# ORDINARY MEETING OF COUNCIL
# TO BE HELD ON TUESDAY, 7 DECEMBER 2010 AT 7.00PM
# LEVEL 3, COUNCIL CHAMBERS

## A G E N D A
** ** ** ** ** **

NOTE: For Full Details, See Council's Website –
www.kmc.nsw.gov.au under the link to business papers

**APOLOGIES**

**DECLARATIONS OF INTEREST**

**CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING**

**ADDRESS THE COUNCIL**

**NOTE: Persons who address the Council should be aware that their address will be tape recorded.**

**DOCUMENTS CIRCULATED TO COUNCILLORS**

**CONFIRMATION OF MINUTES**

**Minutes of Ordinary Meeting of Council**
File: S02131
Meeting held 23 November 2010
Minutes numbered 377 to 398

## MINUTES FROM THE MAYOR

## PETITIONS

## GENERAL BUSINESS

*i. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to have a site inspection.*

*ii. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to adopt in accordance with the officer's recommendation allowing for minor changes without debate.*

GB.1 **Christmas/New Year Recess Delegations** **1**

.
File: CY00259/3

To grant appropriate Delegations during the Christmas/New Year recess period.

### Recommendation:

That appropriate Delegations of Authority be granted to the Mayor, Deputy Mayor and General Manager.

GB.2 **25 Babbage Road, Roseville Chase - Change of Use to Refreshment Room including Alterations and Additions and Signage** **4**

.
File: DA0661/10

Ward: Roseville
Applicant: Dauo Designs & Developments
Owners: Ms N Kayserian, Mr H J Kayserian and Mr V Kayserian

To determine Development Application No. 661/10, which seeks consent for change of use to refreshment room, alterations and additions and signage.

### Recommendation:

Approval.

GB.3 **12 Woonona Avenue, Wahroonga - New Park Design Reviewed after Public Exhibition** **43**

.
Files: S08329, S07257

To seek Council's adoption of the exhibited plan for a new park at 12 Woonona Avenue, Wahroonga and proceed to complete documents to tender for embellishment works.

## Recommendation:

That Council adopt the exhibited plan for a new park at 12 Woonona Avenue, Wahroonga and proceed to complete documents to tender for embellishment works.

GB.4 **Exhibition of Draft Report of the Northern Heritage Conservation Areas Review** **49**

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File: CY00138/2

To present to Council for exhibition the draft report on the Ku-ring-gai Potential Heritage Conservation Areas North Review.

## Recommendation:

That the draft report on the Ku-ring-gai Potential Heritage Conservation Areas North Review be exhibited for public consultation.

GB.5 **62 Westbrook Avenue, Wahroonga - Request to Amend Terms of Drainage Easement over Downstream Property** **440**

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File: DA540/10

Ward: Wahroonga

To consider a request by the owners of 62 Westbrook Avenue, Wahroonga to amend the terms of the drainage easement over 27 Morris Avenue to permit the passage of runoff from the new dwelling at 62 Westbrook Avenue, Wahroonga.

## Recommendation:

That the proposal be approved subject to the conditions given in the recommendation.

GB.6 **2A Heydon Avenue, Warrawee - Relocation of Council Pipe and Extinguishment of an Easement** **444**

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File: REV0007/10

To consider a request by the applicant of 1 Hampden Avenue, Wahroonga to relocate a Council stormwater pipeline and easement traversing the property.

**Recommendation:**

That the proposal be approved subject to the conditions as noted in the recommendation.

## EXTRA REPORTS CIRCULATED AT MEETING

## MOTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN

## BUSINESS WITHOUT NOTICE - SUBJECT TO CLAUSE 241 OF GENERAL REGULATIONS

## QUESTIONS WITHOUT NOTICE

## INSPECTIONS COMMITTEE - SETTING OF TIME, DATE AND RENDEZVOUS

## CONFIDENTIAL BUSINESS TO BE DEALT WITH IN CLOSED MEETING - PRESS & PUBLIC EXCLUDED

*The Item listed hereunder is recommended for consideration in Closed Meeting, Press & Public excluded for the reason stated below:*

C.1 **Land Acquisition - Turramurra** **1**

File: S07257

In accordance with the *Local Government Act 1993* and the *Local Government (General) Regulation 2005*, in the opinion of the General Manager, the following business is of a kind as referred to in section 10A(2)(c) of the Act, and was dealt with in a part of the meeting closed to the public.

Section 10A(2)(c) of the Act permits the meeting to be closed to the public in respect of information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

This matter is classified confidential because it deals with the proposed acquisition of property.

It is not in the public interest to release this information as it would prejudice Council's ability to acquire this and other property on appropriate terms and conditions.

Report by Director Strategy & Environment dated 26 November 2010.

John McKee
GENERAL MANAGER

** ** ** ** ** **

**Item 1** **CY00259/3**
**26 October 2010**

# CHRISTMAS/NEW YEAR RECESS DELEGATIONS

## EXECUTIVE SUMMARY

| | |
|---|---|
| **PURPOSE OF REPORT:** | To grant appropriate Delegations during the Christmas/New Year recess period. |
| **BACKGROUND:** | Council at its meeting of 10 November 2009 adopted an amended Meeting Cycle for 2010 through to 1 February 2011. |
| **COMMENTS:** | The Christmas recess period is from the last Council meeting on 14 December 2010 until meetings resume on 1 February 2011. During this period, it is necessary to grant Delegated Authority to the Mayor, Deputy Mayor and General Manager. |
| **RECOMMENDATION:** | That appropriate Delegations of Authority be granted to the Mayor, Deputy Mayor and General Manager. |

**Item 1** **CY00259/3**
**26 October 2010**

## PURPOSE OF REPORT

To grant appropriate Delegations during the Christmas/New Year recess period.

## BACKGROUND

Council at its meeting of 10 November 2009 adopted a Meeting Cycle for 2010 through to 1 February 2011.

## COMMENTS

The Christmas recess period is from the last Council meeting for the year, which is being held on 14 December 2010 through to the first meeting of 2011 on 1 February.

During the recess period, it will be necessary to grant Delegated Authority to the Mayor, Deputy Mayor and General Manager to exercise the functions of Council where such functions could not be deferred until the meeting of Council on 1 February 2011.

## CONSULTATION

Not applicable.

## FINANCIAL CONSIDERATIONS

Not applicable.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Not applicable.

## SUMMARY

Not applicable.

## RECOMMENDATION

A. That the Mayor, Councillor Ian Cross, the Deputy Mayor, Councillor Jennifer Anderson and the General Manager, John McKee, be granted authority to exercise all powers, authorities, duties and functions of Council except those set out in Section 377 of the Local Government Act 1993 during the period 15 December 2010 to 31 January 2011, subject to the following conditions:

1. Such powers, authorities and functions may only be exercised by unanimous agreement between the Mayor, Deputy Mayor and General Manager.

2. Any such power, authority, duty or function shall only be exercised by the Mayor, Deputy Mayor and General Manager jointly where they are of the opinion that the exercise of any such power, authority, duty or function could not be deferred until the meeting of Council on 1 February 2011.

B. That consultation subject to their availability be held with Ward Councillors on matters where they would normally be contacted before delegation is exercised.

John McKee
**General Manager**

# DEVELOPMENT APPLICATION

## SUMMARY SHEET

| | |
|---|---|
| ***REPORT TITLE:*** | 25 BABBAGE ROAD, ROSEVILLE CHASE - CHANGE OF USE TO REFRESHMENT ROOM INCLUDING ALTERATIONS AND ADDITIONS AND SIGNAGE |
| ***WARD:*** | Roseville |
| ***DEVELOPMENT APPLICATION N$^{O}$:*** | 661/10 |
| ***SUBJECT LAND:*** | 25 Babbage Road, Roseville Chase |
| ***APPLICANT:*** | Dauo Designs & Developments |
| ***OWNER:*** | Ms N Kayserian, Mr H J Kayserian and Mr V Kayserian |
| ***DESIGNER:*** | Dauo Designs & Developments |
| ***PRESENT USE:*** | Business |
| ***ZONING:*** | Business 3(a)-A3 |
| ***HERITAGE:*** | No |
| ***PERMISSIBLE UNDER:*** | Ku-ring-gai Planning Scheme Ordinance |
| ***COUNCIL'S POLICIES APPLICABLE:*** | KPSO, DCP 14 Development in Business Zones, DCP 28 - Advertising signs, DCP 31 - Access, DCP 40 - Waste Management, DCP 43 - Car parking, DCP 47 - Water Management and DCP 56 - Notification |
| ***COMPLIANCE WITH CODES/POLICIES:*** | No |
| ***GOVERNMENT POLICIES APPLICABLE:*** | SEPP 1 – Development Standards, SEPP 55 – Remediation of Land, SEPP 64 – Advertising and Signage, SEPP Infrastructure 2007, SREP (SHC) 2005 |
| ***COMPLIANCE WITH GOVERNMENT POLICIES:*** | No |
| ***DATE LODGED:*** | 13 September 2010 |
| ***40 DAY PERIOD EXPIRED:*** | 23 October 2010 |
| ***PROPOSAL:*** | Change of use to refreshment room including alterations and additions and signage |
| ***RECOMMENDATION:*** | Approval.. |

| | |
|---|---|
| **DEVELOPMENT APPLICATION N$^{O}$** | **661/10** |
| **PREMISES:** | **25 BABBAGE ROAD, ROSEVILLE CHASE** |
| **PROPOSAL:** | **CHANGE OF USE TO REFRESHMENT ROOM INCLUDING ALTERATIONS AND ADDITIONS AND SIGNAGE** |
| **APPLICANT:** | **DAUO DESIGNS & DEVELOPMENTS** |
| **OWNER:** | **MS N KAYSERIAN, MR H J KAYSERIAN AND MR V KAYSERIAN** |
| **DESIGNER** | **DAUO DESIGNS & DEVELOPMENTS** |

## PURPOSE FOR REPORT

To determine Development Application No. 661/10, which seeks consent for change of use to refreshment room, alterations and additions and signage.

The application is to be determined by full Council in accordance with the requirement of the Department of Planning, where there is a variation to a development standard of 10% or greater.

Council's attention is drawn to the attached circular PS 08-014 from the NSW Department of Planning concerning the determination by Council of Development Applications where a variation to a development standard is sought under the provisions of SEPP No. 1

The circular requires all development applications which involve a variation greater than 10% under the provisions of SEPP No. 1 to be determined by full Council and not by Council staff under delegation.

## EXECUTIVE SUMMARY

| | |
|---|---|
| Issues: | floor space ratio, signage |
| Submissions: | No |
| Land & Environment Court Appeal: | Not applicable |
| Recommendation: | Approval |

## HISTORY

There is no relevant development application history.

## THE SITE AND SURROUNDING AREA

### The site

| | |
|---|---|
| Zoning: | Business 3(a)-A3 |
| Visual Character Study Category: | 1920 - 1945 |
| Lot Number: | 11 and 13 |

| | |
|---|---|
| DP Number: | 133063 |
| Area: | 167m$^2$ |
| Side of Street: | Eastern |
| Cross Fall: | East to West |
| Stormwater Drainage: | To Allan Lane |
| Heritage Affected: | No |
| Integrated Development: | No |
| Bush Fire Prone Land: | No |
| Endangered Species: | No |
| Urban Bushland: | No |
| Contaminated Land: | No |

## SITE DESCRIPTION

The site is legally described as Lot 11 and 13 within DP 133063 and is known as 25 Babbage Road, Roseville Chase. The site is located on the eastern side of Babbage Road to the south of the intersection with Rowe Street and opposite Park Street. The site has an area of 167m² with a frontage of 7.695 metres to Babbage Road, a depth of approximately 22 metres along the northern side boundary, a rear boundary of 7.745 metres and a southern side boundary of approximately 21.88 metres. The site is adjoined to the rear by Allan Lane which separates the property from a public car park.

The site forms part of the East Roseville commercial precinct. The precinct contains 11 commercial buildings accommodating various businesses. These buildings are arranged in a terraced configuration. The site contains a two storey brick building with a pitched roof. The building appears to have been constructed in the 1970s and has not had any recent extensions or modifications. The premises is presently used as a solar panel shop.

Surrounding development:

The site is surrounded by single and two storey commercial developments located to the north and south of the property. All of these buildings appear to have been constructed prior to the 1970's. The adjoining property to the north and south contains shops including a swimming pool shop and a party shop.

The land beyond the commercial precinct is zoned for residential purposes and supports a mixture of one and two storey dwellings. Other land uses within the vicinity of the site include a multi-use community centre, incorporating a child care centre and playground (across Babbage Road), a petrol station (also across Babbage Road) and an open space reserve (natural bushland area) approximately 300 metres to the north.

## THE PROPOSAL

The applicant seeks consent to change the existing use from retail to a restaurant and to undertake associated alterations and additions including new signage.

The proposed restaurant use will include 4 full time staff and 4 casual staff. The proposed hours of operation are as follows:

- Sunday – Wednesday 9.00am to 10.00pm
- Thursday – Saturday 9.00am to 12.00am

The proposal includes seating for ninety (90) diners at any one time.

The proposed works include:

- addition of signage to the street façade and rear façade of building
- rendering and painting of the building
- a rear ground floor addition 2.5m deep and 4.56 metres wide adjacent to the northern side boundary to accommodate cool rooms
- extension along the southern boundary to accommodate a storage room
- addition of garbage bin area at the rear of the property adjacent to the northern boundary
- new awning 3.1 metres in length and 600mm in width
- changes to windows within the shop front
- internal reconfiguration of the ground and first floors including new bathroom facilities and food hoist
- addition of a 2.5 metres wall extension along the northern boundary at first floor and addition of timber screen 2.1 metres in height across the eastern elevation of the first floor terrace

## CONSULTATION - COMMUNITY

In accordance with Development Control Plan no. 56 - Notification, owners of adjoining properties were given notice of the application. No submissions were received. The amended plans were not notified as the modified proposal would not likely result in any greater impacts upon adjoining properties than the original proposal.

## CONSULTATION - WITHIN COUNCIL

### Building

Council's Building Officer has no objection to the proposed development, subject to standard conditions concerning provision of fire extinguishers and exit signs, and compliance with the BCA.

### Health

Council's Environmental Health Officer raised no objections to the proposed development subject to standard conditions and a specific condition relating to mechanical ventilation.

### Engineering

The application was referred to Council's Development Engineer, who provided the following advice:

*"Stormwater disposal*

*As the proposal will not increase the existing site coverage, the total stormwater runoff will remain constant, resulting in minimal impact upon the downstream environment.*

*No BASIX Certificate stormwater commitments were required as part of this development.*

*Site access/ traffic impacts:*

*Currently, no on-site parking is provided for the existing premises.*

*The proposal seeks the consent for alterations and additions and change of use from retail to restaurant. As the development does not seek to increase the total floor space area as determined under the Ku-ring-gai Planning Scheme Ordinance or intensify the use of the site in accordance with Chapter 3 of Council's Car Parking Development Control Plan 43, no additional parking spaces are required for this development.*

*Restaurant developments generally operate during the evening and thus will not coincide with normal business hours (peak parking periods). Adjacent to the site is a timed underutilised Council owned car-park which can provide patron parking for the proposed restaurant."*

## STATUTORY PROVISIONS

### State Environmental Planning Policy No. 55 - Remediation of Land

The provisions of SEPP 55 require consideration of the potential for a site to be contaminated. The subject site has a history of business uses and, as such, it is unlikely to contain any contamination and further investigation is not warranted in this case. The current use of the site is not defined as a use likely to cause contamination in the Managing Land Contamination Guidelines of SEPP 55. Consideration of the proposal has been undertaken in accordance with Clause 9 of SEPP 55 and is deemed to be acceptable.

### State Environmental Planning Policy No. 64 - Advertising and Signage

The proposal has been considered in accordance with the Clause 3 and the aims and objectives of this policy. The proposed signage includes business identification signs and wall signs. they have been assessed in accordance with the provisions of Schedule 1 Assessment Criteria of the policy.

Insufficient details have been provided regarding the signage. The submitted architectural plans did not include details of wording, colours and materials. The additional information submitted included photos of the property with signage. This signage conflicts with the locations shown on plan and is not to scale to determine the acceptability. Given the lack of detail the proposed signage cannot be considered acceptable in accordance Schedule 1 Assessment Criteria of SEPP 64. Condition 9 specifies that the signage is not approved as part of this application.

### State Environmental Planning Policy (Infrastructure) 2007

The subject property has a frontage to Babbage Road and consideration has been given to Clause 101 of the Policy. The proposal does not require vehicular access from Babbage Road. The subject property does not have any associated car parking and this situation is not altered by the proposed

development. The proposal will not impact upon the operation of Babbage Road and the traffic noise from the road is not considered to be detrimental to the proposed use. The proposal is considered satisfactory with regard to SEPP Infrastructure 2007.

## SREP (Sydney Harbour Catchment) 2005

Matters for consideration under SREP 2005 include biodiversity, ecology and environmental protection, public access to and scenic qualities of foreshores and waterways, maintenance of views, control of boat facilities and maintenance of a working harbour. The proposal is not in close proximity to, or within view, of a waterway or wetland and is considered satisfactory. Standard conditions have also been recommended to minimise erosion and saltation downstream Condition 29.

## Ku-ring-gai Planning Scheme Ordinance

### *Permissibility*

The site is zoned pursuant to Clause 29 of KPSO as zone No. 3(a) (Business – Retail Services). The proposed use is considered to be a 'refreshment room' which is defined by the KPSO as follows:

*"Refreshment room* means a restaurant, cafe, team room, eating house or the like."

The proposed use is permissible within the 3(a) zone.

The objectives of Business 3(a)-(A3) Retail Services zone are listed under clause 29 of the KPSO and are described as follows:

*(a) to identify existing business centres within the Municipality, the principal functions of which are to satisfy the retail and community service demands of the community which they serve*
*(b) to permit, within the business centres' hierarchy, business and office premises of a scale and character which do not threaten the role of the business centres as described in (a) above*
*(c) to permit other community facilities, recreation, leisure and general services within the zone to meet the needs and demands of employees within the centres and the community which each centre services*

The use of the premises as a refreshment rooms provides a service to surrounding business uses and the local community which does not adversely impact upon the business centre hierarchy. The proposal is considered to be consistent with clause 29 of the KPSO.

## Development standards

| COMPLIANCE TABLE | | |
|---|---|---|
| Development Standard | Proposals Numeric Compliance | Complies |
| Site Area: approx. 167m² | | |
| Building height (cl.30A)<br>• 8m (max)<br>Zone 3(a)-(A3) | 7.9m and 2 storeys | YES |
| Building Height Plane (cl.30A)<br>• 30° from horizontal measured at any point 1.5m above boundary with any Residential or Open Space zone. | Complies – nearest residential property 11.2 metres at corner of Allan Lane and Allan Street | YES |
| FSR (cl.30B)<br>3(a)-(A1) 0.75:1(max) (125.25m²) | 1.32:1 (221m²) | NO |

Floor Space Ratio Clause 30B

Clause 30B of the KPSO states that the maximum FSR for development within the A3 zone is 0.75:1. The proposed alterations and additions result in a FSR of 1.32:1 and exceed the permitted floor space. The applicant has submitted a SEPP 1 objection seeking variation to the development standard.

*whether the planning control in question is a development standard*

Clause 30B of the KPSO restricts the floor space ratio to 0.75:1. As the KPSO is a statutory planning instrument, this control is a development standard as defined under Section 4 of the Environmental Planning & Assessment Act, 1979.

*the underlying objective or purpose behind the standard*

Clause 30B(1) of the KPSO states *the objective of this clause is to establish a hierarchy of business centres for the following purposes*:

*(c) in floor space zone A3, the neighbourhood retail and community service centres within the Municipality, to provide a reasonable level of service to the surrounding neighbourhood of each centre.*

The intent of this standard by limiting floor space ensures the hierarchy of business can be established without impacting the services required for surrounding communities. The existing building already breaches the development standard with a FSR of 1.34:1 (floor area of 224m²). The proposal for alterations and additions includes a rear addition, however the proposal includes a reduction in floor space at the front of premises and provision of storage rooms which are excluded from the total floor space area calculation. Therefore there is no increase in the FSR of the existing building. The proposal does not detrimentally impact on the hierarchy of surrounding businesses. The proposal is considered to be consistent with the objective and purpose of the standard.

*whether compliance with the development standard is consistent with the aims of the policy and, in particular, whether compliance with the development standard hinders the attainment of the objectives specified under Section 5(A)(i), (ii), (iii) and (iv) of the Environmental Planning and Assessment Act 1979*

The aim of SEPP 1 is to:

*Provide flexibility in the application of planning controls operating by virtue of development standards in circumstances where strict compliance with those standards would, in any particular case, be unreasonable or unnecessary or tend to hinder the attainment of the objects specified in Section 5(a) (i) and (ii) of the Act.*

In this regard, the objectives of Section 5(a)(i) and (ii) of the Act are:

> *(a) To encourage:*
>
> *1. the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment;*
>
> *2. the promotion and co-ordination of the orderly and economic use and development of land.*

It has been concluded that the non-compliance with the development standard is consistent with the aims of SEPP 1 as it is unreasonable and unnecessary in this instance (as discussed in detail below) to comply with the requirement. In this particular circumstance, compliance with the development standard would hinder the attainment of the objectives specified in Section 5(a) (i) and (ii) of the Act. The existing building already breaches the floor space standard with a FSR 1.34:1 and to achieve compliance with the development standard of 0.75:1 would necessitate part demolition to remove existing floor space.

*whether compliance with the development standard is unreasonable or unnecessary in the circumstances of the case*

The applicant indicates compliance with the development standard is unnecessary and unreasonable in this circumstance for the following reasons:

- *the existing building currently breaches the control having a floor space ratio of 1.38:1*

- *the proposed additional floor area is 4.7m² is proposed to the rear of the building, at ground level and involves the provision of a cool room and minor expansion of a store room by 0.77m² which includes the wall thickness*
- *the additional floor area of 4.7m² does not affect the centres hierarchy. It maintains existing retail and community services to the area*
- *the additional floor space provides for a cool rooms as part of the new restaurant use. The additional floor area improves the functionality of the space for a use that will service the community*
- *the proposal is not seeking additional floor area which would alter the intensity of the development where services are being impacted both within this precinct and to other centres*
- *the overall floor space proposed is 1.40:1. This is an increase of only 0.02:1*
- *the additional floor space does not create any impacts in terms of bulk and scale given it is sited at the ground floor level*
- *it is considered that compliance with Clause 30B is unreasonable and unnecessary in this instance. The use of the site will not alter as it will continue to accommodate a commercial activity of a low scale.*

Part IV Business Centre Provisions of the KPSO is relevant for the consideration of the proposal. Clause 27 defines Floor space ratio as follows:

> *"Floor space ratio" in relation to a site, means the ratio of the total floor space area of any building or buildings to the site area of the development which contains or comprises the building or buildings.*

Clause 4 of the KPSO defines "Total floor space area" as:

> *"Total floor space area" means the sum of the areas of each floor of the building where enclosing walls as measured at a height of 1,400 millimetres above each floor level, but excluding:*
>
> *(a) columns, fin walls, sun control devices, awnings and any other elements, projections or works outside the general lines of the outer face of the external walls; and*
>
> *(b) lift towers, cooling towers, machinery and plant rooms, ancillary storage space and air-conditioning ducts; and*
>
> *(c) car parking needed to meet any requirements of the Council and any designated internal vehicular or pedestrian access thereto; and*
>
> *(d) space for the loading and unloading of goods; and*
>
> *(e) internal public arcades and thoroughfares, terraces and balconies with outer walls less than 1,400 millimetres high.*

The proposed works include a rear addition 11.4m² in area accommodating the cool rooms and a storage room extension of 0.99m² in area. The proposal also includes modification to the front of the shop entrance which involves a reduction in floor space area of 8.64m². The application therefore proposes an increase of 3.75m² of floor space as shown in Figure 1 below.

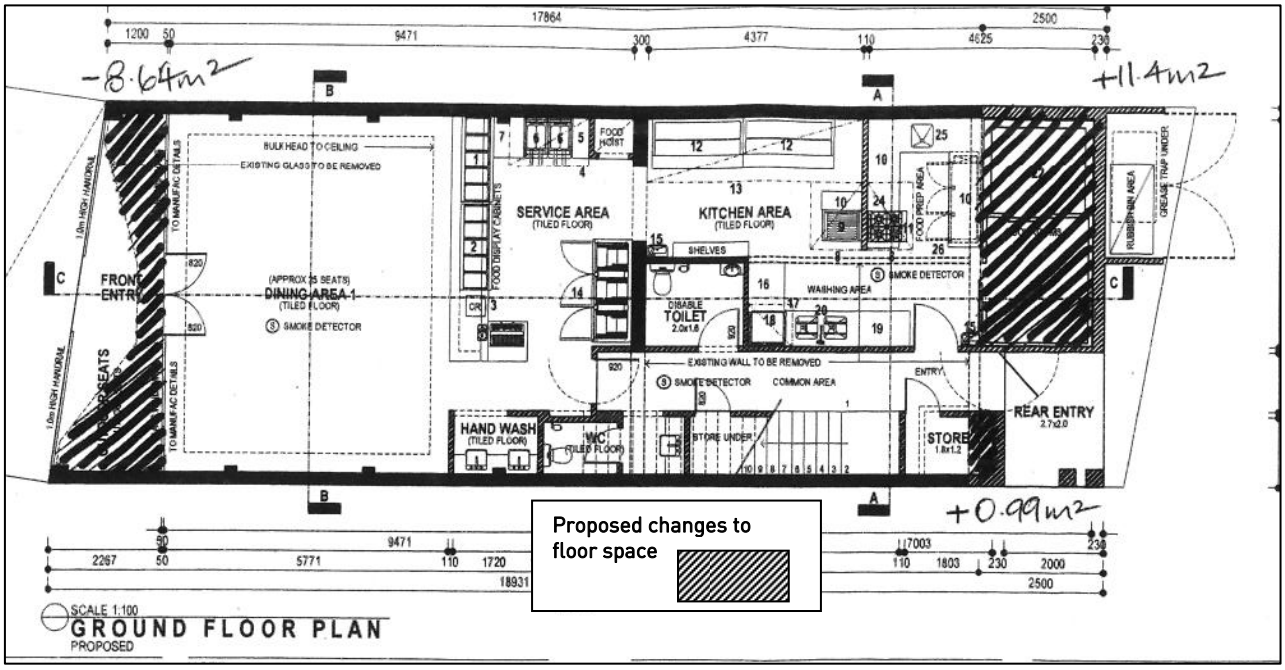



Figure 1 Floor space changes at ground floor level proposed

In accordance with the definitions of the KPSO, the proposed storage rooms can be excluded from the calculation of total floor space area. The proposal includes 5.72m² of storage area. The storage areas proposed within the development are shown in Figures 2 and 3.

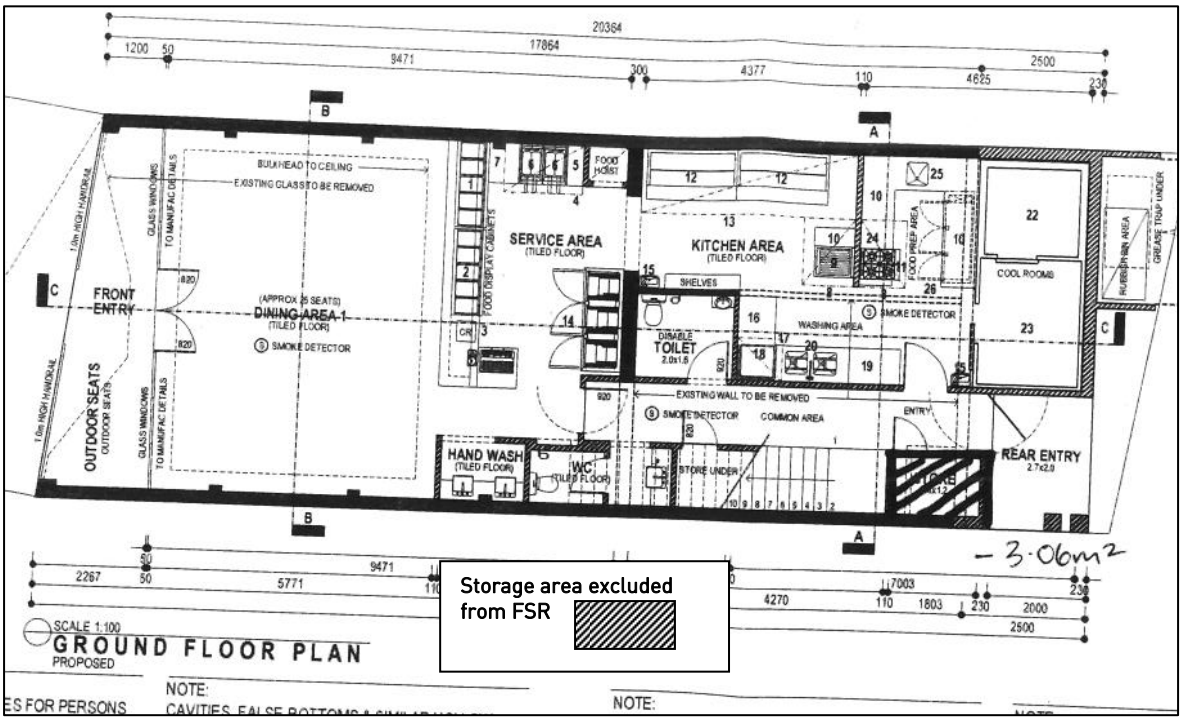



Figure 2 Proposed storage room on ground floor

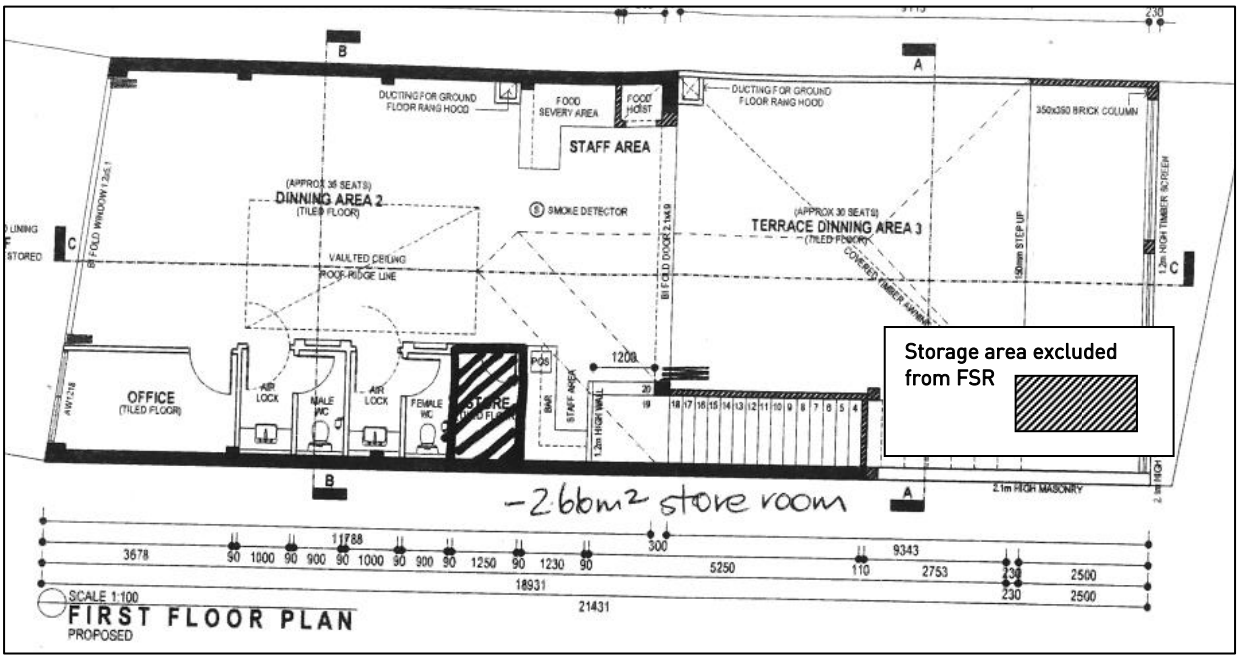



Figure 3 First floor storage area proposed

Therefore, due to the definition of total floor space area the storage areas proposed as part of the development are excluded from the total floor space area calculation. The proposal therefore, will result in an overall reduction in total floor space by 2.96m².

*whether the objection is well founded*

The SEPP 1 objection is considered to be well founded.

Clause 33 – Aesthetic appearance

The subject site adjoins a classified road, being Babbage Road, and the proposed development will be visible from the classified road. The proposed development complies with the height and number of storeys control. The modifications to the shop entrance will not result in any adverse impacts upon the streetscape character. As a result, its appearance in the streetscape would be acceptable.

## POLICY PROVISIONS

## Development Control Plan No. 14 - Development in business zones

DCP No. 14 provides controls and guidelines for development within business zones. It aims to maintain and enhance the economic viability and general appearance of Council's commercial centres.

| COMPLIANCE TABLE | | |
|---|---|---|
| **Development Control** | **Proposals Numeric Compliance** | **Complies** |
| **Site Characteristics** | | |
| **Site Area** = shop area 186.68m² | | |
| **Controls** | | |
| **Height of Buildings (Part 12)**<br>• Building Height: 8m<br>• Building Height Plane: 30⁰ from horizontal at any point 1.5m above boundary to land within a res. or open space zone.<br>• Solar Access 3h solar access to adjoining residential properties between 9am to 3pm | 7.9m and two storeys<br><br>Proposal contained within defined BHP<br><br>The proposed rear addition will not adversely impact upon solar access with compliance maintained | YES<br>YES<br><br>YES |
| **FSR (Part 13)**<br>Max FSR: 0.75:1 | 1.32:1 | **NO** |
| **Building Setbacks (Part 14)**<br>• Setback to adjoining buildings: merit<br>• Building Line: Prevailing | Nil<br><br>Existing | YES<br><br>YES |
| **Car Parking (Part 18)**<br>• No. of parking spaces: 7.8 | 0 – existing | **NO** |

Part 11 – Development considerations

Part 11 of the DCP provides development considerations against which all commercial developments must be assessed. The proposed alterations and additions and change of use will not result in any adverse impacts with regard to solar access, streetscape, car parking or energy efficiency.

The proposal seeks to utilise the existing first floor balcony to provide seating for diners. The hours of operation sought are until midnight on Thursday – Saturday and until 10pm Sunday to Wednesday. The subject property is within 11 metres of residential properties fronting Allan Street. It is therefore considered appropriate to limit the use of the outdoor area until 10pm on Thursday and Saturday and until 9pm on Sunday to Wednesday to minimise noise impacts upon surrounding properties (**Condition 43).**

The proposed development will not result in any unreasonable privacy or noise impacts subject to the recommended condition to adjoining properties and is consistent with the aims for business zones, as outlined in the KPSO.

Part 13 – Floor Space Ratio (FSR)

As existing the floor space ratio will not be exceeded the proposal is considered acceptable for the

reasons detailed in this report.

Part 15 – Landscaping

The existing site is largely occupied by the existing building footprint. The proposed rear lane provides for a loading and unloading area and there is limited opportunity to provide on site landscaping.

Part 16 – Alterations and additions to existing premises

The proposal maintains compliance with height and existing setbacks of the building. The proposed works do not reduce the amenity of adjoining properties.

Part 18 – Car parking

The site presently does not accommodate any on site parking and none is proposed nor is it physically possible without complete demolition and substantial excavation. The existing use car parking rate is calculated at a rate of 1 space per 17m² of floor area. The existing use requires 13 spaces. Parking for the proposed use as a refreshment room and minor alterations is calculated at a rate of 1 space per 28m² of floor area. The required parking is 8 spaces.

In accordance with Chapter 3 of Council's Car Parking Development Control Plan 43, where the proposal involves a change of use, parking requirements will be assessed on the difference between that required and proposed. The proposed use will have a lesser demand for parking during peak periods. The proposal is considered satisfactory for the following reasons:

- the proposal does not result in an increased floor space or carparking demand
- there exists parking within Allan Lane car park and across the Babbage Road which is under utilised
- the hours of operation associated with the use is likely to result in the greatest demand for parking being outside of normal business hours

Part 19 – Development contributions

As the proposal does not intensify the use of the existing dwelling, there is no requirement for the existing shortfall of car parking to be levied in accordance with Section 94 of the Act.

Part 21 – Urban design

The proposed alterations and additions to the rear and front entrance to the building are consistent with the character of the centre. The proposal seeks to replace the existing awnings. The proposed awning is to be constructed of timber and colorbond. The awning projects 3.1 metres from the building façade and has a width of 600mm which is consistent with surrounding development.

The issues relating to signage are addressed elsewhere in this report. There is no distinguished character in terms of proportion of openings within the streetscape. The proposal to introduce a straight line of glazing would not be detrimental to the character of shop fronts within the streetscape.

Part 22 – Colour

A schedule of finishes and colours was not provided. The submitted plans showing the proposed signage indicates the rendered walls to be mid tone grey with orange and white text on the signage. The proposed grey colour of the painted render is considered to be acceptable in the streetscape. Condition 10 requires the proposal must be painted in accordance with this drawing.

Part 23 – Signs and advertising structures

Insufficient details have been provided to properly assess the proposed signage. Accordingly, the signage is not to be approved (Condition 9).

Part 24 – Plant

The proposal does not incorporate any plant or associated elements deemed likely to adversely impact upon the visual character of the surrounding environment.

Part 25 – Open space and pedestrian access

The proposed development retains sufficient pedestrian access and does not decrease any existing open spaces areas.

Part 26 – Solar access

The proposed development will not result in any detrimental impact upon the solar access of adjoining properties.

Part 27 – Facilities for the disabled and elderly

The proposal provides for at grade entrance to the ground floor of the restaurant with disabled toilet facilities provided.

Part 28 – Facilities for cyclists

The provision of facilities for cyclists is not necessary as part of this development.

Part 30 – Services

The proposal will utilise the existing services (water, electricity, and the like) available to the site.

Part 31 – Storm water drainage

The development is classified as a 'Type 6' 'Location A' property and as the proposal will not increase the existing site coverage, no concerns are raised regarding storm water drainage.

Part 32 – Controls during construction

Conditions of development consent (17, 21, 22, 24, 27, 29, 30 and 34) are recommended relating to

hours of construction, reduction of noise impacts and construction signage.

## Development Control Plan No. 28 - Advertising Signs

The proposed signage needs to be considered in accordance with the objectives under clause 1.4 of the DCP. Unfortunately, insufficient details have been provided to enable a proper assessment of the proposed signage.

## Development Control Plan No. 31 - Access

Matters for consideration under DCP 31 have been taken into account in the assessment of this application against the Building Code of Australia. The proposal provides for at grade entrance to the ground floor of the restaurant. The proposal incorporates a disabled toilet as required by Part F2.4 of the BCA. The access is consistent with the provisions of Australian Standard AS1428.1. The proposal has been considered by Council's Senior Building Surveyor and no concerns are raised regarding the development achieving compliance with the relevant provisions of the BCA.

## Development Control Plan 40 – Construction and demolition waste management

A waste management plan prepared in accordance with the DCP has been submitted with the development application and is considered satisfactory. The proposal also provides a designated waste area at the rear of the site with access from the rear lane.

## Development Control Plan No. 43 - Car parking

The subject premises has an area of approximately 167m². DCP43 prescribes that for a development such as this, which is a change of use to a restaurant and including building extensions should be considered against the retail rate. The proposal is considered to be a minor addition. The retail rate requires 1 car parking space per 28m² of gross floor area. The proposal has a floor area of 221m² and therefore would require 7.8 spaces.

In accordance with Chapter 3 of Council's Car Parking Development Control Plan 43, where the proposal involves a change of use, parking requirements will be assessed on the difference between that required and proposed. The proposed use will have a lesser demand for parking during peak periods. The proposal is considered acceptable with respect of DCP 43.

## Development Control Plan No. 47 - Water management

The proposal is considered satisfactory with regards to DCP 47.

## Development Control Plan No. 56 – Notification

The application has been notified in accordance with the requirements set out within DCP 56. No submissions were received.

## LIKELY IMPACTS

The above assessment demonstrates that the proposal will not have any adverse impacts upon any adjoining properties or the environment in general due to the nature of the development.

## SUITABILITY OF THE SITE

The site is zoned Business 3(a) and the alterations and additions and proposed change of use are considered to be consistent with the zone objectives. The proposal does not result in any adverse effects upon adjoining properties, and the site is considered suitable to accommodate the proposed use.

## PUBLIC INTEREST

The public interest is best served by the consistent application of the requirements of the relevant Environmental Planning Instruments, and by Council ensuring that any adverse effects on the surrounding area and the environment are minimised. The proposal has been assessed against the relevant environmental planning instruments and is deemed to be acceptable. On this basis, the proposal is not considered to be contrary to the public interest.

## OTHER RELEVANT CONSIDERATIONS

### Australian Standard for Demolition - Clause 92(1)(b)

Clause 92(1)(b) of the Environmental Planning & Assessment Regulations 2000 requires the consent authority to consider the provisions of Australian Standard AS 2601-1991: The demolition of structures. The demolition of the existing structures will be carried out in accordance with a construction/demolition management plan and this will be required prior to the issue of a Construction Certificate. A condition to this effect is included in the recommendation (Condition 8)

### Building Code of Australia Upgrade – Clause 93

In accordance with Clause 93 of the Environmental Planning and Assessment Regulation 2000, the proposal will be required to provide adequate fire safety in accordance with the BCA. This is required by Condition 36.

## CONCLUSION

Having regard to the provisions of section 79C of the Environmental Planning and Assessment Act 1979, the proposed development is considered to be satisfactory. Therefore, it is recommended that the application be approved.

The proposal is considered to be generally consistent with the relevant Council statutory and policy controls. Where strict compliance has not been achieved, the proposal has been considered with respect of the control outcomes and supported on merit. The proposed alterations and additions do not result in any adverse impacts upon surrounding properties or the streetscape. The proposed change of use to a refreshment room (restaurant) is consistent with the zone objectives. Insufficient details have been provided regarding the proposed signage and it is not supported as part of this application. Accordingly, the balance of the proposal is recommended for approval.

## RECOMMENDATION

### PURSUANT TO SECTION 80(1) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

That the Council, as the consent authority, is of the opinion that the objection under State Environmental Planning Policy No.1 – Development Standards to clause 30B of the Ku-ring-gai Planning Scheme Ordinance in respect of the floor space ratio development standard is well founded. The Council is also of the opinion that strict compliance with the development standard is unreasonable and unnecessary in the circumstances of this case.

AND

That the Council, as the consent authority, being satisfied that the objection under SEPP No. 1 is well founded and also being of the opinion that the granting of consent to DA0661/is consistent with the aims of the Policy, grants development consent to DA0661/10 for change of use to refreshment room (restaurant) and alterations and additions on land at 25 Babbage Road, Roseville, for a period of five (5) years from the date of the Notice of Determination, subject to the following conditions:

**CONDITIONS THAT IDENTIFY APPROVED PLANS:**

**1. Approved architectural plans and documentation (alterations and additions)**

The development must be carried out in accordance with the following plans and documentation listed below and endorsed with Council's stamp, except where amended by other conditions of this consent:

| Plan no. | Drawn by | Dated |
|---|---|---|
| DA-030 Revision B Proposed Ground Floor Plan | Daou Designs & Developments | 06.09.10 |
| DA-040 Revision B Proposed First Floor Plan | Daou Designs & Developments | 06.09.10 |
| DA-050 Revision B Existing/Proposed Elevations | Daou Designs & Developments | 06.09.10 |
| DA-060 Revision B Existing/Proposed Elevations | Daou Designs & Developments | 06.09.10 |

**Reason:** To ensure that the development is in accordance with the determination.

**2. Inconsistency between documents**

In the event of any inconsistency between conditions of this consent and the drawings/documents referred to above, the conditions of this consent prevail.

**Reason:** To ensure that the development is in accordance with the determination.

### 3. No demolition of extra fabric

Alterations to, and demolition of the existing building shall be limited to that documented on the approved plans (by way of notation). No approval is given or implied for removal and/or rebuilding of any portion of the existing building which is shown to be retained.

**Reason:** To ensure compliance with the development consent.

**CONDITIONS TO BE SATISFIED PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION:**

### 4. Road opening permit

The opening of any footway, roadway, road shoulder or any part of the road reserve shall not be carried out without a road opening permit being obtained from Council (upon payment of the required fee) beforehand.

**Reason:** Statutory requirement (Roads Act 1993 Section 138) and to maintain the integrity of Council's infrastructure.

### 5. Notice of commencement

At least 48 hours prior to the commencement of any development (including demolition, excavation, shoring or underpinning works), a notice of commencement of building or subdivision work form and appointment of the principal certifying authority form shall be submitted to Council.

**Reason:** Statutory requirement.

### 6. Notification of builder's details

Prior to the commencement of any development or excavation works, the Principal Certifying Authority shall be notified in writing of the name and contractor licence number of the owner/builder intending to carry out the approved works.

**Reason:** Statutory requirement.

### 7. Structural adequacy (alterations and additions)

Prior to commencement of any development or excavation works, the Principal Certifying Authority shall be satisfied that that those components of the building to be retained and/or altered will be structurally sound and able to withstand the excavation and demolition process.

**C1. Note:** Evidence from a qualified practising structural engineer, demonstrating compliance with the above and detailing, where relevant means of support for those parts of the retained building

shall be provided to the Principal Certifying Authority.

**Reason:** To ensure that the development can be undertaken in accordance with accepted construction practices as indicated on the endorsed development plans, without the need for modification of the consent.

**8. Construction and traffic management plan**

Prior to the commencement of any works on site, the applicant must submit for review by Council's engineers a construction and traffic management plan. The following matters must be specifically addressed in the plan:

**1. A plan view of the entire site and frontage roadways indicating**:

- dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways
- turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site
- the locations of proposed work zones in the frontage roadways
- location of any proposed crane and concrete pump and truck standing areas on and off the site
- a dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries
- material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected
- an on-site parking area for employees, tradespersons and construction vehicles as far as possible

**2. Traffic control plan(s) for the site**

All traffic control plans must be in accordance with the RTA publication "Traffic Control Worksite Manual" and prepared by a suitably qualified person (minimum 'red card' qualification). The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measures identified for each stage.

Approval is to be obtained from Council for any temporary road closures or crane use from public property. Applications to Council shall be made a minimum of 4 weeks prior to the activity proposed being undertaken.

**3. A detailed description and route map of the proposed route for vehicles involved in spoil removal, material delivery and machine footage must be provided.**

Light traffic roads and those subject to a load or height limit must be avoided where alternate routes exist.

A copy of this route is to be made available to all contractors and shall be

clearly depicted at a location within the site.

The plan must provide evidence of RTA concurrence where construction access is provided directly from or within 20m of an arterial road.

The plan must provide a schedule of site inductions to be held on regular occasions and as determined necessary to ensure all new employees are aware of their construction management obligations. These must specify that construction-related vehicles are to comply with the approved requirements.

The plan must provide measures for minimising construction related traffic movements during school peak periods.

For those construction personnel that drive to the site, the applicant shall attempt to provide on-site parking so that their personnel's vehicles do not impact on the current parking demand in the area.

The construction and traffic management plan shall be prepared by a suitably qualified and experienced traffic consultant and be certified by this person as being in accordance with the requirements of the abovementioned documents and the requirements of this condition. The construction management measures contained in the approved plan shall be implemented in accordance with the plan prior to the commencement of, and during, works on-site including excavation.

As the plan has a direct impact on the local road network, the plan shall be submitted to and reviewed by Council's Development Engineer. Written acknowledgment from Council's Engineer shall be obtained (attesting to this condition being appropriately satisfied) and submitted to the Principal Certifying Authority prior to the commencement of any works on site.

**Reason:** To ensure that appropriate measures have been considered during all phases of the construction process in a manner that maintains the environmental amenity and ensures the ongoing safety and protection of people.

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE:**

**9. Signage not approved**

The signage shown on drawing DA-050 Revision B Existing/Proposed Elevations prepared by Daou Designs & Development and dated 06.09.10 is not approved as part of this consent. This shall be notated on the plans submitted with the construction certificate application.

**Reason:** Insufficient details were provided regarding the signage.

### 10. Schedule of finishes

A schedule of finishes is to be submitted to the Principal Certifying Authority identifying the proposed painted render of the building is a mid tonal grey colour.

**Reason:** To ensure the painted render colour is consistent with the streetscape character and that identified by the applicant in email dated 18 November 2010.

### 11. Long service levy

In accordance with Section 109F(i) of the Environmental Planning and Assessment Act a Construction Certificate shall not be issued until any long service levy payable under Section 34 of the Building and Construction Industry Long Service Payments Act 1986 (or where such levy is payable by instalments, the first instalment of the levy) has been paid. Council is authorised to accept payment. Where payment has been made elsewhere, proof of payment is to be provided to Council.

**Reason:** Statutory requirement.

### 12. Builder's indemnity insurance

The applicant, builder, developer or person who does the work on this development, must arrange builder's indemnity insurance and submit the certificate of insurance in accordance with the requirements of Part 6 of the Home Building Act 1989 to the Certifying Authority for endorsement of the plans accompanying the Construction Certificate.

It is the responsibility of the applicant, builder or developer to arrange the builder's indemnity insurance for residential building work over the value of $12,000. The builder's indemnity insurance does not apply to commercial or industrial building work or to residential work valued at less than $12,000, nor to work undertaken by persons holding an owner/builder's permit issued by the Department of Fair Trading (unless the owner/builder's property is sold within 7 years of the commencement of the work).

**Reason:** Statutory requirement.

### 13. Access for people with disabilities (commercial)

Prior to the issue of the Construction Certificate, the Certifying Authority shall be satisfied that access for people with disabilities from the public domain and all car parking areas on site to all tenancies within the building is provided. Consideration must be given to the means of dignified and equitable access.

Compliant access provisions for people with disabilities shall be clearly shown on the plans submitted with the Construction Certificate. All details shall be provided to the Principal Certifying Authority prior to the issue of the Construction Certificate. All

details shall be prepared in consideration of the Disability Discrimination Act and the relevant provisions of AS1428.1, AS1428.2, AS1428.4 and AS 1735.12.

**Reason:** To ensure the provision of equitable and dignified access for all people in accordance with disability discrimination legislation and relevant Australian standards.

### 14. Cleanliness and maintenance of food preparation areas

Plans and specifications complying with the requirements of the Food Act and Regulations, Australian Standard AS 4676 2004, AS 1668 Parts 1 and 2 shall be submitted to and approved by the Principal Certifying Authority prior to the issue of the Construction Certificate. Plans and specifications shall address the following:

- floor plans, showing the layout of the fixtures and fittings, food storage and staff personal effects storage areas
- elevations and sections showing floor, wall and ceiling construction and finishes
- elevations and sections showing the installation of fixtures and fittings
- cool room/freezer construction
- internal garbage room/grease trap room construction and ventilation
- external garbage storage area
- external grease trap area
- all proposed mechanical ventilation systems
- staff disabled and public toilet facilities

**Reason:** To ensure compliance with standards for food premises.

## CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE OR PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION (WHICHEVER COMES FIRST):

### 15. Infrastructure restorations fee

To ensure that damage to Council Property as a result of construction activity is rectified in a timely matter:

a) All work or activity taken in furtherance of the development the subject of this approval must be undertaken in a manner to avoid damage to Council Property and must not jeopardise the safety of any person using or occupying the adjacent public areas.

b) The applicant, builder, developer or any person acting in reliance on this approval shall be responsible for making good any damage to Council Property, and for the removal from Council Property of any waste bin, building materials, sediment, silt, or any other material or article.

c) The Infrastructure Restoration Fee must be paid to the Council by the applicant prior to both the issue of the Construction Certificate and the commencement of any earthworks or construction.

d) In consideration of payment of the Infrastructure Restorations Fee, Council will undertake such inspections of Council Property as Council considers necessary and also undertake, on behalf of the applicant, such restoration work to Council Property, if any, that Council considers necessary as a consequence of the development. The provision of such restoration work by the Council does not absolve any person of the responsibilities contained in (a) to (b) above. Restoration work to be undertaken by the Council referred to in this condition is limited to work that can be undertaken by Council at a cost of not more than the Infrastructure Restorations Fee payable pursuant to this condition.

e) In this condition:

"Council Property" includes any road, footway, footpath paving, kerbing, guttering, crossings, street furniture, seats, letter bins, trees, shrubs, lawns, mounds, bushland, and similar structures or features on any road or public road within the meaning of the Local Government Act 1993 (NSW) or any public place; and

"Infrastructure Restoration Fee" means the Infrastructure Restorations Fee calculated in accordance with the Schedule of Fees & Charges adopted by Council as at the date of payment and the cost of any inspections required by the Council of Council Property associated with this condition.

**Reason**: To maintain public infrastructure.

**CONDITIONS TO BE SATISFIED DURING THE DEMOLITION, EXCAVATION AND CONSTRUCTION PHASES:**

**16. Prescribed conditions**

The applicant shall comply with any relevant prescribed conditions of development consent under clause 98 of the Environmental Planning and Assessment Regulation. For the purposes of section 80A (11) of the Environmental Planning and Assessment Act, the following conditions are prescribed in relation to a development consent for development that involves any building work:

- The work must be carried out in accordance with the requirements of the Building Code of Australia
- In the case of residential building work for which the Home Building Act 1989 requires there to be a contract of insurance in force in accordance with Part 6 of that Act, that such a contract of insurance is in force before any works commence.

**Reason:** Statutory requirement.

**17. Hours of work**

Demolition, excavation, construction work and deliveries of building material and

equipment must not take place outside the hours of 7.00am to 5.00pm Monday to Friday and 8.00am to 12 noon Saturday. No work and no deliveries are to take place on Sundays and public holidays.

Excavation or removal of any materials using machinery of any kind, including compressors and jack hammers, must be limited to between 7.30am and 5.00pm Monday to Friday, with a respite break of 45 minutes between 12 noon 1.00pm.

Where it is necessary for works to occur outside of these hours (ie) placement of concrete for large floor areas on large residential/commercial developments or where building processes require the use of oversized trucks and/or cranes that are restricted by the RTA from travelling during daylight hours to deliver, erect or remove machinery, tower cranes, pre-cast panels, beams, tanks or service equipment to or from the site, approval for such activities will be subject to the issue of an "outside of hours works permit" from Council as well as notification of the surrounding properties likely to be affected by the proposed works.

**Note**: Failure to obtain a permit to work outside of the approved hours will result in on the spot fines being issued.

**Reason**: To ensure reasonable standards of amenity for occupants of neighbouring properties.

### 18. Approved plans to be on site

A copy of all approved and certified plans, specifications and documents incorporating conditions of consent and certification (including the Construction Certificate if required for the work) shall be kept on site at all times during the demolition, excavation and construction phases and must be readily available to any officer of Council or the Principal Certifying Authority.

**Reason:** To ensure that the development is in accordance with the determination.

### 19. Engineering fees

For the purpose of any development related inspections by Ku-ring-gai Council engineers, the corresponding fees set out in Councils adopted Schedule of Fees and Charges are payable to Council. A re-inspection fee per visit may be charged where work is unprepared at the requested time of inspection, or where remedial work is unsatisfactory and a further inspection is required. Engineering fees must be paid in full prior to any final consent from Council.

**Reason:** To protect public infrastructure.

### 20. Statement of compliance with Australian Standards

The demolition work shall comply with the provisions of Australian Standard AS2601: 2001 The Demolition of Structures. The work plans required by AS2601: 2001 shall be accompanied by a written statement from a suitably qualified person that the

proposal contained in the work plan comply with the safety requirements of the Standard. The work plan and the statement of compliance shall be submitted to the satisfaction of the Principal Certifying Authority prior to the commencement of any works.

**Reason:** To ensure compliance with the Australian Standards.

### 21. Site notice

A site notice shall be erected on the site prior to any work commencing and shall be displayed throughout the works period.

The site notice must:

- be prominently displayed at the boundaries of the site for the purposes of informing the public that unauthorised entry to the site is not permitted
- display project details including, but not limited to the details of the builder, Principal Certifying Authority and structural engineer
- be durable and weatherproof
- display the approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries, including construction/noise complaint are to be displayed on the site notice
- be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted

**Reason:** To ensure public safety and public information.

### 22. Dust control

During excavation, demolition and construction, adequate measures shall be taken to prevent dust from affecting the amenity of the neighbourhood. The following measures must be adopted:

- physical barriers shall be erected at right angles to the prevailing wind direction or shall be placed around or over dust sources to prevent wind or activity from generating dust
- earthworks and scheduling activities shall be managed to coincide with the next stage of development to minimise the amount of time the site is left cut or exposed
- all materials shall be stored or stockpiled at the best locations
- the ground surface should be dampened slightly to prevent dust from becoming airborne but should not be wet to the extent that run-off occurs
- all vehicles carrying spoil or rubble to or from the site shall at all times be covered to prevent the escape of dust
- all equipment wheels shall be washed before exiting the site using manual or automated sprayers and drive-through washing bays
- gates shall be closed between vehicle movements and shall be fitted with shade

cloth
- cleaning of footpaths and roadways shall be carried out daily

**Reason:** To protect the environment and amenity of surrounding properties.

### 23. Use of road or footpath

During excavation, demolition and construction phases, no building materials, plant or the like are to be stored on the road or footpath without written approval being obtained from Council beforehand. The pathway shall be kept in a clean, tidy and safe condition during building operations. Council reserves the right, without notice, to rectify any such breach and to charge the cost against the applicant/owner/builder, as the case may be.

**Reason:** To ensure safety and amenity of the area.

### 24. Protection of public places

If the work involved in the erection, demolition or construction of the development is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or building involves the enclosure of a public place, a hoarding or fence must be erected between the work site and the public place.

If necessary, a hoarding is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.

The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

Any hoarding, fence or awning is to be removed when the work has been completed.

**Reason:** To protect public places.

### 25. Recycling of building material (general)

During demolition and construction, the Principal Certifying Authority shall be satisfied that building materials suitable for recycling have been forwarded to an appropriate registered business dealing in recycling of materials. Materials to be recycled must be kept in good order.

**Reason:** To facilitate recycling of materials.

### 26. Construction signage

All construction signs must comply with the following requirements:

- are not to cover any mechanical ventilation inlet or outlet vent
- are not illuminated, self-illuminated or flashing at any time
- are located wholly within a property where construction is being

undertaken
- refer only to the business(es) undertaking the construction and/or the site at which the construction is being undertaken
- are restricted to one such sign per property
- do not exceed 2.5m$^2$
- are removed within 14 days of the completion of all construction works

**Reason:** To ensure compliance with Council's controls regarding signage.

### 27. Road reserve safety

All public footways and roadways fronting and adjacent to the site must be maintained in a safe condition at all times during the course of the development works. Construction materials must not be stored in the road reserve. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to any public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where pedestrian circulation is diverted on to the roadway or verge areas, clear directional signage and protective barricades must be installed in accordance with AS1742-3 (2002) "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained across the site frontage, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.

**Reason:** To ensure safe public footways and roadways during construction.

### 28. Services

Where required, the adjustment or inclusion of any new utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the applicants' full responsibility to make contact with the relevant utility authorities to ascertain the impacts of the proposal upon utility services (including water, phone, gas and the like). Council accepts no responsibility for any matter arising from its approval to this application involving any influence upon utility services provided by another authority.

**Reason:** Provision of utility services.

### 29. Erosion control

Temporary sediment and erosion control and measures are to be installed prior to the commencement of any works on the site. These measures must be maintained in working order during construction works up to completion. All sediment traps must be cleared on a regular basis and after each major storm and/or as directed by the Principal Certifying Authority and Council officers.

**Reason:** To protect the environment from erosion and sedimentation.

### 30. Drainage to street

Stormwater runoff from all new impervious areas and subsoil drainage systems shall be piped to the street drainage system. New drainage line connections to the street drainage system shall conform and comply with the requirements of Sections 5.3 and 5.4 of Ku-ring-gai Water Management Development Control Plan No. 47.

**Reason:** To protect the environment.

### 31. No storage of materials beneath trees

No activities, storage or disposal of materials shall take place beneath the canopy of any tree protected under Council's Tree Preservation Order at any time.

**Reason: To protect existing trees.**

### 32. Removal of refuse

All builders' refuse, spoil and/or material unsuitable for use in landscape areas shall be removed from the site on completion of the building works.

**Reason:** To protect the environment.

### 33. On site retention of waste dockets

All demolition, excavation and construction waste dockets are to be retained on site, or at suitable location, in order to confirm which facility received materials generated from the site for recycling or disposal.

- Each docket is to be an official receipt from a facility authorised to accept the material type, for disposal or processing.
- This information is to be made available at the request of an Authorised Officer of Council.

**Reason:** To protect the environment.

## CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF AN OCCUPATION CERTIFICATE:

### 34. Mechanical ventilation

Following completion, installation and testing of all the mechanical ventilation systems, the Principal Certifying Authority shall be satisfied of the following prior to the issue of any Occupation Certificate:

1. The installation and performance of the mechanical systems complies with:

    - The Building Code of Australia
    - Australian Standard AS1668

- Australian Standard AS3666 where applicable

2. The mechanical ventilation system in isolation and in association with other mechanical ventilation equipment, when in operation will not be audible within a habitable room in any other residential premises before 7am and after 10pm Monday to Friday and before 8am and after 10pm Saturday, Sunday and public holidays. The operation of the unit outside these restricted hours shall emit a noise level of not greater than 5dbA above the background when measured at the nearest adjoining boundary.

3. The mechanical ventilation system for the charcoal chicken rotisserie equipment is provided with an appropriate filtration system, so that there is no emission of offensive odours, smoke, fumes and the like, that may impact on neighbouring premises.

**Note:** Written confirmation from appropriately qualified people, including an acoustic engineer, that the development achieves the above requirements is to be submitted to the Principal Certifying Authority prior to the issue of the Occupation Certificate.

**Reason:** To protect the amenity of surrounding properties.

**35. Infrastructure repair**

Prior to issue of the Occupation Certificate, the Principal Certifying Authority must be satisfied that any damaged public infrastructure caused as a result of construction works (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub contractors, concrete vehicles) is fully repaired to the satisfaction of Council Development Engineer and at no cost to Council.

**Reason:** To protect public infrastructure.

**36. Fire safety certificate**

Prior to the issue of the Occupation Certificate, the Principal Certifying Authority shall be satisfied that a Fire Safety Certificate for all the essential fire or other safety measures forming part of this consent has been completed and provided to Council.

**Note:** A copy of the Fire Safety Certificate must be submitted to Council.

**Reason:** To ensure suitable fire safety measures are in place.

**CONDITIONS TO BE SATISFIED AT ALL TIMES:**

**37. Construction of food preparation and storage areas**

The construction of all food preparation and storage areas shall be in accordance with the requirements of the *Food Act 2003, Food Regulation 2004*, Food Standards Code, including Food Standards Code 3.2.3 (*Food Premises and Equipment*), and

Australian Standard 4674-2004 (*Design Construction and Fit-out of Food Premises*).

**Reason:** To ensure compliance with food standards.

**38. Hand wash basins**

Hand wash basins provided with warm running water and a sufficient supply of liquid soap and paper towels are to be provided in close proximity to all food preparation areas including the upstairs servery and bar area.

**Reason:** To ensure compliance with food standards.

**39. Garbage and recycling facilities**

All garbage bins and recycling containers associated with the use of the premises are to be stored within the designated garbage area located at the rear of the building. The garbage storage area shall be covered, graded and appropriately drained to the sewer with a tap in close proximity to facilitate cleaning.

**Reason:** To prevent pollution of the environment and to protect the amenity of the area.

**40. Noise control – plant and machinery**

All noise generating equipment associated with the food premises, including but not limited to the mechanical ventilation/exhaust system and refrigeration/coolroom motors, shall be appropriately located and/or soundproofed so the equipment is not audible within a habitable room in any residential premises before 7am and after 10pm Monday to Friday and before 8am and after 10pm Saturday, Sunday and public holidays. The operation of the unit outside these restricted hours shall emit a noise level of not greater than 5db(A) above the background noise level when measured at the nearest boundary of the property.

**Reason:** To protect the amenity of surrounding residents.

**41. Notification**

The business shall be notified to NSW Food Authority prior to commencement of trading. Enquiries for on line registration should be directed to www.foodnotify.nsw.gov.au .

**Reason:** To ensure compliance with the NSW Food Safety Standards.

**42. Noise control – plant and machinery**

All noise generating equipment associated with any proposed mechanical ventilation system/s shall be located and/or soundproofed so the equipment is not audible within a habitable room in any other residential premises before 7am and after 10pm Monday to Friday and before 8am and after 10pm Saturday, Sunday and public

holidays. The operation of the unit outside these restricted hours shall emit a noise level of not greater than 5dbA above the background when measured at the nearest boundary.

**Reason:** To protect the amenity of surrounding residents.

**43. Hours of operation**

At all times, the hours of operation are to be restricted to:

Monday to Wednesday (9.00am to 10.00pm)
Thursday to Saturday (9.00am to 12.00am)
Sunday and public holidays (9.00am to 10.00pm)

The first floor terrace dining area hours of operation are to be restricted to:

Monday to Wednesday (9.00am to 9.00pm)
Thursday to Saturday (9.00am to 10.00pm)
Sunday and public holidays (9.00am to 9.00pm)

**Reason:** To protect the amenity of the area.

**44. Seating capacity**

The seating capacity of the restaurant is to be restricted to a maximum of ninety (90) patrons at any one time.

**Reason:** To protect the amenity of surrounding residents.

M Miocic
**Director**
**Development & Regulation**

C Swanepoel
**Manager**
**Development Assessment Services**

K Munn
**Executive Assessment Officer**

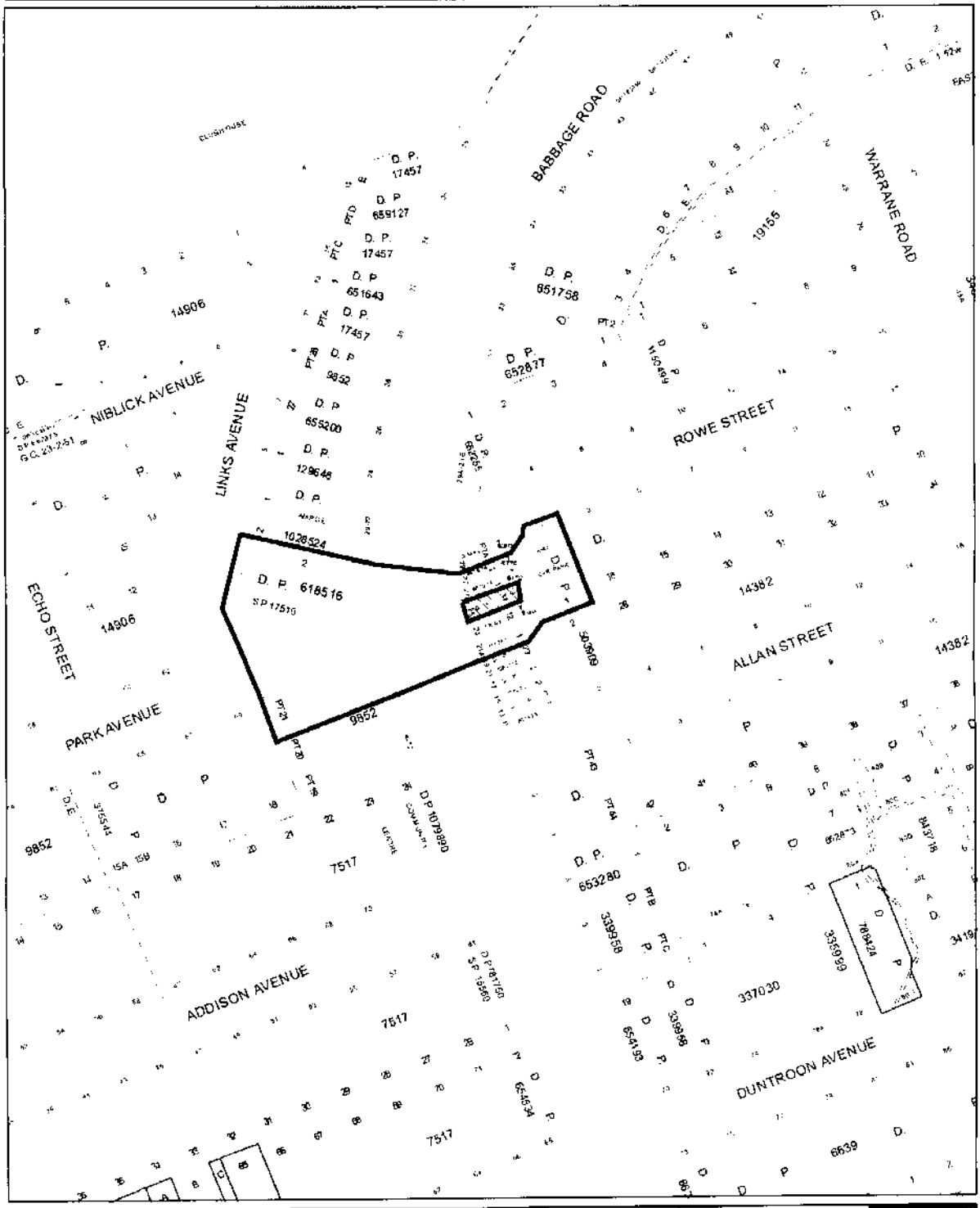
S Garland
**Team Leader**
**Development Assessment - South**

**Attachments:**
**Location sketch – 2010/229910**
**Zoning map – 2010/229915**
**Survey – 2010/229914**
**Floor plans – 2010/229908**
**Elevations – 2010/229907**
**Sections – 2010/229913**
**DoP Circular PS08-014 – 2010/155057**

# LOCATION SKETCH

## 25 Babbage Road, ROSEVILLE CHASE

DEVELOPMENT APPLICATION No. 0661/10




NORTH

DATE: 24/11/2010

Metres 0 5 10 20 30 40 50

No Written Response

- AGREEMENT
- OBJECTION
- PETITION
- SUBMISSION

- SUBJECT LAND
- HERITAGE ITEM
- CIRCULATED AREA

**Ku-ring-gai Council**

# Ku-ring-gai Planning Scheme Zoning Extract
## 25 Babbage Road, ROSEVILLE CHASE

**ZONES**

**2. RESIDENTIAL**
- (a) RESIDENTIAL A
- (b) RESIDENTIAL B
- (c) RESIDENTIAL C
- (c1) RESIDENTIAL C1
- (c2) RESIDENTIAL C2
- (d) RESIDENTIAL D
- (d3) RESIDENTIAL D3
- (e) RESIDENTIAL E
- (f) RESIDENTIAL F
- (g) RESIDENTIAL G
- (h) RESIDENTIAL H

**3. BUSINESS**
- (a) RETAIL SERVICES

FLOOR SPACE RATIOS
- A1 2 0 1
- A2 1 0 1
- A3 0 7 5 1
- (d) COMMERCIAL SERVICES

FLOOR SPACE RATIOS
- B1 1 0 1
- B2 1 0 1

**5. SPECIAL USES**
- (a) SPECIAL USES A (Schools etc) School
- (a1) SPECIAL USES A1
- (b) SPECIAL USES (Railway)

**6.OPEN SPACE**
- (a) RECREATION EXISTING
- (b) RECREATION PRIVATE
- (c) RECREATION PROPOSED

**RESERVATIONS**

**OPEN SPACE**
- (a) OPEN SPACE (Public Parks & Reserves)
- (b) COUNTY OPEN SPACE

**SPECIAL USES**
- SPECIAL USES (Parking)

**ROADS**
- (a) COUNTY ROAD WIDENING
- (b) COUNTY ROAD PROPOSED
- (c) LOCAL ROAD PROPOSED
- (d) LOCAL ROAD WIDENING

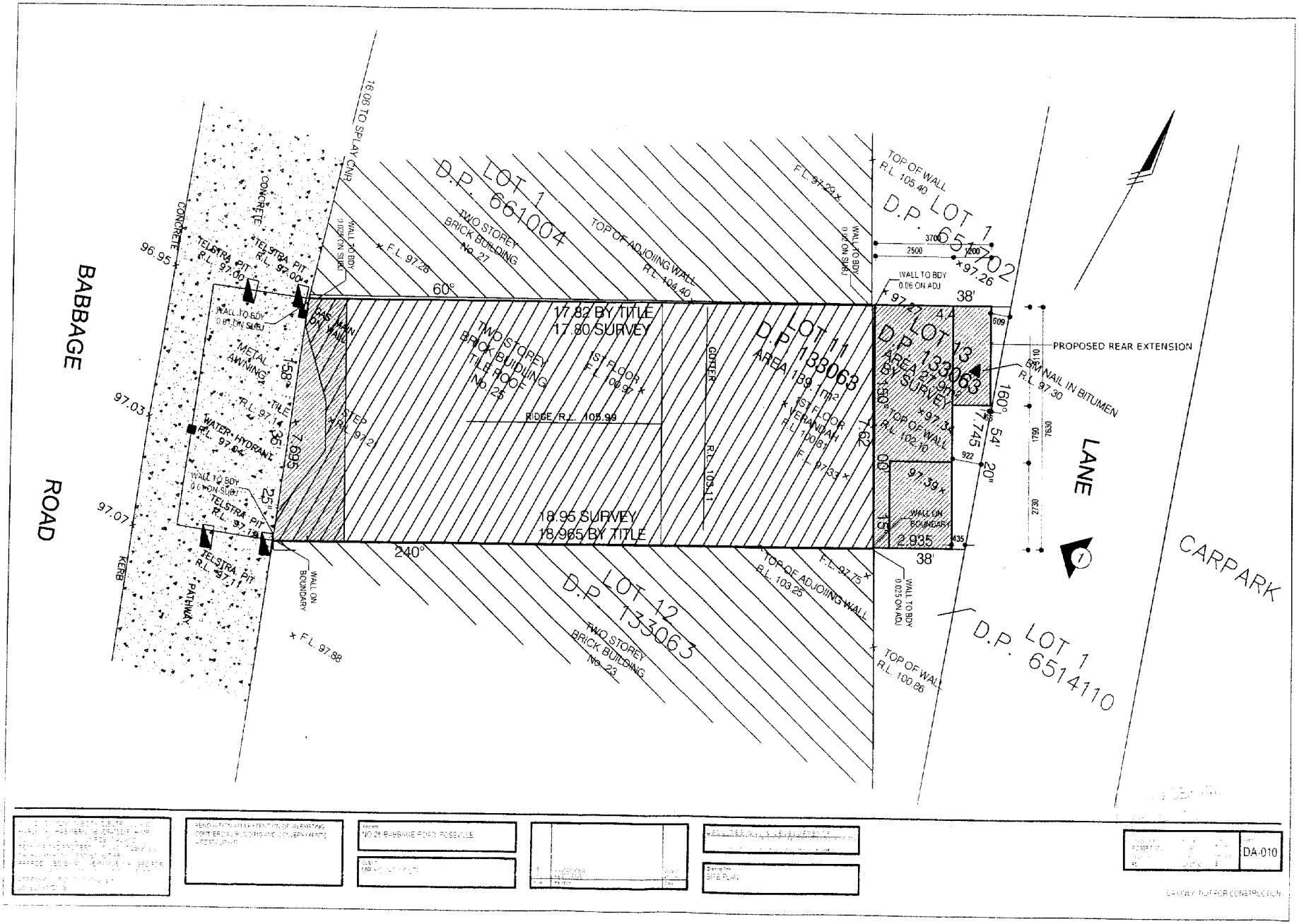
**GENERAL**

**OTHER**
- EXISTING COUNTY ROAD
- OTHER PLANNING INSTRUMENT

Scale: 1:2000

Date: 24/11/10

Ku-ring-gai Council


BABBAGE ROAD
LANE
CARPARK
LOT 1 D.P. 661004
TWO STOREY BRICK BUILDING No. 27
LOT 11 D.P. 138063
AREA 189.1m2
TWO STOREY BRICK BUILDING TILE ROOF No. 25
17.82 BY TITLE
17.80 SURVEY
18.95 SURVEY
18.965 BY TITLE
LOT 13 D.P. 133063
AREA 27.9m2 BY SURVEY
PROPOSED REAR EXTENSION
LOT 12 D.P. 133063
TWO STOREY BRICK BUILDING No. 23
LOT 1 D.P. 6514110
LOT 1 D.P. 65102
16.06 TO SPLAY CNR
60°
240°
38'
158°
25'
35'
1.62
1.745
2.935
1.695
RIDGE R.L. 105.99
1ST FLOOR F.L. 100.97
VERANDAH R.L. 100.61
F.L. 97.63
GUTTER R.L. 105.11
TOP OF ADJOINING WALL R.L. 104.40
TOP OF WALL R.L. 105.40
TOP OF WALL R.L. 102.10
TOP OF WALL R.L. 100.86
TOP OF ADJOINING WALL R.L. 103.25
F.L. 97.29
F.L. 97.26
F.L. 97.75
F.L. 97.88
F.L. 97.39
F.L. 97.34
F.L. 97.12
WALL TO BDY 0.06 ON ADJ
WALL TO BDY 0.025 ON ADJ
WALL ON BOUNDARY
BM NAIL IN BITUMEN R.L. 97.30
TELSTRA PIT R.L. 97.00
TELSTRA PIT R.L. 97.00
TELSTRA PIT R.L. 97.14
TELSTRA PIT R.L. 97.11
WATER HYDRANT R.L. 97.04
METAL AWNING
TILE
CONCRETE
PATHWAY
KERB
96.95
97.03
97.07
DA-010

**NOTE:**
**BUILDER TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.**

NOTE:

BUILDING TO COMPLY WITH AS4670/2004

MECHANICAL VENTILATION TO DISABLE TOILETS. UNISEX TOILETS & KITCHEN AREA.

OUTDOOR CAFE DINING AREA TO COMPLY WITH COUNCILS DCP

NOTE:

REMOVABLE HINGES TO UNISEX TOILET DOOR

DISABLE TOILETS TO AUSTRALIAN STANDARD AS1428.1

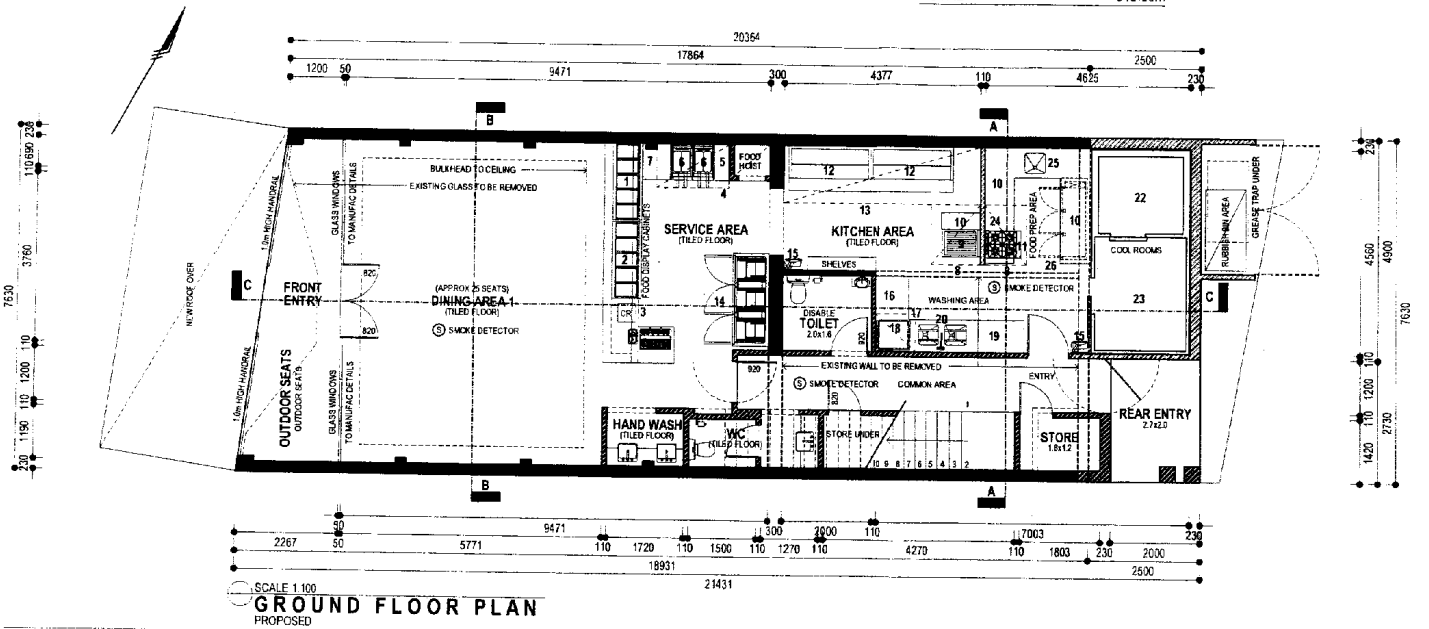
TOILETS TO AUSTRALIAN BUILDING CODE GUIDELINES

BUILDING CALCULATIONS:

| | |
|---|---|
| GROUND FLOOR | |
| EXISTING GROUND FLOOR | 136.1m² |
| EXISTING FIRST FLOOR | 94.0m² |
| EXISTING TERRACE | 46.4m² |
| FRONT ENTRY | 4.2m² |
| TOTAL | 280.7m² |
| PROPOSED GROUND FLOOR | 140.8m² |
| PROPOSED FIRST FLOOR | 94.0m² |
| PROPOSED TERRACE | 61.5m² |
| FRONT ENTRY | 13.2m² |
| REAR ENTRY | 5.5m² |
| TOTAL | 315.00m² |

EQUIPMENT SCHEDULE

| | | |
|---|---|---|
| 1. | 1 | HOT FOOD DISPLAY |
| 2. | 1 | COLDFOOD DISPLAY |
| 3. | 1 | POS |
| 4. | 1 | EXHAUST HOOD |
| 5. | 1 | S/STL. INFILL BENCH |
| 6. | 1 | DEEP FRYERS |
| 7. | 1 | S/STL.. INFILL BENCH |
| 8. | 1 | EXHAUST HOOD |
| 9. | 1 | CHAR-GRILL |
| 10. | 1 | INFILL BENCH |
| 11. | 1 | 4 BURNER STOVE |
| 12. | 2 | CHARCOAL CHICKEN ROTISSERIE |
| 13. | 1 | EXHAUST HOOD |
| 14. | 1 | 3 DOOR REFRIGERATOR |
| 15. | 2 | HANDSBASIN WITH HANDSFREE TAPSET |
| 16. | 1 | DISHWASHER OUTLET BENCH |
| 17. | 1 | DISHWASHER HOOD |
| 18. | 1 | CORNER DISHWASHER |
| 19. | 1 | DISHWASHER INLET BENCH AND SINKS |
| 20. | 1 | PRE-RINSE SPRAY-ARM |
| 21. | 1 | DELETED |
| 22. | 1 | WALK-IN FREEZER ROOM |
| 23. | 1 | WALK-IN COOLROOM |
| 24. | 1 | PREP BENCH |
| 25. | 1 | PREP BENCH WITH SINK |
| 26. | 1 | 3 DOOR U/BENCH REFIGERATOR |




SCALE 1:100

## GROUND FLOOR PLAN PROPOSED

PROPOSED AREA CALCULATIONS:

| | |
|---|---|
| GROUND FLOOR | |
| DINING AREA 1 | 41.4m² |
| OUTDOOR DINING | 12.4m² |
| KITCHEN | 37.8m² |
| SERVICE AREA | 17.8m² |
| WC | 3.3m² |
| HANDWASH | 2.0m² |
| STORE | 2.1m² |
| DISABLE TOILET | 3.4m² |
| COMMON AREA | 18.3m² |
| FIRST FLOOR | |
| DINING AREA 2 | 57.9m² |
| TERRACE DINING 3 | 56.8m² |
| STAIRS VOID | 6.5m² |
| TOILETS | 6.8m² |
| STORE | 4.8m² |
| OFFICE | 6.5m² |

NOTE:

ACCESS, PARKING AND FACILITIES FOR PERSONS WITH DISABILITIES TO BE PROVIDED IN ACCORDANCE WITH THE PROVISIONS OF BUILDING CODE OF AUSTRALIA 1996 AS AMENDED AND AUSTRALIAN STANDARD 1428.1

NOTE:

OTHER THAN THE TWO FLAT PANEL WALL SIGNS. ANY ADDITIONAL ADVERTISING MATTER MUST NOT BE ERECTED. PAINTED OR DISPLAYED WITHOUT THE PRIOR APPROVAL FROM COUNCIL

NOTE:

CAVITIES, FALSE BOTTOMS & SIMILAR HOLLOW SPACES CAPABLE OF PROVIDING ACCESS AND HARBOURAGE OF VERMIN ARE NOT PERMITED TO BE FORMED IN THE CONSTRUCTION OF THE PREMISES OR IN THE INSTALLATION OF FIXTURES. FITTING & EQUIPMENT.

NOTE:

A DOUBLE BOWL SINK OR TWO-COMPARTMENT TUB SHALL BE PROVIDED WITH HOT AND COLD WATER SUPPLIED THROUGH A SINGLE SPOUT IN KITCHEN/FOOD PREPARATION AREA. DOUBLE BOWL SINK OR TUBS SHALL BE SUPPLIED WITH WATER OF AT LEAST:

A. 45°C IN ONE BOWL FOR WASHING PURPOSES &:

B 77°C IN THE OTHER BOWL FOR RINSING PURPOSES TOGETHER WITH A THERMOMETER ACCURATE TO 10°

NOTE:

ALL SERVICE PIPES AND ELECTRICAL CONDUITS SHALL BE EITHER:

A. CONCEALED IN FLOORS, WALLS, CEILINGS OR CONCRETE PLINTHS. OR

B. FIXED WITH BRACKETS SO AS TO AT LEAST
   1. 25mm CLEARANCE BETWEEN THE WALL AND THE PIPE/CONDUIT. &
   2. 100mm BETWEEN THE FLOOR AND THE PIPE/CONDUIT.

DA-030

DA ONLY. NOT FOR CONSTRUCTION

**NOTE:**
**BUILDER TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.**

NOTE:

BUILDING TO COMPLY WITH AS4670/2004

MECHANICAL VENTILATION TO DISABLE TOILETS, UNISEX TOILETS & KITCHEN AREA

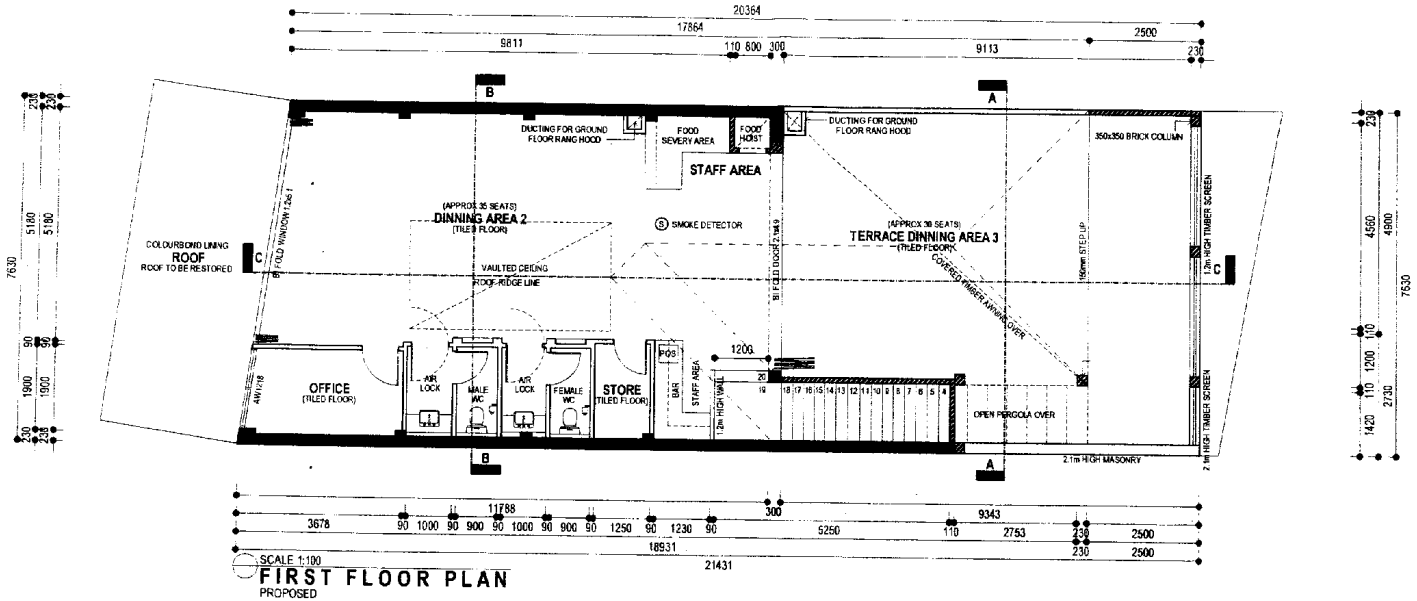
OUTDOOR CAFE DINING AREA TO COMPLY WITH COUNCILS DCP

NOTE:

REMOVABLE HINGES TO UNISEX TOILET DOOR

DISABLE TOILETS TO AUSTRALIAN STANDARD AS1428.1

TOILETS TO AUSTRALIAN BUILDING CODE GUIDELINES




SCALE 1:100

## FIRST FLOOR PLAN
PROPOSED

NOTE:

ACCESS, PARKING AND FACILITIES FOR PERSONS WITH DISABILITIES TO BE PROVIDED IN ACCORDANCE WITH THE PROVISIONS OF BUILDING CODE OF AUSTRALIA 1996 AS AMENDED AND AUSTRALIAN STANDARD 1428.1.

NOTE:

OTHER THAN THE TWO FLAT PANEL WALL SIGNS ANY ADDITIONAL ADVERTISING MATTER MUST NOT BE ERECTED, PAINTED OR DISPLAYED WITHOUT THE PRIOR APPROVAL FROM COUNCIL

NOTE:

CAVITIES, FALSE BOTTOMS & SIMILAR HOLLOW SPACES CAPABLE OF PROVIDING ACCESS AND HARBOURAGE OF VERMIN ARE NOT PERMITED TO BE FORMED IN THE CONSTRUCTION OF THE PREMISES OR IN THE INSTALLATION OF FIXTURES, FITTING & EQUIPMENT.

NOTE:

A DOUBLE BOWL SINK OR TWO-COMPARTMENT TUB SHALL BE PROVIDED WITH HOT AND COLD WATER SUPPLIED THROUGH A SINGLE SPOUT IN KITCHEN/FOOD PREPARATION AREA. DOUBLE BOWL SINK OR TUBS SHALL BE SUPPLIED WITH WATER OF AT LEAST:

A. 45°C IN ONE BOWL FOR WASHING PURPOSES &.

B. 77°C IN THE OTHER BOWL FOR RINSING PURPOSES. TOGETHER WITH A THERMOMETER ACCURATE TO 10°.

NOTE:

ALL SERVICE PIPES AND ELECTRICAL CONDUITS SHALL BE EITHER.

A. CONCEALED IN FLOORS, WALLS, CEILINGS OR CONCRETE PLINTHS, OR

B. FIXED WITH BRACKETS SO AS TO AT LEAST
   1. 25mm CLEARANCE BETWEEN THE WALL AND THE PIPE/CONDUIT; &
   2. 100mm BETWEEN THE FLOOR AND THE PIPE/CONDU T

BROADWAY PLANNING & DESIGN

PROPOSED ALTERATIONS TO AN EXISTING COMMERCIAL BUILDING AND OWNERS UNIT TO A RESTAURANT

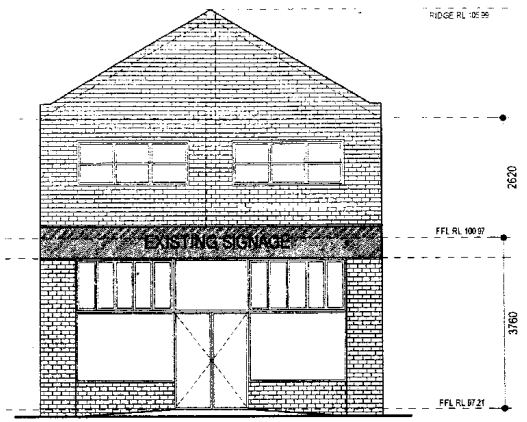
NO 25 BARBAGE ROAD, ROSEVILLE

PROPOSED FIRST FLOOR PLAN

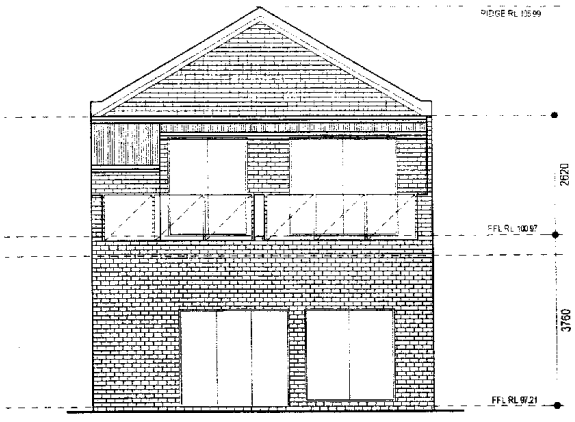
DA-040

DA ONLY - NOT FOR CONSTRUCTION

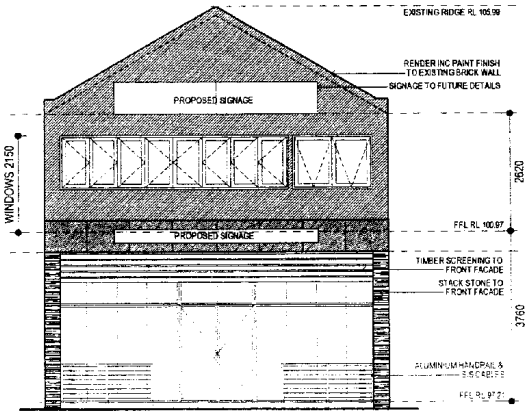
BUILDER TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.



