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URBIS

11- 15 MIDDLE HARBOUR ROAD, LINDFIELD

Heritage Impact Statement

Prepared for
CASTLE HILL NO.7 PTY LTD
11 June 2025

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Project Code	P0059576
Report Number	01 22 May 2025 DRAFT
	02 29 May 2025 FINAL Issue
	03 11 June 2025 Revised FINAL



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

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

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

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

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EXECUTIVE SUMMARY

Urbis has been engaged by Castle Hill No.7 Pty Ltd to prepare the following Heritage Impact Statement (HIS) for 11-19 Middle Harbour Road, Lindfield NSW (subject site). This subject site includes four lots, legally defined as Lot A DP349665, Lot B DP349665, Lot 9 DP4665 and Lot B DP344051.

Castle Hill No.7 Pty Ltd is seeking approval for a State Significant Development Application (SSDA) for the redevelopment of the subject site, involving demolition of all existing improvements and site clearing prior to the construction of a multi-storey residential building comprising of 9 Levels with a mix of 1,2- and 3-bedroom units, roof level, basement parking and provisions for infill affordable housing. This HIS addresses Item 22 of the Planning Secretary's Environmental Assessment Requirements (SEARs) for SSD-82900461, issued on 8 May 2025. Further details of the proposed works are included in Section 5.

The existing dwellings on the subject site are not listed as heritage items nor is the site within a Heritage Conservation Area under Schedule 5 of the *Ku-ring-gai Local Environmental Plan 2015* (LEP). However, 11 Middle Harbour Road adjoins a heritage item 'Laurabada' dwelling house (item #142), located at 9 Middle Harbour Road.

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of Laurabada dwelling house (item #142).

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the heritage Item. Key aspects of the proposal assessment are listed below:

- The proposed demolition of the subject dwellings has been assessed and found not to meet the criteria for individual heritage listings. These heavily modified properties lack significant architectural merit and do not contribute to an intact streetscape or the environmental heritage significance of the area. While they retain some original elements, their extensive alterations have rendered them generic rather than exemplary. Located in an LGA with many heritage-listed Federation and interwar Bungalows, these dwellings are not notable. Therefore, their demolition will not detrimentally impact the character of the setting of the nearby Heritage Conservation Area, and the site is appropriate for redevelopment, provided the new design is sensitive and well-resolved.
- The development scheme proposed for the subject site will establish a needed source of high-density residential living opportunities within the vicinity of multiple public transport corridors as per the provisions in Chapter 5 of the TOD SEPP and Chapter 6 LMR of the Housing SEPP (2021). The proposal would be notably larger than the scale of the heritage listed item adjacent and the nearby HCA. While the scale of their settings would be changed, the proposal includes a podium element to moderate the difference in scale.

The following proposed building envelope and landscape design elements would mitigate the visual impact, particularly in relation to the height breach, on the adjacent heritage item and conservation area. Further detailed design development as outlined in the recommendations below would mitigate visual impact.

- The proposed development is horizontally defined by two key forms fronting Middle Harbour Road which are separated by a central courtyard. The forms would have some relationship with the finer grain development existing in the streetscape and the separation of the bulk into different elements would have some benefit in mitigating its visual effect on the streetscape and the visual dominance over the heritage item adjacent.
- The development would have a similar setback to 21 Middle Harbour Road and would be minimally forward of the setback of the adjacent heritage item (at 9 Middle Harbour Road) from the street. This would ensure that existing views around the streetscape, including to the adjacent heritage item, are not notably obscured.
- Substantial landscaping is proposed to visually soften the bulk of the development and to remain consistent with the mature landscaping existing in the streetscape. This would ensure that the character of the setting of the heritage item and conservation area would be retained.

The proposed development has been assessed to have an acceptable impact on the adjacent heritage item based on the current information. However, it is noted that this application includes a concept design only and the design requires further refinement and heritage impact assessment to confirm heritage impacts.

RECOMMENDATIONS

- A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.
- The façade treatment including materiality and detailed design/articulation should be developed in consultation with a heritage consultant, acknowledging that the facade design should focus on visually breaking the development visual scale into smaller elements.
- The façade treatment including materiality should be developed in consultation with a heritage consultant, acknowledging that the facade design should not be visually dominant in the streetscape but should focus on visually breaking the development visual scale into smaller elements.

1. INTRODUCTION

1.1. BACKGROUND & PURPOSE

Urbis has been engaged by Castle Hill No.7 Pty Ltd to prepare the following Heritage Impact Statement (HIS) for 11-19 Middle Harbour Road, Lindfield NSW (subject site). This subject site includes four lots, legally defined as Lot A DP349665, Lot B DP349665, Lot 9 DP4665 and Lot B DP344051.

Castle Hill No.7 Pty Ltd is seeking approval for a State Significant Development Application (SSDA) for the redevelopment of the subject site, involving demolition of all existing improvements and site clearing prior to the construction of a multi-storey residential building comprising 9 Levels with a mix of 1,2 and 3 bedroom apartments, roof level, basement parking and provisions for infill affordable housing. This HIS addresses Item 22 of the Planning Secretary's Environmental Assessment Requirements (SEARs) for SSD-82900461, issued on 8 May 2025.

Landmark Group is seeking to redevelop the subject site with approval sought via State Significant Development Application (SSDA). Landmark Group are compiling Secretary's Environmental Assessment Requirements (SEARs) for an SSD high-density development in Ku-ring-gai LGA, However, Council and the DPHI are working together currently to rezone the LGA.

The subject site is **not** identified as a local or state heritage item and is **not** located within a Heritage Conservation Area. However, 11 Middle Harbour Road is adjacent to a local heritage item 'Laurabada' dwelling house (item #I42).

The proposed works associated with this report include the demolition of 11-19 Middle Harbour Road to accommodate a 9 level residential comprising of 1,2 and 3 bedroom apartments, basement parking and provisions for infill affordable housing. Further details of the proposed works are included in Section 5.

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of item I42. A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report.

1.2. METHODOLOGY & LIMITATIONS

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

Site constraints, opportunities and impacts have been considered with reference to the relevant controls and provisions contained within the *Ku-ring-gai Local Environmental Plan 2015* (LEP) and the Ku-ring-gai Development Control Plan 2024 (DCP). This HIS is limited to the assessment of built heritage impacts of the proposal. It is beyond the scope of this report to assess the archaeological potential of the subject site or assess any potential archaeological impacts as a result of the proposal.

1.3. AUTHOR IDENTIFICATION

The following report has been prepared by Lisa Flemwell (Consultant). Alexandria Cornish (Associate Director) has reviewed and endorsed its content.

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

2. SITE DESCRIPTION

2.1. SITE LOCATION

The subject site is located at 11-19 Middle Harbour Road, Lindfield within the Local Government Area (LGA) of Ku-ring-gai. The site is legally described as:

- Lot A in Deposited Plan 349665 (11 Middle Harbour Road).
- Lot B in DP 349665 (15 Middle Harbour Road).
- Lot 9 in DP 4665 (17 Middle Harbour Road).
- Lot 10 in DP4665 (19 Middle Harbour Road).

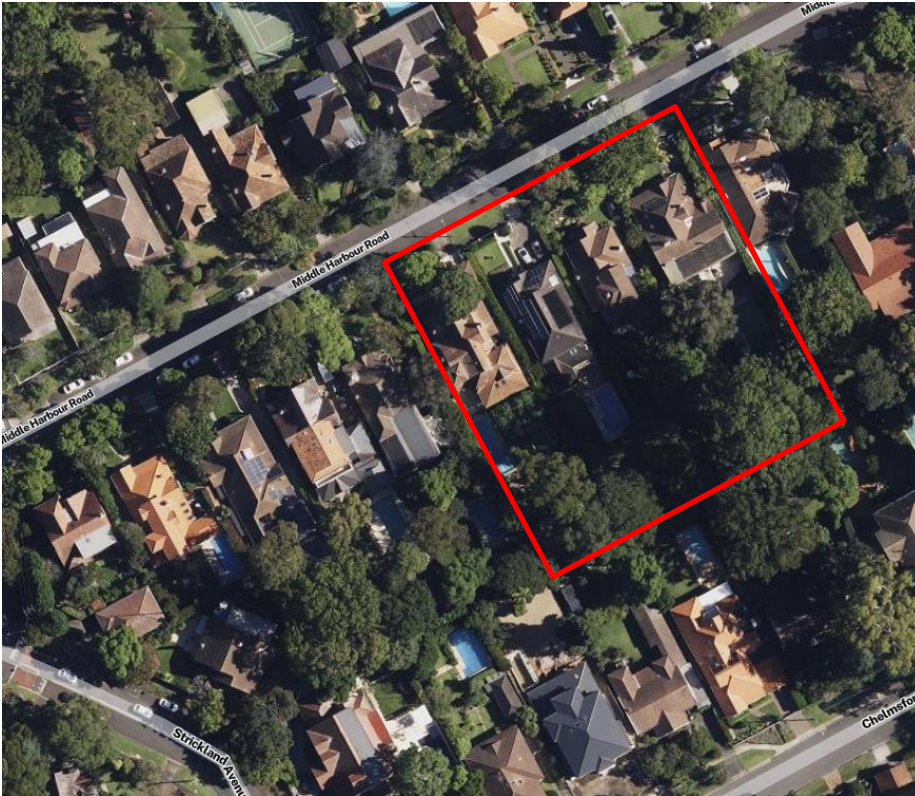


Figure 1 Location map showing the subject site outlined in red.

Source: SIX Maps 2025

2.2. SETTING

The surrounding area of the subject sites is characterised predominantly by low-rise residential buildings of one to two storeys that have been constructed throughout the twentieth century. The character of the street is therefore mixed. The street has substantial mature vegetation including Jacaranda trees. Middle Harbour Road, on which both sites are situated, is a larger arterial route within Lindfield that is serviced by multiple bus stops. To the west of the subject sites, the Pacific Highway and North Shore railway line run parallel to each other and connect Lindfield to the adjacent suburbs of Killara to the north and Roseville to the south.

Whilst the area to the east of the railway line is primarily residential, the lots situated along the Pacific Highway have been largely developed to accommodate retail, hospitality, commercial and community facilities that service the suburb of Lindfield. Items of interest along the Pacific Highway include Lindfield Post Shop and Lindfield Library. Further west along streets parallel to the Pacific Highway, such as Drovers Way, are residential lots of higher density that accommodate apartment blocks of four to five storeys from the mid-late twentieth century.

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



Picture 1 Facing north-east down Middle Harbour Road.

Source: Urbis, 2025.



Picture 2 Facing south-east towards 15 Middle Harbour Road.

Source: Urbis, 2025.



Picture 3 Example of the low-density dwellings on Middle Harbour Road.

Source: Urbis, 2025.



Picture 4 Streetscape of Middle Harbour Road, with mature Jacaranda trees.

Source: Urbis, 2025.

2.3. SUBJECT SITE DESCRIPTION

The subject sites located 11- 19 Middle Harbour Road, are all regular rectangular lots, accessed from their main street frontage, Middle Harbour Road which has a gradual easterly slope.



Figure 2 Aerial diagram showing the subject site outlined in red.

