

Heritage 21

Suite 48, 20-28 Maddox St
Alexandria, NSW 2015
info@heritage21.com.au
02 9519 2521

17 June 2026

Attention: Adrian Giardina
Abadeen
Plaza Building Australia Square
Level 5, 95 Pitt Street, Sydney NSW 2000
PO BOX R562, Royal Exchange NSW 1225
Adrian.giardina@abadeen.com

HERITAGE IMPACT ASSESSMENT

494-500 & 516 MILITARY ROAD MOSMAN**1. Background**

This Heritage Impact Assessment has been prepared on behalf of Abadeen who have engaged Heritage 21 in the context of a State Significant Development Application ("SSDA") (SSD – _95843710) for proposed mixed use residential development at a site located at 494-500 and 516 Military Road, Mosman ("the subject site").

This SOHI has been prepared in response to the following Secretary's Environmental Assessment Requirements ("SEARs") dated 15 April 2025:

22. Environmental Heritage

- *Where there is potential for direct or indirect impacts on environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines.*

2. Nature of Assessment

This report constitutes only an assessment of heritage impact based upon the plans received on 29 May 2026 and a site visit conducted on 29 April 2026.

It is beyond the scope of this report to: undertake an in-depth historical analysis of the place; address the indigenous historical development of or indigenous associations with the site; or to locate or assess potential or known archaeological sub-surface deposits on the site or elsewhere. This report is confined to cultural built heritage only and does not purport to determine or assess any BCA requirements, services related issue, contamination issue, structural integrity issue, legal matter or any other non-heritage issue.

3. Authors

This Heritage Impact Assessment has been prepared by Nicole O’Connell of Heritage 21.

4. Site Identification

The subject site is located at 494-500 & 516 Military Road, Mosman, which falls within the boundaries of the Mosman Local Government Area (LGA) and comprises Lot 11 DP3308, Lot 19 DP3547, Lots 1,2,3, & 4 DP4628. As depicted in Figure 1, the site is located on the north side of Military Road, between Lang Street and Hale Road. The rear of the site borders Mackie Lane. The site is an irregular shaped allotment with an area of approximately 3,170sqm. The site includes multiple allotments. The prevailing topography is characterised by a mostly gentle gradient around Military Road, with the slope being higher near Willoughby and Balmoral Bays. The site itself is generally flat, with a slope of 4% onto Military Road.

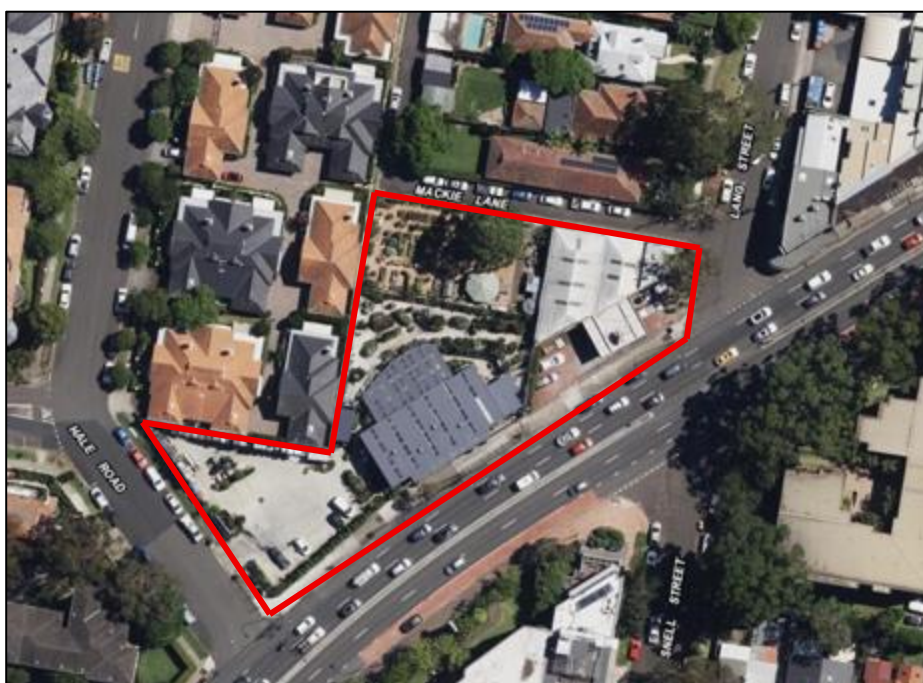


Figure 1. Aerial view of 494-500 & 516 Military Road Mosman, outlined in red (Source: NSW Spatial Services, “SDT Explorer,” accessed 28 April 2026, <http://maps.six.nsw.gov.au/>, annotated by Heritage 21).

5. Heritage Context

5.1 Heritage Listings

The subject site **is not** listed as an item of environmental heritage under Schedule 5 of the Mosman Environmental Plan 2012 (“MLEP”). It is also **not** listed on the NSW State Heritage

Register, the National Heritage List, the Commonwealth Heritage List, the National Trust Register (NSW), or the former Register of the National Estate.¹

The subject site is **not** located within the boundaries of any Heritage Conservation Area's listed under Schedule 5 of the MLEP 2012.

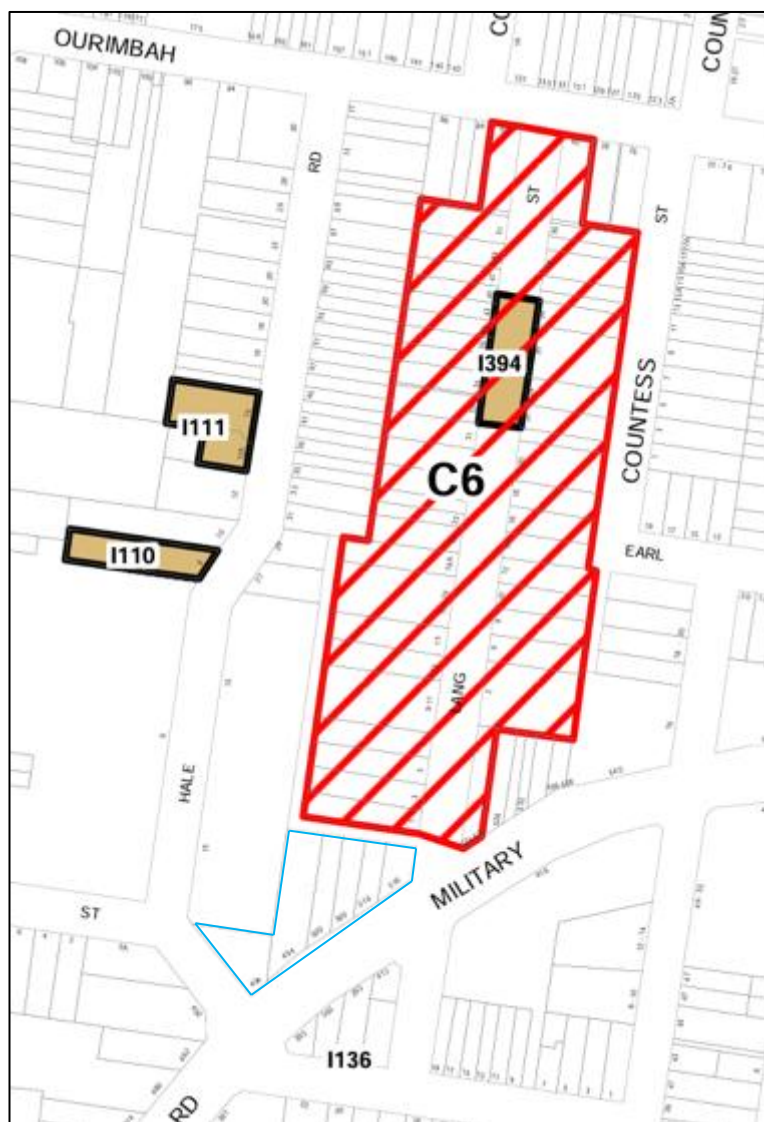


Figure 2. Detail from Heritage Map HER_002; the subject site is outlined in blue and heritage conservation areas are marked red (Source: NSW Legislation Online, *Mosman Local Environmental Plan 2012*, annotated by Heritage 21)

5.2 Heritage Items in the Vicinity

As depicted in Figure 2 above, the subject site is situated within the general vicinity of the Lang Street Heritage Conservation Area listed under Schedule 5 of the MLEP 2012.

