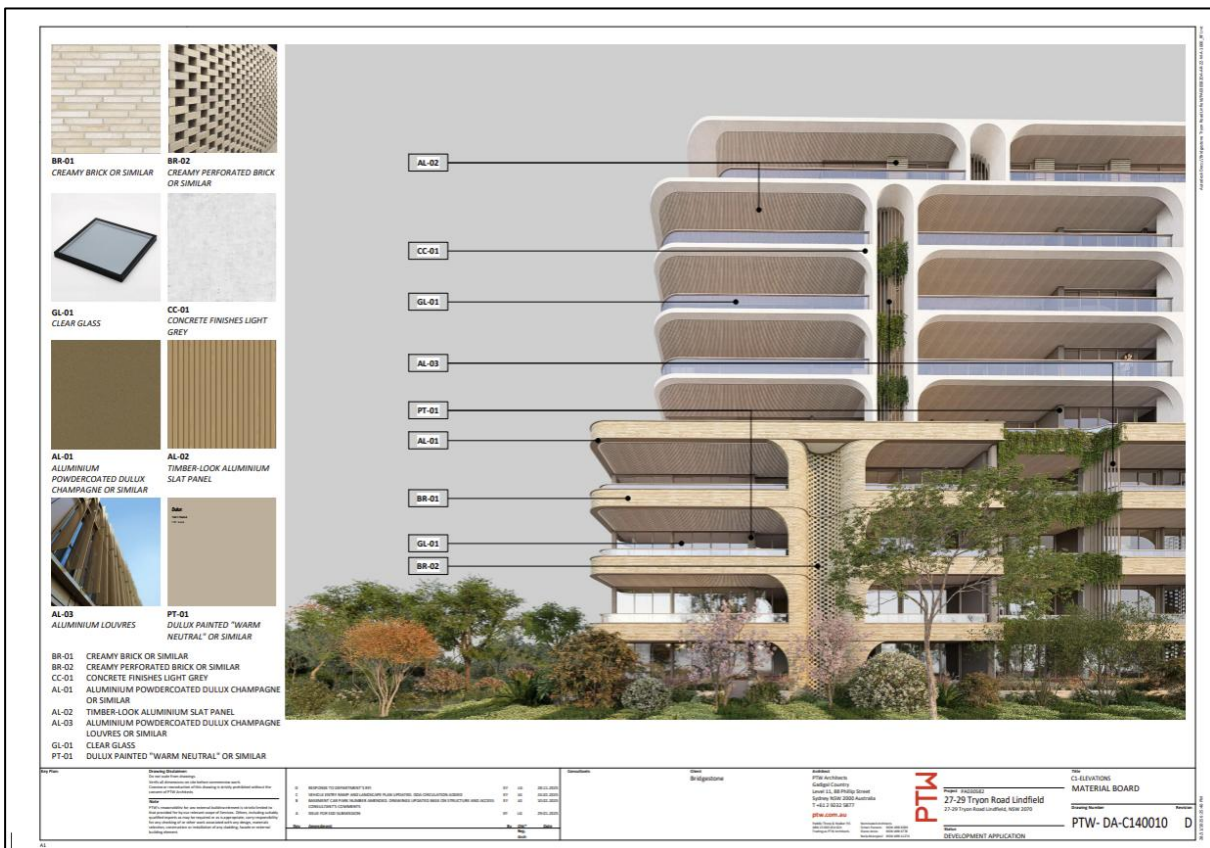


Figure 64. Material board for proposed development at 27-29 Tryon Road, Lindfield. (Source: PTW Architects, Material Board, Drawing No. PTW-DA-C140010, Rev. D)

5.1.2. Matters for Consideration

The subheadings below should be used to accurately assess the impacts of the proposed works on heritage significance of the heritage items or the heritage conservation areas. Describe what measures the proposed works implement to avoid, minimise or mitigate any adverse impacts on the heritage significance of the item.

Fabric and Spatial Arrangements

No changes will be made to the fabric and spatial arrangements of any heritage items or Heritage Conservation Areas.

Settings, views and vistas

The wider setting of the subject site will be minimally affected by the proposed works due to the abundance of existing mid-rise residential flat buildings along Tryon Road that have previously impacted on the heritage significance of identified heritage items. Further impacts to the setting as a result of the proposed development will therefore be minimal. Impacts to significant views are discussed at Section 5.1.1.