Source: Urbis 2025 PHAA

2.3.1. 11 Middle Harbour Road, Lindfield

11 Middle Harbour Road is a two-storey, 6-bedroom house, with a basement level for storage and a wine cellar. The house is of Federation bungalow architectural style constructed in brick; the core of the building has a hipped roof with a street facing gable end with a half-timber effect. The street facing gable is complete with rounded finial, and timber window shutters. The roof materiality including the carport roof is finished in red terracotta tiles. The eastern elevation of the house has a long brick chimney finished in a pebbledash render.

The primary façade has an L shaped verandah along the north-east elevation of the house, with timber decking and timber balustrades. The southern elevation (rear) is a substantial new modern extension finished in brick (to match the primary façade), with a covered entertaining terrace that extends to lawn area and swimming pool.

Internally the house contains some original features at the ground level (presumably part of the original house) that includes, sash windows, arched timber framed entrance ways, timber flooring, ceiling roses and high vents.

The street facing yard is dominated by mature jacaranda tree and hedging behind the fence that screens the house from the street level. The house has a waist high fence with concrete pylons and fencing in between the pylons. The house is generously setback from the street level, with a wide driveway that leads to a modern carport.



Picture 5 Primary façade of 11 Middle Harbour Road.

Source: Urbis, 2025.



Picture 6 Carport of 11 Middle Harbour Road.

Source: Urbis, 2025.



Picture 7 Rear elevation of the house, featuring outdoor terrace, and pool.

Source: Realestate.com, 2025.

<https://www.realestate.com.au/property/11-middle-harbour-rd-lindfield-nsw-2070/>.



Picture 8 Internal image showing the arched entrance, ceiling rose and timber flooring.

Source: Realestate.com, 2025.

<https://www.realestate.com.au/property/11-middle-harbour-rd-lindfield-nsw-2070/>.

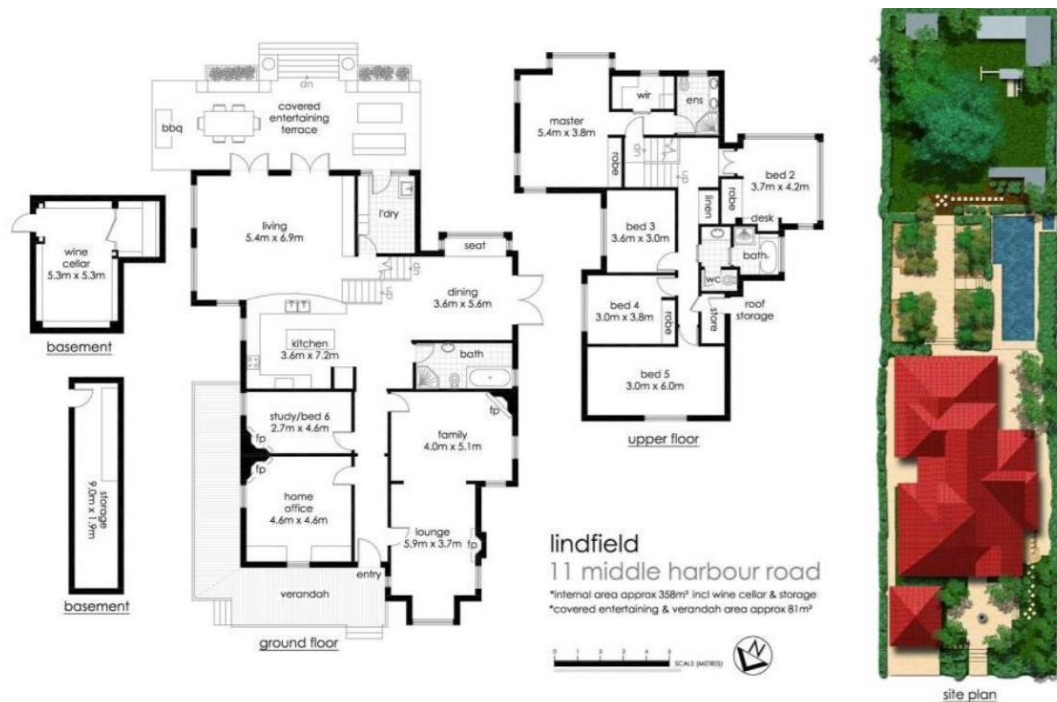


Figure 3 Site plan of 11 Middle Harbour Road as of 2015.

Source: Realestate.com, 2015, <https://www.realestate.com.au/property/11-middle-harbour-rd-lindfield-nsw-2070/>.

2.3.2. 15 Middle Harbour Road, Lindfield

15 Middle Harbour Road is a two-storey house, constructed in brick, painted in a light colour. The dwelling has some elements of early 20th century architecture however is anachronistic and was constructed circa 1950.

The lower ground level of the house has been enclosed to accommodate a garage. The primary façade is painted brick, with a short verandah with stone flooring and steps, a bay window, and two sets of French doors. The front yard is a neat garden with a stone path. The house has a hipped roof with extensions to the northern and southern elevations, the roof materiality is dark tiles, with solar panels installed at sections of the roofing.

Internally the house has modern features, with timber floorboards on the ground floor and carpets on the upper level. The house has timber stairs, modern sliding doors between some of the spaces, and modern cornices and skirting boards.

The house is setback from the street level, unlike 11 and 17 Middle Harbour Road, this house has a maintained front yard with clear views of the house from the street. The fence is waist height with a mix of brick piers with timber balustrading fence in between the piers. The wide driveway is blocked by an automatic gate.



Picture 9 15 Middle Harbour Road primary façade.

Source: Urbis, 2025.



Picture 10 Stone flooring of the verandah.

Source: Urbis, 2025.



Picture 11 Internal image of the house showing modern features.

Source: Urbis, 2025.



Picture 12 Rear elevation of the house showing maintained yard and pool.

Source: Urbis, 2025

2.3.3. 17 Middle Harbour Road, Lindfield

17 Middle Harbour Road is a two-storey brick house (with an upper floor modern extension) of an interwar bungalow architectural style. The roof of the dwelling is a hipped roof with a street facing gable end, which has a half timber effect with rendered panels, complete with rounded finials. The roof is finished in terracotta tiles. The primary façade has three casement windows with a skillion awning roof finished in roof tiles, and a small porch that frames the primary entrance. The large rear addition is partly visible in views from the street.

The front yard is dominated by a very dense vine that presumably covers a fence, a mature tree is positioned in the front of the yard, a concrete path leads from the driveway to the porch. The dense vegetation screens the house from the street level.

The rear elevation of the house has timber flooring verandah, with an uncovered terrace selection with tile flooring. The rear elevation has sash windows, and paired doors with access to the terrace. From the rear elevation the upper floor extension can be viewed that has unlined eaves, modern windows and finished in render.



Picture 13 17 Middle Harbour Road, showing casement windows and small porch.

Source: Urbis, 2025.



Picture 14 Dense vine covered fence that dominates the yard.

Source: Urbis, 2025.



Picture 15 Rear elevation of house showing tiled terrace. Note the upper floor seen from this elevation.

Source: Urbis, 2025.



Picture 16 17 Middle Harbour Road as seen from 19 Middle Harbour Road. The modern extension easily recognisable.

Source: Urbis, 2025.

2.3.4. 19 Middle Harbour Road, Lindfield

19 Middle Harbour Road, Lindfield is a double storey, brick house with garage space underneath the house. The house retains some features of a Federation bungalow, such as brick construction, terracotta tile roof and chimney. The house has a hipped roof with terracotta roof tiles, a street facing dutch gable and a dormer window at the eastern elevation next to a long chimney finished in a render. The primary façade has a set of 4 casement windows, in a doorway, and another set of casement windows in a small extension that is finished in chamferboards. The primary façade has an L shaped covered patio space with tiled flooring.

The rear elevation has a completely modern extension that has been infilled as demonstrated by the use of chamferboards. This elevation has staircase of tile and timber handrails that lead to the paved courtyard at ground level, and small unkept garden. The infilled under house level used for storage and garage space.

Internally the house has some features such as casement windows, wall skirting, timber window frames and timber floorboards, decorative cornices and ceiling roses.



Picture 17 Primary façade of 19 Middle Harbour Road

Source: Urbis, 2025.



Picture 18 Primary façade of 19 Middle Harbour Road.

Source: Urbis, 2025.



Picture 19 The infilled section of the rear modern extension.

Source: Urbis, 2025.



Picture 20 Internal image of the ground floor set of 4 casement windows.

Source: Urbis, 2025.



Picture 21 Internal image of the casement window and wall skirting.

Source: Urbis, 2025.



Picture 22 Internal image showing timber floorboards, decorative cornices and ceiling roses.

Source: Urbis, 2025.

3. HISTORICAL OVERVIEW

3.1. AREA HISTORY (POST EUROPEAN SETTLEMENT)

The following area history is reproduced from Edwards, Zeny, Rowland, Joan, Lindfield, Dictionary of Sydney, 2012.

The name for the railway station and suburb was taken from Lindfield, meaning a clearing in the lime forest, the name of the cottage built by early resident, Francis John List in 1884 and later moved to Narrabeen. It is assumed that the house was named after the town of Lindfield in Sussex, England. Lindfield has an area of 517 hectares.

Apart from the early explorers, the first Europeans to arrive in the district were timber-getters. A government convict timber-getting camp was set up about 1810 and known as the Lane Cove Sawing Establishment.

Fiddens Wharf Road led from the sawing establishment and was heavily used by the timber-getters. The timber was transported by jinkers to the Lane Cove River and floated down to Sydney to be used in the rapidly expanding city.

The first land grant was in 1815 with most of the settlement near the Lane Cove River as this was the main transport artery. Once the valuable timber was removed, orchardists and farmers were more readily able to cultivate the land. While landowners still harvested the timber, from the 1840s fruit growing and farming gradually became the primary industries.

During the second half of the nineteenth century the highway emerged as the major transportation route, with a subsequent increase in settlement. With improvements in roads and the coming of the railway in 1890, fruit growers diversified their plantings, as it became possible to take soft fruit to market.

Along the railway line, land began to increase in value as suburbanisation commenced. Business and professional people moved to the area, which was advertised as offering a healthy lifestyle for their families away from the pollution of the city but with easy rail access to the city.

Situated on Lane Cove Road, now the Pacific Highway, Lindfield, Tom Coleman's Dairy supplied milk for many of the new residents in Roseville, Lindfield, and Killara. As many residents kept one or two cows for milk the local police had to deal with the problem of cattle straying from homes and dairies. The Lindfield branch of the Ku-ring-gai Municipal Library now occupies the site of Coleman's dairy.

Ethel Turner, the author of the Australian classic Seven Little Australians, started her novel in 1893 when she lived in Lindfield at the family home, Inglewood, now called Woodlands.

List's house, Lindfield, became the family home of William Cowan, the first president of Ku-ring-gai Shire Council. In 1897 Cowan and his neighbours formed the Lindfield Progress Association. In the absence of a council, the association was concerned with the provision of electricity, railway services and the establishment of a school.