¹ The Register of the National Estate ceased as a statutory heritage list in 2017; however it continues to exist as an inventory of Australian heritage places.

In addition, there are two local heritage items in the broader vicinity at 8 Hale Road (“The Cottage”, Arts Education Centre) and 12A–14 Hale Road (former stone fence and garden stone fence). Given their separation from the subject site, any potential impacts to these items would be expected to be limited to the broader visual context only, with the proposal more likely to be read as part of the Military Road corridor rather than as development affecting their immediate heritage setting.

6. Physical and Historical Evidence

6.1 Physical Evidence

The subject site is located at 494–500 and 516 Military Road, Mosman. The site has an approximate area of 3,170sqm.

The site is irregular in shape and occupies a prominent corner position with frontage to Military Road and access also provided via Hale Road. The topography is generally level, with a slight fall of approximately 4% toward Military Road.

The site is currently developed for commercial purposes. The western portion is occupied by a garden nursery (Honeysuckle Garden) with associated open-air car parking, while the eastern portion accommodates an automotive service premises (Midas). A small area to the north, adjoining Mackie Lane, is utilised as a community garden.

Military Road forms a primary arterial route through Mosman and functions as a key commercial and transport corridor. The subject site forms part of this corridor, which is characterised by a mix of retail, commercial and service-based uses at ground level, with varying building forms and scales.

The surrounding locality is predominantly residential beyond the immediate Military Road frontage. Within approximately 200 metres of the site, development is largely characterised by detached dwellings and medium-density residential flat buildings.

Immediately to the south of the site, on the opposite side of Military Road, is a three-storey medical centre (Mosman Practice). To the north, beyond Mackie Lane, the built form transitions to lower-scale residential development.

The Lang Street HCA is located to the north of the site. This area is characterised by predominantly early twentieth century residential development set within a landscaped streetscape, including notable sandstone boundary elements and established vegetation. The conservation area is separated from the subject site by Mackie Lane, which provides a physical and visual buffer between the site and the heritage fabric.

In broader terms, the site sits at the interface between the more intensive built form and activity of the Military Road corridor and the finer-grain, lower-scale residential character to the north. This transition in scale and character is a defining feature of the site’s immediate context.

The following description of the Lang Street HCA has been sourced from the Mosman DCP 2012.²

This is a pleasant, straight and fairly short street which, from an almost level area at the Military Road end, slopes gently but unevenly down towards Ourimbah Road. In the vicinity of the steeper slope the road is divided by a narrow plantation. The street is not heavily trafficked and is thereby comparatively quiet. The uneven slope provides variations in the views available to the pedestrian from the street, for example southwards up the slope to the stand of eucalypts and north towards the harbour, in every case with houses and their gardens in the foreground. All these factors contribute to the townscape area value and provide a satisfying setting for the houses which line it.

The area's architectural components are generally modest, single-storey houses of the Federation and Inter-War periods. At the southern end, a two-storey shop on the Military Road corner, with a large surf mural painted on the side facing Lang Street, provides a kind of visual portal to the area. At the northern end, the street is framed by a two-storey house on each corner as well as street trees. The housing presents a cohesive visual character predominantly of, and representative of, the early twentieth century, but they possess interesting individual designs and much idiosyncratic interest.

*Among the ample street plantings there is a group of significant mature eucalypts on the western side at the southern Military Road end, and for part of its length the street has wide grassed verges. Much of the visual quality derives from these plantings of smooth-stemmed mixed species dominated by *Eucalyptus scoparia* and *Eucalyptus sclerophylla*.*

A visual survey of the site and its streetscape is attached at Appendix A.

6.2 Historical Summary

The following historical summary of Mosman has been sourced from Council's website:³

Aboriginal people are known to have occupied the Australian continent for at least 40,000 years. The Borogegal tribe inhabited the Mosman area. The most renowned Aboriginal person in Mosman's history was Bungaree. Bungaree was born around 1775 growing up in the traditional Aboriginal environment, which his people had enjoyed for many thousands of years. However, with the arrival of the Europeans, his life became dramatically different. By the time Bungaree was 20 most of his tribe had died of smallpox. By the time he was 26 he had joined British explorers on voyages to the far north and had circumnavigated Australia with Matthew Flinders.

Bungaree became leader of his tribe, was given land at Georges Head and enjoyed the patronage of Governor Macquarie. He lived in the traditional Aboriginal way hunting and fishing in order to provide for his family. He welcomed newcomers as their ships entered Sydney Harbour, became friends with the Russian explorers and was well acquainted with the French. A well-known Sydney identity his activities were intriguing reports in the daily newspapers; his exploits and descriptions of his lifestyle were recorded in official records of the Europeans, in diaries and published works. His image, painted numerous times, was exhibited in galleries in London, Paris and Moscow. Throughout his life, Bungaree retained

² https://mosman.nsw.gov.au/sites/default/files/2023-12/Mosman_Residential_Development_Control_Plan.pdf

³ <https://mosman.nsw.gov.au/community/people-culture-and-history/a-brief-history-of-mosman>

the respect of the people of his own world while earning the respect of the newcomers from the European world. He was the first individual known to have been called an “Australian”.

In 1789 HMS Sirius, flagship of the First Fleet was careened at what is today known as Mosman Bay or Great Sirius Cove. Less than six months later the ship was wrecked in the rough waters off Norfolk Island.

From 1801, when a battery was built at George’s Head, Mosman has been synonymous with Sydney’s maritime and defence installations. In 1811, Thomas O’Neil cultivated land at Balmoral, in 1823, Captain John Edwards settled at Balmoral and later Barney Kearns plied a ferryboat across Middle Harbour.

The late 1820s brought the whaling industry to Chowder Bay and the bay was used as an anchorage for visiting American whalers. In 1831, Archibald Mosman and John Bell were allotted grants of land in Mosman Bay to establish a whaling station. Two years later the whaling station was completed and Mosman’s home, ‘The Nest’, was built overlooking the bay. The whaling industry flourished and Archibald Mosman sold the business in 1838 moving to Glen Innes. From the 1840s, whaling declined in the bay and for the next 10 years, Mosman Bay was used for overhauling ships.

The next decade saw other land grants taken up, although little settlement spread due to Mosman’s rugged and inaccessible terrain. A foot track ran from North Sydney to Middle Head in the 1840s, but it was not until 1860 that the first official road, Avenue Road, was constructed running from the Bay to Mosman Junction. Military, Middle Head and Bradleys Head Roads were constructed 10 years later.

Richard Hayes Harnett Senior played a major role in opening up the area. In 1859, he began purchasing Archibald Mosman’s original 108 acres and over the next 30 years was responsible for the building of roads, a horse drawn bus service and ferry services linking the city to Mosman. One of the main attractions of the area was the Mosman waterfall at the head of Mosman Bay. Pleasure grounds and picnic resorts sprang up around the foreshore to cater for the visitors who flocked here particularly on weekends.

In 1878, Harnett Snr. opened a sandstone quarry at Mosman Bay, producing quality sandstone used in historic buildings throughout Australia. The 1880s and 1890s were a great boom era of achievements; Mosman Public School opened, the Congregational Church held its first service, Mosman Rugby Team played their first game, postal and telegraph services began, the water supply was installed and an electric tram service was established in 1893.

In 1893, the 1,600 residents of Mosman became part of a new and separate municipality. The first Mayor elected was Richard Hayes Harnett Junior. The boundaries of Mosman set out in 1893 remain unaltered to this day.

