

8 April 2015

The Secretary
Department of Planning and Environment
23-33 Bridge Street
SYDNEY NSW 2000



Dear Sir/Madam

**Statement of Heritage Impact
S75w Application to MP08_0244 Mod 3
23-41 Lindfield Avenue & 7 and 11 Havilah Lane,
Lindfield**

Background

This letter format Statement of Heritage Impact has been prepared to accompany a modification to the approved development at 23-41 Lindfield Avenue and 7 and 11 Havilah Lane, Lindfield. A Major Project application MP 08_0244 was given conditional approval on 27 January 2012 for a mixed use development and a modification application (MOD1) was approved on 14 November 2013. On 5 November 2014 a subsequent modification application (MOD 2) was submitted to the Department of Planning and Environment. The MOD 2 application primarily sought to integrate land at 7 Havilah Lane into the site and is currently under assessment. The current proposal (MOD 3), designed by Crone Partners for Aqualand, involves the modification of the approved design to create a more responsive outcome within the immediate local context. Graham Brooks has previously prepared Statements of Heritage Impact for the original Environmental Assessment Report and Preferred Project Report for the site and the MOD 1 application. A Statement of Heritage Impact was not considered necessary for MOD 2 given the proposed amendments related to the Havilah Lane building or internal areas.

Overall, the proposed alterations to the design will result in a neutral outcome in heritage terms, as the work is regarded as having no greater impact in heritage terms on the nearby listed item than the existing approved scheme. It will improve the amenity of aspects of the building, and significantly improve that of Apartment 111A without affecting any heritage qualities and the locality.

Site Identification

The approved development site has a primary address of 23-41 Lindfield Avenue, Lindfield. It is identified by the NSW Land and Property Information (LPI) as the following:

Lot A Deposited Plan 418801
Lot 11, Deposited Plan 713206
Lots 101-103, Deposited Plan 1067930
Lot 3, Deposited Plan 713505
Lot 1, Deposited Plan 1198025.

71 York Street, Level 1
Sydney 2000 Australia
Tel: 61 2 9299 8600
Fax: 61 2 9299 8711
gbamain@gbaheritage.com
www.gbaheritage.com

Graham Brooks and
Associates Pty Ltd
Incorporated in NSW
ACN 073 802 730
ABN 56 073 802 730
Nominated Architect Graham Leslie Brooks
NSW Architects Registration 3836

The modification proposes to extend the development to encompass the adjoining land at 39-41 Lindfield Avenue, identified by NSW LPI as Lot D, DP 347906 and Lot 4, DP 713505.

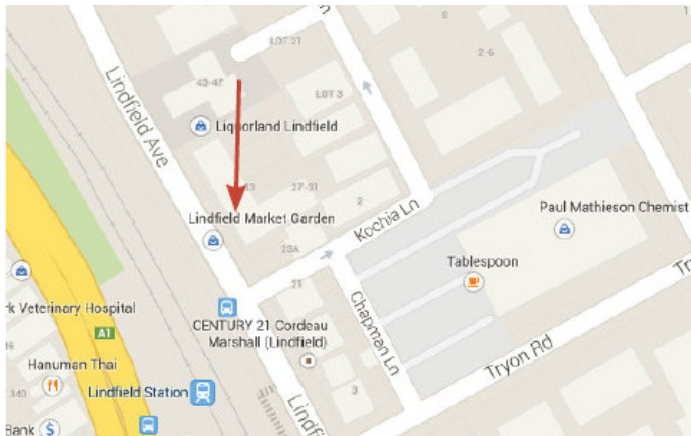


Figure 1: Map showing the location of the subject site marked with a red arrow

Source: google maps

Heritage Management Framework

The subject site 23-41 Lindfield Avenue and 7 and 11 Havilah Lane, Lindfield, is not listed as a heritage item in any statutory instrument, nor is it located within a heritage conservation area. It is located in the vicinity of a listed heritage item at 1-21 Lindfield Avenue, Lindfield. It is also in the vicinity of the Lindfield Railway Station Group, which is identified on the State Rail s.170 State Agency register but is not a listed heritage item in the *Ku-ring-gai Planning Scheme Ordinance (KPSO)* or the *Ku-ring-gai Town Centres LEP 2012*.