By the early twentieth century Lindfield was an established suburb with a post office, churches, schools, cricket and tennis clubs, a chess and whist club for gentlemen and retail shops.

In 1924 Ku-ring-gai Council, (incorporated in 1906) planned a new suburb called Bradfield, now West Lindfield. Although initial land sales in the area were slow, a major access road, Lady Game Drive, was built using labour funded through a government scheme to provide for unemployed workers.

Scouts from all over the world came to Bradfield for the Australasian Scout Jamboree in December 1938 and January 1939. This was held in Bradfield Park, an old racecourse previously known as Cook's flat, which had once been a cattle-tethering area for the convict

camp. Following the Jamboree, the site became a training depot for the Royal Australian Air Force (RAAF) during World War II and after the war the site of the Bradfield Park Migrant Hostel.

All Saints Air Force Memorial Church, West Lindfield, was dedicated as a memorial to the Air Force servicemen who undertook their initial training at Bradfield Park during World War II. It was one of the largest RAAF bases in Australia and in October 2006 a second memorial was unveiled featuring a sculpture and plaque.

The population of Bradfield increased due to the conversion of the RAAF huts for use as a camp for migrants, and for a Housing Commission settlement. The Housing Commission settlement closed in 1964 and the migrant camp in 1971. The CSIRO's National Museum Laboratory took over the site in 1973.

East Lindfield is an established residential area with areas of bushland located around the waterways including Gordon Creek in the north, Middle Harbour in the east, and Moores Creek Reserve. Other significant park areas are Garigal National Park, Lindfield Soldiers Memorial Park and East Lindfield Park.

Swain Gardens in Lindfield is a shady landscaped garden of camellias, magnolias, Japanese maples and rhododendrons. Council now administers the gardens.

One of the most significant sites in Lindfield is the Ku-ring-gai College of Advanced Education which encompasses 55 acres (22.3 hectares). The building won the Sulman Medal in 1978, a 1972 Royal Australian Institute of Architects Merit Award and a Royal Australian Horticultural Society Award for Bush Landscape Design. In January 1990 the college merged with the University of Technology, Sydney. In 2008 the future of the site is unclear.

Lindfield's shopping centre developed between the wars with a second block of shops along Lindfield Avenue. Significant growth occurred in the postwar years and more recently many units have been built along the Pacific Highway and Lindfield Avenue. Lindfield experienced a small increase in population between 1996 and 2001, a result of new dwellings built in the area.

More significant changes in Lindfield are likely. In 2006 Ku-ring-gai Council prepared plans in response to a direction from the Minister for Planning to provide denser housing in and around key commercial centres and to help increase retail and commercial development to cater for the needs of the local community. There is some resistance to this trend towards urban consolidation in a suburb that prides itself on its leafy gardens and relaxed suburban life style.¹

¹ Edwards, Zeny, Rowland, Joan, Lindfield, Dictionary of Sydney, 2012, <https://dictionaryofsydney.org/entry/lindfield>, viewed 06 Sep 2024.

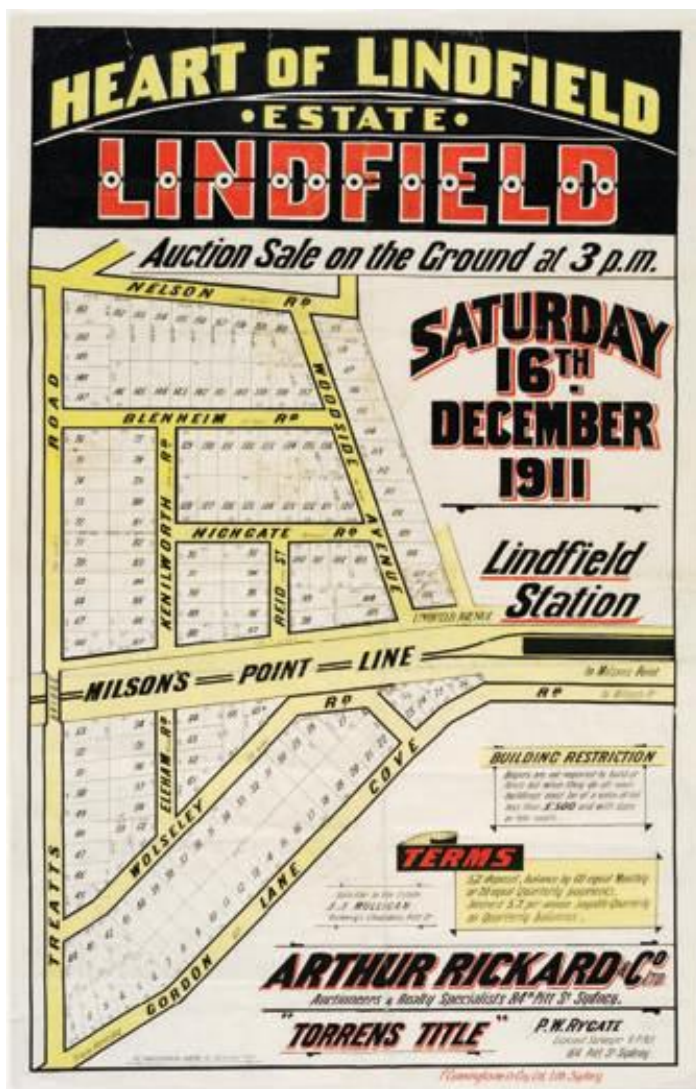


Figure 4 Lindfield Estate Auction Poster, 1911.

Source: Ku-ring-gai Historical Society, 2024.

3.2. SUBJECT SITE HISTORY

Early European Settlement – The Clanville Estate (1770-1824)

For thousands of years prior to the establishment of the Sydney colony in 1788, the Guringai People lived in the Upper North Shore area in which the subject area is located.

The subject area was first granted to architect and magistrate Daniel Dering Mathew on the 15th of July 1819, as part of a 400-acre land grant he named the Clanville Estate. The approximate area of this land is now bounded by Tryon Road to the north, Archbold Road to the east, Boundary Street to the south and the Pacific Highway to the west (KHS, 2023). The subject area is located towards the northern boundary of this land grant. Mathew used the land for timber getting and cattle grazing (GML, 2015).

A 400-acre farm was advertised for sale by Daniel Deering Mathew in October 1822 and was sold to neighbouring landowner Richard Archbold by 1824 (NSW Advertiser, 18 Oct 1822). Historical maps from 1835 and 1840 show the extent of Mathew's Clanville Estate, noted to be under the ownership of Archbold by this time (Figure 5 - Figure 6). Part of the estate was cleared of trees during this period, but specific historical activity undertaken by Mathew within the subject area is unclear. It is likely that Mathew lived on the estate during this time, as evidenced by various newspapers listing him as 'of Clanville' and later 'of Rosedale', where he lived until his death in 1856 (Empire, 18 Jun 1856).

Dwellings later constructed by Archbold, notably located between two creek lines, may provide an indication of where Mathew's earlier residence was located. Archbold is likely to have established his own residence in such a large estate on land that had already been cleared and proven suitable for habitation. He may even have developed his later cottages from earlier structures left by Mathew. As such, the known vicinity of the Archbold developments likely indicates the vicinity of Mathew's residence and activities from 1819-1824. Various cottages and orchards associated with Archbold are located well outside of the present subject area.



Figure 5 1835 map of the Parish of Gordon, showing D.D. Matthews 400-acre land grant “Clanville”. General location of the subject area is indicated in red. Note one building belonging to Archbold located within the estate, but not within the vicinity of the subject area.

Source: HLRV, Parish of Gordon



Figure 6 Extract from Wells' 1840 map of the County of Cumberland, showing D.D. Mathew's 400-acre land grant "Clanville". General location of the subject area is indicated in red.

Source: State Library NSW Z/Cc 85/4

Early European Development: Archbold's Orchards (1824-1893)

After acquiring the Clanville Estate in 1824, Richard Archbold cleared the land of timber before establishing orchards and hiring convicts to work the property (GML, 2015). Aboriginal people were also alleged to have travelled from Middle Harbour to pick fruit at the orchards (KHS, 2023). Archbold constructed a cottage at this time, named either 'Roseville' or 'Rose Villa', which eventually gave its name to the suburb of Roseville. This cottage was demolished to make way for the new Roseville train station in 1890 (Dictionary of Sydney, 2008). Richard Archbold died in 1836, after which his wife Mary Archbold continued to farm the land until her death in 1850.

The property was inherited by the children of Richard and Mary Archbold, and subdivided into eight 50 acre lots in 1858, when the youngest turned 21 (GML, 2015). A map from the time of this subdivision shows the location of the subject area within Lot 7, inherited by Robert McIntosh and his wife Elizabeth, daughter of Richard Archbold (Figure 16). This map shows the location of various orchards and dwellings located on the property, including 'Clanville Cottage' and 'Gerald Archibald's Residence', located within Lot 5 and Lot 4 respectively. Clanville Cottage may represent a later iteration of the earlier Roseville cottage. The subject area can be seen located southwest of 'Shot Machine Creek', in the vicinity of a small road crossing the creek to Archbold's orchards (Figure 7).

Brothers Gerald and Richard Archbold Jr purchased most of the land from their siblings over the following years (GML, 2015). Lot 7 was immediately sold on to Richard Archbold Jr from Robert and Elizabeth McIntosh in 1858. Richard Archbold Jr retained ownership of Lot 7 until 1882, during which time no historical activity is recorded within the subject area. The property changed hands several times before being purchased by the Anglo Australian Investment Finance and Land Company in 1885 (GML, 2015). The greater Clanville Estate was further subdivided into a number of smaller estates from 1893 onwards.

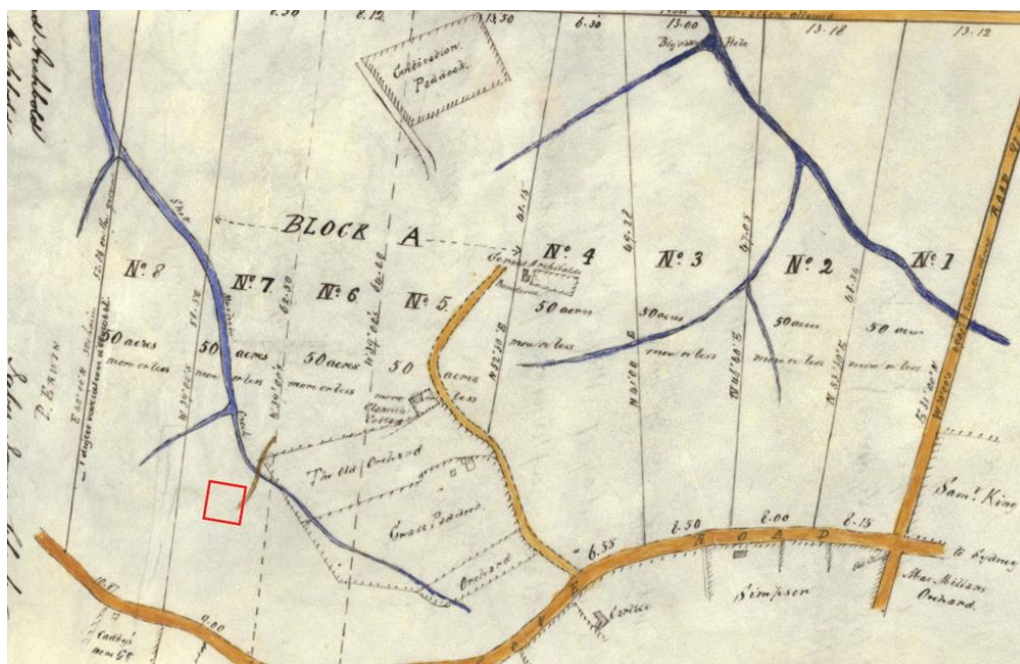


Figure 7 Plan of the 1858 subdivision of Archbold's estate into eight lots of 50 acres. The approximate location of the subject area within Lot 7 is indicated in red. Archbold's old orchards, paddocks and Clanville Cottage can be seen to the southeast of the subject area.