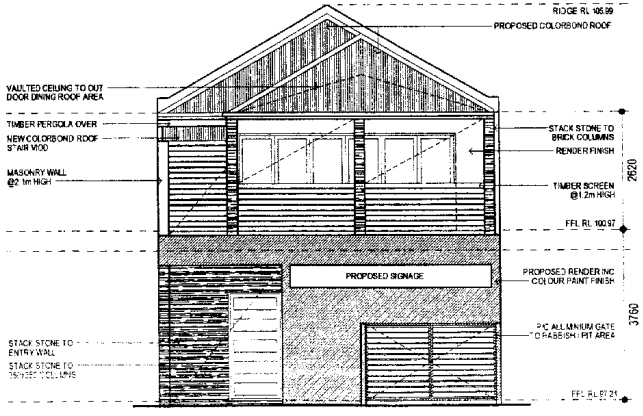

SCALE 1:100
**WEST ELEVATION**
EXISTING (BABBAGE ROAD)




SCALE 1:100
**EAST ELEVATION**
EXISTING (LANE WAY)




SCALE 1:100
**WEST ELEVATION**
PROPOSED




SCALE 1:100
**EAST ELEVATION**
PROPOSED (LANE WAY)

PROPOSED ALTERATIONS AND EXTENTION TO EXISTING COMMERCIAL BUILDING AND CONVERSION INTO A RESTAURANT

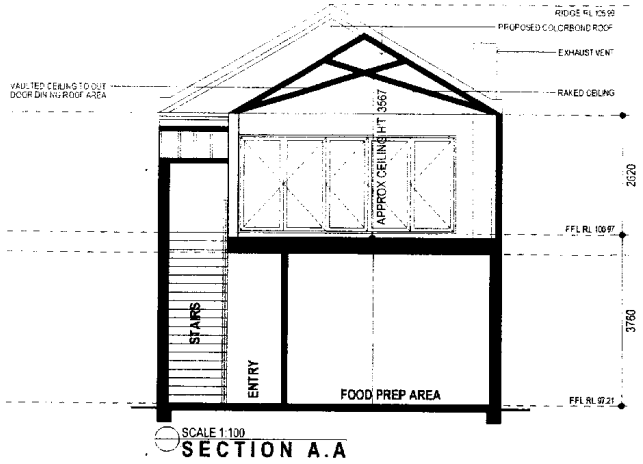
No. 25 BABBAGE ROAD ROSEVILLE

EXISTING & PROPOSED ELEVATIONS

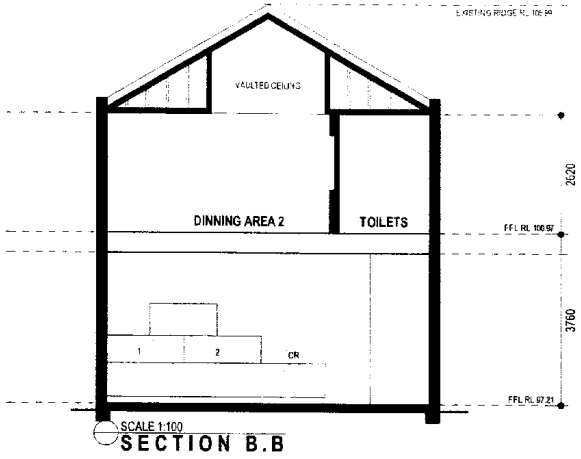
DA-050

DA ONLY NOT FOR CONSTRUCTION

BUILDER TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.




SCALE 1:100
SECTION A.A

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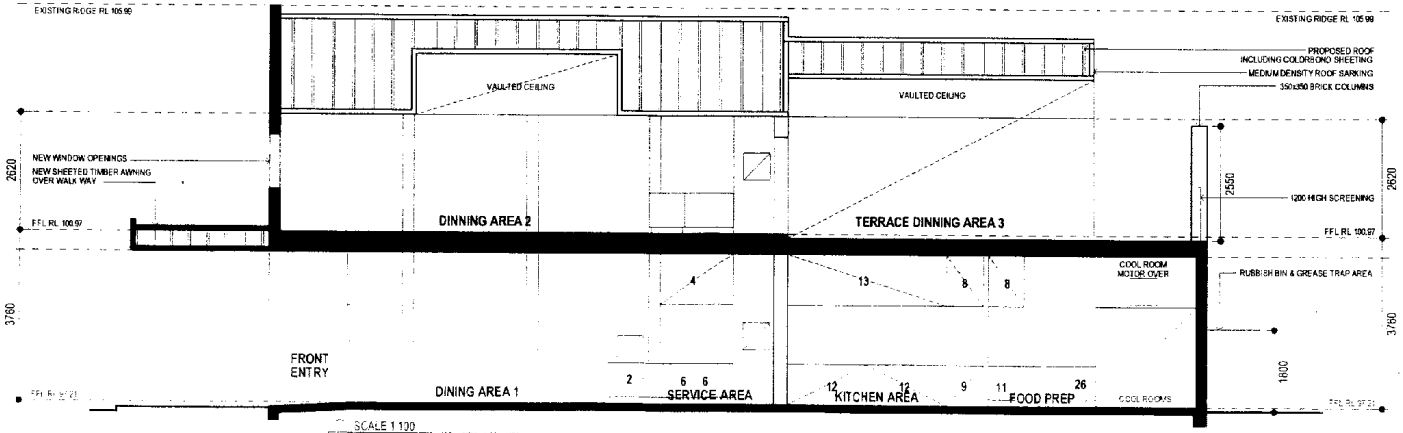
SECTION B.B

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SECTION C.C

DA-060

Department of Planning

# PLANNING circular

| PLANNING SYSTEM | |
|---|---|
| State environmental planning policies | |
| **Circular** | PS 08–014 |
| **Issued** | 14 November 2008 |
| **Related** | PS 08–003 May 2008 |

# Reporting variations to development Standards

The purpose of this circular is to remind councils of their responsibilities to complete quarterly returns on variations to development standards under delegations using State Environmental Planning Policy No. 1 - Development Standards or similar provisions under the Standard Instrument. The returns for the past two quarters – 1 April to 30 June 2008 and 1 July to 30 September 2008 – are to be forwarded to the Department by no later than 4 weeks from the date of this circular.

## Introduction

Circular PS 08-003 reminded councils of their responsibilities to monitor the use of the Director-General's assumed concurrence under State Environmental Planning Policy No. 1 – Development Standards (SEPP 1) or under clause 4.6 of the Standard Instrument (or similar provision) on a quarterly basis.

Councils were reminded of the need to keep accurate records of the use of SEPP 1, or the relevant provision of the Standard Instrument and to report quarterly from the April to June 2008 quarter.

## Reports due 4 weeks from date of this Circular

Despite the previous circular, a number of councils have not submitted their responses to the Department for the period 1 April to 30 June, which were due on 31 July 2008.

Councils are now advised that they are to forward their reporting of the use of SEPP 1 or clause 4.6 of the Standard Instrument (or similar provision) for the periods 1 April to 30 June and 1 July to 30 September **within 4 weeks from the date of this circular.** Where a council has not exercised its concurrence in a particular quarter, then a nil return is to be forwarded.

Quarterly reports are to be emailed to developmentstandards@planning.nsw.gov.au

**If a council does not respond to this request by 15 December 2008, then the Director-General will commence the process of revocation of the concurrence.**

Councils are to then report quarterly within one month of the end of the quarter. Failure to do so will trigger a review into the need to revoke of the concurrence.

## Further Requirements

In response to the findings of the recent ICAC investigation into corruption allegations affecting Wollongong City Council, councils are required to adopt the following four measures:

1) Establish a register of development applications determined with variations in standards under SEPP 1;
2) Require all development applications where there has been a variation greater than 10% in standards under SEPP 1 to be determined by full council (rather than general manager or nominated staff member);
3) Provide a report to each council meeting on the development applications determined where there had been a variation in standards under SEPP 1;
4) Make the register of development applications determined with variations in standards under SEPP 1 available to the public on the council's website.

**Item 3** **S08329, S07257**
**23 November 2010**

# 12 WOONONA AVENUE, WAHROONGA - NEW PARK DESIGN REVIEWED AFTER PUBLIC EXHIBITION

## EXECUTIVE SUMMARY

| | |
|---|---|
| **PURPOSE OF REPORT:** | To seek Council's adoption of the exhibited plan for a new park at 12 Woonona Avenue, Wahroonga and proceed to complete documents to tender for embellishment works. |
| **BACKGROUND:** | Council resolved on 24 August 2010 to commence public consultation for the new park design at 12 Woonona Avenue Wahroonga. 291 letters, with a copy of the park plan, were sent to surrounding local area and information was available on Council's website from 9 September until 20 October 2010. |
| **COMMENTS:** | During the public exhibition period, 11 submissions were received, all in support of the new park design. |
| **RECOMMENDATION:** | That Council adopt the exhibited plan for a new park at 12 Woonona Avenue, Wahroonga and proceed to complete documents to tender for embellishment works. |

**Item 3** **S08329, S07257**
**23 November 2010**

## PURPOSE OF REPORT

To seek Council's adoption of the exhibited plan for a new park at 12 Woonona Avenue, Wahroonga and proceed to complete documents to tender for embellishment works.

## BACKGROUND

At the Ordinary Meeting of Council on 24 August 2010, Council resolved:

*A. That Council commences a public consultation of the proposed new park design at 12 Woonona Avenue, Wahroonga.*

*B. That Council adopts the name of the new park as Balcombe Park.*

*C. That Council utilises the remaining amount of $62,317 available for embellishment works from Section 94 Reserves.*

*D. That upon receipt of the gift Council thanks Mr & Mrs Fuller for their generosity.*

*E. That during the exhibition period staff consider ways to alter the landscaping and/ or the entry gate to make it very clear that this is a public park.*

Following this resolution, the new park design (Attached) was exhibited from 10 September - 20 October 2010. The local area was notified, including the Abbotsleigh School and Neringah Hospital, and 291 letters were sent that included a copy of the park design plan and a link to Council's website where the plan was included in the 'On Exhibition' page.

An application was sent to the Geographical Names Board on 20 October 2010, to formally name the park "Balcombe Park" Notification from the Board was received on 4 November 2010 advising that the naming proposal will be considered at the meeting of 7 December 2010 (Ref No GNB 5473). A quote has been obtained for the park name sign so it can be fabricated when approval is given, to identify the site.

A site meeting was held on 21 October 2010, with the adjoining owners and Council staff to discuss the park design.

The method of clearly identifying the site as a Council public park has been carefully considered by staff and will be detailed in the construction plans.

The remaining available Section 94 [s.94] funding of $62,317 will partially contribute to the construction and embellishment of the new park. Staff have also written to Mr & Mrs Fuller requesting payment of the gift promised towards park embellishment costs.

## COMMENTS

From 291 letters, seven (7) written responses and two (2) phone calls were received. All responses were in favour of the new park and the design, offering only minor comments relating to

vandalism, drainage, footpath maintenance, donating a memorial seat for the park and providing seating for the elderly.

Minor changes as a result of the consultation process include nominating pine tree species with limited spread, inclusion of drainage, and weed species removal as part of routine garden maintenance.

There has been resident support for the park naming proposal which has been listed for the meeting of 7 December 2010. Following consideration by the Geographical Names Board, the naming proposal will be advertised in the local newspapers by the Board. The advertising process may not commence until after the summer school holidays and Council will be advised in first quarter 2011 if supported.

The method of clearly identifying the site as a Council public park has been carefully considered by staff as requested:

- the parkland character will visibly tie in with other formal parks in Wahroonga;
- the front fence will be low metal powder coated black similar to playground fences used at other sites. This type of fence is visually discrete but also not grand – it has a municipal character and will be transparent. The height will be no higher than 1m (fence panels are approx 920 high). There will be no formal gate pillars;
- the gate will be wide and similar to those used in other Ku-ring-gai playgrounds;
- adjacent to the park entry will be regulatory signage and playground 'no dogs' signage with Council's identifiable logo, all in corporate colours and with the park name;
- also adjacent to the park entry at the street frontage is a standard park style timber routed name sign saying 'Balcombe Park';
- the bubbler and small play equipment in close proximity to the gate, picnic table and park benches will indicate a public space;
- there will be an interpretive sign in the park to advise park users of relevant local history associated with "The Briars" historic house; and
- the whole park will be visible to keep it safe. The front hedge is being trimmed by Council's gardeners as a first stage of revealing the site to the public.

It is proposed that once construction documentation is completed for the embellishment works, tenders will be called by Council's Operations Department. The tender process can commence after the Christmas break with construction commencing in the second quarter of 2011.

## CONSULTATION

Details of the public consultation process are outlined in the Background section of this report. Councillors, the Heritage Advisory Committee and the Department of Planning's Heritage Branch have also been given an opportunity to provided comments for the park design.

A copy of the plan has been given to the Wahroonga Chamber of Commerce and Wahroonga Rotary at a separate meeting.

## FINANCIAL CONSIDERATIONS

Cost estimates for the embellishment of a typical new park have been taken from recent Quantity Surveyor information supplied to Council from the Page Kirkland Group. This information indicates that based on the size of the property and excluding the restoration works and demolition of any existing improvement/ structures that the estimated cost to return the site to a small public park will be in the vicinity of $400,000. Based on this information, and the actual costs expended to date to complete the restoration works, the total costs will be in the vicinity of $440,000.

Previous reports identified that the available s.94 funding embellishment rate of $140/m², which equates to a maximum of $130,130 can be utilised towards embellishing the subject property.

To date, Council has utilised Section 94 [s.94] funds to reconstruct, plan and design to develop the construction plans of the new park. There currently remains approximately $94,400 to complete the embellishment works.

In addition, the previous offer of a $200,000 gift to assist with the embellishment costs has now been revised with only $80,000 to be given at this point in time. There is the potential that the gift may not be realised as previously envisaged. However, staff will continue to liaise with the donors of the gift until this is confirmed one way or another.

Therefore, and based on the maximum amount of s.94 funds available for site embellishment, the following provides an overview of the current funding position:

| | |
|---|---|
| Actual Restoration Costs | $ 40,000 |
| Estimated Embellishment Costs | $400,000 |
| TOTAL COST | $440,000 |
| *LESS s.94 Funds* | *$130,130* |
| *LESS Gift* | *$ 80,000* |
| *SHORTFALL* | *$229,870* |

Accordingly, there exists a potential shortfall of approximately $229,870 to complete the embellishment works required to instate a new public park.

A further report will be brought back to Council once the final tender process to construct the new park has been completed, and if required modification to the current design may be sought due to funding constraints.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Council's Operations Department have been consulted and support the park design, and are currently maintaining the park. The timing of the tender process and construction has been discussed with the Manager Open Space Projects for his advice.

**Item 3** **S08329, S07257**
**23 November 2010**

## SUMMARY

The park design and proposal to name the site Balcombe Park has been supported by the local community. The park will be clearly identified as a Council public park by using standard park finishes and corporate signage and making the park visible from the street. Available funds will be supplemented by a donation to works, although final costs cannot be determined until the completion of the tender process when a further report will be brought to Council. The park is planned for completion in the second quarter of 2011.

## RECOMMENDATION

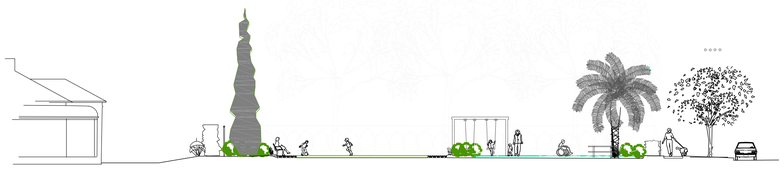
A. That Council adopt of the exhibited plan for a new park at 12 Woonona Avenue, Wahroonga and proceed to complete documents to tender for embellishment works.

B. That Council proceed with the construction of the park at 12 Woonona Avenue, Wahroonga as contained in the adopted Operational Plan and Delivery Program for 2010/14.

C. That an opening ceremony be organised to launch the park when completed later in 2011 inviting local residents to further familiarise the community with the park.

| | | |
|---|---|---|
| Alison Walker<br>**Principal Landscape Architect** | Deborah Silva<br>**Manager Strategic Assets & Property Services** | Andrew Watson<br>**Director Strategy & Environment** |

**Attachments:** **Park Design Plan - 2010/174033**

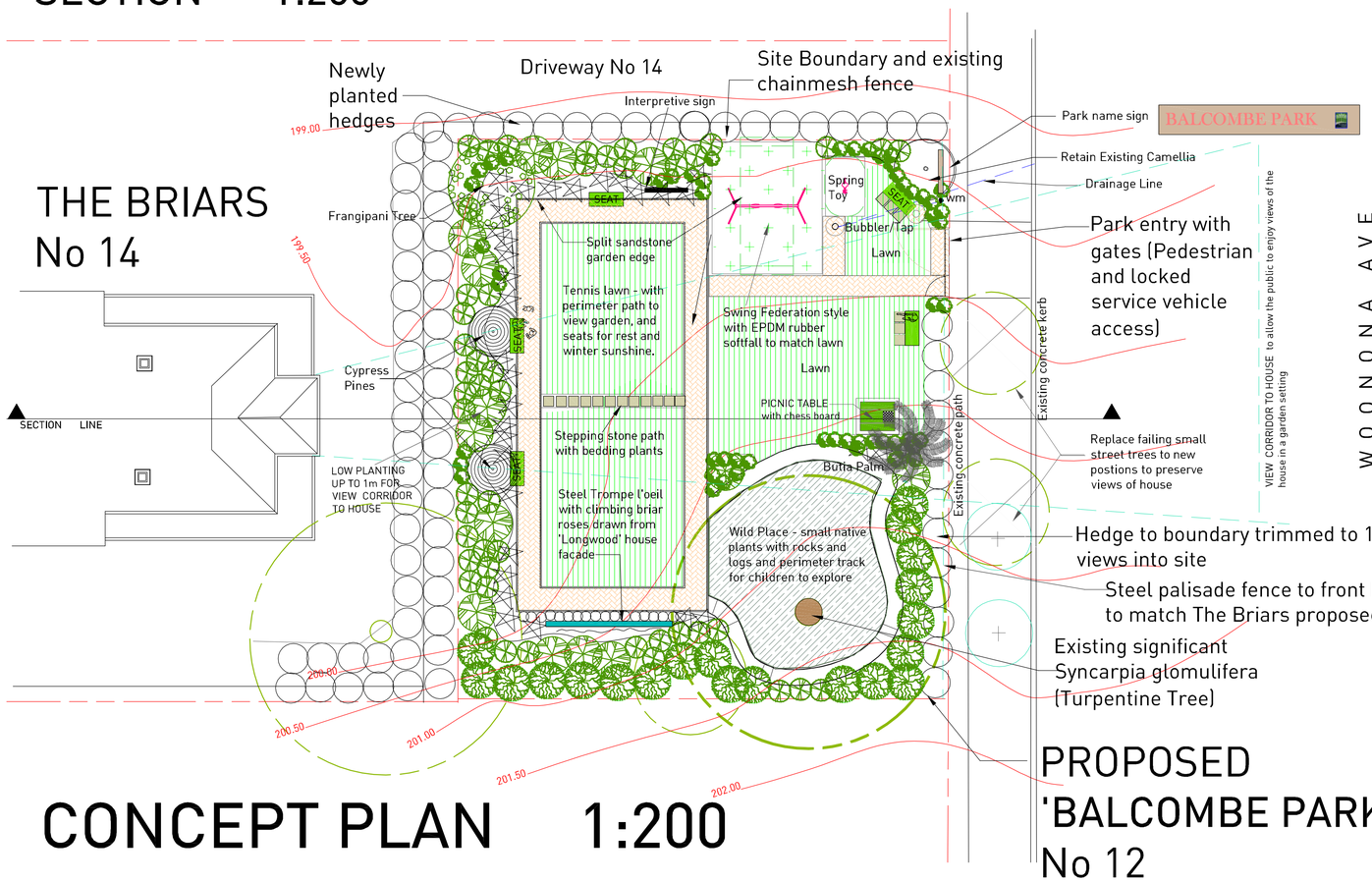


SECTION 1:200

The Briars as presenting to Woonona Avenue

Aerial Photo showing original tennis court before development of Lot 2

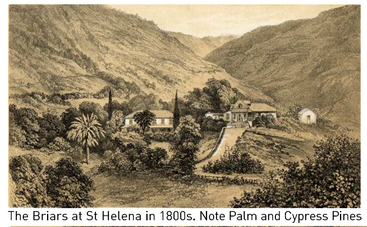
# THE BRIARS Heritage Council NSW PCO 274, 1983




# CONCEPT PLAN 1:200

# PROPOSED 'BALCOMBE PARK' No 12

# LANDSCAPE CHARACTER INFLUENCES

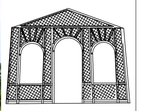


The Briars at St Helena in 1800s. Note Palm and Cypress Pines

Longwood House garden originally set out with Napoleon's assistance

The Briars at St Helena in 1950s. Note Palm and Cypress Pines

Swing 1918 at Roseville Park similar to that proposed



Interesting Porch of Longwood House used to recreate trompe l'oeil for climbing roses.

Park seats TM4634 Albert Park CSA

# DESIGN STATEMENT

The design for the parkland at 12 Woonona Avenue is drawn from the history of the house and Balcombe family and their association with the island of St Helena and the original 'Briars' house occupied by William Balcombe from 1811 - 1818. This version of The Briars house built in 1895 for grandson William Alexander Balcombe, is described as being similar in plan to that at St Helena, the original house which was a temporary home to Napoleon for a short period in 1815. The Balcombe family developed a strong friendship with Napoleon during this time. The desire of grandson William Balcombe to recreate 'The Briars' house at Wahroonga supports the idea that this liaison with Napoleon and St Helena was an important influences on the Balcombe family over many generations.

The parkland design has drawn on influences for plant materials from historical drawings and photos which show colorful abundant garden beds, open lawns, and feature cypress pines and palm trees as significant elements in the landscape. In keeping with the federation character of the house and the public garden style of Wahroonga, much of this plant material has been used by Council at nearby Archdale Park and Wahroonga Park. The layout includes a children's swing and spring toy, park seats set around a central lawn area, a picnic table with chessboard and a bubbler. A steel palisade fence 1000 high along the street frontage, will secure the park and is a similar style to that approved by the Heritage Council for the Briars. A trompe l'oeil will be built at the end of the tennis court lawn to support climbing 'briar' roses, inspired by the charming lattice work facade of Longwood house on St Helena where Napoleon lived and died. The parkland design proposes to re-instate an open grassy lawn for passive recreation, and is proportioned similar to the a tennis court which originally occupied the site. A low hedge at the street frontage will allow views to The Briars over the parkland, suggesting the original garden setting of the house whilst providing a small but charming public recreation space for residents. The proposed name of the parkland is Balcombe Park.

# PLANTING PALETTE

All plants to be water wise: Butia capitata, Callitis rhomboidea, Plumeria acutifolia, Camellia japonica, Azalea kurume, Argyranthemum frutescens (mixed daisy colours), Acalypha wilkesiana, Lavendula dentata, Kniphophia praecox, Allium sphaerocephalum, Anemone ´Honorine Jobert´, Anthemis tinctoria ´Alba´, Dianella tasmannica, Rosmarinus officianalis ´Prostrate´, Loropetalum chinensis rubrum, Zephranthes white, Acanthus mollis, Lom andra tanika, Agapanthus 'Black Panther', Begonia semperflorens, Viola hederacea, Agapanthus 'Snow Storm', Canna Lily, Haemerocallis sp, Eremophila glabra compact grey 'Silver Ball', Arctotis, Artemesia, Cordyline sp, Strelitzia sp, Rosa banksii alba, Rosa 'Cecile Brunner', Rosa 'Dainty Bess', Rosa floribunda 'White'.

REVISED ISSUE for Notification

NORTH

Project: BALCOMBE PARK adjoining The Briars

Sheet: Concept Plan and Historical Context

KU-RING-GAI COUNCIL
Locked Bag 1056 PYMBLE 2073
www.kmc.nsw.gov.au 9424 0000

Date: August2010 | Drawn by: Alison Walker - Principal Landscape Architect | Scale: 1:200

LMU Number: 972 | Job Number: PJ | Drawing No: 2 | Issue No: D

**Item 4** **CY00138/2**
**23 November 2010**

# EXHIBITION OF DRAFT REPORT OF THE NORTHERN HERITAGE CONSERVATION AREAS REVIEW

## EXECUTIVE SUMMARY

| | |
|---|---|
| **PURPOSE OF REPORT:** | To present to Council for exhibition the draft report on the Ku-ring-gai Potential Heritage Conservation Areas North Review. |
| **BACKGROUND:** | On 25 May 2010 Council endorsed a recommendation from Council's Planning Committee to prepare a planning proposal for the Ku-ring-gai Principal Local Environmental Plan. The report detailed a work program for the completion of studies, including a heritage conservation area review, to inform the Ku-ring-gai Principal Local Environmental Plan. The heritage conservation area review will assess and confirm the boundaries of proposed heritage conservation areas. |
| **COMMENTS:** | This report summarises the findings of the northern heritage conservation areas review and sets out a public consultation program to inform the community of the results of the field work and heritage assessment and to include community comment in the final recommendations for the proposed heritage conservation area boundaries. |
| **RECOMMENDATION:** | That the draft report on the Ku-ring-gai Potential Heritage Conservation Areas North Review be exhibited for public consultation. |

## PURPOSE OF REPORT

To present to Council for exhibition the draft report on the Ku-ring-gai Potential Heritage Conservation Areas North Review.

## BACKGROUND

On 25 May 2010 Council endorsed a recommendation from Council's Planning Committee to prepare a planning proposal for the Ku-ring-gai Principal Local Environmental Plan. The report detailed a work program for the completion of studies, including a heritage conservation area review, to inform the proposed Ku-ring-gai Principal Local Environmental Plan. This work program was included in the Planning Proposal adopted on 12 October 2010 and now submitted to the Department of Planning. The heritage conservation area review will assess and confirm the boundaries of proposed heritage conservation areas, which will be granted statutory recognition in the Principal Local Environmental Plan.

The study areas were originally defined in the 1996 study *Housing in NSW Between the Wars* prepared for the National Trust (NSW) by Robertson and Hindmarsh. Several of these areas, known as Urban Conservation Areas, were reviewed by the consultants Godden Mackay Logan between 2001 and 2005. The Godden Mackay Logan studies provided statements of significance, detailed histories and refined boundaries for the Urban Conservation Areas they reviewed. Paul Davies Heritage Consultants further reviewed those Urban Conservation Areas located within the Town Centres boundaries. As a result of this work 14 Heritage Conservation Areas were gazetted on 25 May 2010.

In all studies conducted after the National Trust *Housing in NSW Between the Wars* study (1996) it was noted that significant change had occurred within the proposed Urban Conservation Areas. This change was so significant and the degree of modification so great, that in some areas the threshold for heritage significance could no longer be reached. A consequence of this change is the boundaries of the proposed conservation areas were reduced.

The results of field work conducted by Council staff early in 2010 found considerable recent change had occurred in these reduced proposed heritage conservation areas. Heritage specialist consultants were engaged to assess the impact of development on the proposed heritage conservation areas.

The review of the proposed heritage conservation areas was divided into two study regions:

- northern areas: those previously defined Urban Conservation Areas north of Gordon; and
- southern areas: those previously defined Urban Conservation Areas including and south of Gordon.

Having two study areas allowed the commencement of each study to be staggered. This was to facilitate the timely provision of resources by Council to the consultants, such as historical documents and other relevant information, and to enable the studies in part to be undertaken concurrently, to reduce the overall time required to complete the review for the entire Council area.

# COMMENTS

The consultants Paul Davies Pty Ltd Architects and Heritage Consultants were engaged to undertake a review of potential heritage conservation areas in the study region defined by Council as the Northern Areas of Ku-ring-gai. The Paul Davies report can be found as Attachments 1-6 inclusive.

Heritage conservation areas are areas in which historical origins and relationships between the various elements create a sense of place that is worth maintaining. A conservation area is identified by analysing its significance and the special characteristics, which make up this significance. These may include its subdivision pattern, the consistency of building materials or the common age of its building stock. In the case of Ku-ring-gai within a given potential heritage conservation area there can be several key historical periods of development and the building stock can include an array of architecture styles from each phase of development.

It is a commonly held misconception that the 'look' of the place is the determining factor in its significance; however, this is only one aspect of heritage significance. Social, historical, architectural and technical importance are other determining factors for ascertaining cultural significance. For example HCA 20 Ku-ring-gai Avenue Turramurra has historical and social significance due to its association with the renowned Australian modernist artist Grace Cossington Smith, whose artworks were inspired by her home and its setting.

## Methodology

The proposed study areas were defined by Council and based upon the Urban Conservation Areas identified by the National Trust (1996) and further refined in the studies by Godden Mackay Logan (2001/05). Those Urban Conservation Areas originally defined by the National Trust have undergone significant redevelopment and change since there identification in 1996. As a consequence of this change, parts of the Urban Conservation Areas in the assessment by Godden Mackay Logan were found to be no longer intact and are considered not to reach the threshold of significance for heritage listing. These areas were reassessed by Council staff earlier this year, which reaffirmed the findings of Godden Mackay Logan and have been omitted from the current study areas. There were 14 potential heritage conservations areas in this review.

The methodology applied in the heritage conservation area review involved reviewing previous studies and historical data, and undertaking additional new historical research. Detailed fieldwork involved walking the study areas and assessing the properties as contributory, neutral or uncharacteristic. This methodology was developed by the City of Sydney for review of several of its heritage conservation areas. Paul Davies Pty Ltd considers this methodology for determining the integrity of heritage conservation areas as current best practice.

The building contribution ratings are:

| | |
|---|---|
| Contributory | • Key historical period layer, highly or substantially intact<br>• Key historical period layer, altered, yet recognisable and reversible |
| Neutral | • Key historical period layer, altered in form, unlikely to be reversed<br>• New sympathetic layer or representative of a new layer |

| | |
|---|---|
| Uncharacteristic | · Not from a key historical period layer<br>· Uncharacteristic (in either scale or materials/details)<br>· New uncharacteristic development<br>· Other uncharacteristic development |

## Results of the northern heritage conservation area review

The study area covered by the northern heritage conservation area review id depicted in **Attachment 7.**

Analysis of the historical research and the fieldwork identified three key periods of development in Ku-ring-gai:

| | |
|---|---|
| 1890s -1910s | Large houses on large sites often heritage listed, often architect designed. Styles: Federation Queen Anne, Federation Arts and Craft, Federation Bungalow. Modest houses (single storey), usually Federation Queen Anne style. |
| 1920s – 1930s | Large houses on large sites, often heritage listed, often architect designed. Styles: Inter-war Mediterranean, Inter-war Spanish Mission, Inter-war Georgian Revival, Inter-war Free Classical, Inter-war Old English. |
| 1940s – 1960s | Modest houses (single storey) and large 2 storey houses on large sites. Styles: Inter-war Georgian Revival, Inter-war Functionalist, Post-war American Colonial (this style is particularly common), late 20th Century Sydney Regional. Modest 1960s houses, often red texture brick. |

Much change has occurred to the built environment which has resulted in the alteration, extension or demolition of houses representative of the key periods of development. While some change has not impacted on the cultural significance of the heritage conservation areas, the amount and degree of change in others has meant these areas no longer reach the threshold to be of heritage significance. In particular, replacing demolished single storey, face-brick houses with two storey, rendered houses has dramatically changed the historic character of some streets. Other unsympathetic alterations involve considerable remodelling such as adding a second storey to single storey houses and changing the overall appearance of the building including the materials, form and scale of the building.

These changes are often accompanied by changes to the fencing and the garden setting. Alternatively, those areas which maintain their heritage significance often have highly intact contributory buildings and the accompanying historic garden settings.

The report recommends that with amended boundaries, six heritage conservation areas are worthy of heritage listing:

i. HCA17 Pymble (extension of Church Street HCA);
ii. HCA18 Avon Road, Pymble (extension of Orinoco Street HCA);
iii. HCA20 Ku-ring-gai Avenue, Turramurra (extension of Ku-ring-gai Avenue HCA);
iv. HCA 23 Warrawee;
v. HCA25 Heydon Avenue, Warrawee/Woodville Avenue, Wahroonga; and
vi. an amalgamation of HCAs 27, 28, 28A Wahroonga.

All of the recommended potential heritage conservation areas have boundary adjustments which differ to those recommended in the previous heritage conservation area reviews by the National Trust and Godden Mackay Logan. Heritage conservation areas 17, 18 and 20 are extensions to the heritage conservation areas that have been gazetted in the Town Centres LEP. The proposed boundaries of the potential heritage conservation areas can be found in Attachment 8.

The assessment of the heritage conservation areas by the consultant has been purely based upon the heritage significance and has not been influenced by other planning and zoning constraints. Some of those areas assessed as being worthy of inclusion in a Heritage Conservation Area are already zoned 2D3 in LEP 194. These sites have a potential height of 3-5 storeys depending on the area of the site. How the proposed heritage conservation areas will respond to these sites will be considered as part of the interface study being prepared for the Principal LEP.

In addition to the potential heritage conservation areas the consultants have recommended a list of potential heritage items for further investigation. Some of these items are groupings of places. For example, HCA 16 Pentecost Avenue, St Ives, did not reach the threshold for listing as a heritage conservation area but it is recommended that several houses on Pentecost Avenue be investigated for heritage listing as a group. It is important to note that while six of the potential heritage conservation areas from the study are not recommended for listing as heritage conservation areas, these areas still possess listed heritage items and potential heritage items which require further investigation.

The potential items will be prioritised for further heritage assessment. In accordance with the planning proposal for the Principal LEP adopted by Council on 12 October 2010, those properties assessed as reaching the threshold for local heritage listing will be subject to a further report to Council for public exhibition and comment. This report will also be included as a supporting planning study and exhibited with the draft Principal Local Environmental Plan.

## CONSULTATION

Paul Davies and Chery Kemp from Paul Davies Pty Ltd Architects and Heritage Consultants presented to the Heritage Reference Committee on 16 August 2010 to report on the early findings of the fieldwork and to discuss the methodology being used in the heritage assessment. At its meeting of 1 November 2010 the Heritage Reference Committee reviewed and made comment on the preliminary draft of the *Ku-ring-gai Potential Heritage Conservation Areas North Review.* The National Trust's representative on the Heritage Reference Committee participated in this consultation. A briefing for Councillors was also held on 23 November 2010.

The independent heritage review of the potential northern heritage conservation areas has resulted in a draft report with recommendations to list six heritage conservation areas assessed as having cultural significance. Public exhibition of this draft report will enable community involvement and facilitate stakeholder contribution into the heritage conservation area review process. Recognised stakeholders, such as owners and residents in and around the potential heritage conservation areas, will receive a letter and a brochure containing information on the importance of conserving heritage conservation areas and the process Council has undertaken to identify and assess the proposed heritage conservation areas. Three public meetings will be held during the exhibition period to allow the community to discuss the review and the draft report. The exhibition period will be advertised in the North Shore Times and on Council's website. The exhibition material will be available for viewing at Council's administration building, Gordon,

Turramurra and St Ives libraries, and on Council's website. The proposed exhibition period will be for at least 28 days commencing in February 2011. Comments will be received until the end of the exhibition period.

The reviewed draft report will be recommended to Council for endorsement following any changes made as a result of the public consultation. This endorsed report will be publicly exhibited again as one of the supporting planning studies for the proposed Principal Local Environmental Plan.

## FINANCIAL CONSIDERATIONS

The cost of preparing this report is covered by the Urban Planning & Heritage Budget – Strategy and Environment Department.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Where relevant consultation with other Departments of Council has taken place in preparing this report, in particular, Development and Regulation.

## SUMMARY

The draft report on the Ku-ring-gai Potential Heritage Conservation Areas North Review by Paul Davies Pty Ltd Architects and Heritage Consultants has recommended that six potential heritage conservation areas are worthy of heritage listing. It is recommended that Council exhibit this draft report and consult with the community to obtain their input into the final report, of which the recommendations will be used to draft schedule 5 of the proposed Ku-ring-gai Principal Local Environmental Plan.

## RECOMMENDATION

A. That Council resolve to exhibit the draft Ku-ring-gai Heritage Conservation Areas North Review for 28 days commencing in February 2011.

B. That Council consider a further report early in 2011, following the period of public exhibition, to adopt the Ku-ring-gai Potential Heritage Conservation Areas North Review.

| | | |
|---|---|---|
| Andreana Kennedy<br>**Heritage Specialist Planner** | Antony Fabbro<br>**Manager Urban & Heritage Planning** | Andrew Watson<br>**Director Strategy & Environment** |

**Attachments:**
**1. Draft report - potential HCA review - 2010/210464**
**2. Draft report Appendix 1 : Base maps for HCA - 2010/220018**
**3. Draft report Appendix 2: Historical subdivision plans - 2010/220011**
**4. Draft report Appendix 3: Building contribution maps - 2010/220137**
**5. Draft report Appendix 4: Boundary maps - 2010/220039**
**6. Draft report inventory sheets - 2010/220050**
**7. Northern HCA review - study area - 2010/220073**
**8. Draft maps (recommended boundaries) - 2010/220069**

PAUL DAVIES PTY LTD
ARCHITECTS
HERITAGE CONSULTANTS

# KU-RING-GAI POTENTIAL HERITAGE CONSERVATION AREAS NORTH REVIEW

DRAFT FINAL REPORT

**Prepared by**

**PAUL DAVIES PTY LTD**
**ARCHITECTS, HERITAGE CONSULTANTS**

**For**
**KU-RING-GAI COUNCIL**

**NOVEMBER 2010**

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Appendix 2: Historical subdivision maps for each HCA

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Appendix 4: Proposed HCA boundaries for each recommended HCA

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# EXECUTIVE SUMMARY

This review makes the following conclusions regarding the 14 potential Heritage Conservation Areas (HCAs) within the northern section of Ku-ring-gai Local Government Area (LGA) from Pymble to Wahroonga, reviewed in this study.

Note that potential heritage items have been identified in most areas for further research, including within those HCAs not recommended to proceed.

Table 1: List of potential Heritage Conservation Areas North and Recommendations

| HCA No. | Potential Heritage Conservation Area (HCA) Name | HCA Recommendation | Other Heritage recommendations |
|---|---|---|---|
| 16 | Pentecost Avenue, St. Ives | Not recommended | Pentecost Avenue Group (14 houses) and 7 other houses recommended for investigation as potential heritage items |
| 17 | Pymble | Church Street extension of gazetted section of HCA recommended (a small section of area) | 30 sites including 2 churches and Pymble Soldiers Memorial Park recommended for investigation as potential heritage items |
| 18 | Avon Road, Pymble | Orinoco Street extension of gazetted section of HCA recommended (a small section of area)<br>Pymble Avenue HCA (a small section of area) | 11 sites recommended for investigation as potential heritage items |
| 19 | Bobbin Head Road, Pymble | Not recommended | 17 sites recommended for investigation as potential heritage items |
| 20 | Ku-ring-gai Avenue, Turramurra | Recommended with some boundary adjustments, as extension of gazetted section of Ku-ring-gai Avenue HCA | 5 sites recommended for investigation as potential heritage items |
| 21 | Kissing Point Road, Turramurra | Not recommended | 6 sites recommended for investigation as potential heritage items |
| 22 | Challis Avenue, Turramurra | Not recommended | None |
| 23 | Warrawee | Recommended with some boundary adjustments | 20 sites recommended for investigation as potential heritage items |
| 24 | Brentwood Avenue, Turramurra | Not recommended | None |
| 25 | Heydon Avenue, Warrawee (rename *Heydon Avenue, Warrawee Woodville Avenue/Wahroonga*) | Recommended with some boundary adjustments | 9 sites recommended for investigation as potential heritage items |
| 26 | Mahratta, Wahroonga | Not recommended | 37 sites including groups of shops recommended for investigation as potential heritage items |
| 27, 28, 28a | Wahroonga | Recommended with some boundary adjustments as a single Wahroonga HCA. A large portion of HCA 28A and a small eastern portion of HCA27 is recommended to be excluded from the HCA boundary | 15 sites including Wahroonga Park and a number of churches recommended for investigation as potential heritage items |

# 1.0 INTRODUCTION

## 1.1 BACKGROUND

In July 2010 Paul Davies Pty Ltd were commissioned to undertake a review of fourteen (14) potential Heritage Conservation Areas (HCAs) in the northern half of Ku-ring-gai LGA on behalf of Ku-ring-gai Council.

This report has been prepared to outline the final results of this review.

## 1.2 STUDY AREA

The Study area covers 14 potential HCAs from Pymble to Wahroonga, excluding any sections of these HCAs, which have already been researched in a previous study undertaken for the Ku-ring-gai Town Centres Potential Heritage Conservation Areas Review.

The HCA numbers and names are included in Table 1 in the Executive Summary of this report.

Maps showing the boundaries and locations of the 14 HCAs covered by this study, including the Town Centre area boundaries, are contained in Appendix 1 to this report.

## 1.3 APPROACH AND METHODOLOGY

This review involved the following approach:

- Review of previous studies and historical research. Note most subdivision maps and HCA histories have been sourced from the Godden Mackay Logan Ku-ring-gai Conservation Areas Study 2002 undertaken for Council, which is referred to throughout this report and in Appendix 2.
- Additional historical research has been undertaken for 5 areas
- Detailed fieldwork involving site-by-site note-taking and photography, involving assessment of properties as *contributory, neutral* or *uncharacteristic* (in accordance with the definitions of these terms refined through the City of Sydney Council's review of its 53 heritage conservation areas, and which was also used for the Ku-ring-gai Town Centres Potential Heritage Conservation Areas Review in 2008 (as outlined in the Table 2 below). Note that houses with minor alterations such as small attic additions and rear additions, or painting of brickwork, would still be defined as *contributory*. Where brickwork is a defining characteristic of particular housing style –for example Federation Queen Anne or Inter War California Bungalow styles – cement rendering of brickwork would lead to the house being defined as *neutra*l.
- Cross reference of the fieldwork data (notes and photography) against 1943 aerial photos: AIA 20th Century buildings of significance register; and historical research to identify pre-1943 housing and sites of particular significance within the draft HCA. This process also identified battle-axe lots developed prior to 1943 where that development appears to still be extant (based on comparison of 1943 aerial photos and current satellite images).
- Properties within the 14 draft HCAs were mapped as contributory, neutral or uncharacteristic development (based on detailed fieldwork notes and photographs).
- Decisions with regard to potential HCA recommendations and proposed boundaries based on the mapping and research.
- Lists of newly identified potential heritage items for further investigation within each potential HCA (including HCAs not recommended to proceed) outlined based on mapping and research.

Paul Davies Pty Ltd believes this methodology for determining the integrity of potential HCAs is current best practise. This methodology has been developed over a number of years by the City of Sydney for review of its Heritage Conservation Areas, including the review of the State Heritage Register-listed Millers Point/Walsh Bay area which was undertaken by Paul Davies Pty Ltd in 2005, and a similar methodology was also used for the Ku-ring-gai Town Centres Potential Heritage Conservation Areas Review in 2008.

Table 2: Definitions of Building Contribution ratings for sites within potential HCAs

| Building Contribution ratings | |
|---|---|
| Contributory | Key historical period layer, highly or substantially intact<br>Key historical period layer, altered, yet recognisable and reversible |
| Neutral | Key historical period layer, altered in form, unlikely to be reversed<br>New sympathetic layer or representative of a new layer |
| Uncharacteristic | Not from a key historical period layer<br>Uncharacteristic (in either scale or materials / details)<br>New uncharacteristic development (for example modern 5 storey residential flat buildings)<br>Other uncharacteristic development |

This Review has also involved:

- Consultation with Council planning staff and the Ku-ring-gai Council Heritage Committee;
- Identification, description and documentation of the visual character of the draft HCAs;
- Identification of the key landscape, streetscape and built form characteristics and visual elements of each draft HCA;
- Identification of Key Periods of Historical Significance for the HCAs
- Heritage Conservation Area recommendations and boundary change recommendations;
- Preparation of Assessments of Significance for each recommended HCA;
- Identification of potential heritage items within each HCA through fieldwork and historical research. The lists of potential heritage items for each HCA are intended to be comprehensive, and include a brief review of previously identified potential heritage items during fieldwork.
- Identification of battle-axe lots recommended for viewing to determine whether these sites should be included on potential heritage item lists for further research. These lots have been identified through comparison of modern satellite and 1943 aerial photos, and from other research. In most cases, the lots have been identified due to the presence of pre-1943 development. Note that not all of these lots would in future be recommended as potential heritage items, they are simply recommended for viewing so that such a determination can be made.
- Preparing State Heritage Inventory data sheets for each recommended HCA, or revision of existing SHI forms for gazetted HCAs recommended for extension.

## 1.4 LIMITATIONS

Fieldwork has not involved automatic access to battleaxe lots. Research identified battleaxe lots where pre-1943 development appears to be extant. Where these battleaxe lots occurred within draft HCAs that, based on other fieldwork data, were to be recommended for listing, property owners were requested to provide access.

Where battleaxe lots have not been viewed, these lots have been left uncoloured on Building Contribution maps, however pre-1943 intact development maps prepared for this study (in Appendix 3) do show battleaxe lots where pre-1943 development appears to remain: recommendations for viewing of particular battleaxe lots have been made from this information.

## 1.5 AUTHOR IDENTIFICATION

Paul Davies Pty Ltd, Architects and Heritage Consultants, 180 Darling St Balmain NSW 2041, prepared this report.

Chery Kemp, Heritage Specialist, and Amelia Parkins, Graduate Architect, Paul Davies Pty Ltd undertook all fieldwork. Chery Kemp authored this report. Nick Jackson, Historian, undertook additional historical research on 5 areas: HCA numbers 16, 19, 20, 21 and 22. Paul Davies, Director Paul Davies Pty Ltd provided overview of the study conclusions.

## 1.6 ACKNOWLEDGEMENTS

The assistance of the following persons in the undertaking of this Review is gratefully acknowledged:

- Anne Higham of the Australian Institute of Architects (NSW Chapter) for provision of updated 20th century buildings of significance register for Ku-ring-gai LGA;
- Zeny Edwards for loan of her notes on Pymble;
- Andreana Kennedy and other Ku-ring-gai Council staff;
- Jennifer Harvey and Kathie Rieth, Ku-ring-gai Historical Society, for their generous sharing of their time and research, and the Ku-ring-gai Historical Society generally, for the useful research in their journal The Historian and other publications.

# 2.0 HISTORY

## 2.1 DEVELOPMENT HISTORY OF KU-RING-GAI

The major roads, the Pacific Highway and Mona Vale Road, follow ridges (often originally marked by the paths of the Guringai people) and the railway largely parallels the Pacific Highway. The suburbs of Ku-ring-gai are generally hilly, descending from the major road ridges down to watersheds. The earliest European settlement was along the major roads, and was generally rural in nature. During the Victorian period, orchards and timber getting were major activities, and a few villas were built (for example the 1880s *Grandview* on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of Pymble Ladies College school). The scatter of extant Victorian period houses in Ku-ring-gai are largely heritage-listed.

The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the late 19th and early 20th century focus of development in Ku-ring-gai (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). Not all the railway stations opened in 1890 - following lobbying from local residents, Warrawee Railway Station was constructed and opened on 1 August 1900.

The railway line was duplicated in 1909 and electrified in 1928.[1] The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield).

> *"The land that opened up by the rail line was subdivided and marketed by private developers. In the 1890s, small lots were released in proximity to the railway stations. Half-acre blocks were offered along the Lane Cove Road and larger blocks of one to four acres were set back from the transportation corridor. Sands Directories from the early twentieth century provide only limited coverage of occupations but indicate that urban professionals such as accountants, solicitors, surgeons, architects and barristers were coming to live amongst the existing population of tradesmen, fruit growers and orchardists. Senior civil servants were also well represented. Large and gracious houses were built along the Lane Cove Road…the nature of the population was established. As Peter Spearritt shows in Sydney's Century, the average cost of new homes built, home ownership, number of persons per room, percent unemployed during the Depression and juvenile delinquency, Ku-ring-gai quickly became one of the wealthiest and most advantaged Local Government Areas in Sydney."* [2]

As in Strathfield, the development of industrial, commercial and retail premises in the developing suburbs of Ku-ring-gai was severely restricted.

> "*Progress Associations and Roads Committees had been formed in many communities along the road by 1900. Concerned with the provision of local public gardens and tree planting, they also raised money for roads and street lighting through voluntary subscriptions. These committees were the first organisations to begin to define and protect a conception of the district pioneered by land developers as a suburban retreat. Proposals deemed inconsistent with the desired character of the area were countered through individual and group activity. In the 1890s, for example, residents of Killara blocked a proposed general cemetery, blue shale mine and a butchering undertaking.*"[3]

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[1] www.nsw.nationaltrust.org.au/conservation/files/Suburbia%20Cushing.pdf p. 81, *Urban Space in the Suburbs: the Pacific Highway and Sydney's Upper North Shore*, Paper by Nancy Cushing for NSW National Trust Suburbia conference, 2002

[2] ibid

[3] ibid, p. 81

The formation of Ku-ring-gai Council in 1909 and the subsequent location of a Council Chambers in Gordon in 1911 (which was replaced by Council Chambers designed by Wilson Neave & Berry architects in the present location in Gordon in 1930) made Gordon a natural administrative centre for the area.

At the time of its formation, Ku-ring-gai was the largest (in area) Local Government Area in Sydney. The Lane Cove Road was sealed and upgraded to become the Pacific Highway in the early 1920s.

> "*The impact of the Highway became a central concern of the residents of the North Shore. The pioneers of the Federation period were menaced by resumption for realignment along the Highway, literally losing ground from their extensive gardens to its expansion and increasing their exposure to noise and fumes. At Hillview in Turramurra, the front stone wall had to be carefully taken down in 1936 and re-erected many feet closer to the house…. The means for managing the impact of the Highway became more sophisticated than those employed by earlier residents' groups. To protect residential areas from both the Highway and commercial development, Ku-ring-gai Council permitted businesses to be conducted only in specified areas. Most of these were along the Highway, near the railway stations. They did this through Section 309 of the Local Government Act of 1919, which allowed the declaration of Residential Districts.*[4] *From 1921 Ku-ring-gai Council declared areas as small as a single block to be Residential Districts within which no buildings could be used for the purposes of any' trade, industry, manufacture, shop or place of amusement' The exceptions were those mentioned in schedules related to that site. In the Residential Districts along the Lane Cove Road [now Pacific Highway] and streets leading into it, Schedules included greengrocers, tobacconists, hairdressers, banks, chemists and refreshment rooms. The only two hotels permitted in the municipality were also on the Highway. The residue of the Shire outside of these specific Districts was declared to be another Residential District, within which no industry at all could be undertaken. The limitation of non-residential development largely to the transportation corridor preserved other areas purely for housing. As traffic increased this protected the homes from the highway. By 1930, there were 81 Residential Districts in Ku-ring-gai. The commitment to the exclusion of industry may be seen in the Council's involvement in two High Court cases on the matter. In 1928, the Council's prosecution of a boot repairer for operating in a Residential District was overturned, leading to an alteration in the legislation to clarify the operation of Residential Districts. Both the barrister for the appellant and one of the judges argued that it was acceptable to use the legislation to exclude noxious trades but that those which were harmless, noiseless and remote from the public should not be excluded. This was not the opinion of the Council, nor of many citizens. In 1963, the Council won in the High Court, forcing the closure of a reception centre. The largely middle class, public servant and professional population had little concern for local employment. The train, the bridge and private cars permitted breadwinners to travel rapidly into the City, the site of work, and equally efficiently to retreat to the suburban haven in the evening. The tolerated local services enabled the women and their servants to conduct daily housekeeping while larger or specialty items could be sent from the city.*
>
> *The use of Residential District proclamations for suburbs where the highway veered away from the railway station resulted in an almost complete absence of commercial development. A 1918 real estate guide reported 'Warrawee having no shops at all, and Wahronoga [sic] only one very small shop.'[46] In time a local shopping centre did develop at Wahroonga. In Warrawee, the Council was assisted by a local resident with interests in insurance and real estate named Beresford Grant. He prevented the establishment of shops by buying up sites adjacent to the station and having houses built on them. Killara similarly excluded almost all commercial development. As Whitham noted in his 1927 Book of the North Shore, there were not only no big shops in Ku-ring-gai, but also no public buildings to admire and no libraries. There was little of a public nature and little to attract people from other parts of the city. Referring specifically to Wahroonga, he noted that even the streets were winding and uneven providing a sense of enclosure and offering no outward view to the wider city. Pure suburbia was the goal of the community leaders.*
>
> *Despite these efforts, industry, broadly defined, did creep into Ku-ring-gai. As Helen Proudfoot has argued, the building industry thrived in Ku-ring-gai. Residential building continued almost without pause, filling up the initial subdivisions, pressing into the steeper and more remote areas. Large blocks were often made into more than one by battle axing. Controversially, in the past decade,*

[4] Note similar methods were used to achieve similar results in Strathfield

*single family dwellings were replaced with medium density in specific zones. Supporting this were the activities of the Council itself, with its works depot in Gordon and its quarry, garbage incinerator and nightsoil depot in West Pymble. Similarly, education and health care as private enterprises were well established and tolerated…..The sequestering of commerce and industry along the highway emphasised its urban character and its difference from the rest of the municipality."* [5]

The major retail/commercial centres of Ku-ring-gai today are St. Ives and Gordon, with shops at railway stations at Turramurra, Pymble, Lindfield, Roseville and Wahroonga essentially of a neighbourhood character, and Killara and Warrawee being wholly residential.

Between 1940 and 1956 five Sulman prizes for architecture were awarded for residential architecture in Ku-ring-gai. Later Architect-designed houses in Ku-ring-gai were also frequent recipients of the Wilkinson award. Ku-ring-gai has a remarkable repository of mid to late 20th century architect-designed housing which is probably unmatched by any other local government area in Sydney.[6]

The history of Ku-ring-gai has resulted in a distinctive built environment, which includes:

- earlier residential development (late 19th century through to the interwar period) in the vicinity of the major roads and railway stations
- a largely residential character, frequently featuring large houses with large gardens, many architect-designed, many associated with persons of historical interest, which include a scatter of Victorian period houses (usually heritage listed), and large numbers of Federation and Inter-war period houses
- mid to late 20th century subdivisions of larger lots introducing new housing (some of this is also architect-designed and significant), some on battleaxe lots, amongst earlier development. Inversely, some later subdivisions have resulted in earlier houses being on battleaxe lots, with later development on street front lots
- streets often sloping steeply down from the Pacific Highway/railway ridgeline
- significant stands of remnant Blue Gum High Forest trees, within parks and gardens and on streets
- significant gardens associated with residences
- significant avenues of street trees, some resulting from beautification programs organised by resident's organisations in the early 20th century (for example in Ku-ring-gai Avenue, Turramurra).

## 2.2 SOURCES

The heritage values of the Ku-ring-gai draft HCAs have been studied extensively over the past decade. This report has drawn on previous material, particularly:

- Ku-ring-gai Heritage and Neighbourhood Character Study, Godden Mackay Logan & Keys Young, 2000
- Ku-ring-gai Urban Conservation Area Study – Stages 2 & 2a Godden Mackay Logan, 2002
- Ku-ring-gai Urban Conservation Area Study – Stage 3: West Roseville Urban Conservation Area (UCA 4) Godden Mackay Logan, October 2003
- Ku-ring-gai Urban Conservation Areas Study – Stage 4 Godden Mackay Logan, September 2005

Other sources used for this report:

- Historical research undertaken on the study areas by Ku-ring-gai Historical Society members, including articles (both published and unpublished), which are cited throughout this document.
- Subdivision maps and 1928 Water Board block plans for the study areas, accessed with the assistance of the Ku-ring-gai Historical Society
- *Six of the best architects of Ku-ring-gai,* Zeny Edwards, 1998
- *The Architectural Gems of Warrawee*, Zeny Edwards, 2000

[5] p. 82, Cushing

[6] personal communication, John Johnson, Architectural Archivist, State Library of NSW

- *Urban Space in the Suburbs: the Pacific Highway and Sydney's Upper North Shore*, Paper by Nancy Cushing for NSW National Trust Suburbia conference, 2002 www.nsw.nationaltrust.org.au/conservation/files/Suburbia%20Cushing.pdf
- *The Railway Came to Ku-ring-gai: A pictorial history of Ku-ring-gai Municipality 1890-1991,* Kerrin Cook, 1991
- *Under the Canopy: A centenary history of Ku-ring-gai Council,* Pauline Curby & Virginia Macleod, Ku-ring-gai Council, 2006
- *Focus on Ku-ring-gai: The story of Ku-ring-gai's growth and development,* Ku-ring-gai Historical Society Inc., 1996
- Updated *Australian Institute of Architects (NSW Chapter) 20th century buildings of significance register for Ku-ring-gai LGA,* courtesy of Ann Higham AIA (NSW Chapter)

## 2.3 KEY HISTORICAL PERIODS OF DEVELOPMENT FOR KU-RING-GAI HCAS

Three key historical periods of development for Ku-ring-gai HCAs have been identified from historical research, as outlined in Table 3 below.

Note that some listed heritage items and potential heritage items may fall outside these key periods used for analysis of the HCAs.

For example, the Victorian period (pre 1890) has been considered as being largely irrelevant to analysis of these HCAs, as there are so few buildings from this period, and the majority of these appear to be already heritage listed.

New houses have been considered "Neutral" in the context of the potential HCAs, as they are generally consistent with the height and scale of existing housing, and have similar garden settings. Most new housing in these Ku-ring-gai Potential HCAs appear to have been constructed in styles referencing historical styles, the Late 20th Century Australian Nostalgic style (aka pseudo Federation) being common. Many recently constructed houses within the potential HCAs appear to be standard project homes, and are virtually identical to large project homes being constructed in Sydney fringe areas to the north, such as Glenhaven (north of Castle Hill).

Table 3: Key Periods of Development for Ku-ring-gai HCAs

| **Key Period of Development** | **Typical development from the key periods within the Ku-ring-gai North HCAs** |
|---|---|
| 1890s-1910s | Large houses on large sites, often heritage-listed, often architect-designed. Styles: Federation Queen Anne, Federation Arts & Crafts, Federation Bungalow |
| | Modest houses (single storey), usually Federation Queen Anne style |
| 1920s-1930s | Large houses on large sites, often heritage-listed, often architect-designed. Styles: Inter-war Mediterranean, Inter-war Spanish Mission, Inter-war Georgian Revival, Inter-war Free Classical, Inter-war Old English |
| | Modest houses (single storey), Styles: Inter-war California Bungalow, Inter-war Mediterranean, Inter-war Spanish Mission, Inter-war Georgian Revival, Inter-war Free Classical, Inter-war Old English |
| 1940s-1960s | Modest houses (single storey) and large 2 storey houses on large sites<br>Styles: Inter-war Georgian Revival; Inter-war Functionalist, Post-war American Colonial (this style is particularly common); Late 20th Century Sydney Regional<br>Modest 1960s housing, often red texture brick |

# 3.0 ANALYSIS OF POTENTIAL HERITAGE CONSERVATION AREAS

## 3.1 GENERAL OBSERVATIONS

### TOPOGRAPHY

The majority of the 14 potential HCAs examined have gently undulating topography, with the exception of:

- HCA 17: Pymble, the eastern portion of which contains a steep creek gully, Mona Vale Road slopes down towards the south, as does the area generally;
- HCA 18: Avon Road, Pymble, which slopes steeply down to the south from the Pacific Highway, and also contains steep creek gullies;
- HCA 21: Kissing Point Road, which slopes steeply down to the south from the Pacific Highway;
- HCA 26: Mahratta, Wahroonga, which slopes steeply down to the southwest from the Pacific Highway.

Due to constraints of the topography, steeper areas were developed last, and therefore subdivisions in these areas are often in the last key period 1940s-1960s. It should be noted, however, that areas close to railway stations (for example, Church Street, Pymble, in HCA 17) contain houses from the first key period (1890s-1910s).

### SUBDIVISION PATTERN

In general, these 14 HCAs exhibit a diverse subdivision pattern resulting from a process of subdivision and re-subdivision over time. Each HCA retains evidence of the boundaries of early land grants.

The earliest subdivisions created large lots, generally dating from 1890 on (the first key period). In some areas large lots from the earliest subdivisions are still evident, for example in HCA 17, 40 Telegraph Road (Lot 1, DP 2968), is a lot from the earliest subdivision of this area, however such early lots without later subdivision are rare. The first resubdivisions often occurred in the inter-war period (the second key period) in the lead-up to or after the completion of the Sydney Harbour Bridge in 1932, which intensified suburban development: this period of resubdivision is particularly clear in Heydon Avenue, Warrawee (HCA 25). In the final key period 1940s-1960s, resubdivision frequently resulted in battleaxe allotments: these subdivisions frequently left earlier housing either on smaller lots facing the street, with new housing on battleaxe lots to the rear (for example this pattern is common in Ku-ring-gai Avenue, HCA 20); or alternatively with the earlier housing on battleaxe lots at the rear and new housing at the street front (this pattern occurring frequently in Hastings Road, Warrawee (HCA 23)).

Comparison of 1943 aerial and modern satellite views has identified some sites where earlier housing was demolished as a result of subdivision, but this does not appear to be common in many areas. Areas further from railway stations, particularly in HCA 18 and 26, contain some subdivisions developed in the period 1940 – 1960.

### STREETSCAPE, LANDSCAPE AND GARDEN SETTINGS

In the HCAs examined for this Review, the term “Streetscape” overwhelmingly refers to individual houses in garden settings on individual lots.

In the area of HCA 26: Mahratta, Wahroonga, between the Pacific Highway and the railway, some 1940s-1950s Residential Flat Buildings occur, and all HCAs which include sections of the Pacific Highway include modern residential flat buildings (from the 1970s to recent including recently constructed or under construction buildings). Note that some modern duplexes (recently constructed) also occur (for example in HCAs 16 and 27), however this is not a historical pattern of development. Both duplexes and residential flat buildings are not common in any of the HCAs under review.

Lots are usually generous in size, though the sites of larger, older houses from the first key period are often enormous (for example in HCA 23: Warrawee and HCA 27: Wahroonga).

"By the late 1930s Ku-ring-gai was known as a 'favoured' district and an 'ideal residential area' with 'homes planned in spacious grounds'. These 'fine homes' – often architect-designed – were complemented by the district's numerous parks and attractive street planting. While its streetscapes were widely admired, it was the district's natural features and 'high altitude' that still attracted most attention. As had been the case 50 years earlier, Ku-ring-gai's 'mountain air and sunshine' were considered a valuable asset."[7]

The gardens of some houses within the HCAs have been designed by major landscape designers, for example Paul Sorensen's garden design for *Mahratta* (corner of Fox Valley Road and the Pacific Highway, HCA 26).

Tennis courts and swimming pools are occasionally located in front of houses as viewed from the street, and generous gardens often obscure houses from the street.

These streetscapes therefore differ from those of HCAs in inner areas of Sydney due to the often substantial setbacks of houses from the street and generous garden settings.

## STREET TREES, RESERVES AND PARKS

In the HCAs under review there is little formal avenue street tree planting. Exceptions are the brush box street tree planting in Ku-ring-gai Avenue (HCA 20) and the London Plane tree plantings in Burns Road, Wahroonga and at the western end of Water Street, Wahroonga (both in HCA 27). These formal avenues of street trees result largely from the work of the Turramurra and Wahroonga Progress Associations in the late 19th and early 20th century.

Street tree plantings of exotics (e.g. jacarandas and flowering cherry trees – Warrangi Street, HCA 19) and natives (e.g. grevilleas) occur, however these are not formal avenue plantings. Notably, however, mature Blue Gum High Forest trees occur on street verges in many HCAs and create a spectacular forested street setting – for example in Womerah Street (HCA 20), and extensively throughout HCAs 17, 18, 21 and 26. In addition, many forested reserves occur throughout the HCAs including along creek beds in HCA 16 and HCA 17.

Notable parks with more formal landscaping and plantings are Robert Pymble Park (in the already gazetted Town Centre section of HCA 17), The Pymble Soldiers Memorial Park (HCA 17), and Wahroonga Park (HCA 27), the latter two parks being the most formally landscaped parks within the reviewed areas. Wahroonga Park's landscaping was the work of the Wahroonga Progress Association.

## CHANGE WITHIN HCAs

The NSW Lands Department 1943 aerials have been useful in evaluating changes in subdivision pattern since 1943 and also in determining where pre-1943 development remains, particularly on battleaxe lots not visible from the street.

From fieldwork, it is clear that recent planning legislation changes (over the past 5 years in particular) including the introduction of the NSW Housing Code and changes in zonings, have resulted in rapid changes to the existing built environment, as outlined below:

- construction of numerous 5 storey residential flat buildings along the Pacific Highway
- construction of duplexes or multi-unit developments in particular locations: at the eastern end of Pentecost Road, St Ives in HCA 16; in HCA 26 between the Pacific Highway and the railway; and in HCA 27 Wahroonga
- construction of new housing throughout all HCAs. New houses are almost universally 2 storeys and cement rendered. As mentioned earlier, many of these are standard or slightly modified project home designs.
- radical alteration and extension of existing houses, including cement rendering and additional storeys: where these have been underway, it is clear that little of the existing house remains in many of these alterations.
- ubiquitous cement rendering of existing houses, even where the houses remain otherwise unaltered
- construction of large masonry double carports or double garages in front of existing houses, detached usually, but occasionally attached to houses.

[7] p.98, Curby & Mcleod, *Under the Canopy*

Figure 1: Modern house, Lucinda Avenue, Wahroonga

Figure 2: Modern house, Livingstone Avenue, Pymble

Figure 3: Circa 1940s house undergoing radical renovation, Koora Avenue, Wahroonga

Figure 4: Circa 1940s house, Koora Avenue, now cement rendered.

It should be noted that not all change within HCAs is adverse: for example rear additions and subdivision creating rear battleaxe lots generally do not reduce the significance of an area.

In HCAs where considerable replacement of earlier housing has taken place (for example HCA 16), the adverse impact on the significance of the HCA will be greater than in HCAs where new subdivision of former tennis courts and gardens has led to the construction of new houses (common in HCA 20 and 27).

## MAPPING AND ANALYSIS

Base Maps showing the potential HCA study areas, including listed heritage items, are contained in Appendix 1.

Maps of Building Contribution ratings and Intact pre-1943 development for each potential HCA are contained in Appendix 3.

Maps of Proposed HCA boundaries for recommended HCAs are included in Appendix 4 of this report.

## BUILDING CONTRIBUTION RATINGS AND INTACT PRE-1943 DEVELOPMENT

A generous approach has been taken in this study to identification of *Contributory* buildings, as intact, modest 1950s and 1960s buildings were considered *Contributory* for Building Contribution ratings. For this reason, the Building Contribution maps for each potential HCA should be examined in conjunction with the maps of Intact Pre-1943 development for each potential HCA.

# HCA NO. 16 – PENTECOST AVENUE, ST. IVES

## History

The history of the non-indigenous settlement of this part of the LGA commenced in the 1820s by timber getters who cut out vast stands of cedar, mahogany, turpentine, ironbark and blue gum. HCA 16 forms part of the grant of 800 acres officially made to Daniel Dering Mathew in 1838, although the grant dates from 1823. Mathew had come free to the colony in 1812. He pursued multiple professions including engineering, architecture and geology. In 1819 he returned to England to purchase mechanical saw-milling machinery, and in 1823 was granted the 800 acres, which he named Rosedale. In 1824 he established a sawmill and homestead within the grounds of what is now Pymble Golf Course. The major transport route in the area was the track known as Stoney Creek Road, which was originally constructed by Mathew to take timber from his saw mill to Sydney. Access was also in the opposite direction along Pittwater Road to Pittwater. Both roads are now named Mona Vale Road.

Mathew died in 1856 at the age of 71 at Rosedale. In the same year the homestead, sawmill and one hundred acres were purchased by James Terrey. Terrey resided at Rosedale for most of his life. He also owned land to further east, and this area, Terrey Hills, is named after him.

The subdivision in HCA 16 was established in 1925 as the Pymble Golf Links estate (DP13451). The subdivision was undertaken by a company trading as the Pymble Golf Links Estate Ltd, which was formed in 1924 with the intention of acquiring land for subdivision and sale (SMH 12/8/1924). The subdivision, in being located some distance from the railway line, reflects the emergence of the private motor vehicle in the inter war era, the building of trafficable roads, and the undertaking of the harbour bridge crossing (the Sydney Harbour Bridge was completed in 1932).

The allotments backing onto and near the golf course were the most sought after and by the end of the 1930s most of the Pentecost Road frontage had been developed. The southern part of the precinct was very sparsely settled at this time.

The Pymble golf course sited to the north of the residential subdivision, on an area originally known as “Brown’s Orchard”, was officially opened on 20 February 1926 and was known as the Pymble Golf Club. The full 18 holes were officially opened on 31 March 1928, when the membership totalled 625. In October 1932 the Club was amalgamated with the Hunters Hill Golf Club. In 1940 the Members' Lounge Bar was constructed and it was one of the first bars set up by a metropolitan club where members could relax in golfing gear and spikes. In the same year the first dam was built to provide a supplementary water supply for the course. Around 1940, the Club purchased 20 acres of land known as "Britton's Orchard" for the sum of 7000 pounds, and in 1949 Eric Apperly's plan for the new layout of the golf course was adopted and the work completed in 1953. The surplus "Paddock" land was sold to Ku-ring-gai Council for 10000 pounds and most of the land fronting Merrivale Lane was auctioned in 1953, realising about 23000 pounds. The area of the remaining land was a little over 100 acres. Since that time constant course and clubhouse improvement has seen Pymble develop into one of Sydney's most beautiful and challenging courses.[8]

[8] Information from history page of Pymble Golf Club website: www.pymblegolf.com.au/guests/history/index.mhtml

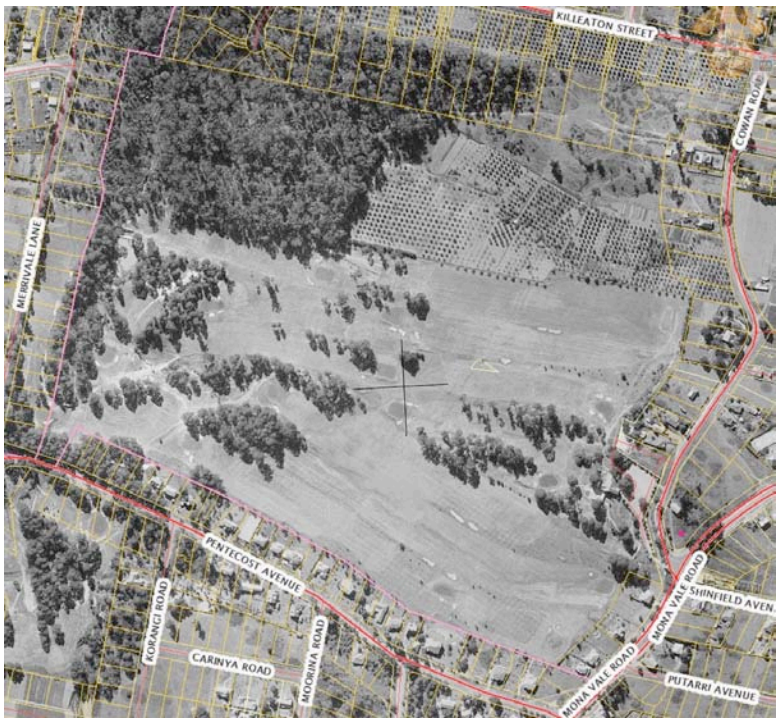



Figure 5: Pymble Golf Course in 1943, Pentecost Avenue along lower edge. Source: NSW Lands Dept Sixviewer

Figure 6: Southern part of HCA 16 in 1943, Pentecost Avenue along upper edge, showing extensive development along Pentecost Avenue at this time. Source: NSW Lands Dept Sixviewer

## Description

Topography and Streetscapes

The north end of HCA 16 is dominated by the Pymble Golf Club, located to the north of houses on the northern side of Pentecost Avenue.

This HCA is relatively flat, with some gently sloping streets. Streets are relatively wide, with wide grassed verges and a variety of street plantings. There are no formal street tree plantings. Some streets such as Boolarong Road and Carinya Road have soft edges.

Figure 7: Pentecost Avenue

Figure 8: Pentecost Avenue

Figure 9: Pentecost Avenue

Figure 10: Mona Vale Road

Figure 11: Fairway Avenue

Figure 12: Carinya Road

Figure 13: Boolarong Road

Figure 14: Boolarong Road

Built Form

Except along Pentecost Avenue, this area was sparsely developed prior to 1943. The eastern end of Pentecost Avenue has been redeveloped in recent years with modern multi-unit residential developments.

These factors mean the area has a minority of intact pre-1943 houses, and those that remain are:

- the heritage-listed group along Mona Vale Road;
- a group along Pentecost Avenue;
- a scatter south of Pentecost Avenue

Figure 15: 128 Mona Vale Road – one of the few houses on Mona Vale Road in this area which is not heritage-listed

Figure 16: 9 Fairway Avenue, an intact 1940s house (post 1943)

Figure 17: 6 Boolarong Road – a 1950s house

Figure 18: 12 Boolarong, a pre-1943 house, blond brick, which appears to be 1930s or 1940s

Figure 19: 27 Boolarong Road - a modern 2 storey house

Figure 20: 9 Boolarong Road, corner Moorina Road – 1940s-1960s house with a large 1st floor addition

Figure 21: 3 Carinya Road – a modern 2 storey house

Figure 22: 7 Carinya Road – a 1940s-1960s house about to be demolished

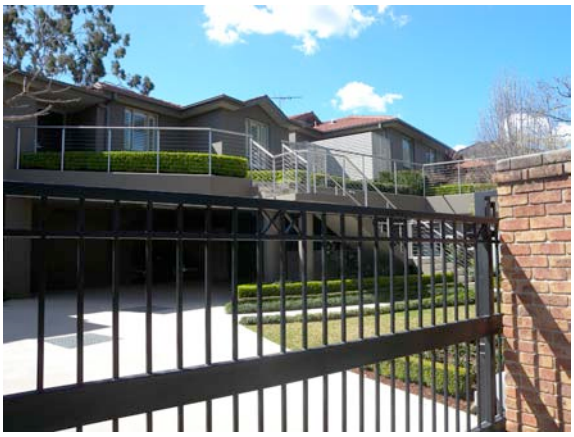


Figure 23: 67B Pentecost Avenue – large modern multi-unit development

Figure 24: 7 Moorina Road – 1940s-1950s 2 storey house

## Discussion of Significance

HCA 16 has a large amount of *neutral* rated development, and a scatter of intact pre-1943 development. The area has been impacted by new development throughout, and with new multi-unit developments in particular at the eastern end of Pentecost Avenue. This potential HCA is therefore not considered sufficiently intact to warrant recommendation as a Heritage Conservation Area, as it does not have consistent streetscapes representing significant historical period layers

It should be noted, however, that there are a number of potential heritage items within the area.

## Recommendation

Potential HCA 16 is not recommended as a Heritage Conservation Area due to the extensive impact of new development throughout the area, and the resulting lack of consistent streetscapes representing significant historical period layers.

## Potential Heritage Items

The following properties within the HCA 16 area are recommended for further investigation as potential heritage items (see Table 4 for further detail):

- 1 Boolarong Road corner Fairway Avenue
- 11 Boolarong Road, corner Moorina Road
- 17 Boolarong Road aka 6-8 Carinya Road
- 8 Boolarong Road

- 10-12 Carinya Road
- 7 Fairway Avenue
- 9 Fairway Avenue

Pentecost Avenue Interwar Houses group:

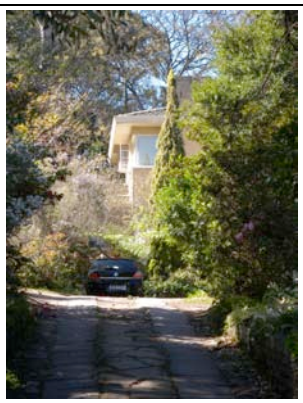
- 41 Pentecost Avenue
- 43 Pentecost Avenue
- 73 Pentecost Avenue
- 75 Pentecost Avenue
- 77 Pentecost Avenue
- 81 Pentecost Avenue
- 87 Pentecost Avenue
- 89 Pentecost Avenue
- 91 Pentecost Avenue
- 56 Pentecost Avenue
- 60-62 Pentecost Avenue, corner of Moorina Rd
- 66 Pentecost Avenue, corner of Moorina Rd
- 68 Pentecost Avenue
- 72 Pentecost Avenue

Table 4: Potential Heritage Items within HCA 16

| Group or building | Notes |
|---|---|
| 1 Boolarong Road, corner Fairway Avenue | |
| | Inter war Old English style house. House on site on 1943 aerial photo. |
| Figure 25: 1 Boolarong Road | |

| 11 Boolarong Road, corner Moorina Road | |
|---|---|
| | An interesting 1960s house, likely architect-designed |
| Figure 26: 11 Boolarong Road | |
| 17 Boolarong Road aka 6-8 Carinya Road, “Wentworth Cottage” | |
| | Inter war Georgian Revival style house. The house is on a site incorporating 4 house blocks with frontages to both Boolarong Road and Carinya Road. Research by members of the Ku-ring-gai Historical Society (personal communication) is that the house was built in 1939 for JW Shand, barrister - BA 568 dated 17 October 1939 for a brick dwelling and garage in Carinya Street, St Ives for JW Shand on lots 12/13 and 6/7. Builder SC Molineaux of Roseville, architect William Ronald Richardson. Note on the side is "thru to Boolarong Road". Address of John Wentworth Shand (1897-1959) from c.1943 was “Wentworth Cottage”, Boolarong Road, St Ives, in 1954 roll given the street number 17. Note JW Shand biography in *Australian Dictionary of Biography online*. |
| Figure 27: 17 Boolarong Road, “Wentworth Cottage” | |

| 8 Boolarong Road |
|---|

| | |
|---|---|
| | Inter war Georgian revival style house, late 1940s (not on 1943 aerial photo) |
| Figure 28: 8 Boolarong Road | |
| 10-12 Carinya Road | Inter war Georgian revival style house. House on site on 1943 aerial photo. Adjacent to 6-8 Carinya Road/17 Boolarong. |
| | |
| Figure 29: 10-12 Carinya Road from Carinya Road | Figure 30: 10-12 Carinya Road detail |
| 7 Fairway Avenue | |
|  | Inter war Functionalist style house with original unpainted brickwork |
| Figure 31: 7 Fairway Avenue | |
| 9 Fairway Avenue | |

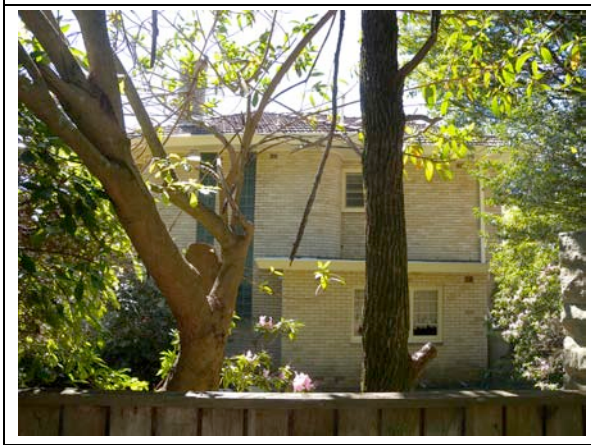
| | |
|---|---|
| | Late 1940s house (not on 1943 aerial photo) |
| Figure 32: 9 Fairway Avenue | |
| Pentecost Avenue Inter war houses group: Nos. 41, 45, 73, 75, 77, 81, 87, 89, 91, 60-62, 66, 68 and 72 Pentecost Avenue | These houses form a significant group of large Inter-war to 1940s houses along Pentecost Avenue |
|  | |
| Figure 33: 41 Pentecost Avenue – Inter war Functionalist style house | Figure 34: 45 Pentecost Avenue – Inter war Functionalist style house |
| | |
| Figure 35: 73 Pentecost Avenue, Inter-war Functionalist style house | Figure 36: 75 Pentecost Avenue, Inter war Georgian Revival style house |

Figure 37: 77 Pentecost Avenue, Inter war Georgian Revival style house

Figure 38: 81 Pentecost Avenue, Post war American Colonial style house (pre-1943)

Figure 39: 87 Pentecost Avenue, Inter war Functionalist style house

Figure 40: 89 Pentecost Avenue, Inter war Georgian Revival style house

Figure 41: 91 Pentecost Avenue, Post war American Colonial style house (pre 1943)

Figure 42: 56 Pentecost Avenue – Inter war Functionalist style house

Figure 43: 60-62 Pentecost Avenue, Corner Moorina Road, late 1940s house

Figure 44: 66 Pentecost Avenue, corner Moorina Road, Inter war Old English style

Figure 45:68 Pentecost Avenue, Inter war Old English style house

Figure 46: 72 Pentecost Avenue, Inter war Georgian Revival style house

# HCA NO. 17 – PYMBLE

## History

Pre-1890

The following history is summarised from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002.

HCA 17 lies within two early land grants, Robert Pymble's 600 acre grant (240ha) of 1823 and Rosedale, DD Mathew's 800 acre grant (320ha) of 1838. These two grants extended from Lane Cove Road (now the Pacific Highway) northwards. Pymble's grant extends to what is now Allara Avenue, North Turramurra, and is bounded by Station Street and Merrivale Road to the east and the alignment of Fairlawn Avenue to the west. Mathew's grant extended to what is now Killeaton Street, St Ives, to the north and was bounded by Station Street and Merrivale Road to the west and Rosedale Road and Park Avenue, Gordon to the east.

The area was used for timber getting up until around 1840. Mona Vale Road was originally divided into two parts which joined at Telegraph Road – the southern part was known as Stoney Creek Road, and the northern part was known as Pittwater Road[9]. These roads were used as D.D. Mathew's access to his sawmill on Cowan Road, St Ives. Telegraph Road marks the main timber getting route through both land grants towards Stoney Creek Road and Pittwater Road. Telegraph Road was originally known as Government Road, and was named to commemorate the construction of the telegraph line from Parramatta to the coast, which ran along a section of the road.

By the 1850s orchards were established in the area, and resulted in subdivision of the early land grants – Robert Pymble's two sons subdivided the area closest to Lane Cove Road after 1856. Robert McIntosh, orchardist, obtained a holding west of Station Street and used land up to Telegraph Road.

An 1881 map shows William McKeown and James McMahon as the major landholders within the area, and shows allotments extending on both sides of Stoney Creek Road (Mona Vale Road). Pre-1880 the area was claimed to have the best orchards in Ku-ring-gai.

The former Pymble Wesleyan Chapel, constructed in 1879 on the corner of Mona Vale Road and Knowlman Avenue is the oldest known remaining building within the area. It is de-consecrated and now the headquarters of The Pymble Players. It was built on land donated by Mr Samuel Smith, a devout Methodist.

The alignment of Merrivale Road marks a track through Pymble's grant. Alma, Station, Church and Fern Streets and Woodlands, Bromely. Knowlman and Narelle Avenues and Riddles Lane all mark allotment boundaries relating to the pre-1890 period.

Post-1890

Subdivisions leading up to 1890 anticipated the completion of the North Shore Railway line in 1890. The first subdivision of McKeown's lands, the *Roseville Estate*, created Roseville Avenue (now Wellesley Road), which extended north from Lane Cove Road to Church Street. A second subdivision created residential lots through to Stoney Creek Road (Mona Vale Road) and from Church Street to a newly defined Hope Street. A later re-offer redefined this subdivision as the *Pymble Heights Estate* in 1892 (see Figure 4 below). It included deep lots extending from Stoney Creek Road through to a laneway (later Orana Avenue). A further re-subdivision of the estate before 1900 created Edward Street and Emily Street – streets which were later joined to become King Edward Street – as well as lots along Grandview Street and Mocatta Street.

An early subdivision to the east of McKeown's land, known as the Hillside Subdivision, created large lots along Fern Street. A re-subdivision of these lots, as part of the Fern Estate, resulted in smaller lots being offered for sale in 1910.

Estates subdivided before 1900 were re-offered for sale until 1910, until most lots were sold. After 1910 some major holdings were further subdivided. Lots were measured from a new Alma Street in 1915-1930. The original Bannockburn Estate was subdivided in 1892 and the Bungalow Estate was offered for sale in 1913. The 1915 Carson Estate north of Church Street established Carson Street.

[9] Information from Ku-ring-gai Historical Society

Waterboard block plans dating from the period 1920s-1930s show development on large lots, with the area to the west and north of Telegraph Road featuring smaller homes on smaller lots.

Robert Pymble Park, used as a recreation area from c. 1900, was officially gazetted as a park in 1921.

Small cul-de-sacs within the area were created from re-subdivision of large holdings. The triangular area bounded by Mona Vale Road, Grandview Street and the rear of lots facing Fern Street, and the creation of Stapleton Place, Heyden Close and Royston Close are examples of later subdivision.

St Swithun's Anglican Church, 2A Telegraph Road, on the corner of Telegraph Road and Merrivale Road, is the only remaining consecrated church in the area – it was constructed in three stages in 1940, 1950 and 1982.

Figure 47: The majority of HCA 17 in 1943 – Telegraph Road along the top, Mona Vale Road right.

Figure 48: The western section of HCA 17 in 1943 – the Reservoir in the bottom left corner, Bungalow Ave to right of Reservoir, Reservoir Road to the left

## Description

Topography and Streetscapes

The HCA 17 area generally slopes down from Telegraph Road to the southeast and has many steeply sloping streets. The area is intersected by a creek line, which runs along the eastern side of Orana Avenue, across Church Street, Wellesley Road and Fern Street and eventually crosses under Mona Vale Road. Robert Pymble Park is located at a low point of the topography, outside the study area. Significant remnant Blue Gum High Forest area is retained along the creek line.

North-south streets such as Alma Avenue and Station Street are particularly steep, with east-west streets such as Telegraph Road, Hope Street, and Church Street being less steep.

Except in Bannockburn Road, Bungalow Avenue and Reservoir Road, most lots are large and some lots are very large.

Figure 49: Grandview Street streetscape

Figure 50: Mona Vale Road streetscape

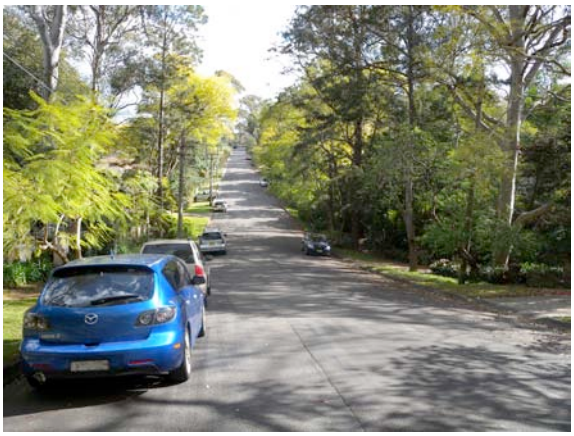


Figure 51: Fern Street streetscape

Figure 52: Wellesley Road streetscape

Figure 53: Mocatta Avenue streetscape

Figure 54: King Edward Street streetscape

Figure 55: Church Street streetscape

Figure 56: Orana Avenue streetscape

Figure 57: Hope Street streetscape

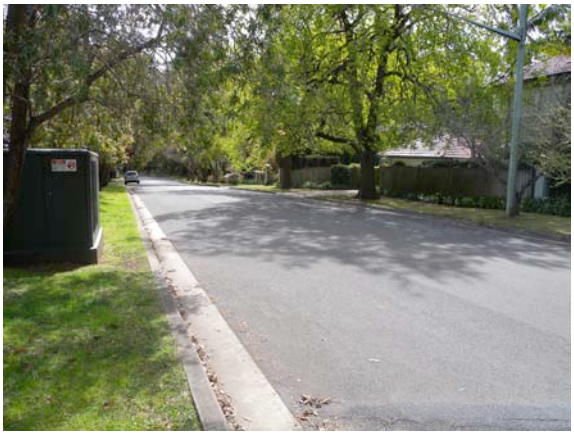


Figure 58: Carson Street streetscape

Figure 59: Telegraph Road streetscape

Figure 60:Station Street streetscape

Figure 61:Coleridge Street streetscape

Figure 62:Merrivale Road streetscape

Figure 63: Graham Avenue streetscape

Figure 64: Bungalow Avenue streetscape

Figure 65: Reservoir Road streetscape

Figure 66: Bannockburn Road streetscape

Built Form

Many of the earlier houses on large lots within HCA 17 are heritage listed, particularly along Telegraph Road, Mona Vale Road, and Church Street. The grand houses in Church Street, from 19 to 33, all heritage listed with one exception (No. 25-27), form a particularly significant group.

In the Merrivale Road, Bannockburn Road, Bungalow Avenue and Reservoir Road area, housing on these smaller lots is more modest, much of it dating from the 1960s or later, particularly in Bannockburn Road. In this area, new 2 storey houses have a greater adverse impact due to the modest nature of the 1960s and earlier housing.

There are a high proportion of sites rated *Neutral* within the area, being either new development or extensively altered pre-1960s housing.

In Bungalow Avenue, Fern Street and the western end of Orana Avenue, there are groups of modest Inter war period houses.

There are four c. 1910 weatherboard cottages on the eastern side at the northern end of Station Street.

It is notable that neither of the two churches within HCA 17 is heritage listed.

Figure 67: 18 Telegraph Road – somewhat altered 1940s (pre 1943) house on a large lot

Figure 68: 48 Telegraph Road – somewhat altered 1940s (pre 1943) house on a large lot

Figure 69: 62 Telegraph Road – early 1940s (pre-1943) house on a large site

Figure 70: 81 Mona Vale Road – Inter war Functionalist (pre-1943) house on a large site.

Figure 71: 19 Fern Street – Inter war California Bungalow, one of a number in this street

Figure 72: 23 Orana Avenue – Inter-war California Bungalow

Figure 73: 19 Bannockburn Road – 1940s house currently undergoing renovation

Figure 74: 4 Bannockburn Road – typical 1960s house in Bannockburn Road

Figure 75: 8 Bannockburn Road – typical modern 2 storey house

Figure 76: 16 Bannockburn Road – modern 2 storey house under construction

Figure 77: 24 Bannockburn Road – 1940s house

Figure 78: 27 Bungalow Avenue – one of the Inter war period houses in Bungalow Avenue

## Discussion of Significance

The area now contains a mix of development ranging from the 1890s through to modern housing. While a significant amount of pre-1943 development remains, this is scattered throughout the area and there are few intact groups of earlier houses remaining.

The north-western end of Church Street, and the southern side of Church Street between King Edward Street and Wellesley Road contains a significant grouping of heritage items and potential heritage items, and forms a logical extension to the gazetted Pymble Heights HCA.

## Recommendation

The area encompassing 19 to 33 Church Street (all properties being heritage items except for No. 25-27 Church Street), 10 and 12 Church Street, 15 Station Street, 26 Wellesley Road and 31 King Edward Street is recommended as an extension to the gazetted Pymble Heights HCA (gazetted as part of the Ku-ring-gai Town Centres LEP).

The remainder of HCA 17 - the majority of the potential HCA - is not recommended as a Heritage Conservation Area due to the extensive impact of new development throughout the area, and the resulting lack of consistent streetscapes representing significant historical period layers.