It is noted that due to the subject site being 'saved' under the TOD provisions of the Housing SEPP, the Ku-ring-gai Preferred Alternative Scenario that was gazetted under the *State Environmental Planning Policy Amendment (Ku-ring-gai Station Precincts) 2025* in November 2025 do not apply to the site. Nonetheless, the new provisions (which are outlined in the *Ku-ring-gai LEP 2015*) convey a desired future character that remains in line with that of the subject proposed development. The proposed development continues to meet the objectives of the R4 - High Density Residential zoning that applies to the site and is in accordance with the exclusionary clause that exempts the subject development from being limited to the maximum building height identified in the *Ku-ring-gai LEP 2015*.

In addition, the subject development is consistent with the Local Character Statement included in the Ku-ring-gai DCP 2024 (Section 14.1) where it is identified that "buildings in this area have large footprints and greater height than built form across the rest of Ku-ring-gai. The prevalent high density leverages amenity provided by proximity to arterial roads, public transport, shops, schools and facilities...[t]he general urban nature of the area means tree canopy is reliant on street and public domain tree planting with occasional front setbacks, rear communal open spaces and rooftops/podium landscaping also providing links to the Ku-ring-gai character of buildings within a garden setting". The dominant architectural language of Tryon Road within the capture radius of TOD provisions, is largely characterised by cuboid forms with flat roofs and articulated façades due to the high amount of modern residential flat buildings that have been developed along the street. In this way, the subject development is in keeping with this architectural style and language.

Landscape

The front and side setbacks of the proposed development to the site boundaries allow for mature street plantings within the site. The inclusion of a mature tree canopy has also been considered in the design of the upper levels of the proposed residential flat building which increase in their setback from the site boundaries to an approximate distance of 9m (Levels 4-7) and 12m (at Level 8 and roof level). This will not contribute to the heritage significance of the nearby heritage items or Heritage Conservation Areas, but will help maintain the existing character of the Tryon Road streetscape and will facilitate screening of the proposed development from significant view shafts associated with neighbouring heritage items.

Use

The proposed sole use of the site as high-density accommodation will have no impact on surrounding heritage items or Heritage Conservation Areas.

Demolition

The demolition of the existing buildings within the subject site will not result in any impacts to the heritage significance of neighbouring heritage items or Heritage Conservation Areas.

Curtilage

The readjustment of the subject site's allotment boundaries will not result in impacts to the heritage significance of neighbouring heritage items or Heritage Conservation Areas as the existing boundaries do not adjoin those of any identified heritage items or Heritage Conservation Areas.

Moveable heritage

There is not identified moveable heritage within the subject site.

Aboriginal cultural heritage

Investigation into the potential Aboriginal heritage of the subject site is beyond the scope of this report and has been considered in a separate Aboriginal Cultural Heritage Assessment Report for the site, also prepared by City Plan Heritage (February 2025).²⁴

That report concluded that the potential for Aboriginal archaeological deposits, objects, features, or sites was destroyed in the course of the general development of the local area and consequently the site has zero Aboriginal archaeological potential.

Historical archaeology

A visual survey of the subject site undertaken by City Plan Heritage in January 2025 did not reveal the presence of any historical or potential historical deposits or features. The Baseline Historical Archaeological Assessment prepared by City Plan Heritage (February 2025) likewise assessed that there is no evidence that any historical or potential historical deposits or features have survived on the subject site, likely as a function of the historical and modern land use and most recent phases of redevelopment of the subject lands.²⁵

Natural heritage

The subject site is not identified as a heritage item under any statutory or non-statutory register and is not identified as having natural heritage values.

Conservation areas

The subject site is not within a heritage conservation area. It is located in close proximity to the Crown Blocks, Trafalgar Avenue and Middle Harbour Road Conservation Areas, however, the potential impact to these conservation areas has been considered in the design of the proposed development and has been mitigated through a staggered design that tapers in width to its roofline, uses a neutral material palette that avoids conflict with the wide range material finishes of surrounding development, and has considerable setbacks to the front and side site boundaries that will allow for mature tree plantings within the site to match the tree lined streetscape of Tryon Road.

Cumulative impacts

While there may be minor impacts to the heritage significance of neighbouring heritage items as a result of further loss of low-scale detached dwellings in the local area, these items, particularly the Tryon Road Uniting Church (SHR no. 01672) and Dwelling House (item no. I50), should still be able to be interpreted in relation to the neighbouring Heritage Conservation Areas (Crown Blocks, Trafalgar Avenue and Middle Harbour Road). There are no other future works proposed for the site at this stage and so there are no other cumulative impacts that are envisaged to impact the heritage significance of items and Heritage Conservation Areas in the local area. In addition, the new Alternative TOD Scenario provisions in the *Ku-ring-gai LEP 2015*, have revised several development standards and are intended to mitigate the cumulative impacts of redevelopment in the local area (and LGA more broadly).

The conservation management plan

There is no Conservation Management Plan prepared for the subject site as it is not a heritage item.