Source: B267-952

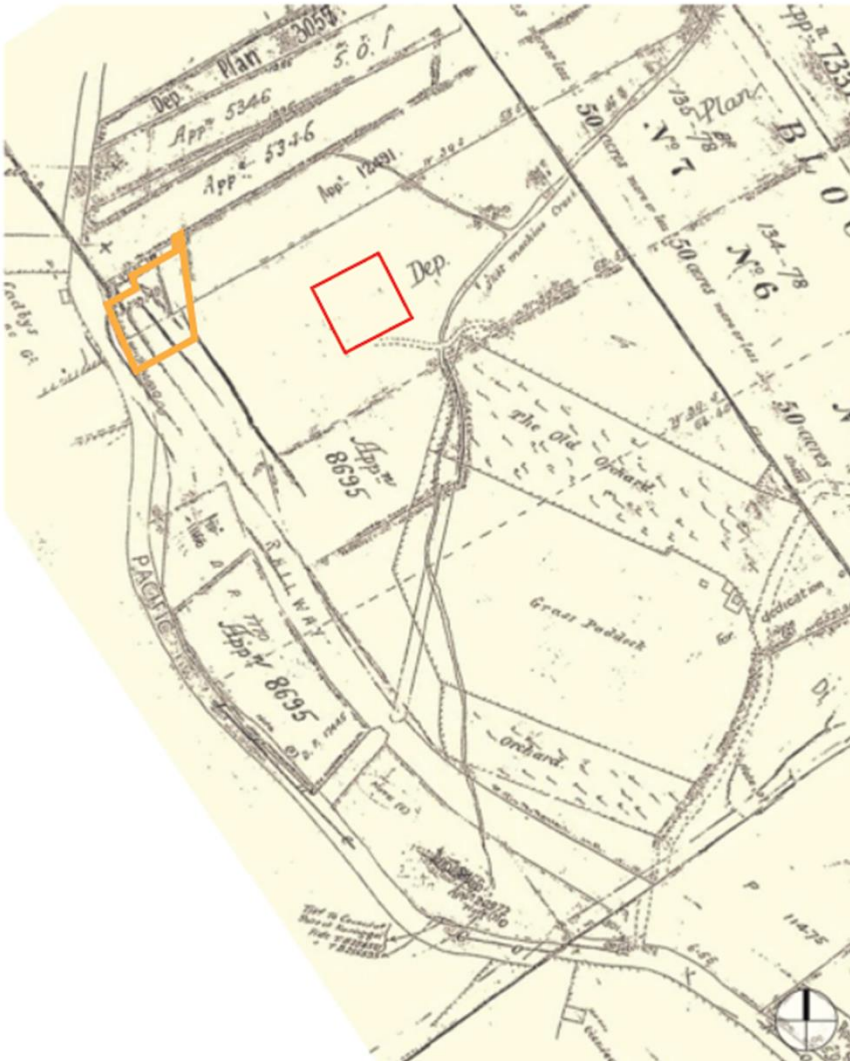


Figure 81858 map of the subject area updated in the late 1880s to show the development of the railway line and recent subdivisions. The approximate location of the subject area is indicated in red, within land belonging to Richard Archbold Jr. The site of the Lindfield Library is indicated in orange.

Source: HLRV, DP975174. Courtesy of GML, Lindfield Library HAA

Subdivision (1893-present)

The greater Clanville Estate was subdivided into a number of smaller estates from the establishment of the railway in 1890. The first of these estates was the 1893 Roseville Park Estate, located by the newly constructed Roseville Station along the southern boundary of Mathew's original grant. Settlement in the wider North Shore area was generally slow until the construction of the Sydney Harbour Bridge and development of a comprehensive sewerage system in the 1920s (GML, 2015).

The present subject area was subdivided by the Anglo Australian Investment Finance and Land Company in 1906 (Figure 9).

The first clear indication of development on the subject site is in a subdivision map of the Roseville Estate, 1909 where 4 existing dwellings are indicated in/around the subject area at that time. It is unclear but appears that one of these dwellings is that at 11 Middle Harbour Road.

11 & 15 Middle Harbour Road were one large lot in 1906 owned by Herbert Adkin Phillips an employee at the Sydney Bank. Phillips passed in 1945 and number 15 appears to have been sold (and then likely built on soon after) while Phillips' estate retained number 11.

17 and 19 Middle Harbour Road were one large lot that was subdivided around 1912 into two smaller lots. Lot 9 DP4665 was sold to Charles Ernest Knowles, Lot 10 DP4665 was sold to William Oswald Jasper Knowles. Prior to this the larger lot was owned by Harrie Wilson Kellett, Harold Morton Warwick Taylor and Claudia Slade. Stylistically it appears that number 19 may have been constructed c1907 by the previous owners and number 17, which appears to have more interwar features was constructed sometime after the lots were subdivided in 1912.

By 1943, historical imagery indicates that the subject area has been substantially developed, with the surrounding area retaining its character of residential development up to the present day (Figure 13). In 1943 15 Middle Harbour Road had not been constructed but was completed before 1955.

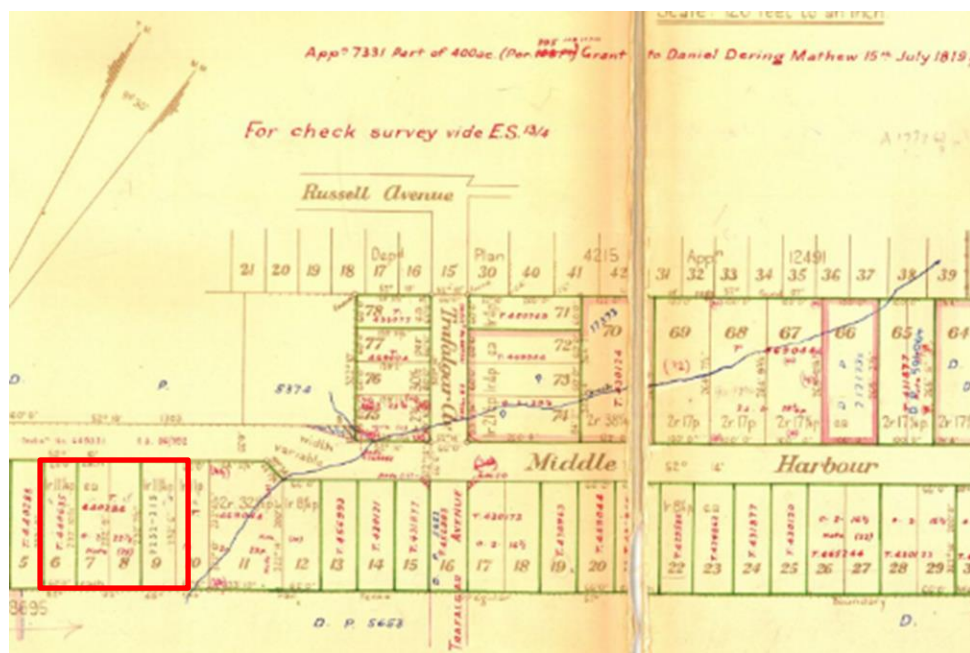


Figure 9 Subdivision of the subject area, surveyed 1906. The approximate location of the subject area is indicated in red. Note the creek running through the southeast of the subject area.

Source: HLRV, DP4665



Figure 10 1930 plan of the Parish of Gordon. The approximate location of the subject area is indicated in red, Note the creek running directly east of the subject area.

Source: NLA 3889158.

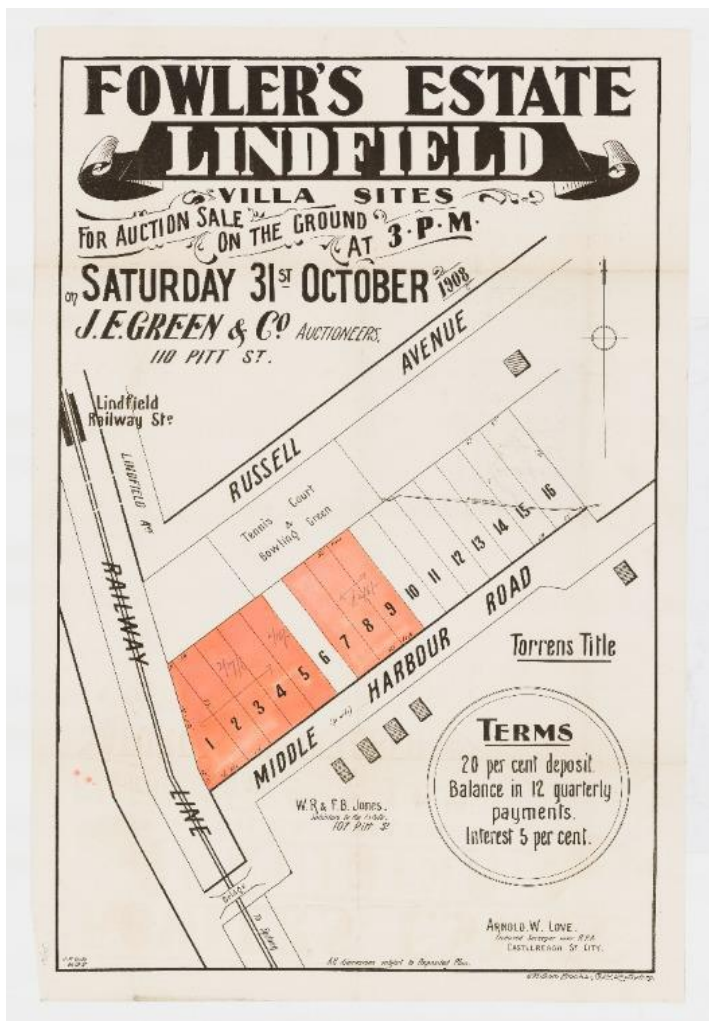


Figure 11 Lindfield Fowler's Estate sale map dated 31 October 1908 indicating existing dwellings in the vicinity of the subject site by this time.

Source: State Library of New South Wales



Figure 12 1930 historical aerial imagery. It appears that the dwellings are constructed by this time except that at 15 Middle Harbour Road.

Source: NSW Historical Imagery Viewer.



Figure 13 1943 historical aerial imagery, with the subject area developed by this time.

Source: NSW Historical Imagery Viewer.