Report Limitations

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

Historical research and archaeological assessment of the subject site is outside the scope of this report.

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

Site Description and Context

The site at 23-41 Lindfield Avenue and 7 and 11 Havilah Lane is located approximately 50 metres north of the Lindfield railway station entrance. It is an irregular parcel of land with frontages to Lindfield Avenue, Kochia Lane and Havilah Lane.

The current buildings on the site are of one and two storeys, with ground floor retail uses and commercial use on the upper floor and a two storey commercial building, fronting Kochia Lane, at the south east corner of the site. The remainder of the southern boundary adjoins Kochia Lane. On the other side of Kochia Lane there is a heritage listed, three storey, mixed use building from the Interwar period, at 1-21 Lindfield Avenue, and an above ground car park which is part of the proposed Lindfield Town Square. A pictorial overview of the site context is included as an attachment to this report.

Established Significance of 1-21 Lindfield Avenue

The following Statement of Significance for the listed heritage item at 1-21 Lindfield Avenue, Lindfield, has been sourced from the NSW State Heritage Inventory:

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

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

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

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

Established Significance of the Lindfield Railway Station Group

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

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

Proposed Modification

The proposed modifications to the development comprise the integration of Lot D in DP 347906 and Lot 4 in DP 713505 (39 and 41 Lindfield Avenue) into the development site and resulting amendments to the design of the mixed use development. Accordingly the modified description of development is summarised as follows:

- demolition of existing structures on the site;
- excavation of the site;
- construction of a mixed use development with a maximum gross floor area (GFA) of 15,540m², comprising:
 - 2,720m² GFA retail floorspace at ground floor within a single storey retail podium;
 - 141 residential apartments in two (2) towers above the retail podium;
 - Four (4) levels of parking for 255 vehicles;
 - 898m² of communal open space at podium level between the two towers;
 - associated landscaping, servicing and infrastructure; and
 - fit-out and use of the proposed major retail tenancy as a supermarket.
- FSR at 3.91:1 (0.68:1 retail and 3.23:1 residential).