Other heritage items in the vicinity

The impacts on heritage items in the vicinity has been documented above at Section 5.1.1 of this SOHI. Overall, the impacts on the setting and views of the nearby heritage items are considered to be minor due to the abundance of existing mid-rise developments in the vicinity, the presence of several Heritage Conservation Areas in close proximity to the subject site, and the proposed design of the new building which addresses the site's surrounding built fabric context.

Commonwealth / National heritage significance

The subject site is not identified as a heritage item under any statutory or non-statutory register.

²⁴ City Plan Heritage, *Aboriginal Cultural Heritage Assessment Report*, 76.

²⁵ City Plan Heritage, "Baseline Historical Archaeological Assessment (February 2025)," Report prepared for Bridgestone Projects Pty Ltd.

World heritage significance

The subject site is not identified as a heritage item under any statutory or non-statutory register.

5.1.3. Cumulative Impact Assessment Guidelines for State Significant Projects

This report considers the implications of potential cumulative impacts on the built fabric of the subject site in line with the NSW Department of Planning and Environment publication *Cumulative Impact Assessment Guidelines for State Significant Projects* (October 2022). Per Section 3.1 of the guidelines, this report has considered:

- the proposed works (Section 1.5)
- the potential material impacts of the proposed works on environmental heritage surrounding the subject site (Section 5), and
- the likely scale and nature of the cumulative impacts of the proposed works (Section 5.1)

and has determined that, in the context of the current NSW Strategic Planning Framework (including relevant TOD provisions), the cumulative impacts associated with the proposed development are sufficiently addressed by the mitigation measures found at Section 6.

6. CONCLUSION AND RECOMMENDATIONS

In conclusion, it is considered by City Plan Heritage that the proposed works, including demolition of existing buildings and development of a 9-storey residential flat building with infill affordable housing located at 27-29 Tryon Road, Lindfield, will result in minimal impacts to the heritage significance of neighbouring heritage items and Heritage Conservation Areas.

The proposed development will respond to the current character of the Tryon Road streetscape which includes a number of similar mid-rise residential flat buildings. In addition, the works are contained to a site that has no identified heritage values or archaeological significance (Aboriginal and non-Aboriginal) and which is currently occupied by a detached California Bungalow style dwelling and a two-storey aged care facility. There may be some impacts to the wider setting of neighbouring heritage items, however, this impact is minimal and will not affect their overall heritage significance.

I, Kerime Danis (Director of City Plan Heritage), confirm this Statement of Heritage Impact addresses the requirement of SEAR No. 22 and relevant State and local legislation, policies, and guidelines including the Department of Planning and Environment's *Guidelines for preparing a statement of heritage impact* (June 2023). I further confirm that none of the information contained in the Statement of Heritage Impact is false or misleading. Therefore, the proposal is recommended to the Department of Planning, Housing and Infrastructure for approval with the following recommendations:

Heritage Interpretation

- A built heritage specialist is to develop a heritage interpretation plan for the proposed development in accordance with the Heritage Division of the NSW Office of Environment & Heritage publications, *Interpreting Heritage Places and Items (2005)* and *Heritage Interpretation Policy (2005)*.

Salvage

- Prior to commencement of the works, it is recommended that a built heritage specialist be engaged to identify significant internal and external elements at 29 Tryon Road for salvage and, if necessary storage, for use in the subject or future neighbouring developments as appropriate, including potential artworks or interpretive elements at the subject site. Removal of any items to be carried out in accordance with specific salvage methodologies provided by the built heritage specialist.

Archaeology

In the unlikely event that unexpected archaeological objects, relics, features, deposits or structures are located during the construction phase and in particular, during the earthworks associated with the construction of the subsurface basement levels, the following the protocols below should be followed in order to ensure that works are in compliance with the *Heritage Act 1977* or *National Parks and Wildlife Act 1974*:

- Should any suspected historical or Aboriginal heritage items be encountered during works, works must cease in the vicinity and the find(s) should not be moved until assessed by a qualified archaeologist.
- The location of any finds should be secured by cordoning off a minimum 10 metre buffer zone around the objects or relics or potential objects or relics. This will need to be established in consultation with a qualified archaeologist who will need to assess the objects or relics.
- If the objects or relics are considered to be of heritage significance, Heritage NSW will need to be notified.
- Before works can recommence, relevant approvals may need to be obtained under the *Heritage Act 1977* or the *National Parks and Wildlife Act 1974*.



CITY PLAN HERITAGE

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NSW Historical Imagery

NSW Land Registry Services Historical Land Records Viewer

NSW State Heritage Inventory

State Library of NSW

Other

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