Figure 14 1955 historical aerial imagery, the image is distorted however the subject site is discernible.

Source: NSW Historical Imagery Viewer.



Figure 15 2004 historical aerial imagery, showing the heavily modified subject sites.

Source: NSW Historical Imagery Viewer.

3.2.1. Property Ownership History (11 & 15 Middle Harbour Road)

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

Table 1 Property Ownership History

Year/Date	Owner	Source
1819	Land Grant To Daniel Dering Mathew Land 400 acres	PA7331
1824	Conveyance To Richard Archbold From Daniel Dering Mathew Land 400 acres	PA7331
1858	Transfer To Robert McIntosh, Elizabeth McIntosh, otherwise Archbold Land 50 acres, Lot 7	PA7331
1858	To Richard Archbold From Robert McIntosh and his wife Elizabeth McIntosh, otherwise Archbold Land 50 acres, Lot 7	PA7331

Year/Date	Owner	Source
1885	<p>Conveyance</p> <p>To The Honourable Henry Emmanuel Cohen, Barrister of Law</p> <p>From Richard Archbold, Freeholder, Frederick Mortley, Esquire and Robert Precious, Merchant</p> <p>Land 19 acres of the Clanville Estate</p>	BK 329-301
1885	<p>Conveyance</p> <p>To Anglo Australian Investment Finance and Land Company</p>	BK 329-303
1906	Herbert Adkin Phillips	Vol. 1754 – Fol.3.
1945	William Fredrick Herford (acquired 15 Middle Harbour Road)	Vol. 5486 – Fol.232
1957	Alick Rae Brierley and Dorothy Brierley	Vol. 5486 – Fol.232
1958	<p>From Alick Rae Brierley and Dorothy Brierley</p> <p>To Director of War Service Homes</p>	Vol. 5486 – Fol.232

3.2.2. Construction Date 11 & 15 Middle Harbour Road

Based on the historical research outlined herein, we have identified the construction date of 11 Harbour Road to be circa 1906, based on the architectural style and the subdivision plans.

15 Middle Harbour Road was constructed sometime between 1945 – 1955, that aligns with the title transfer to the Brierly's. This is substantiated by the historical aeriels.

3.2.3. Property Ownership History 17 & 19 Middle Harbour Road

Table 2 Property Ownership History

Year/Date	Owner	Source
1819	<p>Land Grant</p> <p>To Daniel Dering Mathew</p> <p>Land 400 acres</p>	PA7331

Year/Date	Owner	Source
1824	Conveyance To Richard Archbold From Daniel Dering Mathew Land 400 acres	PA7331
1858	Transfer To Robert McIntosh, Elizabeth McIntosh, otherwise Archbold Land 50 acres, Lot 7	PA7331
1858	To Richard Archbold From Robert McIntosh and his wife Elizabeth McIntosh, otherwise Archbold Land 50 acres, Lot 7	PA7331
1885	Conveyance To The Honourable Henry Emmanuel Cohen, Barrister of Law From Richard Archbold, Freeholder, Frederick Mortley, Esquire and Robert Precious, Merchant Land 19 acres of the Clanville Estate	BK 329-301
1885	Conveyance To Anglo Australian Investment Finance and Land Company	BK 329-303
1907	Harrie Wilson Kellett – Harold Morton Warwick Taylor and Claudia Slade as tenants in common.	Vol. 1806. Fol. 127.
1912	William Oswald Jasper Knowles, builder (Lot 10 DP4665 – 19 Middle Harbour Road). Charles Ernest Knowles (Lot 9 DP4665 – 17 Middle Harbour Road).	Vol. 2297. Fol.19.

Year/Date	Owner	Source
1913	Transfer from William Knowles To Winnifred Mary Hebblewhite of Mosman	Vol. 2297. Fol.19.
1915	William Abram, by 1916 title was transferred to Edward John Higgs	Vol. 2297. Fol.19.
1919	Gordon Buchanan.	Vol. 2297. Fol.19.
1922 - 1945	James Hugh McLennans	Vol. 2297. Fol.19.
1958	Helen Clare Irons, spinster	Vol. 7622. Fol.110.
1959	Elise Clarke	Vol. 7622. Fol.110.
1964	Melba Elsie Devenney May wife of Robert George May	Vol. 7622. Fol.110.
1966	Ellen Elizabeth may of Nambucca Heads, widow.	Vol. 7622. Fol.110.
1967	Allan Percival Disney of Lindfield, Engineer and Janice Marina Disney as joint tenants	Vol. 7622. Fol.110.

3.2.4. Construction Date 17 & 19 Middle Harbour Road

Based on the historical research outlined herein, we have concluded that 19 Middle Harbour Road was likely constructed c1907 and 17 Middle Harbour Road was likely constructed c1912.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before undertaking change a listed heritage item, a property within a heritage conservation area, or a property located in proximity to a listed heritage item, it is important to understand the heritage values of the place and its broader heritage context. This understanding will underpin the approach to any proposed changes and identify what is important and why, and how these values can be protected. Statements of heritage significance summarise the heritage values of a listed heritage item – why it is important and why a statutory listing was made to protect these values.

4.2. HERITAGE LISTINGS

The subject sites are not listed as heritage items (under Schedule 5 of the Ku-ring-gai Local Environmental Plan 2015) or the State Heritage Register and are not within a Heritage Conservation Area (HCA).

The subject sites are within the vicinity of a heritage item (I42), “Laurabada” – dwelling house listed under Schedule 5 of the Ku-ring-gai Local Environmental Plan 2015.

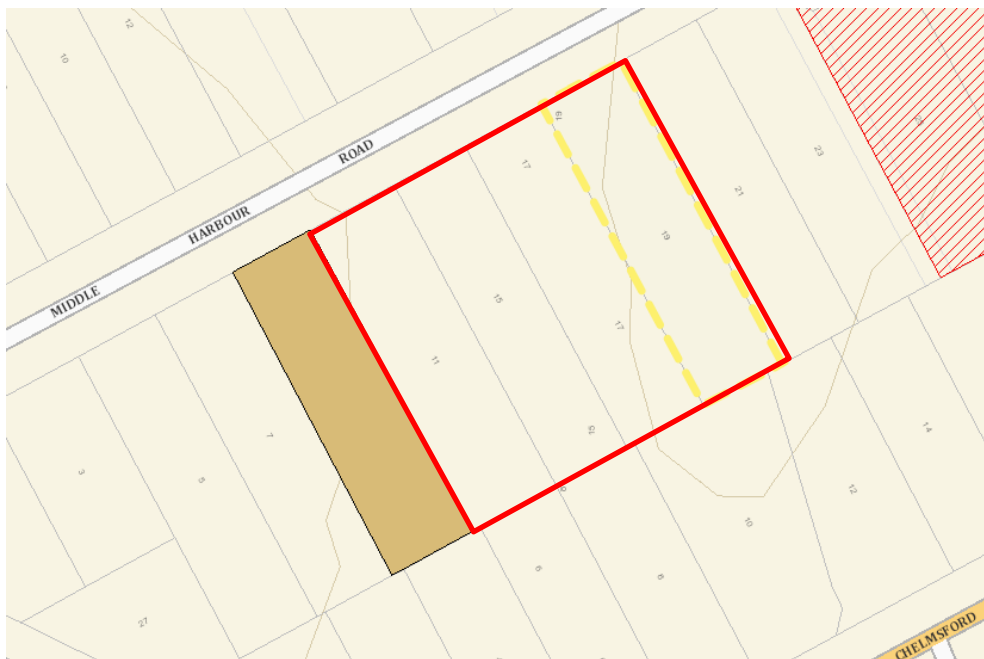


Figure 16 Heritage map showing the subject site outlined in red.

Source: NSW Planning Portal ePlanning Spatial Viewer, 2025.

4.2.1. Nearby Heritage Item Statement of Significance

The following is the statement of significance for ‘Laurabada’ – Dwelling House (I42), reproduced from the NSW State Heritage Inventory:

The property has significance as part of the early residential development of the suburb of Lindfield during the second decade of the twentieth century when the subdivision of the larger holdings was at its peak. Although having undergone some modifications to the original building, the house remains largely intact externally with its original Federation Bungalow stylistic detailing. The largely intact and mature gardens at the front of the house contribute to the streetscape character as a significant 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.²



Picture 23 'Laurabada' – dwelling house.

Source: Google Street View, 2020.

4.3. 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.

4.3.1. 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.	The subject dwellings constructed Circa. 1906-1950, stand on land which was part of the original crown grant offered to Daniel Dering Mathew in 1819. In the early history of the Lindfield area, both subject

² NSW State Heritage Inventory, 2024, Laurabada – dwelling house (item #142), <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882381>.

Criterion A – Historic Significance	
Significance Indicators	Significance Assessment
<input type="checkbox"/> <i>Demonstration of important periods or phases in history.</i> <input type="checkbox"/> <i>Association with important cultural phases or movements.</i> <input type="checkbox"/> <i>Demonstration of important historical, natural or cultural processes or activities.</i> <input type="checkbox"/> <i>Symbolism and influence of place for its association with an important historical, natural or cultural event, period, phase or movement.</i>	<p>sites were located within the Lindfield Grove and Fowler's Estate subdivisions at the turn of the twentieth century. The subject land was further subdivided again to become Pomona Estate in 1912. The subdivision of the area is indicative of the residential development of Lindfield within the Federation period and the transition from timber-getting and farming practices that dominated the area in the previous century.</p> <p>All subject buildings have been modified internally and externally. Although they retain some original fabric and representative elements of their respective styles, primarily at the front of each dwelling, they are standard representations of their types and do not make any defining contribution to an understanding of the historic development of the area.</p> <p>While the dwellings generally reflect the subdivision patterns of the former Lindfield Grove, Fowler's and Pomona Estates, both houses and their lots have been substantially modified over time and do not maintain a clear representation of the original footprint of the dwellings.</p> <p>The historic significance of the dwellings, and by extension, the Middle Harbour Road streetscape, has been reduced due to the extent of the façade modifications at the houses.</p> <p>The subject dwellings are not considered to meet the threshold for local heritage listing under Criterion A.</p>

4.3.2. 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</i>	<p>The subject buildings have an association with Daniel Dering Mathew, the first landowner within the area who received a crown grant for the region</p>

Criterion B – Historical Association	
Significance Indicators	Significance Assessment
<p><i>undertaken by, or directly influenced by, the important person(s) or organisation.</i></p> <p><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></p> <p><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></p>	<p>of 400 acres. This association is not considered to be of importance.</p> <p>Besides Daniel Dering Mathew, none of the previous owners or residents of either subject site have been identified as being people of importance to the local areas cultural or natural history.</p> <p>The subject sites are not considered to meet the threshold for heritage listing under Criterion B</p>