At the turn of the new century, Mosman prospered and building activity intensified. Residents attracted by the natural charm and vistas of the unique bushland opened shops

and built federation homes. These new residents created, and maintained, the social character of Mosman.

The suburb drew artists, writers, intellectuals and businessmen who strongly rejected proposals which may be likely to undermine the residential nature of their locality. Council policies zealously maintained parks and reserves with a constant effort to enhance the beauty of the natural landscape.

The Mosman Musical Society formed in 1904, the Mosman Scout Troop (the Kangaroo Patrol) held its first meeting in 1908, the Mosman Rowing Club was formed in 1910, a movie theatre, The ABC Electric Theatre, opened its doors in 1913, electric light cables were extended to Mosman from 1915, Taronga Park Zoological Gardens opened in 1916, and in 1925 a bridge replaced the steam punt at The Spit. At Balmoral an open-air temple, The Star Amphitheatre, was built in 1924 by The Order of the Star of the East, a branch of the Theosophist Society. It was demolished in 1951 and remains the source of many urban myths.

During the Depression and the war years, development slowed in the private building sector, however, a number of public works, such as the Balmoral Band Rotunda and Balmoral Promenade were constructed to create work for the unemployed.

In the late 1950s, public concern focused on the rapidly increasing number of flat developments to house a growing population. At the end of the 1960s, Council introduced controls and restrictions and by 1973, high-rise development was banned.

6.3 Brief Site History

The subject site forms part of the Parish of Willoughby, County of Cumberland, an area originally subdivided into large land grants during the mid-nineteenth century. Parish mapping indicates that the land encompassing the subject site formed part of a 20-acre grant to Charles Robertson (Portion 116) (refer Figure 3 and 4).



Figure 3. Parish map of Willoughby (County of Cumberland) showing original land grants and allotments across the Mosman peninsula, including the location of the C. Robertson land grant outlined in blue. (Source: NSW Land Registry Services, annotated by Heritage 21)



Figure 4. Extract from the Parish of Willoughby cadastral map (County of Cumberland), showing original land grants and portion boundaries. (Source: NSW Department of Lands / Spatial Services, annotated by Heritage 21)

A title search was undertaken for the subject site; however, detailed historical title information was only available for Lot 11 in DP 3308. A cancelled Certificate of Title (Vol. 1472, Fol. 194) confirms that this lot forms part of a 20-acre grant (Portion 116) originally granted to Charles Robertson on 21 November 1853 (refer Figure 5 and 6). In the absence of equivalent records for the remaining allotments, their historical development has been interpreted with reference to parish mapping and the established subdivision pattern of the surrounding area.

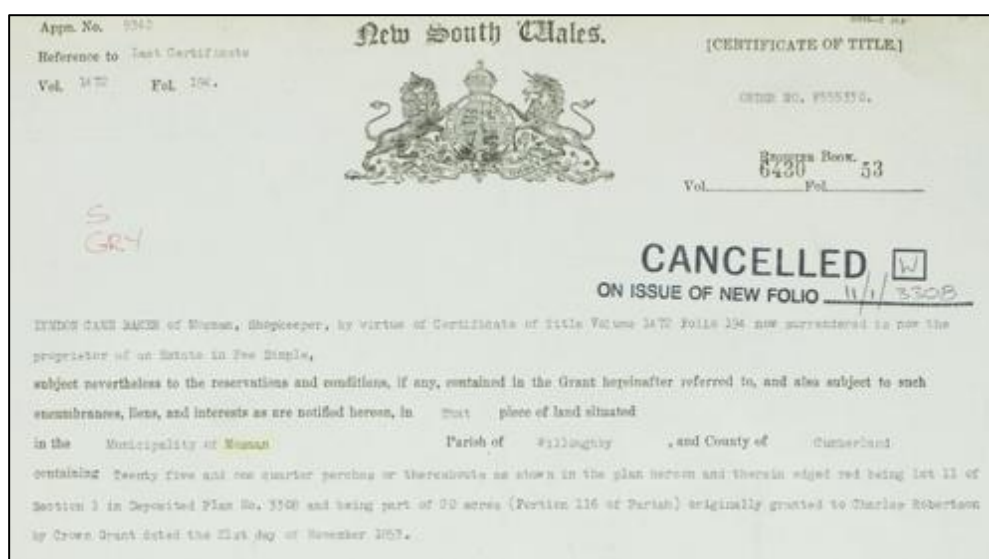


Figure 5. Extract from cancelled Certificate of Title (Vol. 1472, Fol. 194) identifying the subject land (No. 494 Military Road) as Lot 11 in DP 3308, forming part of Portion 116, Parish of Willoughby, originally granted to Charles Robertson in 1853. (Source: NSW Land Registry Services, annotated by Heritage 21)

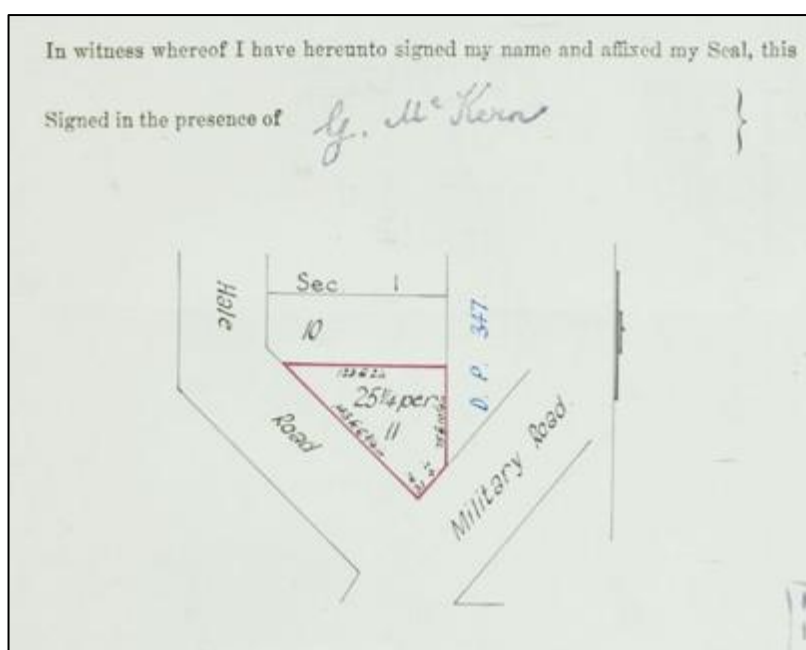


Figure 6. Extract from cancelled Certificate of Title (Vol. 1472, Fol. 194) identifying the subject land (No. 494 Military Road) as Lot 11 in DP 3308, forming part of Portion 116, Parish of Willoughby, originally granted to Charles Robertson in 1853. (Source: NSW Land Registry Services, annotated by Heritage 21)

Late nineteenth century estate subdivision plans, including the Lang Estate subdivision of 1899, illustrate the broader pattern of subdivision within the vicinity of the subject site. A review of the subdivision plan indicates that Lots 12–15, which form part of the subject site, were included within this subdivision (refer Figure 7). These plans demonstrate the progressive fragmentation of earlier land grants into smaller residential allotments.