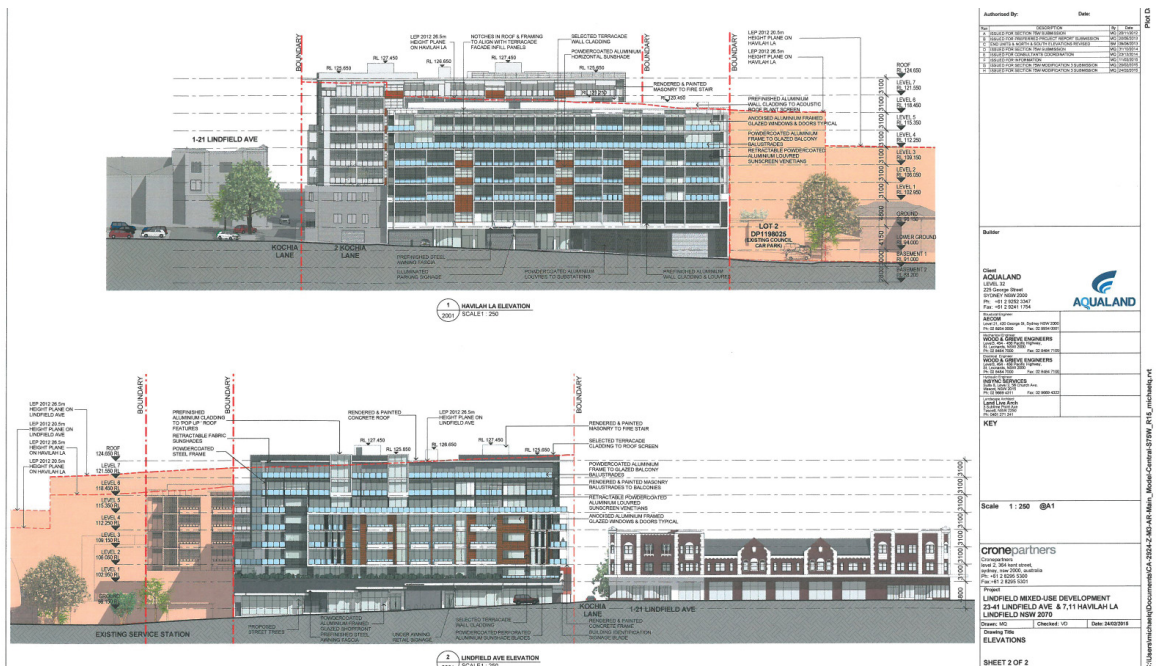


Figure 2: S75W Submission- Mod 3: Havilah Lane and Lindfield Avenue Elevations

Source: Crone Partners

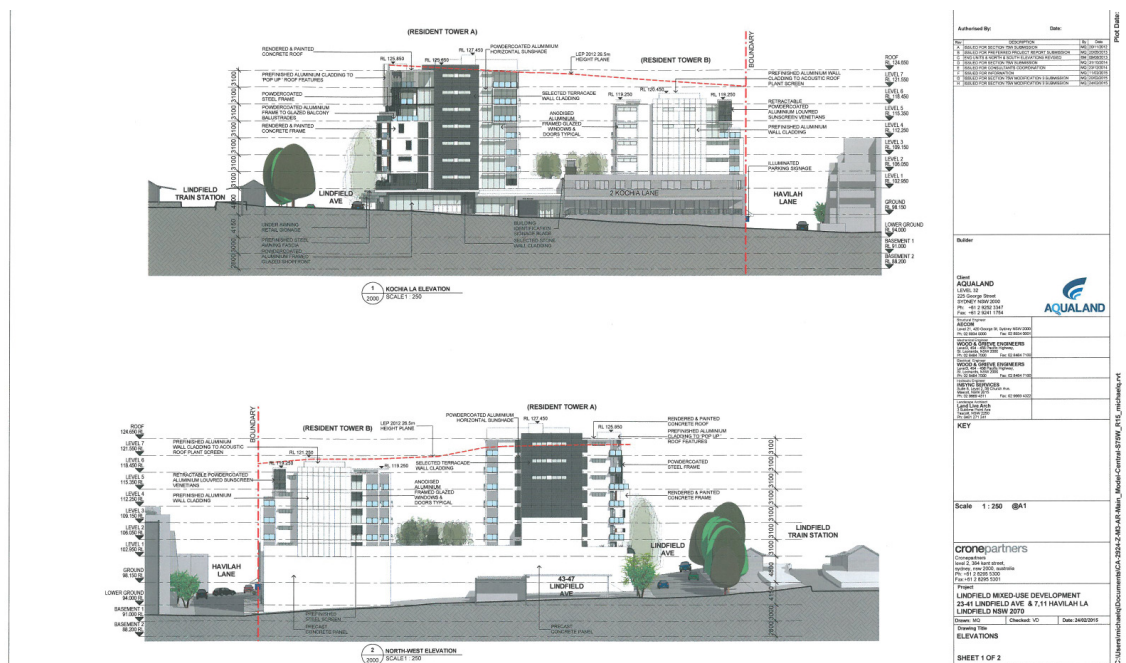


Figure 3: S75W Submission - Mod 3: Kochia Lane and North West Elevations

Source: Crone Partners

Heritage Impact Analysis

Question to be answered	Comment
<p><i>How is the impact of the new development on the heritage significance of the item or area to be minimised?</i></p>	<p>The proposed modification to the approved design includes a balcony extension of 1280mm and a full height screen on the south-eastern corner of the new building. This does not protrude beyond the established line of the approved building and as such does not have any additional impact upon the nearby heritage item at 1-21 Lindfield Avenue. It will resolve the presentation of this elevation compared with the previous design modification, and is considered acceptable in heritage terms. The new building is physically separated from the heritage item by Kochia Lane.</p> <p>The north-western aspect of the building is also to be modified, with an extension to the boundary, wall treatment and planter boxes. Whilst the demolition of the existing two storey retail buildings at 39-41 Lindfield Avenue has been sought under a separate DA to Ku-ring-gai Council, and as these properties are a considerable distance from the heritage listed item, neither the demolition or proposed extension will have an impact on 1-21 Lindfield Avenue.</p> <p>While the development will have an increased mass and will be visible in the local context, this will not affect the significance or presentation of the Lindfield Railway Station Group, which is included on the State Rail s.170 register.</p>
<p><i>Why is the new development required to be adjacent to a heritage item?</i></p>	<p>The proposed modifications to the approved development relate to a site that is separated from the heritage item by Kochia Lane. Any development will be in the vicinity of this site. The proposed modifications outlined in this Statement of Heritage Impact consider that these changes to the design will not diminish the nearby listed item.</p>
<p><i>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</i></p>	<p>The heritage listed item at 1-21 Lindfield Avenue is bounded by Lindfield Avenue, Kochia Lane, Chapman Lane and Tryon Road. This enables the heritage building to retain its established curtilage, setting and presentation.</p>