While the history of the area would be expected to produce mixed streetscapes reflecting the period of development from the 1890s to the 1960s, later unsympathetic alterations to earlier housing combined with new development have resulted in a situation where the area no longer consistently reflects this period of development.

A number of battleaxe lots are recommended for further investigation, and a number of potential heritage items and potential heritage item groups are also recommended for further research.

## Battleaxe lots recommended for viewing

The 1943 NSW Lands Dept. aerial photos have revealed a number of battleaxe lots which have not been viewed but which appear to contain pre-1943 development. It is recommended that these lots are accessed and development viewed to determine whether these sites should be added to the Potential Heritage Items list for further research.

These sites are:

- 46 Telegraph Road
- 56 Telegraph Road
- 39A Station Street
- 22 Station Street
- 24 Station Street
- 7 Hope Street
- 25 Orana Avenue
- 17 Church Street
- 22 Mona Vale Road
- 25 Mona Vale Road/12 Anatol Place (access from Anatol Place)

An additional battleaxe lot which should be viewed within HCA 17 is:

- 67 Telegraph Road - Epstein house designed in 1952 by Dr Henry Epstein (AIA list)

Potential heritage items and heritage item groups

The following groups of potential heritage items in HCA 17 are recommended for further investigation:

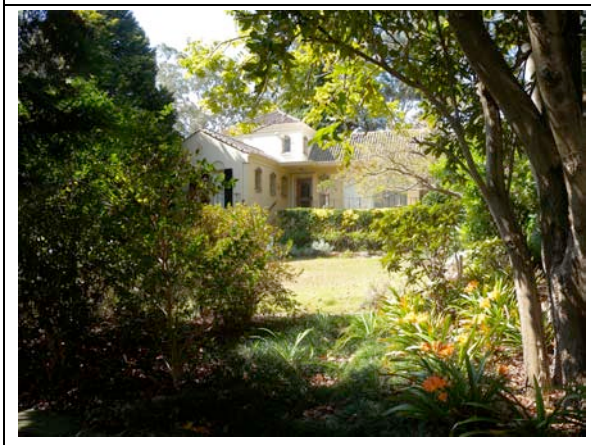
- 2 and 4 Merrivale Road and 2 Telegraph Road – group of 3 Inter War Georgian Revival style houses
- Station Street weatherboard houses group: Nos. 29, 33, 37 and 41 Station Street

The following properties within HCA 17 are recommended for further investigation as potential heritage items:

- 31 Bannockburn Road “Santa Barbara”
- 26 Bannockburn Road, “Bagot House”
- 36 Bannockburn Road
- 22 Bungalow Avenue
- 25-27 Church Street
- 21 Grandview Street
- 33 Grandview Street, corner Wellesley Road, “Rostrevor”
- 31 King Edward Street, corner Church Street, "Batonga"
- 22 Hope Street

- 5 Kywong Avenue
- 55A Mona Vale Road Pymble Chapel Uniting Church
- 59 Mona Vale Road
- 105 Mona Vale Road – Pymble Soldiers Memorial Park.
- 18 and 20 Mona Vale Road – two c. 1900 cottages, No. 18 is brick and No. 20 is weatherboard
- 38 Mona Vale Road
- 84 Mona Vale Road (aka A2 Hope Street), corner Mona Vale Road & Hope Street, “Tralee”
- 102 Mona Vale Road – Canisius College
- 49 Telegraph Road
- 2A Telegraph Road, corner Merrivale Road, St Swithun’s Anglican Church
- 42 Telegraph Road, “Belle Maison”
- 52 Telegraph Road, “Eastbourne”
- 66 Telegraph Road, “Ballinlough”

Table 5: Potential Heritage Items within HCA 17

| Group or building | Notes |
|---|---|
| 31 Bannockburn Road “Santa Barbara” – Inter war Mediterranean style house, post 1943 | “Santa Barbara” – Inter war Mediterranean style house, post 1943 |
|  | |
| Figure 79: “Santa Barbara”, 31 Bannockburn Rd | Figure 80: “Santa Barbara”, 31 Bannockburn Rd |
| 26 Bannockburn Road | “Bagot House” – 1953 house designed by EM Bagot, architect of Merewether & Bagot (information from Institute of Architects) |
| | |
| Figure 81: “Bagot House”, 26 Bannockburn Rd | Figure 82: “Bagot House”, 26 Bannockburn Rd |

| | |
|---|---|
| 36 Bannockburn Road | Outside HCA 17 – 1980s house, believed to have been designed by architect Lindsay Little |

Figure 83: 36 Bannockburn Rd

| | |
|---|---|
| 22 Bungalow Avenue | Federation Queen Anne style house with frontage to Reservoir Road – possibly historically associated with Pymble Reservoir |

Figure 84: 22 Bungalow Avenue, taken from Reservoir Road

| | |
|---|---|
| 25-27 Church Street | Inter-war Georgian Revival style house (note: this is within the recommended extension to the Pymble Heights HCA) |

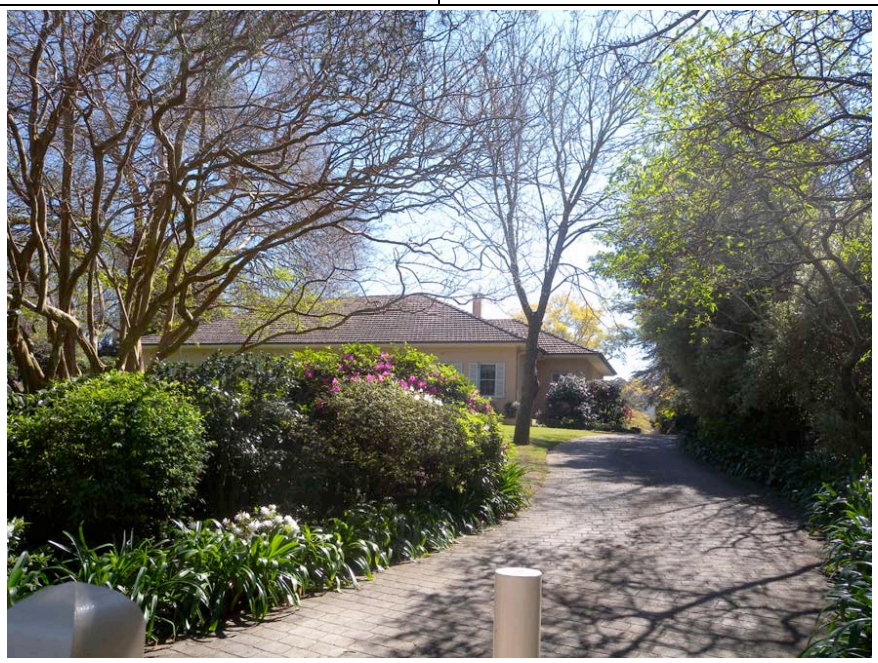


Figure 85: 25-27 Church Street

| | |
|---|---|
| 21 Grandview Street | Previously identified as a potential heritage item, late 1930s - early 1940s house |

Figure 86: 21 Grandview Street

| | |
|---|---|
| 33 Grandview Street, corner Wellesley Road | “Rostrevor” – c. 1900 slate roofed Federation Queen Anne style house |
| | |
| Figure 87: 33 Grandview Street | Figure 88: 33 Grandview Street |
| 31 King Edward Street, corner Church Street | "Batonga" - Federation Queen Anne style house previously identified as a potential heritage item, and is also within the recommended extension to the Pymble Heights HCA |
| | |
| Figure 89: “Batonga”, 31 King Edward Street (corner Church St) | |

| | |
|---|---|
| 22 Hope Street | Dr Henry Epstein house designed in 1954 by Dr. Henry Epstein |

Figure 90: Dr Henry Epstein House, 22 Hope Street

| | |
|---|---|
| 5 Kywong Avenue | 1970s house, likely to be architect-designed |

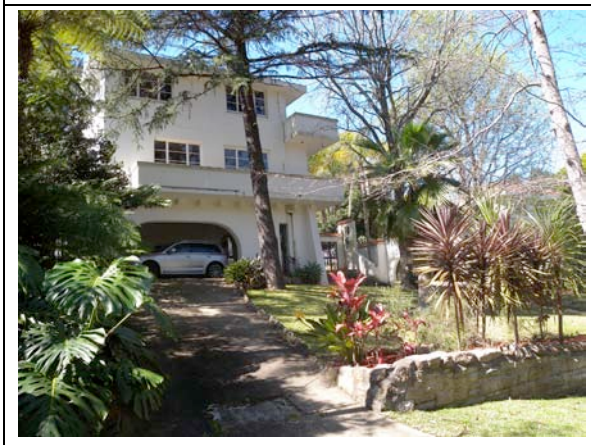


Figure 91: 5 Kywong Avenue

Figure 92: 5 Kywong Avenue, garage to right

Figure 93: 2 Merrivale Road

55A Mona Vale Road

Figure 94: 4 Merrivale Road,

Pymble Chapel Uniting Church (1879 former Wesleyan chapel)

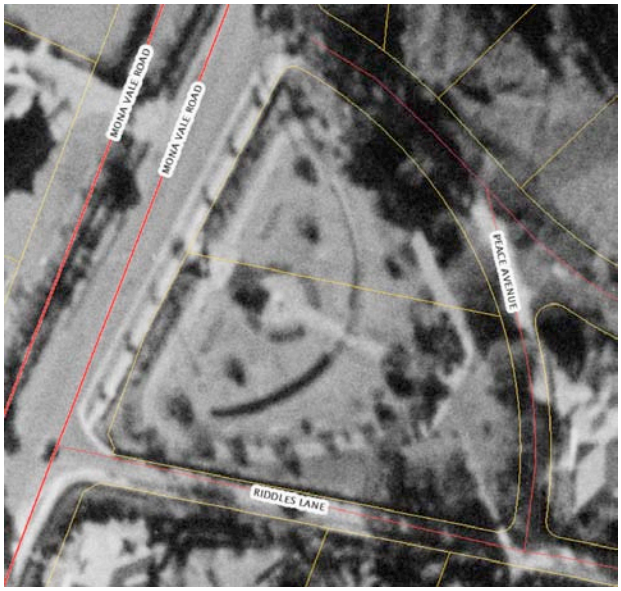
Figure 95: Pymble Chapel Uniting Church, 55A Mona Vale Road

59 Mona Vale Road

Figure 96: Pymble Chapel Uniting Church, 55A Mona Vale Road

1920s house, 2 storeys, possibly architect-designed

Figure 97: 59 Mona Vale Road

| | |
|---|---|
| 105 Mona Vale Road – Pymble Soldiers Memorial Park, frontages to Riddles Lane and Peace Avenue | Formal Inter war period layout, views to the city. Historical and social significance as a war memorial park. |
| | |
| Figure 98: Gateway to Pymble Soldiers Memorial Park | Figure 99: Drinking fountain, pergola and sundial, Pymble Soldiers Memorial Park |
| |  |
| Figure 100: Pymble Soldiers Memorial Park layout today (Source: NSW Lands Dept Sixviewer aerial photo) | Figure 101: Pymble Soldiers Memorial Park layout 1943 (Source: NSW Lands Dept Sixviewer aerial photo) |

| | |
|---|---|
| 18 and 20 Mona Vale Road | Two c. 1900 cottages, No. 18 is brick and No. 20 is weatherboard |

Figure 102: 18 Mona Vale Road – brick c. 1900 cottage

| | |
|---|---|
| 38 Mona Vale Road | Circa 1900 weatherboard cottage |

Figure 103: 38 Mona Vale Road

| | |
|---|---|
| 84 Mona Vale Road (aka A2 Hope Street), corner Mona Vale Road & Hope Street | "Tralee", designed by William Rae Laurie, architect of Laurie & Heath (information from Institute of Architects) |

Figure 104: 84 Mona Vale Road

| | |
|---|---|
| 102 Mona Vale Road | (just outside area boundary) – Canisius College – pre 1943 college buildings |

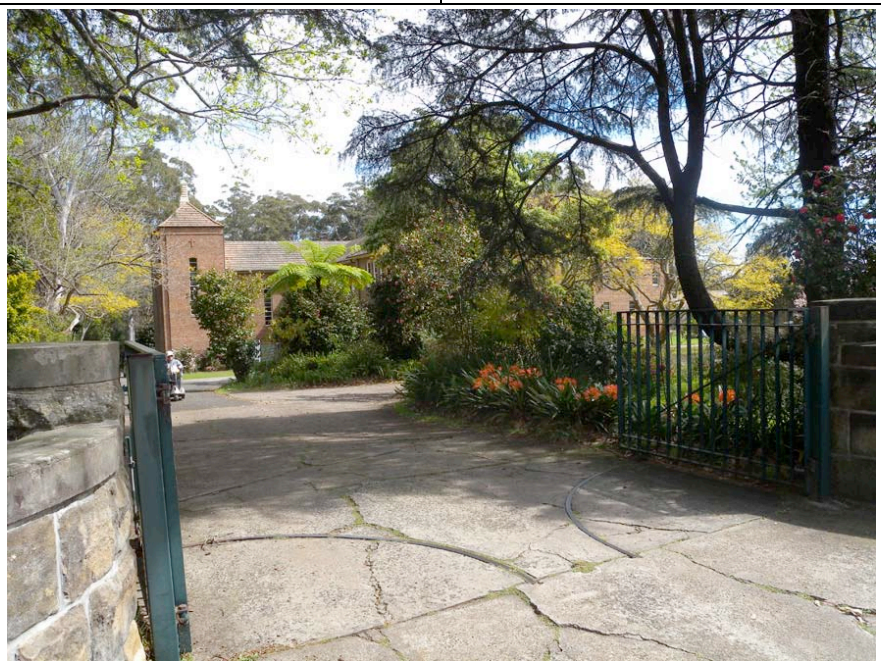


Figure 105: Canisius College

| 29 Station Street | 33 Station Street |
|---|---|
| | |
| Figure 106: 29 Station Street – one of the Station St weatherboard houses group | Figure 107: 33 Station Street - one of the Station St weatherboard houses group |
| 37 Station Street | 41 Station Street |
| | |
| Figure 108: 37 Station Street - one of the Station St weatherboard houses group | Figure 109: 41 Station Street - one of the Station St weatherboard houses group |

| | |
|---|---|
| 49 Telegraph Road | |
| | Inter war Georgian Revival style house, pre-1943 |
| Figure 110: 49 Telegraph Road | |
| 2A Telegraph Road, corner Merrivale Road, | St Swithun's Anglican Church developed in 3 stages 1940, 1950 and 1982. 1946 design by architect N.D. McPherson, "a resident of nearby Selwyn Street, who explained that the design was intended to be reminiscent of Durham Cathedral with a certain freshness introduced into the detail. (Information from Ku-ring-gai Historical Society & the Aust. Institute of Architects) |
| | |
| Figure 111: St Swithun's, 2A Telegraph Road (from Merrivale Road) | Figure 112: St Swithun's, 2A Telegraph Road (from Telegraph Road) |

| | |
|---|---|
| 42 Telegraph Road, "Belle Maison" – Inter-war period mansion | 52 Telegraph Road, *Eastbourne* – Federation Queen Anne style house c. 1897 (shown as occupied in Sand's Directory in 1898)[10] |
| | |
| Figure 113: 42 Telegraph Road, "*Belle Maison*" | Figure 114: 52 Telegraph Road |
| 66 Telegraph Road | |
| | *Ballinlough*– Inter-war Georgian Revival style house, pre-1943 |
| Figure 115: 66 Telegraph Road | |

[10] Sand's Directory research from Jennifer Harvey, Ku-ring-gai Historical Society

## 3.4 HCA 18 - AVON ROAD, PYMBLE

History

The following history is summarised from the article *Richard Wall's grant of 60 acres* by Jennifer Harvey, published in *The Historian, Official Journal of the Ku-ring-gai Historical Society Inc*. Vol. 38, No. 1, October 2009; and from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002.

Pre-1890

HCA 18 includes: Richard Wall's 60 acre (24ha) grant of 1821, which was located on the western side of the Pacific Highway north of William Lysett's grant; southern end of Lysett's grant (Orinoco St); William Wright's grant (Avon Rd); Archibald McColl's grant (Beechworth Rd); and a small part of L.Gordon's grant (Golfers Parade).

The area was used for timber extraction until about 1840, and by the 1850s orchards were established in the area, producing a large variety of fruits for the Sydney markets, and resulting in subdivision of the earlier grants.

Richard Wall conveyed his 60 acre grant to William Parkes in 1824; Parkes conveyed the land to John Foreman Staff and Daniel Roberts on 17 June 1829; Roberts conveyed his share to John Foreman Staff on 29 June 1829. In February 1830, John Foreman Staff conveyed the land to John Buckingham; John Buckingham conveyed the land to Charles Buckingham (1803-1868) an emancipist, originally a shoemaker's boy transported at the age of 14 for stealing a handkerchief, and granted an "extended conditional pardon" in 1849. Charles Buckingham died in 1868 and left his land in Pymble to be divided into equal shares and apportioned to his two sons Henry and James Charles. On 13 and 14 August 1884 the brothers Henry and James Buckingham were conveyed the land at Pymble they had inherited. On 12 February 1885 Henry Buckingham of Hunters Hill, settler, sold his land to A.F. Dutton. The same day James Charles Buckingham of Redfern, carpenter, conveyed his land to A.F. Dutton of Guyra near Armidale. Dutton's holdings were to become the *Pymble Station Estate*. On June 1885, within a few months of purchasing the grant from the Buckingham brothers, Archibald Francis Dutton applied to bring his property, containing 49 acres under the Real Property Act as Primary Application No. 6413. In the PA, he stated that Thomas Watson -who was a well-known local identity who drove the coach running from Pymble to North Sydney - was the tenant. Dutton was issued the Certificate of Title on 21 July 1886. In July 1888 the railways resumed a small triangle of Dutton's land on Lane Cove Road (now the Pacific Highway).

Post-1890

Further subdivision occurred following the completion of the North Shore railway line in 1890. In November 1893 the Scottish Australian Investment Company Ltd purchased the remainder of Dutton's land. This was subdivided as the *Pymble Station Estate* and advertised for sale in 1893, 1895, 1904 and 1910. The estate contained 5/6ths of Richard Wall's original 60-acre grant and a small portion of Thomas Jenkins' 20-acre grant. The land was divided into 47 lots of one acre residential blocks on either side of Pymble Avenue and 12 smaller lots fronting Lane Cove Road (Pacific Highway), between Livingstone Avenue and Avon Road, with a 20 foot lane at the rear of some of the commercial lots. The *Pymble Station Estate* did not sell well, with only ten lots of 47 purchased from the Estate by 1907. *Grey House* at 59 Pymble Avenue was constructed c. 1916, however the key development period for this area was the 1920s-1940s. The adjacent *Druitt's Estate* later subdivided as the *Railway Station Estate* on part of the northern side of Pymble Avenue was developed in the same period. Land originally granted to William Lysett, close to the railway station, was further subdivided and offered for sale in 1906, resulting in the creation of Orinoco Street. Before 1900, Richard Porter's lands were subdivided as part of the Avon Estate. TR Porter's Estate and WJ Porter's Estate were located on either side of the newly formed Avon Road extending as far as present-day boundary of the Avondale Golf Course. Subdivision of the area expanded before 1915 with the offer of lots at the south end of Avon Road and in Lonsdale Avenue and Arilla Street as the *Avondale Estate* between 1915 and 1920. Development within Archibald McColl's grant was dominated by Beechworth Road, which cut the holding in two. Subdivision of Cornwall's land as the Cornwell Estate also occurred before 1900. Development of the Kimbarra Estate in the 1910s resulted in lots being formed along Kimbarra Road and Myoora Street.

Presbyterian Ladies' College (now Pymble Ladies' College) was established in the area in 1916, and the Avondale Golf Club was formed in 1926, "by a group of leading businessmen who wanted to establish a private club for themselves and their families. They purchased over 200 acres of rugged bushland in Pymble adjoining Presbyterian Ladies College, which the same men were instrumental in founding. Along with other holdings, a parcel of land was purchased from the college, and to this day there is an

allocation of seven membership places available to the school."[11] It is believed that the early landscaping of the golf course was to a design by renowned landscape designer Edna Walling.[12]

However, development of the area was slow, and up until the 1930s Pymble Avenue remained a narrow road without kerbing or guttering with only a scatter of houses. Waterboard plans from the mid 1930s show development along both Pymble Avenue and Livingstone Avenue, with large houses on large elongated blocks, many set well back from the street. These blocks were further subdivided over the following years resulting in creation of battleaxe allotments fronting onto both of these streets. At the south end of Pymble Avenue, a major tract of land was subdivided between 1925 and 1930, resulting in the creation of Golfers Parade with relatively small residential lots. Much of the housing within the area, however, was not constructed until after World War II.

Further subdivision occurred after 1925 and the 1930s resulting in the creation of Ashmore Avenue and Lawley Crescent.

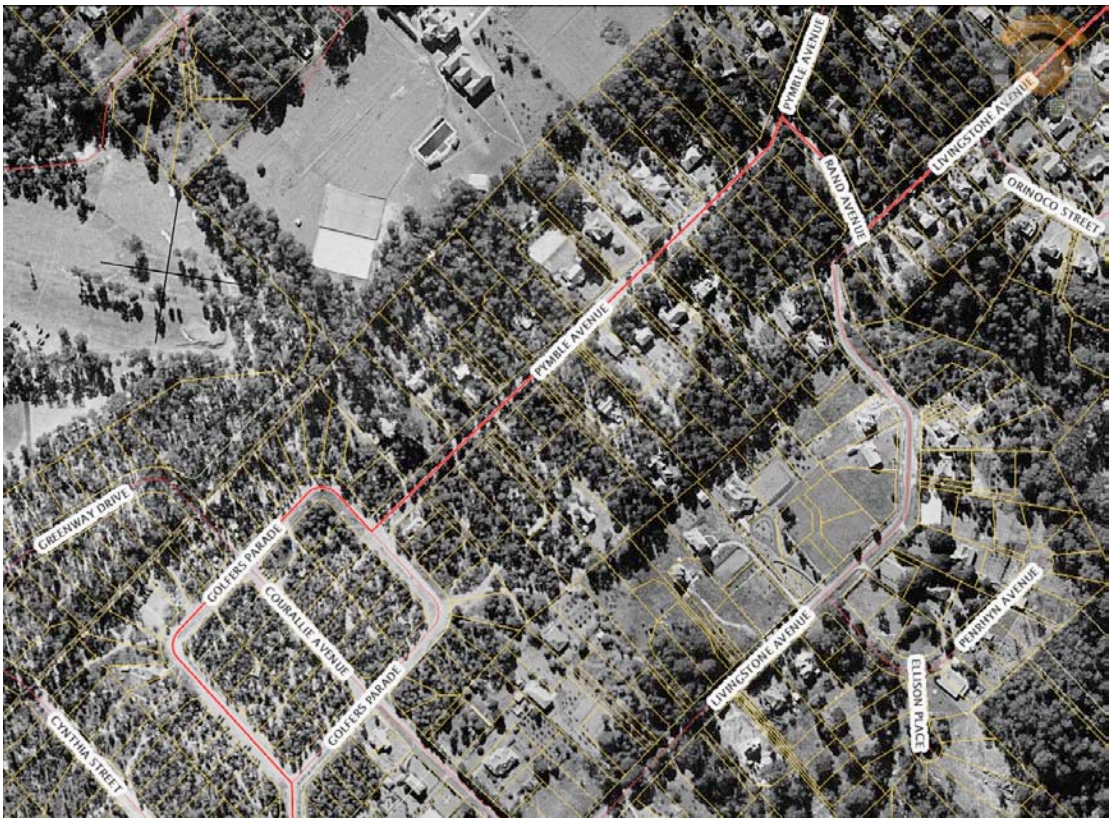



Figure 116: The south-eastern end of HCA 18 in 1943, showing little development except for a cluster in Pymble Avenue and a scatter along Livingstone Avenue, more development at the northern end

[11] Information from www.avondalegolfclub.com.au/guests/club/history.mhtml

[12] Information from Ku-ring-gai Historical Society

Figure 117: The north-eastern section of HCA 18 in 1943 – note cluster of housing at southern end of Orinoco Street, and around the corner into Livingstone Avenue, also cluster of housing in Pymble Avenue.

Figure 118: North-western section of HCA 18 in 1943, with housing clusters towards the northern end

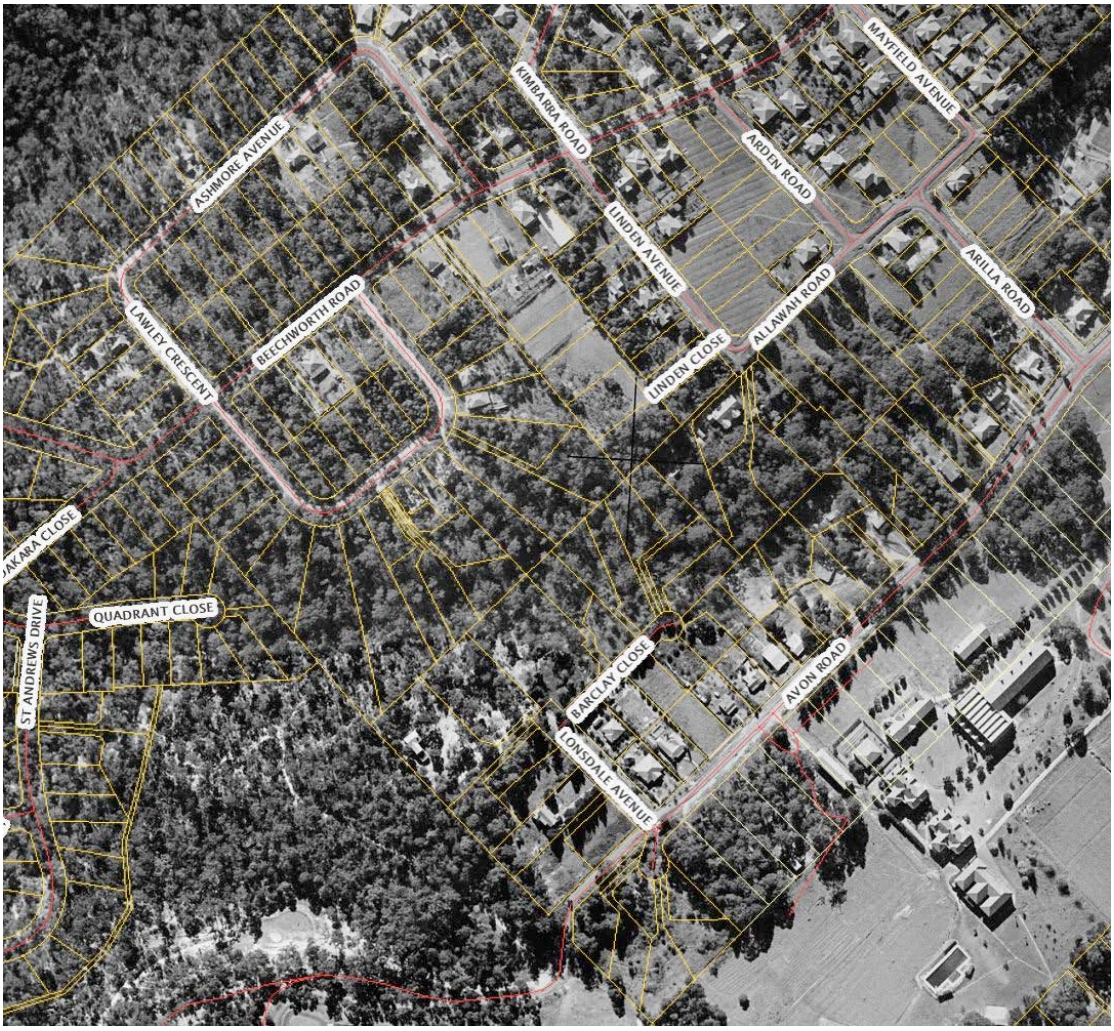



Figure 119: The south-western section of HCA 18 in 1943, showing very little development at the southern end

## Description

Topography and streetscapes

HCA 18 is bounded by Sheldon Forest to the northwest, the Avondale Golf Course to the southwest, the Pymble Town Centre boundary including the Pymble Ladies College site to the north and northeast, and a line through lot boundaries and along part of Livingstone Road and Courallie Avenue to the southeast and south. The area is in bisected by Pymble Ladies College. From both the north and south, vehicular access is available via Beechworth Road into the western section of the area, and via Livingstone Avenue into the eastern section of the area.

The area slopes steeply down from the Pacific Highway, with north-south streets – Beechworth Road, Avon Road, Pymble Avenue and Livingstone Avenue being particularly steep. A creek line runs through the area, and is particularly evident in front gardens with driveway bridges crossing the creek line in Livingstone Avenue. The area is heavily vegetated, with remnant Blue Gum High Forest surrounding houses and along street verges.

Figure 120: Courallie Avenue streetscape

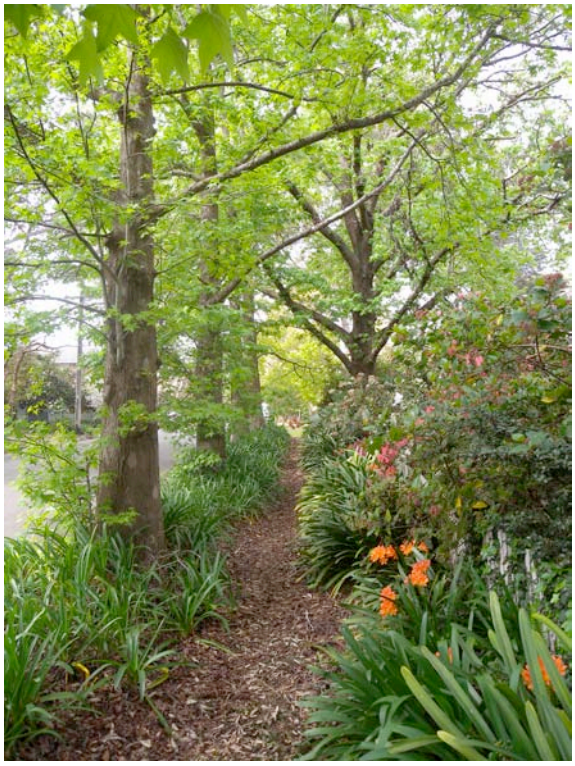


Figure 121: Courallie Avenue Street verge

Figure 122: Golfers Parade streetscape

Figure 123: Pymble Avenue streetscape with impressive Blue Gum High Forest trees within street verge

Figure 124: Rand Avenue streetscape

Figure 125: Livingstone Avenue streetscape

Figure 126: Orinoco Street streetscape

Figure 127: Avon Road streetscape (looking south, Pymble Ladies College to left)

Figure 128: Avon Close streetscape

Figure 129: Lonsdale Avenue streetscape

Figure 130: Barclay Close streetscape

Figure 131: Arilla Road streetscape

Figure 132: Allawah Road streetscape

Figure 133: Linden Avenue streetscape

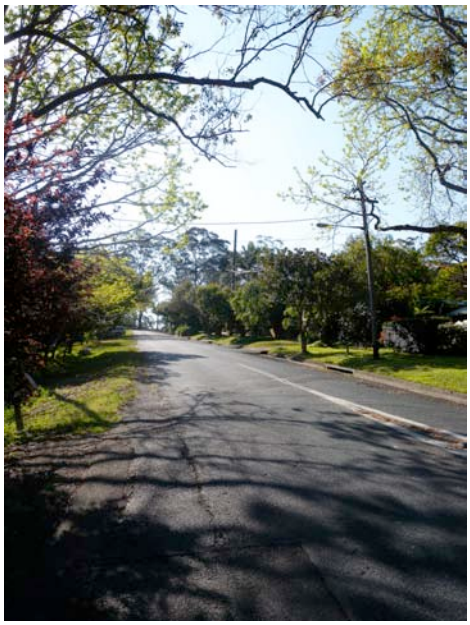


Figure 134:Arden Road streetscape

Figure 135: Mayfield Avenue streetscape

Figure 136:Lawley Crescent streetscape

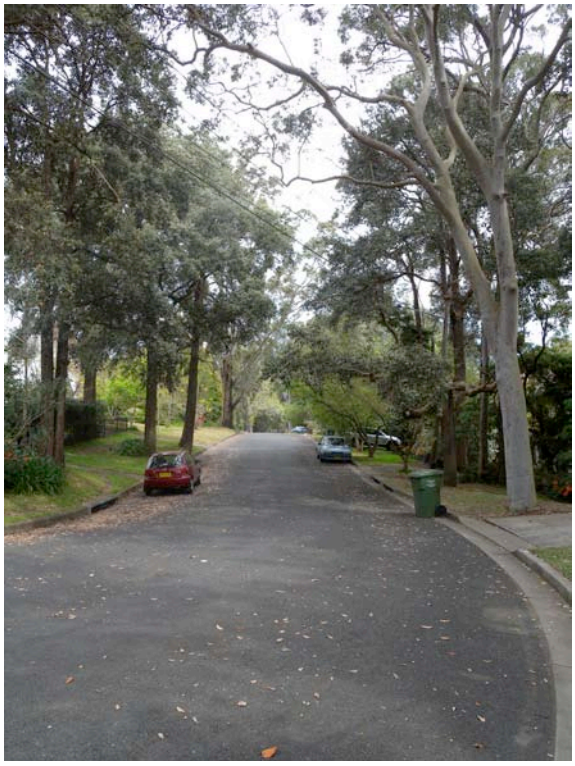


Figure 137:Ashmore Avenue streetscape

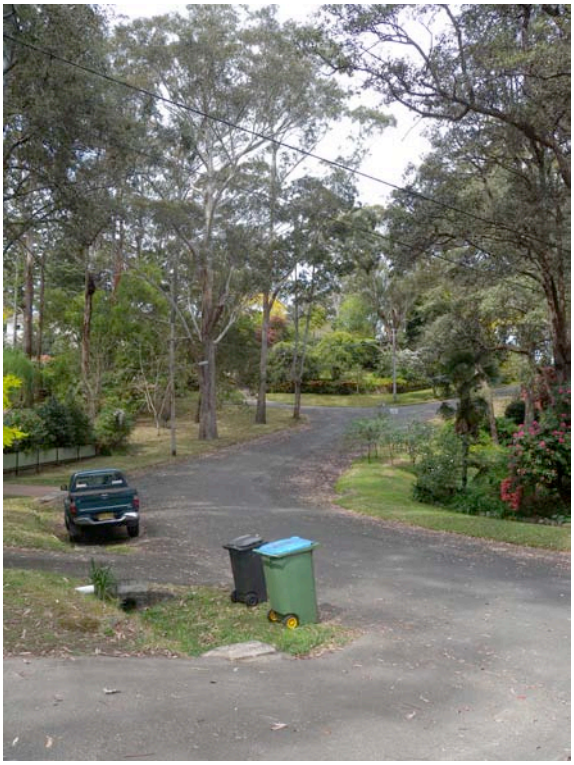


Figure 138: Kimbarra Road streetscape

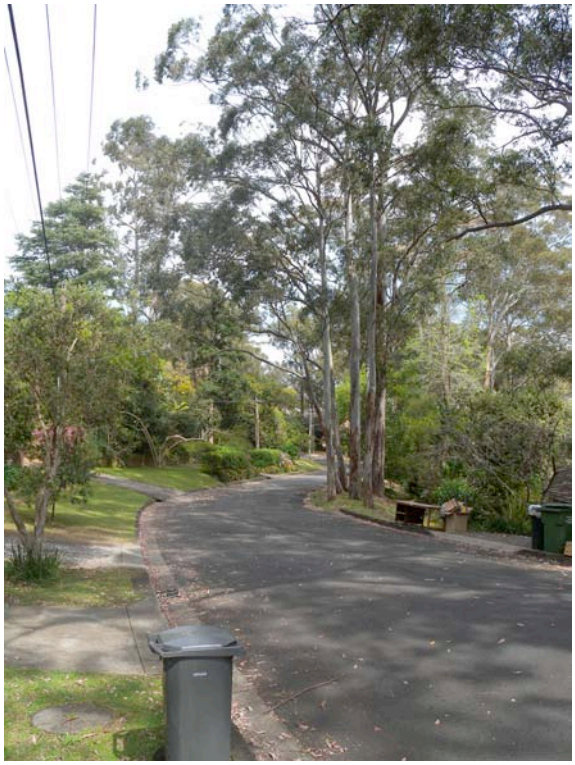


Figure 139: Myoora Street streetscape

Figure 140: Beechworth Road streetscape from the northern end looking south

Built Form

Houses are generally on large lots (with some exceptions, as outlined above), and set within generous gardens. As can be seen from the 1943 aerial photos above, pre-1943 development was scattered, and much of the housing development in the area, particularly towards the southern end, is later. Around Golfers Parade, Lawley Crescent, Ashmore Avenue, Kimbarra Road and Myoora Street housing is 1960s or later. Additionally, modern housing built from the 1980s and more recently occurs throughout the area, and there are several large sites currently undergoing redevelopment for additional housing (2 in Pymble Avenue, and another in Lonsdale Avenue). There are several intact Inter-war California Bungalows in Mayfield Avenue, and a cluster of pre-1943 houses in Pymble Avenue and at the southern end of Orinoco Street, extending around the corner into Livingstone Avenue.

Figure 141: 15 Golfers Parade – typical 1960s house

Figure 142: 82 and 84 Golfers Parade – recent new houses

Figure 143: 81 Pymble Avenue – deceptive modern house carefully designed and detailed to reference historic styles, including slate roofing

Figure 144: 27 Orinoco Street – Inter-war Georgian Revival style house (pre 1943)

Figure 145: 36 Livingstone Road (near Orinoco Street) - a pre-1943 Inter-war Functionalist style house

Figure 146: 56 Pymble Avenue – one of the cluster of pre-1943 houses in Pymble Avenue

Figure 147: 51 Pymble Avenue – pre 1943 house

Figure 148: 55 Pymble Avenue – pre 1943 house

Figure 149: 8 Lonsdale Avenue – modern pseudo Federation style house

Figure 150: Development site in Lonsdale Avenue

Figure 151: New housing development at 82 Pymble Avenue

Figure 152: 4 Mayfield Avenue – modern house

Figure 153: 1 Mayfield Avenue – Inter-war California Bungalow

Figure 154: 16 Kimbarra Avenue – modern house

## Discussion of Significance

The area now contains a mix of housing development largely ranging from the 1920s through to modern housing. Pre-1943 development is scattered about the northern section of the HCA. Fine examples of earlier housing such as *Macquarie Cottage* at 11 Avon Road (designed by William Hardy Wilson in 1919) and the Federation period house at 9 Beechworth Road, are generally heritage listed.

The most significant development period for this area is the Inter-war period, and a number of fine examples of Inter-war styles remain, some already heritage listed: the only clusters of intact Inter-war housing within the area occur in Orinoco Street, extending around the corner into Livingstone Road, and in Pymble Avenue (Nos. 37 to 77B on the west side, and 56 to 72 on the east side).

## Recommendation

Two areas within HCA 18 are recommended as Heritage Conservation Areas:

- an extension of the already gazetted Orinoco Street HCA to encompass Nos. 23-33 Orinoco Street and extending around the corner into Livingstone Road to encompass Nos. 32-38 Livingstone Road. This area contains all pre-1943 housing in a number of Inter-war period styles including Inter-war Georgian Revival and Inter-war Functionalist, the only modern house within the area being No. 31 Orinoco Street (which is built on a site which was vacant in 1943).
- a Pymble Avenue HCA encompassing houses from No. 37 to 61 Pymble Avenue on the western side, and Nos. 56 to 72 on the eastern side (excluding battleaxe sites except for Nos. 70 and 72, which were developed prior to 1943).

A number of potential heritage items are also recommended within HCA 18.

## Statement of Significance for Orinoco Avenue HCA

Orinoco Street is significant historically and aesthetically as a highly intact portion of the 1894 Hamilton Estate subdivision and for its collection of Peddle Thorp designed bungalows and housing in a variety of Inter-war period styles. The Heritage Conservation Area boundary also encompasses 16 Livingstone Avenue, a house designed 1956-57 by architects Morrow & Gordon for Grace Irene Gordon, wife of Percy J. Gordon architect, principal of the firm at the time, as his family residence. The area is considered rare for its concentration of housing designed by a single architectural firm (Peddle Thorp later Peddle Thorp & Walker) between 1913 and 1930, and for its intact Inter-war period housing including fine examples of the Inter-war Georgian Revival and Inter-war Functionalist styles.

## Statement of Significance for Pymble Avenue HCA

Pymble Avenue HCA is significant historically as a portion of the Pymble Station Estate of 1894, developed in the Inter-war period and also subject to later subdivision, creating a distinctive pattern of large lots fronting Pymble Avenue, many with battleaxe allotments to the rear. The area encompasses a fine group of Inter-war period housing from the 1930s and early 1940s including two listed heritage

items, 41 and 59 Pymble Avenue. “Elderslie” at 41 Pymble Avenue was built in 1939 to a design by architects Peddle Thorp & Walker[13], and other housing of this period within the area include similar design features. Housing in this HCA includes fine examples of Inter-war Functionalist, Inter-war Mediterranean and Inter-war California Bungalow styles.

## Battleaxe Lots recommended for viewing

The following battleaxe lots within HCA 18 are recommended for viewing as Lands Dept. 1943 aerial photos indicate the possible presence of pre-1943 housing development:

- 8A Lonsdale Avenue
- 77 Pymble Avenue – believed to be the site of a house designed in 1971 by Russell Jack of architectural firm Allen Jack and Cottier
- 79 Pymble Avenue
- 70 Pymble Avenue
- 72 Pymble Avenue

## Potential Heritage Items

The following properties within HCA 18 are recommended for further investigation as potential heritage items (see Table 6 for details):

- 6 Arden Road
- 57 Avon Road
- 67 Avon Road
- 27 Beechworth Road
- 7 Kimbarra Road
- 9 Kimbarra Road
- 12 Kimbarra Road
- 56 Livingstone Avenue
- 51 Pymble Avenue
- 61 Pymble Avenue
- 77B Pymble Avenue

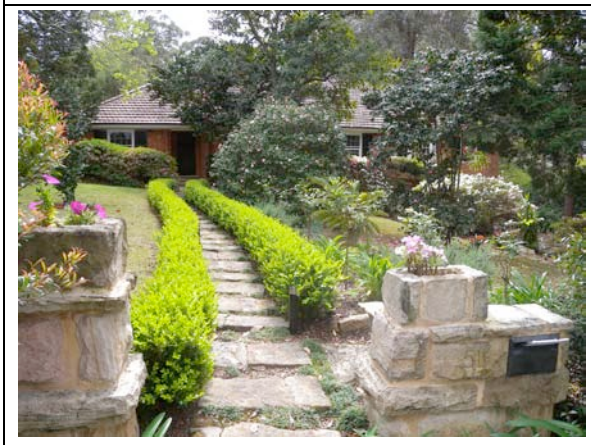
[13] Reference Sydney Morning Herald Tuesday 15 August 1939, page 6 Building and Construction article

Table 6: Potential heritage items in HCA 18

| Group or building | Notes |
|---|---|
| 6 Arden Road | House designed in 1949 by architect Sydney Ancher |
| | |
| Figure 155 :6 Arden Road | |
| 57 Avon Road | |
| | Weatherboard Inter-war California bungalow |
| Figure 156: 57 Avon Road | |

| | |
|---|---|
| 67 Avon Road | |
| | "Avonleigh" – Inter-war Georgian Revival style house |
| Figure 157: 67 Avon Road | |
| 27 Beechworth Road | |
| | 1940s Inter War Old English style house |
| Figure 158: 27 Beechworth Road | |
| 7 Kimbarra Road | |
| | 1940s Inter-war Functionalist style house |
| Figure 159: 7 Kimbarra Road | |
| 9 Kimbarra Road | |

| | |
|---|---|
| | “Sunningdale” – 1930s Inter-war Old English style house |
| Figure 160: 9 Kimbarra Road | |
| 12 Kimbarra Road | |
| | 1940s Inter-war Old English style house |
| Figure 161:12 Kimbarra Road | |
| 56 Livingstone Avenue | |
| | Weatherboard house, c. 1900 or earlier |
| Figure 162: 56 Livingstone Avenue | |

| | |
|---|---|
| 51 Pymble Avenue | |
|  | “Cottswold” 1940s bungalow |
| Figure 163: 51 Pymble Avenue | |
| 61 Pymble Avenue | |
| | “Hilltop” – Inter-war Mediterranean style house |
| Figure 164: 61 Pymble Avenue | |
| 77B Pymble Avenue | |
| | Inter-war Functionalist style house |
| Figure 165: 77B Pymble Avenue | |

## 3.5 HCA 19 – BOBBIN HEAD ROAD, PYMBLE

### History

The history of the non-indigenous settlement of this part of the LGA commenced in the 1820s with the timber getters who cut out vast stands of cedar, mahogany, turpentine, ironbark and blue gum. HCA 19 forms part of the grant of 600 acres made to Robert Pymble in 1823. Pymble was a free settler who arrived in the colony in 1821. While timber getters such as William Fowler were cutting out the timber on Pymble's grant in the mid 1820s, Pymble resided on his grant and was one of the earliest orchardist in the area. The western boundary of Pymble's grant is the alignment of Fairlawn Street. Pymble died in 1861, but prior to his death parts of the grant were subdivided by his sons into small land holdings.

HCA 19 in its frontage to Warrangi Street comprises Henry Whittingham's farm, which was offered for sale in 1871 in eleven lots inclusive of his homestead and a citrus orchard of eighteen acres (SMH 11/11/1871). This land was purchased by John Frederick Jones in 1872. Subsequently, the land was re-subdivided for residential use in 1894 as the eastern fringe of the Allowah estate (Deposited Plan 3218) that also took in Ku-ring-gai Avenue. These allotments were generally about one acre in area. This contrasts with the allotments fronting Bobbin Head Road that were subdivided in the last half of the 1870s into farmlets. The western side of the road was subdivided in 1875 (DP 176) into allotments of between one and five acres. The owner, George Bley, had acquired the land from James Pymble in 1858. The eastern side of the road was subdivided in 1880 (DP735) into allotments of between one and five acres. This parcel of the Pymble grant had been sold by the Pymble family in 1856. The subdivision pattern seen today represents piecemeal re-subdivisions by multiple landowners. The oldest of these subdivisions that remains partially intact is the North View Heights estate (DP8511) located south of Berrilee Street subdivided by Arthur Rickard in 1914.

Entries in the Sands Directory indicate by around 1910 the east side of Bobbin Head Road represented a mixture of small scale orchardists and fruit growers, and the west side was residential.

By around 1930 the east side also was principally residential intermixed with a small number of remnant fruit growers. Most of the one-acre blocks in Warrangi Street had also been re-subdivided by 1930.

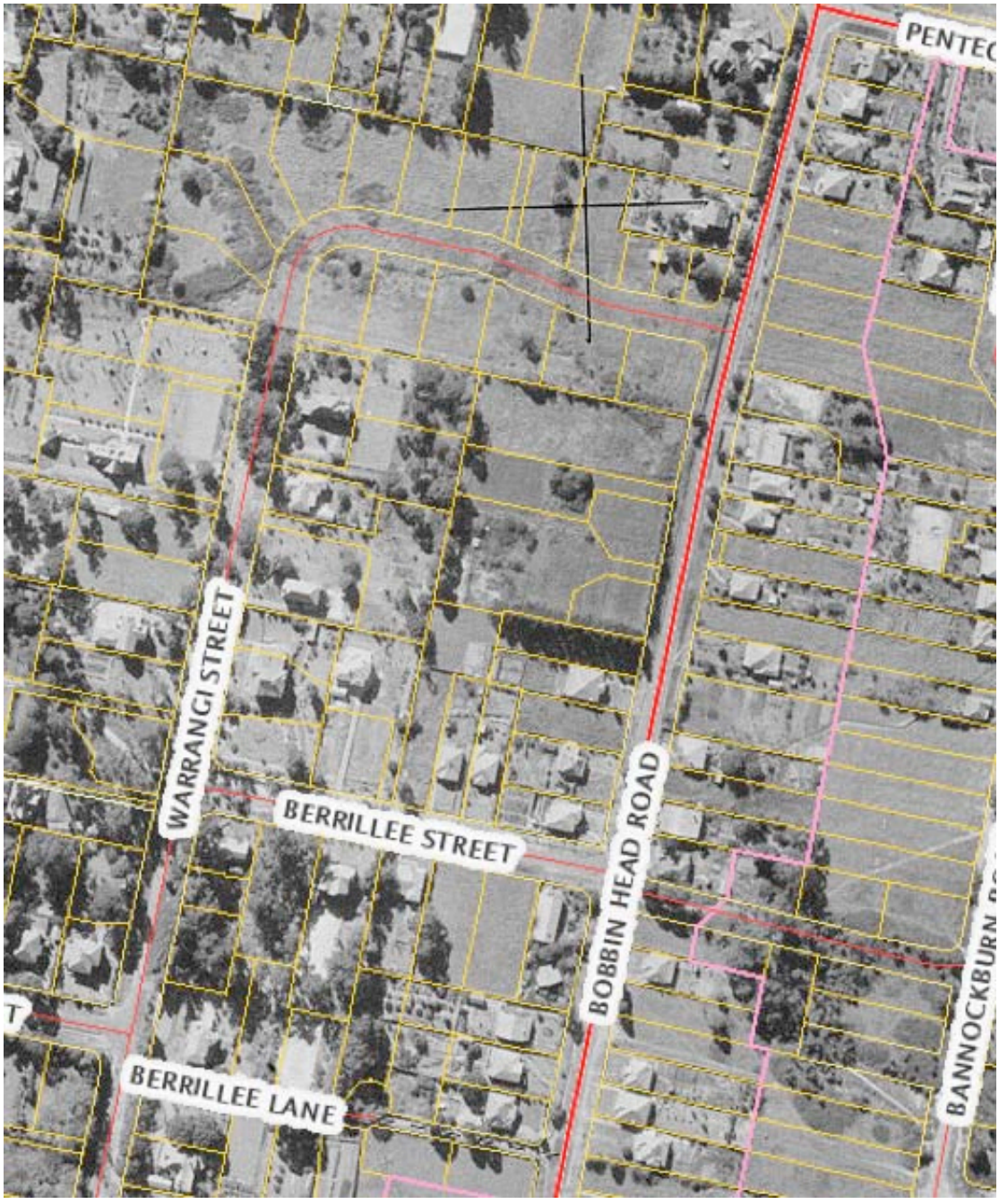



Figure 166: Northern end of Warrangi Street and Bobbin Head Road in 1943, showing the scattered nature of development at this time; modern subdivision pattern overlaid on 1943 aerial. Source: NSW Lands Dept 1943 aerial photo from Six Viewer.

Figure 167: The southern end of Warrangi Street and Bobbin Head Road in 1943, with modern subdivision pattern overlaid, showing a concentration of development at the southern end of the HCA at this time. Source: NSW Lands Dept 1943 aerial photo from Six Viewer.

## Description

Topography and Streetscapes

The Bobbin Head Road potential HCA includes the eastern side of Warrangi Street, both sides of Bobbin Head Road up to the northern end of Warrangi Street, Berrillee Street, Berrillee Lane, Kathy Close and a few houses at the western ends of Selwyn Street and Rushall Street.

Bobbin Head Road is a relatively wide north-south street, parallel parking both sides along most of its length, concrete kerbing and guttering both sides, mixed street tree plantings, grassed verges. This is now a busy thoroughfare leading north off the Pacific Highway. The 1943 aerial photos (see Figures 1 & 2 above) show that early development was scattered in groups of houses along the length of the road, on the eastern side, north from the listed heritage item at No. 11 (north of the school on the south-eastern corner). The western side of the road has been subject to extensive recent development of large new houses, replacing earlier houses. Within the potential HCA, only No. 11 is heritage listed.

Kathy Close (west off Bobbin Head Road) is a short 1970s cul-de-sac with concrete kerbing and guttering both sides, grassed verges, some native shrubs as street plantings, no front fences to houses. Generally contains 2 storey 1970s housing.

Warrangi Street (eastern side only within the area) is a relatively narrow, parallel parking both sides, on the eastern side there is concrete kerbing, on the western side soft edges with driveway crossings. Grassed verges with street trees – jacarandas, Qld firewheel trees, some eucalypts at Pacific Highway end, with some flowering cherry trees at the northern end of the street. Street slopes gently down from the Pacific Highway and then slopes up again to the north end and curves at the north end to join Bobbin Head Road.

Warrangi Street includes a number of heritage-listed items within the area. From the 1943 aerial photos, like Bobbin Head Road, early development was scattered in groups of houses, however, unlike Bobbin Head Road, earlier houses (pre 1943) on larger sites are still a feature of the street (many of these heritage listed), however these are now interspersed with recent housing.

The northern end of Warrangi Street has no footpaths, and has concrete kerbing on both sides. It is clear from the 1943 aerial photos that the northern end of Warrangi Street connecting through to Bobbin Head Road was not subdivided until some time after 1943 (open paddocks in 1943), and the northern end is characterised by 1960s and later housing.

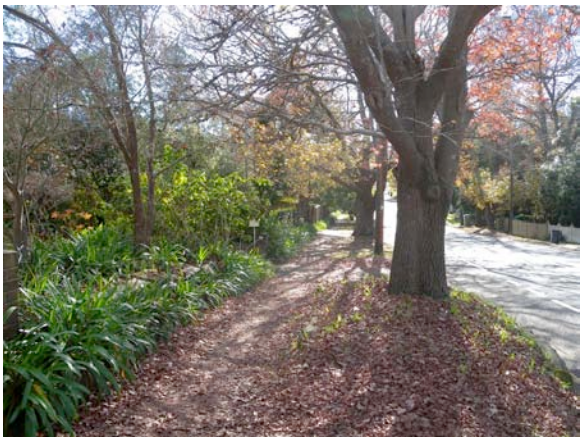


Figure 168: Bobbin Head Road, south end

Figure 169: Bobbin Head Road, looking north from the Pacific Highway

Figure 170: North side of Pacific Highway, between Warrangi Street and Bobbin Head Road

Figure 171: View of southern end of Warrangi Street

Figure 172: View of north end of Warrangi Street, with flowering cherry trees at the curve of the street

Figure 173: View into Kathy Close, 1970s cul-de-sac off Bobbin Head Road

Figure 174:View of Berrillee Lane

Figure 175: View of Berrilee Street

Figure 176: Rushall Street view

Figure 177: Selwyn Street view

Built form

The built form of HCA 19 includes housing from the 1890s -1910s, Inter-war period housing, 1960s housing (particularly at the northern end of Warrangi Street), and modern housing. Bobbin Head Road on the western side has in particular been subject to much recent housing development.

Figure 178: 2 Bobbin Head Road – a 1960s house

Figure 179: 4-8 Bobbin Head Road – modern residential flat building, uncharacteristic of the area

Figure 180: 14 Bobbin Head Road – a deceptive modern house, designed to reference historic styles, including chimneys

Figure 181: 34 Bobbin Head Road – a more typical modern house

Figure 182: 19 Berrillee Street – a modern house

Figure 183: 21 Berrillee Street – a good example of the Post War American Colonial style

Figure 184: 11 Warrangi Street – a modern house

Figure 185: 15 Warrangi Street – a modern house in a pseudo Federation style

## Discussion of Significance

The eastern side of Bobbin Head Road is the most intact section of the potential HCA, and includes some significant groups of contributory houses and individual contributory houses. There are also a number of individual contributory houses on the eastern side of Warrangi Street. Overall, this HCA has been severely impacted by new housing development, particularly on the western side of Bobbin Head Road. At a glance, roughly 50% of development is not contributory.

## Recommendation

It is recommended that HCA19 not proceed as a Heritage Conservation Area due to overall lack of integrity. A number of potential heritage items within the area are recommended for further investigation.

## Battleaxe Lots Recommended for Viewing

No. 17 Berrilee Street – this site has a pre-1943 house on it, which is recommended for viewing to determine whether it should be added to the potential heritage items list.

## Potential Heritage Items

It is recommended that the two Contributory groups in Bobbin Head Road and seven individual buildings outlined in Table 7 below be identified as potential heritage items for further investigation.

There are two Federation period houses in Warrangi Street which are not heritage listed and are not recommended as potential heritage items, analysed as follows:

3 Warrangi Street (right) is a Federation Queen Anne style house, extended including a large attic addition involving increased ridge height. This is not recommended as a potential heritage item.

Figure 186: Altered Federation Queen Anne style house (painted brick) at No. 3 Warrangi Street

9A Warrangi Street (right), an 1890s house on a battleaxe lot. This house has been cement rendered and subjected to radical alterations, and is not recommended as a potential heritage item.

Figure 187: Photo of 9A Warrangi Street photographed from L.J.Hooker real estate sign in the street. The house has been cement rendered, front verandah, front doors altered and has a large extension at front (to left of photo).

The sites within the Bobbin Head Road area recommended as potential heritage items are:

- 10 Berrillee Street, “Berrillee”
- 17, 19 and 21 Bobbin Head Road
- 25, 27, 29, 31 and 33 Bobbin Head Road
- 12 Bobbin Head Road
- 72 Bobbin Head Road
- 5 Warrangi Street
- 37 Warrangi Street
- 51 Warrangi Street, “Andover”
- 59 Warrangi Street, “Merton”
- 3 Berrillee Lane
- 39 Selwyn Street, Pymble (Corner Bobbin Head Road)

Table 7: Potential Heritage Items within HCA19

| Group or building | Notes |
|---|---|
| 10 Berrillee Street “Berrillee” | Inter-war Georgian Revival style house, similar in detailing to listed heritage item at 45 Warrangi Street, which was designed by architect Leith McCredie |
| | |
| Figure 188: 10 Berrilee Street, “Berrillee” | |
| Nos 17, 19 and 21 Bobbin Head Road | Nos. 17, 19 and 21 Bobbin Head Road are a group of three modest Federation Queen Anne style houses which appear to be designed or constructed by the same builder. These houses complement the nearby listed heritage item at No. 11 Bobbin Head Road (currently erroneously listed as No. 9). |
| | |
| Figure 189: 11 Bobbin Head Road – nearby listed heritage item | Figure 190: 17 Bobbin Head Road |

Figure 191: 19 Bobbin Head Road

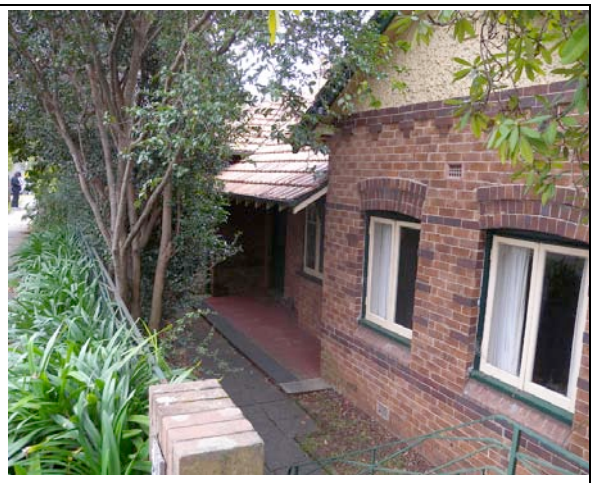


Figure 192: 21 Bobbin Head Road

25, 27, 29,31 and 33 Bobbin Head Road

This is a group of 5 largely intact Inter-war California Bungalows and 1930s bungalows, and “Tecumseh”, at No. 29, a large pre-1943 house on a large site, not readily visible from the street (battleaxe lots at rear not included)

Figure 193: 25 Bobbin Head Road

Figure 194: 27 Bobbin Head Road

Figure 195: 29 Bobbin Head Road

“Tecumseh”, a large pre-1943 house on a large site, not readily visible from the street, gates and house name “Tecumseh” on fence. The house is set back with a tennis court in front of the house.

| | |
|---|---|
| | |
| Figure 196: 31 Bobbin Head Road | Figure 197: 33 Bobbin Head Road |
| 12 Bobbin Head Road: | Federation Queen Anne style house, largely intact with sympathetic later attic addition, in a largely intact garden setting. The 1943 aerial photo indicates front garden layout with circular drive and central palm tree is early and likely to be original |
| | |
| Figure 198: 12 Bobbin Head Road (note sympathetic attic addition) | Figure 199: 12 Bobbin Head Road in its garden setting as viewed from Bobbin Head Road |
| 72 Bobbin Head Road | Victorian filigree style cottage, with additions, 1943 aerial shows cottage on the site without modern additions |
| | |
| Figure 200: 72 Bobbin Head Road | Figure 201: 72 Bobbin Head Road |

| | |
|---|---|
| 5 Warrangi Street | Federation Queen Anne style house adjacent to listed heritage item at 7 Warrangi Street.This house appears intact for its period |
| | |
| Figure 202: 5 Warrangi Street | Figure 203: 5 Warrangi Street |
| 37 Warrangi Street | |
| | Located between two heritage listed items at Nos. 35 and 39 Warrangi Street, this is a largely intact 2 storey Inter-war Mediterranean style house, possibly built for the McCarr family |
| Figure 204: 37 Warrangi Street | |
| 51 Warrangi Street | “Andover”,Pre-1943 Inter-war Georgian Revival style house on a relatively large site |

Figure 205: 51 Warrangi Street, “Andover”

| 59 Warrangi Street | “Merton”, Pre-1943 house on a relatively large site |
|---|---|
| | |
| Figure 206: 59 Warrangi Street as seen from the street | Figure 207: 59 Warrangi Street – north elevation with faceted bay with terracotta shingled apron |

| | |
|---|---|
| 3 Berrillee Lane | House designed in 1970 by architect Bruce Rickard |
| | |
| Figure 208: 3 Berrillee Lane | Figure 209: detail of embossed copper clad front doors at 3 Berrillee Lane |
| 39 Selwyn Street (corner Bobbin Head Road) | Circa 1960s house, likely architect-designed |
| | |
| Figure 210: 39 Selwyn Street | Figure 211: Detail of house at 39 Selwyn Street |

## 3.6 HCA 20 – KU-RING-GAI AVENUE, TURRAMURRA

### History

The history of the non-indigenous settlement of this part of the LGA commenced in the 1820s with timber getters who cut out vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Prominent among the timber-getters was Thomas Hyndes (d.1855). Hyndes was transported to Sydney in 1803 to serve a sentence for life. By the early 1830s Hyndes was leasing an area of 2000 acres (809ha) from Alexander Berry and William Wollstonescraft sited to the east of the present day Pacific Highway. Berry and Wollstonescraft in turn leased the land from the rightful claimant, Daniel Cooper. Hyndes evidently had some claim to the title of this land for he sold it as the one holding to John Terry Hughes in January 1840. The sale was completed prior to the issue of the deed of grant, which was issued in August 1842 in the name of Hughes. Hughes in February 1840 mortgaged the land to Adolphus William Young. Hughes was caught up in the financial crisis of the early 1840s and on defaulting on the mortgage lost the title to the land to Young. In February 1854 Young gave Power of Attorney to solicitor William Whaley Billyard.

In April 1855 the land was put up for sale at public auction. By this date the land holding had become familiarly known as the Big Island. The land holding was subdivided by private surveyor M De Courey Nagle into five sections, HCA 20 being located within Section 1. This section comprised twelve farms, four of which fronted the present day Pacific Highway and the remainder fronted a reserved road now known as Eastern Road. The eastern boundary of Section 1 is today traced by Brown Street.

The boundaries of the four farms described as fronting the present day Pacific Highway in Section 1 of the Big Island estate are today traced by the streets as shown in Table 5 below.

Table 8: boundaries of the four farms in Section 1, Big Island Estate

| | |
|---|---|
| Lot 4 | Between Eastern Road and Turramurra Avenue |
| Lot 3/2 | Between Turramurra Avenue and Womerah Street/Ku-ring-gai Avenue |
| Lot 1 | Between Womerah Street/Ku-ring-gai Avenue and Warrangi Street |

HCA 20 mainly represents a subdivision of Lots 2 and 3 of Section 1 of the Big Island estate.

The Big Island estate was described as being particularly well adapted for orangeries, orchards and vineyards, with the soil being the most fertile in the entire district having been enriched by the forest debris of ages. To what uses the land was put over the 1840s and early 1850s is unclear, but possibly was a continuation of timber getting under licence or stock grazing. Following the Big Island estate subdivision the area was primarily orchards.

Today HCA 20 is a residential area and this use was established by subdivision releasing building blocks with Torrens Title in 1894 in Deposited Plan 3218 (the Allowah estate) on the east side of Ku-ring-gai Avenue and in 1897 in Deposited Plan 3422 (Fifeshire estate and also known as the Brodie estate) on the west side of Ku-ring-gai Avenue. The Allowah estate comprised an area of 71 acres divided into 39 allotments and the Fifeshire estate comprised an area of around 50 acres divided into 43 lots. The size of the average building block was about one acre.

The railway station at Turramurra was opened in 1890 and from the mid 1890s these large blocks were developed as high quality residences for the city's middle class professionals and merchants. These estates defined the built and social character of the precinct over generations. An aerial photograph of 1943 shows regularly spaced trees within the pedestrian strip lining these roads adding amenity to the precinct. The phased timing of the housing development is shown in Table 9 below.

Table 9: HCA20 Houses dates of construction, architects and house names

| **Built** | **Street No** | **Street** | **House Name** | **Architect/Builder** |
|---|---|---|---|---|
| 1896 | 17 | Boomerang Street | Ingleholme | John Sulman |
| Circa 1896 | 77 | Ku-ring-gai Avenue | Talagow | Arthur Stanton Cook |

| Built | Street No | Street | House Name | Architect/Builder |
|---|---|---|---|---|
| 1897 | 37 | Ku-ring-gai Avenue | Ilancourt | Nixon & Allen |
| 1897 | 55 | Ku-ring-gai Avenue | Hampton/ Bellhaven | John Stanton Cook (attributed) |
| Circa 1897 | 25 | Ku-ring-gai Avenue | Yacaaba | |
| 1898 | 8 | Ku-ring-gai Avenue | Mildura | Charles Henry Slatyer |
| 1898 | 12 | Ku-ring-gai Avenue | Cranleigh | Charles Henry Slatyer |
| 1898 | 26 | Ku-ring-gai Avenue | Kanool | GM Pitt |
| 1898 | 34 | Ku-ring-gai Avenue | Newstead | GM Pitt |
| Circa 1898 | 40 | Ku-ring-gai Avenue | Waiwera | Stanton Cook |
| 1899 | 17 | Ku-ring-gai Avenue | Glensloy | Robertson & Marks |
| 1899 | 54 | Ku-ring-gai Avenue | Erakor | Thomas Frame Cosh |
| 1899 | 43 | Ku-ring-gai Avenue | Sylvan Fells/ later Cossington | Nixon & Allen |
| 1899 | 2 | Ku-ring-gai Avenue | Ellerslie | John Shedden Adam |
| Circa 1899 | 51 | Ku-ring-gai Avenue | Brentry | |
| Circa 1900 | 27 | Womerah Street | The Whare | |
| Circa 1900 | 31 | Ku-ring-gai Avenue | Creighton | Thomas Frame Cosh |
| Circa 1900 | 5 | Womerah Street | Tecumsch | George Cruikshank, builder |
| 1901 | 56 | Ku-ring-gai Avenue | Strathendrick | Thomas Frame Cosh |
| Circa 1905 | 44 | Ku-ring-gai Avenue | Woodstock | Thomas Cosh (attributed) |
| Circa 1907 | 75 | Ku-ring-gai Avenue | Chasecote | John Stanton Cook |
| 1908 | 60 | Ku-ring-gai Avenue | Terrick | Thomas Frame Cosh |
| Circa 1908 | 70 | Ku-ring-gai Avenue | Egelabra | Thomas Cosh of Spain & Cosh |
| Circa 1915 | 19 | Womerah Street | Farnham | |
| Circa 1920 | 28 | Ku-ring-gai Avenue | Boongala | John Spencer Stansfield |

| Built | Street No | Street | House Name | Architect/Builder |
|---|---|---|---|---|
| Circa 1924 | 38 | Ku-ring-gai Avenue | Hillcrest | |
| Circa 1925 | 61 | Ku-ring-gai Avenue | Cheppywood | John Spencer Stansfield |
| Circa 1927 | 73 | Ku-ring-gai Avenue | The Grange | Budden & Greenwell |
| Circa 1929 | 23 | Womerah Street | Linwood | Hugh Venables Vernon |
| | 7 | Ku-ring-gai Avenue | Designed for architect's sister | John Shedden Adam |
| 1940 | 5 | Womerah Street | Oakburn | Leslie Wilkinson |
| | 71 | Ku-ring-gai Avenue | Designed for architect's parents | F. Glyn Gilling |
| 1962 | 3 | Womerah Street | Creaser Residence | Peter Muller |
| 1964 | 29 | Womerah Street | A.E. Dent Residence | Robertson & Hindmarsh |

Parts of HCA 20 were re-subdivided in the first half of the twentieth century. The largest of these subdivisions was the Glensloy estate where the grounds of the house were subdivided in 1916 into twelve allotments fronting the Pacific Highway and Ku-ring-gai Avenue. The Fairview estate (DP12595) between Fairlawn Avenue and Bobbin Head Road was subdivided in 1924 to provide ten allotments. While Glensloy was originally part of the Fifeshire estate, the area of the Fairview estate was beyond the Allowah estate. In each instance, the high quality of the neighbouring properties was advertised as a selling feature.

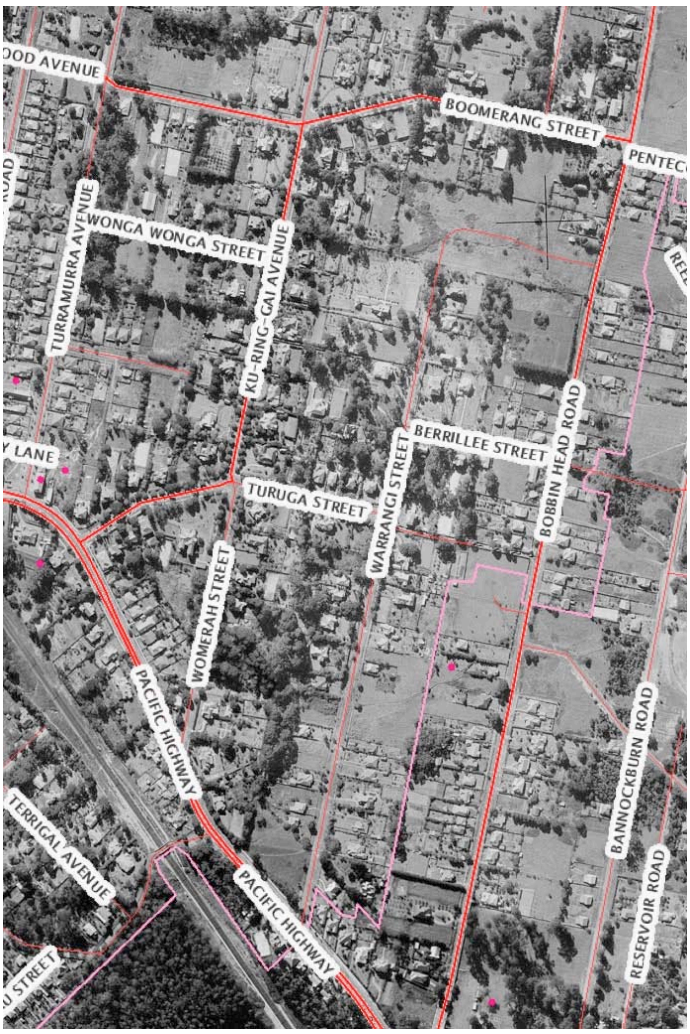



Figure 212: 1943 aerial photo of Boomerang Street, Ku-ring-gai Avenue, Womerah Street and Turuga Street, showing large houses on large sites at this time.

## Description

Topography and Streetscapes

Womerah Street: spectacular and highly significant remnant Blue Gum High Forest trees as street trees. Substantial gardens obscure houses. Blocks frequently feature hedging rather than front fences. There is soft edging along most of the street.

Ku-ring-gai Avenue from No. 26 (corner Womerah Street) to north: wide street, mature brush box street tree planting interspersed with jacarandas. Concrete kerbing both sides, and substantial gardens surrounding substantial houses.

Ku-ring-gai Avenue from corner Womerah Street to the Pacific Highway: mixed mature brush box and jacarandas as street tree planting. Concrete kerbing both sides, and substantial gardens to substantial houses.

Figure 213: Main section of Ku-ring-gai Avenue, looking north from intersection with Womerah Street. Note mature brush box trees.

Figure 214: Womerah Street looking north

Figure 215: Fairlawn Street

Figure 216: Turuga Street

Built Form

This area contains a predominance of fine substantial 2 storey late 19th century and Federation period mansions, the majority in the Federation Queen Anne style, on large lots with large gardens, interspersed with a smaller number of later 1 and 2 storey houses. The overall visual impact of the area is as high-quality Federation period streetscapes, including Federation period street tree planting. A number of the later houses within the street (for example 5 Womerah Street, designed by architect Leslie Wilkinson in 1940) are also fine examples of their period, and potential heritage items.

In Fairlawn Avenue and Karuah Road, and the southern side of Boomerang Street, there are modern houses or heavily altered older houses.

Figure 217: 1 Boomerang Street, corner Bobbin Head Road, a fine Inter-war California Bungalow with a sympathetic modern rear addition

Figure 218: “Ingleholme”, 17 Boomerang Street – on the State Heritage Register as well as being a local heritage item

Figure 219: Typical 1960s house in Karuah Road

Figure 220: Typical modern house in Fairlawn Avenue

Figure 221: 73 Ku-ring-gai Avenue

Figure 222: 55 Ku-ring-gai Avenue

Figure 223: 37 Ku-ring-gai Avenue

Figure 224: 70 Ku-ring-gai Avenue

## Discussion of Significance

Ku-ring-gai Avenue is one of a handful of prestigious Federation period streets within the Sydney metropolitan area which housed society's elite in the early 20th century. It is comparable in many respects to:

- Redmyre Road, Strathfield (Strathfield LGA)
- Bradleys Head Road, Mosman (Mosman LGA)
- The Appian Way, Burwood (Burwood LGA)
- Martin Road and Cook Road, Centennial Park (City of Sydney LGA)
- Kent Road and Bereford Estate, Rose Bay; and Eton Avenue, Darling Point (Woollahra LGA)

All of the streets mentioned above are either within recognised heritage conservation areas and/or contain large clusters of statutorily listed heritage items. However these streets were usually single subdivisions developed at the one time, where Ku-ring-gai Avenue has a more disparate subdivision history (of subdivision and re-subdivision), resulting in a more complex streetscape, however with the Federation period layer predominating.

The social and historical significance of Ku-ring-gai Avenue derives from associations with significant early residents, including a number of the architects of the houses in the Avenue. The architects Thomas Frame Cosh (of Slatyer & Cosh, Spain & Cosh), Arthur Stanton Cook, G.M. Pitt junior, Robertson & Marks and Sir John Sulman were responsible for designing many of the houses and therefore the aesthetic quality of the street. Architect Charles Slatyer (of Slatyer & Cosh) was also a resident of the street. The Avenue is also strongly associated with the important artist Grace Cossington Smith whose art was inspired by Ku-ring-gai Avenue and its environs (as is clear from her many paintings and drawings of her home Cossington at 43-47 Ku-ring-gai Avenue, the Avenue itself and surrounding streets such as Eastern Road). It is notable that the aesthetic qualities of the street view represented in Grace Cossington Smith's 1930 drawing of Ku-ring-gai Avenue can still be seen today.

## Statement of Significance

The Ku-ring-gai Avenue Heritage Conservation Area is of historic, aesthetic, social and technological significance as one of the most socially prestigious Federation period streets in Sydney and potentially New South Wales. Ku-ring-gai Avenue derives its fine aesthetic qualities from its collection of grand Federation period residences set in generous and well-proportioned garden settings which blend into the mature brush box avenue street tree planting. Many of these residences were designed by prominent Sydney architects, including Thomas Frame Cosh (of Slatyer & Cosh, Spain & Cosh), Arthur Stanton Cook, G.M. Pitt junior, Robertson & Marks and Sir John Sulman.

The Avenue is also of historical and social significance for its association with the important artist Grace Cossington Smith, whose works were inspired by her home and its setting; and for its association with prestigious and influential early residents including the Penfold family (stationers) and many of Sydney's most prominent early twentieth century architects, including Charles Slatyer, Thomas Frame Cosh, John Spencer Stansfield, Sir John Sulman and Arthur Stanton Cook.

Recommendation

It is recommended that the HCA boundary be adjusted in the following manner:

To exclude properties on the opposite (south-western) side of the Pacific Highway. Note that of the two Federation period houses opposite Womerah Street, No. 1284 Pacific Highway is a listed heritage item, and No. 1282 Pacific Highway adjacent is recommended to be investigated as a potential heritage item. Inclusion of these properties on the other side of a multi-lane highway from the bulk of the HCA is not supported, though it is acknowledged there is a vista to these properties from Womerah Street.

Exclude battleaxe properties with the exception of:

- No. 41 Ku-ring-gai Avenue, which is a pre-1943 Inter-war Mediterranean style house, which also has a driveway through to Warrangi Street.
- No. 75 Ku-ring-gai Avenue “Chasecote”, which is a Federation period c. 1907 potential heritage item

The recommended boundary includes the whole of these properties.

Exclude Karuah Road, most of Fairlawn Avenue, and Bobbin Head Road properties, as these vary in Building Contribution value and also do not include any pre-1943 properties or any of particular architectural interest.

Exclude most of the southern side of Boomerang Street, beginning the HCA on the eastern boundary of No. 24 Boomerang Street, a property containing a pre-1943 house.

Exclude the south-western (town centre area) section of Womerah Street.

Include a number of properties at the northern end of Ku-ring-gai Avenue.

It is intended that the previously gazetted Ku-ring-gai Avenue Heritage Conservation Area, which was part of the Ku-ring-gai Town Centres Local Environmental Plan (LEP), will in future be joined to the recommended area above to create a unified Ku-ring-gai Avenue HCA.

## Potential Heritage Items

It is recommended that the following properties within potential HCA 20 be identified as potential heritage items for further investigation (see Table 10 for details):

- 75 Ku-ring-gai Avenue “Chasecote”
- 91 Ku-ring-gai Avenue “Moppety”
- 1282 Pacific Highway (excluded from recommended HCA boundary)
- 3 Womerah Street
- 5 Womerah Street

Table 10: Potential heritage items in HCA 20

| Group or building | Notes |
|---|---|
| 75 Ku-ring-gai Avenue “Chasecote” | Federation Arts & Crafts style house designed by architect John Stanton Cook circa 1907 (information from Ku-ring-gai Historical Society). |
| | |
| Figure 225: 75 Ku-ring-gai Avenue, “Chasecote” | Figure 226: Ku-ring-gai Avenue, “Chasecote” |
| 91 Ku-ring-gai Avenue “Moppety” | Federation period house, believed to be designed by architect Howard Joseland (not photographed, outside study area boundary, within recommended HCA boundary) |
| 1282 Pacific Highway | Federation Bungalow style house, adjacent to listed heritage item at 1284 Pacific Highway |
| | |
| Figure 227: 1282 Pacific Highway | |

| | |
|---|---|
| 3 Womerah Street | House designed by architect Peter Muller in 1962 |
| | |
| Figure 228: West elevation of house at 3 Womerah Street | Figure 229: Eastern end of north elevation of house at 3 Womerah Street |
| 5 Womerah Street | "Oakburn", a house designed by architect Leslie Wilkinson in 1940 |
| | |
| Figure 230: 5 Womerah Street, "Oakburn" | Figure 231: 5 Womerah Street, "Oakburn" |

## 3.7 HCA 21 – KISSING POINT ROAD, TURRAMURRA

### History

The history of the non-indigenous settlement of this part of the LGA commenced in the 1830s by the grant of 100 acres to Thomas Boyd in 1832. Boyd was a former solder in the Royal Veteran Company of NSW and had arrived in the colony in 1826 and was appointed a constable and pound keeper (SG 20/12/1826). Boyd resided on the grant, which was named Toulouseville or Toulisville and established an orchard.

The grant was purchased by Boyd's son, James, in 1856. The grant was subdivided first in 1878 by James Boyd as the *Toulouseville Estate*. This subdivision offered eighteen blocks of land suited for farming. The land was described as well-timbered aside the twelves acres that had been cleared and planted as an orchard and that came with the farm cottage (SMH 12/1/1878). The grant was re-offered for sale in 1882 as the *Boyd's Orchard estate* (SMH 16/10/1882). The vendor from 1885 was the Port Jackson Land and Investment Company, which was formed in that year with a capital of 50,000 pounds. The estate was re-offered for sale in 1893, some three years after the opening of the railway station at Turramurra.

The pattern of the subdivisions were different, the major change in the latter offerings being the increased provision of residential blocks. In the 1893 subdivision the Boyd/Jersey Road loop was formed and the surrounding lots divided into smaller landholdings. This doubled the number of lots from 50 in 1882 to 102 in 1893. In all three subdivisions, Kissing Point Road was the main road, this being a reserved government road from the 1850s. Duff Street appeared from 1885. The estate was offered in Old System title and as such there is no common deposited plan.

The Boyd family's cottage was purchased in 1893 and was redeveloped by Ivan Au Prince in 1894 into a property named *Hillview* (now 1334 Pacific Highway). This single storey house was greatly enlarged in 1907 and a two-storey guesthouse at the rear was also built (TW Hodgson, architect). In 1937 the guesthouse was divided into flats. In 1973 the property was purchased by the NSW state government and was used by the local area health authority. *Hillview* was one of a small number of large residences erected within the precinct around the turn of the twentieth century, some of which survive and are now listed heritage items: *Ingalara* at 62 Kissing Point Road (within the study area) was erected in 1900 (James Peddle, architect), and *Leppington* at 9 Kissing Point Road (just outside the study area) was erected around 1906.

By 1930 there were between 15 to 20 houses along each side of Kissing Point Road (Sands Directory). However, the subdivision pattern of the precinct today bears little resemblance to the original and derives from on-going re-subdivision. The subdivision of Ingalara in 1922 into 27 building blocks is one example.

Figure 232: Hillside at Turramurra, c.1910. Source: SRNSW Digital ID: 18526_a024_000064
Reproduction rights not sought

Figure 233: Kissing Point Road in 1943. Source: NSW Lands Dept Six Viewer 1943 aerial photo

## Description

Topography and Streetscapes

Kissing Point Road slopes steeply down from the Pacific Highway, being particularly steep closer to the highway, the slope flattening out further south. Catalpa Crescent and Jersey Street, which both have a few properties within HCA 21, are also sloping streets. Street tree plantings are informal. Lot sizes are inconsistent due to re-subdivision over time.

Figure 234: Kissing Point Road

Figure 235: Catalpa Crescent

Built form

HCA 21 contains Federation period and Inter-war housing - modest with the exception of the grander heritage listed *Ingalara* at 62 Kissing Point Road – interspersed with more modern housing. Pre-1943 development which is extant and intact is scattered. There are a number of new houses in the area, and two vacant construction sites in Kissing Point Road.

Figure 236: 21 Kissing Point Road – there is a pre-1943 house in there somewhere, behind later additions to the front of the house

Figure 237: 37 Kissing Point Road – new house under construction

Figure 238: 39A Kissing Point Road - 1960s weatherboard house

Figure 239: 55 Kissing Point Road – 1960s house

Figure 240: 5 Catalpa Crescent – probably an altered circa 1940s house

Figure 241: 70 Catalpa Crescent – a cement rendered 1960s house

## Discussion of Significance

The area remained sparsely developed until after World War II and only a scatter of pre-1943 housing remains. Current redevelopment has resulted in a number of new houses along Kissing Point Road and little consistency in the streetscape.

## Recommendation

Potential HCA 21 is not recommended as a Heritage Conservation Area due to the scattered nature of intact development built up to the 1940s, the extensive impact of new development throughout the area, and the resulting lack of consistent streetscapes representing significant historical period layers.

## Potential Heritage Items

The following potential heritage items within HCA 21 are recommended for further investigation:

- 51 Kissing Point Road
- 53 Kissing Point Road
- 69 Kissing Point Road
- 20 Kissing Point Road
- 28 Kissing Point Road
- 54 Kissing Point Road

Table 11: Potential heritage items within HCA 21

| Group or building | Notes |
|---|---|
| 51 and 53 Kissing Point Road | Pair of Federation Bungalow style houses |
| | |
| Figure 242: 51 Kissing Point Road | Figure 243: 53 Kissing Point Road |
| 69 Kissing Point Road “The Gables” | Inter-war California Bungalow c. 1920s |
| | |
| Figure 244: 169 Kissing Point Road, “The Gables” | |

| | |
|---|---|
| 20 Kissing Point Road | Federation Queen Anne style house c. 1910s |

Figure 245: 20 Kissing Point Road

| | |
|---|---|
| 28 Kissing Point Road "Coonanglebeah" | Federation Queen Anne style house c. 1910s |

Figure 246: 28 Kissing Point Road, “Coonanglebeah”

| 54 Kissing Point Road “Karuah” | Federation Queen Anne style house c. 1910s |
|---|---|

Figure 247: 54 Kissing Point Road, “Karuah”

## 3.8 HCA 22 - CHALLIS AVENUE, TURRAMURRA

### History

The history of the non-indigenous settlement of this part of the LGA commenced in the 1820s with timber getters who cut out vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Prominent among the timber-getters was Thomas Hyndes (d. 1855). Hyndes was transported to Sydney in 1803 to serve a sentence for life. By the early 1830s Hyndes was leasing an area of 2000 acres (809ha) from Alexander Berry and William Wollstonescraft sited to the east of the present day Pacific Highway. Berry and Wollstonescraft in turn leased the land from the rightful claimant, Daniel Cooper. Hyndes evidently had some claim to the title of this land for he sold it as the one holding to John Terry Hughes in January 1840. The sale was completed prior to the issue of the deed of grant, which was issued in August 1842 in the name of Hughes. Hughes in February 1840 mortgaged the land to Adolphus William Young. Hughes was caught up in the financial crisis of the early 1840s and on defaulting on the mortgage lost the title to the land to Young. In February 1854 Young gave Power of Attorney to solicitor William Whaley Billyard.

In April 1855 the land was put up for sale at public auction. By this date the land holding had become familiarly known as the Big Island. The land holding was subdivided by private surveyor M De Courey Nagle into five sections, HCA 22 being located within Section 1. This section comprised twelve farms, four of which fronted the present day Pacific Highway and the remainder fronted a reserved road now known as Eastern Road. The eastern boundary of Section 1 is today traced by Brown Street. HCA 22 mainly represents a subdivision of parts of Lots 7 and 8 of Section 1 of the Big Island estate.

The Big Island estate was described as being particularly well adapted for orangeries, orchards and vineyards, with the soil being the most fertile in the entire district having been enriched by the forest debris of ages. To what uses the land was put over the 1840s and early 1850s is unclear, but possibly was a continuation of timber getting under licence or stock grazing. Following the Big Island estate subdivision the area was primarily orchards.

Today HCA 22 is a residential area and this use was established by subdivision releasing building blocks with Torrens Title in:

1907 in Deposited Plan 4981 (Katina estate) along Katina Road (later re-subdivided)

1913 in Deposited Plan 7549 (Karuah Park estate) along part of Katina Road

1915 in Deposited Plan 8941 (the Avenue estate) along The Chase Road and Challis Avenue

The Laurence Avenue allotments represent various subdivisions.

The allotments as released were between 34 to 38 perches in area (860m2 to 974 m2).

The bulk of HCA 22 was formed by The Avenue estate subdivision, which was first sold by public auction in February 1915. The vendor noted the proximity of the estate to the fine residential properties in the area, the elevated and healthy land, the fertile soil and proximity to the railway station (SMH 4/2/1915).

The release evidently was popular for by the early 1920s there were nine dwellings in Challis Avenue and four in The Chase Road although orchards remained in this road at the time. (Sands Directory). There was no development in Laurence Avenue by the early 1940s (aerial photography).

Figure 248: 1943 aerial photo of HCA 22, note general lack of development in Laurence Avenue at this time. Source: NSW Lands Dept Six Viewer website.

## Description

Topography and Streetscapes

A creek in a natural bushland setting traverses the area south from the western corner of The Chase Road and Katina Street. This creek has a pedestrian bridge over it at the eastern end of Laurence Avenue, which continues the footpath in Laurence Avenue. The creek is particularly evident in the 1943 aerial photo in the Figure 245 above.

Challis Avenue: Challis Avenue is an average width straight street. It has Brush Box street planting on the northern side, it runs east-west roughly. It has some substantial Brush Box on the southern side as street planting. Fairly wide verges with lawns. Concrete kerbing both sides. It slopes down from Eastern Road towards the east. Towards the Eastern end of Challis Avenue, on the Southern Side, there are Some Blue Gum High Forest Trees. The stream in the street which runs through to The Chase Road is just to the east of the garden to number 2 Challis Avenue.

Eastern Road: Eastern Road is a busy street with concrete kerbing and guttering both sides and informal street tree plantings. Only a small section of the eastern side is within the area.

Katina Street: This street gently curves. It has concrete kerbing and guttering both sides. Street planting consists of low shrubs on the eastern side, however on the western side there are enormous mature Blue Gum High Forest trees. Katina Street curves gently towards the east at the southern end. There are some deciduous mature street trees towards the southern end of the street on the western side. The street has parallel parking possible on both sides. It's an average width street.

Laurence Avenue: The street is a dead end to vehicular traffic, with the creek terminating the eastern end of the street, with a pedestrian bridge over the creek to the east. Laurence Avenue is a narrow street with soft edges on both sides with driveway crossings. It has deciduous street tree planting on the southern side and low shrubs as street plantings on the northern side. It has tennis courts taking up much of the park on the southern side of the street.

The Chase Road: A straight east-west street with informal street planting, concrete kerbing and guttering both sides, and a cluster of Blue Gum High Forest trees at the corner of The Chase Road and Katina Street.

Figure 249: The Chase Road streetscape

Figure 250: Challis Avenue Streetscape

Figure 251: Katina Street streetscape

Figure 252: Laurence Avenue Streetscape

Figure 253: (left) Eastern Road streetscape

Built form

The early 20th century houses in HCA 22 are generally modest single storey Federation period (1910s) and Inter-war (1920s and 1930s), brick, painted brick or weatherboard, with terracotta tile roofing. Recent housing is almost universally cement rendered and 2 storeys, with concrete tile roofing. As a result, modern housing has a greater adverse visual impact on the area than in other HCAs. There is an interesting scatter of modest weatherboard houses in The Chase Road.

Figure 254: (left) Weatherboard Federation bungalow at No. 19 The Chase Road

Figure 255: 1920s Weatherboard Inter-war Georgian Revival style house at 23 The Chase Road

Figure 256: 1960s house in Laurence Avenue

Figure 257: 10 Challis Ave

Figure 258: 12 Challis Ave

Figure 259: 14 Challis Ave – modern house

From left to right above: Nos. 10, 12 and 14 Challis Avenue. Nos. 10 and 12 are early 20th century Inter-war period single storey bungalows, No. 14 is late 20th Century or early 21st century and illustrates typical new housing in the area.

Figure 260: 12 Katina Street

Figure 261: 26 Katina Street

## Discussion of Significance

Slightly over 50% of sites within this area have been identified as *"neutral".* Most of the southern side of The Chase Road and the northern side of Challis Avenue are *"neutral"*, containing recent houses. No. 11 Challis Avenue is currently a construction site for a new house. Laurence Avenue was undeveloped in 1943, and also in 1943 many vacant sites remained in The Chase Road, Challis Avenue and Katina Street.

## Recommendation

It is recommended that HCA 22 not proceed as a Heritage Conservation Area due to overall lack of integrity. Due to the intrusion of later development there are no intact streetscapes within this area from the key significant period of development for the area (1920s to 1940s).

Potential Heritage Items

No potential heritage items have been indentified in this area. Earlier 1920s-1940s housing within the area is modest, and aesthetically does not warrant local heritage listing.

## 3.9 HCA 23 – WARRAWEE

### History

The following history is summarised from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002 and from the history section of Zeny Edwards' book *The Architectural Gems of Warrawee.*

Warrawee was a prime timber-getting location from circa 1815, dominated by the holdings of timber contractor Thomas Hyndes to the east and west of Lane Cove Road (now the Pacific Highway). Hyndes' land included vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Hyndes had formally leased the 2000 acres (809ha) to the east of Lane Cove Road by 1822 and in 1840 the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the western border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant. As the timber was removed, the cleared land was converted to use as orchards and market gardens.