4.3.3. 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
<p><input type="checkbox"/> <i>Recognition as a landmark or distinctive aesthetic natural environment.</i></p> <p><input type="checkbox"/> <i>Recognition of artistic or design excellence.</i></p> <p><input type="checkbox"/> <i>Represents a breakthrough or innovation in design, fabrication or construction technique, 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 subject site 11, 15, 17 and 19 Middle Harbour Road, Lindfield are all heavily modified Bungalow style dwellings of various periods (appearing to be variously Federation interwar and 1950s). The rear of the dwellings of the subject site on Middle Harbour Road have been altered heavily. The alterations have changed the overall footprints of the dwellings. This includes the additions of additional levels, carports, verandahs, pools, and outdoor terraces.</p> <p>19 Middle Harbour Road has a rear extension of timber chamfer boards that is inconsistent with the typical brick of Federation dwellings, and the primary façade of the dwelling that has features of a Federation dwelling. 17 Middle Harbour Road has also been modified to include additional storey that has altered the original footprint of the dwelling.</p> <p>Internally some of the buildings include some original fabric including decorative cornices and ceiling roses, skirting boards, casement windows, and timber flooring. However, the remainder of the dwellings are contemporary.</p>

Criterion C – Aesthetic/Creative/Technical	
Significance Indicators	Significance Assessment
	<p>Overall, none of the dwellings display the full range of characteristics inherent to each respective style.</p> <p>The dwellings do not make a defining contribution to the character of the streetscape or to the setting of the HCA to the north east.</p> <p>The subject sites are not considered to meet the threshold criterion for heritage listing under Criterion C.</p>

4.3.4. 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
<input type="checkbox"/> <i>Highly regarded by a community as a key landmark (built feature, landscape or streetscape) within the physical environment.</i> <input type="checkbox"/> <i>Important to the community as a landmark within social and political history.</i> <input type="checkbox"/> <i>Important as a place of symbolic meaning and community identity.</i> <input type="checkbox"/> <i>Important as a place of public socialisation.</i> <input type="checkbox"/> <i>Important as a place of community service (including health, education, worship, pastoral care, communications, emergency services, museums).</i> <input type="checkbox"/> <i>Important in linking the past affectionately to the present.</i>	<p>Research to date has not identified any strong associations with community or cultural groups.</p> <p>The subject sites are not considered to meet the threshold for heritage listing under Criterion D.</p>

4.3.5. 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
<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>The preliminary archaeological assessment has identified no potential archaeological resources within the subject site.</p> <p>The subject sites are not considered to meet the threshold for heritage listing under Criterion E.</p>

4.3.6. 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
<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>Through analysis of available research to date, neither of the subject sites are evident to have any relation to events, phases, periods, processes, functions or customs that are no longer practiced.</p> <p>Further, no rare historical activity considered to be distinctive or uncommon has been associated with either subject dwelling.</p> <p>The subject sites feature architectural attributes that are typical to their respective periods of construction, but none of the displayed characteristics can be described as unique.</p> <p>The subject sites are not considered to meet the threshold for heritage listing under Criterion F.</p>

4.3.7. 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>	<p>Through analysis of the architectural components of each subject building, the dwellings do not include features that make them a fine example of their class due to extensive contemporary alterations and additions that have been undertaken at each site.</p> <p>The subject sites are not considered to meet the threshold for heritage listing under Criterion G.</p>
<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>	

4.4. STATEMENTS OF SIGNIFICANCE

4.4.1. Subject Site Statement of Significance

The subject site accommodates a collection of dwellings dating from the Federation/interwar/1950s periods; the architect for each is unknown. The dwellings have been modified internally and externally, and while all of them retain some original fabric, particularly on the primary façades, and bears representative elements of their respective styles, the dwellings are generic and altered examples.

The subject dwellings have been assessed against the Heritage Council of NSW's seven criteria for assessing heritage significance. None of the dwellings have been assessed to meet the requisite threshold for heritage listing.

5. THE PROPOSAL

It is proposed to demolish the four dwellings 11 -19 Middle Harbour Road to accommodate the construction of a medium-high density of 9 levels and a roof level development with infilled affordable housing.

Key aspects of the proposal are outlined below.

- Demolition of four dwellings located at 11-19 Middle Harbour Road.
- 9 levels with a mix of 1,2- and 3-bedrooms apartments, and a roof level.
- Basement carparking with exit and entrance via Middle Harbour Road.

Urbis has been provided with drawing documentation prepared by DKO. This HIS has relied on these plans for the impact assessment include in Section 6. Extracts of the proposed plans are also provided overleaf. Full size plans should be referred to for detail.

It should be noted that at the current stage the architectural plans are just concept only. Further detailed plans will be developed at later stages.

Table 10 Proposed Plans

Author	Drawing No.	Drawing Title	Revision	Date
DKO	DA103	Envelope Plan	A-WIP	May 2025
DKO	DA201	Lower Ground	A-WIP	May 2025
DKO	DA202	Ground Floor	A-WIP	May 2025
DKO	DA203	Level 01	A-WIP	May 2025
DKO	DA204	Level 02	A-WIP	May 2025
DKO	DA205	Level 03	A-WIP	May 2025
DKO	DA206	Level 04	A-WIP	May 2025
DKO	DA207	Level 05	A-WIP	May 2025
DKO	DA208	Level 06	A-WIP	May 2025
DKO	DA209	Level 07	A-WIP	May 2025
DKO	DA210	Level 08	A-WIP	May 2025
DKO	DA211	Level 09	A-WIP	May 2025
DKO	DA212	Roof Level	A-WIP	May 2025
DKO	DA4.4	Height Limit Envelope	A-WIP	May 2025

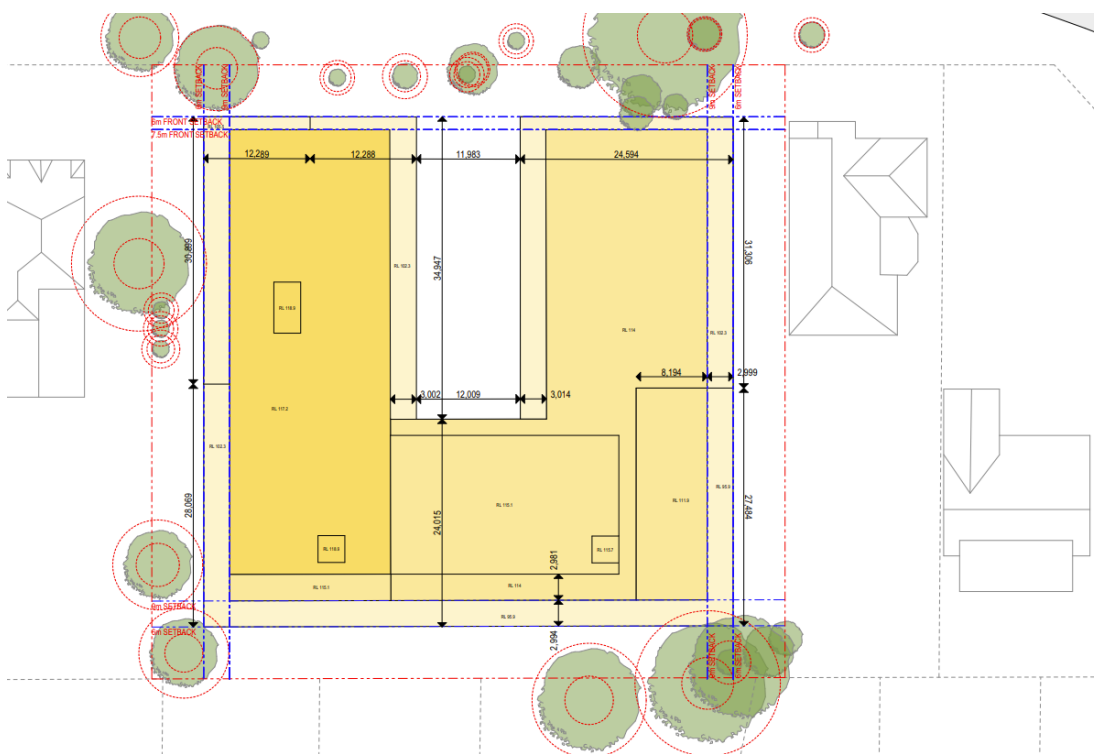


Figure 17 Extract of proposed plans showing the Envelope Plan

Source: DKO, 2025, drawing number DA103

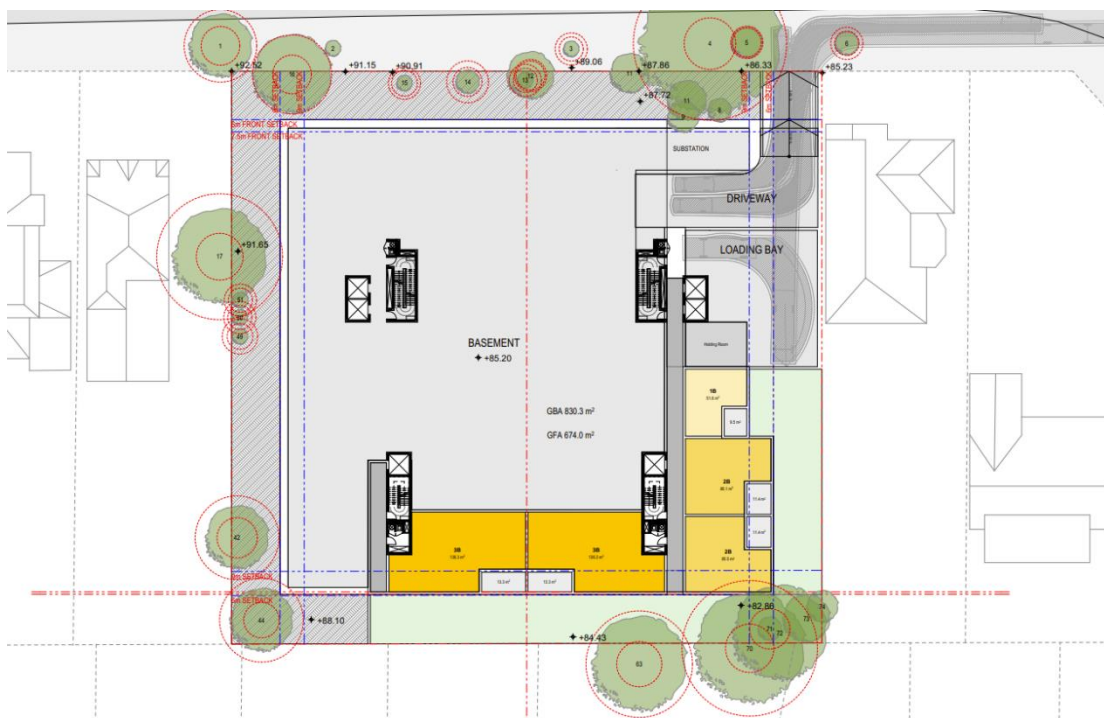


Figure 18 Extract of proposed plans showing the Lower Ground Floor Plan

Source: DKO, 2025, drawing number DA202.