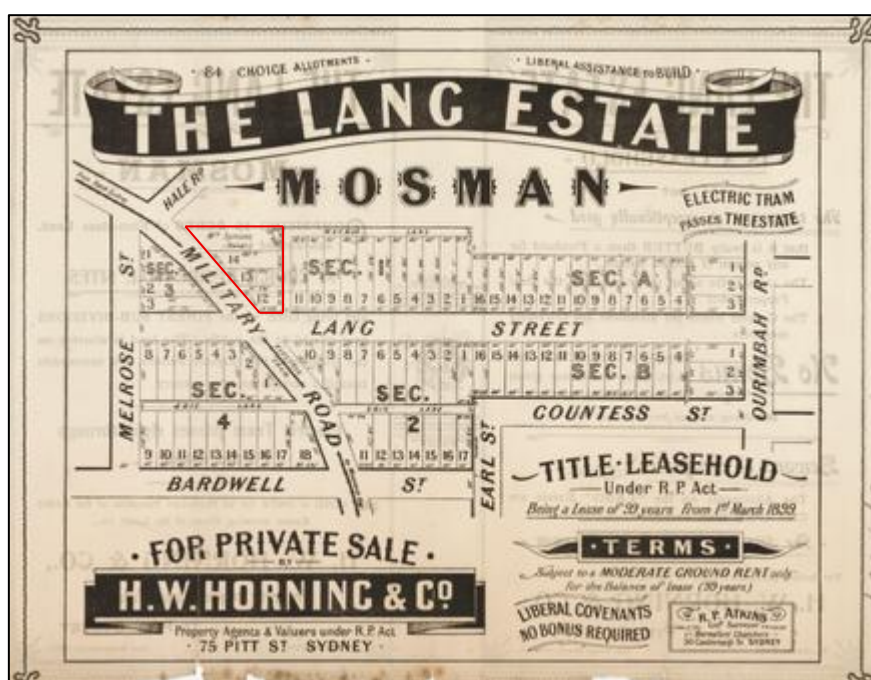


Figure 7. The Lang Estate subdivision notice, 1 March 1899 (Source: State Library NSW, annotated by Heritage 21)

During the latter half of the nineteenth century, the broader Mosman area transitioned from isolated landholdings to a more accessible and subdivided landscape. The construction of key routes, including Military Road in the 1870s, facilitated access to the peninsula and supported the subdivision of earlier grants into smaller allotments.

The subdivision of land in Mosman coincided with improvements in transport infrastructure, including the introduction of the electric tramway. In 1893, a tram line was extended from North Sydney to Spit Junction along Military Road, with further extension to Mosman Wharf in 1897. This route followed Military Road, forming a key transport corridor within the locality. The provision of regular tram services improved access to the peninsula and contributed to the progressive subdivision of earlier land grants and the development of the surrounding area.

By the late nineteenth and early twentieth centuries, land in the vicinity of the subject site had been progressively subdivided, establishing the street pattern and allotment configuration that largely persists today.

Aerial imagery from the mid-twentieth century indicates that the site had been developed by this time for commercial usage, reflecting the evolution of Military Road as a primary commercial and transport corridor within Mosman (refer Figures 8–11).



Figure 8. Aerial image of the site, c.1943 (Source: Historical Imagery, annotated by Heritage 21)



Figure 9. Aerial image of the site, c.1955 (Source: Historical Imagery, annotated by Heritage 21)



Figure 10. Aerial image of the site, c.1965 (Source: Historical Imagery, annotated by Heritage 21)



Figure 11. Aerial image of the site, c.1971 (Source: Historical Imagery, annotated by Heritage 21)

Images from the 1970 record the site as being occupied by service stations. (refer Figures 12–13).



Figure 12. 516 Military Road, March 1970 (Source: Mosman Local Studies, annotated by Heritage 21)



Figure 13. 494-500 Military Road, Greenway Service Station, June 1974 (Source: Mosman Local Studies, annotated by Heritage 21)

Currently, 494-500 Military Rd is occupied by Honeysuckle Garden nursery, while 516 Military Road is being used by Midas Tyre and Auto Service.

7. Established Significance

7.1 Vicinity to the Subject Site – Lang Street Conservation Area

The following Statement of Significance is available for the conservation area on the State Heritage Inventory:⁴

The small Lang Street Conservation Area is notable for several things. First it is aesthetically very pleasing on account of ample street plantings, the group at the south end being a significant stand of mixed Eucalypts, by a treed median strip and by wide grassed verges. Its architectural components are modest and varied in type and style presenting a cohesive visual character predominantly of and representative of the early twentieth century but they possess much idiosyncratic interest and have been less seriously tainted by obtrusive modifications than those in many other conservation areas such as high front fences, painted brickwork and inappropriate first floor additions and unsympathetic garages and carports.

The sandstone walls, kerbs, fences and features are key elements of the character of the Mosman Council area. They collectively contribute to the heritage and urban values of

⁴ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2060540>

their settings. While not all features are of equal heritage value, it is the range and collective value that is most important in retaining the character of the area.

Heritage fences are a very important streetscape elements of the conservation area. Fences vary in style and material and include stone fences, stone and iron fences, timber fences or timber and metal fences. In a number of locations fences are a continuous feature across a number of properties reflecting a common design and construction, in other areas the use of a material such as stone links a range of properties.

8. Proposed works

The proposed development seeks consent for a shop-top housing development comprising residential accommodation and ground floor retail uses, including:

- Site preparation works including demolition, excavation and tree removal,
- Construction of a 10-storey mixed-use development comprising residential flat building, shop-top housing and ground floor retail premises, including:
 - 2 residential buildings of a part 5-part 10 storey-built form on a shared podium, comprising 100 dwellings including 3 affordable housing dwellings managed by a Community Housing Provider,
 - Retail tenancies on the ground floor along Military Road and Hale Road,
- 2 and a half levels of basement car parking, including:
- 122 residential car parking spaces (20 accessible/adaptable spaces),
- 15 residential visitor / car wash car parking spaces,
- 10 retail car parking spaces,
- Communal open space located on the ground floor and rooftop,
- Landscaping and deep soil planting,
- Augmentation and connection of utilities and services,
- Site amalgamation to consolidate lots.

8.1 Drawings

Our assessment of the proposal is based on the following drawings by DKO, dated 29 May 2026 and received by Heritage 21 on the 29 May 2026 and landscape drawings by Paddock dated 1 June 2026 and received by Heritage 21 on the 1 June 2026. These are reproduced below for reference only; the full set of drawings accompanying the application should be referred to for any details.



Figure 14. Plan Basement 2



Figure 15. Plan – Basement 1

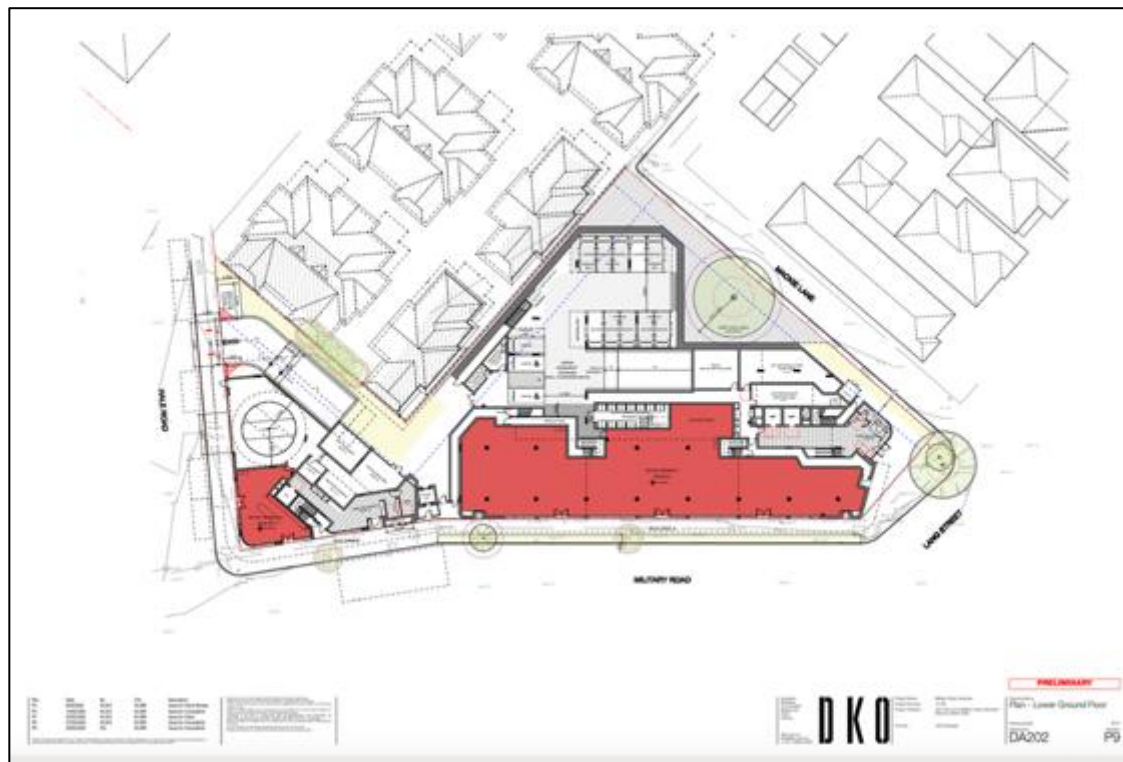


Figure 16. Plan – Ground Floor (Retail)