Lands to the east of Lane Cove Road were totally contained within the 1876 subdivision of *The Big Island Estate,* The nucleus of the estate was bought, and in turn marketed by a group of politicians – Burns, Withers and Burdett Smith – in 1878, promoted as the *Vanceville Estate*. The Vanceville Estate was bounded by Cleveland Street to the west, Great Eastern Road (now Eastern Road) to the east, Burns Road to the north, and east-west cross streets were Hastings Road, Smith Street (later Bangalla), Gordon Lane (later Chilton Parade), and Billyard Avenue. Forty-one blocks, varying in size between four and seven acres (1.6-2.8ha) were sold to orchardists and market gardeners, who took up occupation. The orchards of Frederick Chilton and his son were prominent and productive landholdings in the area up until 1938.

Plans for the North Shore railway line were announced as early as 1882, and the Vanceville Estate was further subdivided into lots of around 5 acres each. A number of these lots were purchased by Eccleston Du Faur, statesman and philanthropist, who built a substantial house *Pibrac* (1889), now with the address 11 Pibrac Avenue.

However, when the North Shore railway line opened in January 1890 there was no station at Warrawee, the nearest stations being Wahroonga and Turramurra. The result was a delay in subdivision for further residential development.

Warrawee began to develop as an exclusive residential district with no shops, no post office, no public school, no churches, and no railway station until 1900. The railway commissioners were lobbied to construct a railway station at Warrawee by local residents including J.C. Remington, the second owner of *Pibrac.* Despite initial resistance from the railway commissioners due to the short distance between this location and the next station, Wahroonga, the lobbying prevailed and Warrawee Station was opened on 1 August 1900.

The exclusive residential character of the area became more pronounced after the opening of the railway station, as prominent wealthy residents, particularly Joseph Beresford Grant, gazumped commercial developers by buying up every site with a possibility for commercial use and building houses on the sites. One of these houses is Woodcourt, 34 Heydon Avenue designed by architect Leslie Wilkinson (within HCA 25).

Individual holdings of between one to four acres were largely retained from 1890 until the late 1920s.

By the 1920s pressure for suburban consolidation meant further subdivision, with lots ranging in size from half an acre to one and a half acres. The character of homes in Warrawee was protected by covenants stipulating building materials and cost of construction.

A feature of Warrawee is the early appearance of battleaxe lots, for example 36 Hastings Road dating from the 1917 subdivision of the *Warrawee Garden Estate*. Similarly the subdivision of the *Pibrac Estate* in 1920, which formed Pibrac Avenue, included battleaxe blocks. However, the nature of these subdivisions allowed lots to remain large and many of the established houses to include landscaped gardens and tennis courts.

The area contains a large number of architect-designed heritage listed items built from the late 19$^{th}$ century, many of these designed by the most prominent architects of their period, including:

*Rathven*, 29 Bangalla Street, 1935, architect Eleanor Cullis-Hill

33A Bangalla Street, 1937, architects Waterhouse & Lake (formerly known as 35)

*Audley*, 37 Bangalla Street, 1935 architect F. Glynn Gilling for Preston L. Gowing of Gowings department stores

*Cobbins*, 30 Bangalla Street, architect B.J. Waterhouse

*Pibrac*, 11 Pibrac Avenue, 1889, architect John Horbury Hunt, designed for Frederick Eccleston du Faur, public servant, surveyor and draftsman, director of a pastoralists agency with Francis Gerard, also a patron of exploration, science and the arts

*Roseburn* (aka *Virginia Lodge*), 23 Pibrac Avenue, 1900, architect Howard Joseland, designed for George Gillespie of Gillespie Bros proprietors of Anchor flour mills

*Kooyong* (originally *Upton Gray*), 55 Hastings Road, 1894, architect John Sulman, designed for John Gillespie of Gillespie Bros., proprietors of Anchor flour mills

*Wirepe*, 69 Hastings Road, 1893, designed by architect Maurice B. Halligan for Walter Windeyer Traill, also an architect.

*Springwood*, 34 Hastings Road, 1919, designed by architects Wilson Neave & Berry for cricketer T.W. Garrett.

*Cheddington*, 52 Hastings Road, c. 1890, architect John Horbury Hunt, built for Francis Gerard, business partner in a pastoralist's agency with Frederick Eccleston du Faur (1st owner of *Pibrac*), and auctioneer and friend of J.C. Remington (2nd owner of *Pibrac*)

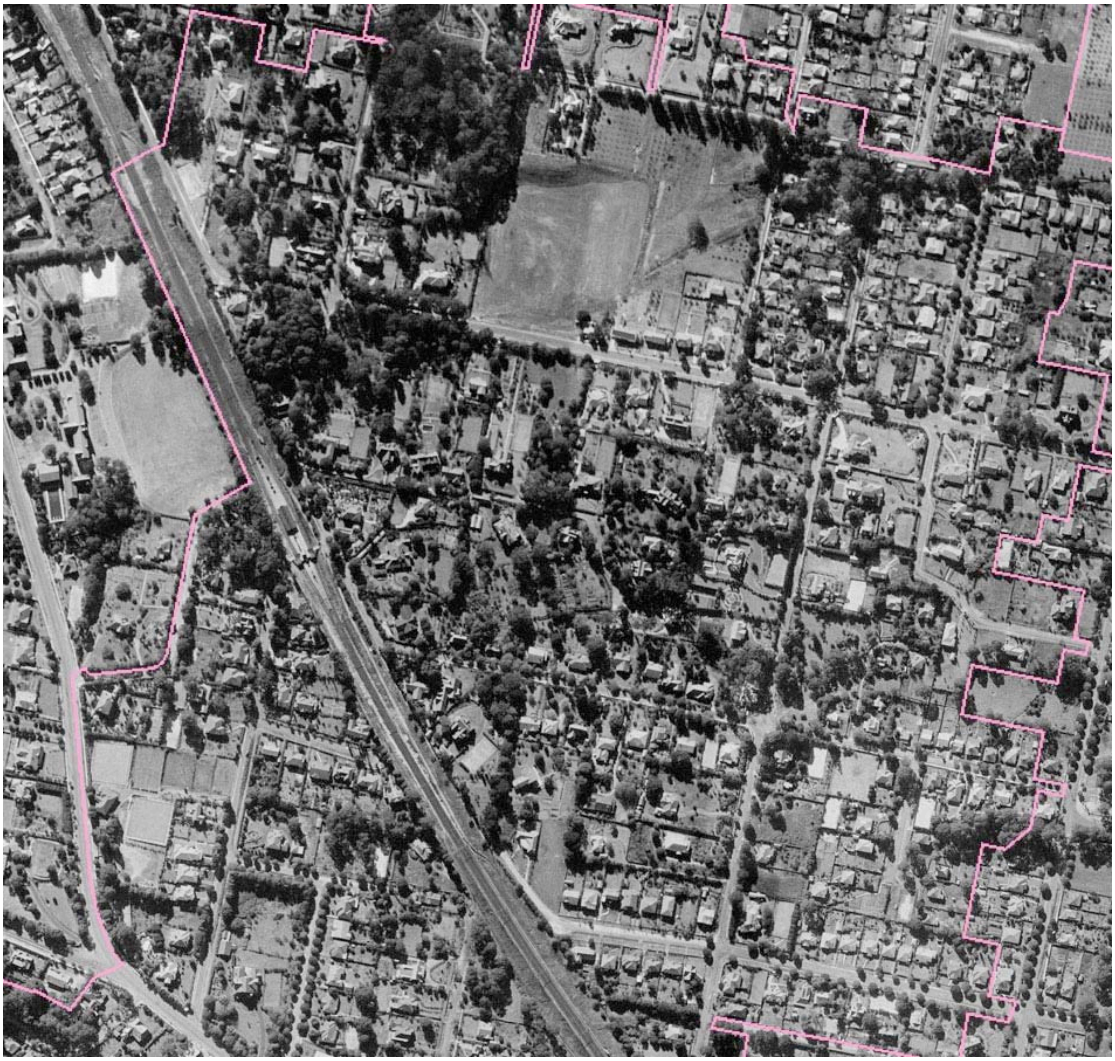


Figure 262: HCA 23 in 1943 showing large houses on large lots

## Description

Topography and Streetscapes

HCA 23 has gently sloping streets and lacks formal avenue plantings. Cherry Street and a number of other streets have sections with soft edges. Lot sizes are varied however are generally large, and there are battleaxe sites, particularly off Hastings Road and Pibrac Avenue.

HCA 23 includes the Knox Grammar School's Gillespie Playing Fields in Bangalla Street (land part of the former orchard of Frederick Chilton), and a small pocket park called Farthing Park at 63A Hastings Road.

Figure 263: Warrawee Avenue streetscape

Figure 264: Bangalla Street streetscape

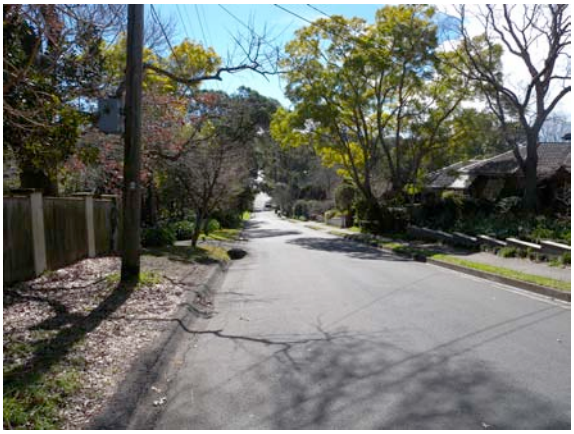


Figure 265: Young Street streetscape

Figure 266: Raymond Avenue streetscape

Figure 267: Cherry Street streetscape

Figure 268:Hastings Road streetscape

Figure 269: Pibrac Avenue streetscape

Built form

The area contains streetscapes of fine houses, many architect-designed, set in spacious gardens, dating from the late 19th century into the Inter-war period and the 1940s. Many of the houses are large, and some earlier houses (particularly along Hastings Road) are set within battleaxe allotments. The established gardens of the earlier properties are more prominent within the streetscapes than the houses. By contrast, the Inter-war period and later houses are designed to address the street. Inter-war period styles, which are featured in the area, are Inter-war Georgian Revival, Inter-war Old English and Inter-war Mediterranean. No. 1 Pibrac Avenue is a fine Inter-war Functionalist style house. Low height (under 1m) masonry fences designed to match the houses are common. Garages are generally set back from the street, behind the front building alignments.

The area is exclusively residential apart from the Knox Grammar Gillespie playing fields and the small pocket park.

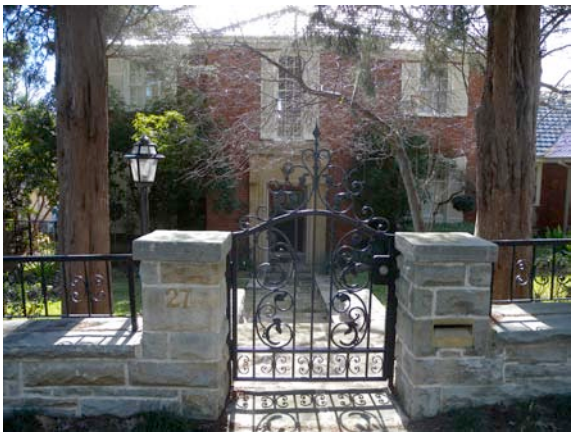



Figure 270: 27 Bangalla Street – contributory building

Figure 271: 33 Bangalla Street – heritage item

Figure 272: 2 Young Street – heritage item

Figure 273: 1 Young Street – contributory building

Figure 274: 11 Young Street – contributory building

Figure 275: 49 Cherry Street, corner Bangalla Street

Figure 276: 39 Hastings Road – heritage item

Figure 277: 1 Warrawee Avenue – contributory building

Figure 278: 11 Pibrac Avenue – heritage item "Pibrac" designed by architect Horbury Hunt

Figure 279: 52 Hastings Road – heritage item, also designed by Hobury Hunt

## Discussion of Significance

HCA 23 contains a high proportion of heritage listed items, most architect-designed houses, a high proportion of extant and intact pre-1943 houses many of them architect designed houses which are not heritage listed, and a number of later architect-designed houses, along with many more modest contributory buildings (for example bungalows in Young Street). Many houses are on large lots with significant established gardens.

The majority of houses within the area are either heritage-listed or considered contributory. In addition, some houses otherwise considered neutral (as they are outside the core period of development for the area), for example the house designed by architect James Muir in 1979 at 11 Warrawee Avenue, are considered to be potential heritage items.

The proposed HCA boundary, by removing houses rated as neutral at the edges (for example in Raymond Avenue), further increases the proportion of contributory items within the defined HCA.

## Statement of Significance

The following Statement of Significance draws on previous Godden Mackay Logan and Meredith Walker statements of significance.

The Warrawee Heritage Conservation Area is of aesthetic significance for its remarkable concentration of architecturally distinguished houses set within fine landscaped garden settings on large sites, many of the houses designed by notable architects including Eleanor Cullis-Hill, John Horbury Hunt, H. Joseland, Joseland & Gillings, Maurice B. Halligan, John Sulman, Hugh Venables Vernon, Waterhouse & Lake, and Wilson, Neave & Berry. Fine gardens blend with regenerated native trees and the undulating topography to create an aesthetically fine residential landscape.

Warrawee Heritage Conservation Area is of historical significance as an exclusively residential area, which retains evidence of its early settlement, subdivision and continuing development, in its main road pattern created in the 1890s, and evidence of later subdivision of earlier estates such as the *Pibrac Estate* subdivision of 1920, which created Pibrac Avenue. A notable feature of the area's layout, which is of historical significance, is the early creation of battleaxe allotments from the 1917 subdivision of the *Warrawee Garden Estate*.

The area is also of historical significance for its collection of early houses associated with prominent historical figures including *Pibrac*, the home of Frederick Eccleston Du Faur (1832-1915); *Roseburn* and *Kooyong* designed for two of the Gillespie brothers, proprietors of Anchor Flour Mills and prominent benefactors of Knox Grammar School, and *Audley*, designed for Preston L. Gowing of Gowings department stores.

## Recommendation

HCA 23 is recommended for listing as a heritage conservation area with boundary as outlined on the map in Appendix 3. The boundary has been formulated to encompass an area representing the core periods of significance within the period range 1890s-1960s, and in particular represents an area with a high level of pre-1943 development, including a high proportion of architect-designed houses.

The recommended boundary excludes modern development at the edges of the area.

Note that a section encompassing 18-24 Warrawee Avenue previously included in HCA 27, has now been included in HCA 23.

## Battleaxe lots recommended for viewing

"Dellwood", No. 32 Bangalla Street, is a post-1943 house designed by architect Eleanor Cullis-Hill for her sister. This site is recommended for viewing to determine potential heritage item status.

## Potential Heritage Items

The following sites are recommended for investigation as potential heritage items:

- 17 Bangalla Street
- 16-18 Bangalla Street
- 34 Bangalla Street
- 42 Bangalla Street
- 44 Bangalla Street
- 33 Hastings Road
- 63 Hastings Road
- 36 Hastings Road
- 42 Hastings Road
- 44 Hastings Road
- 50 Hastings Road
- 54 Hastings Road
- 3 Millewa Street (outside proposed HCA boundary)
- 1 Pibrac Avenue
- 9 Pibrac Avenue
- 19 Pibrac Avenue
- 1 Warrawee Avenue
- 11 Warrawee Avenue
- 4 Warrawee Avenue
- 14 Warrawee Avenue

Table 12: Potential Heritage Items in HCA 23

| Group or item | Notes |
|---|---|
| 17 Bangalla Street, corner Raymond Avenue | Federation Queen Anne style house – outside study area boundary, not photographed, included with defined HCA |
| 16-18 Bangalla Street, “Janoville” | |
| | Inter-war period house, possibly architect designed. On site on 1943 aerial photo. |
| Figure 280: 16-18 Bangalla Street, from the street | |
| 34 Bangalla Street | |
| | 1950s house, likely architect-designed |
| Figure 281: 34 Bangalla Street | |
| 42 Bangalla Street | |
| | Inter-war Mediterranean style house |
| Figure 282: 42 Bangalla Street | |

| Group or item | Notes |
|---|---|
| 33 Hastings Road - LV Bartlett House | |
| | 1942/F. Glynn Gilling, Joseland & Gilling architect |
| Figure 283: 33 Hastings Road | |
| 63 Hastings Road – Traill House | |
| | c. 1917/ Walter Traill, architect, designed for himself, however he never occupied as he died prior to completion of the house |
| Figure 284: 63 Hastings Road | |

| 36 Hastings Road | c. 1910s Federation Bungalow, house on battleaxe, likely architect-designed |
|---|---|
| | |
| Figure 285: 36 Hastings Road – north elevation | Figure 286: 36 Hastings Road – east elevation |
| 42 Hastings Road - Levens/CN Stevens House | 1926/Hugh Venables Vernon architect |

<table>
<tr><td> </td><td> </td></tr>
<tr><td>Figure 287: 42 Hastings Road from the street</td><td>Figure 288: 42 Hastings Road</td></tr>
<tr><td colspan="2">44 Hastings Road</td></tr>
<tr><td> </td><td rowspan="2">1924/Robertson & Marks designed house (AIA information). Inter-war Georgian revival style house</td></tr>
<tr><td>Figure 289: 44 Hastings Road</td></tr>
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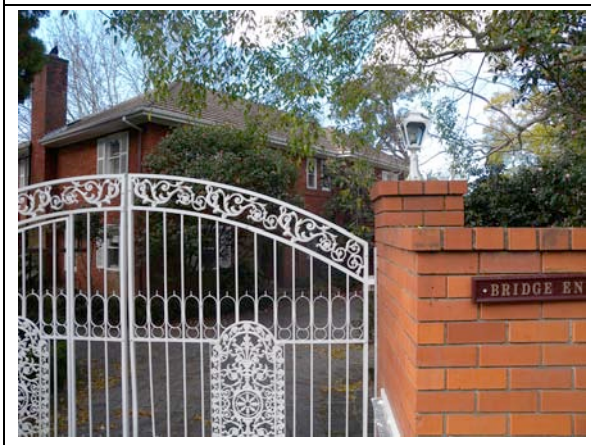
| | |
|---|---|
| 54 Hastings Road | W.R. Laurie's house, 1940s/W.R. Laurie, Laurie & Heath (AIA information). Not photographed – house set back behind tennis court |
| 3 Millewa Avenue | |
| | Inter-war Mediterranean style house, pre-1943, possibly architect-designed. House is on a battleaxe lot and in an area excluded from the proposed HCA boundary. |
| Figure 290: 3 Millewa Avenue (left) | |
| 1 Pibrac Avenue, "*Lianphil"* | c. 1937-1943 Inter-war Functionalist style house, likely architect-designed. House appears on 1943 aerial photo. House set back, not visible from street. Built for Lionel Bloom, bookmaker. |
| | |
| Figure 291: 1 Pibrac Avenue | Figure 292: Detail – front door of 1 Pibrac Avenue |

| | |
|---|---|
| 9 Pibrac Avenue | |
| | 1929/ architect Hugh Venables Vernon. Inter-war Mediterranean style house. This is a previously identified potential heritage item on a battleaxe lot. |
| Figure 293: 9 Pibrac Avenue (left) | |
| 19 Pibrac Avenue - Selby House | 1961/Russell Jack, Allen Jack & Cottier architects. On a battleaxe lot and not viewed. |

| | |
|---|---|
| 1 Warrawee Avenue "*Bridge End*" | |
|  | c. 1939/Inter-war Georgian revival |
| Figure 294:1 Warrawee Avenue | |
| 11 Warrawee Avenue - Mr & Mrs Mackerras house | |
| | 1970s house, likely architect-designed |
| Figure 295: 11 Warrawee Avenue | |
| 4 Warrawee Avenue, "*Pailton*" | |
| | 1960/Eleanor Cullis-Hill architect designed for Margaret Vernon, daughter of architect Hugh Venables Vernon |
| Figure 296: 4 Warrawee Avenue | |

| 14 Warrawee Avenue, “Haere-mai” aka “Kayana” | |
|---|---|
| Figure 297: 14 Warrawee Avenue | c. 1920/Hugh Venables Vernon architect, designed for Francis J. Ward. Federation Arts & Crafts style house. |

## 3.10 HCA 24 – BRENTWOOD AVENUE, TURRAMURRA

### History

The following history is summarised from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002.

Pre 1890

This area was one of Ku-ring-gai's richest timber-getting areas, characterised by vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Timber contractor Thomas Hyndes leased 2000 acres (800ha) to the east of Lane Cove Road (now the Pacific Highway) by 1822. In 1840, the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the western border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant.

Hughes subdivided the grant into large portions as the *Big Island Estate* in 1876. By 1878 the first of these large portions was in turn subdivided as the *Vanceville Estate*, extending from the Wahroonga area through to Eastern Road (or Great Eastern Road), so named, as it was the eastern border of the *Vanceville Estate*. Lots on the estate were in a regular grid pattern of between four and seven acre lots (1.6-2ha), and were sold to orchardists and market gardeners. Hastings Street and Smith (later Bangalla) Street were two of the parallel dividers at right angles to Eastern Road. Cherry Street was also set out in the *Vanceville Estate* subdivision, parallel to Great Eastern Road.

Several lots within the *Big Island Estate* were held independently by individual farmers who had bought them by 1862, well before the formal subdivision of the estate in 1876. Two of these purchasers were James Cherry, whose orchard was a feature of the area and whose holding extended along Great Eastern Road between Lane Cove Road and what is now St James Lane, and Daniel Ryan, who held a portion east of Cherry Street between Lane Cove Road and north of what is now Brentwood Avenue. William Ray and James Shelley held portions of the *Vanceville Estate* between Cherry's and Ryan's holdings.

Post 1890

By 1890, with the completion of the North Shore railway line, orchardists began selling their holdings for residential development. Some lots were sold as one acre lots (0.4ha); others were broken into smaller holdings. James Cherry's holdings were eventually subdivided as *Turramurra Grove* in 1906, and Brentwood Avenue and St James Lane were formed. In the first burst of residential subdivision substantial homes were built on large holdings, other lots were not subdivided till 1917 or later: this history has resulted in irregularity in lot sizes.

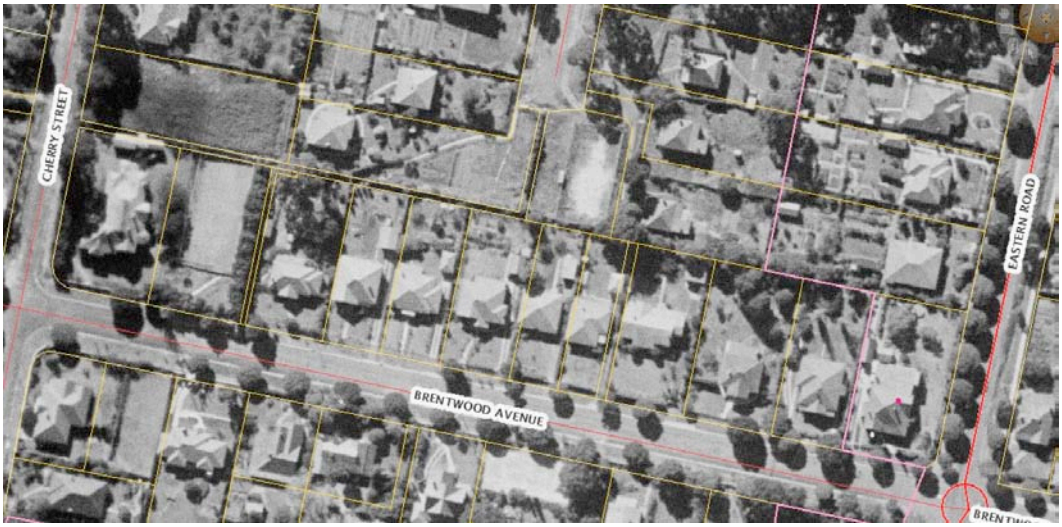



Figure 298: Eastern end of Brentwood Avenue, northern side, in 1943

Figure 299: Western end of Brentwood Avenue, northern side, in 1943

## Description

Topography, Streetscape and Built Form

Brentwood Avenue is a gently sloping street with informal street plantings. Only the northern side is within the study area, plus a few sites on Eastern Road and Gladstone Avenue. The area contains two listed heritage items at 41 Brentwood Avenue and 8 Gladstone Avenue.

Housing is generally modest single storey housing from the 1910s into the Inter-war period, interspersed with modern 2 storey housing. Some earlier housing has been substantially altered. The 1943 aerial photos above show that with the exception of 4 lots, the northern side of the street was developed by that time.

Figure 300: 15 Brentwood Avenue (corner Eastern Road) – previously identified as a potential heritage item, radically altered for child care centre use

Figure 301: 17 Brentwood Avenue – typical modern house in the area

Figure 302: 43 Brentwood Avenue (corner Cherry Street), intact Inter-war California Bungalow

Figure 303: 54 Eastern Road – radically altered 1930s bungalow

Figure 304: 51 Brentwood Avenue – Inter-war California bungalow with 1st floor addition

Figure 305: 53 Brentwood Avenue – cement rendered and re-roofed Inter-war period house

Discussion of Significance

Pre-1943 development remaining within HCA 24 is modest and scattered. The previously identified potential heritage item at 15 Brentwood Avenue (corner Eastern Road) has been extensively modified for use as a childcare centre, and is not now recommended as a potential heritage item.

While largely developed prior to 1943, the area has been impacted by alterations to older houses and also the construction of modern houses such as No. 17 Brentwood (illustrated above). As the majority of original houses in the street were single storey and face brick, new 2 storey cement rendered housing has a greater adverse impact in this area.

Overall, the area lacks streetscape integrity and is not considered to reach a threshold of significance which would warrant listing as a heritage conservation area.

## Recommendation

It is recommended that HCA24 not proceed as a Heritage Conservation Area due to overall lack of fabric integrity. Due to the intrusion of later development there are is no intact streetscape within this area from the key significant period of development (1910s to 1940s).

## Potential Heritage Items

No potential heritage items have been identified within this HCA.

## 3.11 HCA 25 - HEYDON AVENUE, WARRAWEE

### History

The following history is summarised from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002 and from the history section of Zeny Edwards' book *The Architectural Gems of Warrawee.*

Warrawee was a prime timber-getting location from circa 1815, dominated by the holdings of timber contractor Thomas Hyndes to the east and west of Lane Cove Road (now the Pacific Highway). Hyndes' land included vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Hyndes had formally leased the 2000 acres (809ha) to the east of Lane Cove Road by 1822 and in 1840 the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the western border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant. As the timber was removed, the cleared land was converted to use as orchards and market gardens.

Lands to the east of Lane Cove Road were totally contained within the 1876 subdivision of *The Big Island Estate.* The nucleus of the estate was bought, and in turn marketed by a group of politicians – Burns, Withers and Burdett Smith – in 1878, promoted as the *Vanceville Estate*. The *Vanceville Estate* was bounded by Cleveland Street to the west, Great Eastern Road (now Eastern Road) to the east, Burns Road to the north, and east-west cross streets were Hastings Road, Smith Street (later Bangalla), Gordon Lane (later Chilton Parade), and Billyard Avenue. Forty-one blocks, varying in size between four and seven acres (1.6-2.8ha) were sold to orchardists and market gardeners, who took up occupation.

Plans for the North Shore railway line were announced as early as 1882, and the *Vanceville Estate* was further subdivided into lots of around 5 acres each. However, when the line opened in January 1890 there was no station at Warrawee, the nearest stations being Wahroonga and Turramurra. The result was a delay in subdivision for further residential development.

Warrawee began to develop as an exclusive residential district with no shops, no post office, no public school, no churches, and no railway station until 1900. The railway commissioners were lobbied to construct a railway station at Warrawee by local residents including J.C. Remington, the second owner of *Pibrac.* Despite initial resistance from the railway commissioners due to the short distance between this location and the next station, Wahroonga, the lobbying prevailed and Warrawee Station was opened on 1 August 1900.

The exclusive residential character of the area became more pronounced after the opening of the railway station, as prominent wealthy residents, particularly Joseph Beresford Grant (manager of Atlas Assurance Co. and later Raine & Horne) gazumped commercial developers by buying up every site with a possibility for commercial use and building houses on the sites. One of these houses is *Woodcourt*, 34 Heydon Avenue designed by architect Leslie Wilkinson (within HCA25). The house was built to block a row of shops destined for the site. Grant was responsible for the construction of a number of substantial residential dwellings in Warrawee, Pymble and Killara, many by well-know architects.

In 1907, the Ku-ring-gai Recreation Company, which included members of the Progress Society, purchased four and a half acres (1.82 ha) of land fronting Lane Cove Road (Pacific Highway) in Warrawee. The club was later renamed the Warrawee Bowling Club, and is the oldest bowling club in Ku-ring-gai.

The high reputation of the area for its residential character was sometimes used in promoting sales of land in new subdivisions, for example the 1914 sale of the *Winton Estate*, with ten lots offered for sale in Winton Avenue, advertised the area as "The District of Beautiful Houses". Further, most land sales were subject to covenants specifying building materials and the cost of new houses, for example lots in the *Blytheswood Estate* in 1908 had a covenant specifying that any building erected must be worth more than 300 pounds in value and must be fenced.

HCA25 developed its character and form during the 1920s and 1930s. A large portion of the area was taken up by Knox Grammar School, established in 1924. The school had initially conducted itself from *Innisfail* (aka *Ewan House*) the home of brewer John Toohey in Wahroonga (now part of the Knox Preparatory School).

To the east of Knox Grammar School, Heydon Avenue (originally Beaufain Avenue, renamed after Judge C.G. Heydon who lived there) was largely developed in the 1920s and 1930s following subdivision of Judge Heydon's estate *Reaycroft* at 17 Heydon Avenue: *Reaycroft* was built in 1895 to a design by Castleton and Lake in the Federation Queen Anne style, and is the area's oldest home.

Eulbertie Avenue, Winton Street and Borambil Street were subdivided and developed between 1900 and 1908.

Yosefa Avenue, named after Judge Heydon's wife, who built the house *Yosefa* in the 1890s, was laid out in 1924, with the house demolished for the subdivision. Yosefa Avenue contains ten houses, four designed by architect Augustus Aley including *Innisfree* at No. 8, which he designed for himself in 1920 and *Santos* at No. 11, also designed by Aley for his own use in 1929.

At the northern end of the area, the heritage-listed house *Redleaf*, on the site encompassing four blocks at 28-30 Woodville Avenue, at the corner of Redleaf Avenue, was completed in 1899 to the design of Howard Joseland for solicitor Walter Parish of the Sydney legal firm Parish Patience and McIntyre. In the 1920s, Ku-ring-gai Council successfully re-planned the area around the approaches to Wahroonga Station, resuming land encompassing *Redleaf* in 1926 and forming a new roadway, Redleaf Avenue. *Redleaf* house was originally set within an extensive garden of five acres. By 1915 the property was owned by Arthur Crane of the Tap Manufacturers G.E. Crane and Sons. After the property was resumed in 1926 by Ku-ring-gai Council to provide better access to Wahroonga Railway Station, the Council subdivided the property in 1929; the subdivision being called the *Ku-ring-gai Council's Model Town Subdivision*. At that time the house was purchased by the Sisters of Mercy and converted into a nursing home, a use which continued until the mid 1960s. *Redleaf* has been a private residence since 1966.

The *Ku-ring-gai Council Model Town Subdivision* of 1929, not only formed Redleaf Avenue, but also extended Woodville Avenue north to intersect with Redleaf Avenue.

"The Council had commissioned real estate agents to auction the *Redleaf* estate in October 1929, just a little over two weeks before the Wall Street Stock Exchange crash."[14]

Due to the timing of this subdivision, the northern end of this area, with the exception of *Redleaf*, is dominated by housing built from 1929 into the 1930s and 1940s. Despite the Wall Street Stock Exchange crash and the subsequent commencement of the Great Depression, it is worth noting that this subdivision near Wahroonga Railway Station, in a wealthy area of Sydney where unemployment was low, took place at a time when the completion of the Sydney Harbour Bridge (completed 1932) was anticipated.

HCA 25 includes the site of Warrawee Public School on the western side of the Pacific Highway. The land on which Warrawee Public School stands was originally part of George Wood's land grant, later acquired by Reginald Finlay, who built a large single storey house *Blytheswood* on the land.

On June 1905, the Department of Public Instruction purchased part of the land to build Warrawee Public School, and the remaining property, including the residence, was purchased by Mr. William Quigley.

The original Warrawee Public School building was built at 1486 Pacific Highway in 1906, on the corner of Blytheswood Avenue. The public school's foundation stone was laid by Mrs C.G. Wade, wife of the Premier of NSW, on 2 June 1906, and the school officially opened in mid November 1906 with 108 pupils. The school building was extended in 1935. In 1950, the NSW Education Dept. purchased the property *Blytheswood* plus three other blocks of land (now 1482 Pacific Highway), and the Blytheswood house was demolished for new classrooms for the Infants Department of the school. New Infants school buildings were constructed in 1981-1982, and the original 1906 school building, with later extensions, remains at 1486 Pacific Highway.

[14] p. 96, Curby, Pauline, and Macleod, Virginia, *Under the Canopy: A centenary history of Ku-ring-gai Council* Ku-ring-gai Council, 2006

Figure 306: Northern section of HCA 25 in 1943 (Knox Grammar at bottom of photo). Pacific Highway to west, railway line to east.

Figure 307: Southern section of HCA 25 in 1943 (Knox Grammar at top of photo, Lowther Park Avenue cul-de-sac outline at bottom). Defined by the Pacific Highway to the west, the railway to the east.

## Description

Topography and Streetscape

The area generally has sloping streets falling away from the Pacific Highway, and kerbing and guttering to streets and informal street tree plantings. Access to the area is only available at a few points off the Pacific Highway or from the east via Redleaf Avenue. The north and south sections of the area are completely separated by the Knox Grammar School site, and the site is bordered by the Pacific Highway and the North Shore Railway Line, with the exception of the Warrawee Public School site on the western side of the Pacific Highway. The majority of the local retail shopping area in Redleaf Avenue is outside the HCA.

The alignment of Heydon Avenue, and the rear property lines of allotments facing Lowther Park Avenue and Winton Street evidence the early subdivisions which broke up John Terry Hughes' land grant into the *Vanceville Estate*.

Figure 308: Woodville Avenue streetscape

Figure 309: Borambil Street streetscape

Figure 310: Heydon Avenue Streetscape

Figure 311: Yosefa Avenue streetscape

Figure 312 : New residential flats at 2 Eulbertie Ave

Figure 313: Winton Street streetscape looking north

Figure 314:
(left) Lowther Park Avenue looking south, note new residential flats on right (2 Lowther Park Avenue/1389-1397 Pacific Highway)

Built Form

Housing throughout the area is detached, single and two storeys, with a predominance of single storey housing.

Two grand Federation-period residences remain on substantial grounds within the HCA: *Redleaf* designed by architect Howard Joseland at 28-30 Woodville Avenue; and *Inglewood,* also designed by Howard Joseland, at 1485-1493 Pacific Highway. Judge Heydon's 1895 house *Reaycroft,* which is not heritage-listed, remains at 17 Heydon Avenue.

From the Inter-war period, fine heritage-listed houses within HCA 25 are: *Woodcourt*, 34 Heydon Avenue designed by Professor Leslie Wilkinson in 1934 for J. Beresford Grant; *Chantreys*, 32 Heydon Avenue, designed by architect John Brogan for Professor Charles Fawsitt, Professor of Chemistry, University of Sydney c. 1934;

Woodville Avenue, the northern end of which was subdivided as part of the *Ku-ring-gai Council Model Town Subdivision*, includes a number of particularly fine 1930s and 1940s Inter-war Mediterranean style houses on the eastern side, including Nos. 41 and 35; and the heritage items *Redleaf* and a fine Inter-war Old English style house at 18 Woodville Avenue/1551 Pacific Highway (a large site with two street frontages) on the western side of Woodville Avenue.

Eulbertie Avenue includes a fine group of intact single storey Inter-war California bungalows at Nos. 9-17.

Winton Street includes a number of fine Federation period single storey houses on the western side, and a fine heritage listed Inter-war Old English style house (No. 7) on the eastern side.

Lowther Park Avenue appears to be a 1960s subdivision, with modest 1960s single storey housing, set well back from the street and without front fences.

Figure 315: Heritage Item at 18 Woodville Avenue

Figure 316: 2 Heydon Avenue

Figure 317: 5 Yosefa Avenue

Figure 318: 11 Yosefa Avenue

Figure 319: 11 Eulbertie Avenue – one of a number of intact Inter-war bungalows 1920s-1930s

Figure 320: House in Winton Street, contributory, not heritage listed

Figure 321: Typical 1960s house in Lowther Park Avenue

Figure 322: 1906 Warrawee Public School building

## Discussion of Significance

HCA 25 retains fabric integrity except at the edges. The streetscapes within the defined area are fine streetscapes of Inter-war housing, with the exception of Winton Street, which contains a number of significant Federation period houses. The proposed HCA boundaries exclude Lowther Park Avenue, a 1960s cul-de-sac, and various modern residential flat buildings along the Pacific Highway. Warrawee

Public School is also excluded, however the 1906 building and its site are recommended as a potential heritage item.

## Statement of Significance

A distinctive residential area of historical and aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including *Redleaf* and *Inglewood*, both designed by Howard Joseland. Significantly, the area retains its oldest house, *Reaycroft* at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.

## Recommendation

This area is recommended for listing as a Heritage Conservation Area, with boundary adjustments as follows:

- Exclude Warrawee Public School on the western side of the Pacific Highway (note: 1906 school building proposed to be investigated as a potential heritage item)
- Exclude Lowther Park Avenue (modest 1960s development which does not reflect the overall period of the HCA)
- Exclude sites along the Pacific Highway which have recently been developed for residential flat buildings out of scale with other development in the HCA
- Exclude the service station at the north-western corner of Redleaf Avenue and the Pacific Highway
- Exclude two sites at the north-eastern corner of Redleaf Avenue and Woodville Avenue which have modern development on them
- Include the north-western end of Woodville Avenue, in particular to include the modest Federation period house on the corner of Woodville Avenue and the Pacific Highway (1533 Pacific Highway)

As the area encompasses a portion of Wahroonga as well as Warrawee, it is suggested to be renamed the *Heydon Avenue, Warrawee/Woodville Avenue, Wahroonga HCA*, which would reflect the names of both the major roads within the area, and both the suburbs covered by the area.

Potential Heritage Items

The following properties are recommended for further investigation as potential heritage items:

- *Reaycroft*, 17 Heydon Avenue, Warrawee
- 2-2A Heydon Avenue, Warrawee
- 1499 Pacific Highway – Knox Grammar School – selected buildings only (not the whole site)
- 1486 Pacific Highway (not the whole site) – Warrawee Public School – 1906 building and 1935 extensions
- 4 Winton Street, Tarawa
- 5 Yosefa Avenue
- 7 Yosefa Avenue
- 11 Yosefa Avenue
- 8 Yosefa Avenue

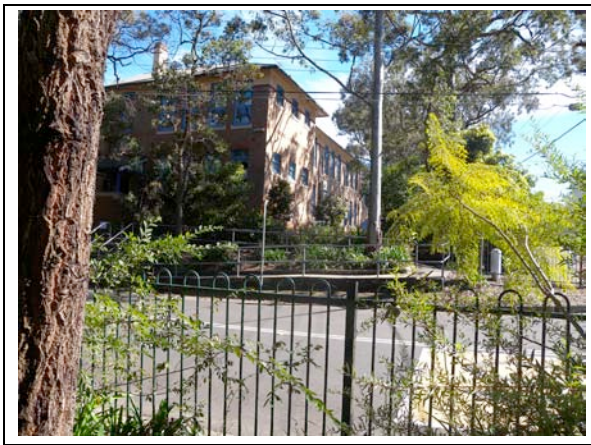
Note that previously identified potential items which are not recommended are:

- 1 Yosefa Avenue –a new house
- 3 Yosefa Avenue – an Inter-war Spanish Mission style house, which will be adequately protected by the HCA listing of the area
- 2 Yosefa Avenue – an Inter-war California bungalow, which will be adequately protected by the HCA listing of the area

- 4 Yosefa Avenue – an Inter-war Old English style house, which will be adequately protected by the HCA listing of the area
- 6 Yosefa Avenue – a new house

Table 13: Potential Heritage items in HCA 25

| Group or item | Notes |
|---|---|
| 17 Heydon Avenue, Warrawee | |
| | 1895/Judge Heydon's house |
| Figure 323: 17 Heydon Avenue, "Reaycroft" | |
| 2-2A Heydon Avenue, Warrawee | |
| | Previously identified potential heritage item, designed by architect John Shedden Adam. Large 2 storey 1920s house on a double block. Very intact. |
| Figure 324: 2 Heydon Avenue | |
| 1499 Pacific Highway – Knox Grammar School – selected buildings only | |
| | Chapel (near Borambil Street); John Shedden Adam designed building, pre-1943 buildings on site |
| Figure 325: Knox Chapel (taken from Borambil Street) | |
| 1486 Pacific Highway (not the whole site) – Warrawee Public School | |

| | |
|---|---|
|  | 1906 building and 1935 extensions |
| Figure 326: Warrawee Public School 1906 building | |
| 4 Winton Street, Tarawa | |
| | c. 1907/Hugh Venables Vernon, architect, for himself |
| Figure 327: 4 Winton Street | |
| 5 Yosefa Avenue, “Collingwood” | |
| | c. 1927/Peddle Thorp & Walker |
| Figure 328: 5 Yosefa Avenue | |

| | |
|---|---|
| 7 Yosefa Avenue | |
| | 1926/Augustus Aley |
| Figure 329: 7 Yosefa Avenue | |
| 11 Yosefa Avenue, “Santos” | |
| | 1929/Augustus Aley for himself |
| Figure 330: 11 Yosefa Avenue | |
| 8 Yosefa Avenue, “Innisfree” | |
| | c. 1902/ August Aley for himself |
| Figure 331: 8 Yosefa Avenue | |

## 3.12 HCA 26 - MAHRATTA, WAHROONGA

### History

Fox Valley Road is one of the earliest roads in Ku-ring-gai, and was indicated in the Wells County of Cumberland map of 1840 and also identified on Mitchell's 1835 Parish of Gordon map, which shows the road passing through the property of Thomas Hyndes and cutting through to Lane Cove Road (now Pacific Highway). The road was not redefined until 1859, when the first lots were sold in the area.

In 1838 Thomas Hyndes received a grant of 640 acres in the area, encompassing HCA 26. Hyndes, listed in the 1828 census as a timber merchant, did build a home for himself in Wahroonga. Hyndes died in 1855, by which stage his land at Wahroonga had been purchased by John Brown, another timber merchant. Brown owned land in a number of places in Ku-ring-gai which he progressively cleared and planted with orchards. Brown's legacy is remembered in the naming of Ada, Lucinda Avenues and Roland Street after three of his children.

Until the opening of the North Shore railway line in 1890 the area largely remained the domain of timber merchants and orchardists and small-scale farmers. Land speculation began in the 1880s in anticipation of the railway line. Three politicians, John Fitzgerald Burns, Robert Burdett Smith and George Withers, all acquired large tracts of Crown land around Wahroonga in preparation for subdivision. However the depression of the 1890s forced each of them out of the market, and in 1893 the Bank of NSW began selling lots in the Wahroonga Heights Estate (north of this area), as mortgagee, which marked the beginnings of residential subdivision in the Wahroonga area.

The railway extension from St Leonards to Milsons Point in 1893 gave further impetus to subdivision in Wahroonga. Early subdivisions include the Bundarra Estate (October 1892), creating Bundarra Avenue, Woonona Avenue and Warwilla Avenue. Brown's Estate, released in the early 1900s extended from Lane Cove Road (Pacific Highway) south beyond Fox Valley Road. Part sale in 1906 of the late John Toohey's estate led to formation of Munderah Street, running between Lane Cove Road and Ada Avenue, one of the first cross streets. Further subdivisions in the early 20th century created smaller streets within the former Brown's Estate.

In 1893, Francis Gerard purchased 'The Foxground Estate' from John Brown. This land at the corner of Fox Valley Road and Lane Cove Road (Pacific Highway), Wahroonga, was known as 'Brown's Paddock'. It passed through several hands until a Mr Allen became owner and named it *Mahratta* after his father's home in Queensland. Allen sold in 1930 to Sir Joynton Smith, who in turn sold to T.A.Field in 1932. After 8 years, Field had the old house demolished and built the present mansion *Mahratta* at the corner of the Pacific Highway and Fox Valley Road in 1941. The 2 storey house of 15,000 sq.feet together with tennis courts and swimming pool was bought in 1961 by the Bank of NSW for use as a training college for its senior officers. *Mahratta* was acquired in 1989 by the School of Philosophy, which still owns the site.[15] To the south of Mahratta, some of its land has been subdivided and a new residential cul-de-sac constructed.

The 1929 *Redleaf Estate* close to the station, subdivided by Ku-ring-gai Council, led to the creation of Redleaf Avenue and the development of the Wahroonga retail shops area.

[15] Information on Mahratta from State Heritage Inventory form, history section

Figure 332: Northern section of HCA 26 in 1943

Figure 333:Southern section of HCA 26 in 1943, showing sparse development

## Description

Topography and Streetscapes

Southern section (South of Pacific Highway)

Streets slope steeply down from the Pacific Highway to the south, and there is significant remnant Blue Gum High Forest within the area. Some streets in this southern portion of HCA 16 such as Koora Avenue, have soft edges.

Abbotsleigh School for Girls dominates the northern end of this section, now taking up the Pacific Highway frontage of the area from Lucinda Avenue to Ada Avenue, with the exception of the Sydney Water Reservoir at 1678 Pacific Highway, 3 and 5 Ada Avenue, and sites in Lucinda Avenue down to No. 18 Lucinda Avenue from the highway. Though now part of the school, houses remain at Nos. 2 to 14 Lucinda Avenue. The school site includes a number of Federation period mansions fronting the Pacific Highway.

Figure 334: Abbotsleigh School for Girls from Ada Avenue

Figure 335: Lucinda Avenue streetscape

Figure 336: Ada Avenue Streetscape

Figure 337: Munderah Street streetscape

Figure 338: Gilda Avenue streetscape

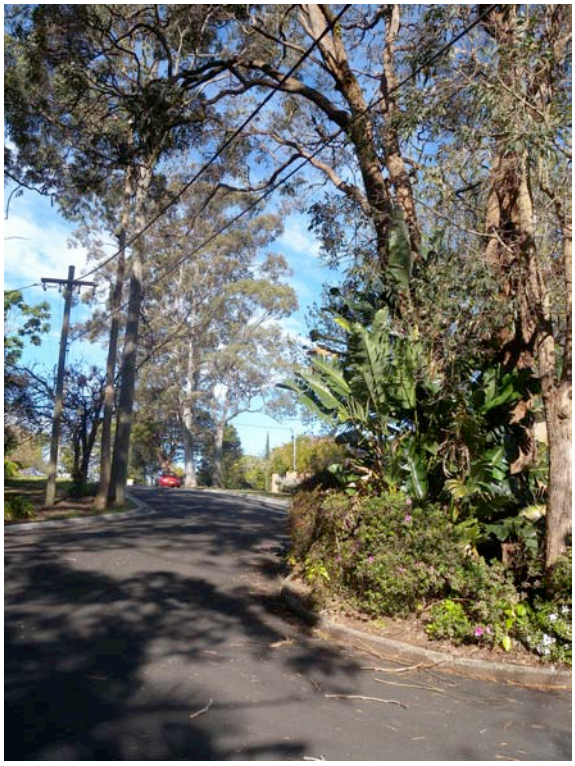


Figure 339: Myall Avenue Streetscape

Figure 340: Rhonda Close streetscape

Figure 341: Field Place streetscape

Figure 342: Fox Valley Road at the northern end

Figure 343: Fox Valley Road streetscape, southern

(boundary wall of Mahratta on right)

Figure 344: Walpole Place streetscape

end

Figure 345: Herber Place streetscape

Figure 346: Amaroo Avenue streetscape

Figure 347: Tanderra Street streetscape

Figure 348: Mahratta Avenue streetscape

Figure 349: Koora Street streetscape

Figure 350: The Glade streetscape

Figure 351: Seaton Avenue streetscape

Figure 352: Cyrus Avenue streetscape

Figure 353: Roland Avenue streetscape

Northern section (between the Pacific Highway and the Railway)

The northern portion between the railway and the Pacific Highway has gently sloping streets and less tree cover than in the southern section of this HCA, and is developed to a fairly high density, with many residential flat buildings and medium density residential developments, ranging in construction period from the 1950s to the present.

At its eastern edge the area includes the Wahroonga retail shopping area. At its north-western edge is a large site owned by Abbotsleigh School for girls (24 Woonona Avenue). This area contains a pocket park at 5 Neringah Avenue South.

Figure 354: Redleaf Avenue, looking south from near

Figure 355: Railway Avenue, looking east from

the railway station

Figure 356: Coonanbarra Road South streetscape (village retail area carpark to right)

Coonanabarra Road

Figure 357: Coonanbarra Road South village retail area carpark

Figure 358: Water Reservoir – Neringah Avenue South elevation

Figure 359: View of the Abbotsleigh School for Girls site in Woonona Avenue

Figure 360: Pocket park at 5 Neringah Avenue South

Figure 361: Bundarra Avenue South

Built form

Southern section (south of Pacific Highway)

In the southern portion of the area south of the Pacific Highway, a scatter of Federation period to Inter-war period housing occurs in the portions of the area developed earlier, most streets in the centre of the area containing housing from the 1960s and later. Earlier housing is clustered along the Pacific Highway and the streets just south of the Pacific Highway – Munderah Street, Gilda Avenue, Myall Avenue - along Fox Valley Road, and at the northern ends of Ada Avenue and Lucinda Avenue. Abottsleigh

School for Girls retains a number of Federation period mansions along its Pacific Highway frontage, now part of the school, and the school has purchased the properties at 3-5 Ada Avenue and 2-18 Lucinda Avenue, presumably for expansion of the school. Uncharacteristic modern residential flat buildings now occupy sites at 8-10 Ada Avenue (aka 7 Munderah Street), 1-3 Munderah Street, and 1580-1596 Pacific Highway (aka 2C Munderah Street).

The map of sites with intact pre-1943 development (in Appendix 3) for this area shows a cluster of sites around Myall Avenue and Gilda Avenue and along the Pacific Highway in this vicinity, and a scatter of sites along Fox Valley Road, Ada Avenue, Lucinda Avenue and Cyrus Avenue: the core of this area, centred around the park known as The Glade Oval, contains no pre-1943 development. This core area appears to contain housing built from the 1950s to the present. The Building Contributions map in Appendix 3 shows a general lack of consistency.

Figure 362: One of the Federation period mansions fronting the Pacific Highway which is part of the Abbotsleigh School for Girls site

Figure 363: Cement rendered 1960s house at 36 Lucinda Avenue

Figure 364: Modern residential flat building at 8-10 Ada Avenue

Figure 365: Modern residential flat building at 1-3 Munderah Street

Figure 366: Modern residential flat building at 2C Munderah Street

Figure 367: Modern residential flat buildings at 2A and 2B Munderah Street

Figure 368: 1960s version of Georgian revival style at 6A Munderah Street

Figure 369: 8 Rhonda Close – typical 1970s house in this cul-de-sac

Figure 370: 1 Myall Avenue – 1930s Inter-war Georgian revival style house

Figure 371: 9 Myall Avenue – circa 1970s house at the apex of this cul-de-sac. This house replaced an earlier house on this site.

Figure 372: Circa 1970s house at 2 Roland Avenue

Figure 373: 1980s pseudo Federation style house at 3 Field Place (part of a 1980s subdivision off the Mahratta house site)

Figure 374: 1960s house at 6 Herber Place

Figure 375: 1960s house at 6 Tanderra Street

Figure 376: Circa late 1940s house at 2 The Glade (corner Lucinda Avenue)

Figure 377: Modern house at 4 Koora Avenue

Figure 378: 9 Walpole Place – 1970s house

Figure 379: 1970s house at 65 Lucinda Avenue

Figure 380: 1950s-1960s house at 4 Seaton Avenue

Figure 381: 1950s house at 3 Eastbourne Avenue

Figure 382: 21 Mahratta Avenue – cement rendered 1950s or 1960s house

Figure 383: 23 Mahratta Avenue – modern house

Northern section (between the Pacific Highway and the Railway)

A substantial amount of new development has occurred along the north side of the Pacific Highway, and through the northern portion of the area generally. Bundarra Avenue South in particular contains a large amount of recent residential multi-unit development. The 1943 aerial photo shows that, while shops had been developed along both sides of Railway Avenue at that time, the sites of shops at Nos. 15-31 Redleaf Avenue were vacant, and the area now occupied by a carpark (9 Coonanabarra Road) only had one small building on it in 1943. The map of intact pre-1943 development (in Appendix 3) for this area shows only a scatter of sites, which include the water reservoir at 1635 Pacific Highway.

Figure 384: Wahroonga Post Office at 20 Coonanbarra Road South

Figure 385: 33 Coonanbarra Road South (opposite Post Office)

Figure 386:1950s residential flat building, 40 Coonanbarra Road South, corner of Warwilla Avenue

Figure 387:Residential flat building at 1627 Pacific Highway

Figure 388: Circa 1980s townhouse development, 3 Neringah Avenue South

Figure 389: Circa 1970s residential flat building at 7-9 Neringah Avenue South

Figure 390: 4-10 Neringah Avenue South, Neringah Hospital

Figure 391: Circa 1950s house at 12 Neringah Avenue South

Figure 392: Federation Queen Anne style house (listed heritage item) at 10 Warwilla Avenue

Figure 393: 3 Woonona Avenue South (listed heritage item)

Figure 394: 1930s bungalow at 9 Woonona Avenue South

Figure 395: Modern residential flats at 15-17 Woonona Avenue South

Figure 396: 2A Bundarra Avenue South

Figure 397: 8-10 Bundarra Avenue South

Figure 398: 3-13 Bundarra Avenue South

Figure 399: 15 Bundarra Avenue South, 1930s bungalow, with modern residential flats at Nos. 3-13 to right

## Discussion of Significance

Pre-1943 development within HCA 26 is scattered along Fox Valley Road, Lucinda Avenue, and along and close to the Pacific Highway. The centre of the area, which contains a large informal park fronting Koora Avenue, predominantly contains residences built in the 1960s or later. Additionally, new development and alterations throughout the area have reduced the integrity of the area's built environment. There are recent residential flat buildings at the northern end of Ada Avenue and in Munderah Street, and evidence of recent low density residential development which are redevelopments of early large sites, sometimes retaining the earlier building (for example at 15 Ada Avenue). A number of vacant construction sites throughout the area are evidence of ongoing replacement of earlier houses.

The portion north of the Pacific Highway contains extensive multi-unit residential development from the 1950s through to recently, with few pre-1943 buildings. By 1943 the western side of Redleaf Avenue remained undeveloped with the exception of the buildings on the corners of Redleaf Avenue and Railway Avenue. While this area contains a number of listed heritage items, and a number of fine individual buildings, including some shops, which are recommended as potential heritage items, the area is now one where medium to high density multi-storey residential development, particularly dating from the 1970s until very recently, is prevalent. This area contains the greatest amount of development rated as "uncharacteristic".

## Recommendation

This area is not recommended as a Heritage Conservation Area due to lack of intact streetscapes from key periods of historical significance.

It is recommended that a number of shops within the Wahroonga retail area be investigated as potential heritage items (see list below), and that, in addition, a DCP be prepared for the Wahroonga retail area to establish suitable urban design controls for new retail development in the area.

It is recommended that prior to the consideration of any future development applications for the Abbotsleigh School for Girls site at 1670-1712 Pacific Highway, a Conservation Management Plan should be required.

While the overall character of the area is highly mixed, there are a substantial number of buildings which have been identified as potential heritage items. It should be noted that Abbotsleigh School is placing development pressure on the northern ends of Ada Avenue, and Lucinda Avenue, having acquired houses including 3-5 Ada Avenue and 2-14 Lucinda Avenue, presumably for the purpose of school expansion. The two Sydney Water reservoirs are both listed on the Sydney Water Section 170 heritage register and should be adopted as local heritage items.

Battleaxe lots recommended for viewing

The following battleaxe sites within HCA 26 are recommended for viewing to determine potential heritage item status:

- 48-50 Ada Avenue "Marendon" – house on site in 1943

- 57A Lucinda Avenue –1960 house designed by architect Ian McKay
- 1578 Pacific Highway – house on site in 1943

## Potential Heritage Items

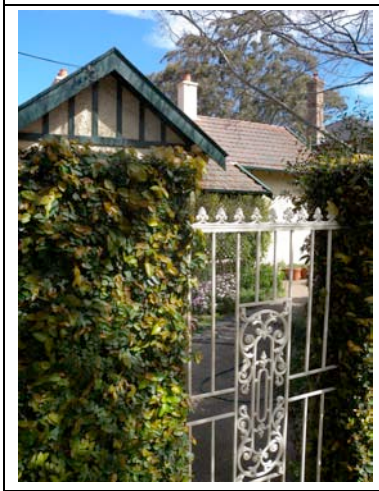
The following sites are recommended as potential heritage items:

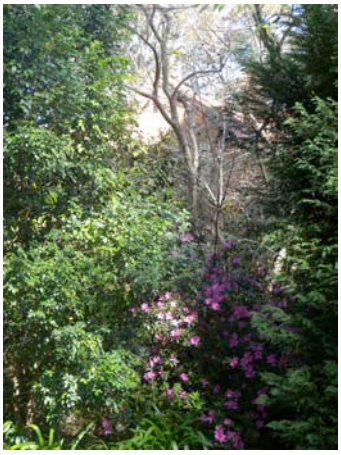
- 19 Ada Avenue
- 29 Ada Avenue, “Carinya”
- 18 Ada Avenue, corner Rhonda Close
- 20 Cyrus Avenue
- 49 Fox Valley Road, “West Tarring”
- 51 Fox Valley Road
- 93 Fox Valley Road
- 145 Fox Valley Road (out of area)
- 10 Fox Valley Road
- 14 Fox Valley Road
- 88 Fox Valley Road
- 3 Gilda Avenue
- 18 Gilda Avenue
- 11A Lucinda Avenue
- 21 Lucinda Avenue, "Bolton Grange"
- 33 Lucinda Avenue, "Cullingral"
- 37A Lucinda Avenue
- 41 Lucinda Avenue, “Mansfield”
- 24 Lucinda Avenue
- 10 Munderah Street, corner Ada Avenue, “Lucarno”
- 4-12 Neringah Avenue South, aka 5-7 Woonona Ave South  Neringah Private Hospital
- 1635 Pacific Highway – Sydney Water Reservoir
- 1544 Pacific Highway, “Yaamba”
- 1564 Pacific Highway, corner Gilda Avenue, “Illilliwa”
- 1566 Pacific Highway
- 1676 Pacific Highway – Sydney Water Reservoir
- 11 The Glade
- 1-5 Railway Avenue
- 9A,11, 15 17 Railway Avenue
- 2 Railway Avenue
- 14-16 Railway Avenue
- 8 Woonona Avenue
- 24 Woonona Avenue – Abbotsleigh School for Girls site

Table 14: Potential heritage items in HCA 26

| Group or item | Notes |
|---|---|
| 19 Ada Avenue | |
| | Inter-war California Bungalow |
| Figure 400: 19 Ada Avenue | |
| 29 Ada Avenue, “Carinya” | |
| | “Carinya” – large Inter-war period house |
| Figure 401: 29 Ada Avenue | |
| 18 Ada Avenue, corner Rhonda Close | |
| | 1930s to 1940s house |
| Figure 402: 18 Ada Avenue | |

| | |
|---|---|
| 20 Cyrus Avenue | |
| | Federation period weatherboard house |
| Figure 403: 20 Cyrus Avenue | |
| 49 Fox Valley Road “West Tarring” | |
| | “West Tarring”, house designed in 1936 by F. Glynn Gilling, Joseland & Gilling (AIA list) |
| Figure 404: 49 Fox Valley Road | |
| 51 Fox Valley Road, corner Ada Avenue | |
| | Federation period house (note: house has been re-roofed and top of the chimney has been removed) |
| Figure 405: 51 Fox Valley Road | |

| | |
|---|---|
| 93 Fox Valley Road | |
| | Inter-war Georgian Revival style house |
| Figure 406: 93 Fox Valley Road | |
| 145 Fox Valley Road (out of area) | Federation period weatherboard house, outside study area boundary, not photographed |
| 10 Fox Valley Road | |
|  | Federation period house |
| Figure 407: 10 Fox Valley Road | |
| 14 Fox Valley Road | |
| | Federation period house |
| Figure 408: 14 Fox Valley Road | |

| | |
|---|---|
| 88 Fox Valley Road | |
| | Inter-war California bungalow |
| Figure 409: 88 Fox Valley Road | |
| 3 Gilda Avenue | |
| | Federation period house |
| Figure 410: 3 Gilda Avenue | |
| 18 Gilda Avenue | |
|  | 1940s house |
| Figure 411:18 Gilda Avenue | |

| | |
|---|---|
| 11A Lucinda Avenue | |
| | Federation Arts & Crafts style house on a battleaxe lot, 1901, designed by architect Edward Jeaffreson Jackson (AIA list) |
| Figure 412: 11A Lucinda Avenue | |
| 21 Lucinda Avenue, “Bolton Grange” | |
| | "Bolton Grange" - 1930s or 1940s Inter-war Mediterranean |
| Figure 413: 21 Lucinda Avenue | |
| 33 Lucinda Avenue, “Cullingral” | |
| | "Cullingral" – Inter-war California Bungalow |
| Figure 414: 33 Lucinda Avenue | |

37A Lucinda Avenue

Figure 415: 37A Lucinda Avenue

Inter-war California Bungalow

41 Lucinda Avenue, “Mansfield”

Figure 416: 41 Lucinda Avenue

“Mansfield” -1940s house

24 Lucinda Avenue

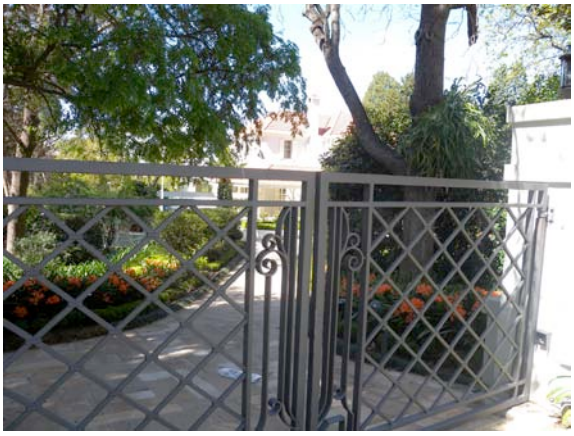


Figure 417:24 Lucinda Avenue

1940s house

10 Munderah Street, corner Ada Avenue, “Lucarno”

| | |
|---|---|
| | “Lucarno” 1920s Inter-war free classical style house |
| Figure 418: 10 Munderah Street | |
| 4-12 Neringha Ave South aka 5-7 Woonona Ave South | Neringah Private Hospital - Federation period house and also 1957 building designed by NW McPherson & DA Harrison, (AIA list) |
| | |
| Figure 419: 4-12 Neringah Ave South – Neringah Private Hospital | Figure 420: 4-12 Neringah Ave South – Neringah Private Hospital – 1957 building |
| 1635 Pacific Highway | |
| | Sydney Water Reservoir (on Sydney Water Section 170 Heritage Register) – water reservoir on the northern side of the Pacific Highway between Woonona Avenue and Neringah Avenue South |
| Figure 421: 1635 Pacific Highway | |
| 1544 Pacific Highway, “Yaamba” | |

| | |
|---|---|
| | “Yaamba” – Federation period house |
| Figure 422: 1544 Pacific Highway | |
| 1564 Pacific Highway, corner Gilda Avenue, “Illilliwa” | |
| | “Illilliwa” – Federation house |
| Figure 423:1564 Pacific Highway | |
| 1566 Pacific Highway | |
| | 1940s Inter-war Georgian Revival style house |
| Figure 424: 1566 Pacific Highway | |

| | |
|---|---|
| 1676 Pacific Highway – Water Reservoir | |
| | Sydney Water Reservoir (on Sydney Water Section 170 Heritage Register) |
| Figure 425: 1676 Pacific Highway - Water Reservoir | |
| 11 The Glade | |
| | Inter-war Functionalist style house |
| Figure 426: 11 The Glade | |
| 1-5 Railway Avenue | |
| | Inter-war Free Classical style corner shop |
| Figure 427: 1-5 Railway Avenue | |
| 9A -17 Railway Avenue | |

Figure 428: 9A-17 Railway Avenue

Federation style shops

2 Railway Avenue

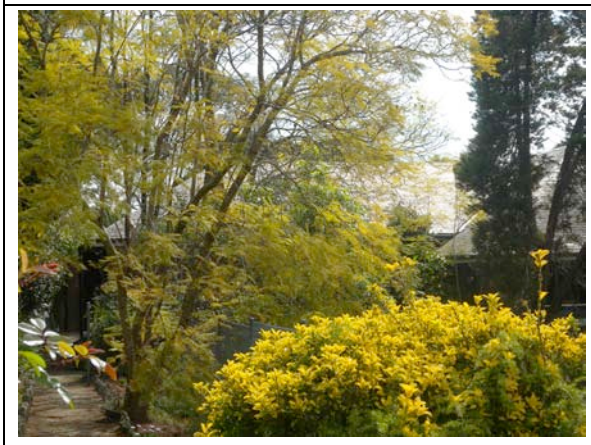
Figure 429: 2 Railway Avenue

Inter-war Art Deco style corner shop

14-16 Railway Avenue

Figure 430: 14-16 Railway Avenue

Federation style shops

| | |
|---|---|
| 8 Woonona Avenue | |
|  | Grand 1920s Inter-war California Bungalow style house |
| Figure 431: 8 Woonona Avenue | |
| 24 Woonona Avenue | Abbotsleigh School for Girls site, which contains two large Federation period houses, extended since |
| | |
| Figure 432: 24 Woonona Avenue – part of Abbotsleigh School | Figure 433: 24 Woonona Avenue in 1943 – both of the houses shown are still on site, though extended since |

## 3.13 HCA 27 – WAHROONGA, HCA 28-WAHROONGA EXTENSION, AND HCA 28A – WAHROONGA FURTHER EXTENSION

### History

The following history is summarised from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002.

Pre-1890

This area was one of Ku-ring-gai's richest timber-getting areas, characterised by vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Timber contractor Thomas Hyndes leased 2000 acres (800ha) to the east of Lane Cove Road (now the Pacific Highway) by 1822. In 1840, the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the western border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant.

In 1876 the estate, known as *The Big Island* estate, was subdivided into large portions by a syndicate of politicians and businessmen, Burdett Smith, Burns and Withers. The boundaries of this first subdivision laid down the pattern of Wahroonga as it is now known, and a map showing the plan of roads in 1889 denotes the roads formed at that time and marks the boundaries of the portions. These roads were Boundary, Great Eastern (now Eastern), Burns, Billyard and Smith (now Bangalla) Roads.

At the time of the subdivision of *The Big Island* estate, some lots were bought separately to the major holdings. One of these became known as 'Noonan's Paddock' after its owner. Patrick Noonan occupied the lot now bounded by Stuart, Coonanbarra, Illoura and spanning what was later to be the railway station. At the time of the second survey for the railway line (1883) there was little development shown in the central Wahroonga area. Noonan's block and an adjacent block to the north were the only ones occupied at that time.

In 1878 the largest of the portions created by the 1876 subdivision was itself subdivided (DP 503). This was the Vanceville Estate, bordered by Great Eastern (now Eastern) Road, Burns Road, a line south of and parallel to Cleveland and with cross streets Hastings, Smith (later Bangalla), Gordon Lane (later Chilton), and Billyard Avenue. Forty-one blocks, varying in size between one and seven acres (0.4-2.8ha), were sold to orchardists and market gardeners.

The road pattern within the area results from this early subdivision history of The Big Island and Vanceville estates, and Noonan's block remained open space and later became Wahroonga Park.

Post 1890

When the railway line was built (completed 1890), the line ran through Noonan's Paddock, and the station at Wahroonga was initially known (and shown on maps) as "Noonan's Platform". The Upper North Shore was no longer perceived as a rural area for orchardists and market gardeners, but as a healthy and desirable place to live. Between 1891 and 1897, the remaining portions of *The Big Island* were subdivided, with streets forming a regular grid pattern, with other estates being offered after a two-year period. The pattern of land release was as follows: *Wahroonga Estate* between Woonona and Coonanbarra 1891, 1893, 1895, 1897; *Bundarra Estate* (north of the HCA) 1892, 1893; *Wahroonga Heights Estate* from Burns to Boundary, north to Woonona and east to Eastern Road, and with another section spanning Cleveland in 1893, 1895, 1897. This estate was released in several sections, with the first spanning Cleveland Road as DP 2943.

At the same time orcharding lots in the former Vanceville Estate were further subdivided for residential lots. A characteristic of most of the residential lots in the Wahroonga area was the size of the lots: they were large, one to three acres (0.4-1.2ha) in size and were designed for politicians, business and professional men. George Collingridge, a resident of Hornsby, prepared an 1897 map of Wahroonga to illustrate his magazine *Progress: An Illustrated Journal and Magazine*. Although lands through to Boundary Road were fully subdivided by 1897, and although there were individual large homes facing Grosvenor, Junction and Kintore Streets, the concentration of development in the early years of the twentieth century occurred south of Burns Road (within HCA 27). These first residences were described as palatial, planted with magnificent gardens.

Other lots of *The Big Island* held by individuals were independently subdivided, such as *The Wahroonga Station Estate* with lots fronting Coonanbarra and Railway Avenue, subdivided in 1910, and *Barnes Estate* east of Illoura Avenue.

HCA28 and HCA28A are both wholly within the *Wahroonga Heights Estate* subdivided 1893, 1895 and 1897.

Wahroonga had a strong Presbyterian presence, and many street names reflect Scottish origins (Burns, Braeside, Stuart, Lochville). The first Wahroonga complex of shops in Coonanbarra Road was established in 1895 (designed by John Sulman) and consisted of George Boyne's Railway Stores and McKye's Bakery. An amusement hall also opened in Coonanbarra Road in 1896. The hall was bought by the Presbyterian community in 1898 and became known as the Wahroonga Presbyterian Hall. The foundation of St Johns Presbyterian (now Uniting) Church was laid in 1929, and services began in 1930. The Gillespie family of Wahroonga and Warrawee were major benefactors of the Presbyterian Church, initially lending the purchase price of the hall, and remaining long-term benefactors of Knox Grammar School.

St. Andrew's Anglican Church was established on the corner of Cleveland and Water Streets in 1904, followed by a new church in 1936; Wahroonga Methodist Church (now Ku-ring-gai Presbyterian Church) opened in 1916, and Catholic services began at a house Greenmeadows, in Billyard Avenue in 1948, with services moved to the new Holy Name Church and Priory in 1954.

The work of the Wahroonga Progress Association formed in 1895 (eleven years prior to the formation of the local Council) was a major influence on the developing character of the suburb. The association performed many functions later taken over by local government: property valuation, forming and improvement of roads and pathways, avenue plantings of trees, securing parkland, positioning of street lights, erecting turnstiles and footbridges, advising on water supply, postal, telephone and rail services. The Wahroonga Progress Association lobbied for the establishment of Wahroonga Park on the remaining portion of Noonan's Paddock, owned by John Sulman. The association, by 1925 renamed the Wahroonga Community Service Association, landscaped the park with plants, labour and maintenance donated by its members.

Educational institutions operated in the area from 1897, those still remaining being Prouille Catholic Primary School at 3-5 Water Street, near Cleveland Street, established by Dominican Sisters in 1950, associated with the Holy Name church at 35 Billyard Avenue; Wahroonga Public School "The Bush School" at 71 Burns Road, established in 1944 and officially opened by Mrs Evatt, the wife of Clive Evatt; St John's Uniting Church Wahroonga Preparatory school, established in 1926 and located behind the church at 61 Coonanbarra Road (corner Cleveland Street) in a modern building; St Edmund's School, including the house "Midhope", at 60 Burns Road, corner Wahroonga Avenue, established by the Christian Brothers in 1950s, originally as a school for blind boys, now catering to children with a range of special needs; Knox Grammar Preparatory School at 1-3 Billyard Avenue, which includes Innisfail House (later renamed Ewan House) built in 1896 for John Thomas Toohey, and purchased in 1928 for the Knox Grammar Preparatory School; 15 Cleveland Street, (part of Knox Preparatory School); and St. Lucy's School at 21-23 Cleveland Street, established in 1938, originally in Homebush by the Dominican Sisters as a school for blind children, and moved to Wahroonga in 1959, which now caters for children with a range of disabilities.

Large homes were taken over by institutions in the mid 20th century including Rippon Grange (1890s) in Water Street, which became the John Williams Memorial Hospital in 1951, in 1980 being taken over by the Hornsby & Ku-ring-gai District Hospital for disability services; Redleaf, (1897) in Redleaf Avenue used as a convalescent hospital 1946-1948; Greystanes the 1894 Pockley Home at 49 Burns Road became the Mt Alverna Franciscan retreat from 1951-1987; and Berith Park (1909) at 19 Billyard Avenue was occupied by Dominican Sisters 1957-1979, and the c. 1910 Federation Queen Anne style house at 134 Eastern Road (now 1 Glenwood Close), which was the Patrician Brothers Training College until recent years. All of these houses except Rippon Grange have since reverted to private residential use.

After World War 1 some of the larger residential estates began to be subdivided. The original estate home was often retained on one block of an acre or so (0.4ha), with an access driveway, surrounded by smaller lots offered for sale. This has resulted in a pattern of battleaxe allotments, often with earlier, significant houses. An example of such subdivisions of this period is the Rippon Grange subdivision of 1922 with formed new lots extending from Water Street through to Billyard Avenue. The house at 134 Eastern Road/1 Glenwood Close is part of a new residential subdivision.

Today there is considerable evidence of the work of the Wahroonga Progress Association including formal avenues of street trees in Burns Road and Water Street, the layout of Wahroonga Park, the pattern of pedestrian pathways through blocks.

Figure 434: Wahroonga Park layout now Source: NSW Lands Dept. Six viewer

Figure 435:Wahroonga Park layout in 1943 Source: NSW Lands Dept. Six viewer

Figure 436: Wahroonga in 1943. Source: NSW Lands Dept Six Viewer website

## Description

HCAs 27, 28 and 28A have gently sloping streets and informal street tree plantings in most streets with the exception of Burns Road and Water Street which have formal avenues of London Plane trees.

HCA17 in particular is characterised by large lots and a high concentration of large, heritage-listed houses (some now within school or institutional sites). As mentioned above, there are many schools and churches within the area.

Subdivision and re-subdivision has resulted in a high degree of irregularity in lot sizes, however most lots remain large, and a number are very large.

Some streets are narrow, such as the eastern end of Water Street, and some streets have soft edges.

Figure 437: Coonanbarra Road streetscape

Figure 438: Burns Road streetscape

Figure 439: Water Street streetscape

Figure 440: Bareena Avenue streetscape

Figure 441: Braeside Street streetscape

Figure 442: Wahroonga Avenue streetscape

Figure 443:Glenwood Close streetscape – heritage item No. 1 Glenwood Close in background

Figure 444: Heritage item at 1 Glenwood Close from Eastern Road

Figure 445: Illoura Avenue streetscape, southern end – Wahroonga Park at right

Figure 446: “Lucania” heritage item at No. 1 Stuart Street, corner of Cleveland Street

Figure 447: Clwydon Place streetscape

Figure 448: Illoura Lane streetscape

Figure 449: Billyard Avenue streetscape

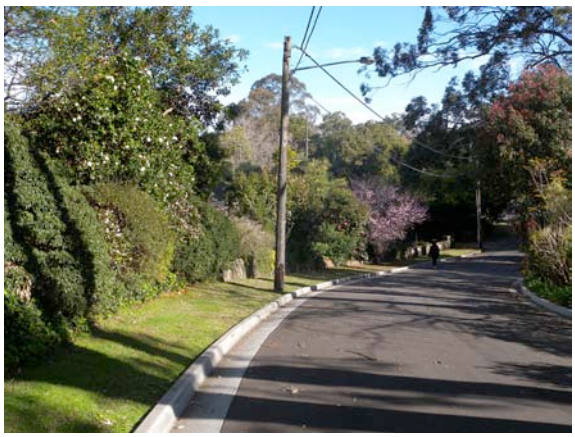


Figure 450: Crescent Close streetscape

Figure 451: Millewa Avenue streetscape

Figure 452: Innisfail/Ewan House – heritage item, part of Knox Preparatory School,1-3 Billyard Avenue

Figure 453: Chilton Parade streetscape

Figure 454: Lochville Street Streetscape

Figure 455: Grosvenor Street streetscape

Figure 456: Kintore Street streetscape

Figure 457: Wahroonga Park, at corner of Coonanbarra Road and Stuart Street

Figure 458:Cottage in Wahroonga Park, near corner of Stuart Street and Illoura Avenue

Built Form

These areas contain grand Federation period houses, modest Federation period and Inter-war period housing, grand and modest 1940s-1960s housing, much of it intact and contributory, and including many iconic and prominent heritage-listed houses.

Wahroonga Park is one of the most formally landscaped parks in the northern section of Ku-ring-gai, a legacy of the work of the Wahroonga Progress Association in the early 20th century, also responsible for the series of through-block pedestrian paths throughout the area.

The area contains three churches – St Andrews Anglican, Wahroonga Presbyterian, and St. John's Uniting Church – and six schools – Prouille Catholic Primary School, Wahroonga Public School "The Bush School", St John's Uniting Church Wahroonga Preparatory school, St Edmund's School, Knox Grammar Preparatory School and St. Lucy's School. A number of these schools include large houses which were once private residences.

The western edge of the area at the western end of Burns Road – contains a number of late 20th century townhouse developments. HCA 28A appears was predominantly developed post 1960, there is little development in this area prior to 1943 which is still extant.

Figure 459: Federation Queen Anne style house at 11 Burns Road

Figure 460: Modern townhouse development at western end of Burns Road (note: this site is excluded from the proposed HCA boundary)

Figure 461 Modest Federation Queen Anne style house at 77 Coonanbarra Road

Figure 462 18 Illoura Avenue – Substantial Inter-war Mediterranean style house, contributory, not heritage listed

Figure 463: 23 Illoura Avenue, modest Inter-war Mediterranean style house

Figure 464: Presbyterian Church, 14 Stuart St, corner Illoura Avenue

Figure 465: St. John's Uniting Church, 61 Coonanbarra Road, corner Stuart Street (listed on State Heritage Register)

Figure 466: St. John's Uniting Church manse (listed on State Heritage Register)

Figure 467: *Craignairn*, 37 Burns Road (corner Grosvenor Street), heritage item

Figure 468: 70 Burns Road (heritage item), house designed by architect William Richardson in 1941 for the Arnott family

Figure 469: 8 Water Street – contributory house

Figure 470: 7 Sutherland Avenue – Inter-war Mediterranean style contributory building

Figure 471: 6 Crescent Close (off Millewa Street) – impressive Inter-war Functionalist style house at the end of the Close

Figure 472:Modern house at 15 Billyard Avenue (neutral)

Figure 473: *Berith Park,* 19 Billyard Avenue (heritage item) from the street, in its garden setting

Figure 474: View of *Berith Park* house from the street

Figure 475: Modern house at 6 Kintore Street

Figure 476: 1960s house at 61 Braeside Street

## Discussion of Significance

The listed heritage items and contributory pre-1943 housing and institutional buildings combined within these 3 areas, with the exception of the eastern end of HCA 28A, predominantly represent the core built character of the area within the period 1890 through to the 1940s. This area, as outlined on the boundary map in Appendix 3, is of heritage significance. This core area retains a high level of integrity, with most buildings either contributory or heritage-listed.

The defined HCA excludes a portion of HCA 28 and 28A which contains a large amount of 1960s and later housing not consistent with the main character of the area, and a small area at the western side of HCA 27 where modern townhouse development has occurred, has also been excluded.

## Statement of Significance

Wahroonga HCA is of heritage significance for its distinctive residential streetscapes which evidence the transformation of early subdivisions of the 1890s into the later rectilinear grid lot street and lot pattern of later subdivisions including the Wahroonga Heights Estate. The area contains a significant collection of grand residences from the Federation and Inter-war periods, built following the opening of the North Shore railway line in 1890, many of these the residences of prominent families of this period, and often designed by prominent architects, for example the 1894 *Ewan House* (formerly *Innisfail)* designed by architect Herbert Wardell for John Thomas Toohey, and eleven houses designed by the architect Howard Joseland. The western end of Burns Road and western side of Coonanbarra Road are representative streetscapes of intact more modest Federation period houses.

The through-block pathways and formal avenues of street trees within the area (in Burns Road, Water Street and Coonanbarra Road) along with the formal landscaping of Wahroonga Park, and its distinctive John Sulman-designed shops in Coonanbarra Road facing the Park, are a tribute to the work of the Wahroonga Progress Association in the early 20$^{th}$ century (which included Sulman as a member), and have resulted in a high-quality and distinctive residential landscape.

## Recommendation

HCA 27, 28 and a western portion of HCA28A is recommended for listing as a combined Wahroonga HCA with boundary as outlined on the map in Appendix 3. The boundary has been formulated to encompass an area representing the core periods of significance within the period range 1890s-1960s, and in particular represents an area with a high level of pre-1940s development.

The recommended boundary excludes modern development at the edges of the area.

The following observations were made with regard to particular existing heritage items within this area:

- 33 Burns Road: a new dwelling was approved for this site in 2008 (DA 105367), the original house has been demolished and a new dwelling is currently under construction on this site
- 36B Burns Road – this Federation period house has been cement rendered and extensively altered.

## Potential heritage items

The following potential heritage items are recommended for further investigation within potential HCAs 27, 28, and 28a:

- 65 Braeside Street
- 44 Braeside Street, corner Wahroonga Avenue
- 82 Braeside Street
- 86 Braeside Street
- 4 Burns Road
- 16 Burns Road
- 25B Cleveland Street, corner Water Street - St Andrews Anglican Church including rectory
- Coonanbarra Road, Stuart Street, Illoura Avenue, Millewa Avenue – Wahroonga Park
- 17 Kintore Street

- 16 Kintore Street
- 3 Stuart Street
- 14 Stuart Street, corner Illoura Avenue – Wahroonga Presbyterian Church
- 9 Wahroonga Avenue
- 1 Water Street, corner Cleveland Street
- 9A Water Street

Other previously identified potential heritage items not included in the above list are not recommended to proceed. The majority of these are modest dwellings, which will be adequately protected within the recommended HCA.

With regard to previously identified potential heritage items not recommended for further investigation, note that:

- No. 92 Coonanbarra Road has been demolished and replaced with a modern dwelling.
- 15 Cleveland Street, part of Knox Preparatory School, is believed to be a modern building (built 2003 according to the school website)

Table 15: Potential heritage items within HCAs 27, 28, 28A

| Group or item | Notes |
|---|---|
| 65 Braeside Street | Inter-war Mediterranean style house |
| | Figure 477: (left) 65 Braeside Street |
| 44 Braeside Street, corner Wahroonga Avenue | Inter-war Georgian revival style house, post-1943 |
| | Figure 478: (left) 44 Braeside Street |

82 Braeside Street

Federation Bungalow, very intact

Figure 479: (left) 82 Braeside Street

86 Braeside Street

Federation Queen Anne style house

Figure 480: (left) 86 Braeside Street

4 Burns Road

Inter-war free classical style house

Figure 481:4 Burns Road

Figure 482: 4 Burns Road

16 Burns Road

Pre-1943 house set well back from the street, a previously identified potential heritage item (photograph taken from street not included as does not show the house)

25B Cleveland Street, Corner Water Street

St Andrews Anglican Church 1937, designed by architect RGH Joseland (AIA register), rectory appears earlier

Figure 483: St Andrews Anglican Church, 25B Cleveland Street, corner of Water Street

Figure 484: Rectory of St Andrews Anglican Church at 2 Water Street

Coonanbarra Road, Stuart Street, Illoura Avenue and Millewa Avenue

Figure 485: Wahroonga Park now Source: NSW Lands Dept Six Viewer website

Wahroonga Park, a park laid out by the Wahroonga Progress Association

Figure 486:Wahroonga Park in 1943 Source: NSW Lands Dept Six Viewer website

17 Kintore Street

House which is a blend of the Inter-war Functionalist and Inter-war Mediterranean styles

Figure 487:17 Kintore Street

16 Kintore Street

Unusual pre-1943 house with Inter-war Functionalist style elements

Figure 488:16 Kintore Street

3 Stuart Street

Figure 489: 3 Stuart Street

14 Stuart Street, corner Illoura Avenue

Figure 491: Wahroonga Presbyterian Church

*Midhurst*, designed by architect William Rae Laurie (AIA register)

Figure 490: 3 Stuart Street

Wahroonga Presbyterian Church, a Federation period village church completed in 1915, site includes a pre-1943 church hall with a c. 1970s extension to the church hall

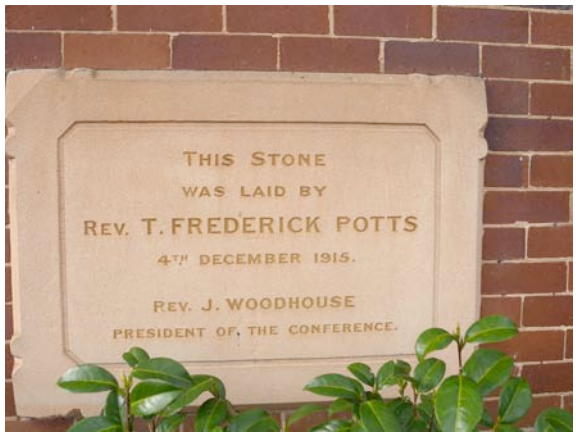



Figure 492: Foundation stone of Wahroonga Presbyterian Church

1 Water Street, corner Cleveland Street

Figure 493: 1 Water Street, corner Cleveland St

*Westholme*, an unusual weatherboard Federation Queen Anne style house built in 1894 for artist Joseph Bennett. Ref: p.22 Curby & McLeod *Under the Canopy: a centenary history of Ku-ring-gai Council*

Figure 494: 1 Water Street, corner Cleveland St

9A Water Street

Gissing House designed in 1971 by architect Harry Seidler (AIA register). The house is on a battleaxe lot and has not been viewed.

Figure 495: 9A Water Street – photo sourced from Domain.com.au

Figure 496: 9A Water Street – photo sourced from Domain.com.au

# 4.0 CONCLUSION

It is considered that the HCAs which have been recommended have strong heritage significance, as these areas substantially retain intact development from key historical periods of significance and also contain large numbers of listed heritage items and potential heritage items. Within the recommended HCAs, later development has predominantly occurred on subdivisions of earlier tennis court and garden sites. The boundaries of the recommended HCAs have been defined to exclude areas where development is not characteristic (for example to exclude edge areas with modern residential flat buildings or townhouse developments).

In contrast, the HCAs which have not been recommended:

- contain a large amount of later, often recent, housing development (HCA 16, most of HCA 17, most of HCA 18, HCA 19, HCA 21, HCA 22, HCA 24) or recent multi-unit housing development (northern section of HCA 26); and/or
- include later subdivisions (large sections of HCA 18 and HCA 26, most of HCA 28A)

and as a result, do not retain streetscapes representative of key periods of historical significance.

However, within the HCAs which are not recommended, many potential heritage items have been identified, as it is recognised that though streetscapes may have been eroded below the threshold level of significance, individual buildings within these areas are considered likely to have significance warranting local heritage listing. These potential heritage items are recommended for further research, in particular historical research, to establish heritage significance.

It is recognised that the Ku-ring-gai Council area generally, including the northern HCAs, contain many significant architect-designed and historically significant buildings, many of which have not yet been heritage listed.

It was noted that a number of significant churches in Wahroonga and Pymble, including the 1879 former Wesleyan chapel on Mona Vale Road, Pymble, are not heritage listed: these churches have now been recommended as potential heritage items.

Detailed management recommendations for each of the recommended HCAs are included in the inventory forms in Appendix 4 of this report. However, during fieldwork the following general observations were made with regard to management of listed heritage items:

- the sites of some heritage items include more than one lot, however the heritage listing only includes one lot. Examples of this are *Cheddington*, 52 Hastings Road Warrawee, and *Redleaf,* in Redleaf Avenue, Wahroonga. In the case of Redleaf the site appears to include 4 lots, the listed lot contains the main house, however the garden and outbuildings appear to be currently excluded from the heritage listing. In the case of *Cheddington*, which covers two lots, the heritage listed lot does not contain the house.
- The heritage item at 17A Woonona Avenue has been the subject of a recent residential strata development. While the heritage listed house remains, it appears that the setting of the house has been compromised, however the background to this development approval has not been researched.

In view of the above observations, the following general management recommendations are made:

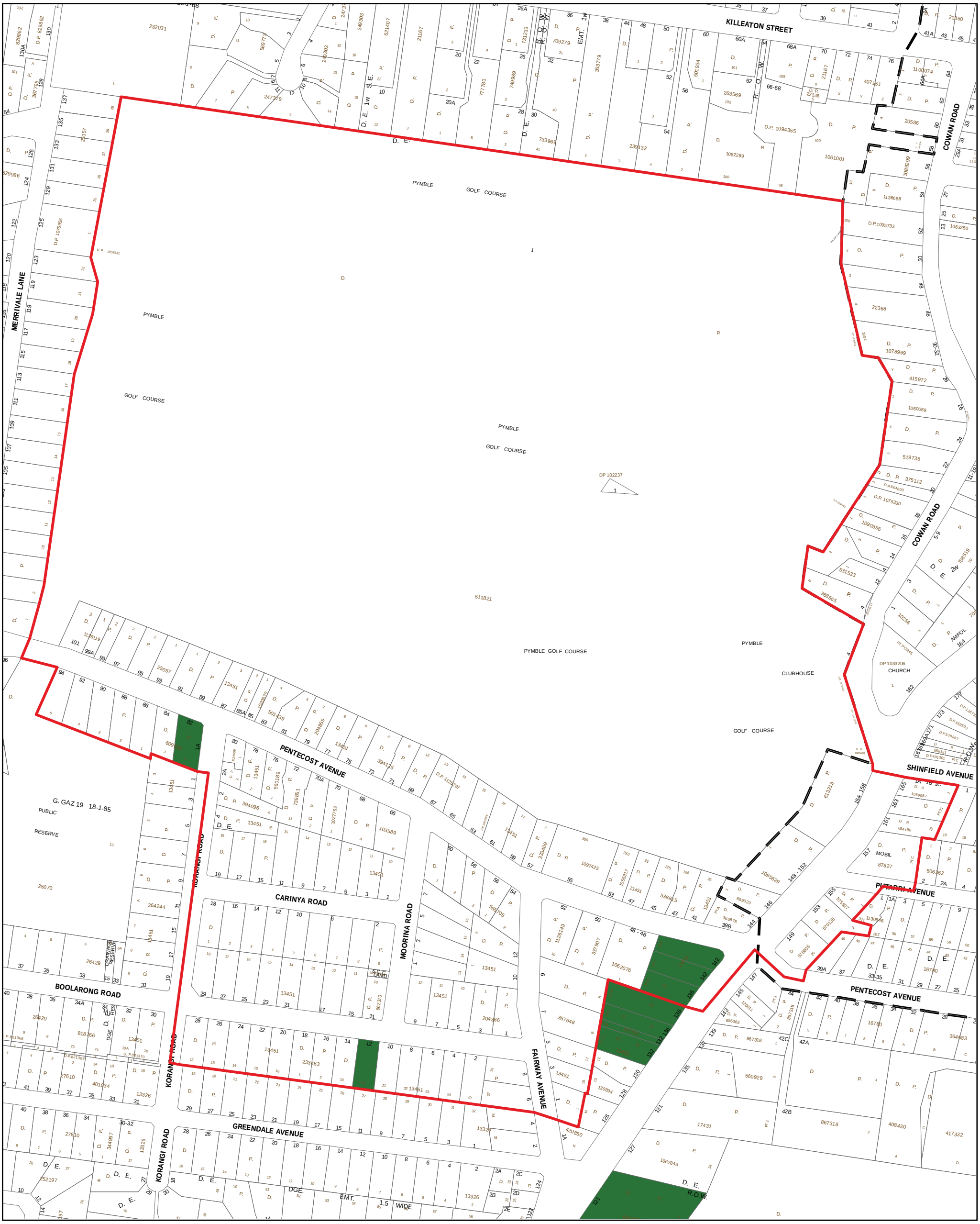
- heritage listings should include the entire site of a heritage item. This would not preclude new development on the site of a heritage item, however it would assist to ensure that heritage issues are given adequate consideration where new development is proposed.
- Council should require a curtilage study to be undertaken where new development is proposed on the site of a heritage item, as part of the required Heritage Impact Statement, to accompany any similar development application for a heritage-listed site.
- Council should develop a policy guideline for the preparation of heritage impact statements, which should require Heritage Impact Statement to adhere to NSW Dept of Planning Heritage Branch guidelines, and also to pay adequate attention to curtilage issues and the setting of a heritage item.