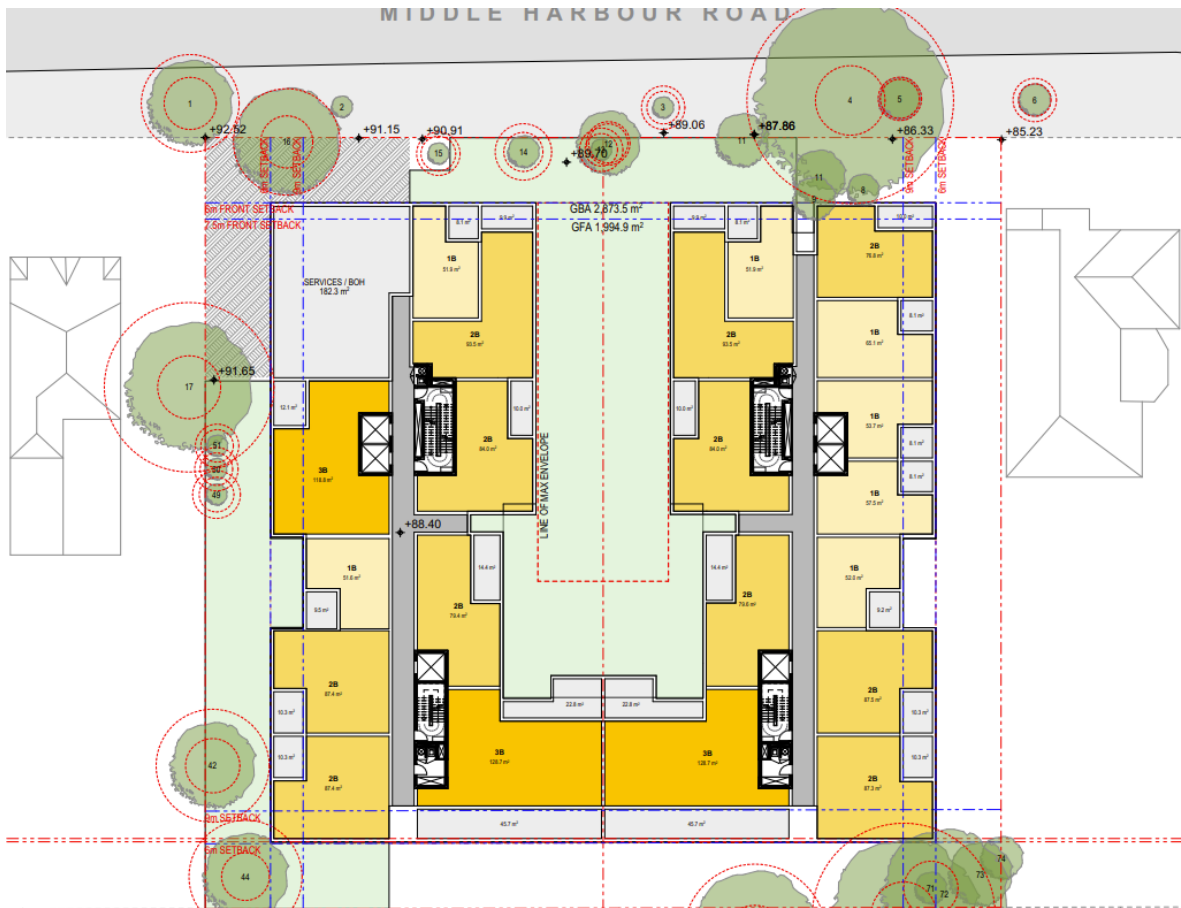


Figure 19 Extract of proposed plans showing Level 1.

Source: DKO, 2025, drawing number DA203.



Figure 20 Extract of proposed plans showing Level 3.

Source: DKO, 2025, drawing number DA205.

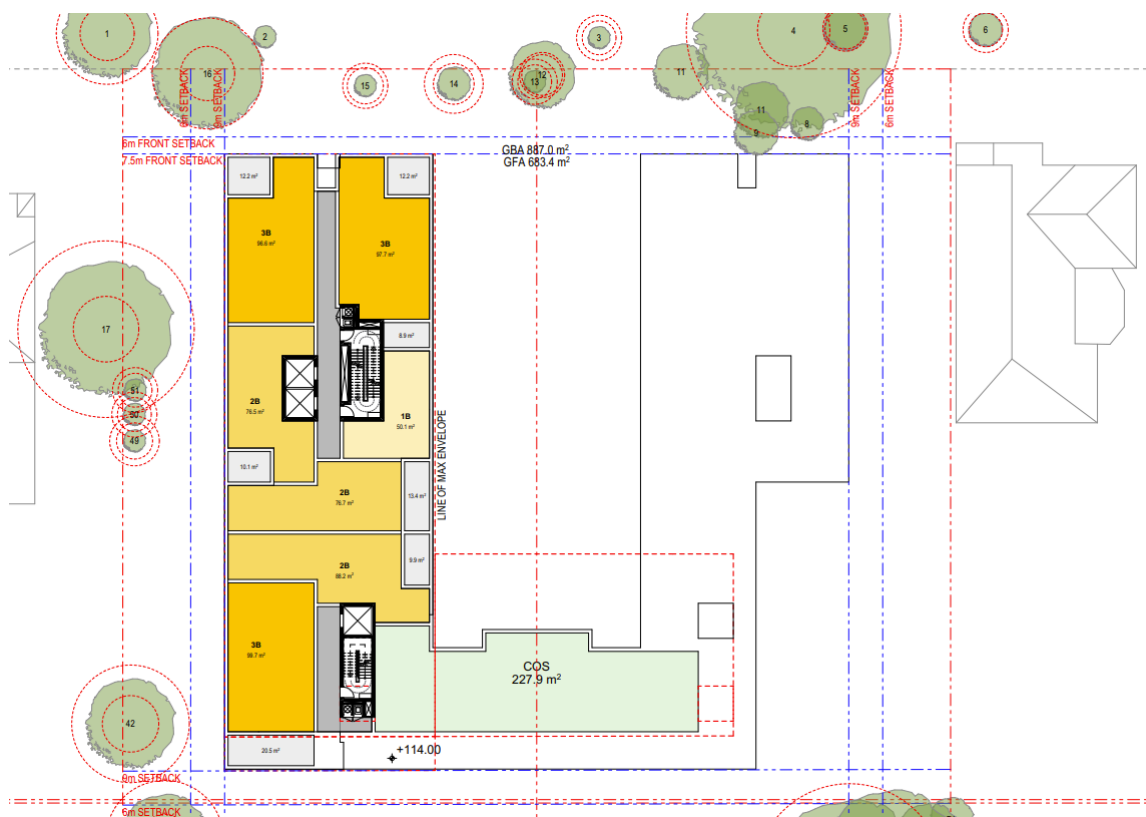


Figure 21 Extract of proposed plans showing Level 9.

Source: DKO, 2025, drawing number DA211.

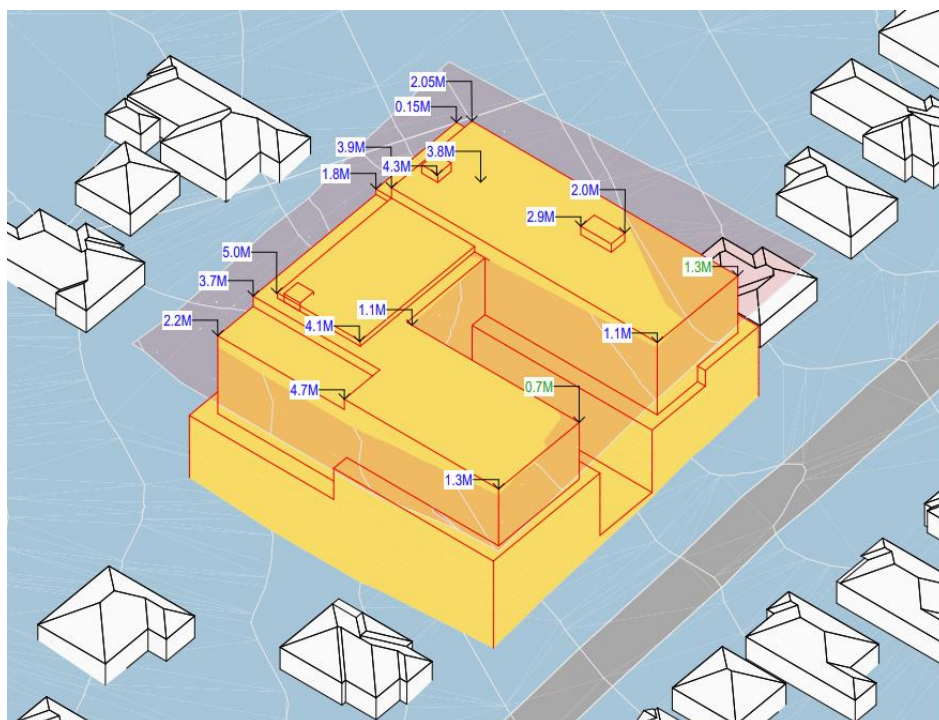


Figure 22 Extract of proposed plans showing Height Limit Envelop.

Source: DKO, 2025, drawing number DA4.4.

6. IMPACT ASSESSMENT

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

6.1. KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2015 (LEP)

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 subject site is not located within a heritage Conservation Area (HCA), or identified as local items under Part 1 and 2 of Schedule 5 of the <i>Ku-ring-gai Local Environmental Plan (LEP) 2015</i>. However, 11 Middle Harbour Road is adjacent to a local heritage item 'Laurabada'. Therefore, approval is required for the proposed works as the proposal involves erecting a building on land that is adjacent to a conservation area.</p>

Clause	Response
<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>(4) Effect of proposed development on heritage significance</p> <p><i>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i></p>	<p>A 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 adjacent heritage item based on the current information. However, it is noted that this application includes a concept design only and the design requires further refinement and heritage impact assessment to confirm heritage impacts.</p>
<p>(5) Heritage assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p>(a) on land on which a heritage item is located, or</p> <p>(b) on land that is within a heritage conservation area, or</p> <p>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</p> <p><i>require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</i></p>	<p>This heritage impact statement has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the proposed works. This heritage impact statement satisfies the requirement under this clause.</p>

6.2. KU-RING-GAI DEVELOPMENT CONTROL PLAN 2024

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

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

Control	Response
<p><i>The heritage controls in this Part of the Ku-ring-gai DCP aim to:</i></p> <p>i) <i>retain, conserve and enhance the Heritage Items, HCAs and their associated settings</i></p> <p>ii) <i>ensure the heritage significance, streetscape and landscape character of HCAs are maintained</i></p> <p>iv. <i>ensure new development in the vicinity of Heritage Items and HCAs respects the heritage context and is sympathetic in terms of form, scale, character, bulk, orientation, setback, colours and textures and does not mimic or adversely affect the significance of Heritage Items or HCAs and their settings</i></p>	<p>i) No works are proposed to the proximate heritage items or HCA. Accordingly, the significant fabric associated with the items and the HCA will be retained.</p> <p>The development would be in the immediate setting of the heritage item I42 'Laurabada'. The development would have some visual effect on the outlook from the heritage item introducing a larger scale development than what exists today. This is in line with the current zoning of the area however further design resolution will be undertaken to mitigate visual impacts on the heritage item.</p> <p>ii) The development at this stage is Concept Plans only. However future detailed design will ensure that the greenery and features of mature trees in the Middle Harbour Road streetscape and landscape character is maintained.</p> <p>iv. It is noted that the proposed development features a vertical scale greater than the current streetscape context. The surrounding area is of mixed character with many places having later 20th century alterations and additions, this is reflected in the subject site. This is recognised through the omission of the block from a HCA. However, the concept mass indicates some transition in the scale of the development through the breaking up of the development into two forms to the street, and the retention of a podium.</p> <p>The materials are not part of the current Concept Plans and will be developed in later stages of the detailed design on the advice of heritage professionals.</p>
General	
19.F Local Character and Streetscape	