Figure 17. Plan – Ground Floor (Residential)



Figure 18. Plan – Level 1



Figure 19. Plan – Level 2



Figure 20. Plan – Level 3



Figure 21. Plan – Level 4



Figure 22. Plan – Level 5



Figure 23. Plan – Level 6



Figure 24. Plan – Level 7



Figure 25. Plan – Level 8



Figure 26. Plan roof

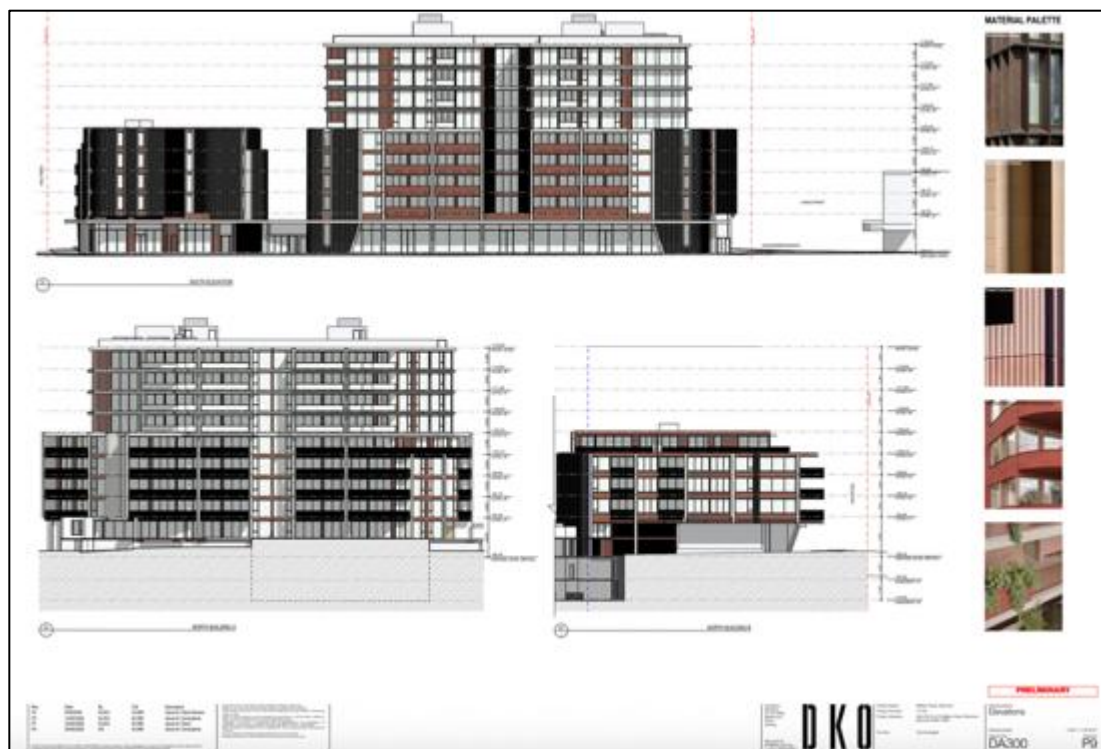


Figure 27. Elevations



Figure 28. Elevations



Figure 29. Section AA Building A

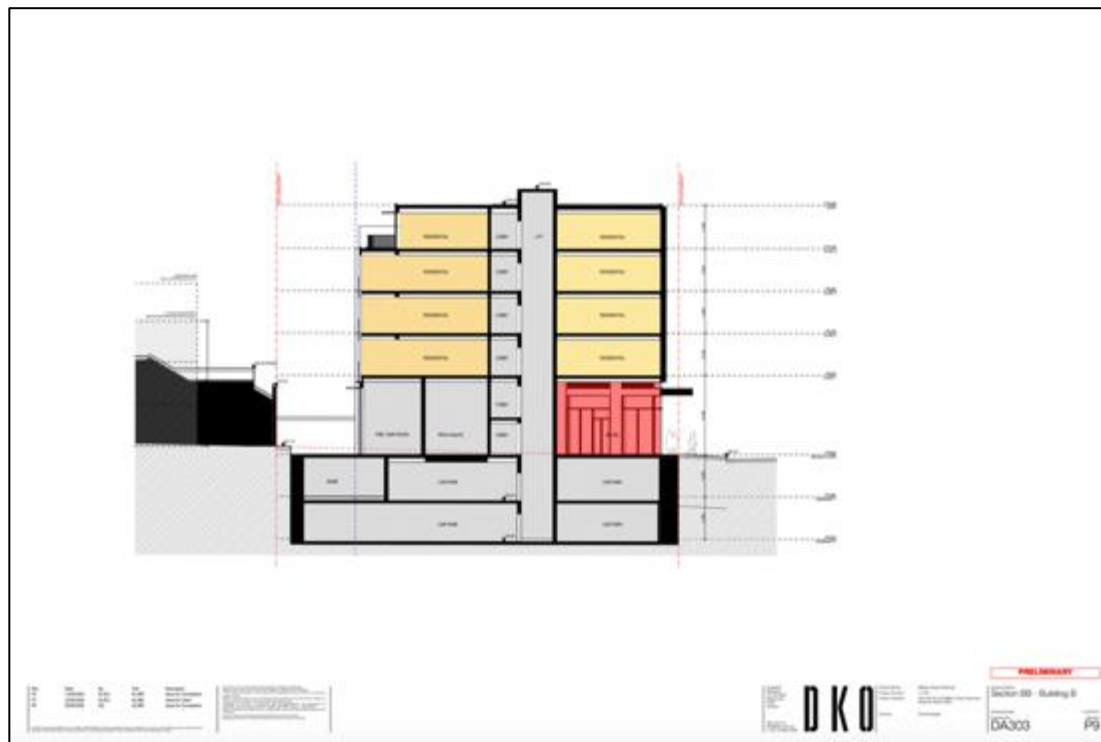


Figure 30. Section BB Building B

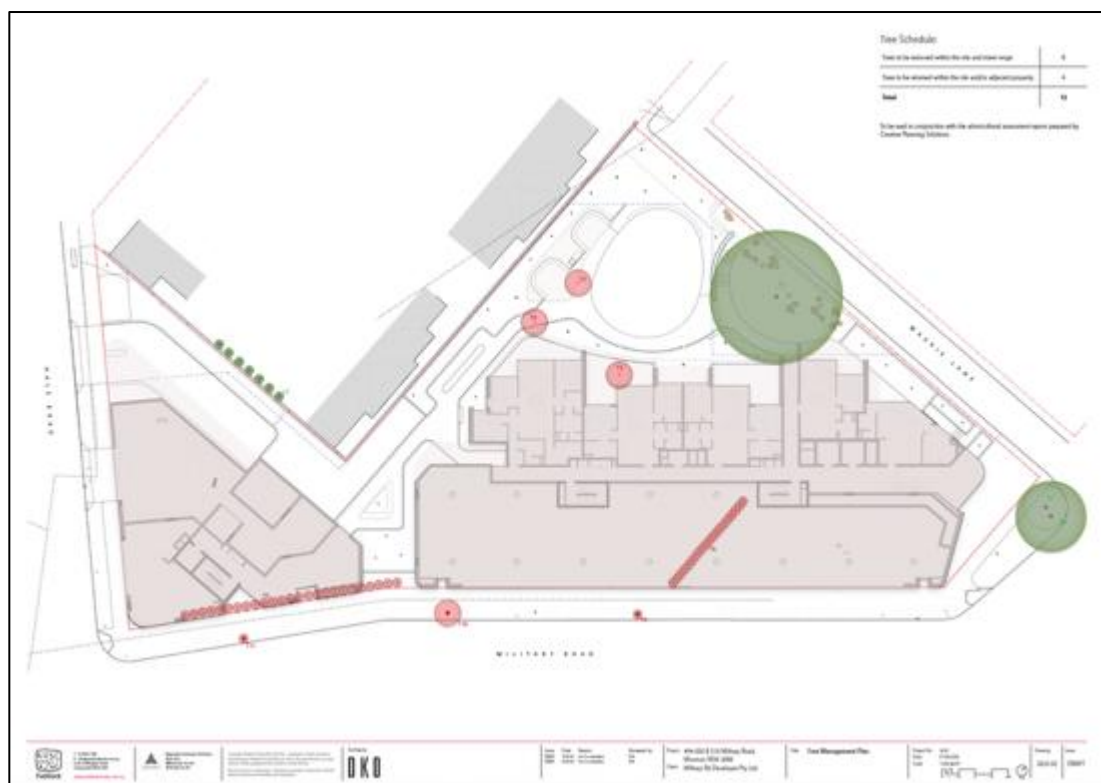


Figure 31. Tree Management Plan

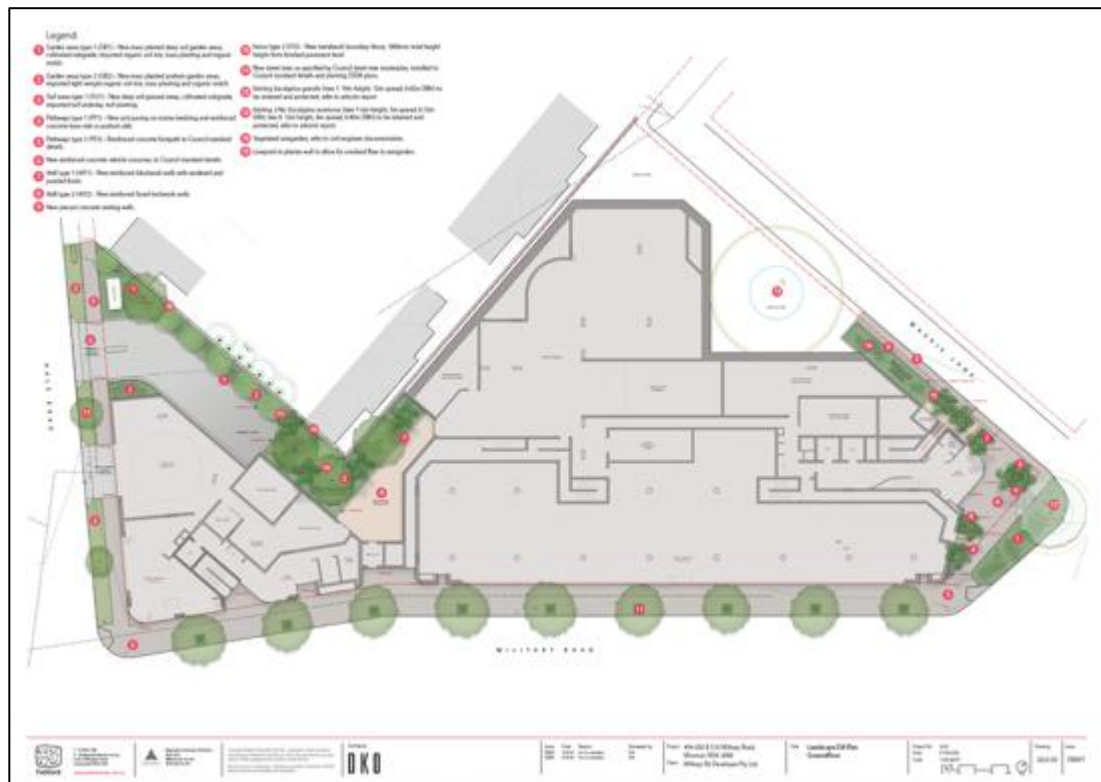


Figure 32. Landscape DA Plan Ground Floor



Figure 33. Landscape DA Plan Level 1