It is also recommended that:

- An urban design DCP be prepared for the Wahroonga Village retail area, to ensure that new development within this area is sympathetic to the identified potential heritage items within this area, and to identify opportunities and constraints for new development within this area.
- Council prepares Plans of Management for Wahroonga Park and Pymble Soldiers Memorial Park, involving a heritage landscape consultant, to ensure the historic formal planning of these parks are preserved.

# APPENDIX 1:

# BASE MAPS FOR KU-RING-GAI HERITAGE CONSERVATION AREAS NORTH STUDY




## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

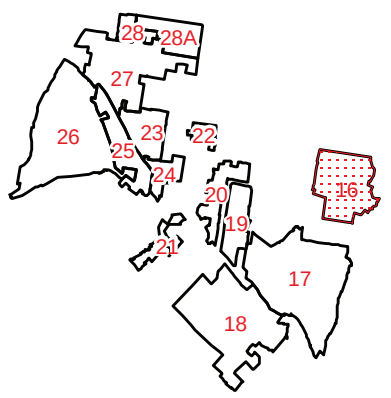
0 25 50 100 150 Metres

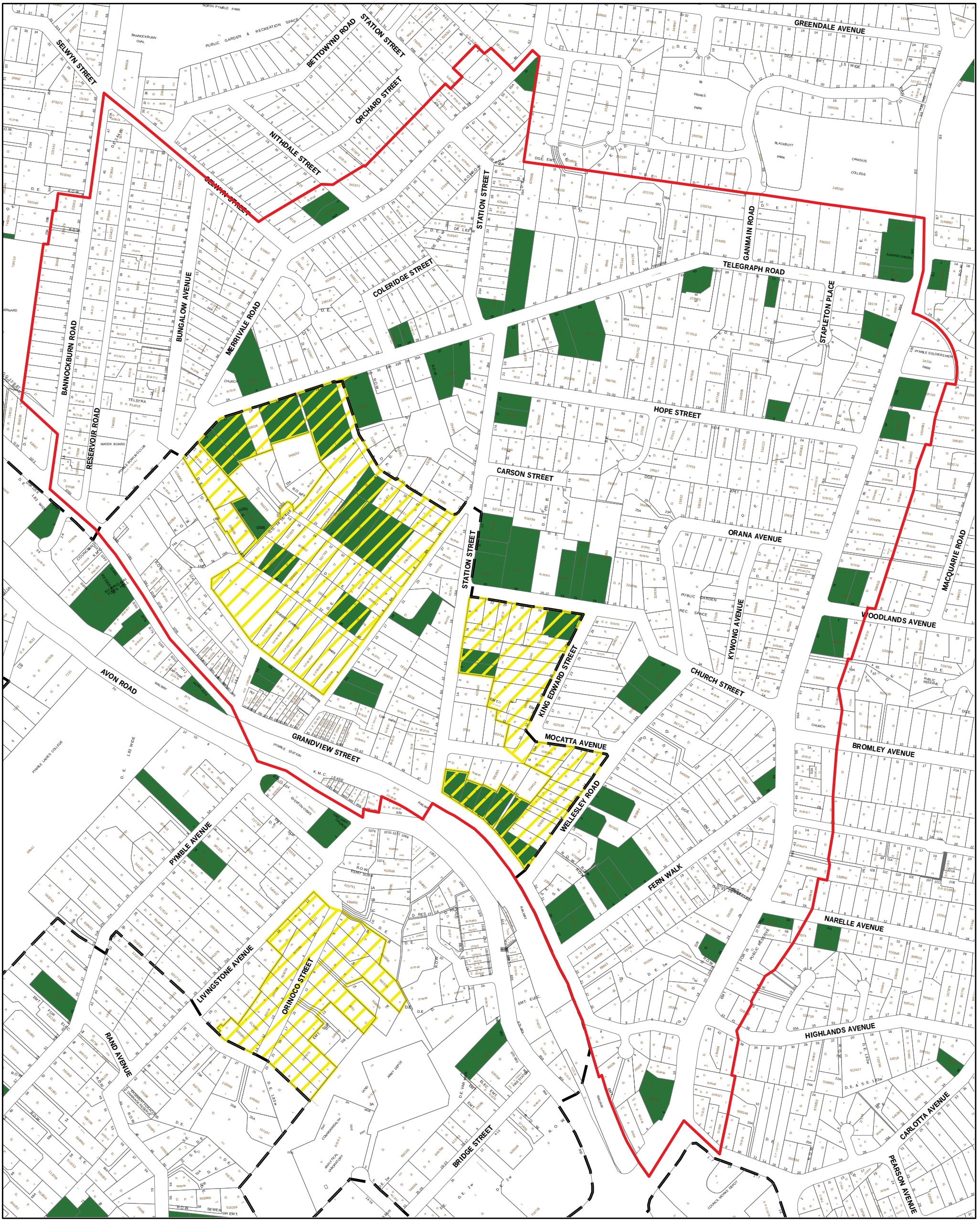
N

# Study Area Number 16

## Pentecost Avenue, ST IVES

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

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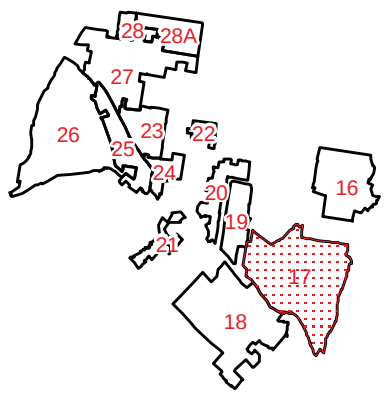
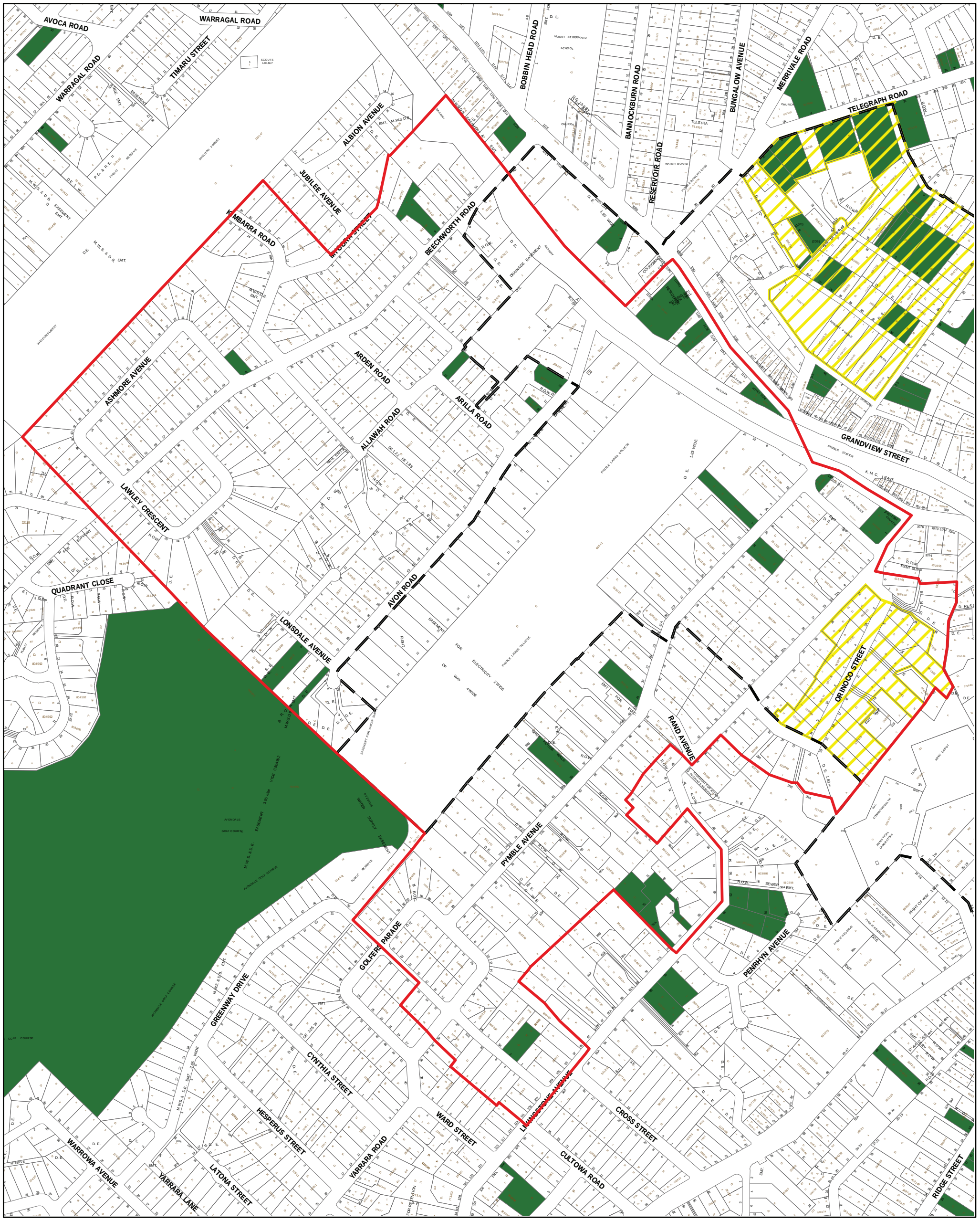
N

# Study Area Number 17

# PYMBLE

Oct 21, 2010






**Legend**

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

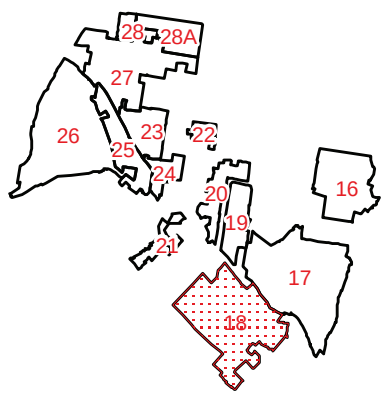
0 45 90 180 270 Metres

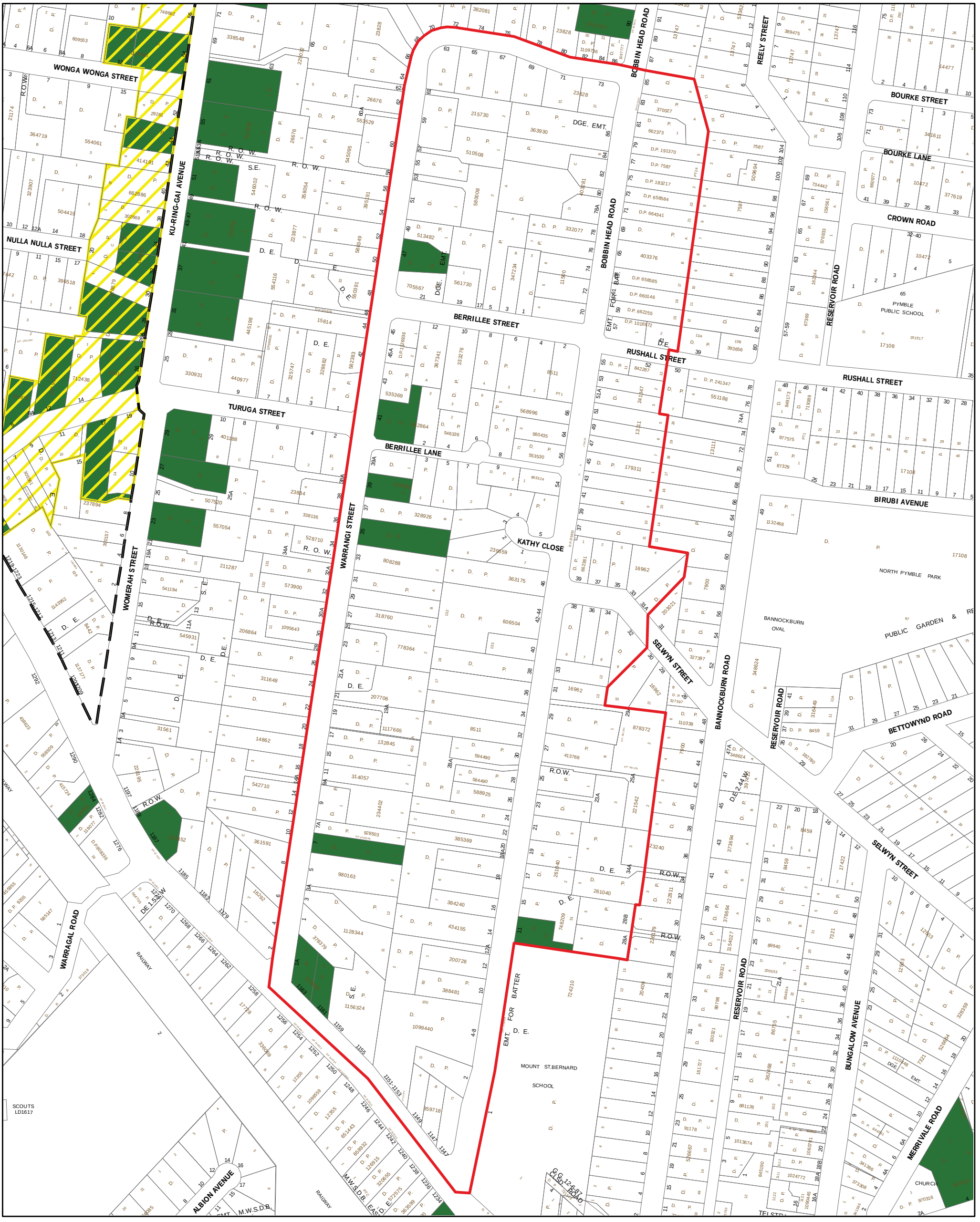
N

# Study Area Number 18

## Avon Road, PYMBLE

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

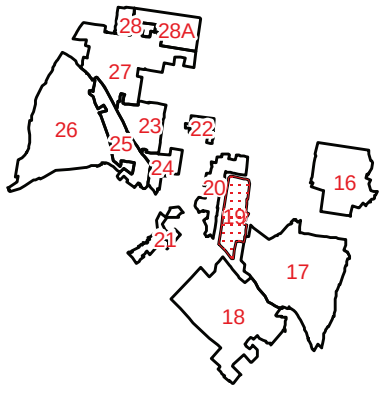
0 25 50 100 150 Metres

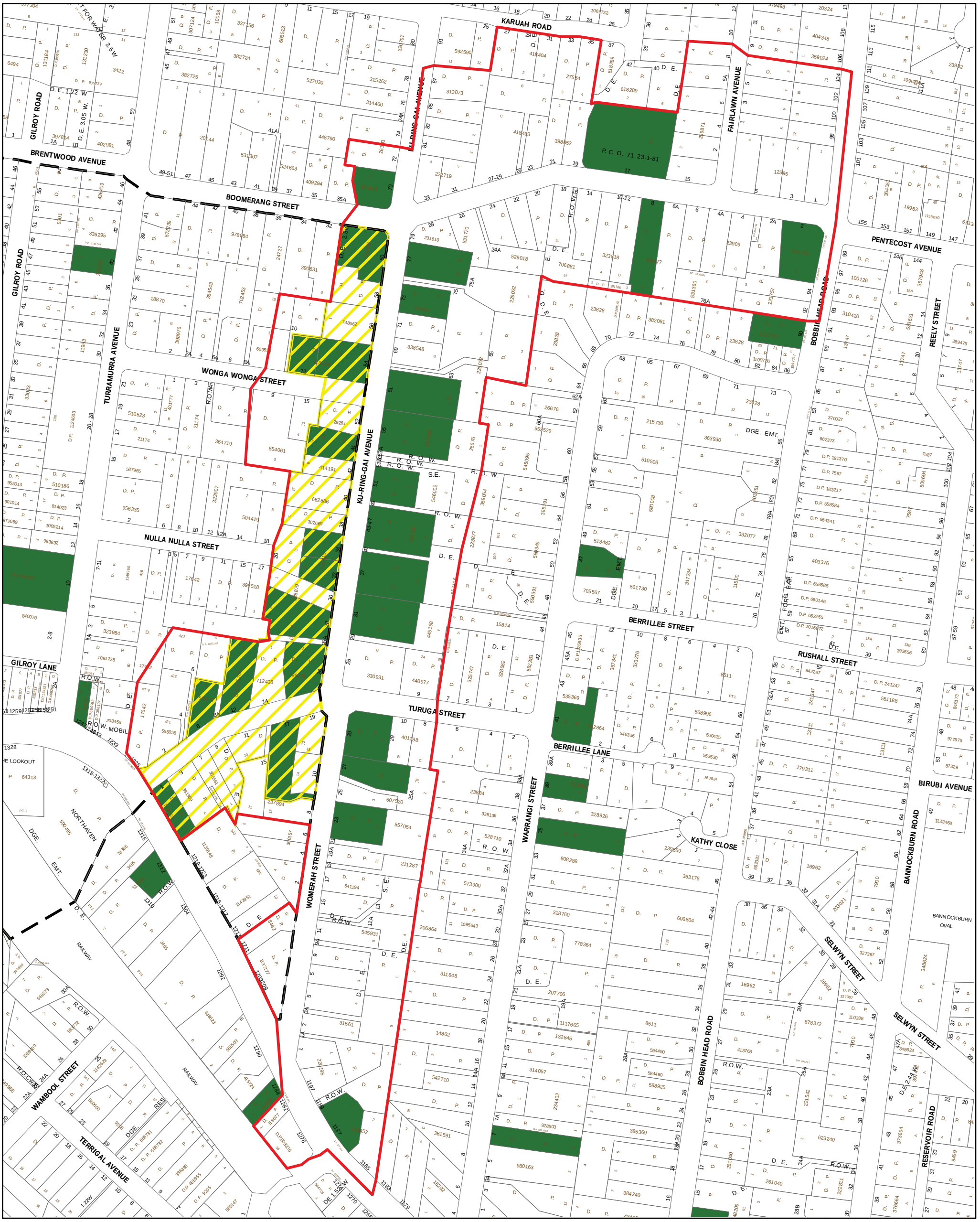
N

# Study Area Number 19

# Bobbin Head Road, TURRAMURRA

Oct 21, 2010






**Legend**

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

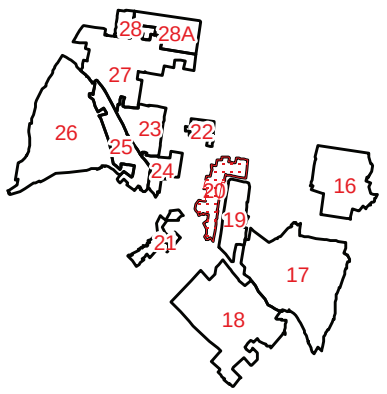
0 25 50 100 150 Metres

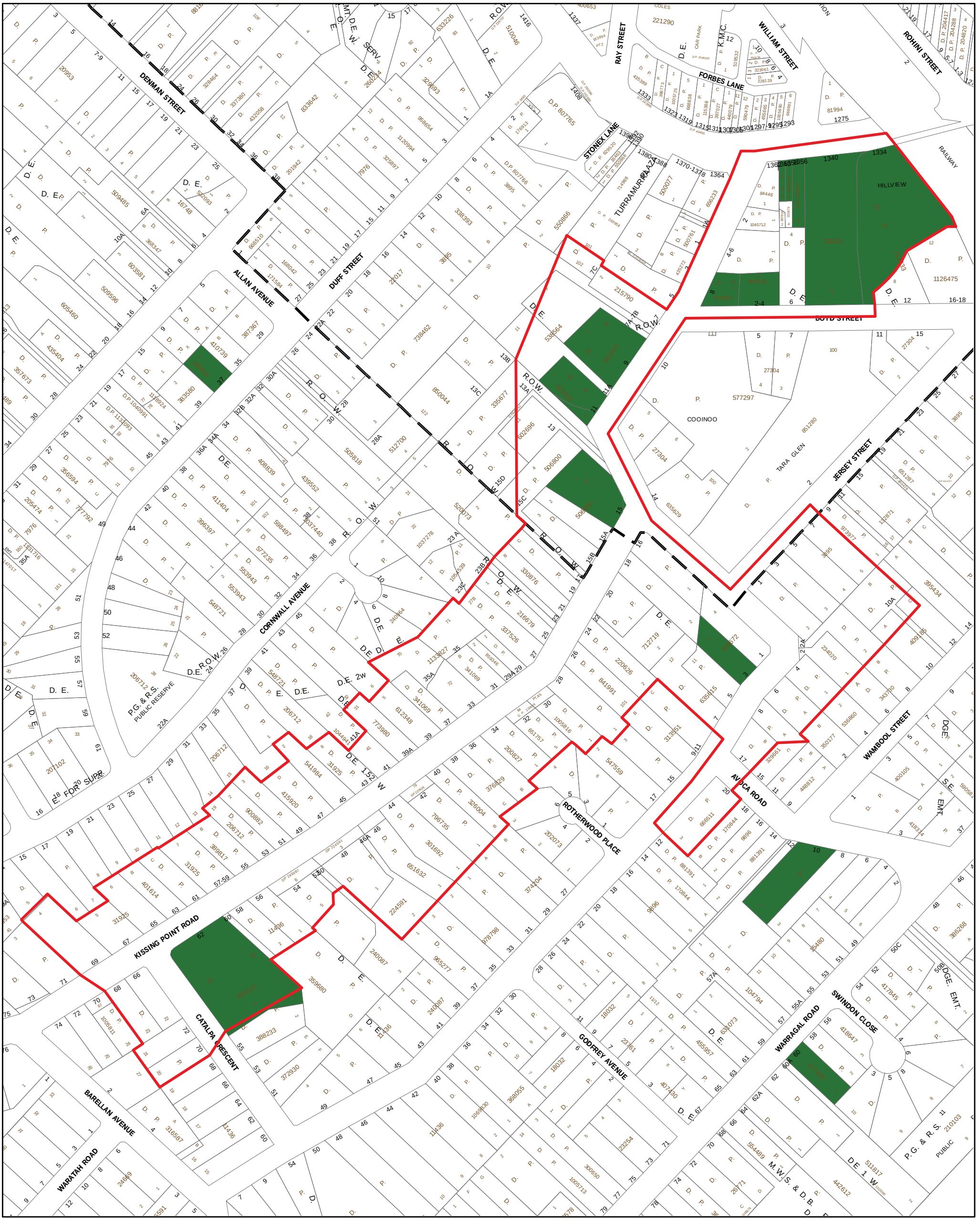
N

# Study Area Number 20

# WAHROOONGA

Oct 21, 2010






**Legend**

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

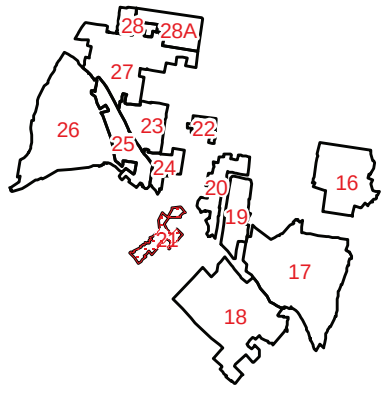
0 20 40 80 120 Metres

N

# Study Area Number 21

## Kissing Point Road, TURRAMURRA

Oct 21, 2010



THE CHASE ROAD
CHALLIS AVENUE
LAURENCE AVENUE
WOLSTEN AVENUE
EASTERN ROAD
KATINA STREET
KARUAH ROAD
TURRAMURRA MEMORIAL PARK
ESMT FOR WATER 5 W

## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

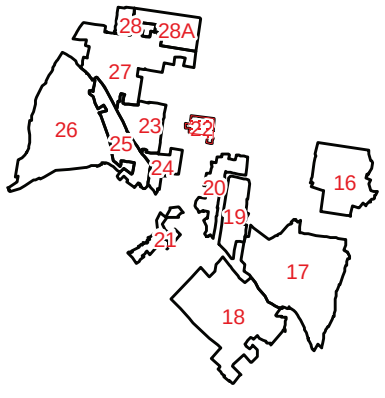
0 10 20 40 60 Metres

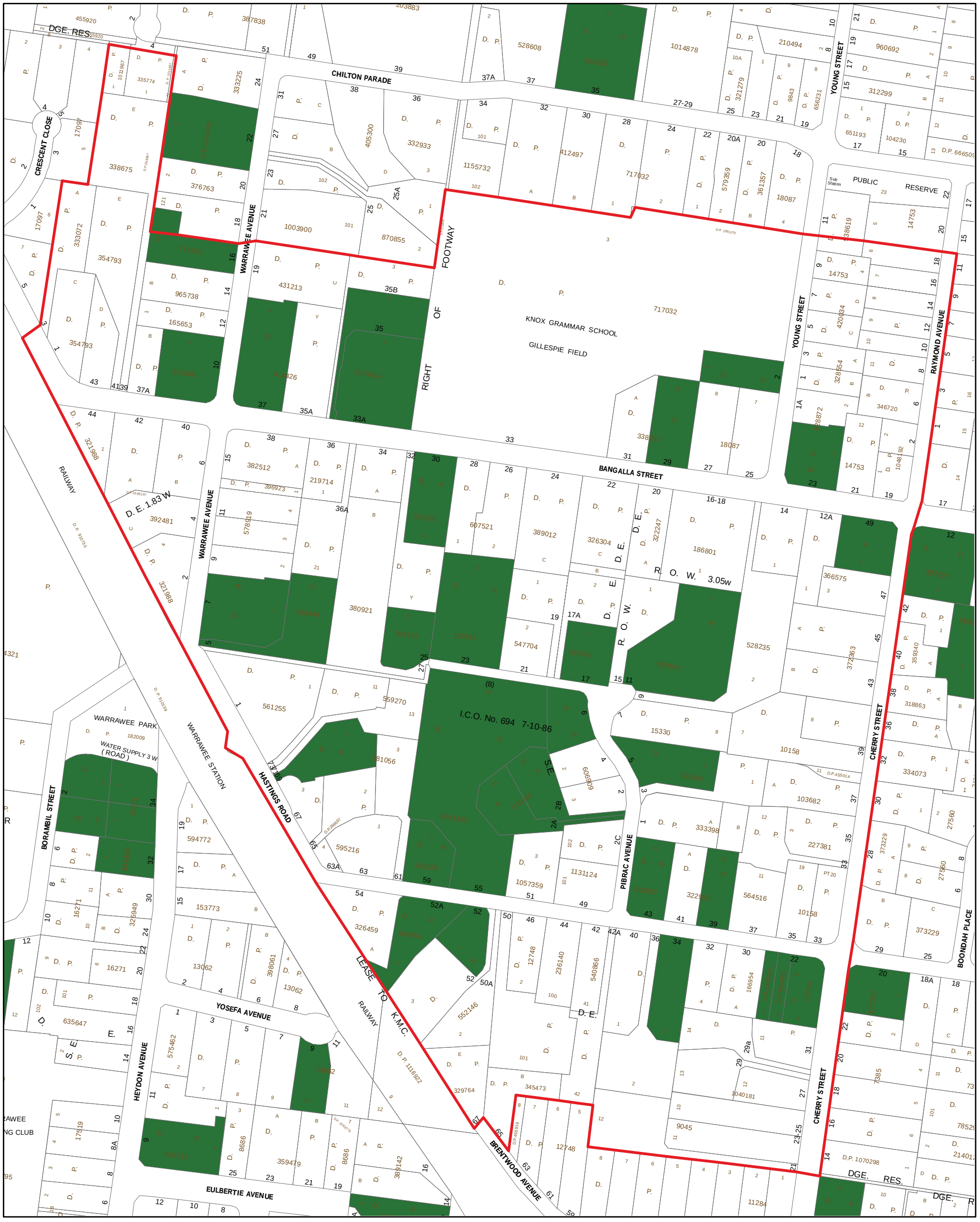
N

# Study Area Number 22

## Challis Avenue, TURRAMURRA

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

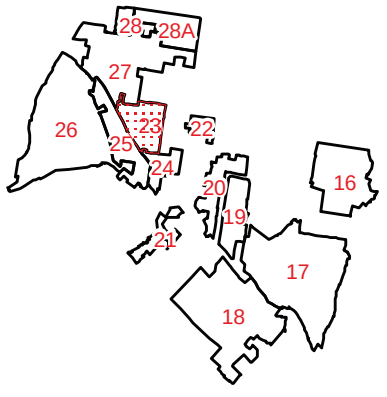
0 15 30 60 90 Metres

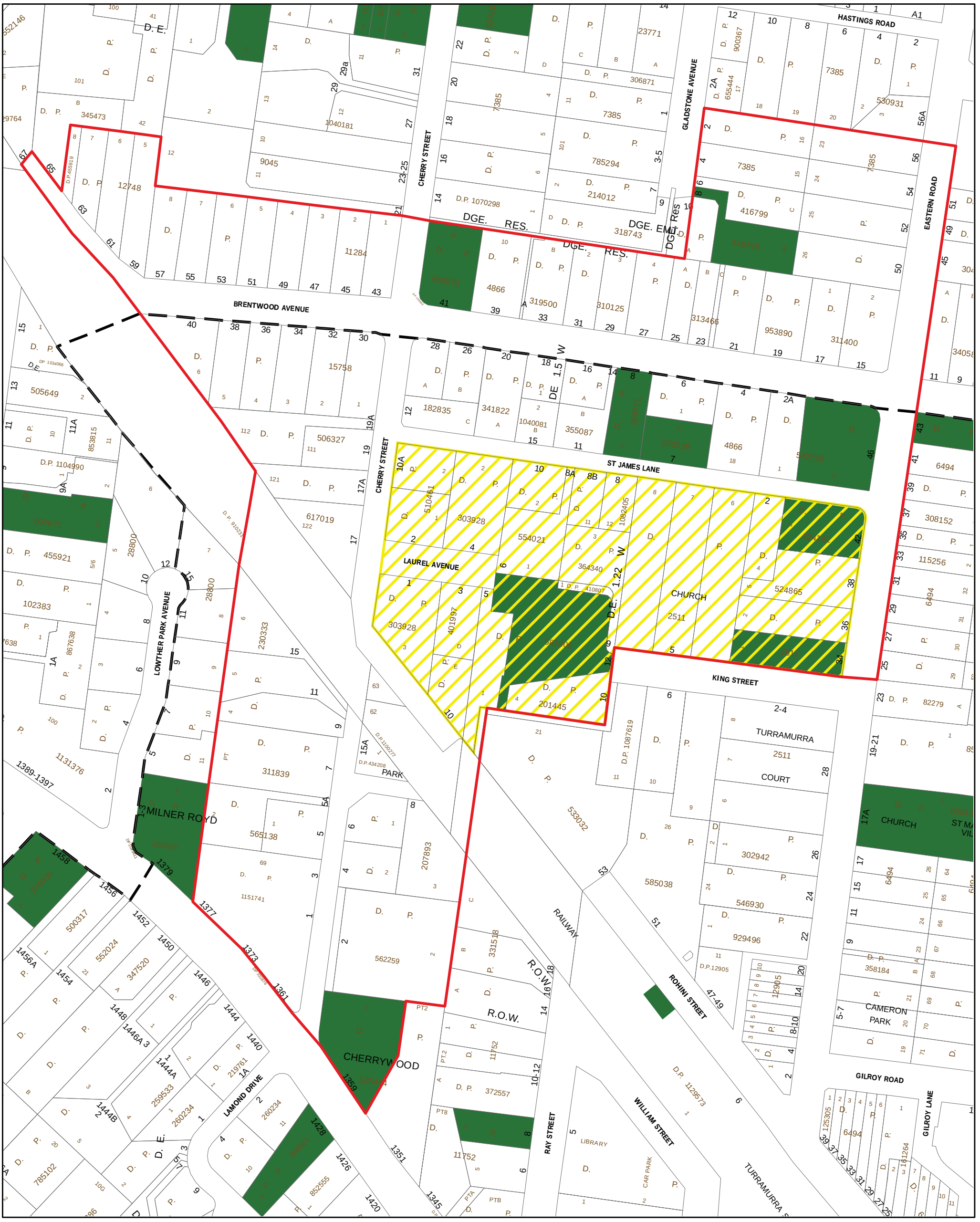
N

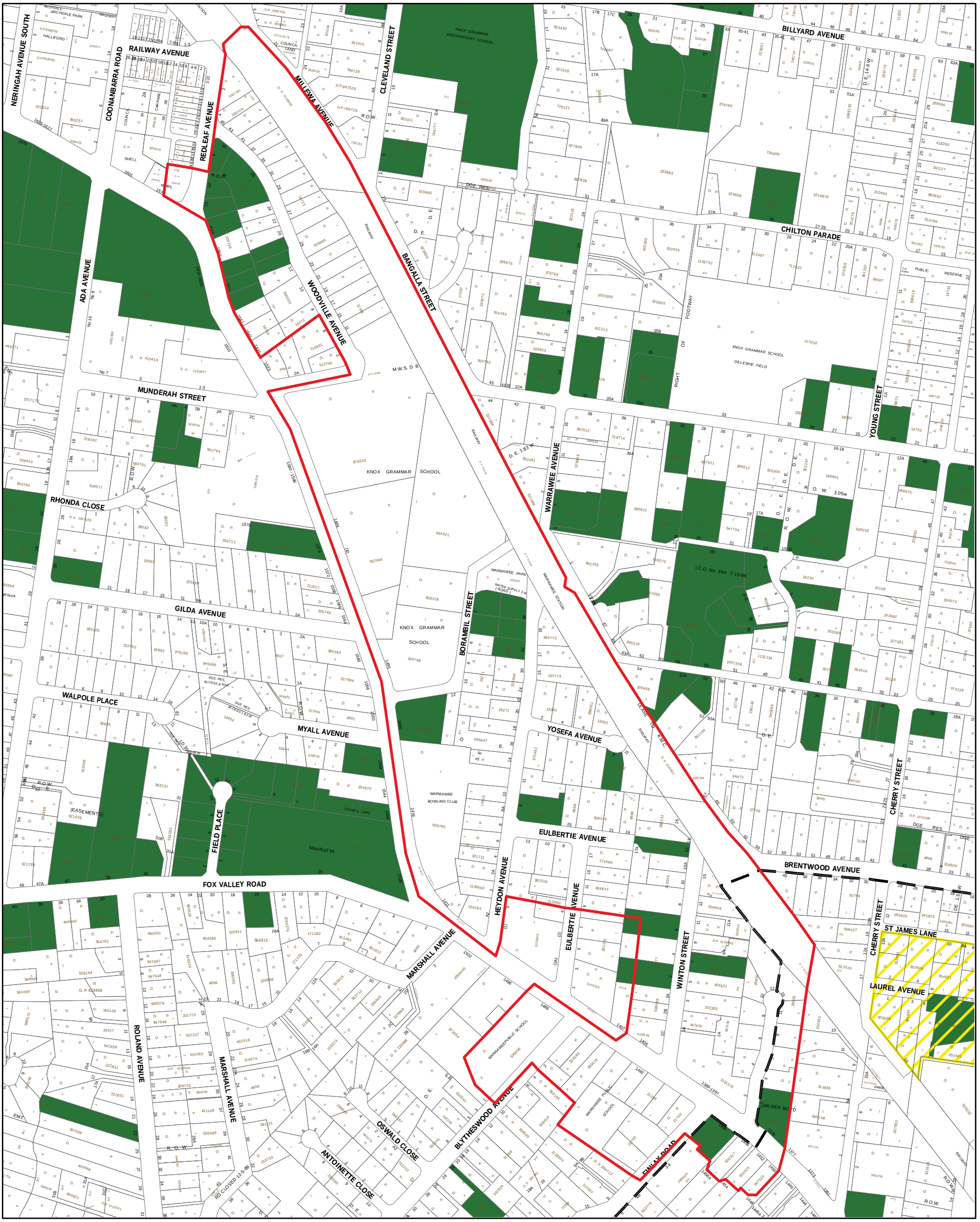
# Study Area Number 23

# WARRAWEE

Oct 21, 2010




HASTINGS ROAD
GLADSTONE AVENUE
CHERRY STREET
EASTERN ROAD
BRENTWOOD AVENUE
ST JAMES LANE
LAUREL AVENUE
KING STREET
LOWTHER PARK AVENUE
MILNER ROYD
CHERRYWOOD
LAMOND DRIVE
PARK
CHURCH
COURT
TURRAMURRA
RAILWAY
ROHINI STREET
RAY STREET
WILLIAM STREET
GILROY ROAD
GILROY LANE
TURRAMURRA AVENUE
CAMERON PARK
LIBRARY
CAR PARK
R.O.W.
DGE. RES.
DGE. EMET. Res
D.E. 1.5 W
D.E. 1.22 W
D.E.
D.P. 1070298
D.P. 1104990
D.P. 1104068
D.P. 1100277
D.P. 434208
D.P. 1087619
D.P. 1129573
D.P. 455919
D.P. 910231
D.P. 410807
1040181
1040081
1082405
1151741
1131376
1389-1397
1456A
1454
1452
1450
1448
1446A 3
1446
1444
1444A
1444B
1440
1428
1426
1420
1379
1377
1373
1361
1359
1351
1345
PT2
PT8
PTA
PTB
PT:2
PT:5
1 L.P. 82279
1 D.P. 358184
1 D.P. 125305
1 D.P. 161264
1 D.P. 12905
1 D.P. 1129573
Legend
STUDY AREA
TOWN CENTRE LEP BOUNDARY
LEP HERITAGE CONSERVATION AREAS
HERITAGE LISTED PROPERTIES
0 12.5 25 50 75
Metres
N
Study Area
Number 24
Brentwood Avenue, TURRAMURRA
Oct 21, 2010
28
28A
27
26
25
24
23
22
20
19
21
17
18
16




## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

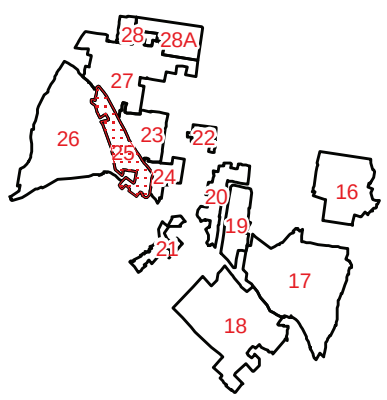
0 25 50 100 150 Metres

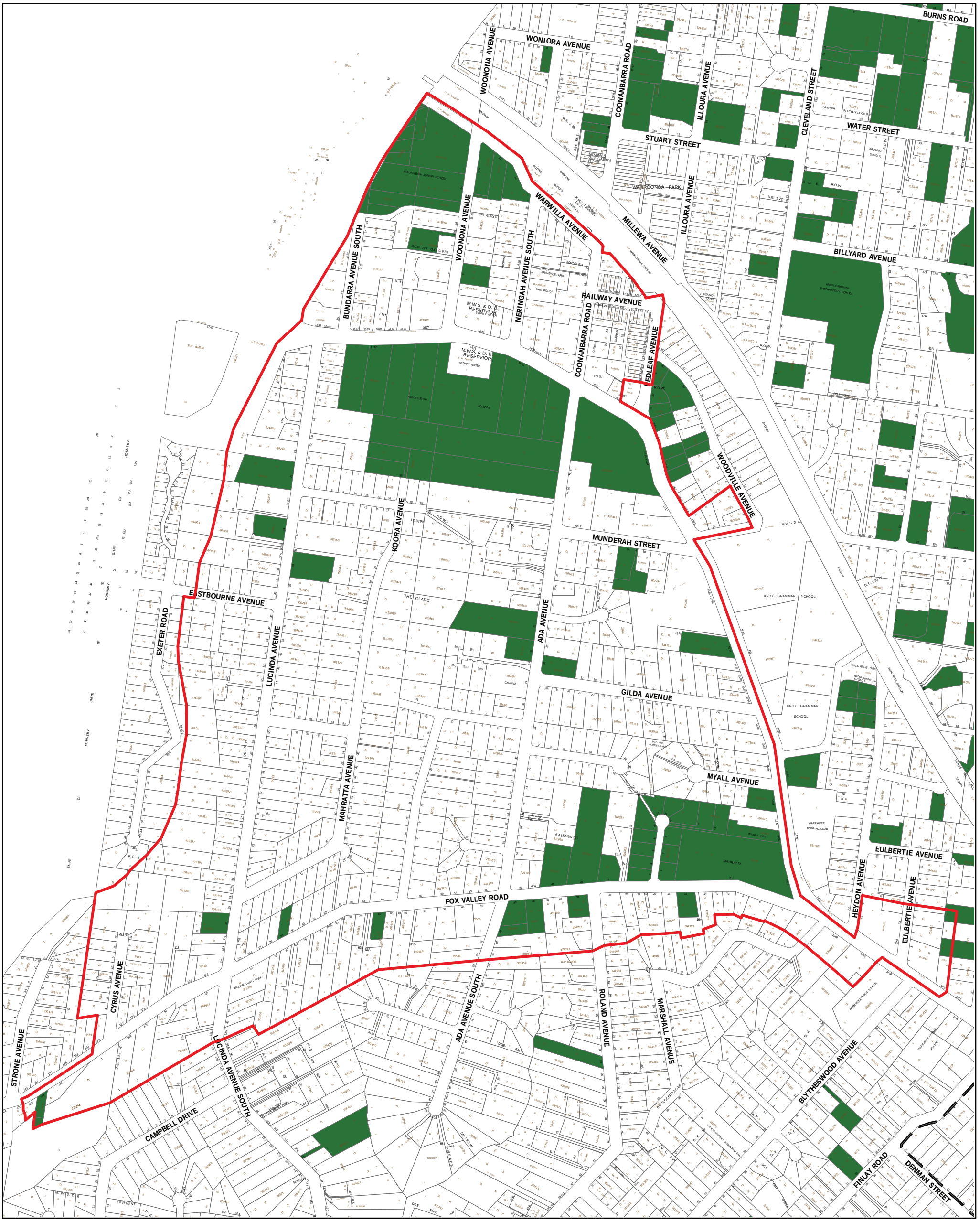
N

# Study Area Number 25

## Heydon Avenue, TURRAMURRA

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

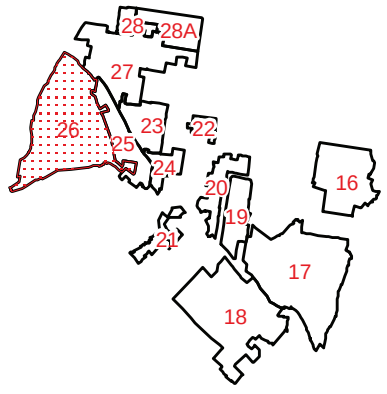
0 37.5 75 150 225 Metres

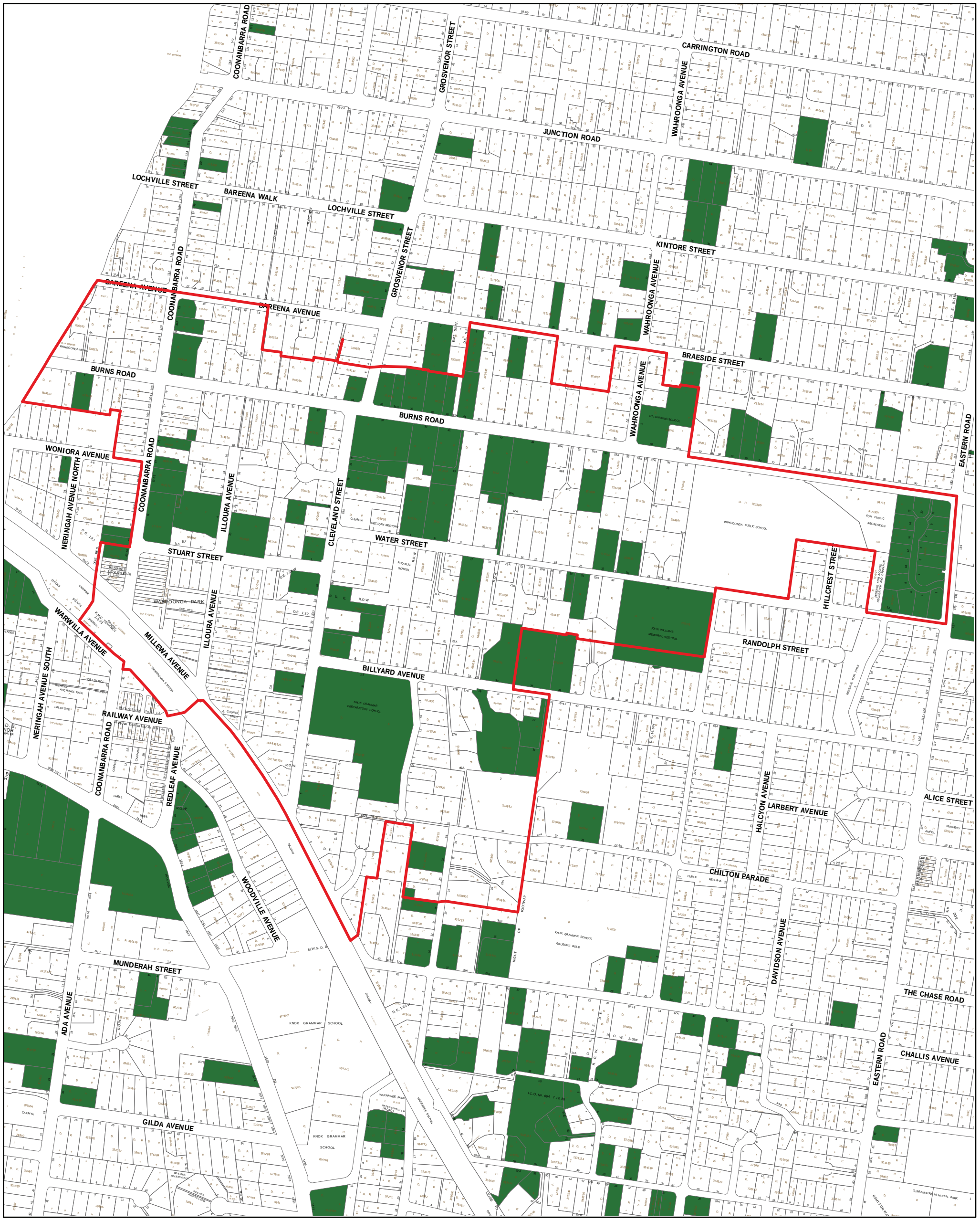
N

# Study Area Number 26

## Mahratta, WAHROONGA

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

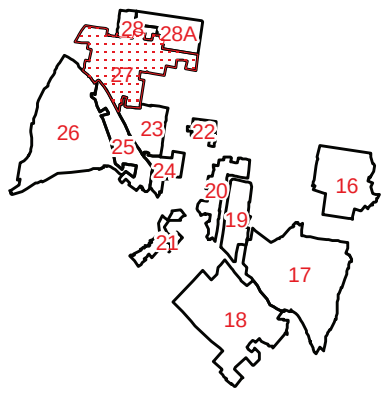
037.575 150 225 Metres

N

# Study Area Number 27

# WAHROONGA

Oct 21, 2010



## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

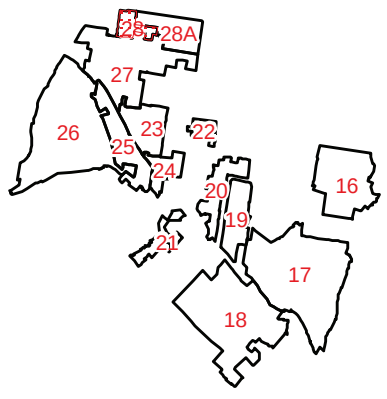
0 12.5 25 50 75 Metres

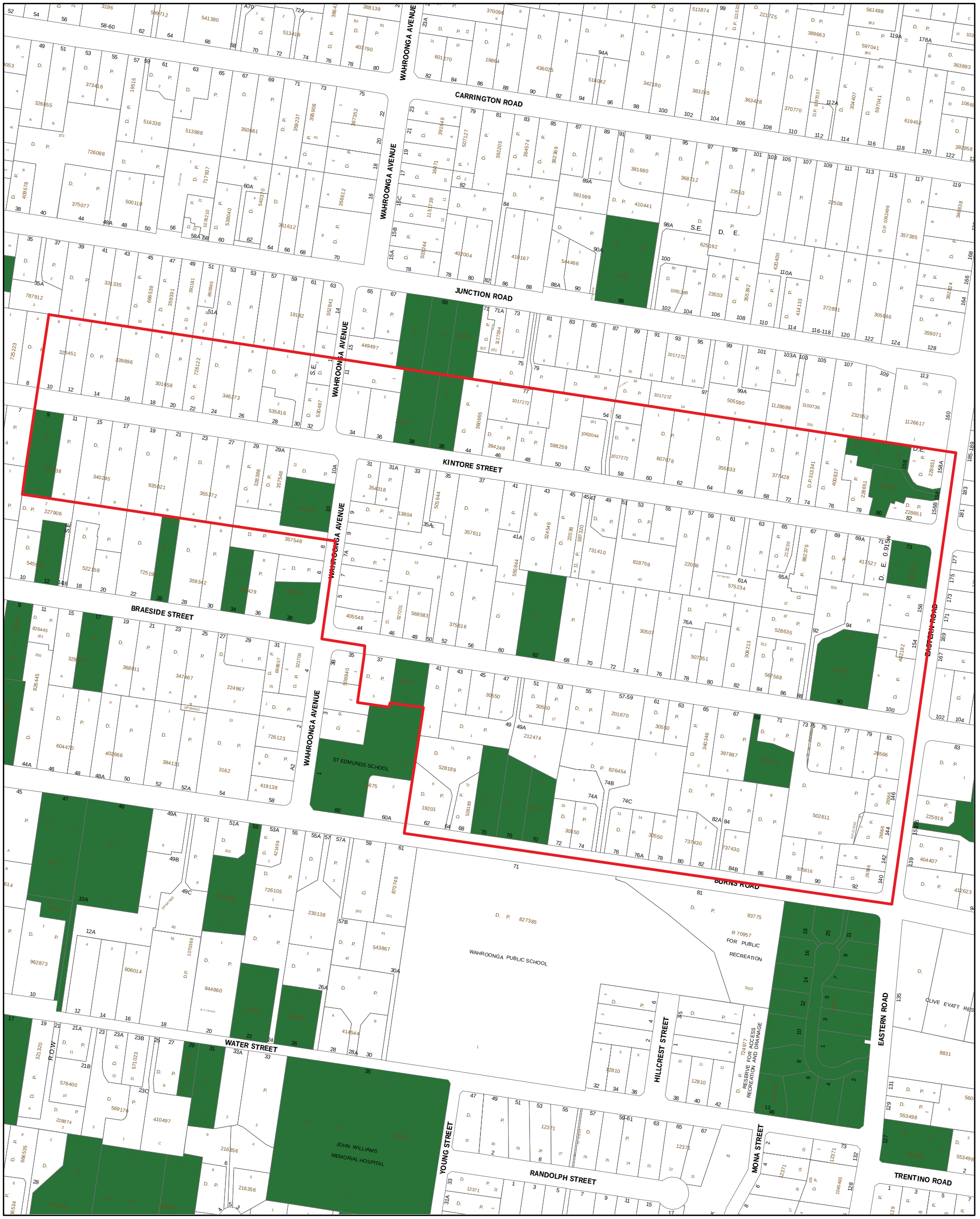
N

# Study Area Number 28

# Extension to Wahroonga Precinct

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

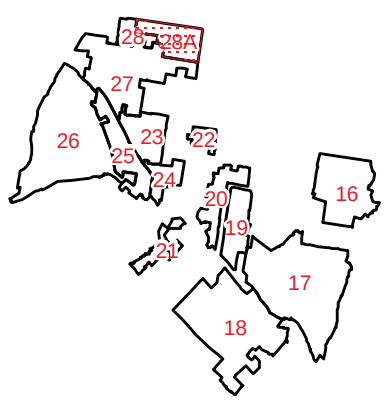
0 20 40 80 120 Metres

N

# Study Area Number 28A

# Further Extension to Wahroonga Precinct

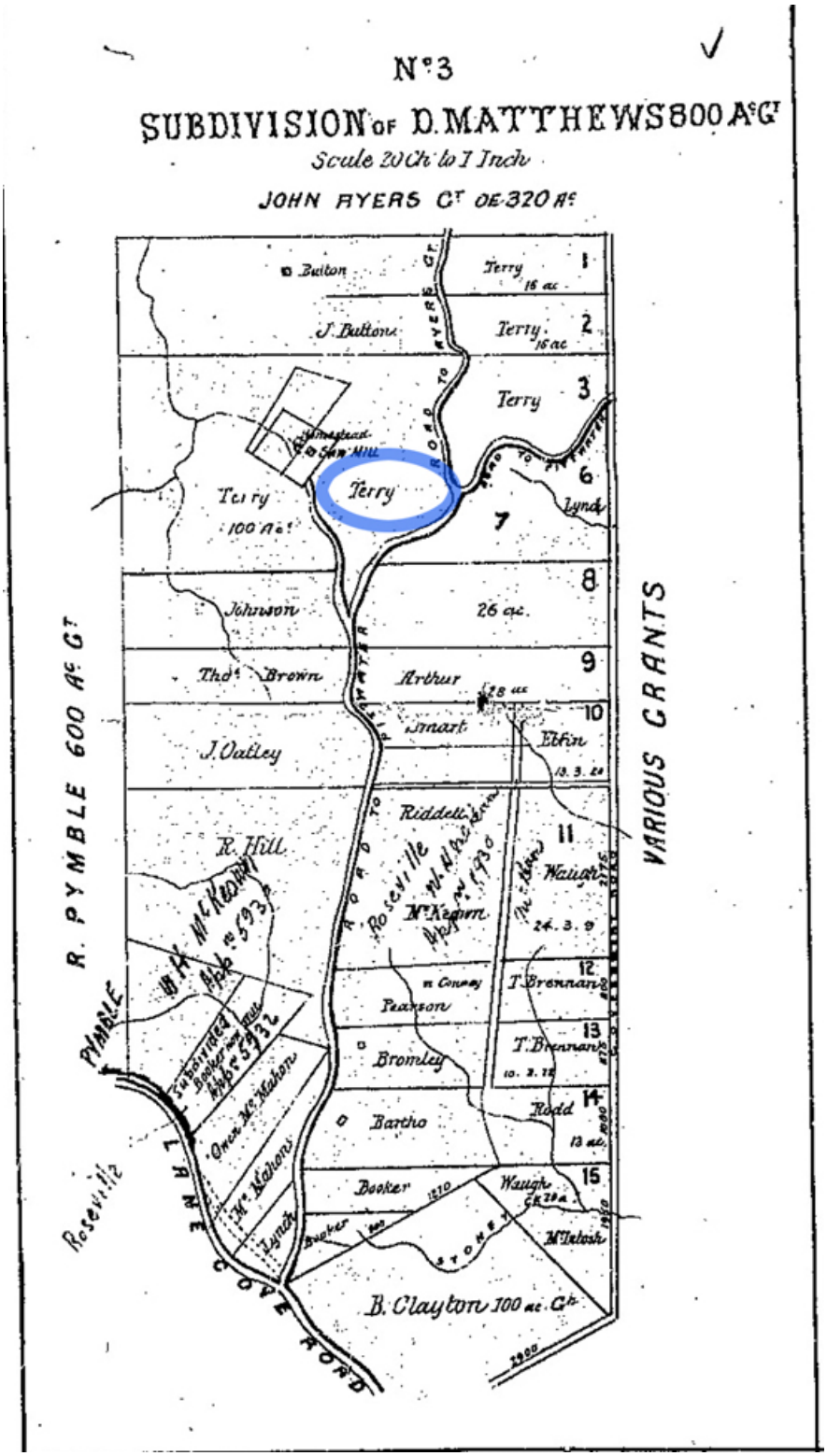
Oct 21, 2010



# APPENDIX 2:

# HISTORICAL SUBDIVISON PLANS FOR THE POTENTIAL HERITAGE CONSERVATION AREAS NORTH

# Historical Subdivision plans
# for
# HCA 16 – Pentecost Avenue, St. Ives




Anon., 'Parish of Gordon,' not dated (c.1881): The extent of Terrey's 100 acres. Source: Mitchell Library Map ZM3 811.144/1881?/1

# Historical subdivision plans
# for
# HCA 17 - Pymble

Note: plans reproduced from Godden Mackay Logan
*Ku-ring-gai Conservation Area Study* 2002,
prepared for Ku-ring-gai Council

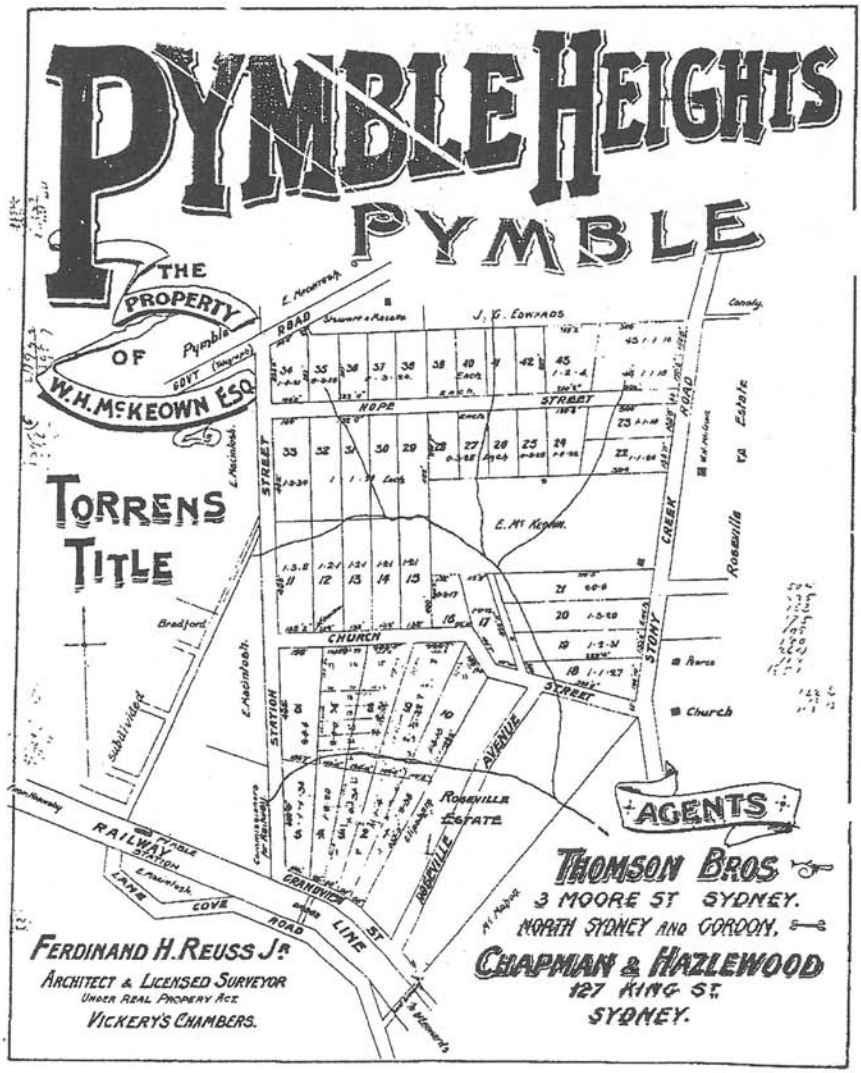



**Figure 7.1** The *Pymble Heights Estate*, 1892. This was a re-issue of an earlier subdivision that extended the reach of housing development further north to Telegraph Road.

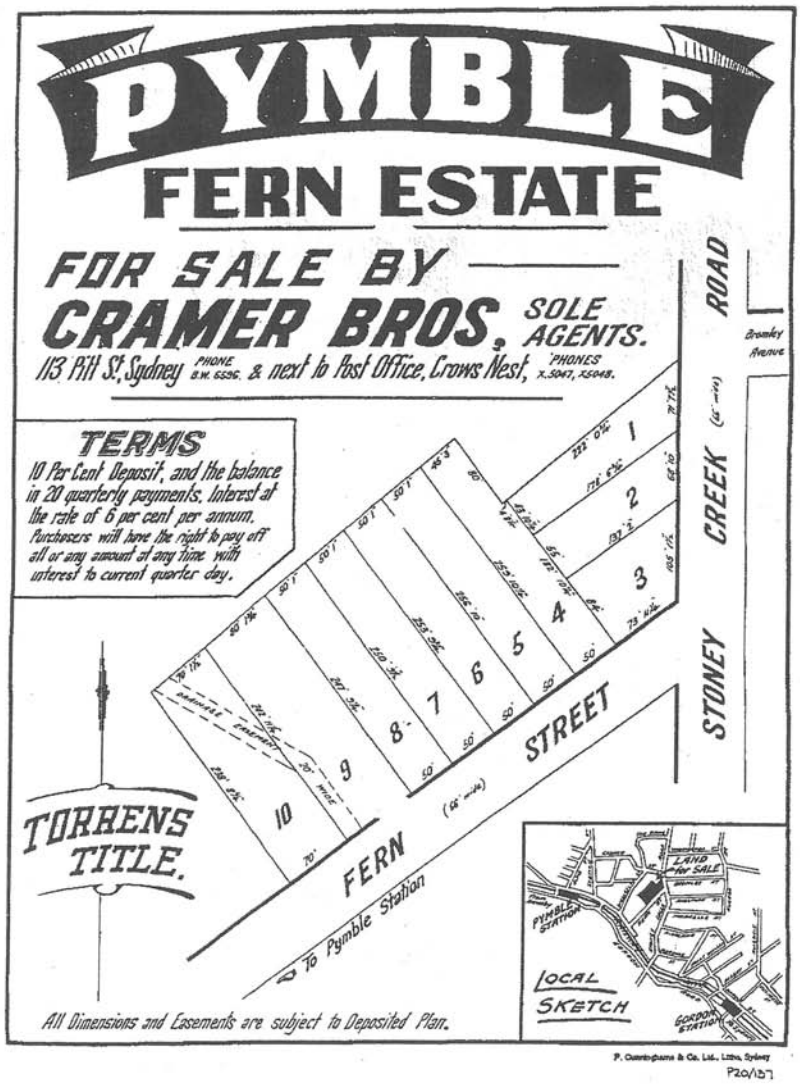



**Figure 7.2** The *Fern Estate*, c1910. *A re-subdivision into smaller allotments of the earlier Hillside Subdivision.*

**Figure 7.3** The *Bannockburn Estate*, 1892. Later re-subdivided between 1910–1915.

**Figure 7.4** The *Bungalow Estate*, 1913. Note the original water reservoir, on the corner of Lane Cove Road (Pacific Highway) and Telegraph Road, which was replaced in 1917.

**Figure 7.5** Map of Pymble UCA (17) showing the boundary of the original land grants and key pre- and post-1890s subdivisions that influenced the pattern and form of development.

# Historical Subdivision plans
# for
# HCA 18 – Avon Road, Pymble

Note: plans reproduced from Godden Mackay Logan
*Ku-ring-gai Conservation Area Study* 2002,
prepared for Ku-ring-gai Council

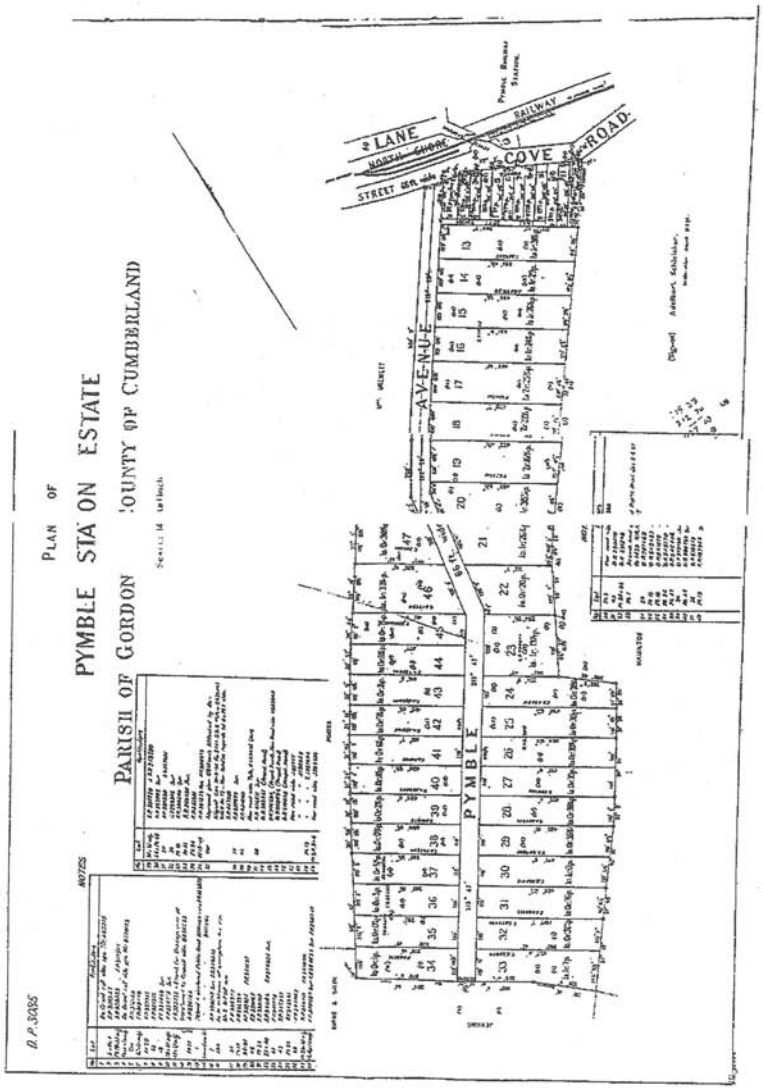



**Figure 8.1** *Pymble Station Estate*, 1894. Note the commercial lots along Lane Cove Road (Pacific Highway).

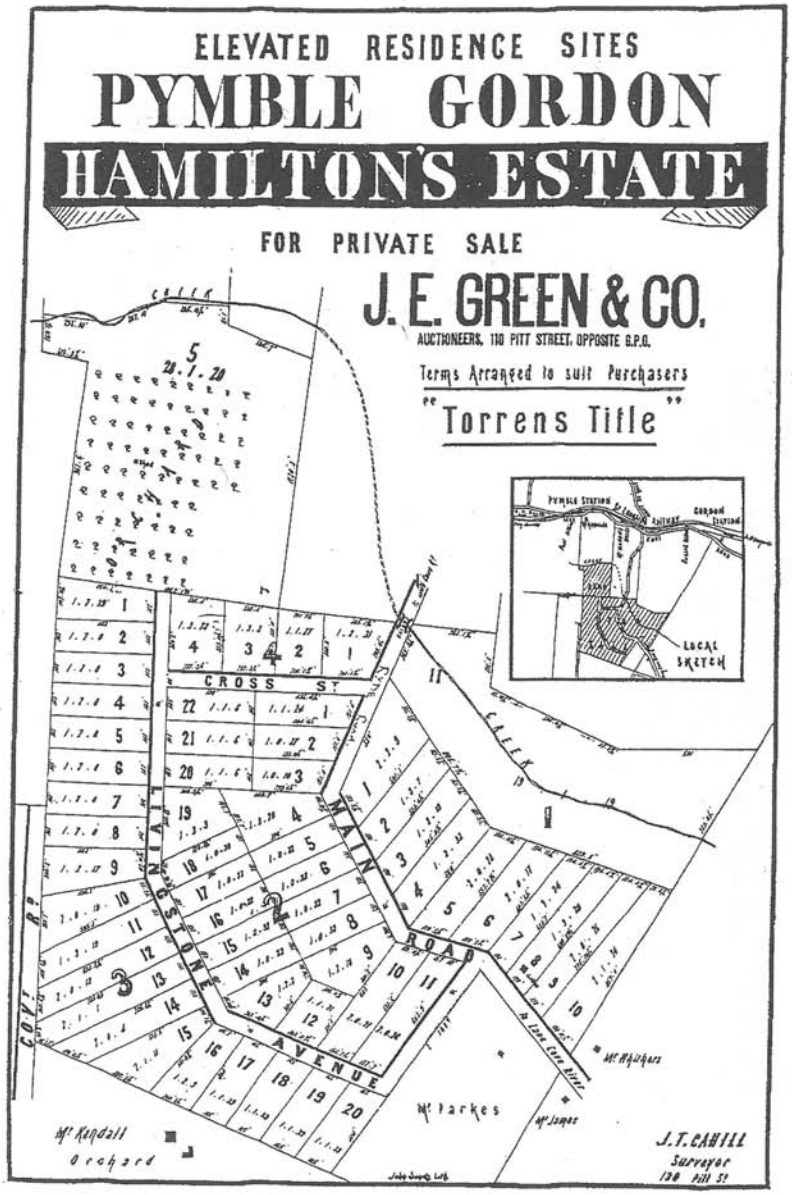



**Figure 8.2** *Hamilton's Estate*, 1894. Note the reference to the surrounding orchards and the creekline that defines a local low point on Livingstone Avenue. Only the lots on Livingstone Avenue in the area directly opposite Cross Street are located within the present boundary of the UCA.

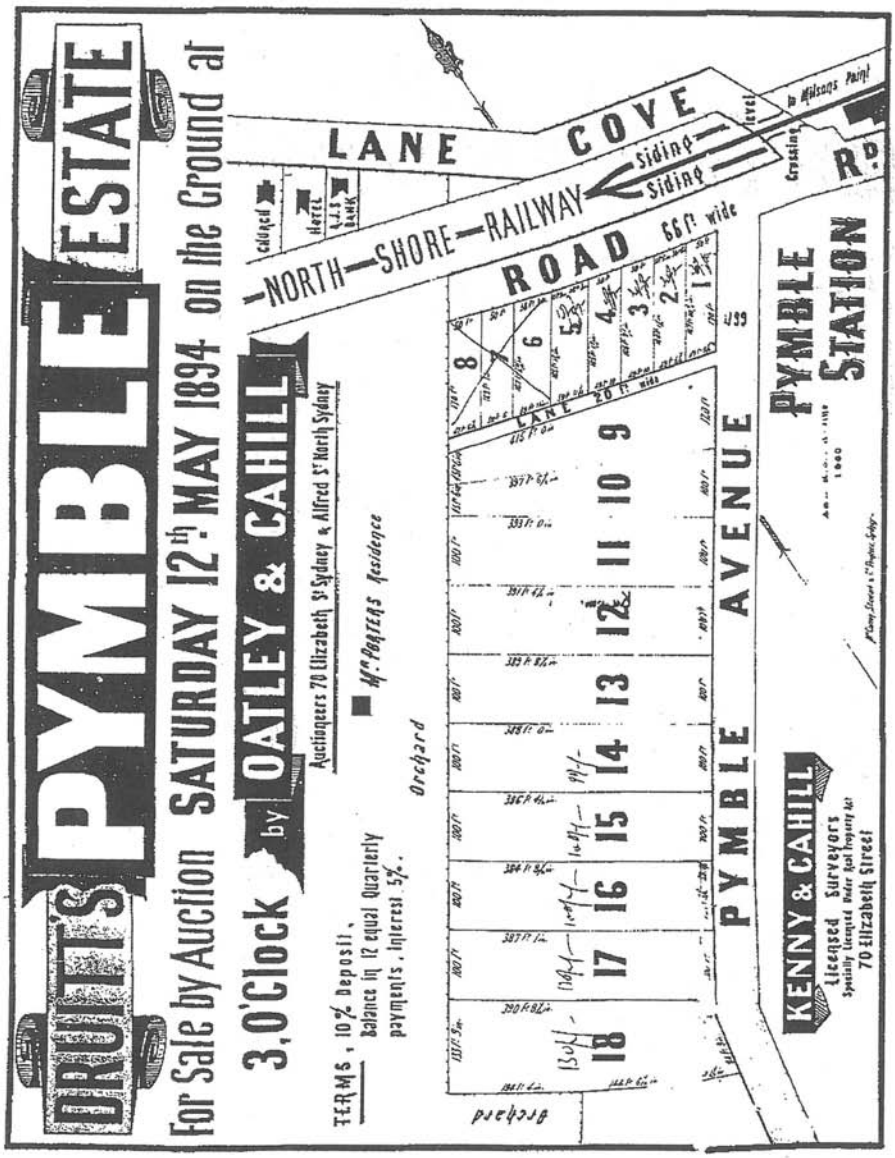



**Figure 8.3** *Druitt's Estate*, 1894. Note the reference to the surrounding orchards, the level crossing over Lane Cove Road (Pacific Highway) and the buildings along Lane Cove Road.

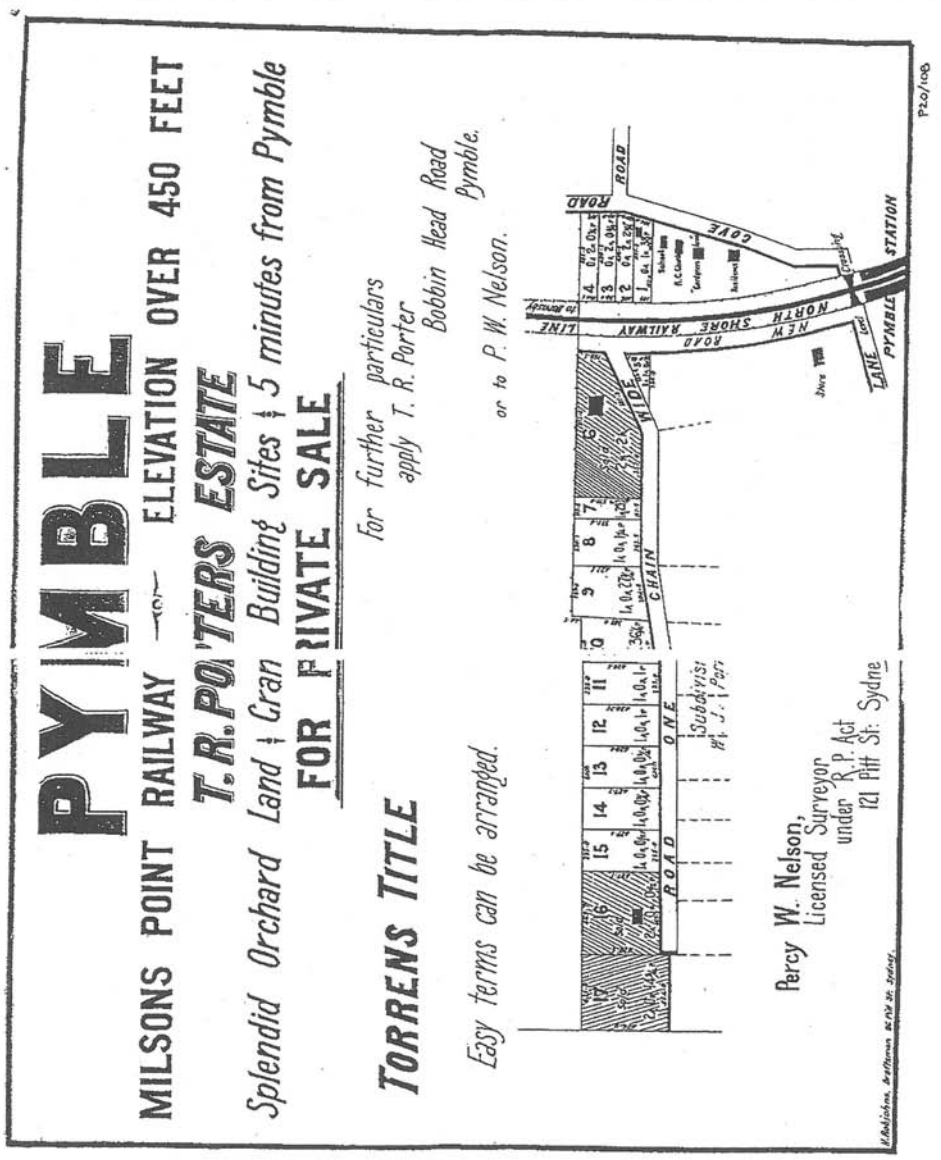
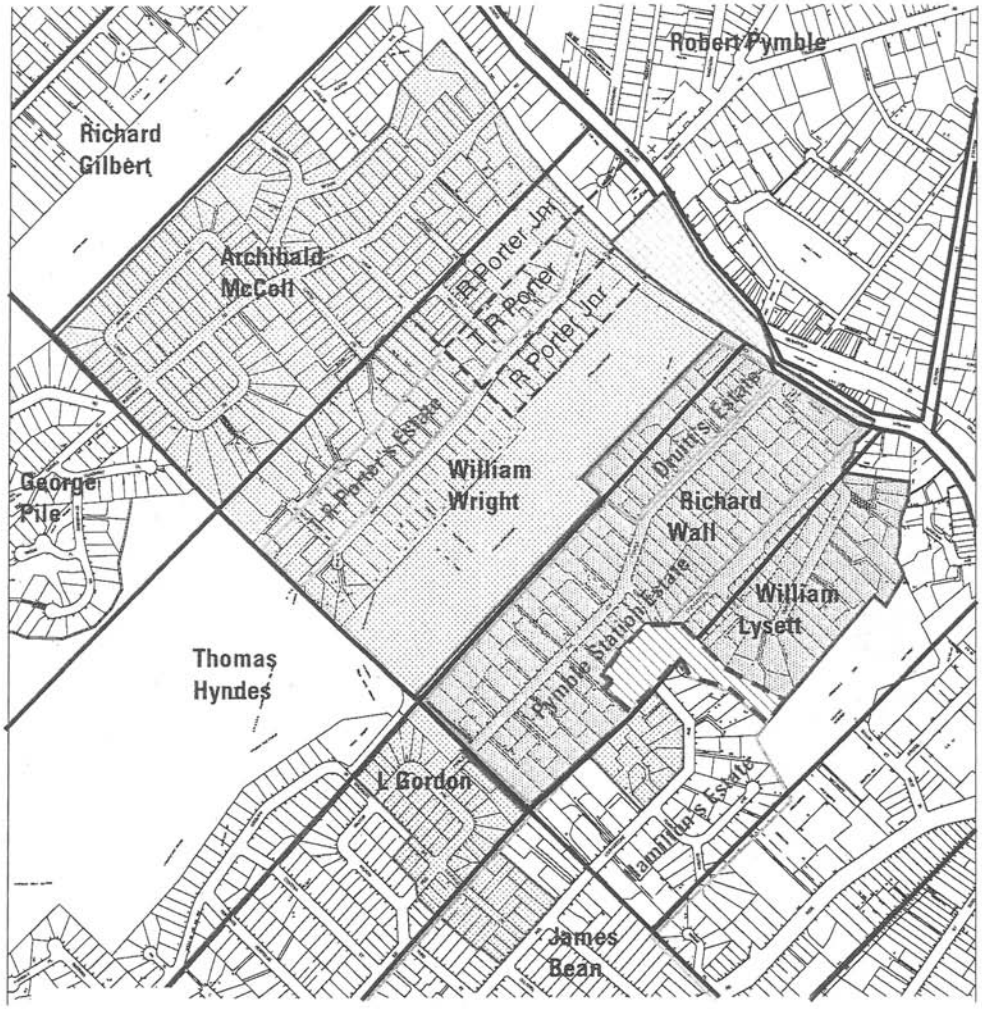



**Figure 8.4** *T R Porter's Estate*, 1894. Note the location of the existing residences along the newly formed Avon Road and the envelopment along Lane Cove Road (Pacific Highway).

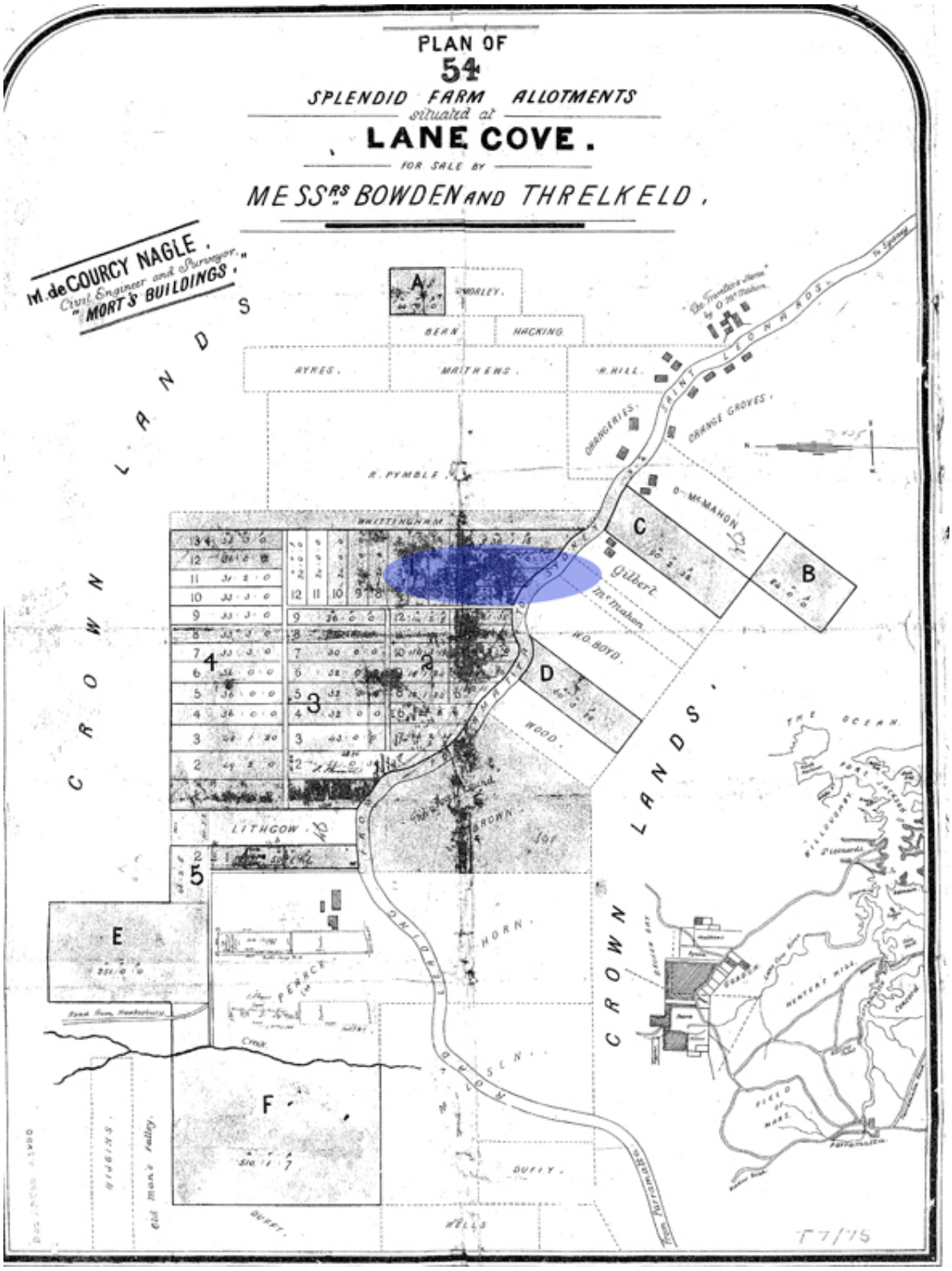


Legend

- National Trust UCA boundary
- Land grant boundaries
- Pre-1892 breakup of land grants
- Key post-1892 subdivisions
- National Trust UCA area recommended to remain as UCA
- Areas recommended to be added to the UCA
- Area recommended to be transferred to Pymble UCA (17)
- Areas recommended to be removed from the UCA

**Figure 8.5** Map of Pymble UCA (18) showing the original land grants and key pre- and post-1890s subdivisions. The original landgrant boundaries clearly provided the framework for subsequent development and led to visually distinct precincts as each area developed.

# Historical Subdivision plans and 1930s Waterboard block plans for HCA 19 – Bobbin Head Road and HCA 20 – Ku-ring-gai Avenue Turramurra




Although not named and dated, this is the Big Island estate subdivision of 1855

Source: Mitchell Library Sydney Suburban Subdivision Plan T7/74

# ALLOWAH ESTATE TURRAMURRA

Milsons Point to Hornsby Railway Line

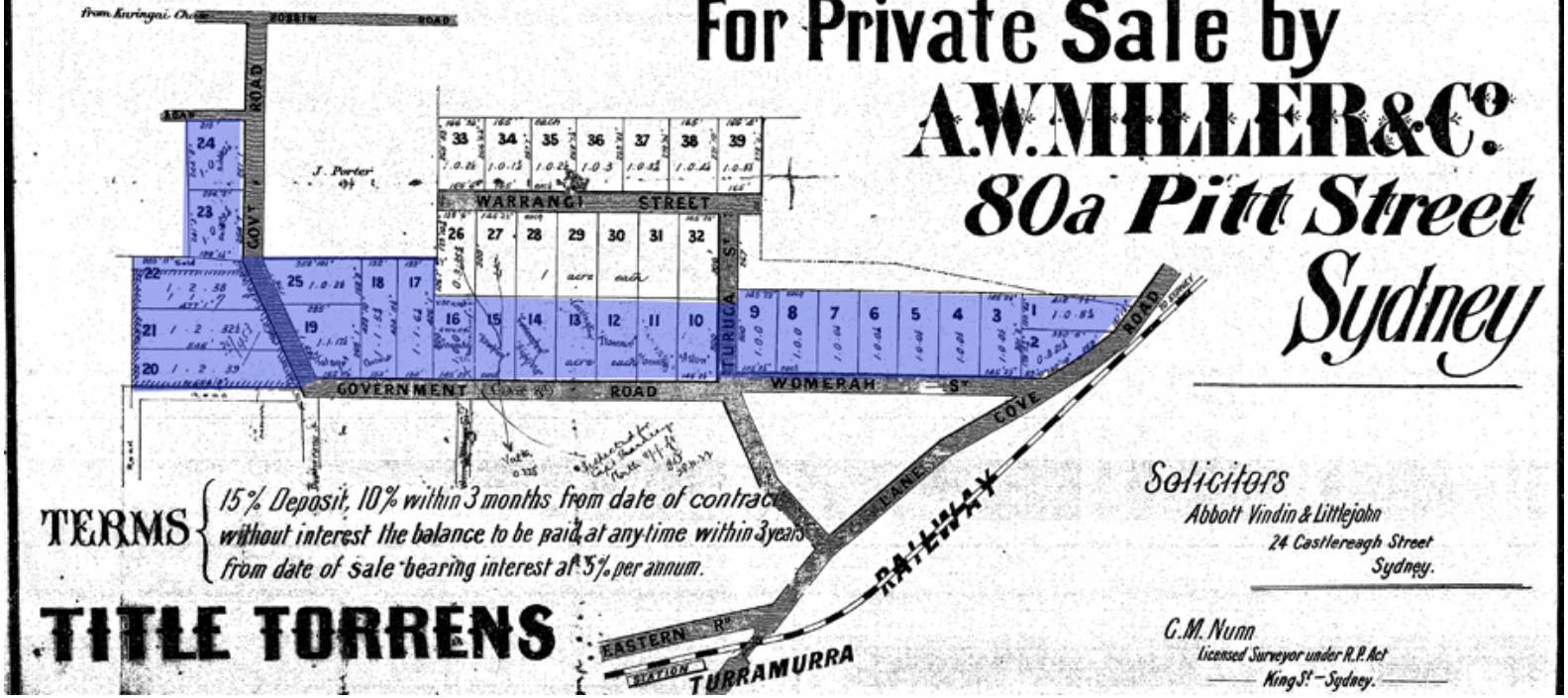
554 FEET ABOVE SEA LEVEL

## For Private Sale by

## A.W.MILLER&Co.

## 80a Pitt Street

## Sydney



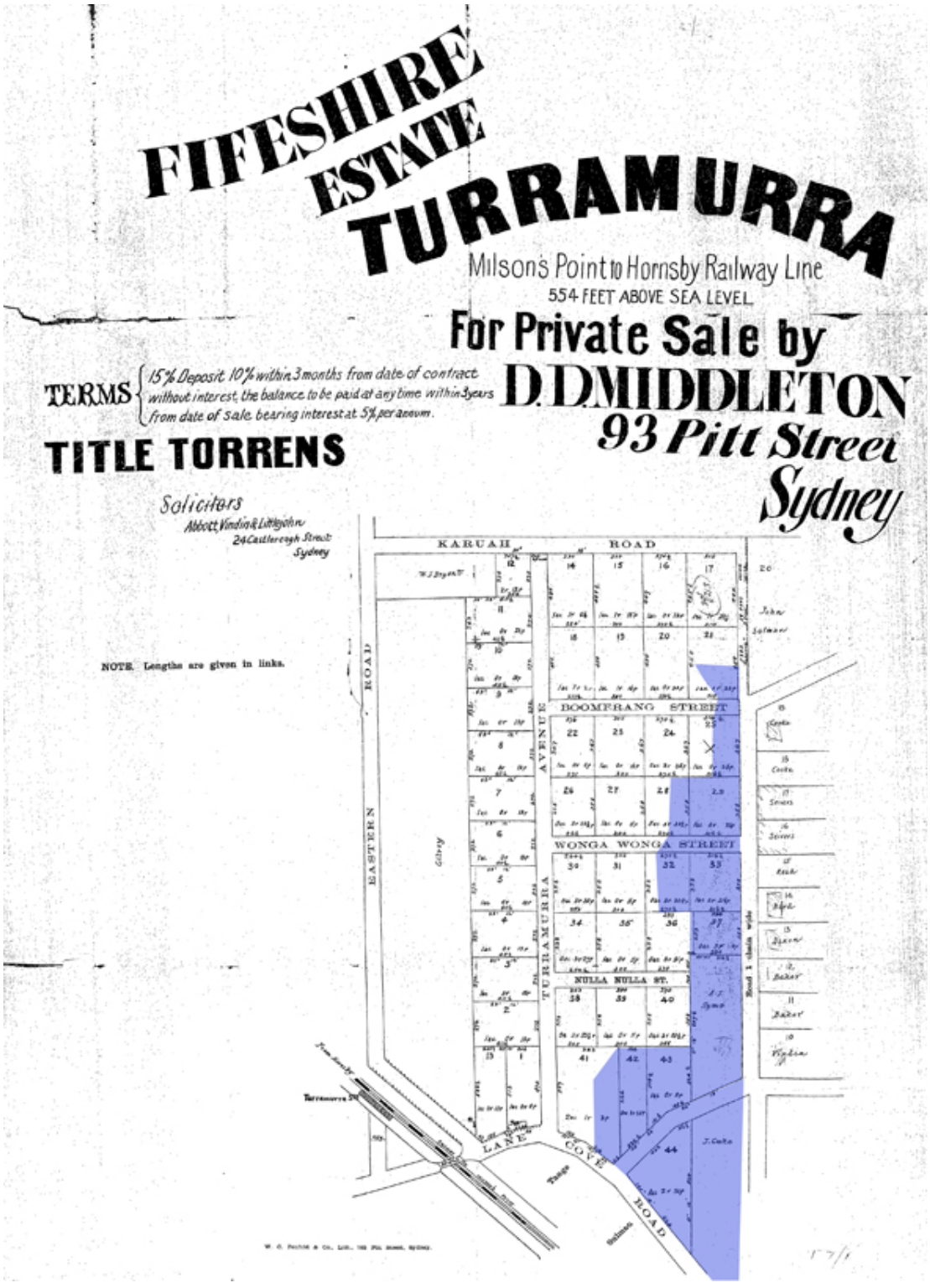

TERMS { 15% Deposit, 10% within 3 months from date of contract without interest the balance to be paid at any time within 3 years from date of sale bearing interest at 5% per annum.

TITLE TORRENS

Solicitors
Abbott Vindin & Littlejohn
24 Castlereagh Street
Sydney.