Control	Response
<p><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>This Heritage Impact Statement has been prepared to accompany a SSDA 82900461 for the subject site. This HIS has been provided to meet this provision as the adjoining property at 9 Middle Harbour Road, Lindfield is a locally listed item.</p>
Built Form	
<p><i>2. 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><i>i) the form of the existing building or buildings including height, roofline, setbacks and building alignment;</i></p> <p><i>ii) dominant architectural language such as horizontal lines and vertical segmentation;</i></p> <p><i>iii) proportions including door and window openings, bays, floor-to ceiling heights and coursing levels;</i></p> <p><i>iv) materials and colours;</i></p> <p><i>v) siting and orientation;</i></p> <p><i>vi) setting and context;</i></p> <p><i>vii) streetscape patterns</i></p>	<p>i) The rectilinear form of the proposed development has been directly informed by the road alignment and the predominant alignment of built forms in the streetscape.</p> <p>The proposed setback is in line with the existing dwellings to be demolished on the subject site and the existing dwellings to the north east. The heritage item is further setback from the existing properties. However, views from the subject site to the heritage item I42 is currently obscured by vegetation and the existing 11 Middle Harbour Road and would only be minimally impacted by the minor decrease in setback when viewed from the north east.</p> <p>While the height of the proposal exceeds the height of the neighbouring item due to its differing high-density programme, this programme is in-keeping with the planned future uplift of the general area which is in the vicinity of Lindfield Station along the North-Shore transport corridor.</p> <p>ii-v. At this stage the plans as part of this application are Concept Plans only with no details on architectural language, proportions, and materials and colours. This will be a part of detailed design in later project stages with advice from heritage consultants to ensure that the development is sympathetic with the adjacent heritage item.</p> <p>vi. There is a substantial setback of the proposed form fronting Middle Harbour Road (over 9 metres) and an acceptable</p>

Control	Response
	<p>setback from the eastern boundary of the heritage item.</p> <p>The proposal has sufficient setback from the street that is compatible with the existing setting and context of Middle Harbour Road streetscape.</p> <p>vii. Whilst the streetscape pattern of the area presently features one and two storey residential dwellings, the future planned character of the area is anticipated to undergo extensive high-density uplift as per the TOD SEPP. Similarly, the area is anticipated to experience the construction of similar-scaled projects within the vicinity of nearby Lindfield train station to accommodate the increasing demand for residential housing within the area. To this end the proposal is in line with the anticipated future streetscape pattern of the area.</p>
<p><i>4. 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</i></p>	<p>The development is not in close enough proximity to the Trafalgar Avenue CA (C31) nor the Clanville CA (C32) to have a notable effect on the HCA. However, the development is adjacent to a heritage item at 9 Middle Harbour Road 'Laurabada' – dwelling house. The development has a reduced setback from the street, which is consistent with the setback of the existing dwellings. The heritage item is further setback and cannot be viewed from the subject site or from the sloping Middle Harbour Road. If travelling east down Middle Harbour Road from Lindfield Avenue the heritage item is mostly screened by dense vegetation along the street and surrounding buildings due to how setback the building is from the street.</p>
19F.2 Building Setbacks	
Setbacks	
<p>1. <i>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</i></p>	<p>See discussion above.</p>
Residential Context	

Control	Response
2. <i>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.</i>	The proposal features a setback podium level bounding with the heritage item at 9 Middle Harbour Road, Lindfield. The podium/ ground floor level has a 9metre setback and a 7.5metre front setback.
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> 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-;</i> ii) <i>adjacent development is to not exceed a facade height of 8m from existing ground level, including balustrades;</i> iii) <i>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>	i) The minimum proposed side setback for the proposed development in 6m. However, this increases to 9m to the primary street frontage and a 7.5m front setback. The detailed architectural design will need to be subject to further heritage advice to further reduce impacts on the heritage item. The proposal has the potential to have an acceptable heritage impact subject to sympathetic resolution of the architecture. ii) The proposal features a building of 9 levels and a roof level. At present this is just a concept design with a more detailed design to be developed in future stages with the advice from heritage professionals. iii) The proposed development is a concept design at this stage, and features a tiered approach the maximum height of the ground level podium has yet to be determined and will be developed in the future detailed design stages.
4. <i>Any new development is to provide the following building separation to the building eaves or wall, whichever is closest, of:</i> i) <i>A neighbouring Heritage Item building</i>	i) Proposal does not comply. See above discussion regarding proposal setbacks, and recommendations for future detailed design stage to mitigate impacts on the heritage item.
6. <i>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</i>	ii) The proposal complies. The proposal has more than 2 levels and has a height of more than 8m and is appropriately stepped back at 2 intervals in each building to comply.
19F.3 Gardens and Landscaping	
Gardens, Setting and Curtilage	

Control	Response
<p>1. <i>Development in the vicinity of a Heritage Item or an HCA is to:</i></p> <p>i) <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;</i></p> <p>ii) <i>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;</i></p> <p>iii) <i>include appropriate screen planting on side and rear boundaries.</i></p>	<p>i) No significant landscaping exists on the subject site and thus demolition of the extant dwellings will not impact any significant vegetation on the subject lots.</p> <p>ii) No proposed demolition of significant vegetation is proposed within the proposal therefore the character of the nearby Heritage Items nor HCA will be impacted.</p> <p>iii) At this stage the plans are concept design only with no detailed landscaping plans. The concept plans indicate plantings along the streetscape to be retained.</p>
19F.4 Fencing	
Original and Early Fences, Gates and Retaining Walls	
<p>1. <i>Original and early fences, piers, gates and retaining walls are to be retained and conserved. The height of original and early fences is not to be altered.</i></p>	The extant dwellings do not feature any early fences, piers, gates or retaining walls.
<p>3 <i>The configuration, finishes and details of original sandstone retaining walls that are located at the street front boundaries (whether identified as contributory properties or not) are to be retained and conserved.</i></p>	
<p>8. <i>No metal panel fencing is to be constructed on any boundary to a heritage item</i></p>	The concept design does not indicate if any fencing will be included as part of the proposed development. However, the existing dwellings surrounding the subject site have a range of fence typologies and have dense vegetation that screens the majority of the houses from the street level. Therefore, there appears to be no consistent use of fencing at property boundaries, at present the heritage item has a small timber picket fence, but this is not consistent for the surrounding dwellings.
<p>11. <i>Sloping driveways to basement parking is not acceptable except if the gradient down begins</i></p>	The slope of the proposed basement carparking is setback from the proposal's northern façade (Middle Harbour Road facing) is more than 6m.

Control	Response
<i>behind the front building line and is less visible from the street</i>	However, the current plans are Concept Plans only and do not provide further details on the basement carparking.

6.3. 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>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 subject proposal is in line with the future planned high-density uplift of the area within the vicinity of the nearby Lindfield Railway Station as per the updated TOD SEPP and Chapter 6 LMR. Future proposed developments of a similar nature to the subject proposal will require a high level of heritage advice throughout the design development phase to ensure that they will be appropriately sited within the landscape context while respecting the heritage item I42.
<p>Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)</p> <p><i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i></p> <p><i>Will the proposed works affect views to, and from, the Interpretation heritage item? If yes, how will the impact be mitigated?</i></p> <p><i>Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?</i></p>	<p>The proposed development will not result in a significant detrimental heritage impact to the adjacent heritage item. The heritage items would be read against the backdrop of the development when viewed from the southwest. However primary views are from directly in the front of the heritage item.</p> <p>Any impact on views from the south west in terms of visual dominance would be mitigated by the podium element which moderates the different in scale between the development and the item. The visual effect is to be further mitigated through finalisation of façade articulation and materiality in detailed design development stage.</p> <p>As discussed above, the proposal's subject site is not located within a HCA and the breaking down of the massing would provide some transition to the scale of the HCA to the north east.</p> <p>The proposal is setback along the eastern boundary of the heritage item. The setback from the heritage item will reduce detrimental impact to the heritage item. Views to the heritage item from the subject site are already obscured by the existing dwellings given how far the heritage item is setback from the street.</p>

7. CONCLUSION AND RECOMMENDATIONS

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the adjacent heritage items. Key aspects of the proposal assessment are listed below:

- The proposed demolition of the subject dwellings has been assessed and found not to meet the criteria for individual heritage listings. These heavily modified properties lack significant architectural merit and do not contribute to an intact streetscape or the environmental heritage significance of the area. While they retain some original elements, their extensive alterations have rendered them generic rather than exemplary. Located in an LGA with many heritage-listed Federation and interwar Bungalows, these dwellings are not notable. Therefore, their demolition will not detrimentally impact the character of the setting of the nearby Heritage Conservation Area, and the site is appropriate for redevelopment, provided the new design is sensitive and well-resolved.
- The development scheme proposed for the subject site will establish a needed source of high-density residential living opportunities within the vicinity of multiple public transport corridors as per the provisions in Chapter 5 of the TOD SEPP and Chapter 6 LMR of the Housing SEPP (2021). The proposal would be notably larger than the scale of the heritage listed item adjacent and the nearby HCA. While the scale of their settings would be changed, the proposal includes a podium element to moderate the difference in scale.

The following proposed building envelope and landscape design elements would mitigate the visual impact, particularly in relation to the height breach, on the adjacent heritage item and conservation area. Further detailed design development as outlined in the recommendations below would mitigate visual impact.

- The proposed development is horizontally defined by two key forms fronting Middle Harbour Road which are separated by a central courtyard. The forms would have some relationship with the finer grain development existing in the streetscape and the separation of the bulk into different elements would have some benefit in mitigating its visual effect on the streetscape and the visual dominance over the heritage item adjacent.
- The development would have a similar setback to 21 Middle Harbour Road and would be minimally forward of the setback of the adjacent heritage item (at 9 Middle Harbour Road) from the street. This would ensure that existing views around the streetscape, including to the adjacent heritage item, are not notably obscured.
- Substantial landscaping is proposed to visually soften the bulk of the development and to remain consistent with the mature landscaping existing in the streetscape. This would ensure that the character of the setting of the heritage item and conservation area would be retained.

The proposed development has been assessed to have an acceptable impact on the adjacent heritage item based on the current information. However, it is noted that this application includes a concept design only and the design requires further refinement and heritage impact assessment to confirm heritage impacts.

RECOMMENDATIONS

- A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.
- The façade treatment including materiality and detailed design/articulation should be developed in consultation with a heritage consultant, acknowledging that the facade design should focus on visually breaking the development visual scale into smaller elements.
- The façade treatment including materiality should be developed in consultation with a heritage consultant, acknowledging that the facade design should not be visually dominant in the streetscape but should focus on visually breaking the development visual scale into smaller elements.

8. BIBLIOGRAPHY & REFERENCES

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

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