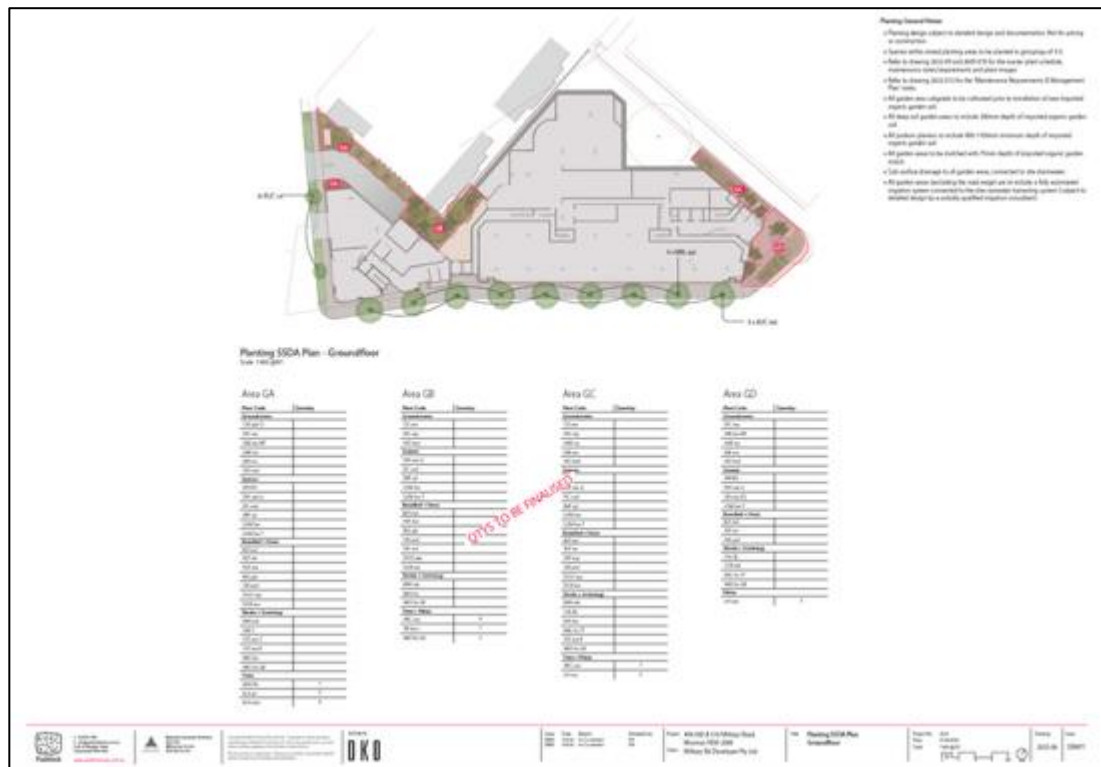


Figure 36. Plant DA Schedule

Figure 37. Plant DA Schedule



Figure 38. Deep Soil Plan Soil Depth Plan

9. Heritage Impact Assessment

On 29 April 2026, Heritage 21 undertook a site visit for the purposes of a visual and photographic survey. The visit included a general survey of the setting of the site, as well as the physical evidence on the site itself.

9.1 Heritage Management Framework

Below we outline the heritage-related statutory and non-statutory constraints applicable to the subject site including the objectives, controls and considerations which are relevant to the proposed development. These constraints and requirements form the basis of this Heritage Impact Assessment.