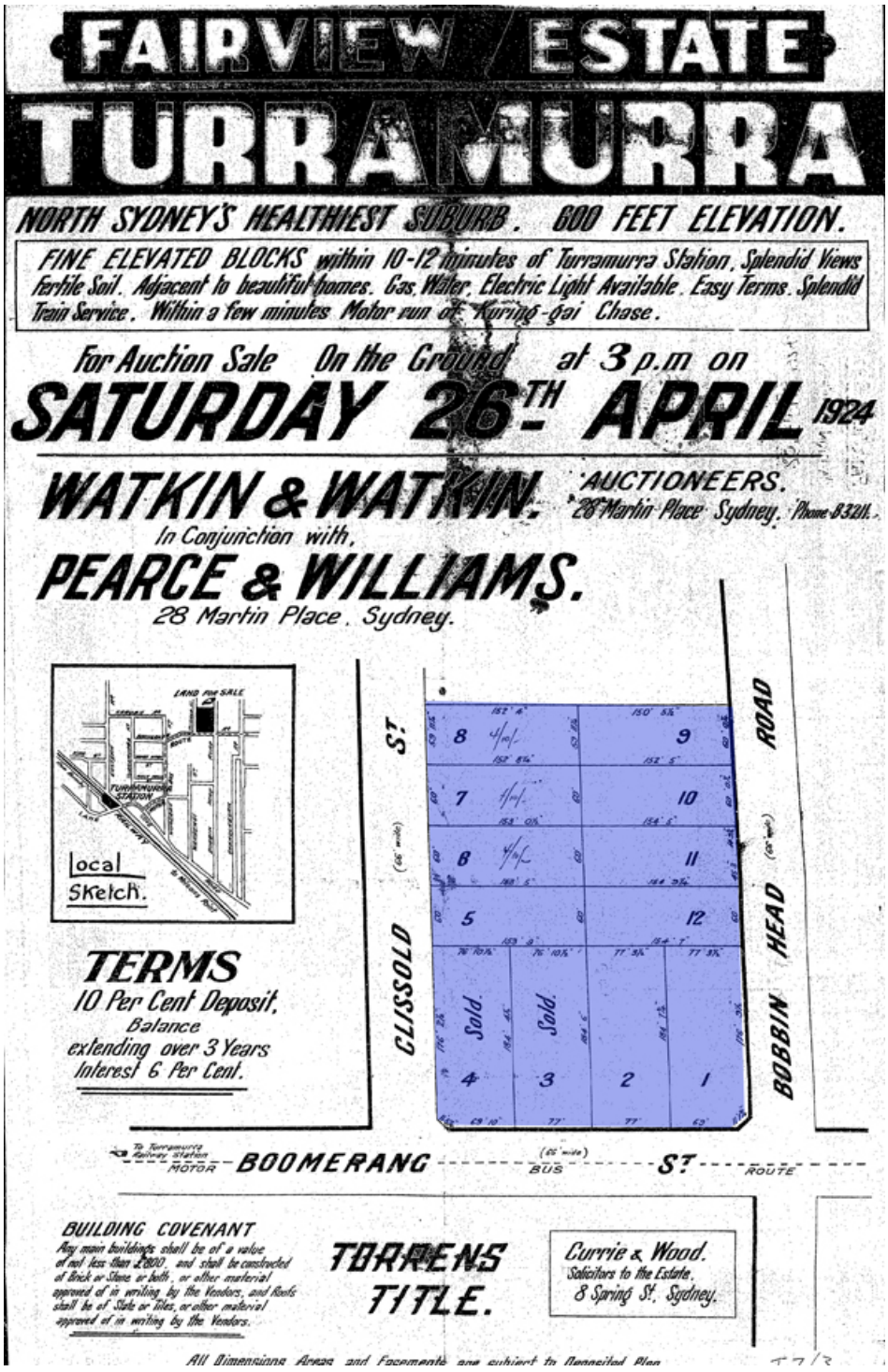
C.M. Nunn
Licensed Surveyor under R.P. Act
King St – Sydney.

The Allowah estate, Source: Mitchell Library Sydney Suburban Subdivision Plan T7/4

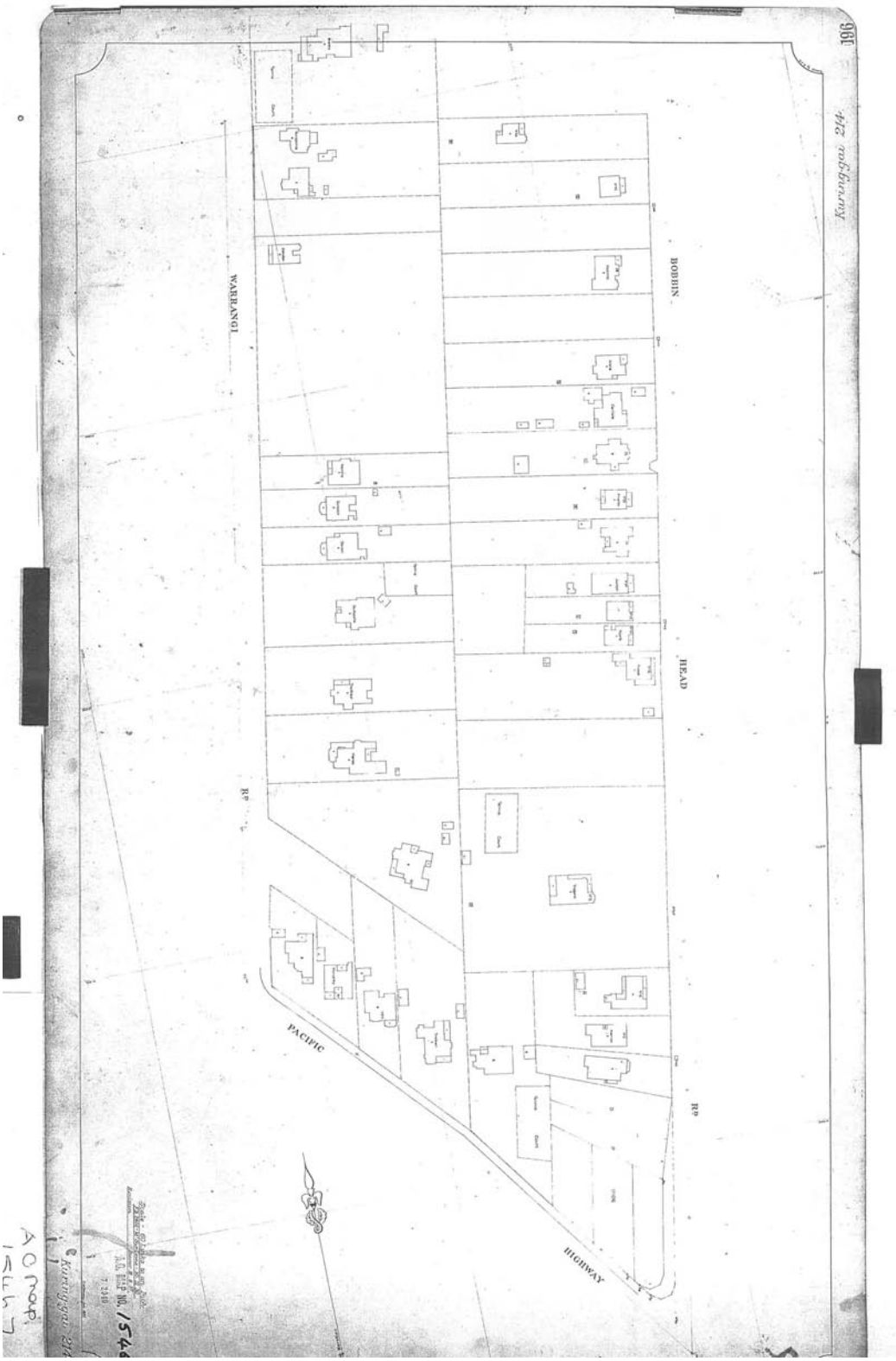



The Fifeshire estate Source: Mitchell Library Sydney Suburban Subdivision Plan T7/1

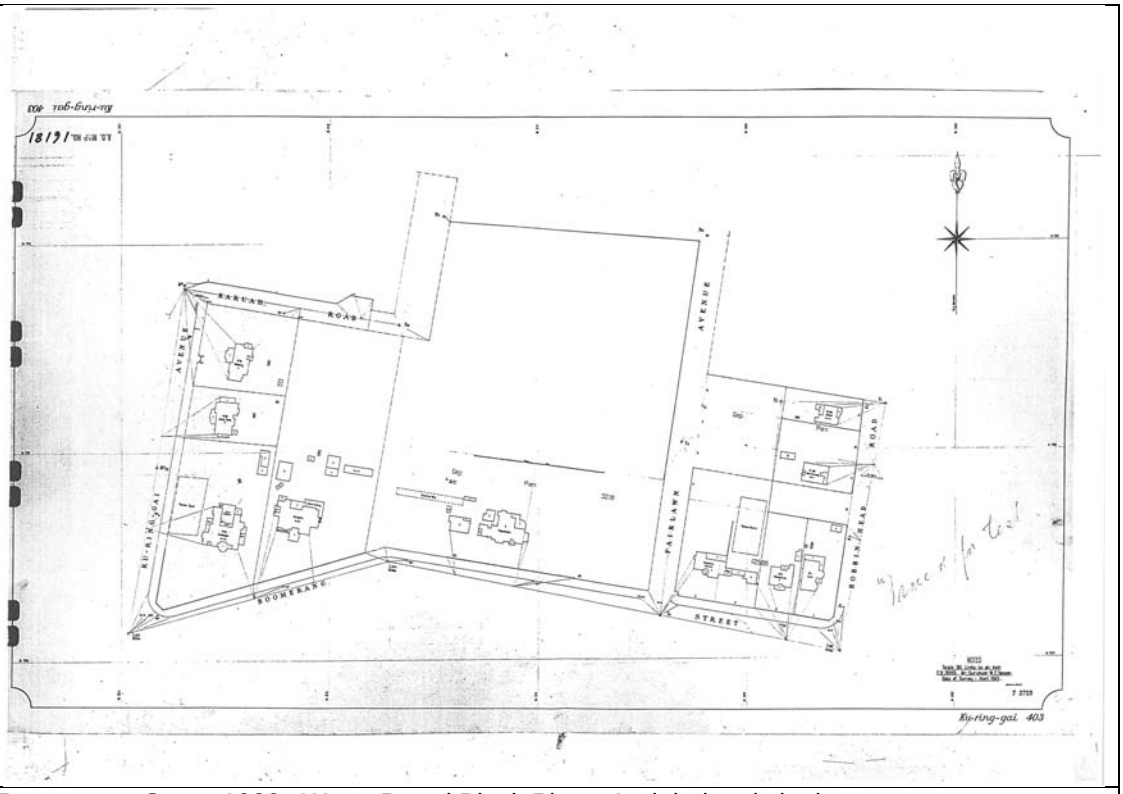
The Glensloy estate. Source: Mitchell Library Sydney Suburban Subdivision Plan T7/38



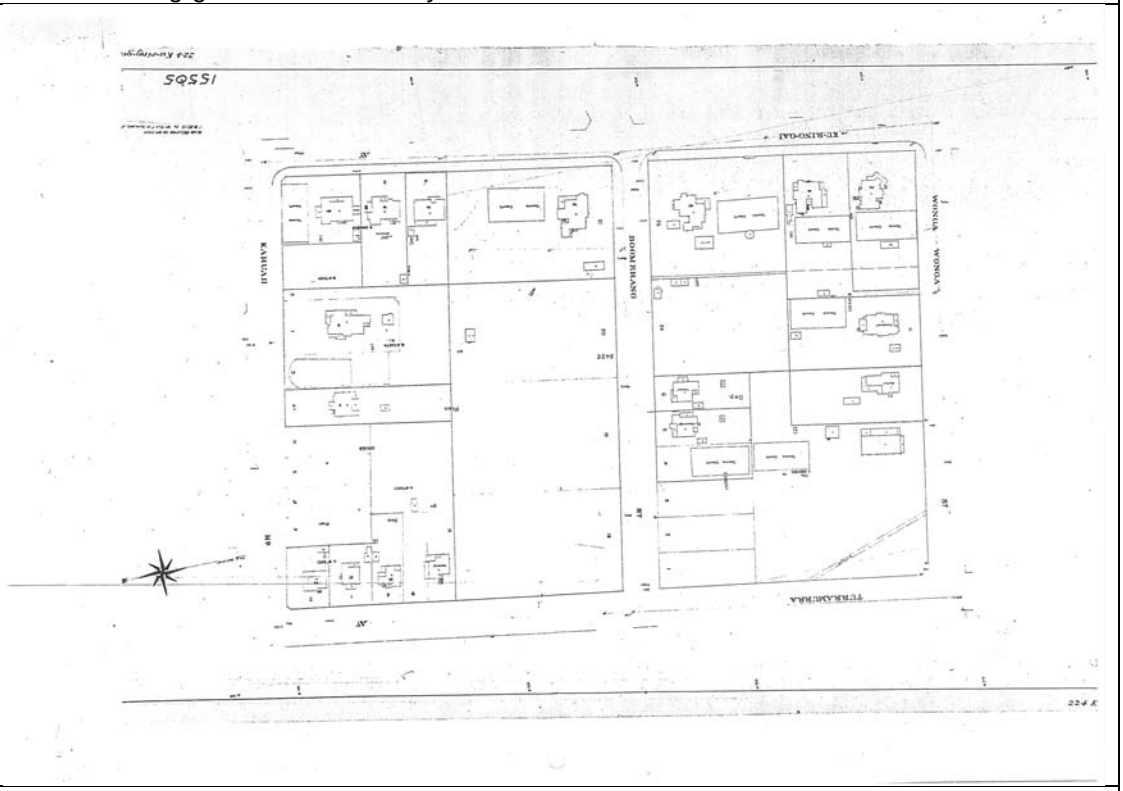

The Fairview estate. Source: Mitchell Library Sydney Suburban Subdivision Plan T7/3



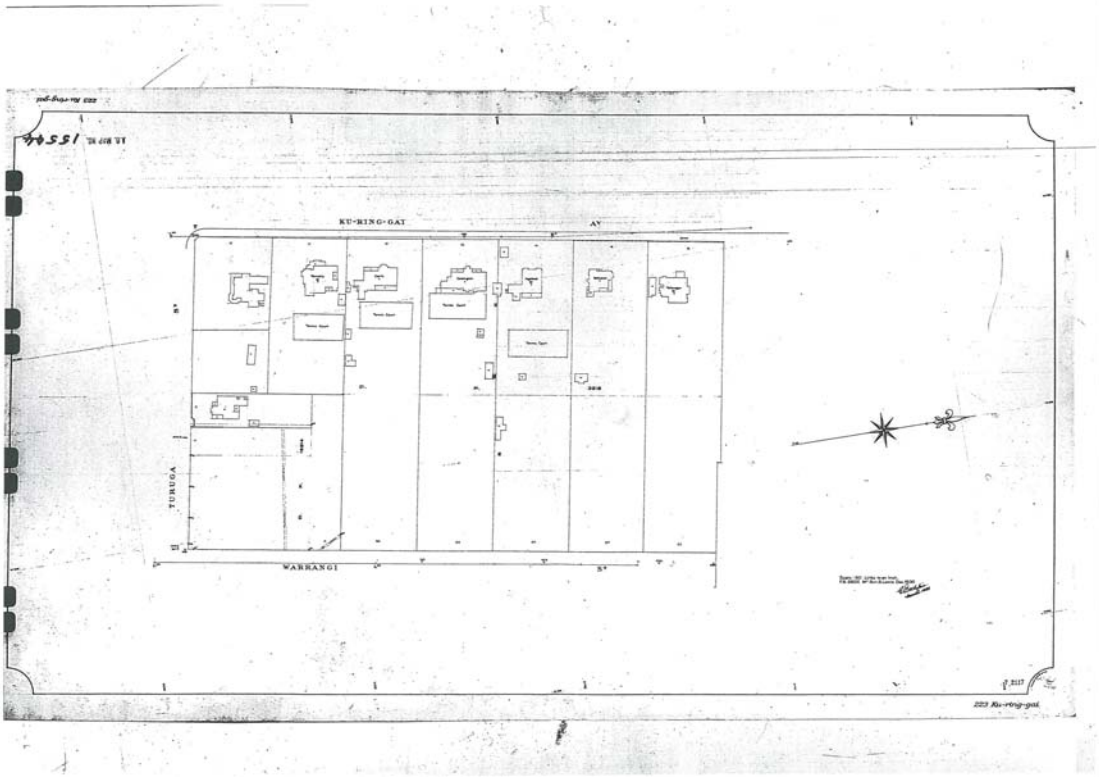

1930s Water Board Block Plan for southern end of HCA 19 - Bobbin Head Road, Warrangi Street, Pacific Highway. Source: Ku-ring-gai Historical Society



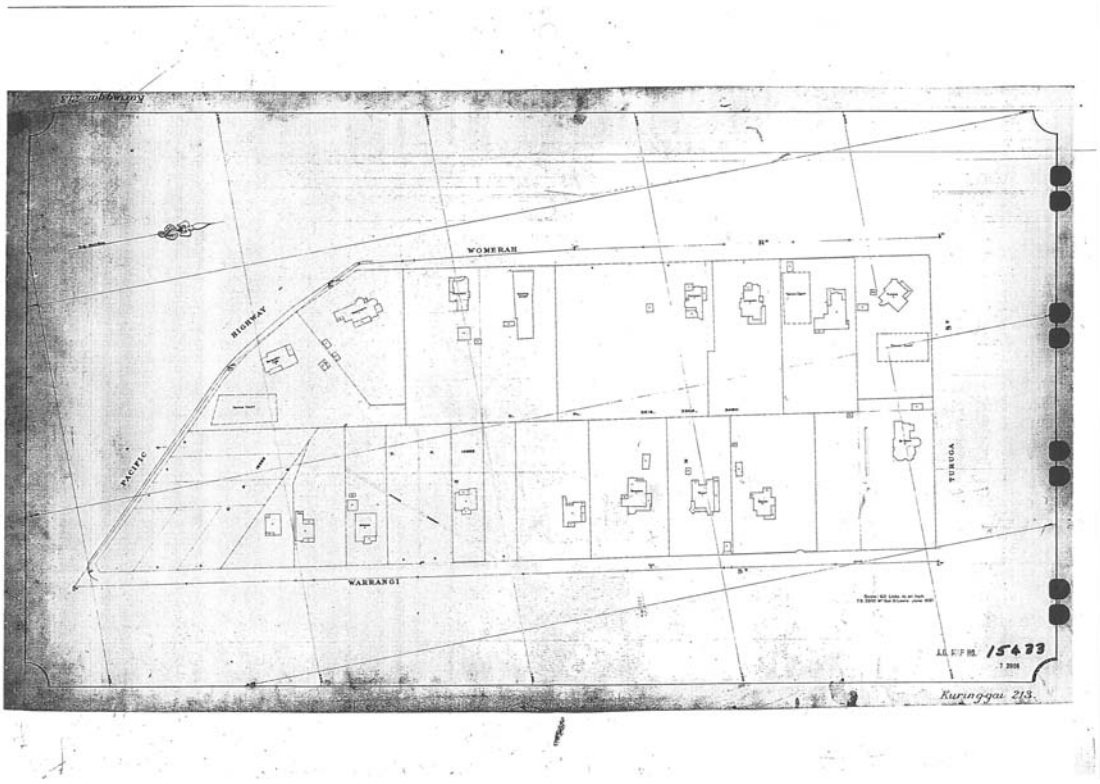

Boomerang Street 1930s Water Board Block Plan – Ingleholme is in the centre.
Source: Ku-ring-gai Historical Society




Ku-ring-gai Avenue Northern end, east side. 1930s Water Board block plan
Source: Ku-ring-gai Historical Society

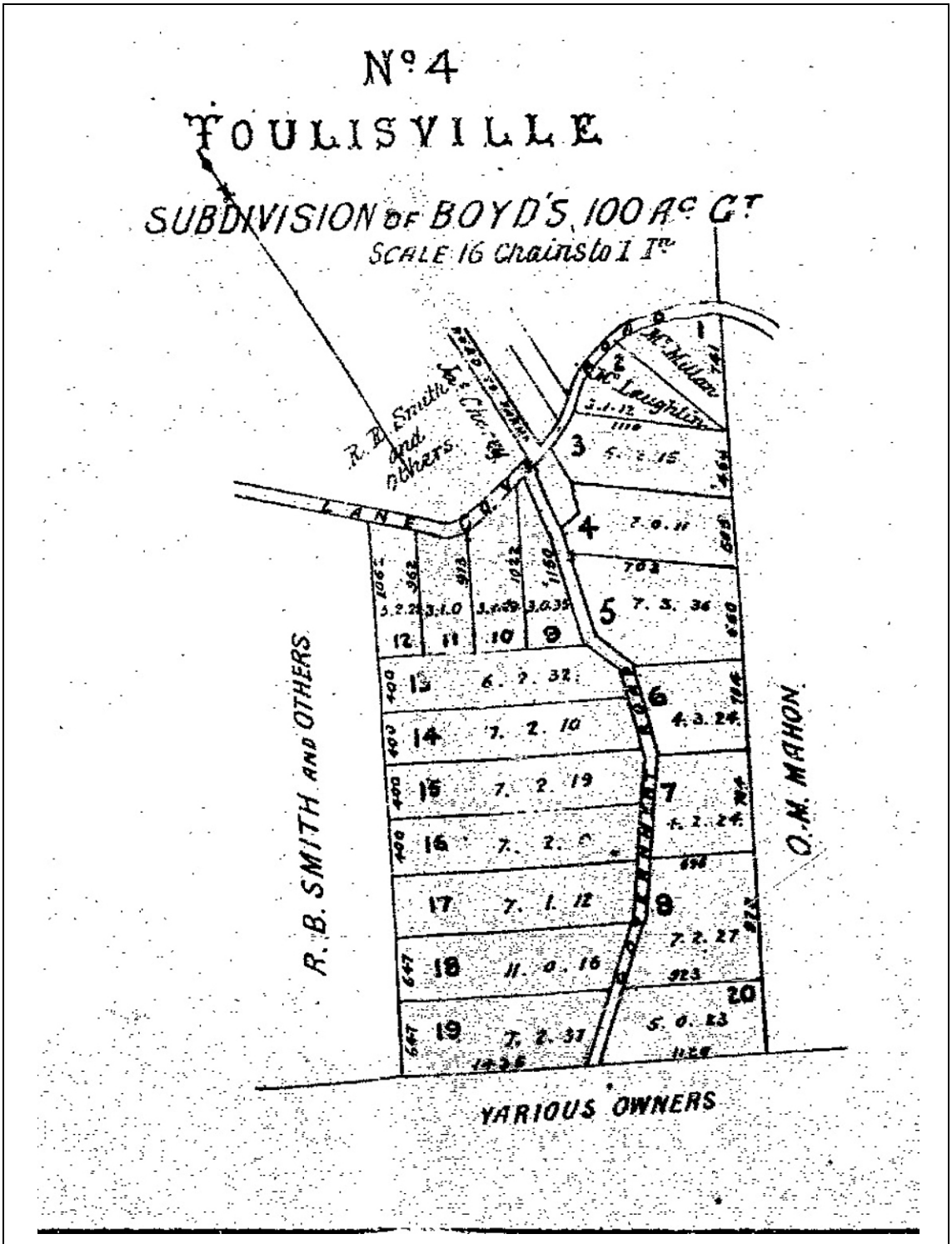



Ku-ring-gai Avenue and Turuga Street 1930s Water Board Block Plan
Source: Ku-ring-gai Historical Society

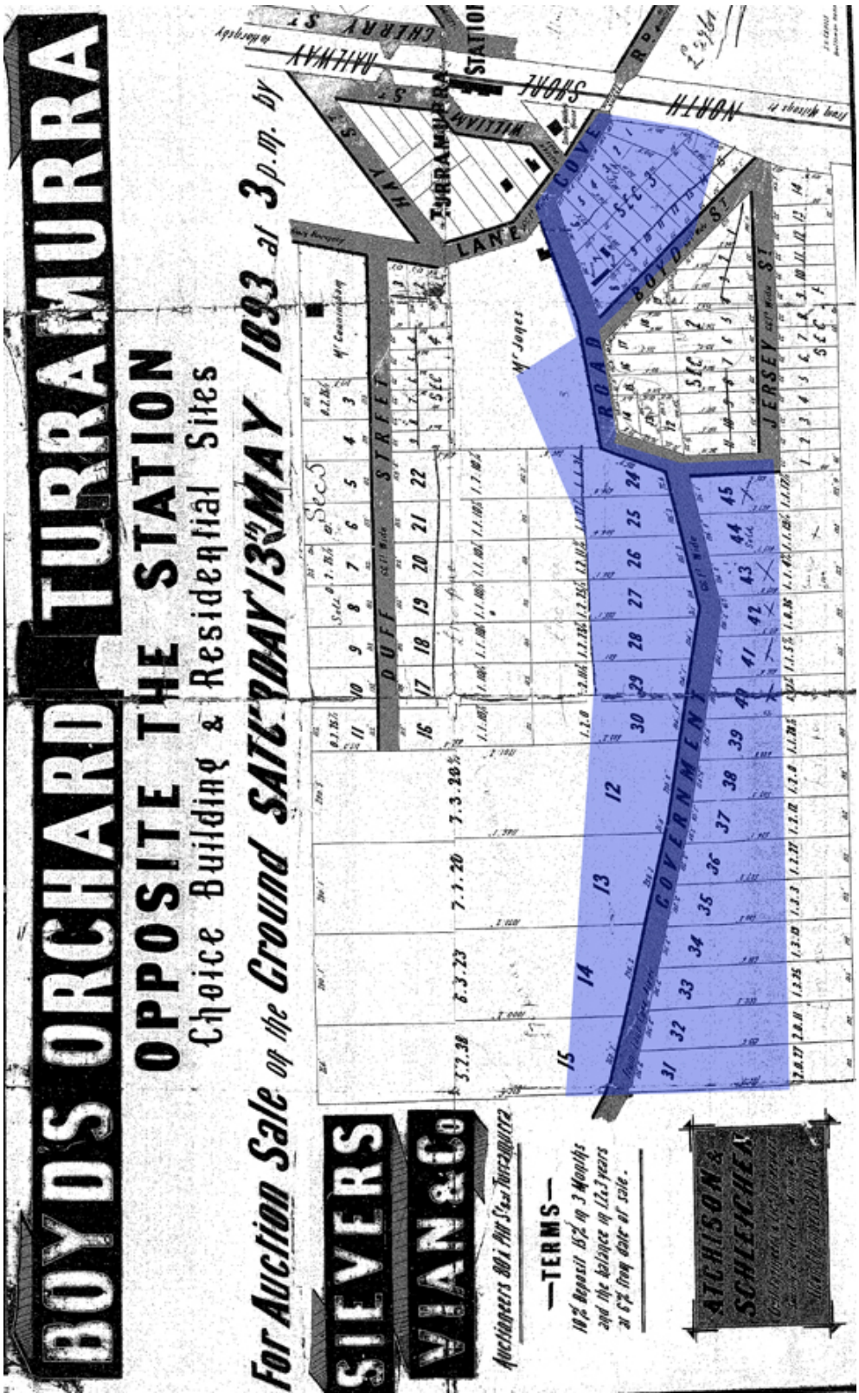



Womerah Street 1930s Water Board Block Plan Source: Ku-ring-gai Historical Society

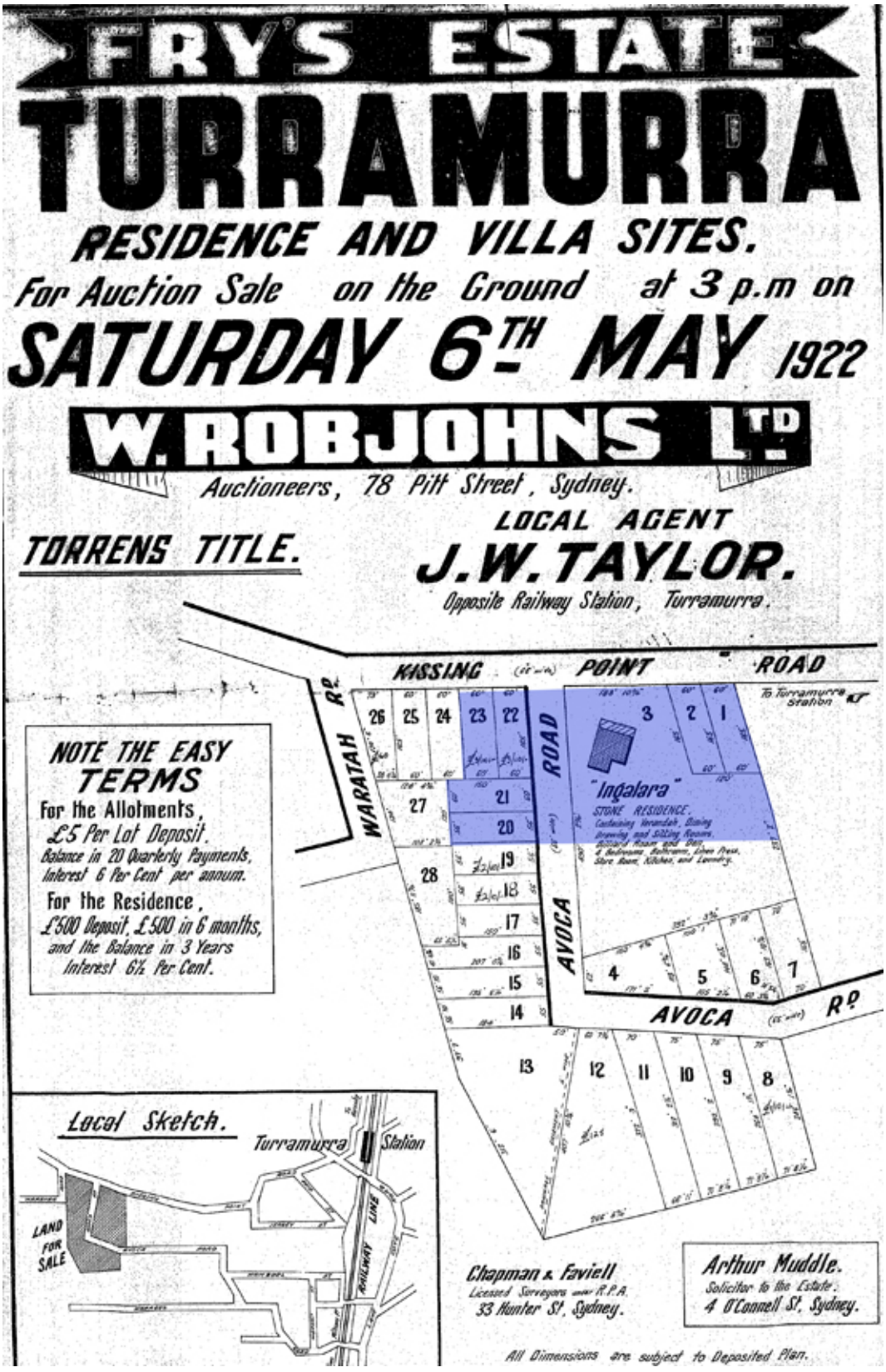
# Historical Subdivision plans
# for
# HCA 21 – Kissing Point Road, Turramurra




The original subdivision of Boyd's grant as the Toulouseville Estate, 1878. Source: Mitchell Library Map ZM3 811.144/1881?/1 Anon., Parish of Gordon, not dated (c.1881)



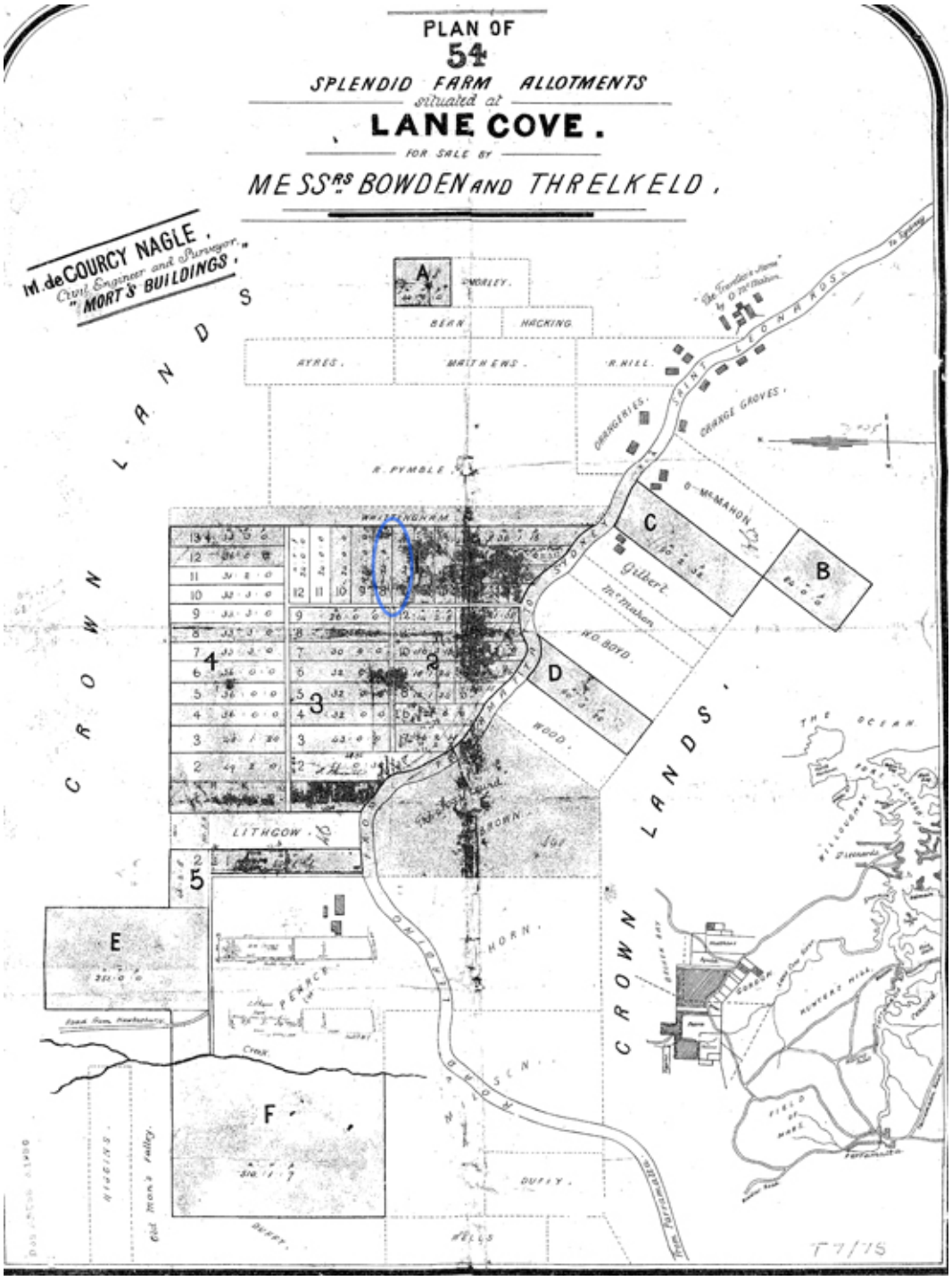

Boyd's Orchard subdivision Source: Mitchell Library Sydney Suburban Subdivision Plan T7/T10



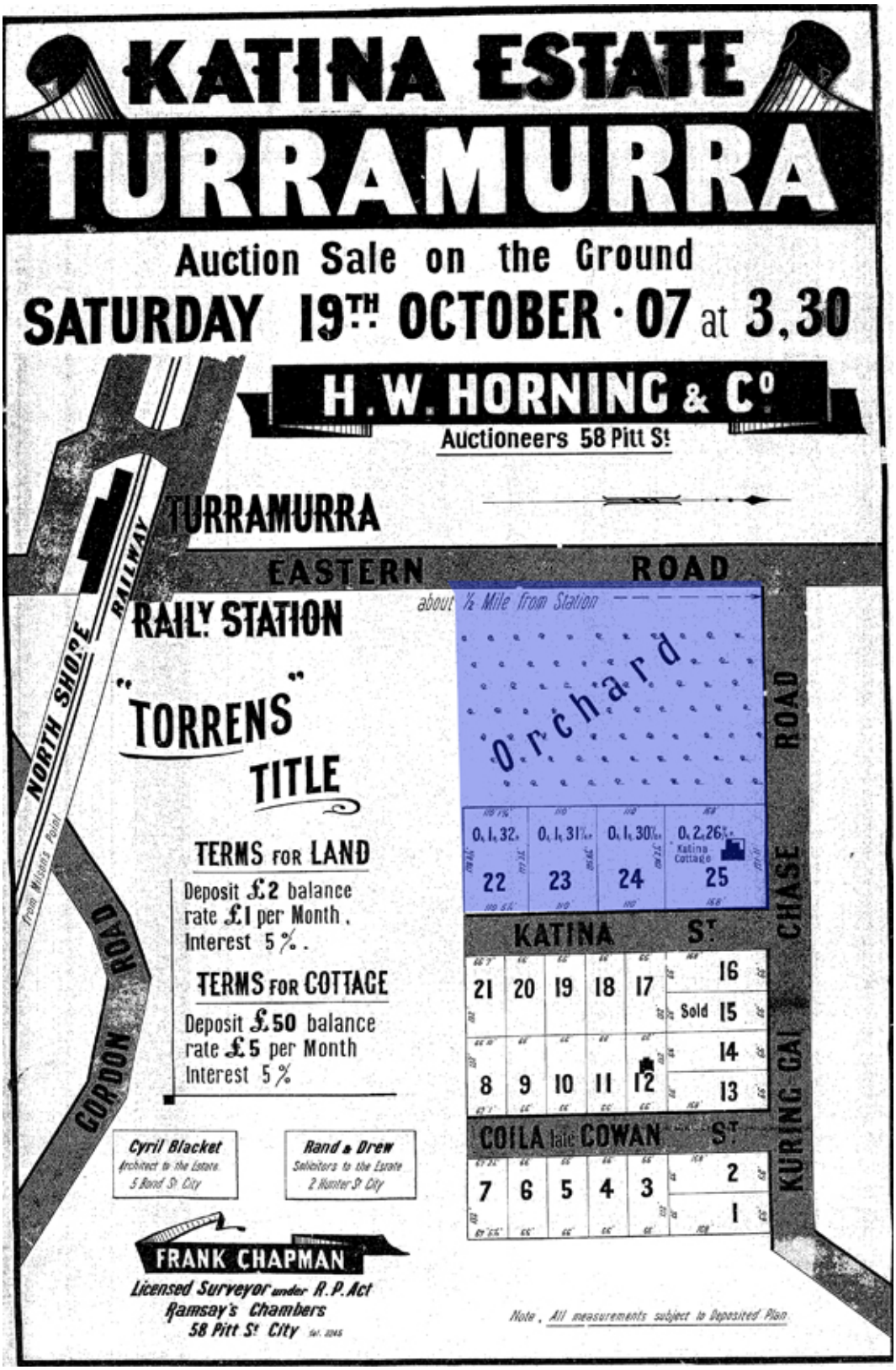

Fry's estate (Ingalara) subdivision Source: Mitchell Library Sydney Suburban Subdivision Plan T7/13

A small part of HCA 21 is located within the Avoca estate subdivision Source: Mitchell Library Sydney Suburban Subdivision Plan T7/T33

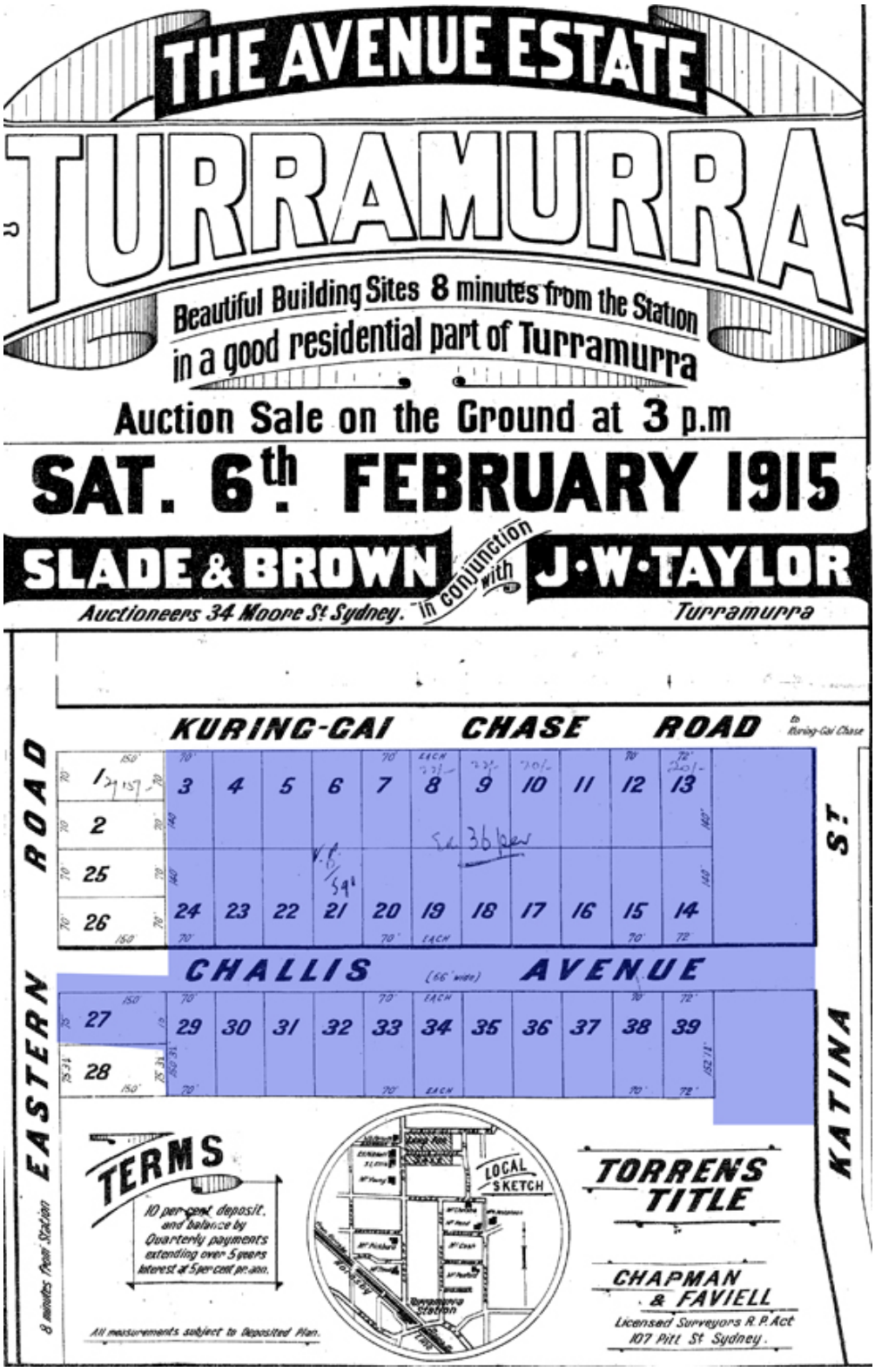
# Historical Subdivision plans
# for
# HCA 22 – Challis Avenue, Turramurra



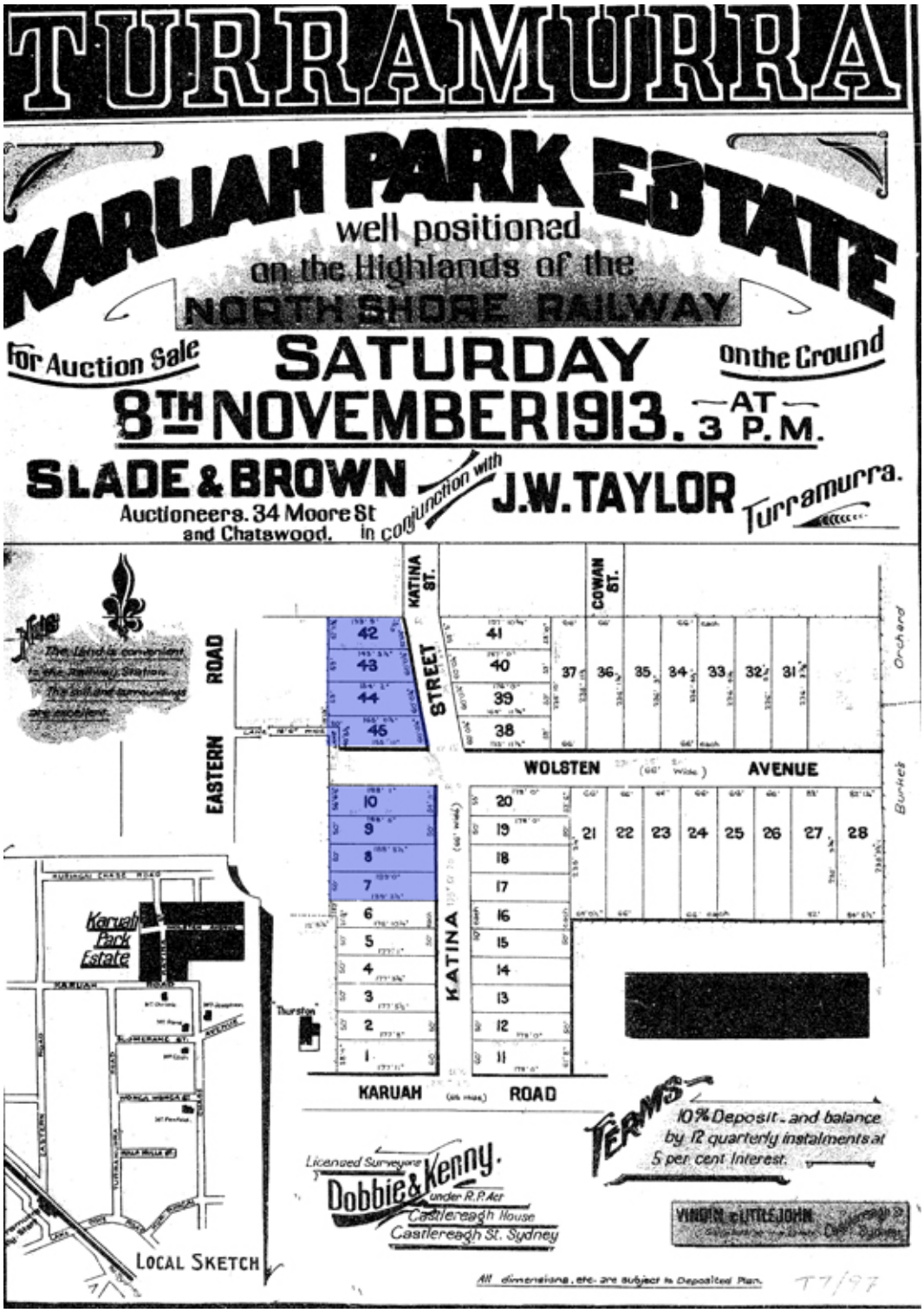

Although not named and dated, this is the Big Island estate subdivision of 1855. Source: Mitchell Library Sydney Suburban Subdivision Plan T7/74




Katina Estate subdivision 1907. Source: Mitchell Library Sydney Suburban Subdivision Plan T7/25




The Avenue estate subdivision 1915. Source: Mitchell Library Sydney Suburban Subdivision Plan T7/13




Karuah Park Estate subdivision, 1913. Source: Mitchell Library Sydney Suburban Subdivision Plan T7/96

402 Ku-ring-gai

A.O. MAP NO. 15676

Lane

WOLSTEN AV

Tenera Court

Elmo

Glen Ronald

D P 7549

Park Ridge

Reve D'or

Bell Green

Kia Ora

RP

Turramurra Park

EASTERN

KARUAH

KATINA

RP

NOTES
Scale 60 Links to an Inch
F.B. No 3357 Mr. Surr. G.A. Harrison
Date of Survey 25.5.38

D P 7 2249

# Historical Subdivision plans
# for
# HCA 23 - Warrawee

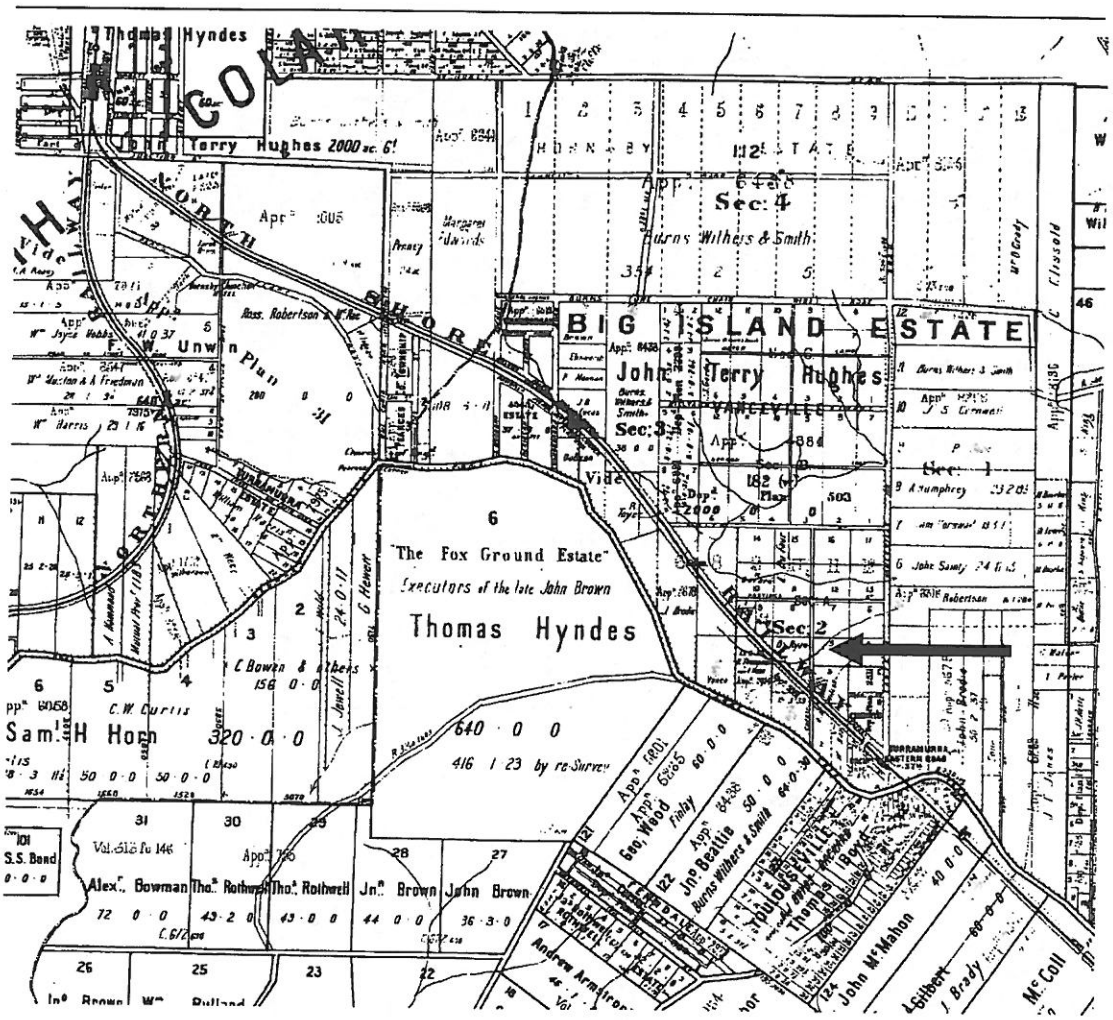



**Figure 6.1** 1893 Detail of Higginbotham and Robinson's Map of the Parish of Gordon, 1893, covering the area within the Urban Conservation Area 23. UCA 23 lies within the boundaries of the Big Island Estate and its Vanceville subdivision. Residential subdivision from the 1890s was further encouraged by the completion of Warrawee railway station in 1899. (Source: Ku-ring-gai Local Studies Library Map 994.41/KURI/1893)

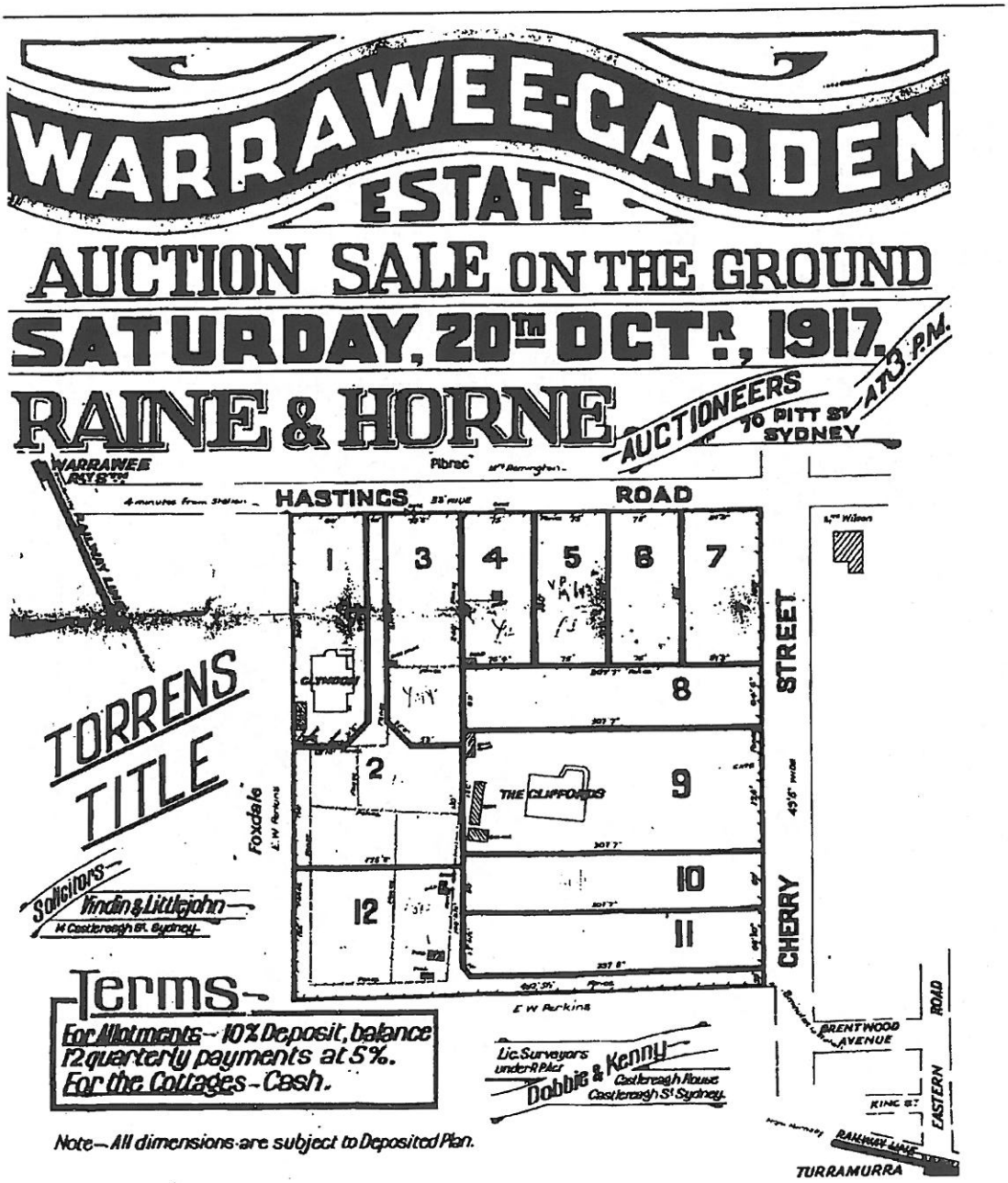



**Figure 6.2** This 1917 sales poster illustrates the ongoing subdivision of land in Ku-ring-gai through the early twentieth century. The fence line of an earlier farm can be seen crossing the new allotments, a reminder that the area still had a rural character, particularly as one moved away from the railway line. (Source: Ku-ring-gai Local Studies Library)

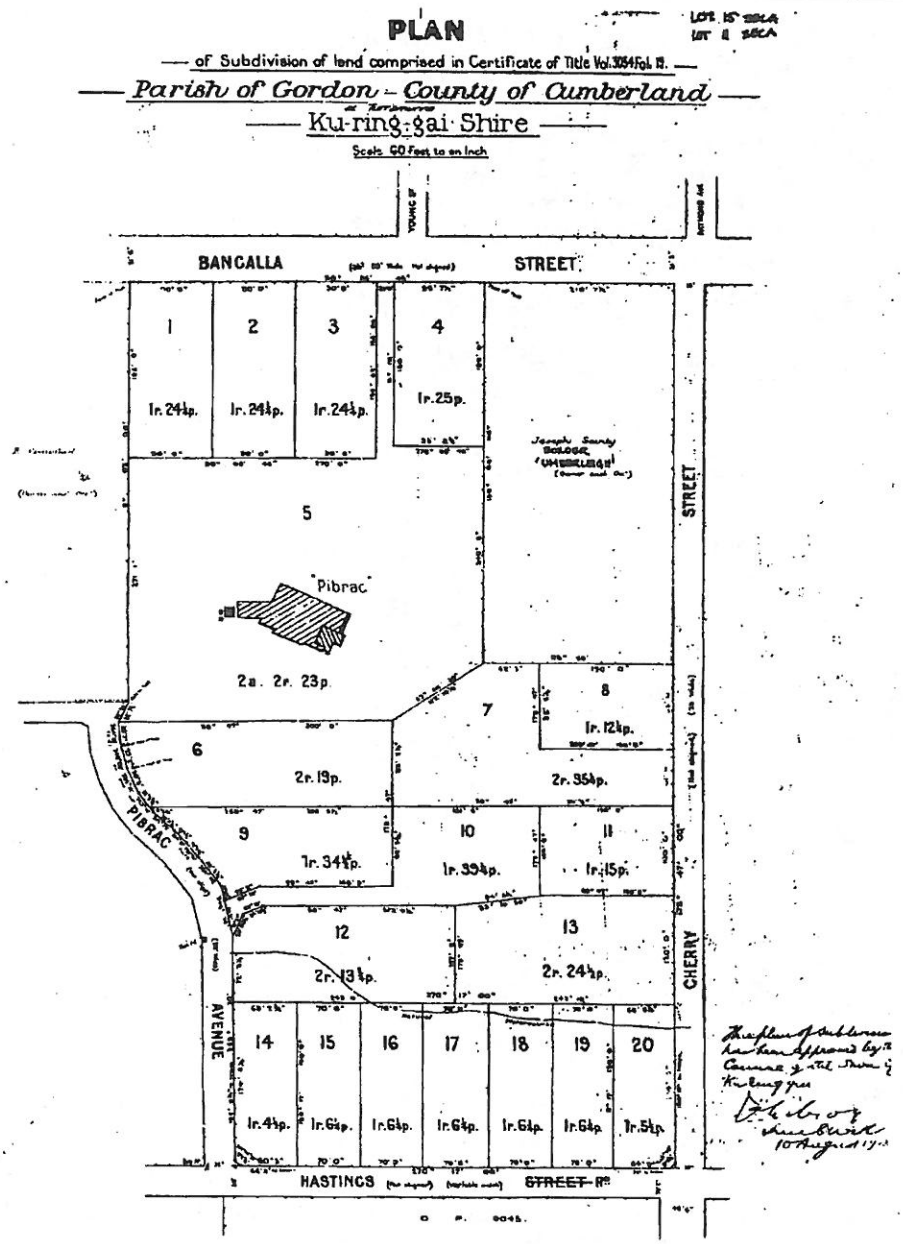



**Figure 6.3** In 1920 the subdivision of the Pibrac estate was laid out. The subdivision created a number of battleaxe blocks, a feature of the area. The orientation of the original house also influenced the street pattern and frontages. Compare this figure to Figure 6.5. (Source: Ku-ring-gai Local Studies Library)

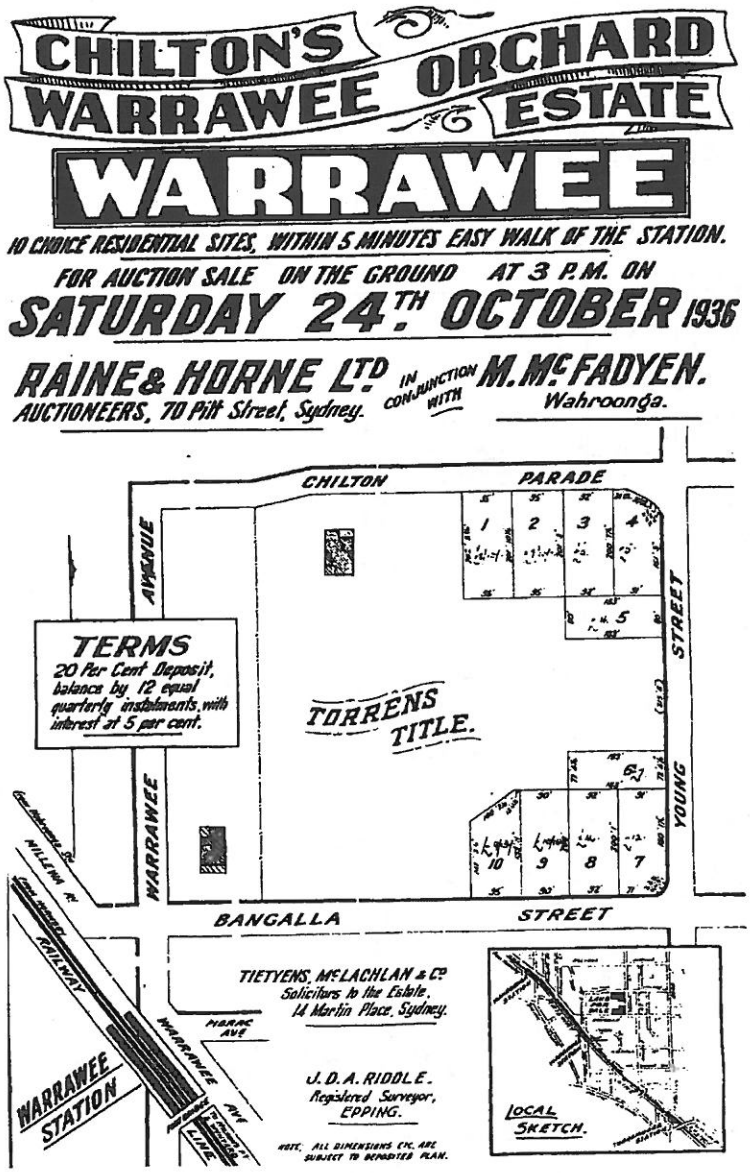



**Figure 6.4** Twelve acres of the Chilton Orchard was purchased by Sir Robert Gillespie, who in turn presented part of it to the Knox Grammar School. The central section of this block, facing Bangalla and Young Streets, is now the Knox Grammar playing fields, know as Gillespie Field. Land owned by Knox Grammar dominates UCA 23. (Source: Ku-ring-gai Local Studies Library)

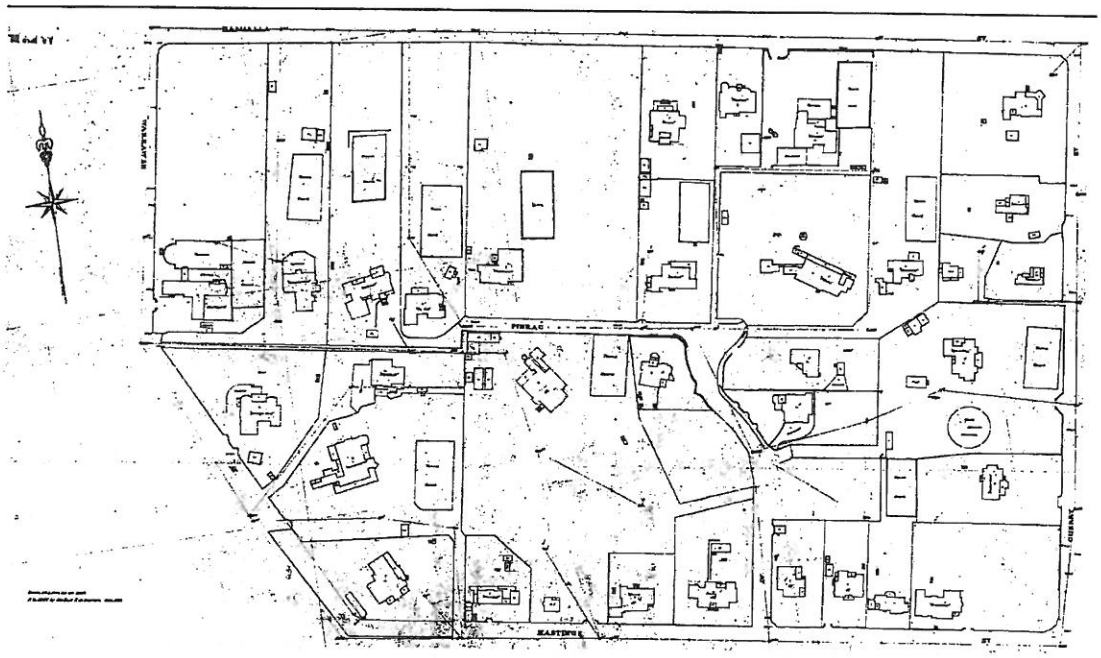


**Figure 6.5** 1937 Water Board Survey of the block bounded by Bangalla Street, Cherry and Hastings Roads and Warrawee Avenue. The creation of Pibrac Avenue in 1920 allowed the formation of a number of battleaxe blocks to accommodate the demand for building lots in this part of Warrawee. Large building allotments are a feature of the Pibrac Avenue neighbourhood. (Source: Ku-ring-gai Local Studies Library)

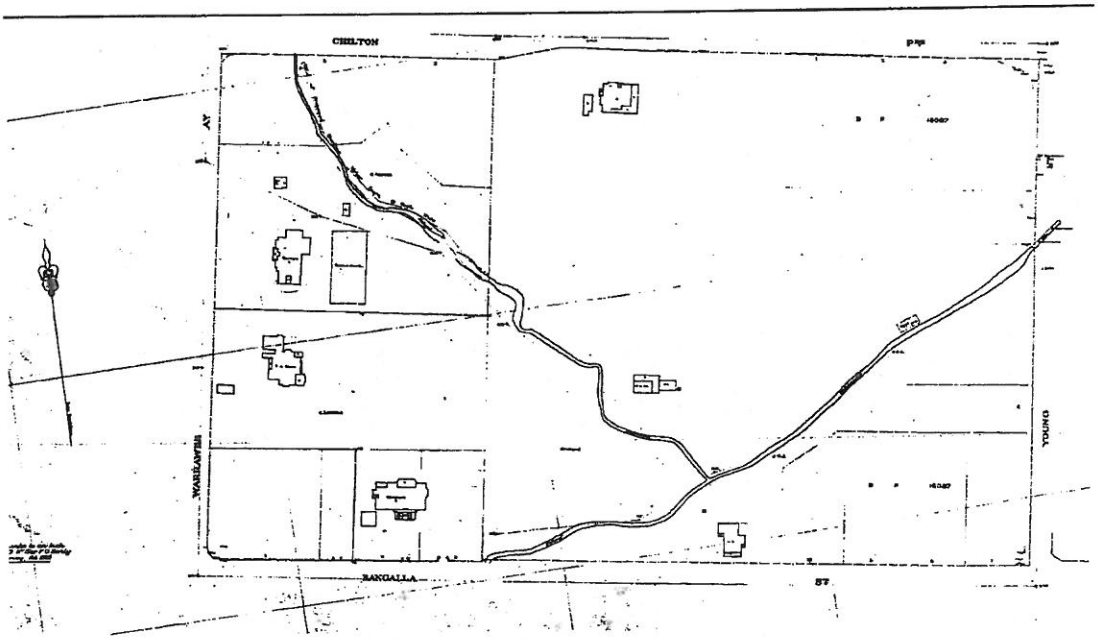



**Figure 6.6** 1938 Water Board Survey of the block bounded by Bangalla and Young Streets, Warrawee Avenue and Chilton Parade. The large open space is part of Chilton's Orchard that operated on the site from 1907 until 1937 when it was given to Knox Grammar School for their playing fields. The area remains today as Gillespie Field. Knox Grammar is a prominent feature of UCA 23. (Source: Ku-ring-gai Local Studies Library)

# Historical Subdivision plans
# for
# HCA 24 – Brentwood Avenue, Turramurra

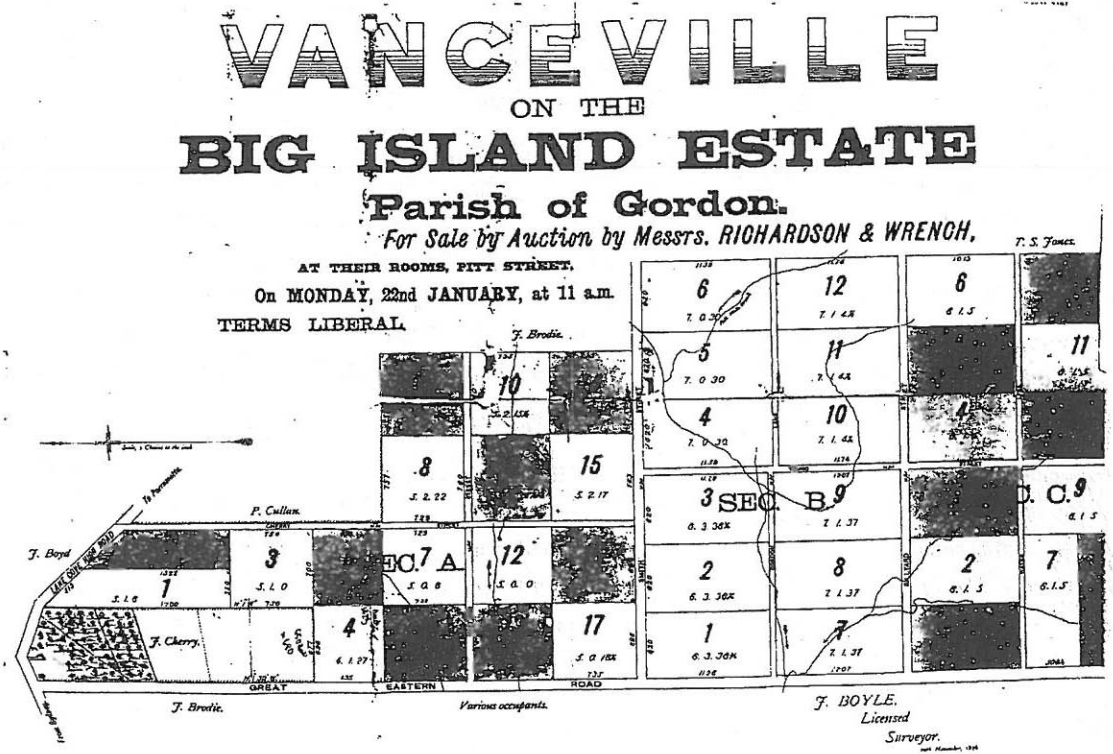



**Figure 9.1.** Map of the *Vanceville Estate*, 1879.

**Figure 9.2** *Warrawee Garden Estate*, Warrawee, 1917.

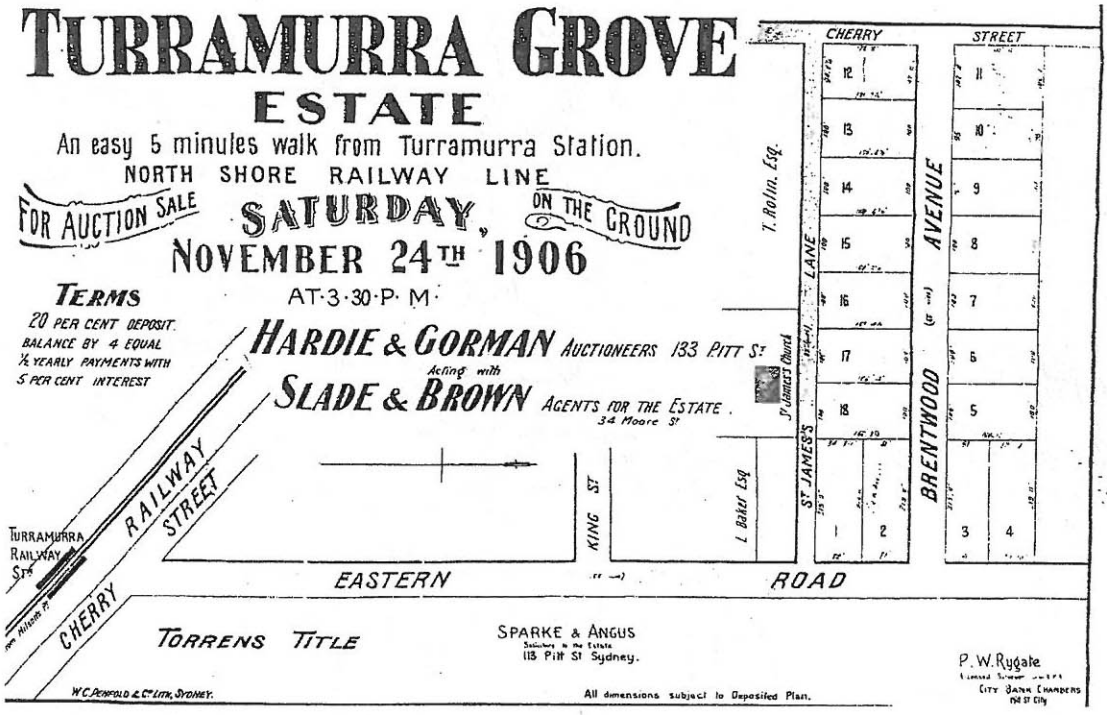



**Figure 9.3.** *Turramurra Grove Estate*, Warrawee-Turramurra, 1906.

**Legend**

- National Trust UCA boundary
- Land grant boundary
- Pre-1890 breakup of the 'Big Island Estate' into the Vanceville Estate and others
- Key post-1890 subdivision
- Area of the National Trust UCA that is recommended to remain in the UCA
- Areas recommended to be removed from the UCA

**Figure 9.4** Map of Brentwood UCA (24) showing the boundary of the original land grant, the Big Island Estate, and the key pre- and post-1890s subdivisions that influenced the pattern and form of development.

# Historical Subdivision plans

# For

# HCA 25 – Heydon Avenue, Warrawee

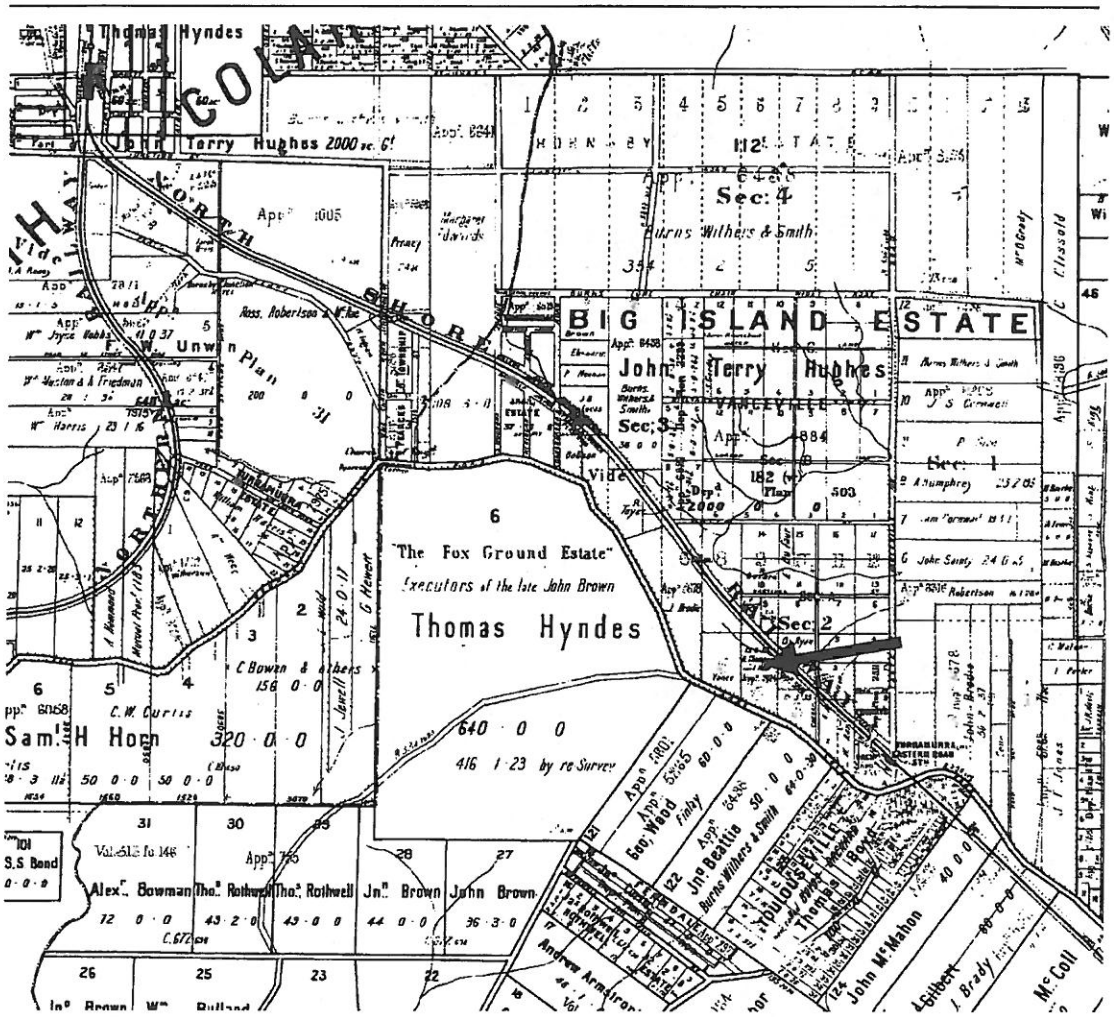



**Figure 7.1** 1893 Detail of Higginbotham and Robinson's Map of the Parish of Gordon 1893 covering the area within the Urban Conservation Area 25. UCA 25 is located within the small strip of land between the North Shore Railway and the Pacific Highway in the former Big Island Estate. A large section of the UCA 25 area is taken up by Knox Grammar School. (Source: Ku-ring-gai Local Studies Library Map 994.41/KURI/1893)

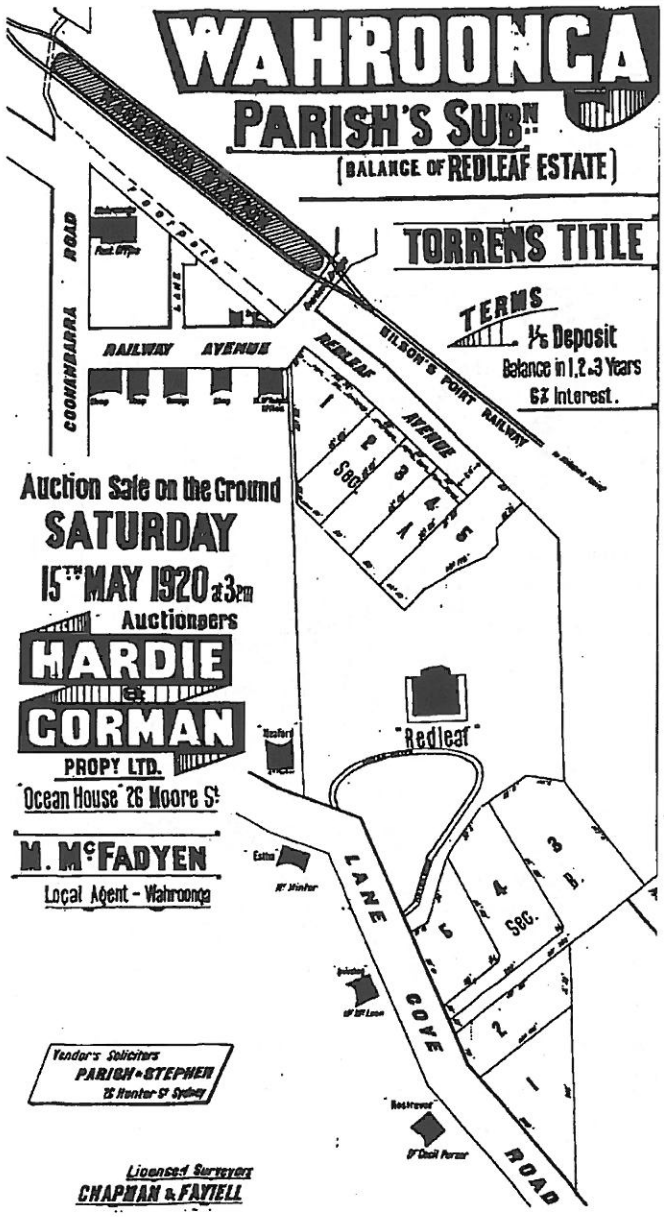



**Figure 7.2** Subdivision of part of Redleaf Estate, Wahroonga 1920. The sale poster displays some typical features of these posters, most notably the indication of the fledgling shopping centre and the distance to the railway station. The sale does not seem to have been overly successful, as Redleaf Avenue was later re-surveyed to run south from Railway Avenue to Lane Cove Road. (Source: Ku-ring-gai Local Studies Library)

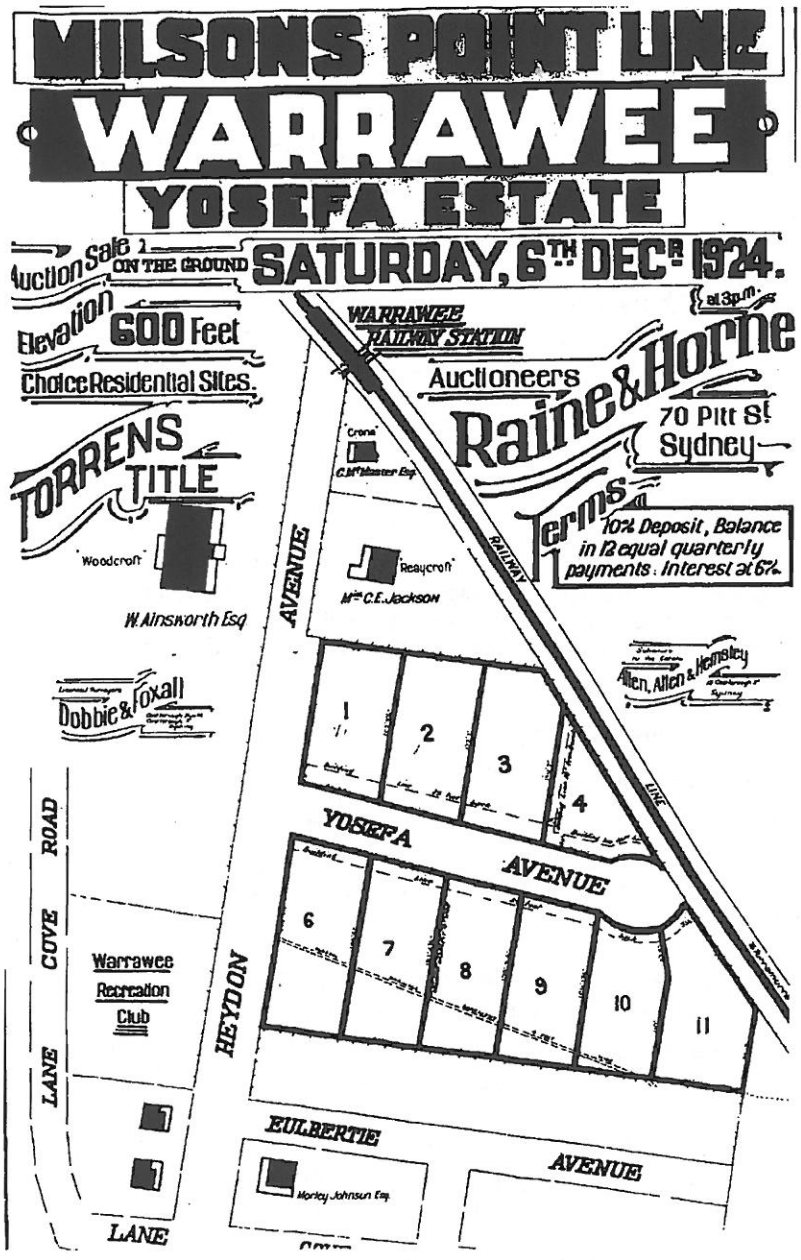



**Figure 7.3** 1924 subdivision poster for the Yosefa Estate. Most houses in Yosefa Avenue were architect designed, four by Augustus Aley. A prominent feature of each conservation area in Wahroonga and Warrawee is the number of architect designed houses. (Source: Ku-ring-gai Local Studies)

# Historical Subdivision plans
# for
# HCA 26 – Mahratta, Wahroonga

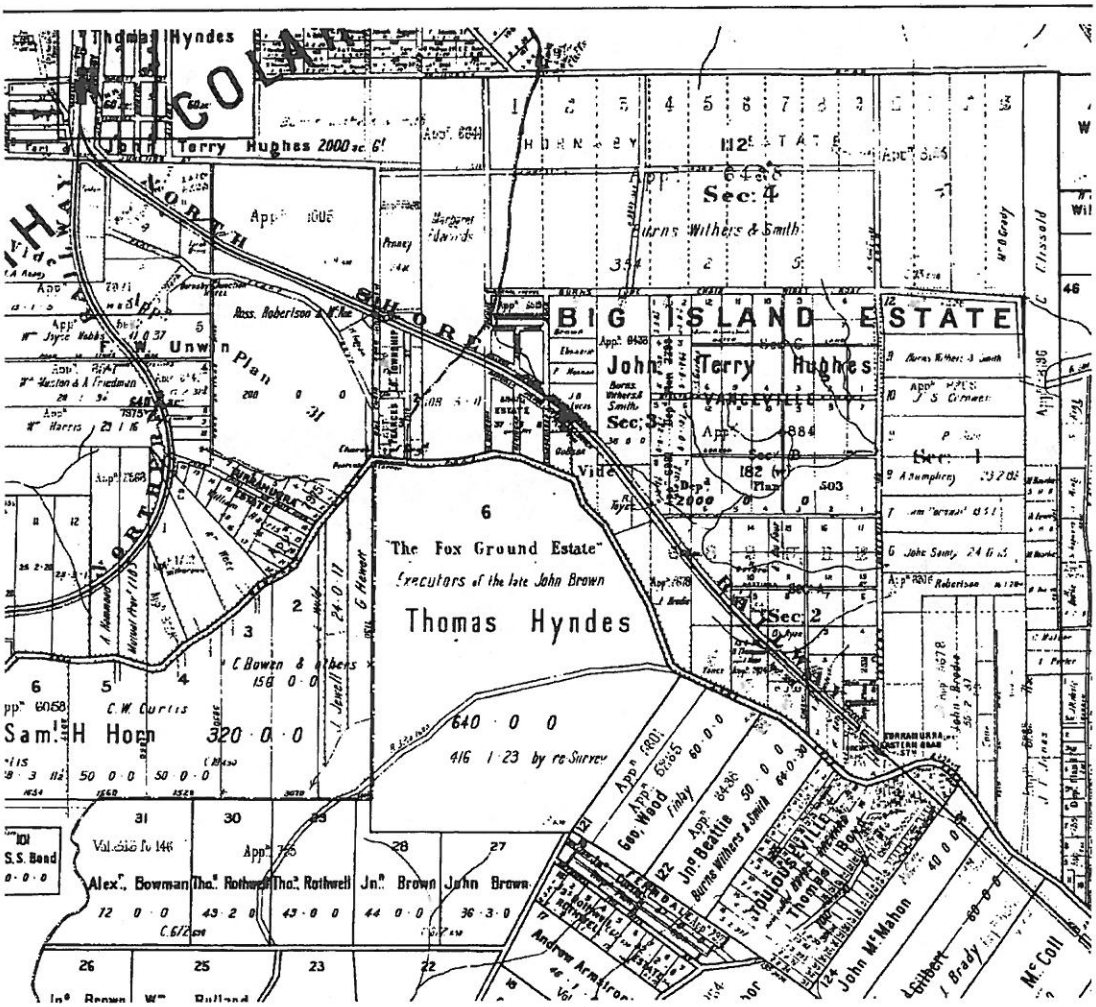



**Figure 8.1** 1893 Detail of Higginbotham and Robinson's Map of the Parish of Gordon 1893 covering the area within the Urban Conservation Area 26. UCA 26 is located within Thomas Hyndes Fox Ground Estate and between the Pacific Highway and the North Shore Railway within the Wahroonga Estate. Subdivision and sales were driven by proximity to the railway, with lots nearest to the station selling from the 1890s. (Source: Ku-ring-gai Local Studies Library Map 994.41/KURI/1893)

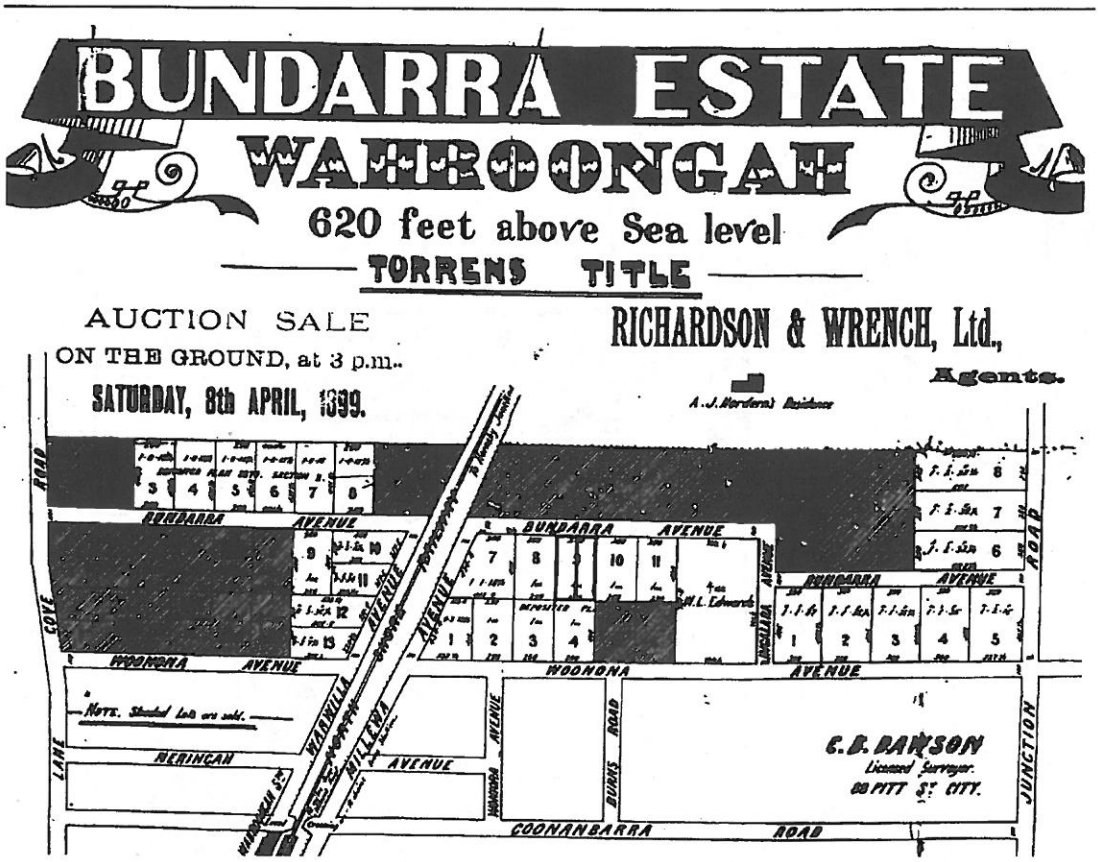



**Figure 8.2** Part of the Bundarra Estate close to the railway. Typically those estates closer to the railway were subdivided and sold earlier. This was in no small part due to the lack of private transport and the growing popularity of the suburbs in the Ku-ring-gai area among white collar professionals. (Source: Ku-ring-gai Local Studies Library)

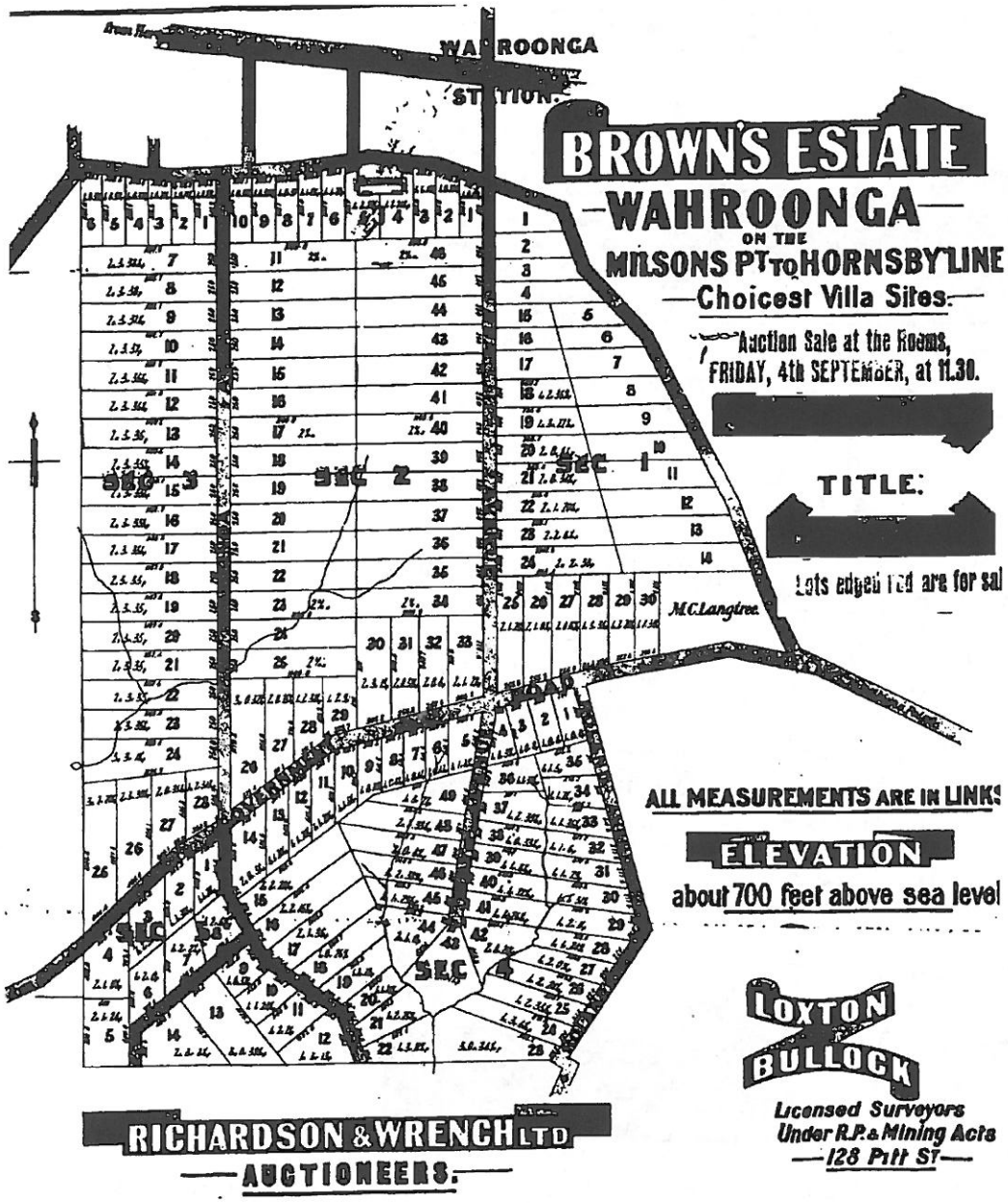



**Figure 8.3** The sale of Brown's Estate in the early 1900s created the allotment pattern for much of UCA 26, although small local variations occurred with later re-subdivision. Sections 1–3 cover UCA 26. While the main thoroughfares of Lucinda and Ada Avenues remain, the central section has been infilled with cross streets and culs-de-sac to garner maximum usage of the available suitable building land. (Source: Ku-ring-gai Local Studies Library)

WARRAWEE

TOOHEY'S ESTATE

7 Choice Home Sites

*Beautifully Timbered and Fine Garden Soil, surrounded by high-class Residences*

All Frontages Kerbed and Guttered, surrounding a garden plot

TORRENS TITLE

*TERMS:—¼th Deposit, balance in 36 Monthly payments, Interest 6%.*

BUILDING COVENANT—1 Dwelling only on each Lot, minimum cost £1000.