<p><i>How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</i></p>	<p>The proposed modifications to the approved design scheme will have no impact upon the established views to and from the heritage item. It is now proposed to lower the building by 800mm, which will result in a neutral heritage impact generally, and is considered an improvement on the previous approved design scheme in MOD 1.</p> <p>The Lindfield Railway Station Group will remain unaffected by the development. Views from the railway station will include the new development, which is separated from the station curtilage by the width of Lindfield Avenue. As this is not an identified significant view corridor, this is acceptable in heritage terms.</p>
<p><i>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</i></p>	<p>Archaeological assessment is outside the scope of this report.</p>
<p><i>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</i></p>	<p>The proposed modifications to the approved design are focussed on the north-western elevation, with a minor extension of the building, wall treatment and planter boxes. These share no visual connection with the listed heritage item at 1-21 Lindfield Avenue and as such have no impact given the separation between the buildings. This improves the previous approved design as it softens the building line and overall presentation.</p> <p>The extended balcony and full height screen on the south-eastern corner is appropriate as it does not extend beyond the approved building line and does not encroach upon the established space of the nearby heritage item. It is a modest, contemporary design response using neutral materials and is considered acceptable within this context.</p>
<p><i>Will the additions visually dominate the heritage item? How has this been minimised?</i></p>	<p>The proposed modifications on the north-west of the new building have no visual connection with the heritage item and will consequently leave the heritage item unaffected.</p> <p>The new balcony and full height screen will not dominate the heritage item. It is a modest treatment of the first floor level apartment 111A that will improve amenity without affecting the overall presentation of the new building. The balcony extension will result in a greater consistency of the building profile.</p>
<p><i>Will the public, and users of the item, still be able to view and appreciate its significance?</i></p>	<p>The public and users of the item will still be able to view and appreciate the significance of both the listed heritage item at 1-21 Lindfield Avenue, and the Lindfield Railway Station Group.</p>

Conclusions

- The subject site at 23-41 Lindfield Avenue and 7 and 11 Havilah Lane, Lindfield, is not listed as an item of heritage significance in any statutory instrument applicable to the site
- It is located in the vicinity of the listed heritage item at 1-21 Lindfield Avenue and the Lindfield Railway Station Group
- The proposed modification to the approved development will have a neutral impact on the nearby item.

Recommendation

Council should have no hesitation, from a heritage perspective, in approving this development application.



Yours faithfully
GRAHAM BROOKS AND ASSOCIATES PTY LTD

Dr Christina Amiet
Senior Heritage Consultant
christinaamiet@gbaheritage.com

Attachment: Site Images



Figure 4: View of the heritage listed item at 1-21 Lindfield Avenue. Kochia Lane (visible at left) separates the heritage item from the approved development site.



Figure 5: View looking north along Lindfield Avenue towards the approved development site from the intersection with Tryon Road. The approved development site is marked with a red arrow



Figure 6: Havilah Lane view looking south, showing the site approved for redevelopment in the rearground



Figure 7: Havilah Lane view of the building approved for redevelopment. Modest changes have been proposed for the north-west elevation of the new building, which will be visible from this angle



Figure 8: View looking south towards the group of shops at 29-41 Lindfield Avenue which form part of the redevelopment site



Figure 9: View looking north at the group of shops approved for redevelopment.