9.1.1 Mosman Local Environmental Plan 2012

The statutory heritage conservation requirements contained in Section 5.10 of the *Mosman Local Environmental Plan 2012* ("MLEP 2012") are pertinent to any heritage impact assessment for future development on the subject site. The relevant clauses for the site and proposal are outlined below:

- (1) Objectives
- (4) Effect of proposed development on heritage significance
- (5) Heritage assessment

9.1.2 Mosman Residential Development Control Plan 2012 (amended 2024)

Our assessment of heritage impact also considers the heritage-related sections of the Mosman Residential Development Control Plan 2012 (“MDCP”) that are pertinent to the subject site and proposed development. These include:

Part 5 Site Planning & Design

5.6 Heritage Conservation

Part 7 Townscapes

Note – The MDCP 2012 does not apply to State Significant Development by virtue of Section 2.10 (a) of the State Environmental Planning Policy (Planning Systems) 2021.

9.1.3 NSW Department of Climate Change, Energy, the Environment and Water Guidelines

In its guidelines for the preparation of Statements of Heritage Impact, the NSW Department of Planning and Environment (former) provides a list of considerations in the form of questions aimed at directing and triggering heritage impact assessments.⁵ These are divided into sections to match the different types of proposals that may occur on a heritage item, item in a Heritage Conservation Area or item in the vicinity of heritage. Below are listed the considerations which are most relevant to the proposed development.

Works adjacent to a heritage item or within the Heritage Conservation Area (listed on an LEP)

- *Will the proposed works affect the heritage significance of the adjacent heritage item or the Heritage Conservation Area?*
- *Will the proposed works affect views to, and from, the heritage item? If yes, how will the impact be mitigated?*
- *Will the proposed works impact on the integrity or the streetscape of the Heritage Conservation Area?*

9.2 Heritage Impact Assessment

Below we assess the impact that the proposed development may have upon the heritage conservation area in the vicinity. This assessment is based upon the Historical Context (refer to Section 6.2), the Physical Evidence (refer to Section 6.1), Heritage Significance (refer to Section 7.0), the Proposal (refer to Section 8.0) and a review of the Heritage Management Framework (refer to Section 9.1).

⁵ Department of Planning and Environment, *Guidelines for preparing a statement of heritage impact* (Department of Planning and Environment, NSW Government, 2023).

9.2.1 Streetscape Context

The subject site occupies a prominent position along Military Road, a major arterial corridor characterised by a more intensive urban form, commercial activity and larger-scale development than the surrounding residential streets.

While the subject site itself contains non-heritage commercial development and does not contribute to the heritage significance of the locality, it is in proximity with the Lang Street Heritage Conservation Area ("HCA") to the north, separated by Mackie Lane. As such, the proposal has the potential to affect the broader visual setting of the conservation area.

The significance of the Lang Street HCA derives not only from its individual dwellings, but from its cohesive low-scale residential character, landscaped setting and established streetscape qualities. Accordingly, assessment must consider impacts to setting and visual character, not simply direct impacts to heritage fabric.

The proposal would introduce a larger built form than the development pattern within the HCA. However, the site occupies a transition point between the more intensive Military Road corridor and the lower-scale residential neighbourhood beyond and is not itself located within the HCA. It is the opinion of Heritage 21 that while the development may be visible from parts of the surrounding public domain, it would generally be read as part of the Military Road built form context rather than as development within the conservation area itself.

9.2.2 Bulk and Scale

The proposal represents an increase in height, scale and built form intensity relative to the existing development on the site and the prevailing low-scale character of the adjoining Lang Street HCA. However, the subject site occupies a transition between the lower-scale residential character of Lang Street and the more intensive built form character of the Military Road corridor, which exhibits a distinctly different urban character. While this does not remove the potential for visual impact, it provides context in understanding how the proposal would be experienced within the broader streetscape and heritage setting.

Pedestrian views along Lang Street may include some views of the proposed development beyond the immediate street scape, however, these views are not consistent with the existing differing characters of the HCA and Military Road, and would likely be softened by the mature tree canopy and existing development.

The historical aerials show that the site has always had a different expression and pattern to the land inside the HCA, it has always presented to Military Road and been of a different use, character and density.

Notwithstanding this, the subject site forms part of the Military Road corridor rather than the HCA itself, where larger-scale and more intensive development is an established characteristic. The proposal also incorporates design measures intended to reduce the perception of bulk, including building articulation, setbacks to upper levels, landscape treatment and separation from the HCA via Mackie Lane.

9.2.3 Materials and Finishes

The architectural drawings indicate a contemporary material palette incorporating masonry, glazing, metal cladding and articulated façade elements. The proposal does not seek to replicate the historic architectural character of the adjoining Lang Street HCA, which is an appropriate heritage approach given the scale and contemporary nature of the development.

Importantly, the proposal avoids an overtly mimic or pastiche response, instead presenting as clearly contemporary development. The use of articulated façades, varied material treatments and modulation assists in visually breaking down the overall building form and reducing the perception of monolithic bulk.

While the architectural expression is distinct from the modest domestic character of the adjoining conservation area, it is the opinion of Heritage 21 that the proposed materiality is sufficiently restrained and contemporary such that the development would be read as a separate layer of development associated with the Military Road corridor, rather than as an inappropriate imitation of the heritage context.

9.2.4 Landscaping

Landscaping forms an important component of the proposal, particularly given the site's interface with the Lang Street HCA, where established vegetation and landscaped streetscape character contribute to heritage significance.

The landscape plans prepared by Paddock Landscape Architects indicate a landscape strategy incorporating retained mature trees, new deep soil planting, communal landscaped open space, podium planting and additional canopy trees throughout the site. Of particular relevance from a heritage perspective is the retention of the existing *Eucalyptus grandis* adjacent to Mackie Lane and the retention of two existing *Eucalyptus racemosa* trees at the eastern end of the site. These mature trees would continue to provide an established vegetated setting along the northern interface of the development.

It is noted that the proposal also includes substantial new planting along the Mackie Lane frontage, incorporating deep soil garden beds, native planting, canopy trees and landscaped communal open space. It is the assessment of Heritage 21 that this landscape treatment would assist in softening the transition between the larger contemporary built form and the lower-scale residential character of the Lang Street HCA.

The landscape strategy reinforces a characteristics of the Lang Street HCA, namely its established vegetation and landscaped setting. While the proposed development may remain visible from parts of the surrounding public domain, it is anticipated that the retained mature trees and proposed additional planting would reduce the perception of bulk over time and assist in integrating the development into its broader landscape context.

9.2.5 Impact of the proposed development on the heritage items located in the vicinity of the site

The below table outlines the impact of the proposed development on the heritage items located in the vicinity of the subject site. For the reasons outlined below, it is the opinion of Heritage 21 that the proposal would be generally consistent with the objectives of Part 5 Site Planning & Design MDCP 2012.

Heritage Item Located in the Vicinity	Heritage Impact Assessment
Lang Street HCA	The proposed works would not result in any direct physical impacts to heritage fabric, as the subject site is not heritage listed and is located outside the boundaries of the Lang Street HCA. The principal heritage consideration is the indirect impact arising from the introduction of a larger contemporary built form proximate to the conservation area. Given the proximity of the site, the development would be highly visible from parts of the surrounding public domain and would alter aspects of the broader visual setting of the HCA. However, the subject site does not form part of the conservation area itself and is located within the distinctly different built form context of the Military Road corridor. While the proposal would introduce change at this interface, it is our opinion it would not erode the core heritage values of the Lang Street HCA, including its cohesive low-scale residential character, internal streetscape qualities or ability to be appreciated as a distinct heritage precinct. Accordingly, while some visual impact is acknowledged, the proposal in our opinion is not considered to result in an unacceptable adverse heritage impact on the significance of the Lang Street HCA.

9.2.6 Impact Assessment Against the MLEP 2012

The statutory heritage conservation requirements contained in Section 5.10 of the *Mosman LEP 2012* are pertinent to any heritage impact assessment for future development on the subject site. We assess the proposal against the relevant clauses below.