*Auction Sale*

*on the Ground*

SATURDAY, 24th OCT., 1925

*AT 3 O'CLOCK*

HARDIE & GORMAN PTY. LTD.,

*AUCTIONEERS: 36 MARTIN PLACE*

*in conjunction with*

TOM J. DWYER, 8a Castlereagh St.

Solicitors: GARRETT, CHRISTIE & BERNE, 28 Martin Place

Surveyor: F. H. MASON, 56 Hunter Street

Mygallon Avenue

Lane Cove Road

Local Sketch

**Figure 8.4** Part of the Toohey's Estate as offered for sale in 1925. Sale features included the central garden plot in the road, kerb and guttering in place and high class residences in the neighbourhood. Note that the sale poster also includes the building covenant, that no building erected shall be less than £1,000 in cost. The cul-de-sac also gives some indication of the early pressure on building sites in the area. (Source: Ku-ring-gai Local Studies Library)

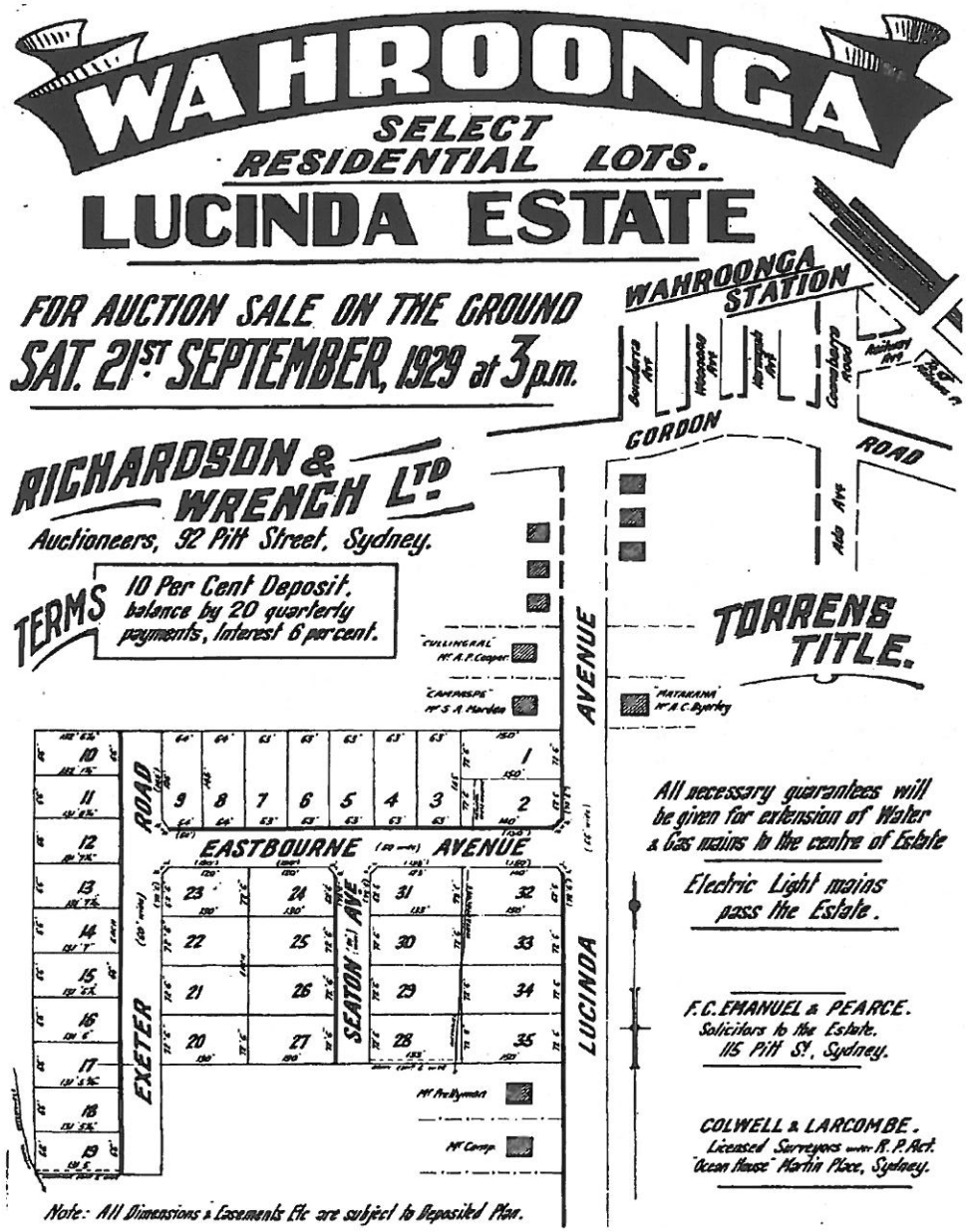



**Figure 8.5** Eastbourne Avenue was an example of one of the connecting roads running from Lucinda Avenue. The depth of the original allotments, as seen in Figure 8.3 allowed for the creation of new roads and avenues within the estate, providing more building allotments. (Source Ku-ring-gai Local Studies Library)

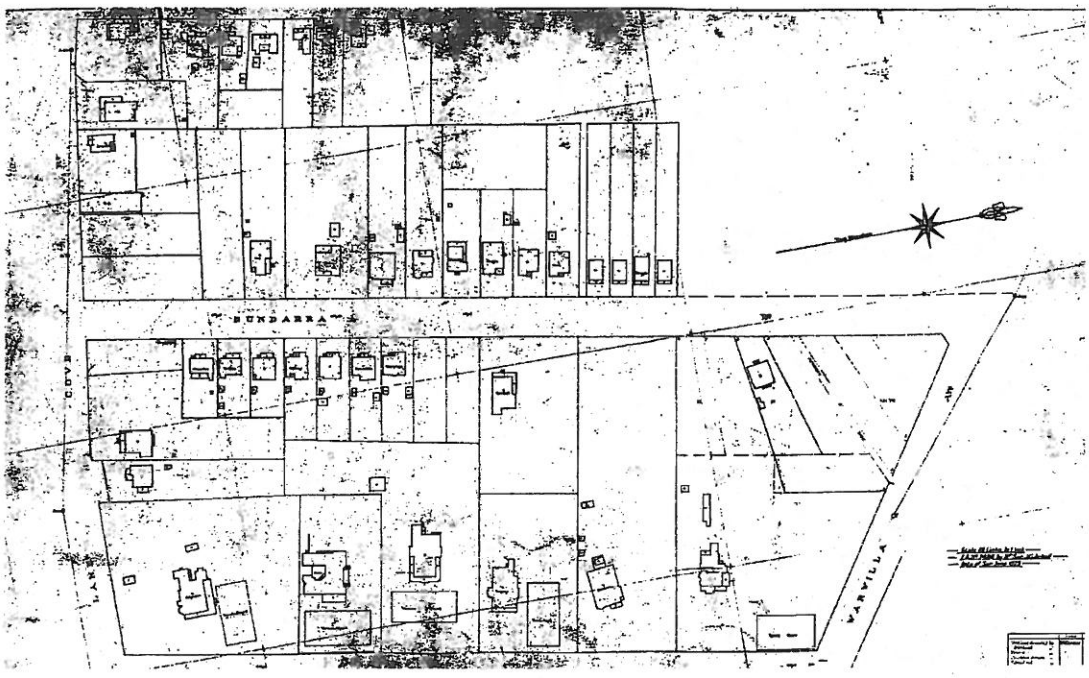



**Figure 8.6** 1929 Water Board Survey of part of UCA 26, between the highway and the railway in the Wahroonga Estate area. This section of the suburb developed earlier than areas to the south of the highway due to its proximity to the station. Much of the subdivision pattern, and many of the cottages remain today. (Source: Ku-ring-gai Local Studies Library)

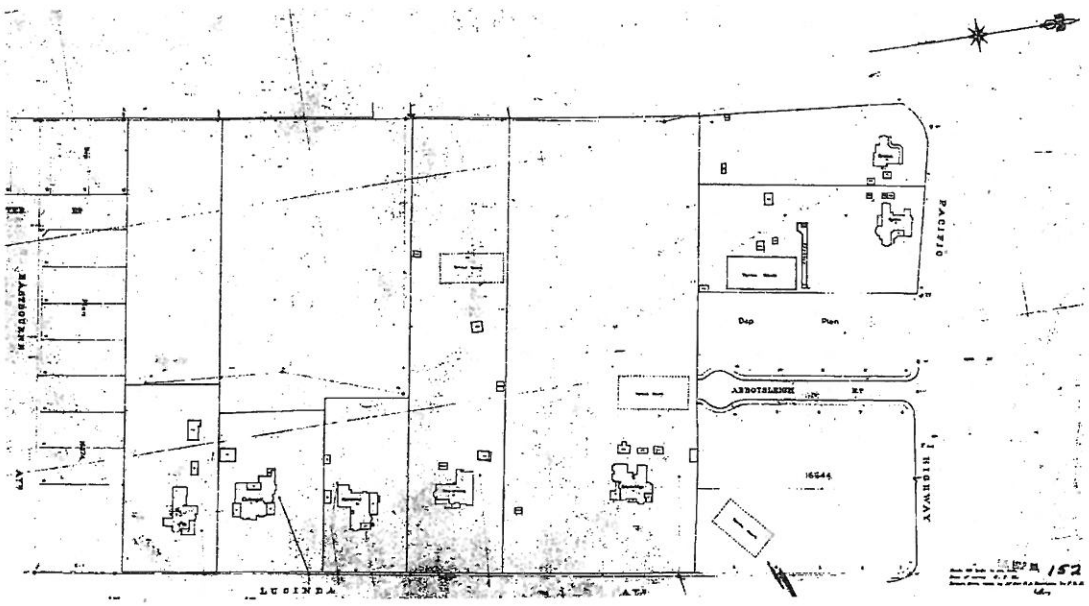


**Figure 8.7** 1936 Water Board plan of part of UCA 26 within the Fox Ground Estate along Lucinda Avenue to Eastbourne Avenue. Comparison to Figure 8.2 illustrates the difference in the subdivision and development pattern relative to distance from the highway. Some of the older, larger estates hung on due to their distance from the road. (Source: Ku-ring-gai Local Studies Library)

# Historical Subdivision plans
# for
# HCAs 27- Wahroonga,
# 28 – Wahroonga Extension
# and
# 28a – Wahroonga Further Extension

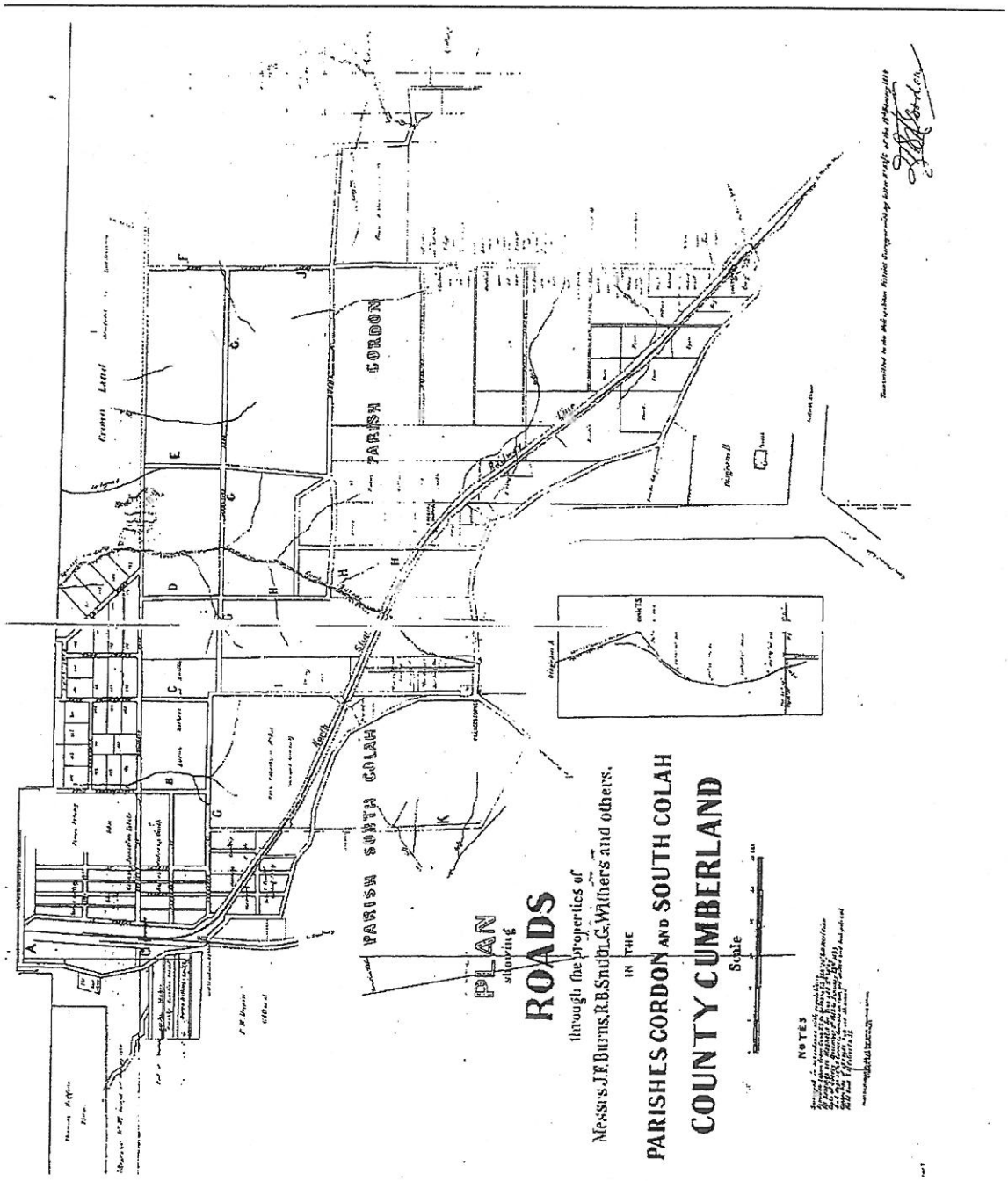



**Figure 10.1** Plan of Roads covering Wahroonga in 1889.

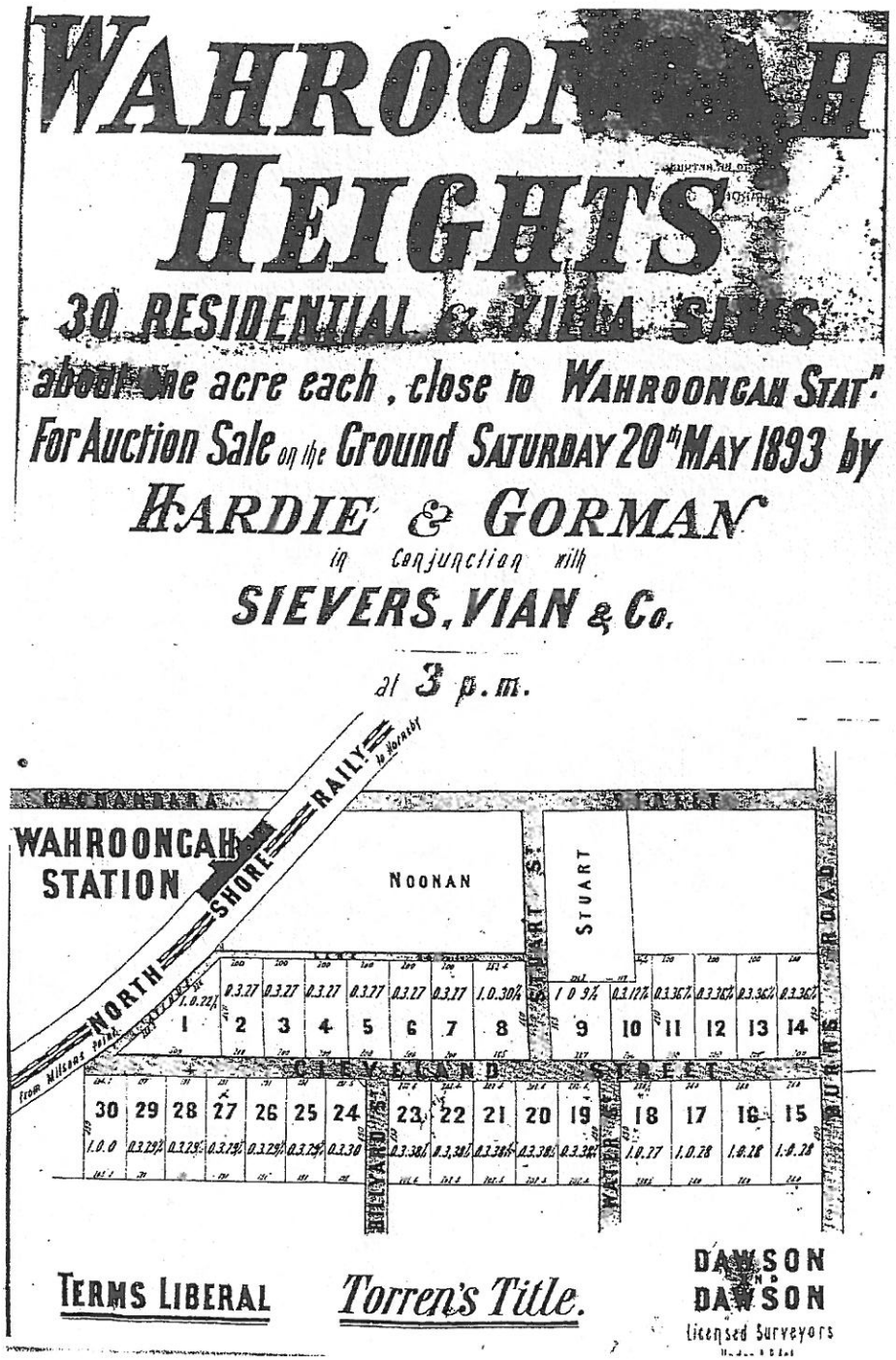



**Figure 10.2** The *Wahroonga Heights* Subdivision of 1893, showing regular allotments in Cleveland Street.

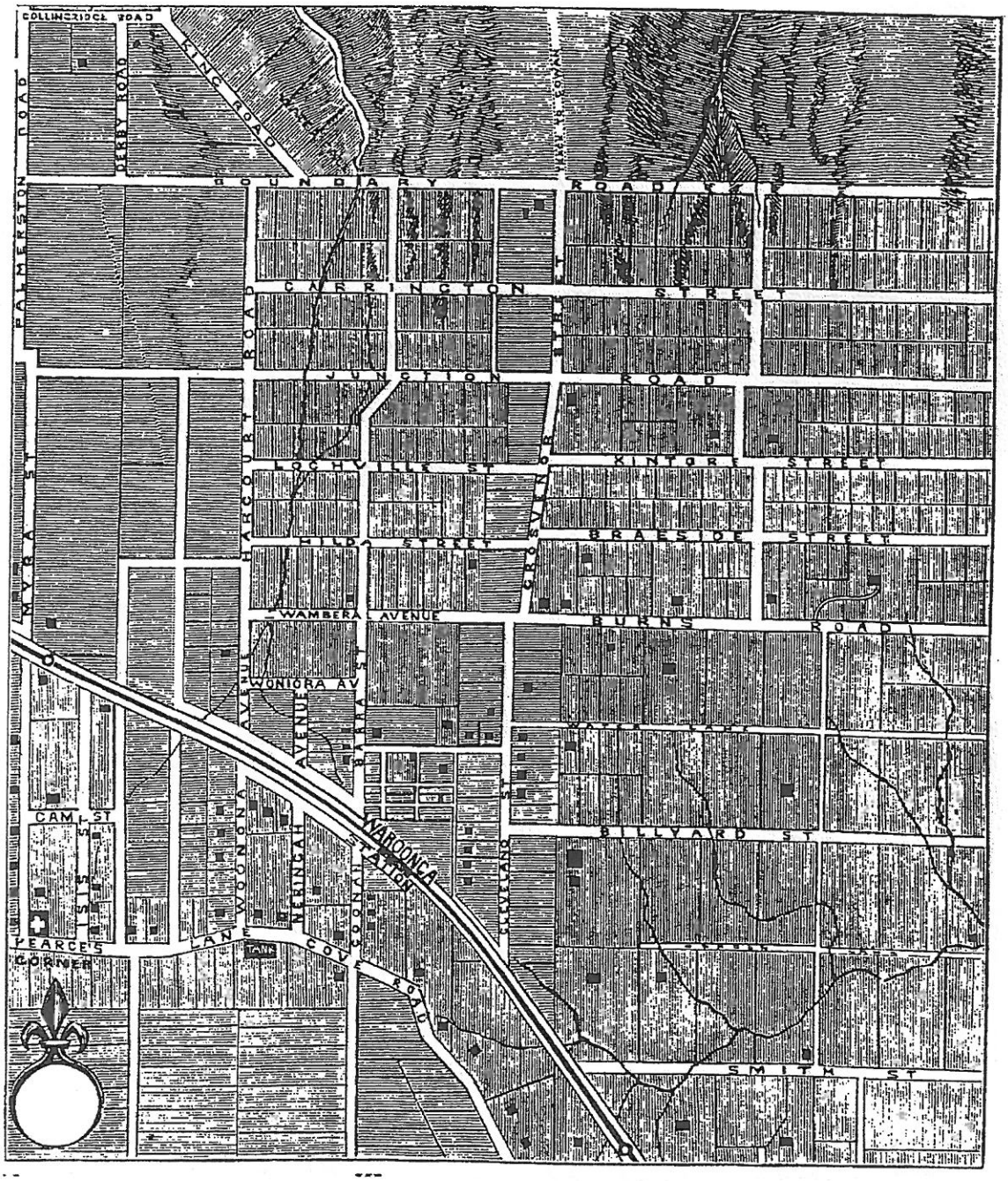



**Figure 10.3** Map showing subdivisions of Wahroonga, from George Collingridge's article 'Wahroonga and Turramurra' in 1897.

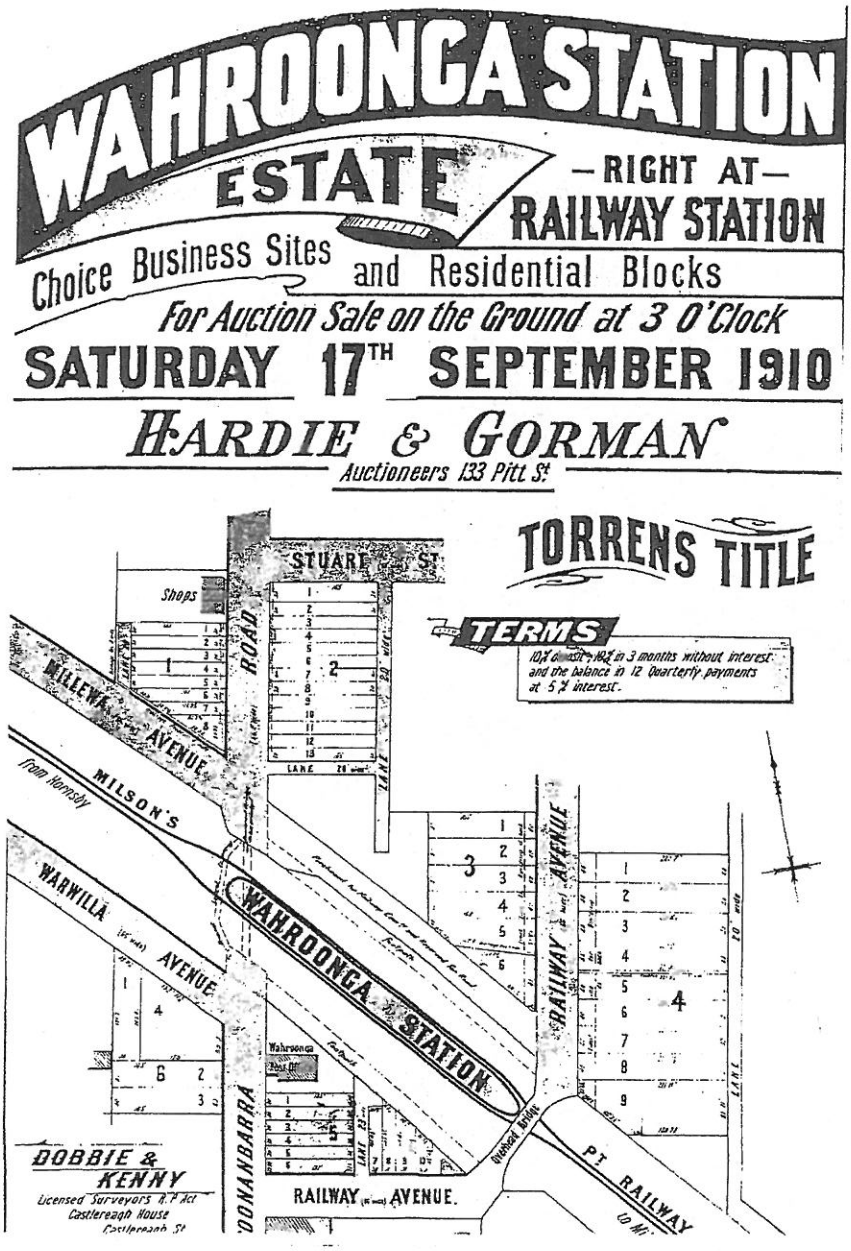



**Figure 10.4** The *Wahroonga Station Estate* Subdivision, 1910. Railway Avenue north of the railway is now known as Illoura Avenue.

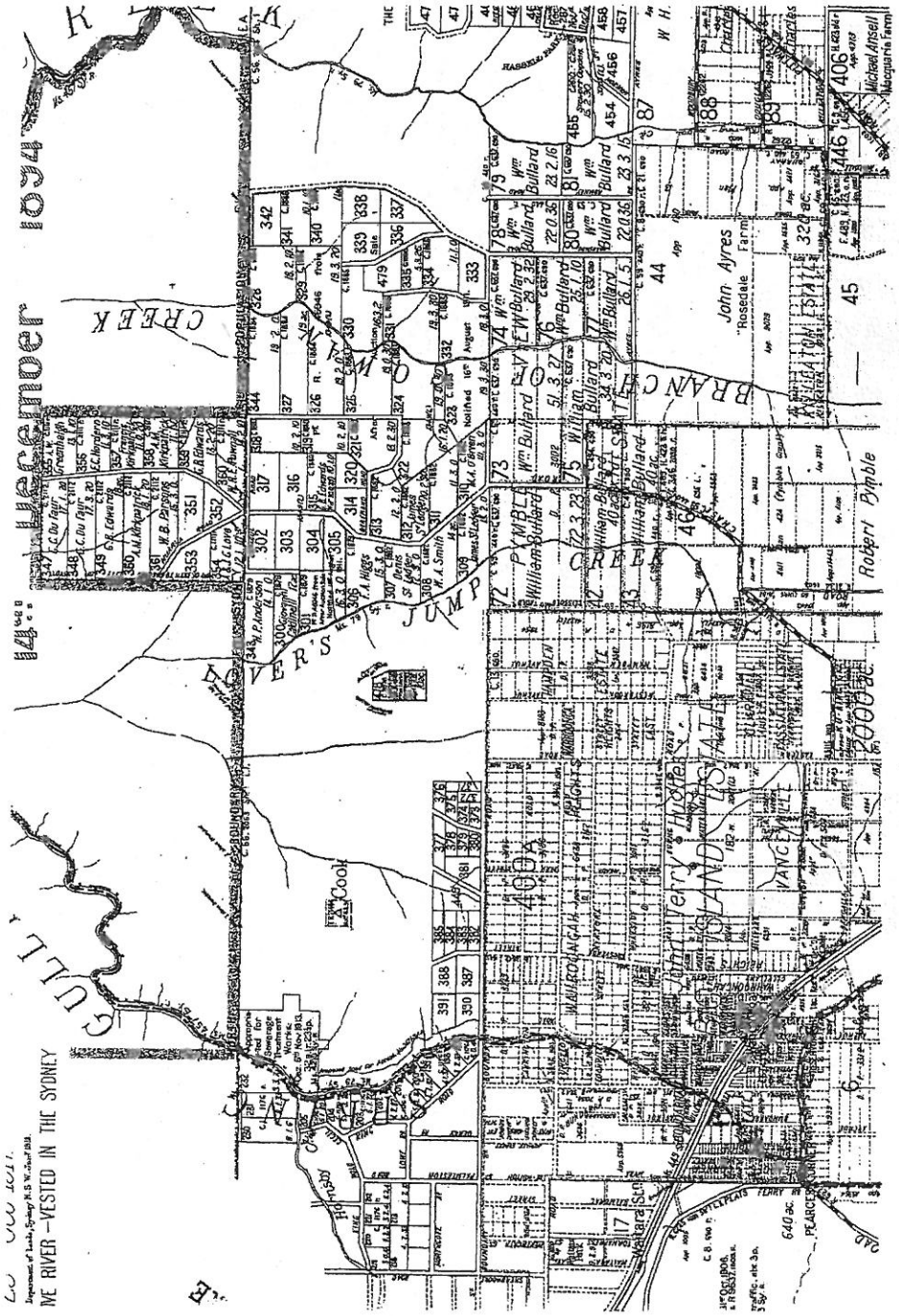



**Figure 10.5** Department of Lands Map covering Wahroonga UCAs 27, 28 and Precinct 28A, 1918.

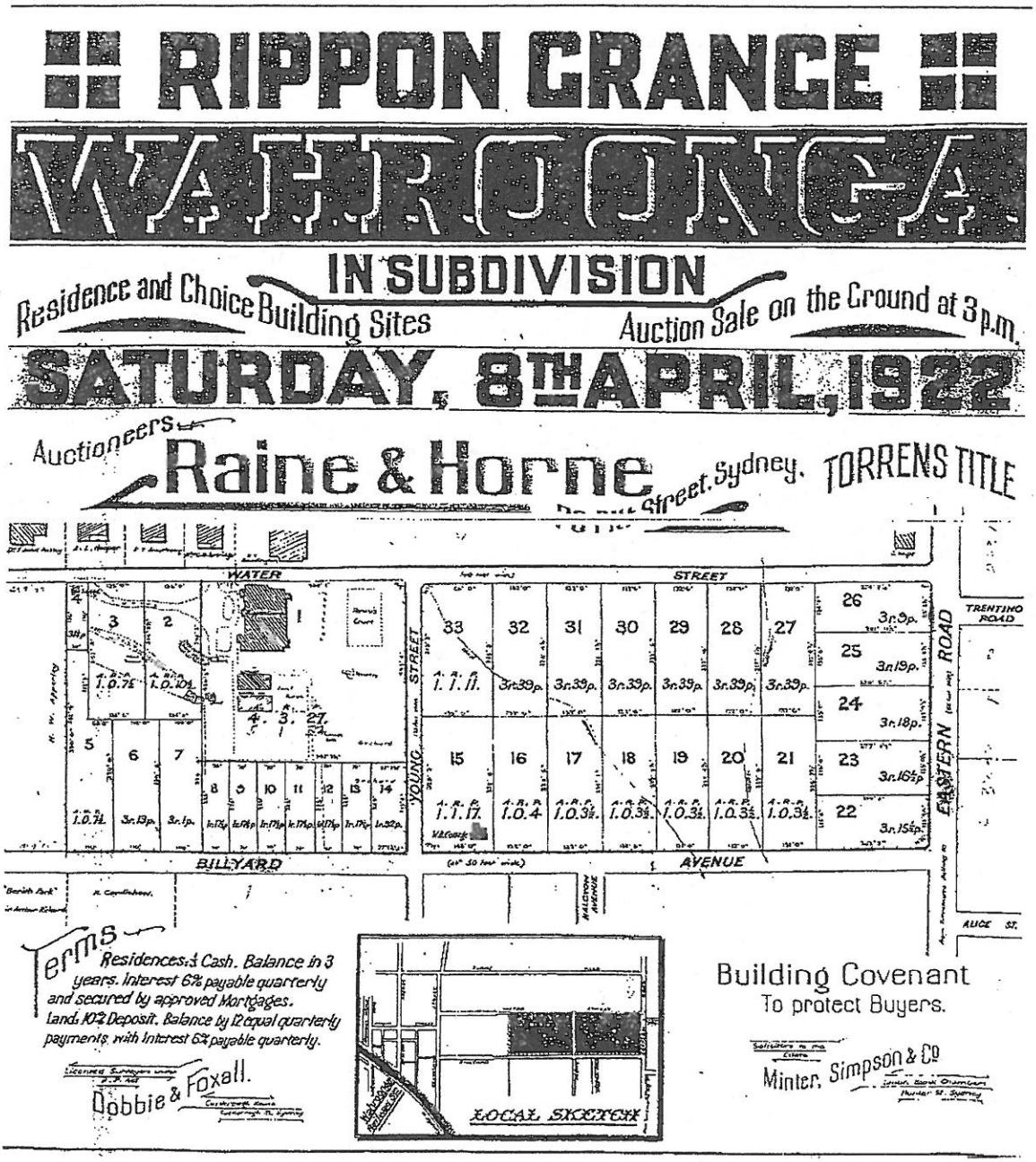



**Figure 10.6** The *Rippon Grange* Subdivision, Wahroonga, 1922.

**Figure 10.7** Map of Wahroonga UCA (27) showing the boundary of the original land grant and key pre- and post-1890s subdivisions that influenced the pattern and form of development.
Note that the Wahroonga Heights Estate centred on Grosvenor Street. Other subdivisions, including the Vanceville Estate, terminated at Burns Road,

**Figure 10.9** An aerial photograph of the UCA showing the rectilinear settlement pattern attached to the Pacific Highway which follows the ridgeline. The subdivision pattern into very large allotments that have subsequently been re-subdivided to include battleaxe lots, is apparent. Note the large trees which cover many of the roads and yards. The black line indicates the boundary of Wahroonga UCA (27); the white line indicates the area that is referred to below.

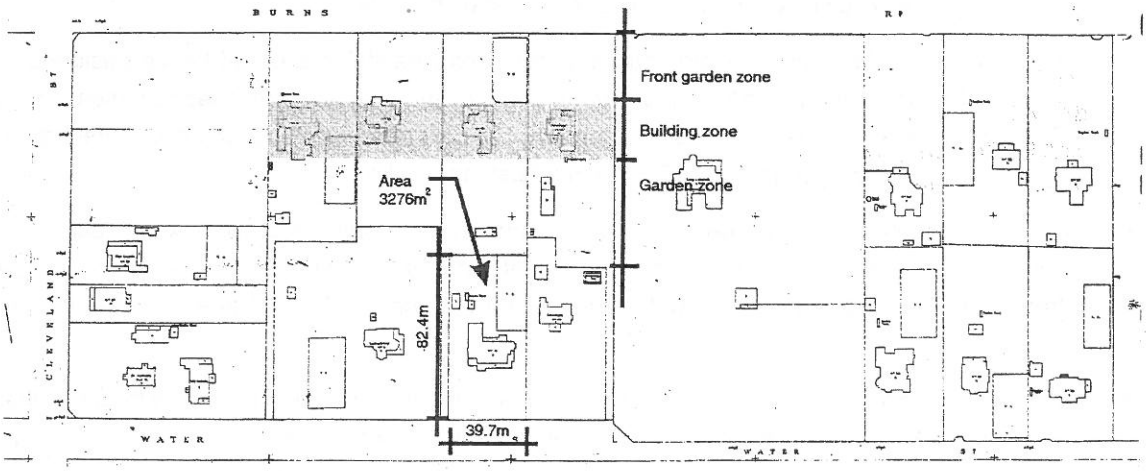



**Figure 10.10** 1936 Water Board plan showing the subdivision pattern that can be traced back to the Wahroonga Heights and Vanceville subdivisions. The allotments vary from large to very large. Buildings are generally setback deeply from the road, often with tennis courts, most houses are surrounded by large areas of garden space to the front, rear and sides (Source: Water Board Detail Sheet 175).

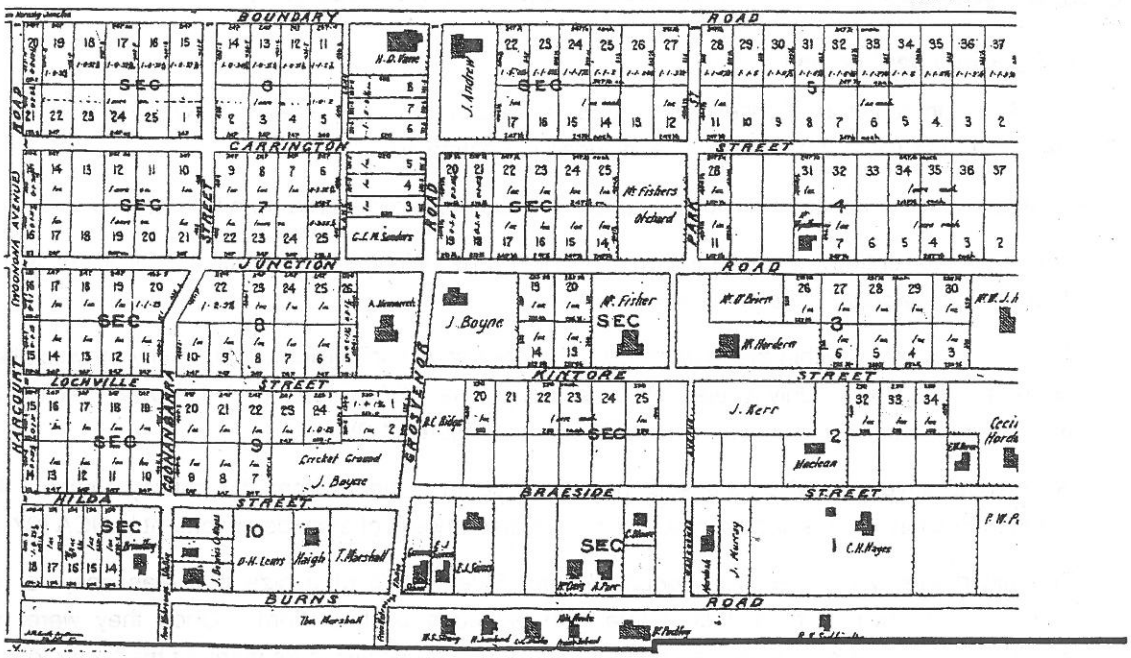



**Figure 11.1** Pre-1903 part plan of *Wahroonga Heights Estate*. (Source BBK Group – Wahroonga Inc.)

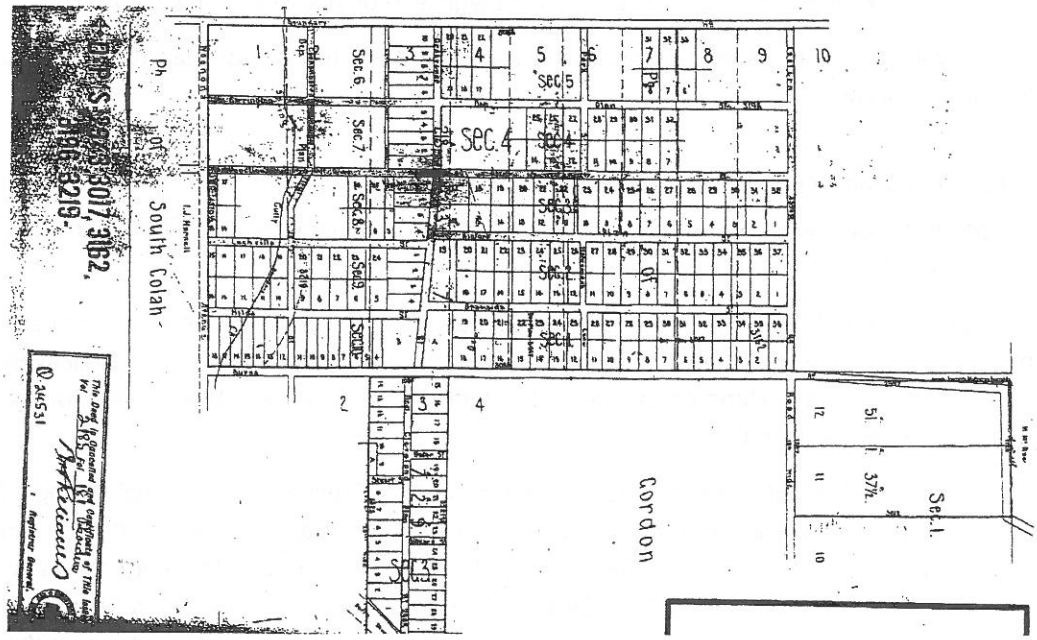
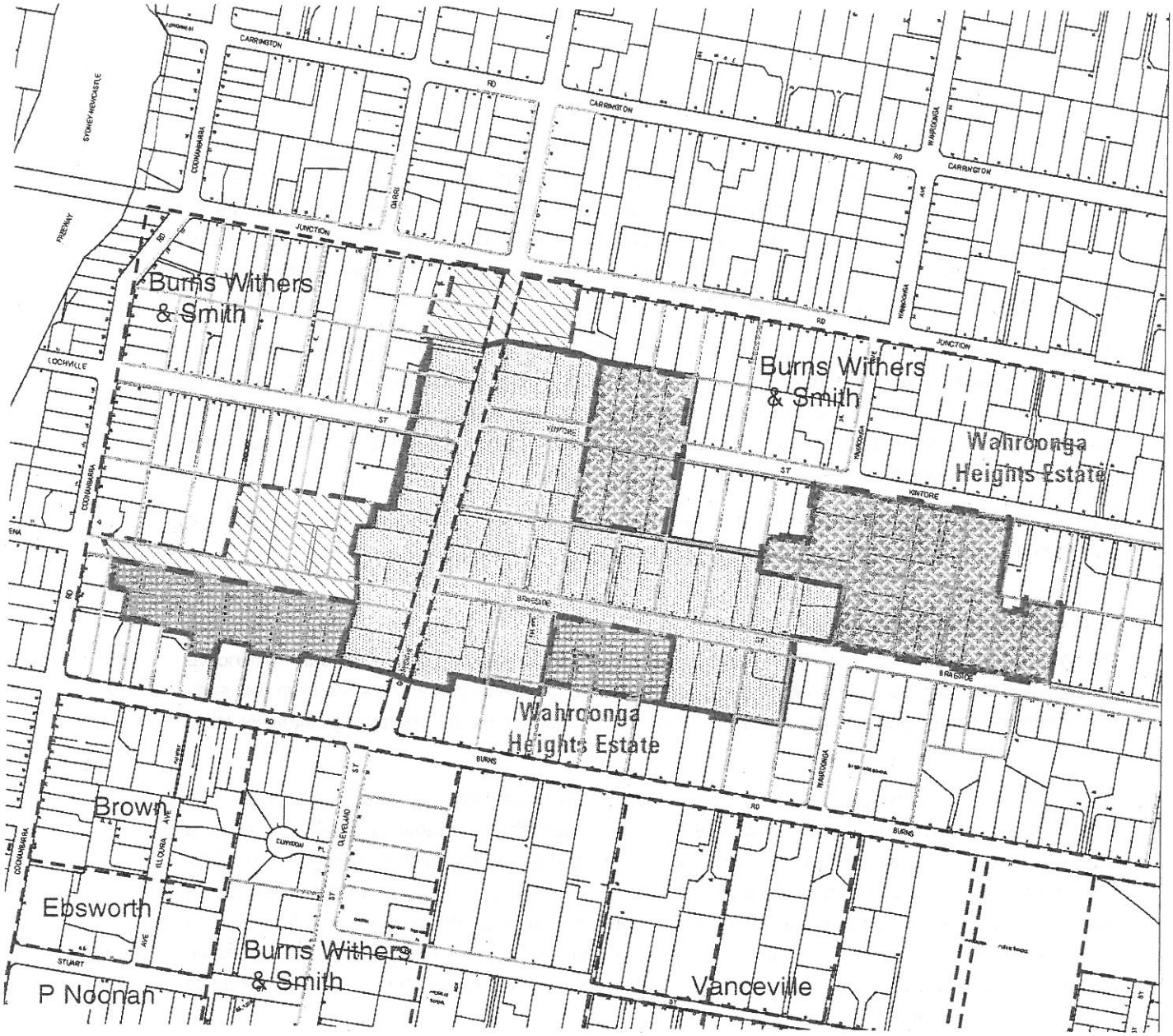



**Figure 11.2** 04.04.1908 plan of *Wahroonga Heights Estate*. Volume 1865 Folio 150. (Source BBK Group – Wahroonga Inc.)




Legend

- National Trust UCA boundary
- Pre-1890 breakup of the 'Big Island Estate'
- Key post-1890 subdivision, the Wahroonga Heights Estate
- National Trust study areas that are recommended to remain in the UCA
- Areas recommended to be transferred into the UCA from UCA 27
- Areas recommended to be added to the UCA
- Areas recommended to be transferred into the UCA from Precinct 28A

**Figure 11.3** Map of Wahroonga UCA (28) showing the breakup of the Big Island land grant and key post-1890s subdivisions that influenced the pattern and form of development.

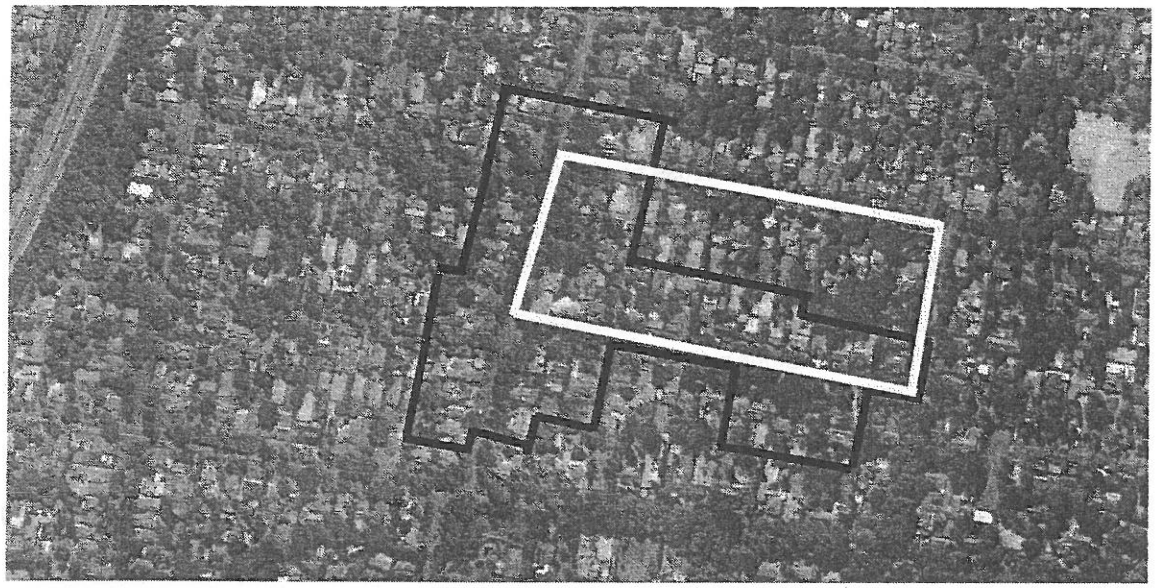


**Fig 11.4** An Aerial view of the UCA shows the vestiges of the *Wahroonga Heights Estate* subdivision, and continued rectilinear pattern of subdivision. Note the dominant tree canopy, much of it indigenous. The black line shows the UCA boundary and the area outlined in white is enlarged below.

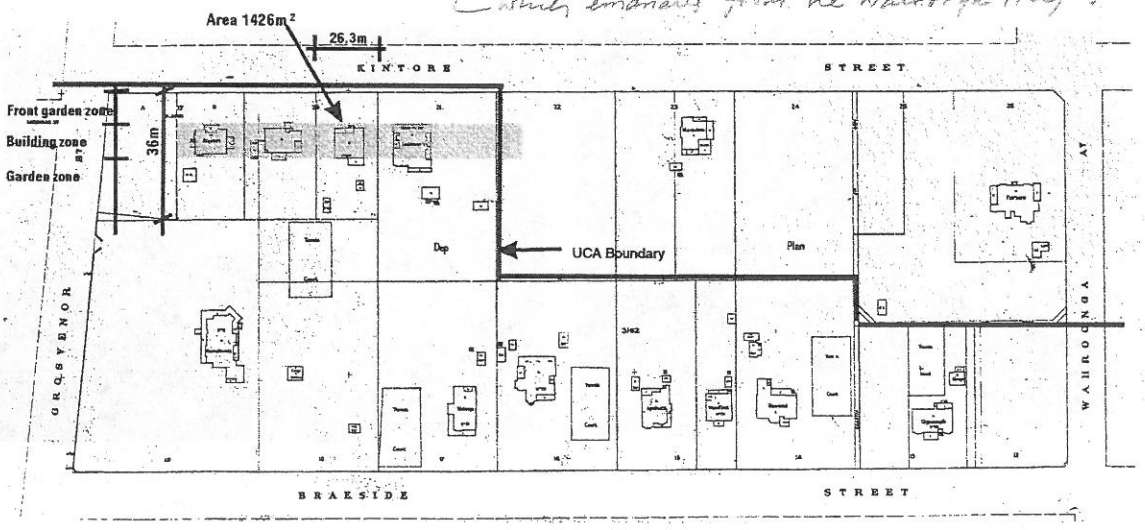



**Fig 11.5** 1936 Sydney Water Board plan showing typical subdivision pattern derived from the *Wahroonga Heights Estate* subdivisions, with large to very large lots providing space for large gardens and other features such as tennis courts (at the time). There is a fair degree of consistency in building setbacks from the street among groups of buildings, which has been repeated in later infill development that does not appear on the Water Board plan. Even the smaller allotments have garden space to the front and rear, with setbacks to the side boundary for landscaping and driveways. (Source Water Board Detail Sheet 180, 1936)

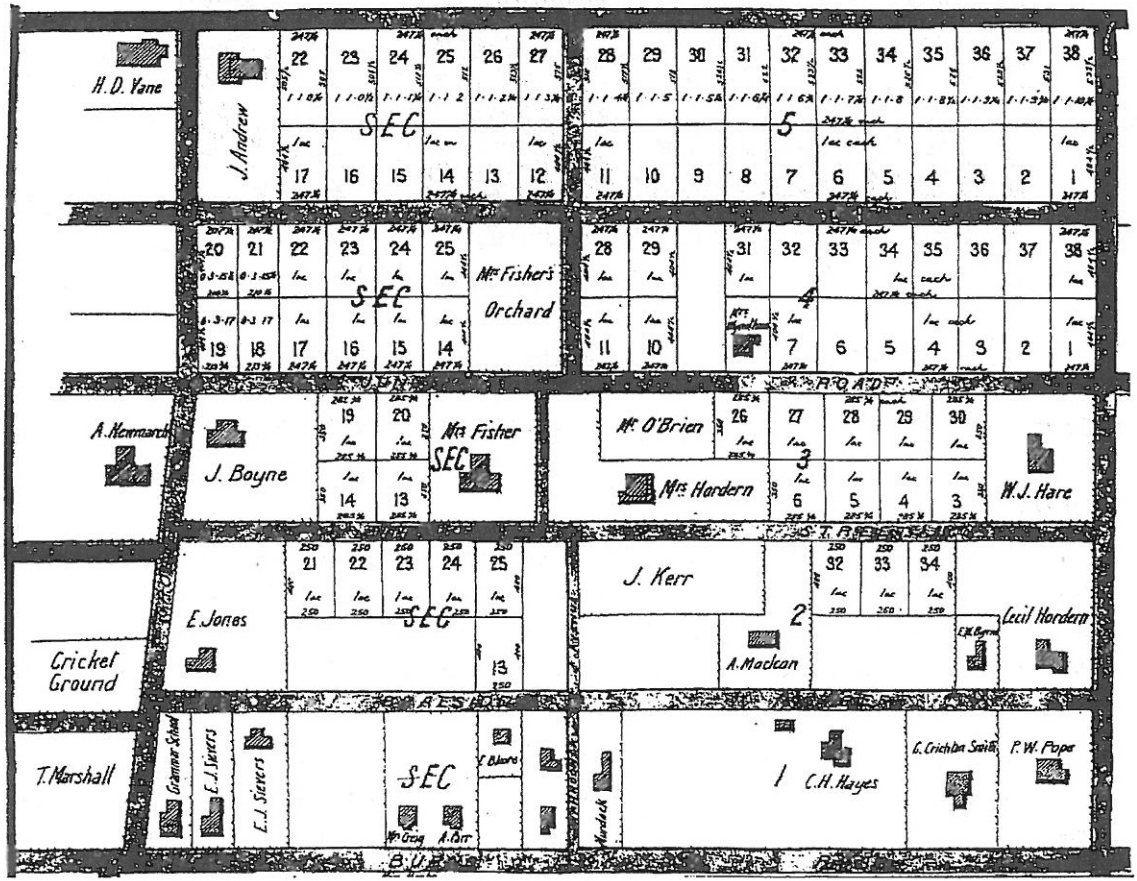



**Figure 12.1** 28.02.1903 part plan of *Wahroonga Heights Estate*. (Source BBK Group – Wahroonga Inc.)

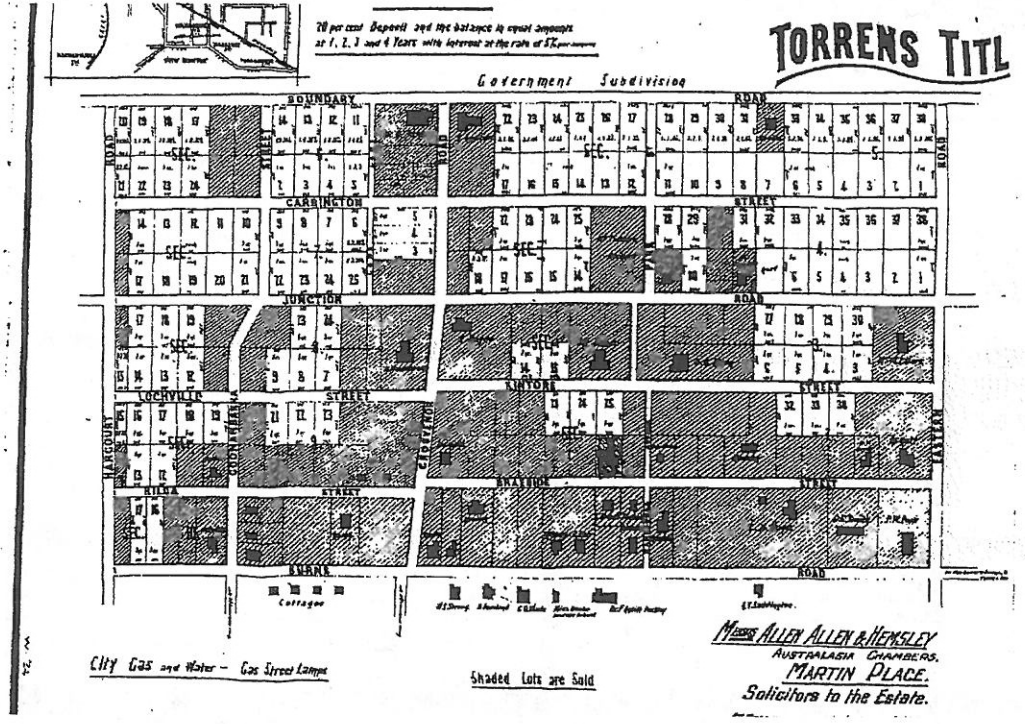
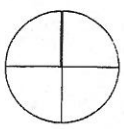



**Figure 12.2** 26.10.1907 part plan of *Wahroonga Heights Estate*. (Source BBK Group – Wahroonga Inc)



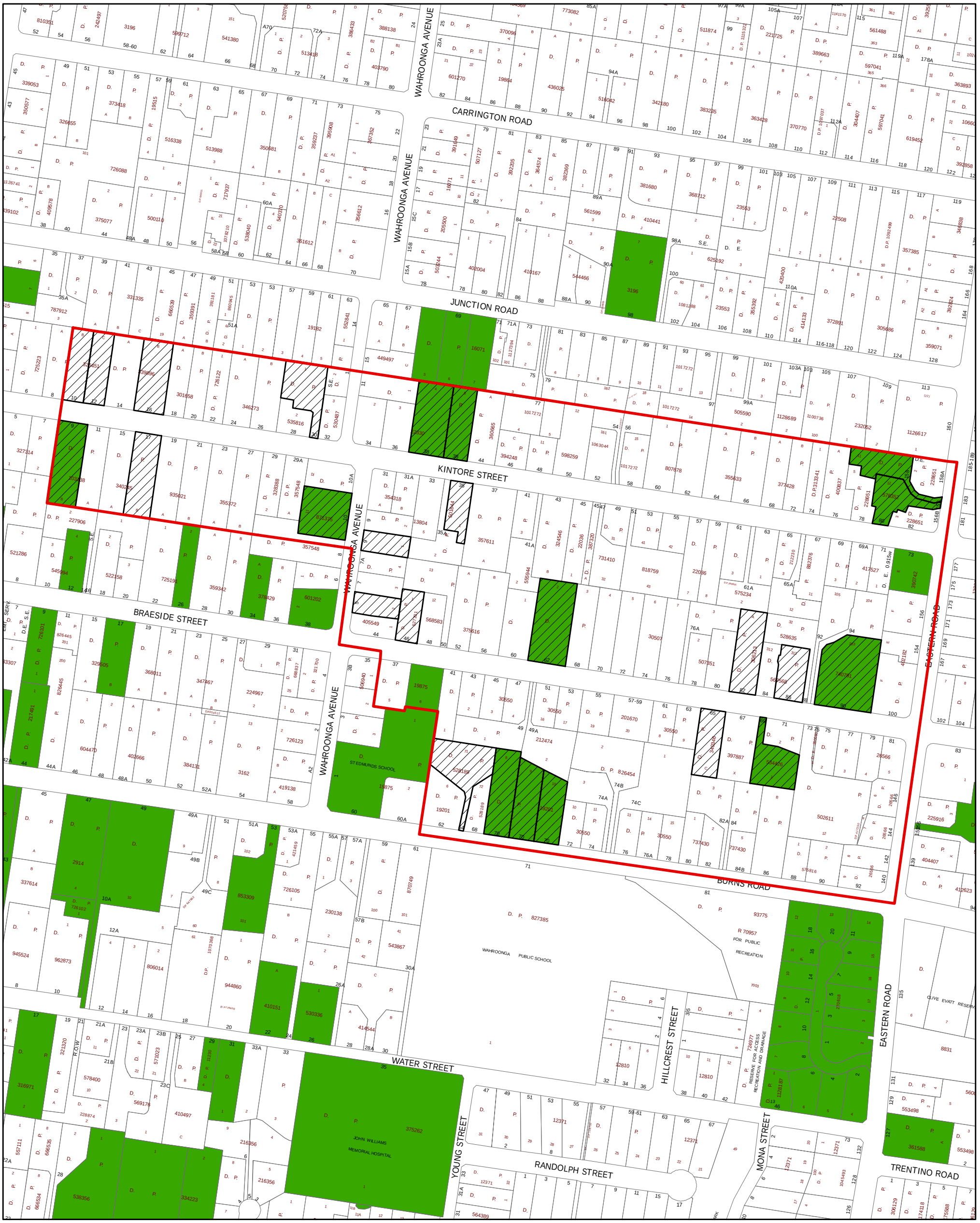
Legend

- Boundaries of Precinct 28A and other UCAs
- Pre-1890 breakup of the 'Big Island Estate'
- Key post-1890subdivision, the 'Wahroonga Heights Estate'
- Areas recommended to be transferred from Precinct 28A to UCA 27
- Areas recommended to be transferred from Precinct 28A to UCA 28
- Area recommended to be managed as a Special Character Area

**Figure 12.3** Map of Wahroonga Precinct 28A showing the key pre- and post-1890s subdivisions that influenced the pattern and form of development.

# APPENDIX 3:

# BUILDING CONTRIBUTION MAPS
# AND
# INTACT PRE-1943
# DEVELOPMENT MAPS




## Legend

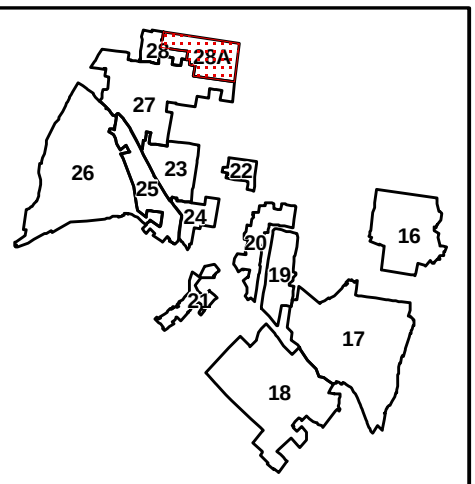
- STUDY AREA
- HERITAGE LISTED PROPERTIES
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

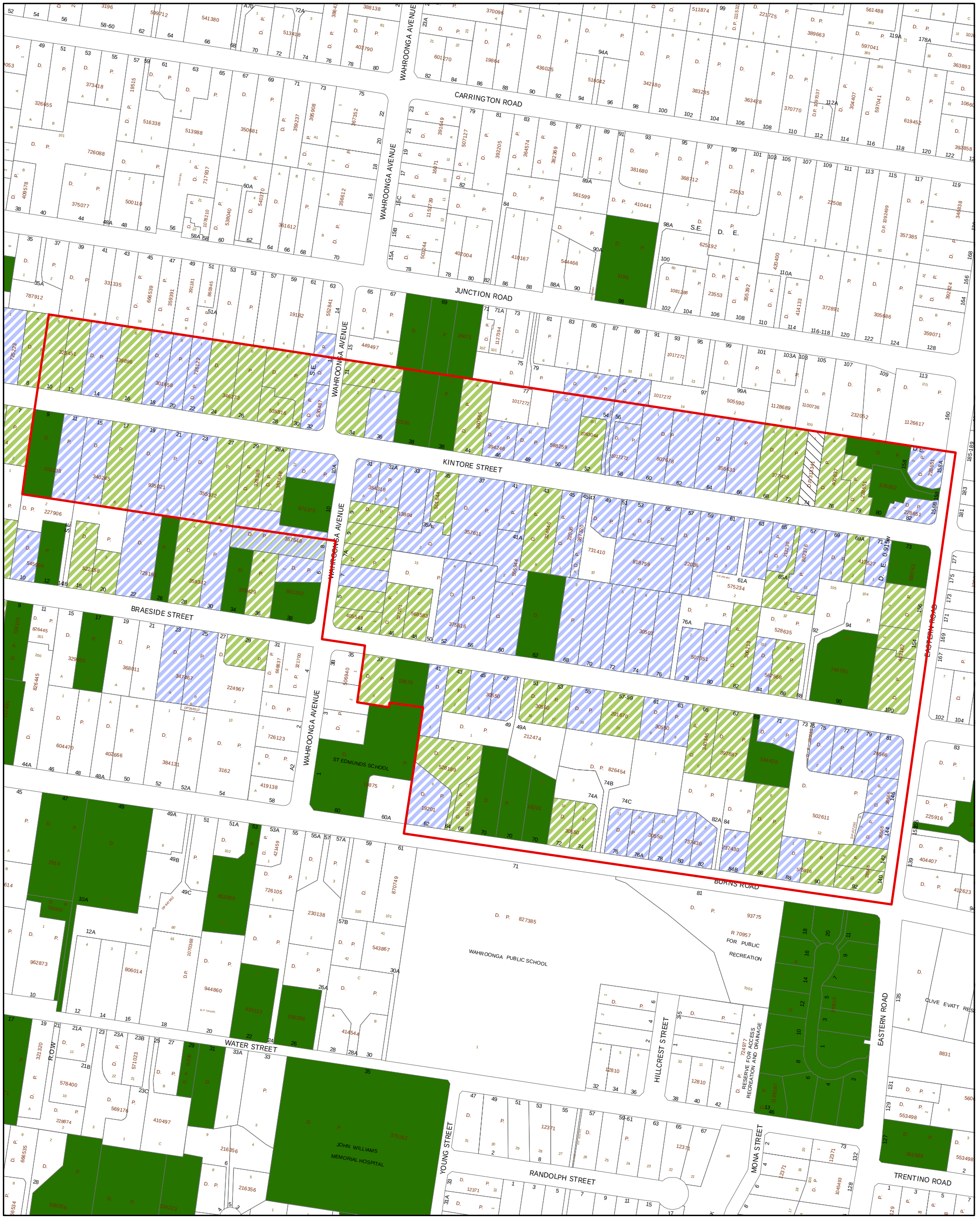
0 40 80 160 240

# Study Area Number 28A

# Further Extension to Wahroonga Precinct, WAHROONGA

Oct 06, 2010






## Legend

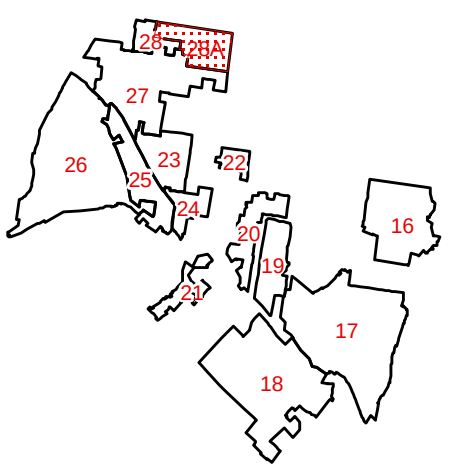
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- CONTRIBUTORY
- NEUTRAL
- VACANT

0 25 50 100 150 Metres

# Study Area Number 28A

## Further Extension to Wahroonga Precinct

Oct 21, 2010



**Legend**

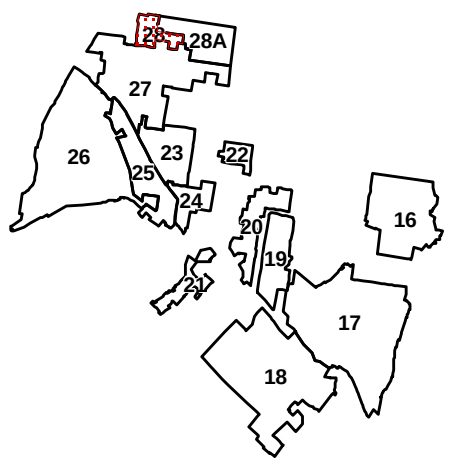
- STUDY AREA
- HERITAGE LISTED PROPERTIES
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

0 20 40 80 120 Metres

# Study Area Number 28

# Extension to Wahroonga Precinct, WAHROONGA

Oct 06, 2010



**Legend**

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- HERITAGE LISTED PROPERTIES
- LEP HERITAGE CONSERVATION AREAS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

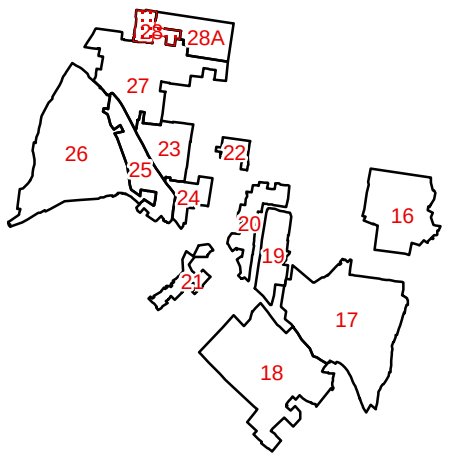
0 25 50 100 150 Metres

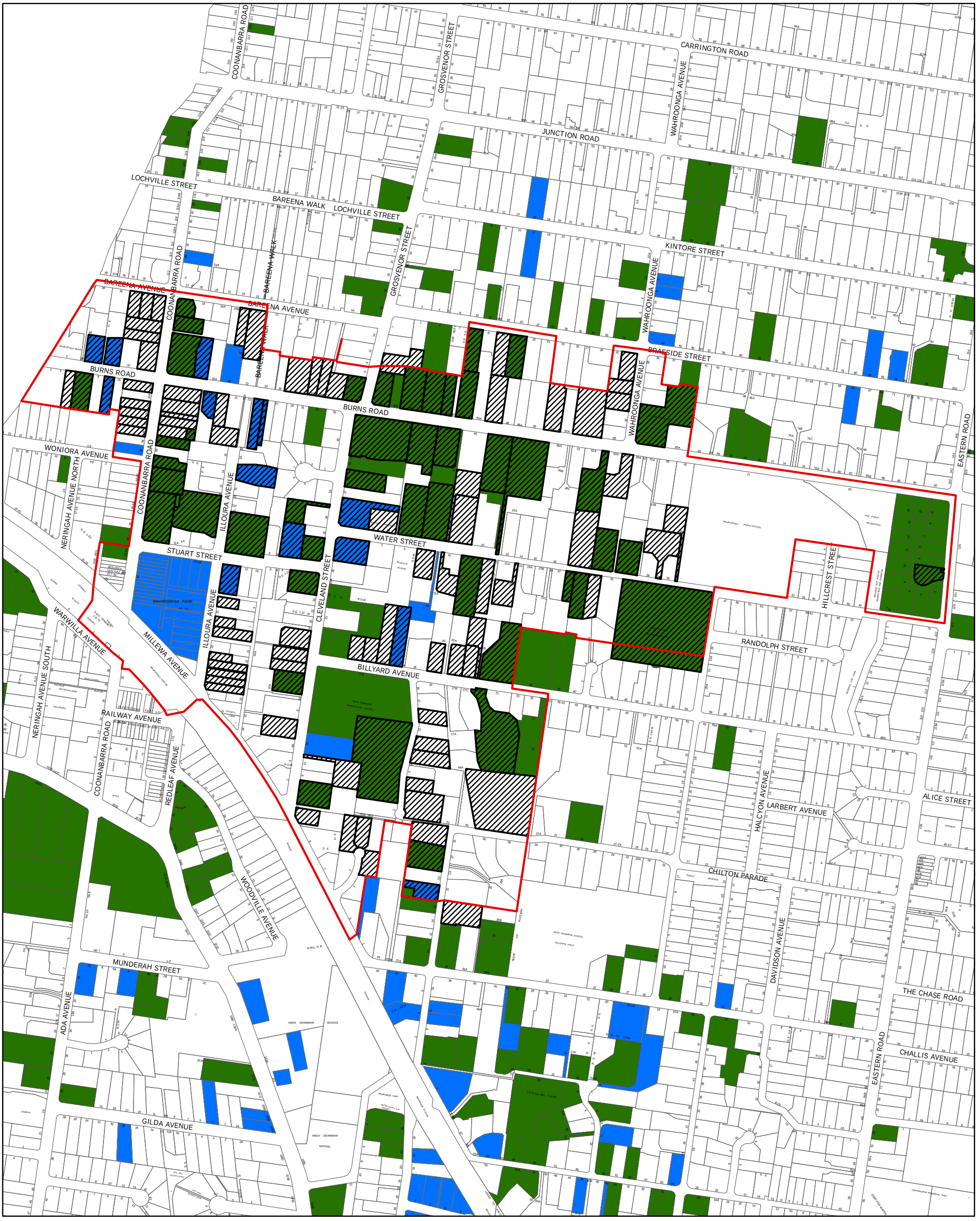
N

# Study Area Number 28

# Extension to Wahroonga Precinct

Nov 17, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- HERITAGE LISTED PROPERTIES
- LEP HERITAGE CONSERVATION AREAS
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

0 62.5 125 250 375

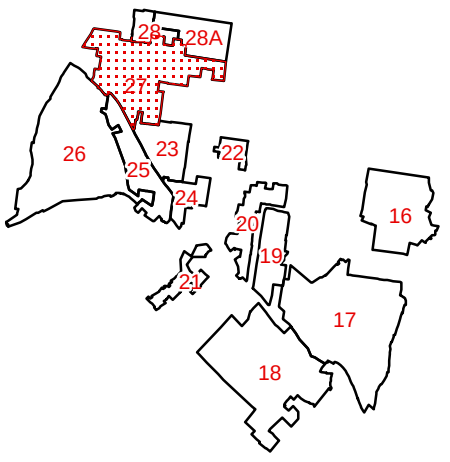
Metres

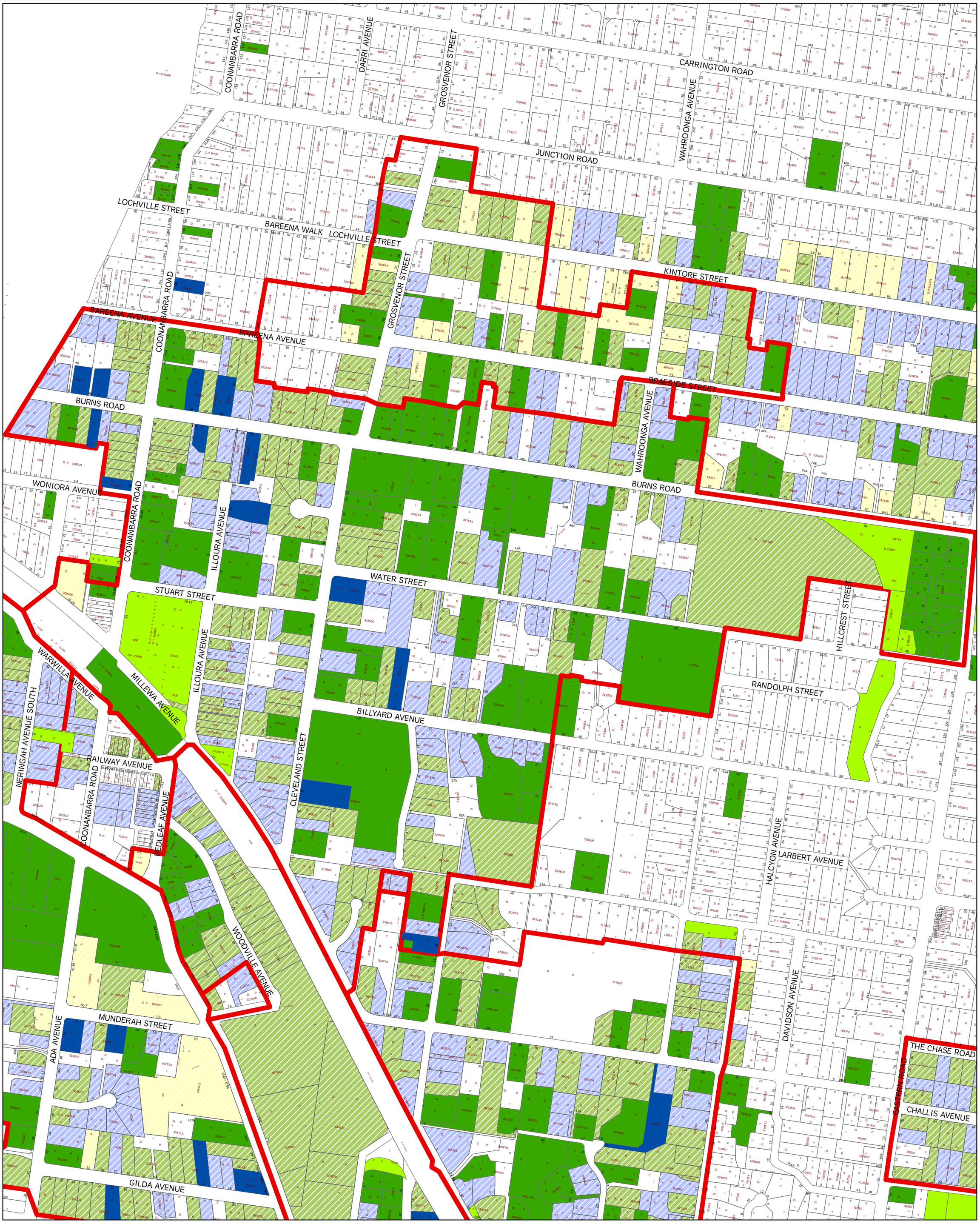
N

# Study Area Number 27

# WAHROONGA

Nov 18, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- OPEN SPACE

0 50 100 200 300 Metres

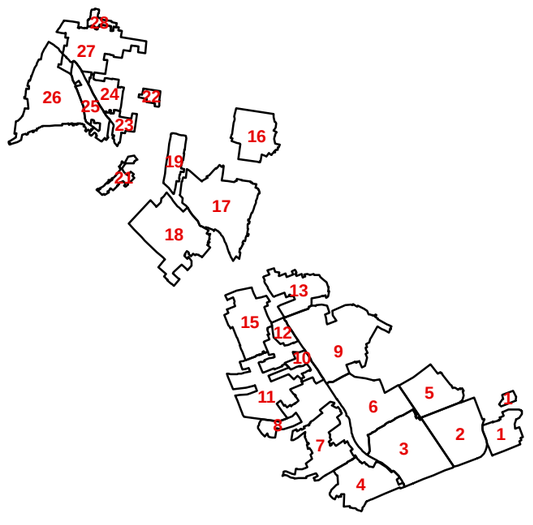
N

# Study Area Number 27

# Heritage Conservation Review 2010 (Paul Davies)

# WAHROONGA

Sep 15, 2010



**Legend**

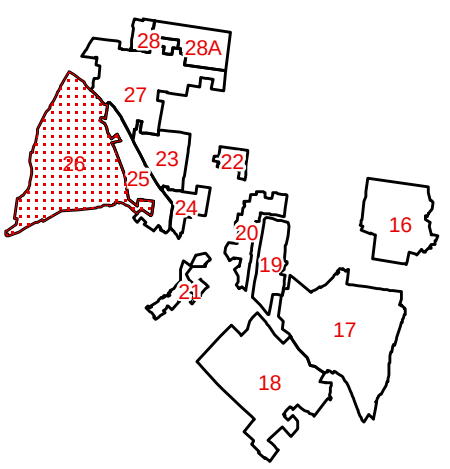
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

0 70 140 280 420 Metres

# Study Area Number 26

## Mahratta, WAHROONGA

Oct 28, 2010



**Legend**

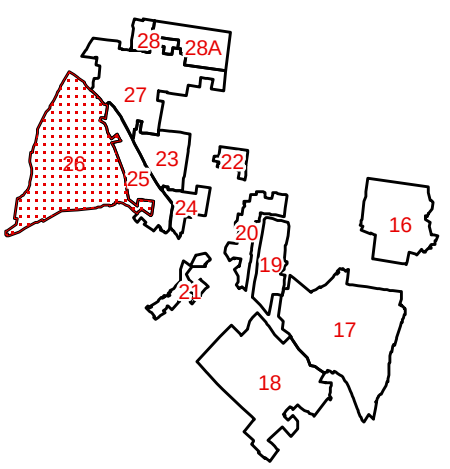
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

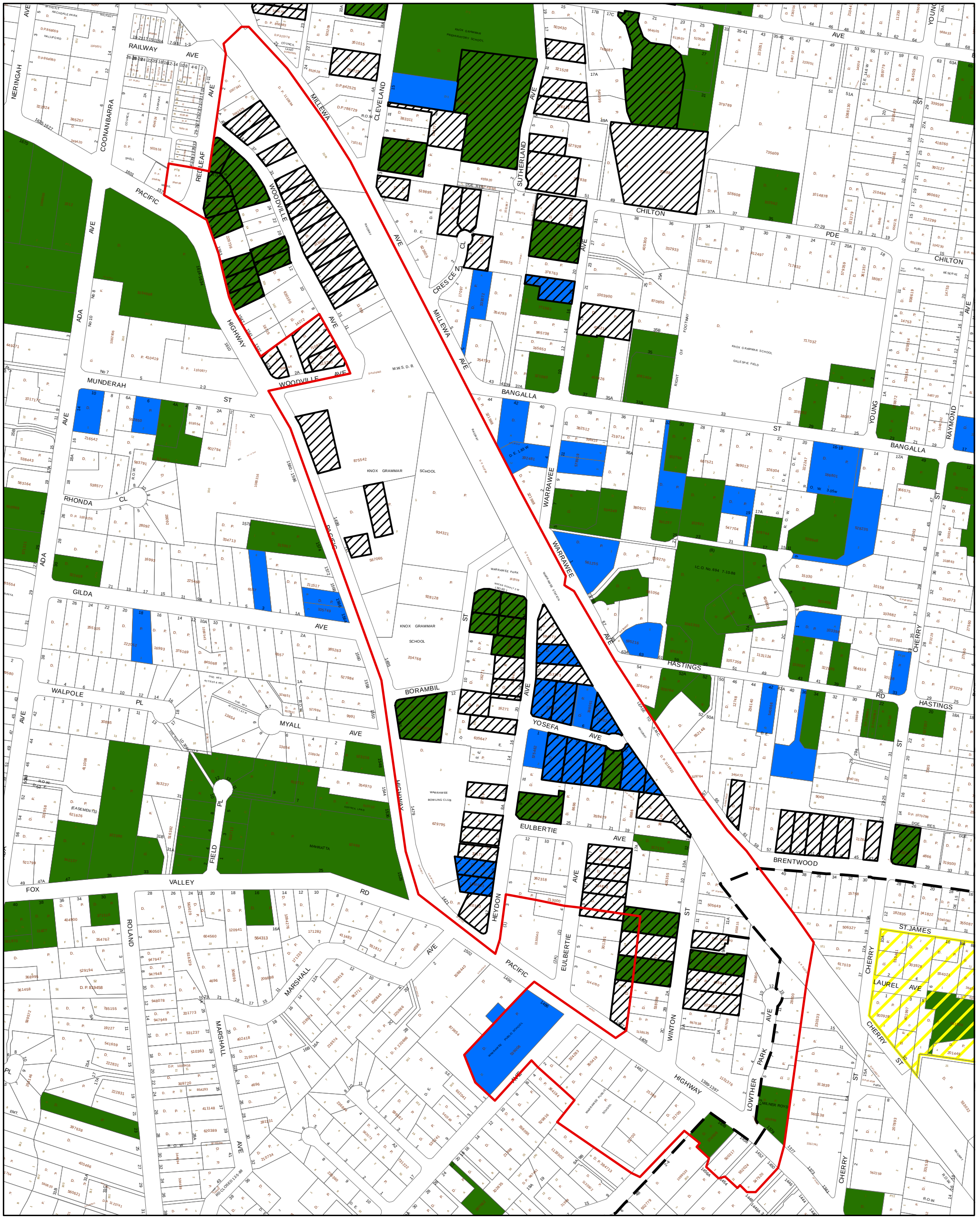
0 65 130 260 390 Metres

# Study Area Number 26

## Mahratta, WAHROONGA

Oct 26, 2010






**Legend**

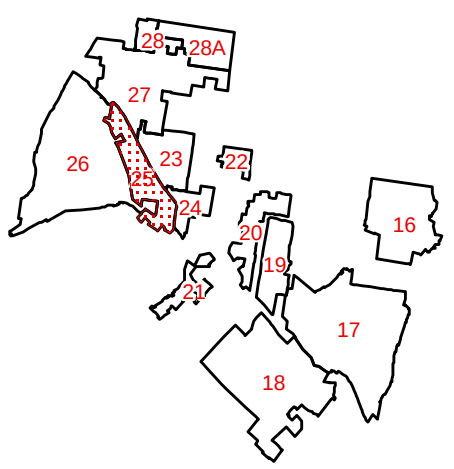
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

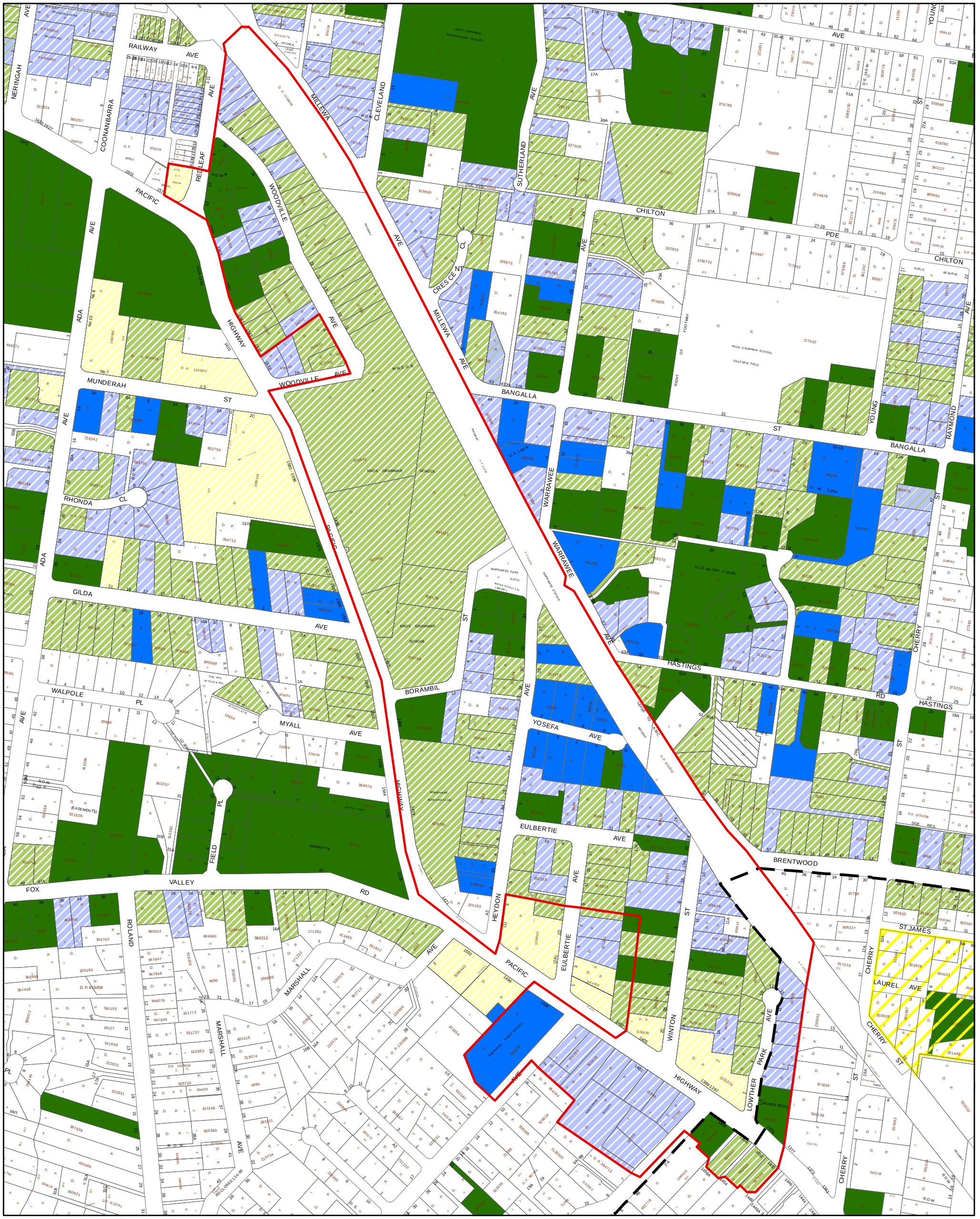
0 45 90 180 270 Metres

# Study Area Number 25

## Heydon Avenue, WARRAWEE

Oct 26, 2010






**Legend**

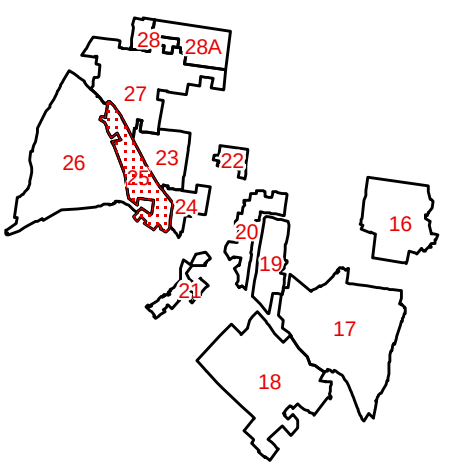
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