CLAUSE	ASSESSMENT
(1) Objectives	The proposal does not entail any work to sites and places listed as heritage items under Schedule 5 of the <i>MLEP 2012</i> . It is our general assessment that the proposed height, scale, massing and materials proposed (as detailed in Section 8.1) would not engender a negative impact on the heritage significance of the heritage items located in the vicinity of the site, including their contributory fabric and general setting.
(4) Effect of proposed development on heritage significance	This Statement of Heritage Impact accompanies the Application in order to enable the consent authority, to ascertain the extent to which the proposal would affect the heritage significance of the heritage items located in the vicinity.
(5) Heritage assessment	

9.2.7 Impact Assessment Against the NSW Department of Climate Change, Energy, the Environment and Water Guidelines

As acknowledged in Section 9.1.3, the NSW Department of Climate Change, Energy, the Environment and Water has identified a list of considerations in the form of questions aiming at directing and triggering heritage impact assessment. Below, we assess the proposal against the most pertinent of these questions.

Question	Assessment
Works adjacent to a heritage item or within the Heritage Conservation Area (listed on an LEP)	
<i>Will the proposed works affect the heritage significance of the adjacent heritage item or the Heritage Conservation area?</i>	The proposed works would not result in any direct physical impacts to heritage fabric, as the subject site is not heritage listed and is located outside the boundaries of the Lang Street HCA. The assessment has therefore focused on potential indirect impacts arising from changes to the visual setting and interface with the adjoining conservation area. While the proposed development would introduce a contemporary built form in the vicinity of the Lang Street HCA and result in some change to its broader visual setting, the subject site already occupies an interface between the lower-scale residential character of the conservation area and the more contemporary, higher density built form of the Military Road corridor. The proposal would not involve direct physical impacts to heritage fabric or development within the conservation area itself. The proposal also incorporates design measures intended to moderate visual impacts, including articulation, setbacks, landscaping and a varied material palette. On balance, while some impact to the broader heritage setting is acknowledged, the proposal is considered capable of achieving an acceptable heritage outcome.
<i>Will the proposed works affect views to, and from, the heritage item? If yes, how will the impact be mitigated?</i>	The proposed development may be visible in some views from the public domain surrounding the Lang Street HCA, particularly at the southern interface where the conservation area adjoins Mackie Lane and the Military Road corridor. However, the proposal would not obstruct key internal views that contribute to the significance of the conservation area, nor would it prevent the appreciation of its established low-scale residential character, landscaped streetscape qualities or heritage fabric. Mitigation is provided through the architectural design response, including articulation of the built form, upper-level setbacks, material variation and the incorporation of landscape treatment, which collectively assist in reducing the perception of visual bulk. Detailed landscape design will also form an important mitigation measure as the proposal progresses.
<i>Will the proposed works impact on the integrity or the streetscape of the Heritage Conservation Area?</i>	The proposal would not result in any direct impacts to the physical integrity of the Lang Street HCA, as no contributory heritage buildings, landscape features or heritage fabric within the conservation area are proposed to be altered or removed. In streetscape terms, the proposal would introduce a contemporary built form of greater scale at the southern edge of the conservation area, which would alter aspects of its broader visual interface with the Military Road corridor. This change is acknowledged, particularly given the low-scale residential character that defines the HCA. However, the proposal would remain physically separate from the conservation area and would not disrupt the internal streetscape composition, established rhythm, or cohesive heritage character experienced within Lang Street itself. While the southern edge condition would change, the overall integrity and legibility of the conservation area as a distinct heritage precinct would be retained.

10. Conclusion & Recommendations

10.1 Impact Summary

The NSW Department of Planning and Environment's guidelines require the following aspects of the proposal to be summarised.⁶

10.1.1 Aspects of the proposal which respect or enhance heritage significance

In our view, the following aspects of the proposal would respect the heritage significance of the heritage item in the vicinity:

- The proposal does not involve the demolition, alteration or physical impact to any listed heritage item or contributory building within the Lang Street HCA.
- The proposal retains a clear physical separation from the Lang Street HCA via Mackie Lane, maintaining legibility between the heritage precinct and the subject site.
- The proposal adopts a contemporary architectural expression rather than attempting to replicate historic built form, allowing new development to remain identifiable as a modern layer of development.
- The articulation of the built form, including modulation and upper-level setbacks, assists in reducing the perception of visual bulk when viewed from the public domain.
- The use of a varied material palette and façade articulation avoids an overly monolithic presentation and assists in visually breaking down the scale of the development.
- Proposed landscaping, particularly along the northern interface, would soften the transition between the Military Road corridor and the adjoining residential heritage context.
- The proposal is located within the established Military Road urban corridor, where a more intensive built form character already exists, allowing the development to be read within its broader contemporary urban context rather than as an extension of the Heritage Conservation Area.
- The Lang Street HCA would remain appreciable as a distinct heritage precinct, with its contributory built form, landscaped character and internal streetscape qualities retained.

10.1.2 Aspects of the proposal which could have detrimental impact on heritage significance

The proposed development would introduce a larger built form than the prevailing low-scale residential character of the adjoining Lang Street HCA. Given the proximity of the subject site to the conservation area, the development would be visible from portions of the surrounding public domain, particularly at the southern edge of the HCA where it interfaces with Mackie Lane and the Military Road corridor.

As a result, the proposal would alter aspects of the broader visual setting of the conservation area and introduce a contemporary built form expression that contrasts with the modest scale

⁶ Department of Planning and Environment, *Guidelines for preparing a statement of heritage impact*.

and domestic character that define the heritage precinct. This change is acknowledged as an indirect heritage impact arising from the scale, height and visual presence of the proposed development.

While the proposal would not result in any direct physical impacts to heritage fabric, the interface between the larger contemporary built form and the finer-grain residential heritage context of the Lang Street HCA may be perceptible in some views. However, the proposal incorporates a number of design measures intended to mitigate this effect, including stepping the built form, concentrating the greater height and bulk toward the Military Road frontage, and providing landscape treatment along the northern interface.

In addition, key views along Lang Street are generally focused on the north–south streetscape axis, located further east of the site, reducing the prominence of the development within the principal heritage setting. As landscape planting matures, it is anticipated that the transition between the Military Road corridor and the adjoining conservation area would be further softened.

10.2 General Conclusion

While the proposed development would introduce a contemporary built form in the vicinity of the Lang Street HCA and result in some change to its broader visual setting, it would not involve any direct physical impacts to heritage fabric or development within the conservation area itself.

The subject site occupies a transition between the Military Road corridor and the lower-scale residential character to the north, and the proposal incorporates design measures intended to moderate visual impacts, including articulation, setbacks, landscaping and a varied material palette. While some heritage impacts are acknowledged in relation to the broader setting of the conservation area, it is the opinion of Heritage 21 that these impacts would not result in an unacceptable heritage outcome or diminish the significance of the Lang Street HCA.

Heritage 21 is therefore satisfied that the proposed development is consistent with relevant heritage controls and would not adversely affect the heritage significance of nearby heritage items. We therefore recommend that the Department of Planning and Environment view the application favourably on heritage grounds.

APPENDIX A

The following photographs have been taken by Heritage 21 at a site inspection, conducted on 29 April 2026, unless specified otherwise.



Figure 39. View to the site facing north east from the corner of Military Road and Hale Road.



Figure 40. View to the site facing north east from Military Road. The site is located to the left of Military Road.



Figure 41. View to the site facing north east from the corner of Military Rd and Hale Rd. The Lang Street HCA is indicated by the red arrow and subject site yellow arrow.



Figure 42. View from Mackie Lane facing south towards the subject site (yellow arrow).



Figure 43. View from Mackie Lane facing east with the subject site indicated by the yellow arrow.



Figure 44. View from Mackie Lane facing north.



Figure 45. View From the corner of Mackie Lane and Lang Street.



Figure 46. View From the corner of Mackie Lane and Lang Street facing west towards the subject site.



Figure 47. View along Lang Street facing south towards the subject site.



Figure 48. View along Lang Street facing south towards the subject site.