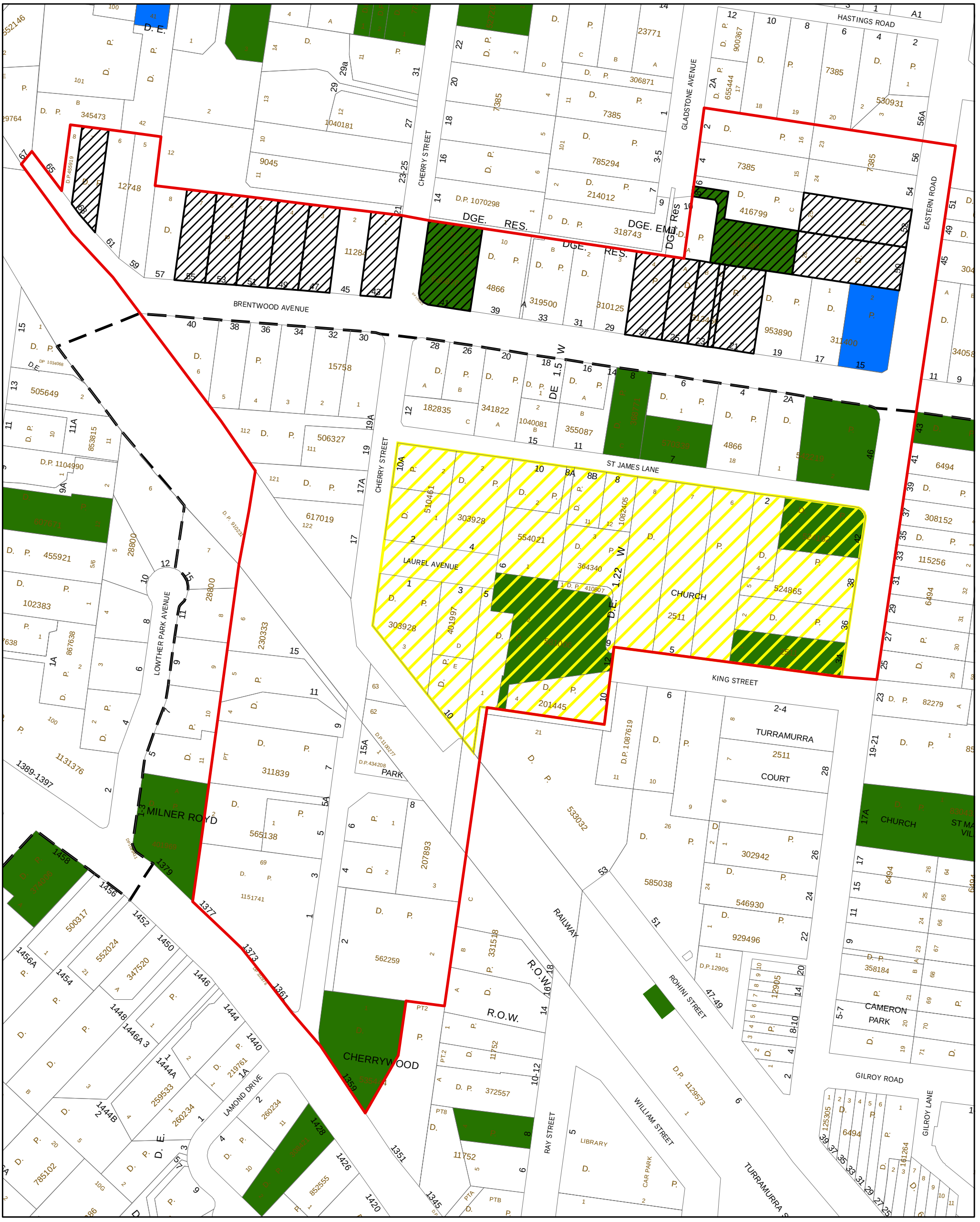
0 45 90 180 270 Metres

# Study Area Number 25

## Heydon Avenue, WARRAWEE

Oct 26, 2010






## Legend

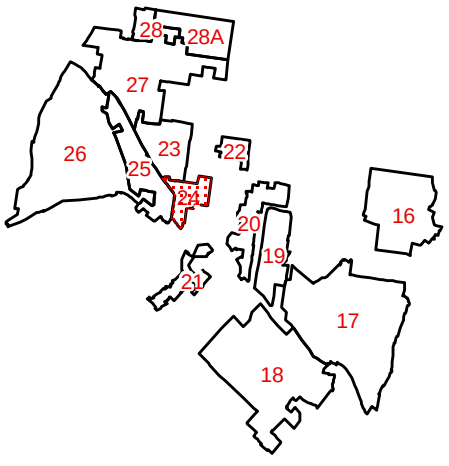
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

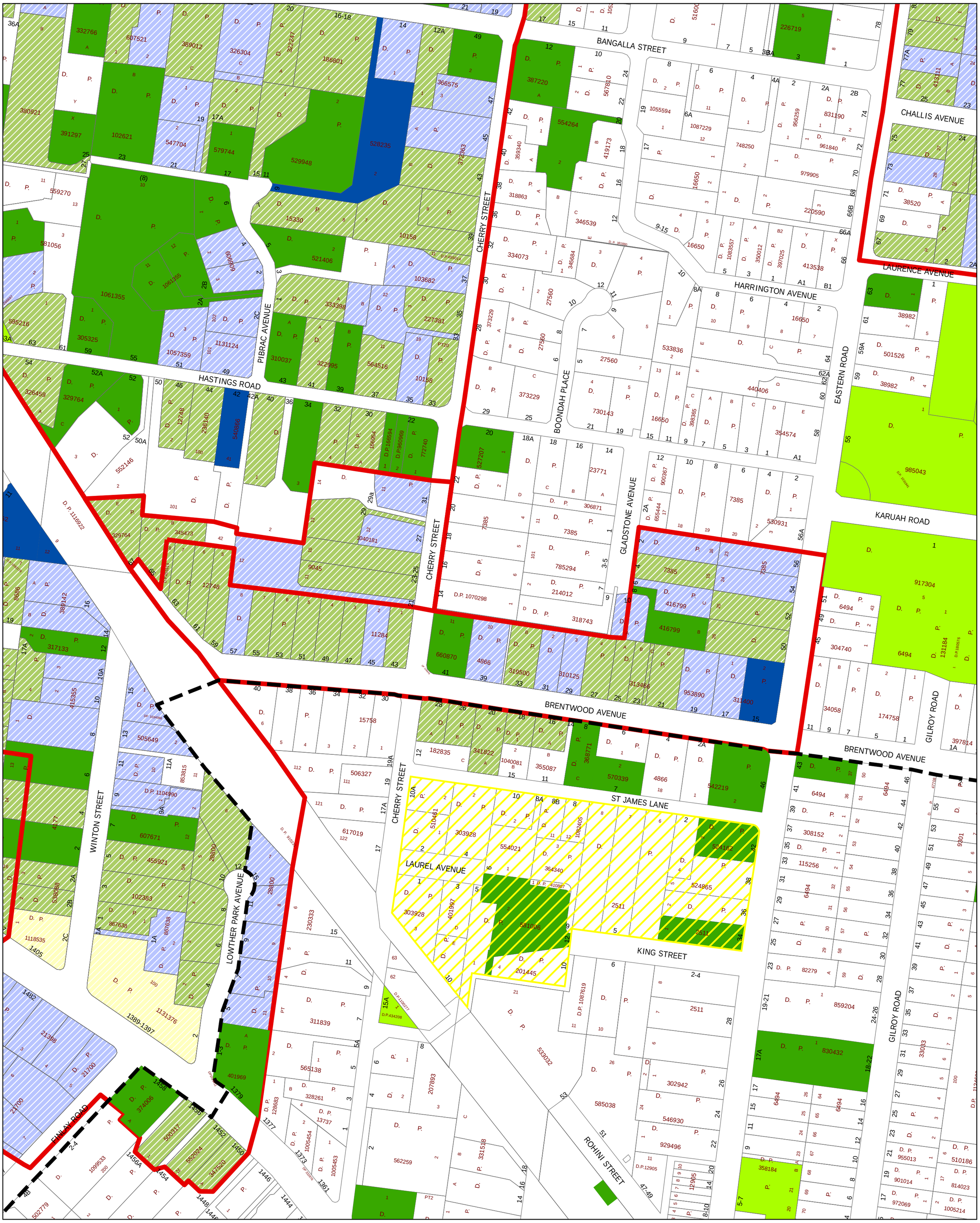
0 20 40 80 120 Metres

# Study Area Number 24

# Brentwood Avenue TURRAMURRA

Oct 21, 2010






## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- OPEN SPACE

0 20 40 80 120 Metres

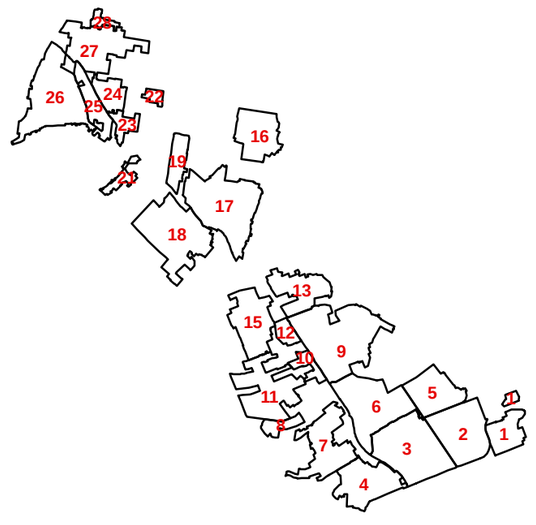
N

# Study Area
# Number 24

## Heritage Conservation Review 2010
## (Paul Davies)

## Brentwood Avenue, TURRAMURRA

Sep 15, 2010



## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- HERITAGE LISTED PROPERTIES
- LEP HERITAGE CONSERVATION AREAS
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

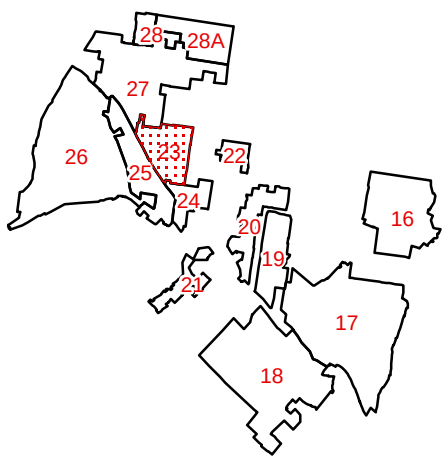
0 25 50 100 150
Metres

N

# Study Area Number 23

# WARRAWEE

Nov 18, 2010



## Legend

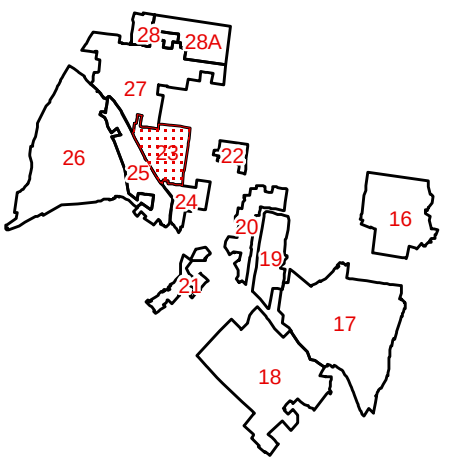
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

0 20 40 80 120 Metres

# Study Area Number 23

# WARRAWEE

Oct 21, 2010



THE CHASE ROAD
CHALLIS AVENUE
LAURENCE AVENUE
WOLSTEN AVENUE
EASTERN ROAD
KATINA STREET
DGE. RES.
TURRAMURRA MEMORIAL PARK
ESMT FOR WATER 5 W
KARUAH ROAD

## Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- HERITAGE LISTED PROPERTIES
- LEP HERITAGE CONSERVATION AREAS
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

0 15 30 60 90
Metres

N

# Study Area Number 22

# Challis Avenue, TURRAMURRA

Nov 18, 2010

THE CHASE ROAD

EASTERN ROAD

CHALLIS AVENUE

KATINA STREET

LAURENCE AVENUE

WOLSTEN AVENUE

TURRAMURRA MEMORIAL PARK

ESMT FOR WATER S W

KARUAH ROAD

**Legend**

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

0 10 20 40 60 Metres

# Study Area Number 22

## Challis Avenue, TURRAMURRA

Oct 21, 2010

## Legend

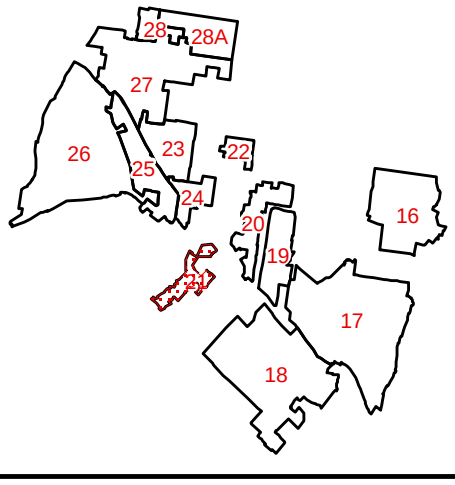
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

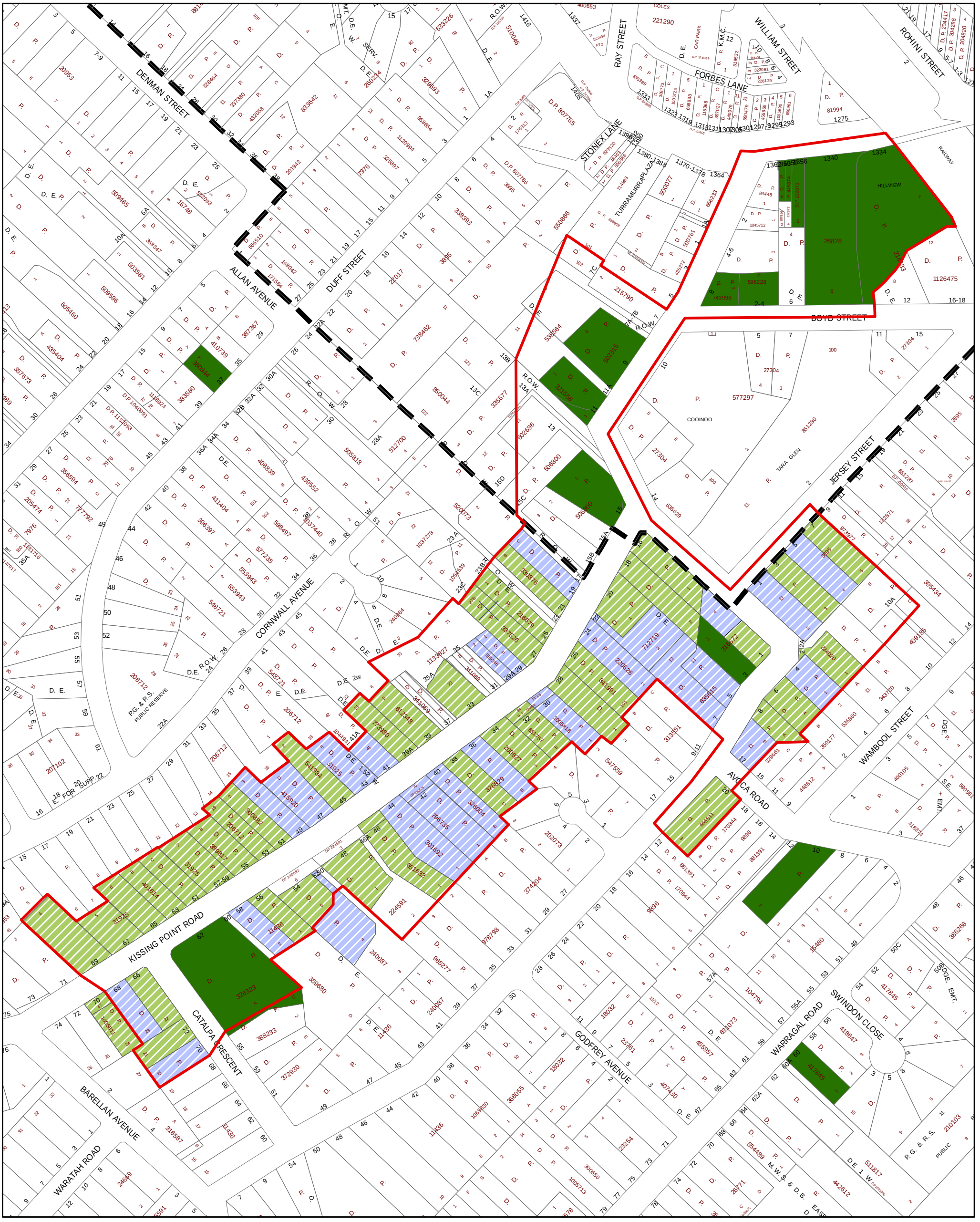
0 30 60 120 180 Metres

# Study Area Number 21

# Kissing Point Road TURRAMURRA

Oct 13, 2010






## Legend

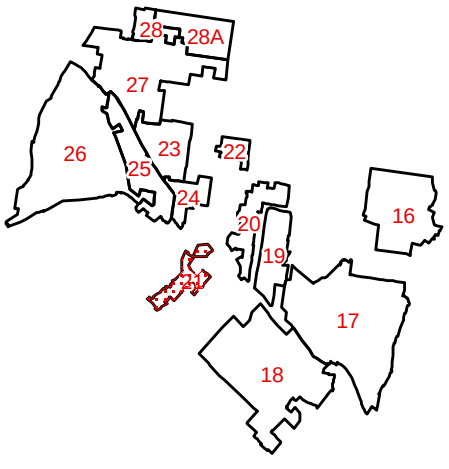
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

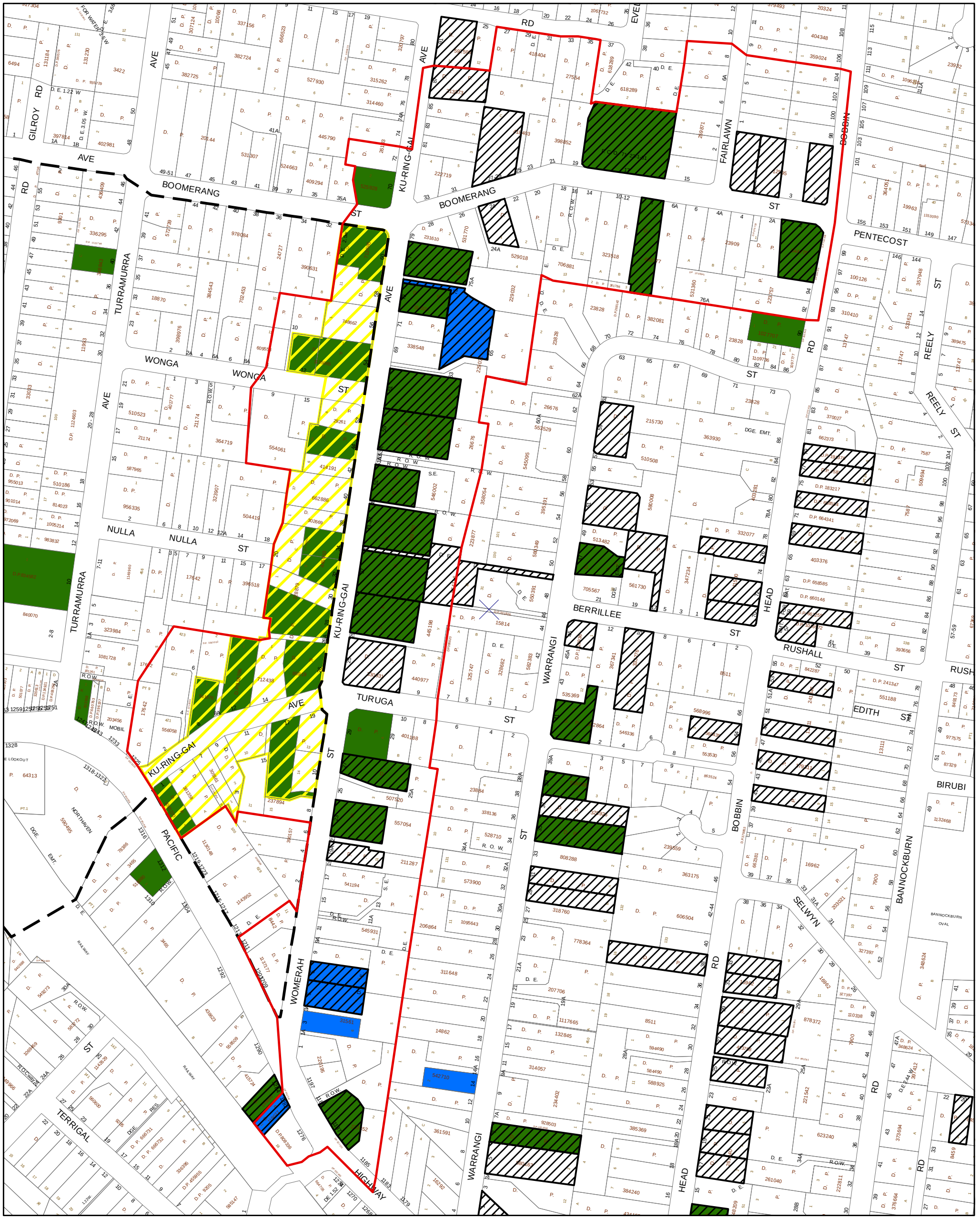
0 25 50 100 150 Metres

# Study Area Number 21

# Kissing Point Road TURRAMURRA

Oct 13, 2010






**Legend**

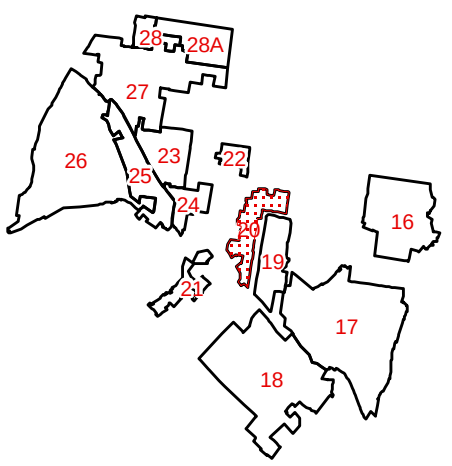
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

0 35 70 140 210 Metres

# Study Area Number 20

# Ku-ring-gai Avenue, TURRAMURRA

Oct 21, 2010



**Legend**

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- HERITAGE LISTED PROPERTIES
- LEP HERITAGE CONSERVATION AREAS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

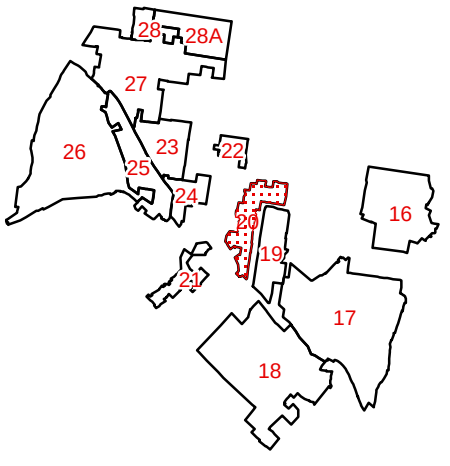
0 40 80 160 240 Metres

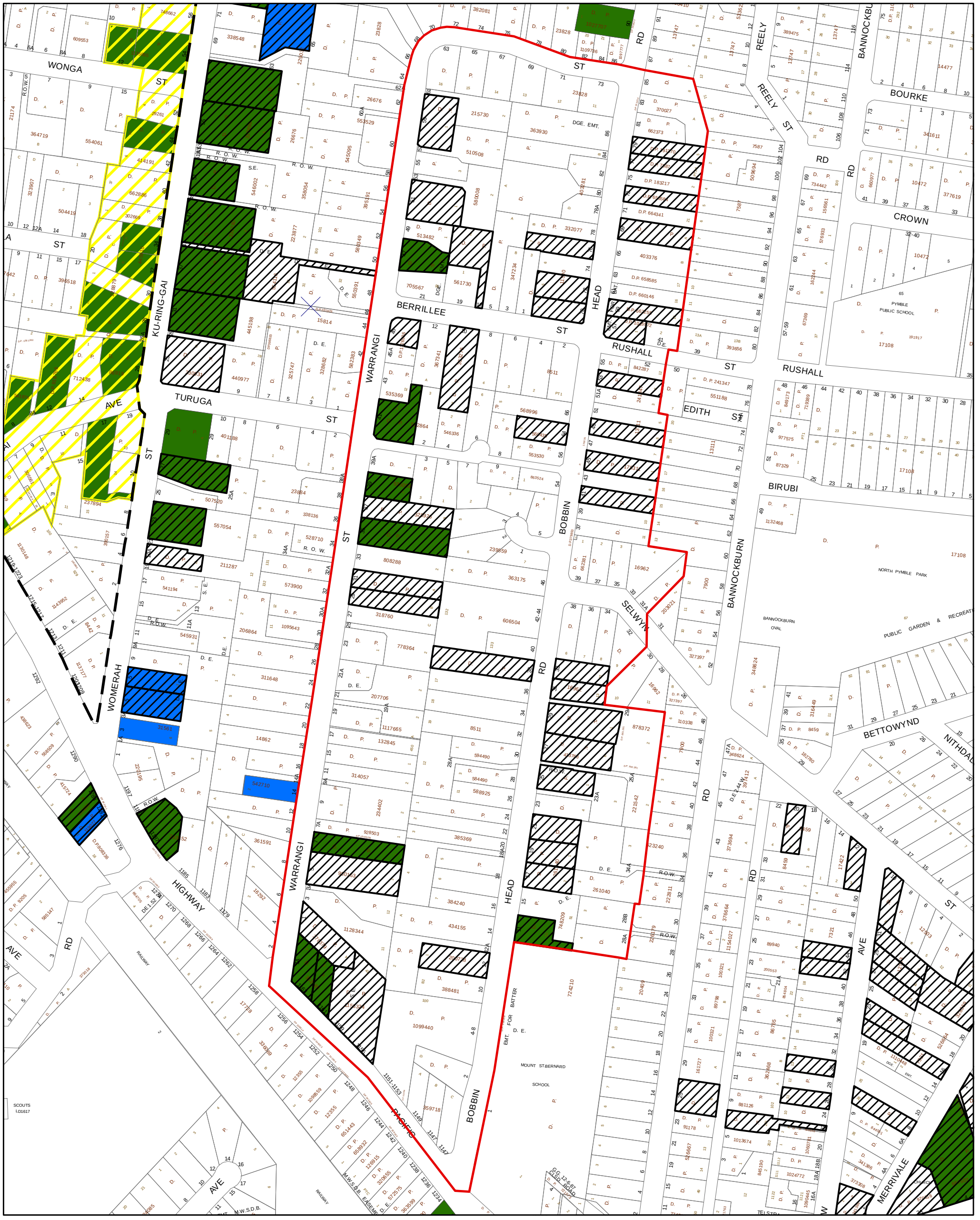
N

# Study Area Number 20

# Ku-ring-gai Avenue, TURRAMURRA

Nov 17, 2010






**Legend**

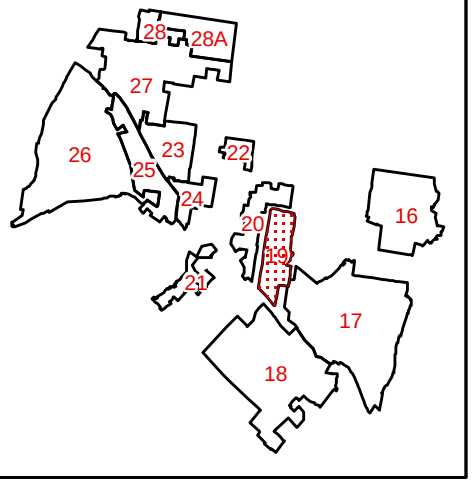
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

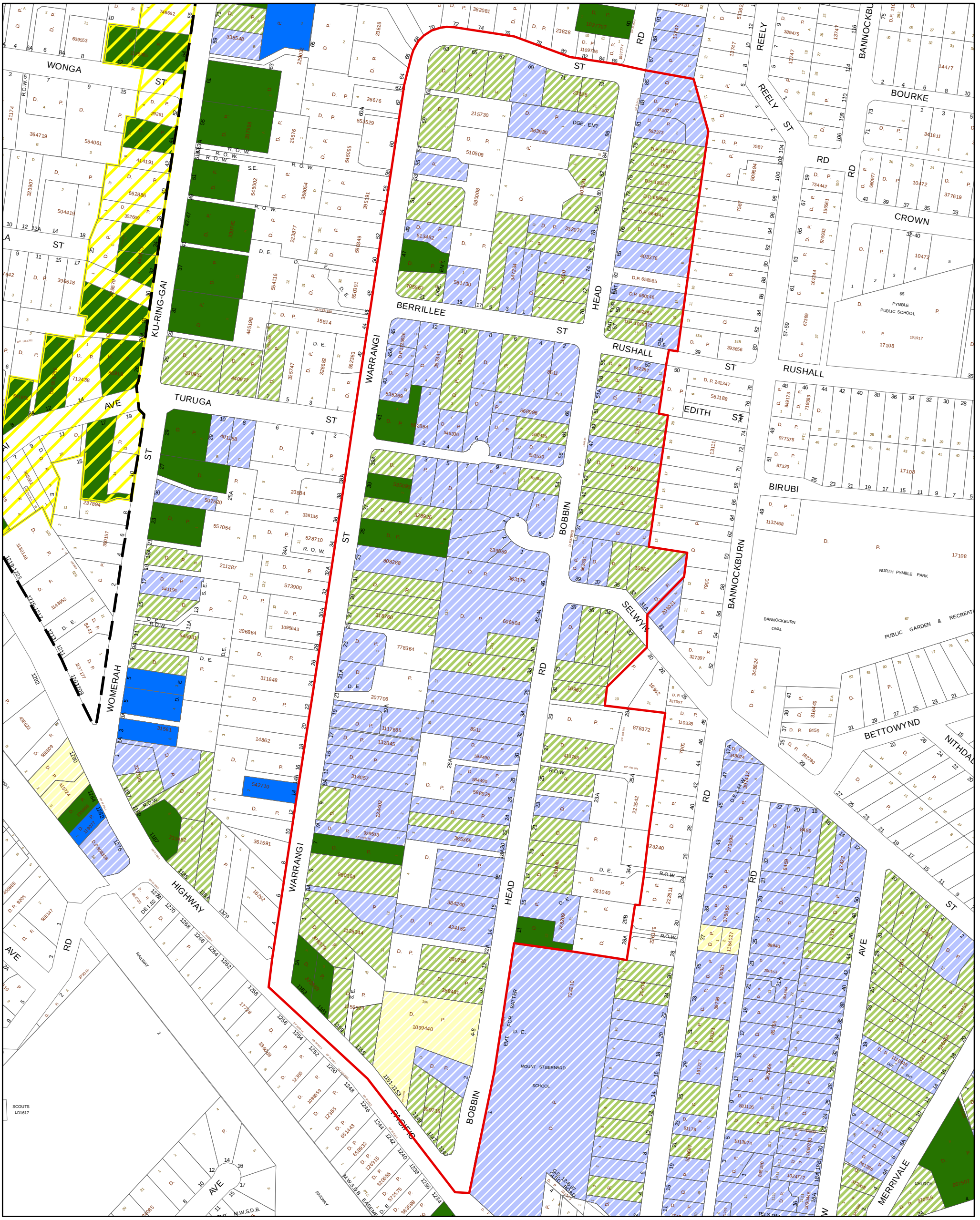
0 35 70 140 210 Metres

# Study Area Number 19

# Bobbin Head Road, PYMBLE

Oct 21 2010






**Legend**

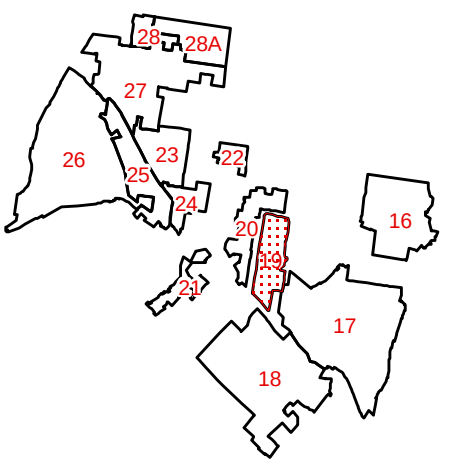
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

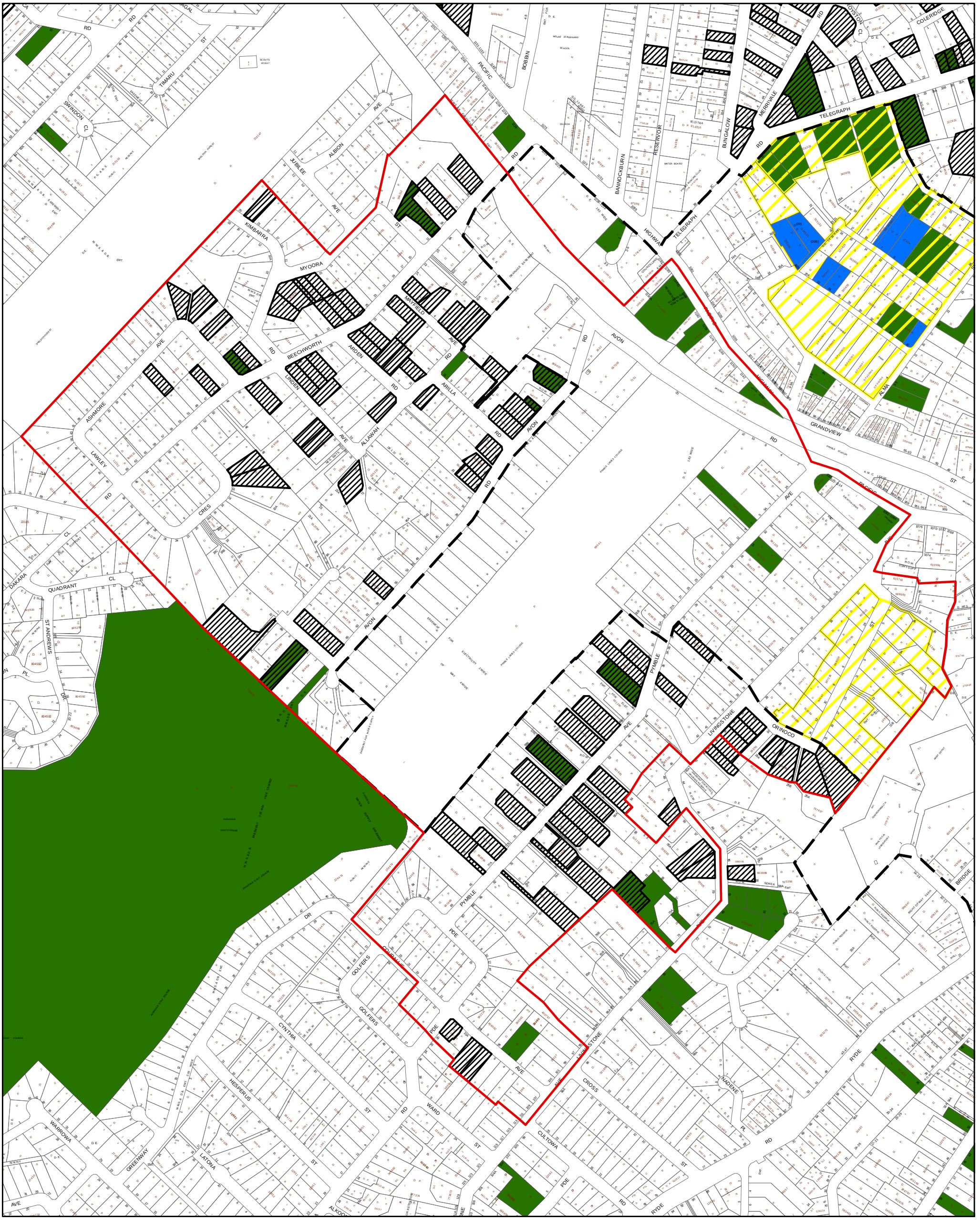
0 35 70 140 210 Metres

# Study Area Number 19

# Bobbin Head Road, PYMBLE

Sept 15, 2010






**Legend**

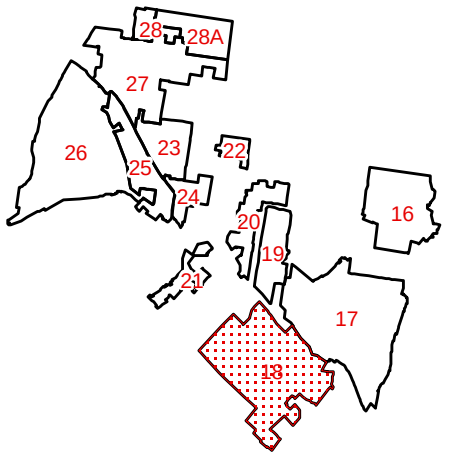
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

0 62.5 125 250 375 Metres

# Study Area Number 18

# Avon Road, PYMBLE

Oct 28, 2010



**Legend**

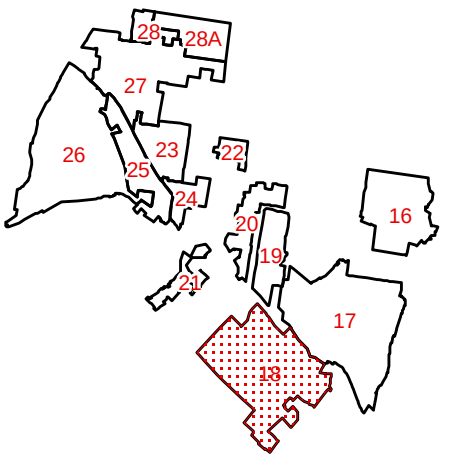
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- UNCHARACTERISTIC ITEM
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

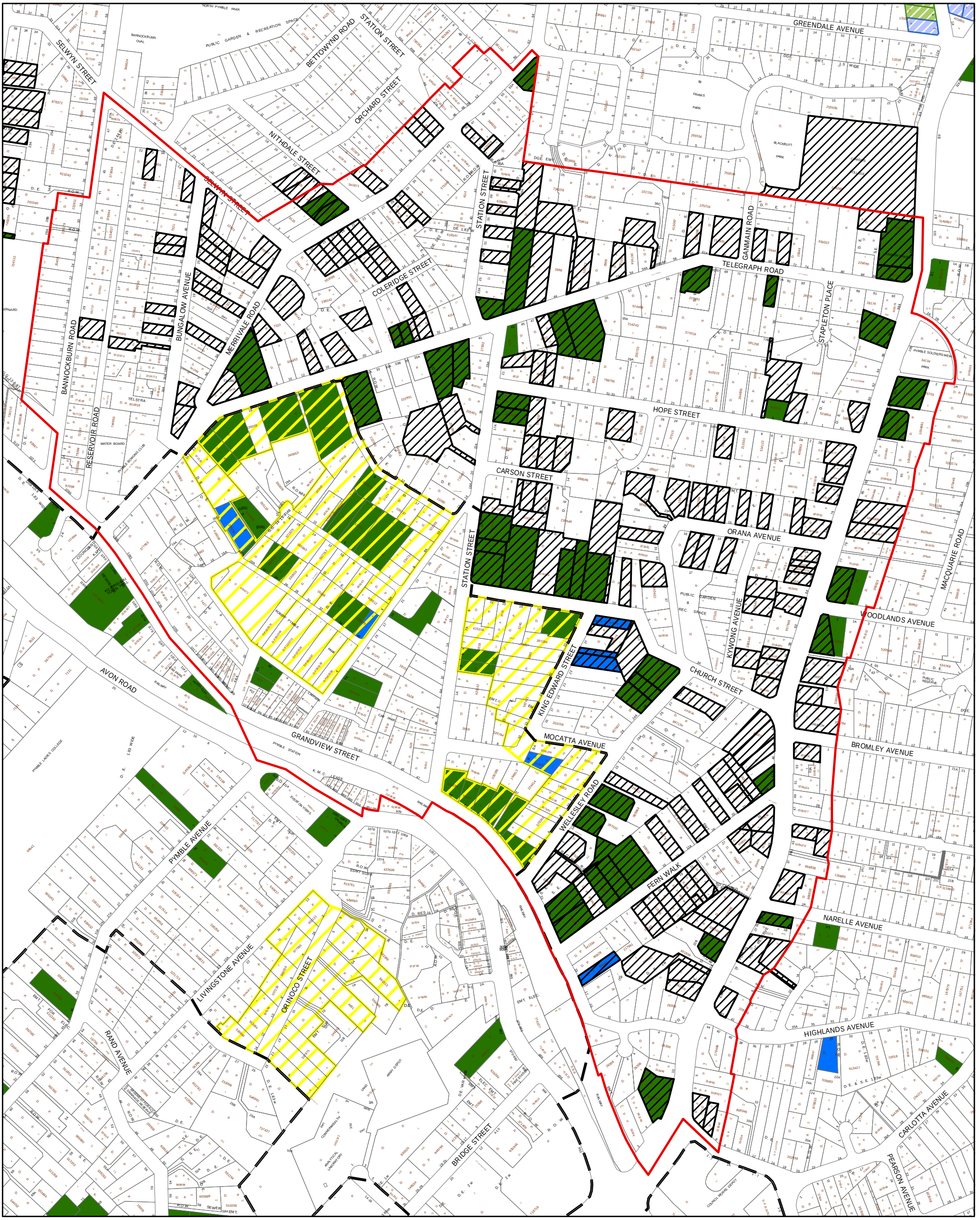
0 60 120 240 360 Metres

# Study Area Number 18

# Avon Road, PYMBLE

Oct 28, 2010






**Legend**

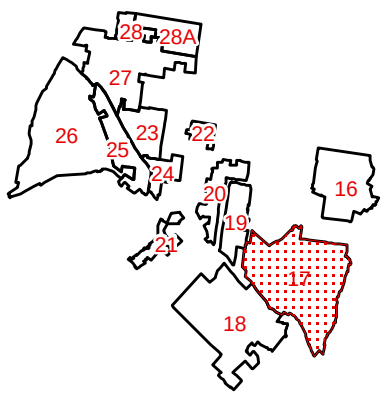
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE-1943 DEVELOPMENT STILL EXTANT & INTACT

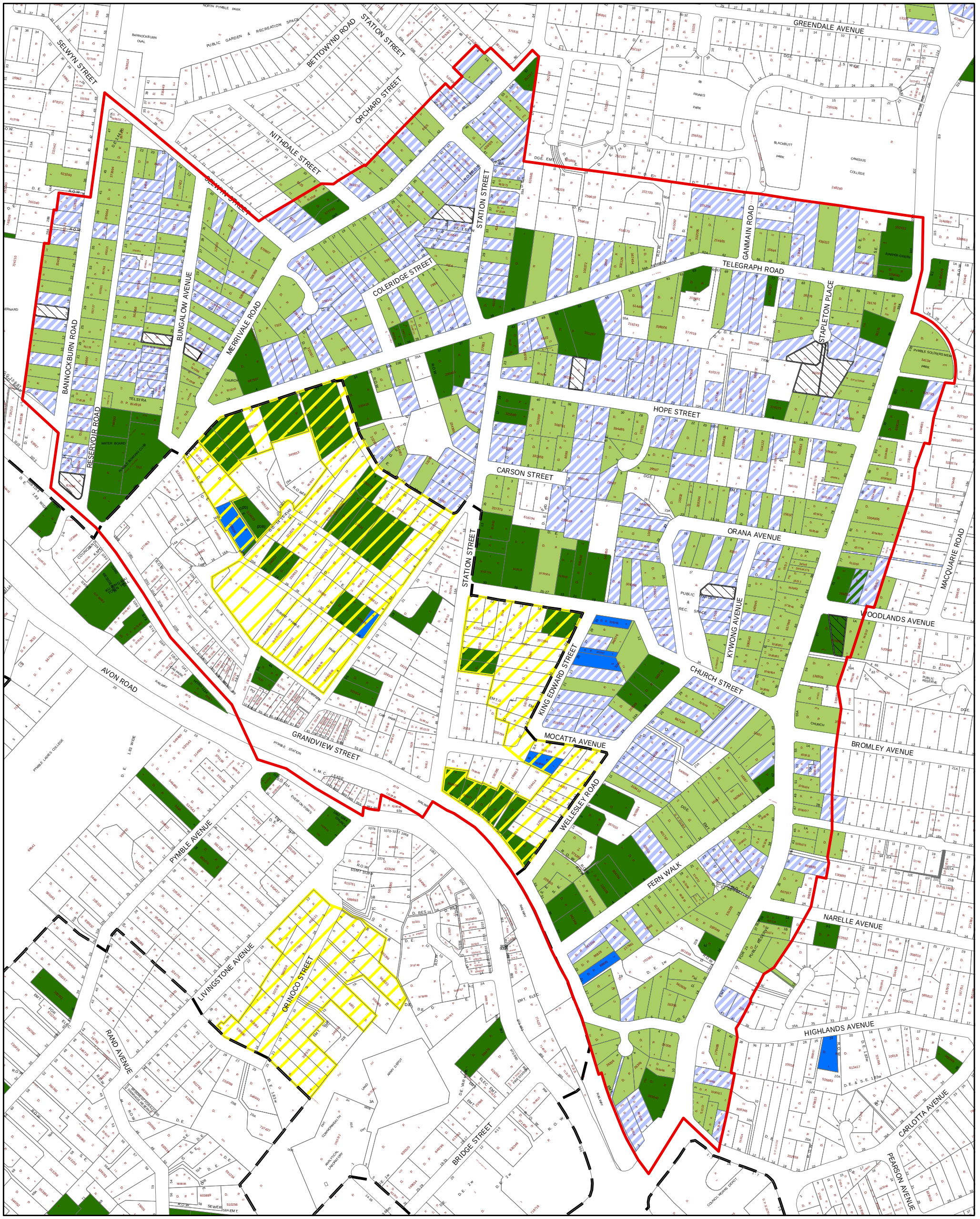
0 40 80 160 240 Metres

# Study Area Number 17

# PYMBLE

Oct 21, 2010






## Legend

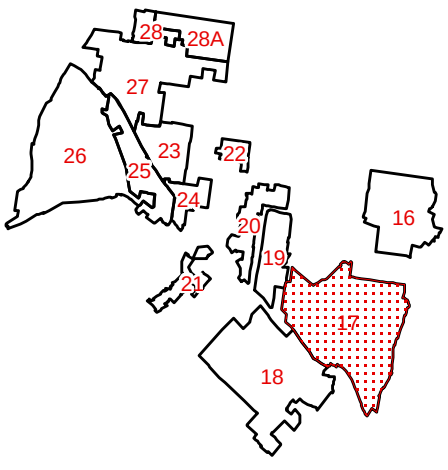
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT

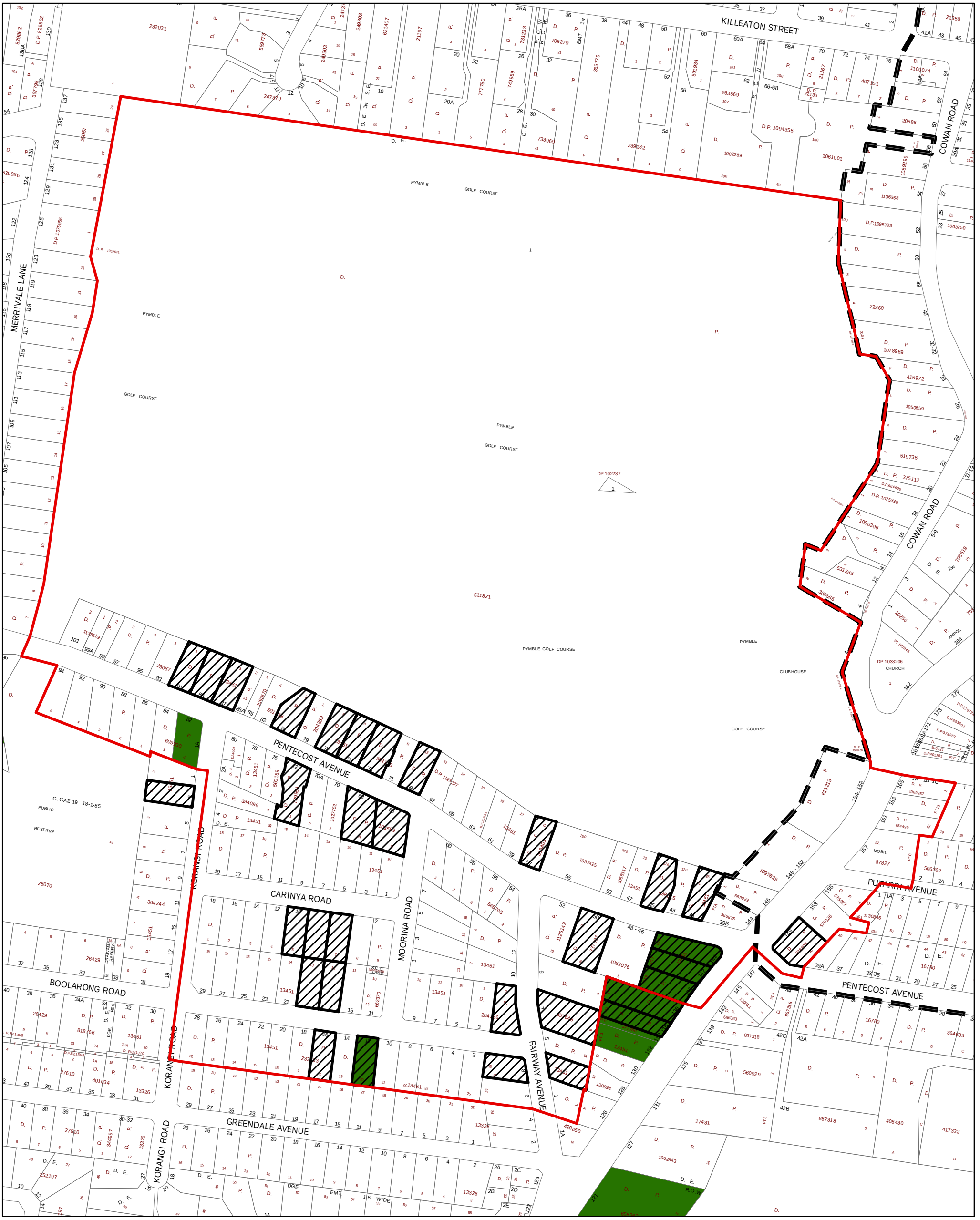
0 40 80 160 240 Metres

# Study Area Number 17

# PYMBLE

Oct 19, 2010






## Legend

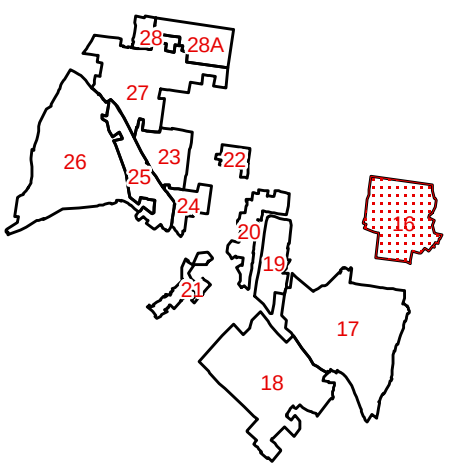
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PRE -1943 DEVELOPMENT STILL EXTANT & INTACT

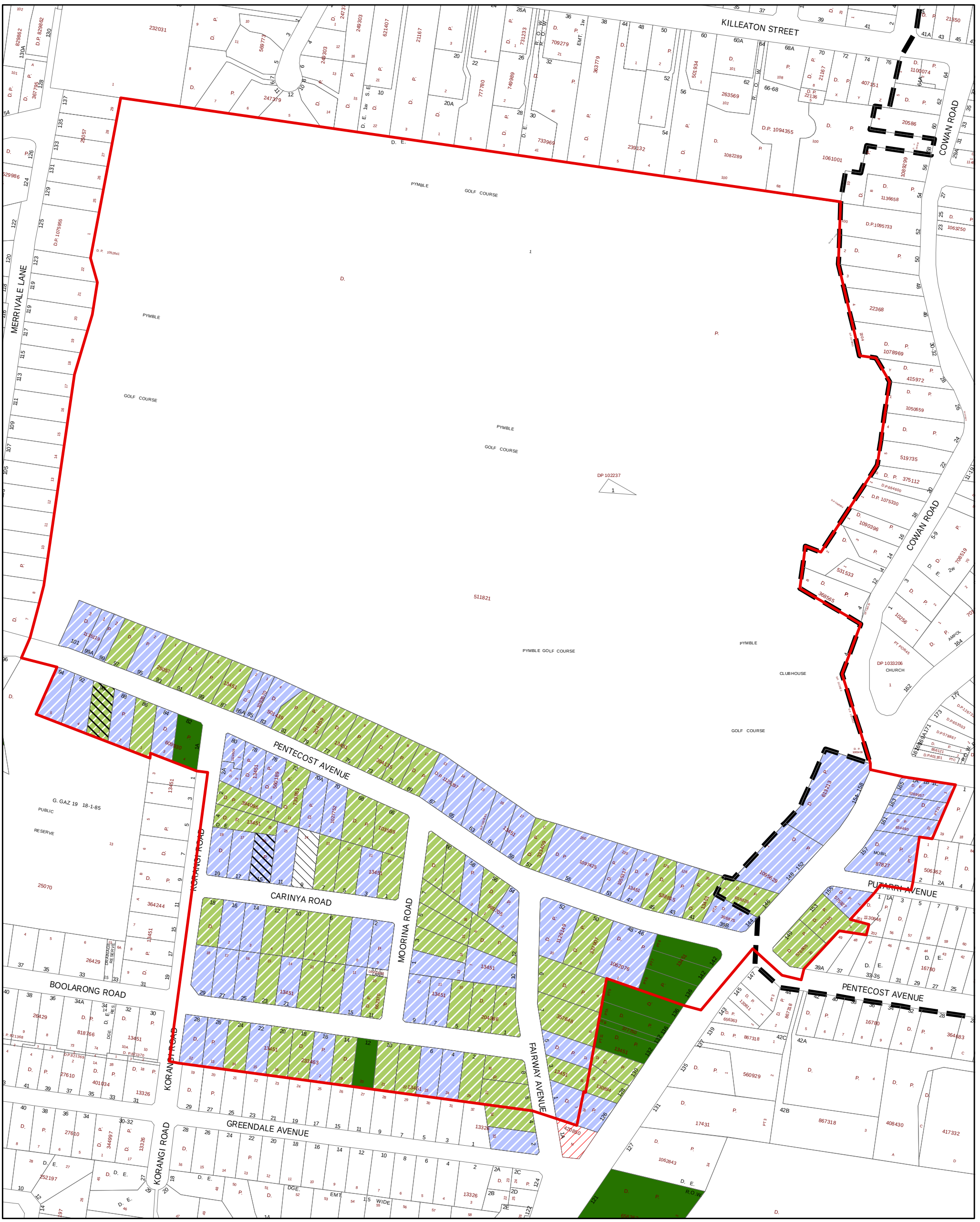
0 30 60 120 180 Metres

# Study Area Number 16

# Pentecost Avenue, ST IVES

Oct 13, 2010






## Legend

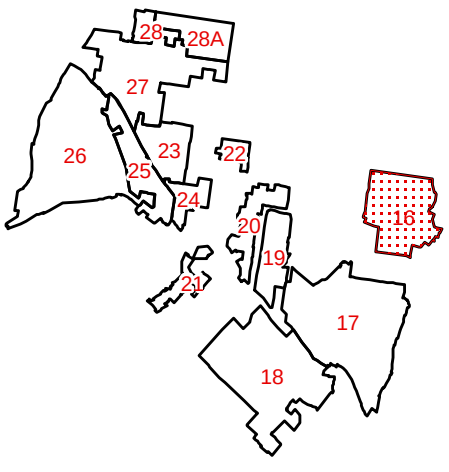
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- CONTRIBUTORY ITEM
- NEUTRAL ITEM
- VACANT
- PARK

0 30 60 120 180 Metres

# Study Area Number 16

# Pentecost Avenue, ST IVES

Oct 13, 2010

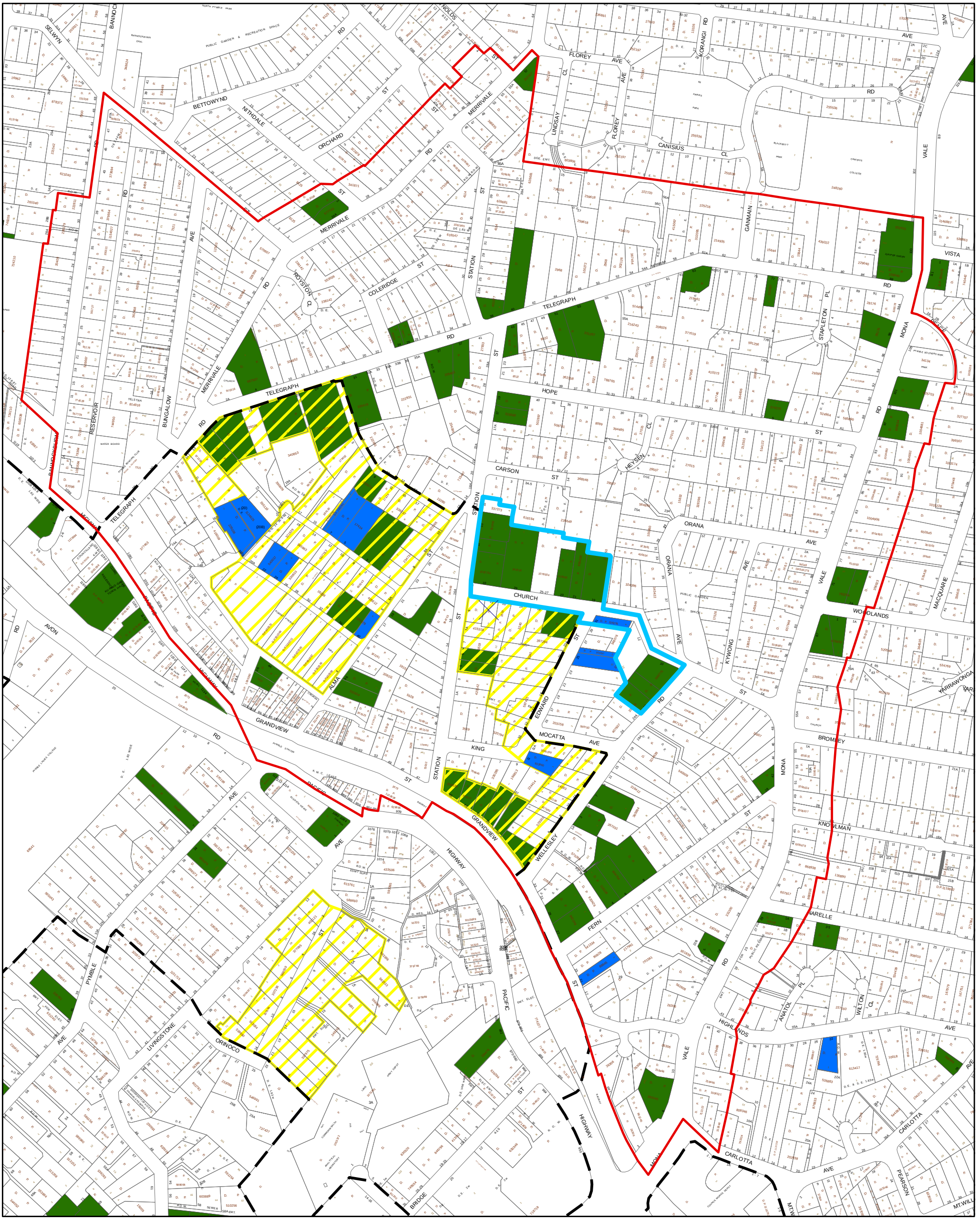


# APPENDIX 4

# BOUNDARY MAPS

# FOR

# PROPOSED
# HERITAGE CONSERVATION AREAS




## Legend

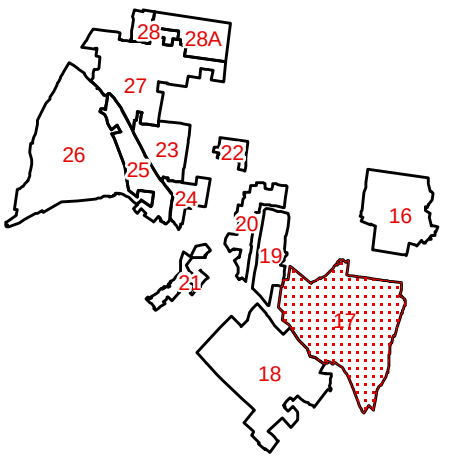
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PROPOSED HCA BOUNDARY

0 55 110 220 330 Metres

# Study Area Number 17

# PYMBLE

Oct 28, 2010



**Legend**

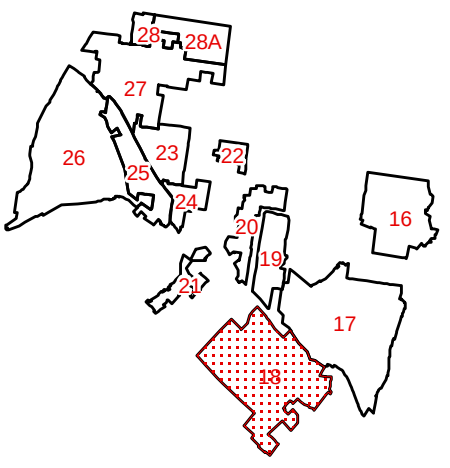
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PROPOSED HCA BOUNDARY

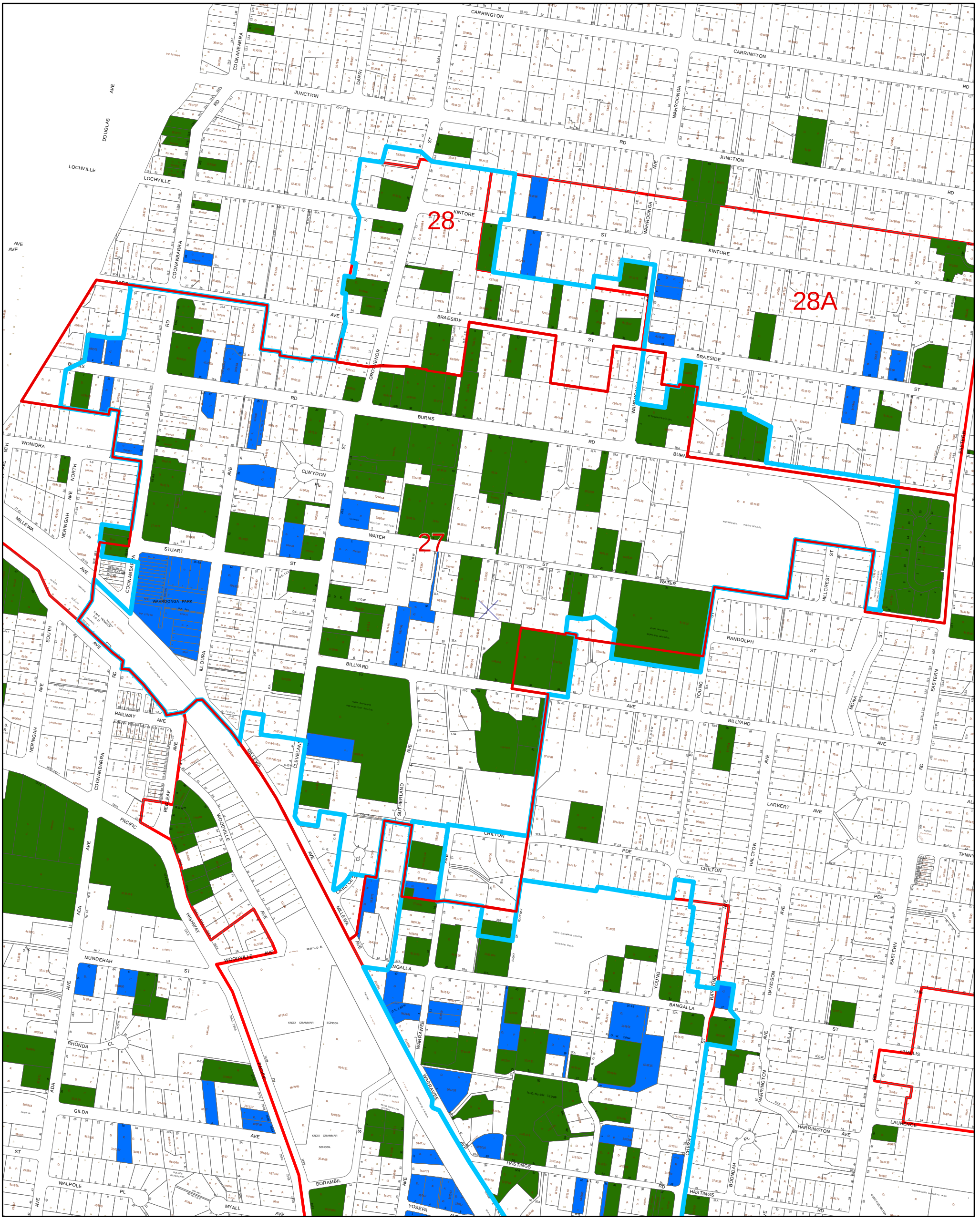
0 62.5 125 250 375 Metres

# Study Area Number 18

## Avon Road, PYMBLE

Oct 28, 2010





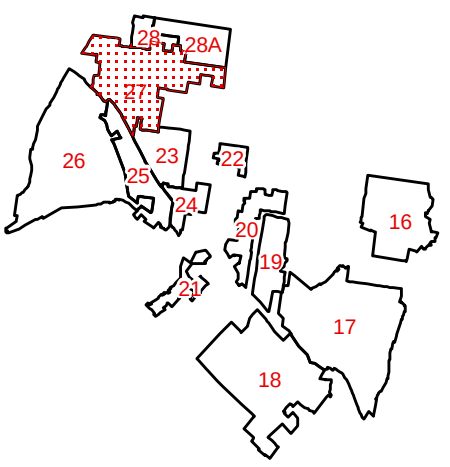

**Legend**

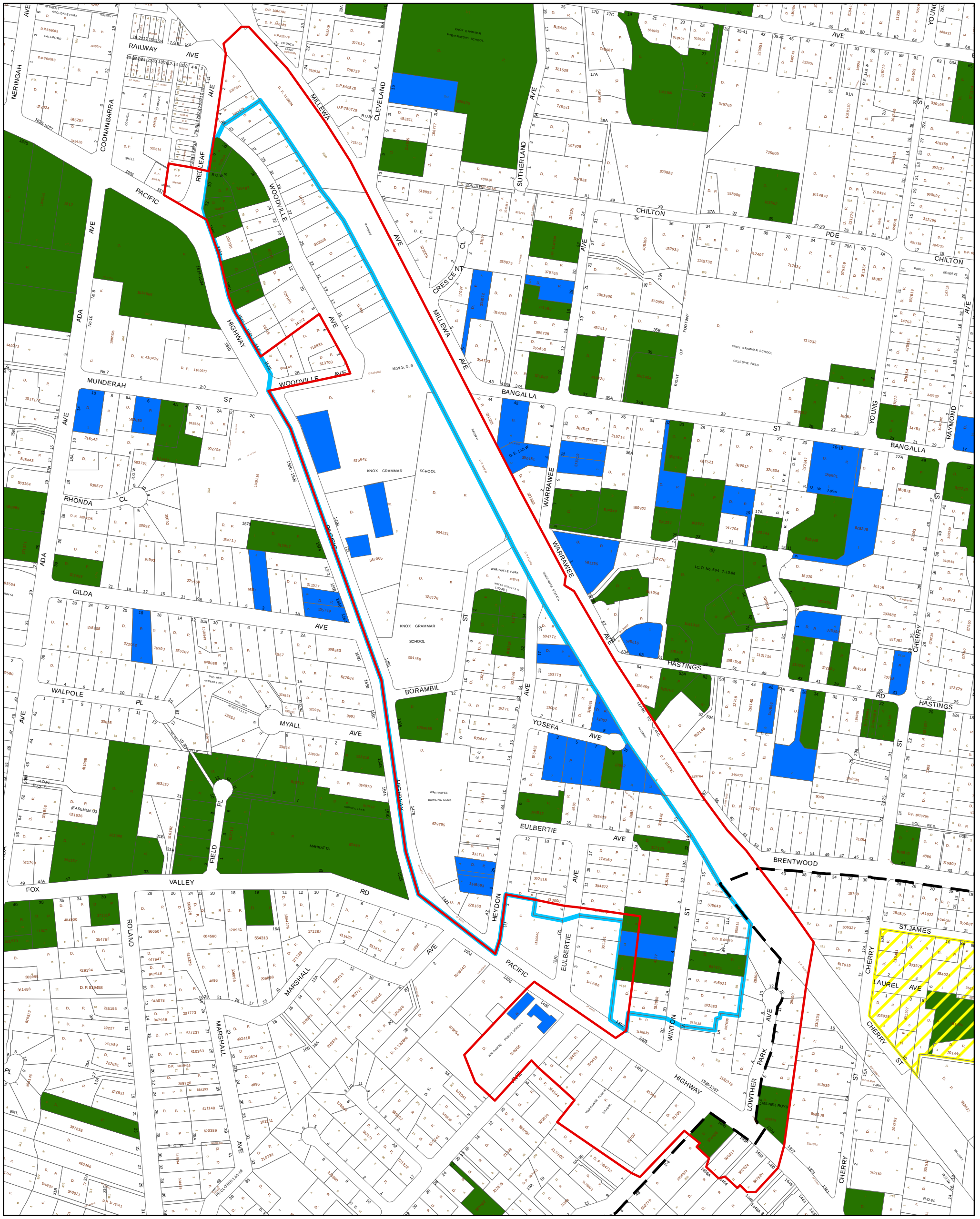
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PROPOSED HCA BOUNDARY

# Study Area Number 27, 28, 28A

# WAHROONGA BOUNDARY RECOMMENDATION

Oct 28, 2010






## Legend

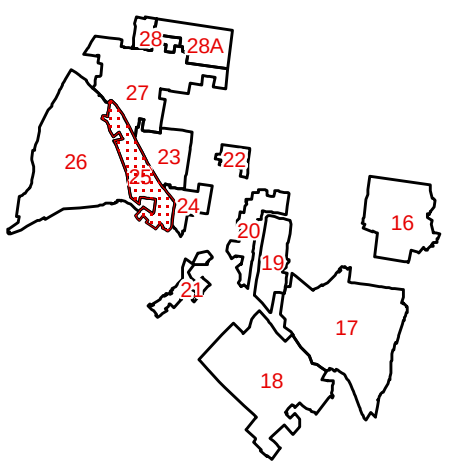
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- POTENTIAL HERITAGE ITEMS
- PROPOSED HCA BOUNDARY

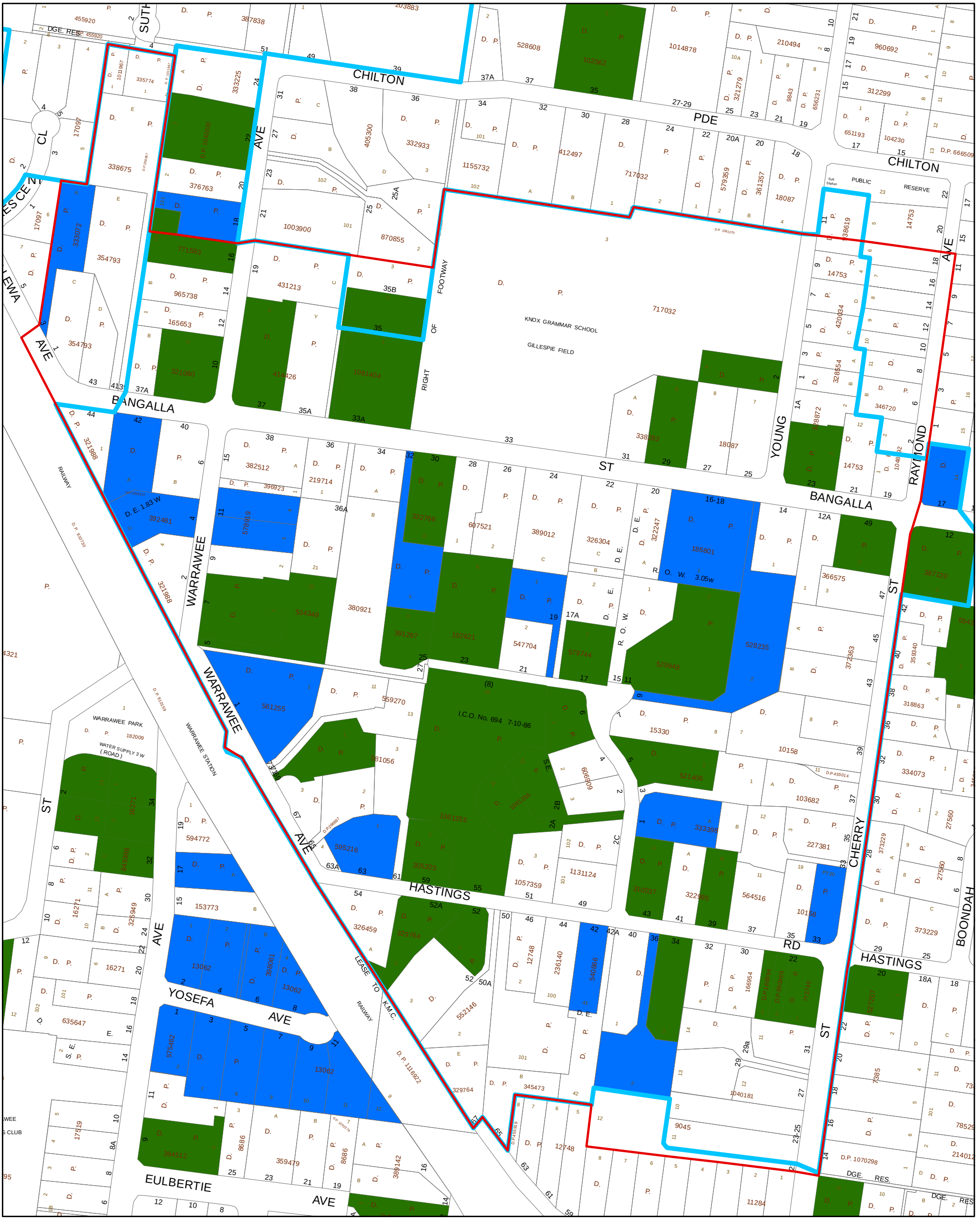
0 40 80 160 240 Metres

# Study Area Number 25

# Heydon Avenue, WARRAWEE

Nov 02, 2010






## Legend

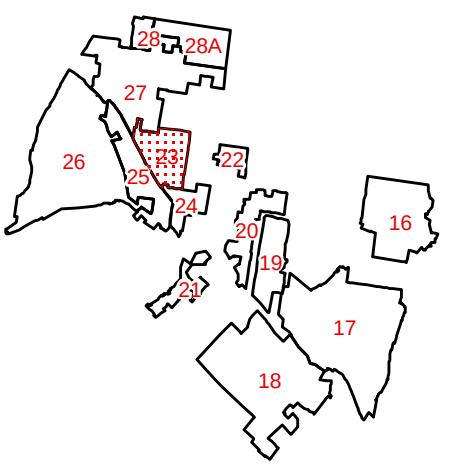
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- PROPOSED HCA BOUNDARY
- POTENTIAL HERITAGE ITEMS

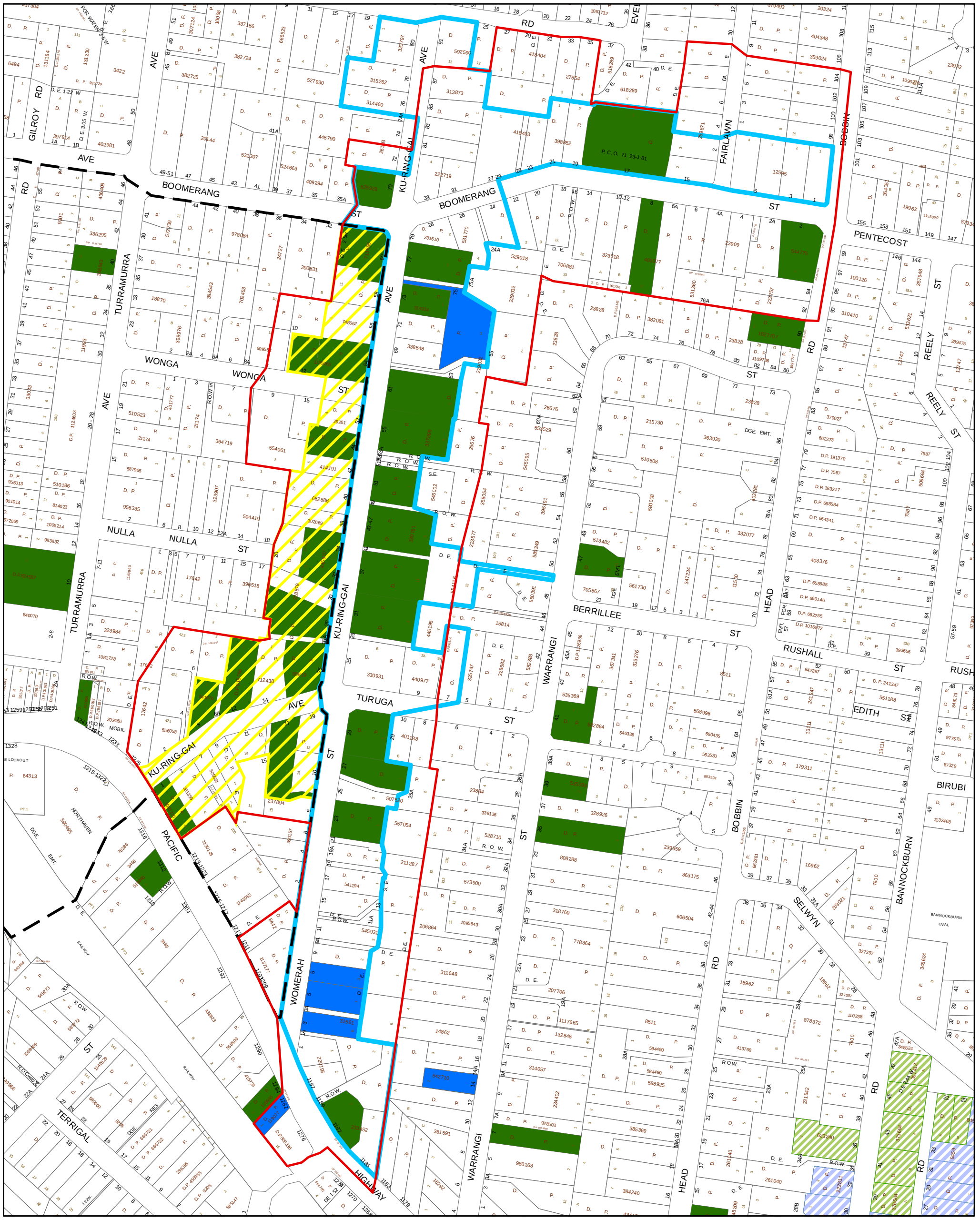
0 20 40 80 120 Metres

# Study Area Number 23

# WARRAWEE

Oct 26, 2010






## Legend

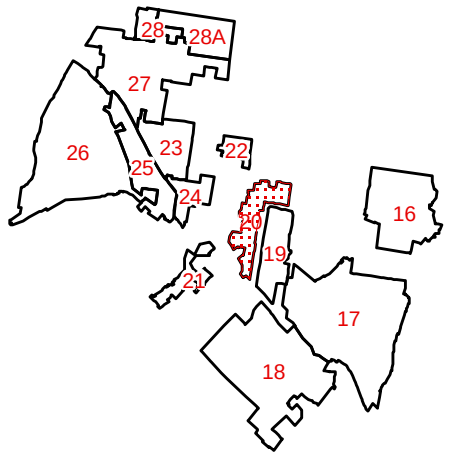
- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES
- PROPOSED HCA BOUNDARY
- POTENTIAL HERITAGE ITEMS

0 30 60 120 180 Metres

# Study Area Number 20

# KU-RING-GAI AVENUE

Oct 26, 2010



# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| Item No | HCA 20 |
| Item Name | KU-RING-GAI AVENUE HERITAGE CONSERVATION AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban Area |
| Category | Townscape |
| Key Historical Periods | Federation, Inter war period |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries

Gazetted area includes Nos: 8-60 Ku-ring-gai Avenue, 1-19 Ku-ring-gai Avenue, and 10 Womerah Street;
Proposed extension: 1-33 Boomerang Street; 24-28 Boomerang Street; 25-91 Ku-ring-gai Avenue including battleaxe lots at 41 and 75 Ku-ring-gai Avenue; 70-80 Ku-ring-gai Avenue; 1185-1197 Pacific Highway including battleaxe lot at 1189 Pacific Highway; 10 Turuga Street; 1-29 Womerah Street including battleaxe lot at 1A Womerah Street.

| | |
|---|---|
| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | Persons |
| **State Historic Theme 3** | |
| **State Historic Theme 4** | |

Summary Statement of Significance

The Ku-ring-gai Avenue Heritage Conservation Area is of historic, aesthetic, social and technological significance as one of the most socially prestigious Federation period streets in Sydney and potentially New South Wales. Ku-ring-gai Avenue derives its fine aesthetic qualities from its collection of grand Federation period residences set in generous and well-proportioned garden settings which blend into the mature brush box avenue street tree planting. Many of these residences were designed by prominent Sydney architects, including Thomas Frame Cosh (of Slatyer & Cosh, Spain & Cosh), Arthur Stanton Cook, G.M. Pitt junior, Robertson & Marks and Sir John Sulman.

The Avenue is also of historical and social significance for its association with the important artist Grace Cossington Smith, whose works were inspired by her home and its setting; and for its association with prestigious and influential early residents including the Penfold family (stationers) and many of Sydney's most prominent early twentieth century architects, including Charles Slatyer, Thomas Frame Cosh, John Spencer Stansfield, Sir John Sulman and Arthur Stanton Cook.

The name *Ku-ring-gai* comes from the *Kuringgai or* Guringai Aboriginal language group of the people who inhabited the area from Port Jackson north across Broken Bay and beyond Brisbane Water. The name has been adopted for both the Local Government area and the adjacent National Park to the north. There were two bands of the Guringai in what is now the Ku-ring-gai Local Government a*rea: the* Gar*rigal o*r Carigal people, who lived around West Head, *and the Terramerragal*, who lived in the Turramurra area.

A ridge-top pathway made by the Guringai people was the route followed by what is now the Pacific Highway through Ku-ring-gai.

Within six weeks of the arrival of the British First Fleet in Sydney in 1788, Governor Phillip went

exploring around Broken Bay, and commented on the friendliness of the Aboriginal people. However, when he returned a year later, all except those too sick with smallpox fled from him. By 1790, over half of the Guringai nation had been wiped out by smallpox. By the 1840s, most of the Aboriginal people had disappeared from Pittwater and their traditional lands had been taken over by white settlers. Some Guringai survivors of the small pox epidemic formed what was known to the British colonists as the Broken Bay tribe led by Bungaree, who was notable for completing the first circumnavigation of Australia with Matthew Flinders in 1801-02. Another notable Guringai person in the early contact period was Bennelong's wife Barangaroo, who was noted in colonist's records for her strong personality.

Today, there are over 800 culturally significant Aboriginal sites found in Ku-ring-gai National Park, including rock engravings, rock shelter drawings, paintings and stencils, axe grinding grooves and shell middens, and Aboriginal people live throughout Sydney metropolitan area.

Historical Summary

There are around 100 recorded Aboriginal sites in the Ku-ring-gai LGA and large areas are considered to have high potential for unrecorded sites. These sites are still important to Aboriginal people living in the region and there are many Aboriginal people and local residents actively working to protect these sites and promote the rich Aboriginal heritage of the area.

The earliest European settlement in Ku-ring-gai was along the major roads, and was generally rural in nature. During the 19th century, timber getting and orchards were major activities, and a few villas were built which are still extant (for example in t*he 1880s G*randview on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of PLC school). Robert Pymble (commemorated in the suburb name), was an early timber-getter and orchardist who settled in Pymble in the 1820s and and Robert McIntosh (commemorated in McIntosh Street Gordon) as another notable early orchardist, of Ku-ring-gai.

The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the focus of the Ku-ring-gai Town Centres and neighbourhood areas (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). The railway line was duplicated in 1909, electrified in 1928. The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield).

Ku-ring-gai Avenue (formerly known as Ku-ring-gai Chase Avenue) "is located within the Big Island Estate, a 2,000 acre tract of land leased to Thomas Hyndes in 1822, granted to John Terry Hughes by 1842, and subdivided by Burns, Withers and Burdett Smith in 1872. Lots were sold off in large portions, to be again subdivided for residential development….By 1903, the first year the Sand Directories included Ku-ring-gai suburbs as residential units, a total of sixteen named properties were listed in Ku-ring-gai Chase Avenue (later Ku-ring-gai Avenue) and three properties in Womerah St."

"There are three estates that cover Ku-ring-gai Avenue. They are the Allowah Estate the Fifeshire Estate [both 1890s] and Glensloy Estate [1916]. Each of these subdivisions were developed quite separately from the others."

The Heritage Conservation Area encompasses a collection of fine, substantial heritage-listed Federation period houses, many of them architect-designed and six built as the architect's own residences. Many of these houses are associated with persons of historical significance. Of note are:

*The Terricks*, 60 Ku-ring-gai Avenue, built 1908, designed and occupied by architect Thomas Cosh; *Cheppywood* 28 Ku-ring-gai Avenue, built 1920, designed by architect John Spencer Stansfield; *Mildura*, 8 Ku-ring-gai Avenue, built 1899, designed by architect Charles Slatyer as his own residence; *Cranleigh,* 12 Ku-ring-gai Avenue, built c. 1899, designed by architects Slatyer & Cosh; *Glensloy* (aka *Wychwood*) 17 Ku-ring-gai Avenue, built 1901, designed by Robertson & Marks architects; *Newstead*, 34 Ku-ring-gai Avenue, built c. 1898, designed by architect GM Pitt Junior; *Waiwera,* 40 Ku-ring-gai Avenue, altered by Slatyer & Cosh architects in 1902, owned by architect Arthur Stanton Cook 1920-1927; *Woodstock*, 40 Ku-ring-gai Avenue, built c. 1905, believed to be designed by architect Thomas Cosh for William C. Penfold; *Erekor,* 54 Ku-ring-gai Avenue, built 1899 for Dr. James Cosh, designed by architect Thomas Cosh; *Stathendrick*, 56 Ku-ring-gai Avenue, built c. 1901 to a design by Thomas Cosh; No. 7 Ku-ring-gai Avenue was designed by architect John

Sheddon Adam for his sister; *Egelabra* at 70 Ku-ring-gai Avenue was designed by Thomas Cosh of Spain & Cosh architects.

Notable inter-war period to 1940s houses are: 71 Ku-ring-gai Avenue, designed by architect F. Glynn Gilling of the firm Joseland & Gilling as his parents' retirement house; and *Oakburn*, 5 Womerah Street, designed by Professor Leslie Wilkinson in 1940.

Resubdivision of many of the Ku-ring-gai Avenue and Womerah Street properties occurred in the 1960s, often resulting in battleaxe allotments. Most of these battlexe alotments contain newer housing, however some retain older houses: the battleaxe alotment at 75 Ku-ring-gai Avenue contains the house *Chasecote* designed by architect Arthur Stanton-Cook. circa 1906; another, at 41 Ku-ring-gai Avenue, contains an interesting Inter war mediterranean style house. Another alotment created in the 1960s, 3 Womerah Street, contains the Creaser Residence desiged in 1962 by architect Peter Muller.

The area was classified by the National Trust as the Ku-ring-gai Avenue Urban Conservation Area in 1984.

There is a significant avenue of mature brush box trees lining Ku-ring-gai Avenue, possibly the work of the Wahroonga Progress Association which undertook a beautification program of street tree plantings in the area.

Womerah Street: spectacular and highly significant remnant blue gum high forest trees as street trees. Large mature gardens obscure houses. Blocks frequently feature hedging rather than front fences. There is soft edging along most of the street.

Ku-ring-gai Avenue from No. 26 (corner Womerah Street) to north: wide street, mature brush box street tree planting interspersed with jacarandas. Concrete kerbing both sides, and large mature gardens surround substantial houses.

Ku-ring-gai Avenue from corner Womerah Street to the Pacific Highway: mixed mature brush box and jacarandas as street tree planting. Concrete kerbing both sides, Large mature gardens to substantial houses.

Boomerang Street: from Bobbin Head Road to Ku-ring-gai Avenue: mature street tree plantings on both sides, concrete kerbing both sides, elaborate stone front fencing of the large site of the house *Ingleholme* at No. 17 on the north side, relatively high hedges and masonry front fences. Relatively busy street with considerable local through traffic.

Built Character: A predominance of fine substantial 2 storey late 19th century and Federation period mansions, the majority in the Federation Queen Anne style, on large lots with large mature gardens, interspersed with a smaller number of later 1 and 2 storey houses, frequently also high quality architect-designed housing of their period. The overall visual impact of the area is as high-quality Federation period streetscapes, including Federation period street tree planting, and mature gardens.

The buildings from the key periods of significance for the area - Federation period 1890s-1914, and the Inter war period are predominantly brick with slate or terracotta tile roofs and timber-framed windows. Later housing is frequently rendered brick or non-traditional (e.g.. blond) brickwork, with concrete tiled roofs. Traditional front fencing is generally timber picket, brick, cast iron palisade or sandstone. Front fences to later houses are frequently high timber lap & cap or brush fencing, however many later houses have no front fences.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

Overall, the area is remarkably intact, and contains 24 heritage-listed items, with a number of buildings identified as a potential heritage items. There are no buildings within the defined Heritage Conservation Area rated as Detracting.

Physical Condition

Later resubdivision, particularly in the 1960s and 1970s, have resulted in the creation of battleaxe alotments and the construction of a small number of 1960s and later houses (often a result of loss of garden areas and areas formerly used for tennis courts from the larger Federation period allotments). Note that some 1940s to 1960s housing is high quality architect-designed and rate as potential heritage items. Original street trees (evidenced from c. 1943 NSW Lands Dept. aerial photographs) in Ku-ring-gai Avenue are brush box. The brush box avenue has been eroded in the section of Ku-ring-gai Avenue between the intersection with Womerah Street and the Pacific Highway through the planting of jacarandas and other species.

Modifications

Ku-ring-gai Avenue Heritage Conservation Area is of historical significance as one of the most prestigious Federation-period streets in the Sydney metropolitan area, which evidences the lifestyles of Sydney society's elite in the period from the 1890s to the 1920s.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

Ku-ring-gai Avenue Heritage Conservation Area is of historical associational significance for its association with prominent Federation period architects Charles Slatyer, Thomas Frame Cosh, John Spencer Stansfield, G.M. Pitt Junior, Arthur Stanton Cook and Robertson & Marks, who designed many of the houses in the street (some houses for themselves and their family members); its association with prominent residents including artist Grace Cossington Smith, W.C. Penfold (stationer), Reginald Marcus Clarke (retailer), Charles Lefebvre (Woolbroker), along with architects Charles Slatyer, Thomas Frame Cosh and John Spencer Stansfield; and for its association with later architects including F. Glynn Gilling of the firm Joseland & Gilling who designed 71 Ku-ring-gai Avenue as his parents' retirement house in the inter-war period. The street's association with Grace Cossington Smith is particularly strong, as Ku-ring-gai Avenue itself, surrounding streets, and views from her home *Cossington*, feature frequently in her artworks.

Historical Assoc Significance

Ku-ring-gai Avenue is of aesthetic significance as one of the most prestigious Federation period streets in Sydney. It derives its fine aesthetic qualities from its collection of grand, frequently architect-designed Federation period residences set in generous and well-proportioned garden settings which blend into the mature brush box avenue street tree planting.

The aesthetic qualities of the street view represented in Grace Cossington Smith's 1930 pencil drawing titled Ku-ring-gai Chase Avenue late 1930s can still be seen today.

Later architect-designed residences on subdivided sites have added to this significance.

Aesthetic Significance

The Avenue is of social significance for its association with the important artist Grace Cossington Smith, many of whose works were inspired by her home in the Avenue, the Avenue itself, and surrounding streets.

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

**TechnicalResearch Significance**

Ku-ring-gai Avenue is one of a handful of prestigious Federation period streets within the Sydney metropolitan area which housed society's elite in the early 20th century. It is comparable in many respects to:

- Redmyre Road, Strathfield (Strathfield LGA)
- Bradleys Head Road, Mosman (Mosman LGA)
- The Appian Way, Burwood (Burwood LGA)
- Martin Road and Cook Road, Centennial Park (City of Sydney LGA)
- ~~Kent Road and Bereford Estate, Rose Bay; and Eton Avenue, Darling Point (Woollahra LGA)~~

**Rarity**

Representative of a handful of prestigious Federation period Sydney streets which housed the elite of Sydney society in the early 20th Century (see also Rarity above).

**Representativeness**

**Listings** Identified as part of a National Trust Urban Conservation Area in 1984

**Study Details** *Ku-ring-gai Heritage Conservation Areas North Review Paul Davies Pty Ltd November 2010*

**Recommended Management**

1. Protection of Significance
(a) Subdivision:
- Require a Curtilage assessment as part of any Heritage Impact Assessment to accompany an application for further subdivision of sites within the HCA, with particular emphasis on the potential impact of subdivision on garden settings

(b) Key Historical Period significant and contributory development:
- retain one and two storey late 19th century, early to mid 20th century residences up to the 1960s period, heritage-listed and contributory
- maintain characteristic building alignments
- retain form
- retain finishes and detail, including face brickwork. Encourage chemical stripping of paint from face brickwork.

- Front fences: retain original front fences and reinstate front fences in appropriate period detail when missing, to a height not more than 1.6m above natural ground level. Discourage use of brush fencing.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the street
- Encourage hedging without front fencing to modern or infill housing in the street
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance brush box street tree planting in Ku-ring-gai Avenue. Gradually replace other tree species (e.g.. jacaranda) with brush box in Ku-ring-gai Avenue.
- reinforce existing mature street tree planting in Boomerang Street
- maintain soft edges to Womerah Street
- protect remnant Blue Gum High Forest trees in street verges of Womerah Street

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties
- garages and carports are to be located behind the building line, and preferably to the rear of the main building on each site

5. Landscaping
- Encourage maintenance and establishment of gardens including substantial trees and shrubs - limit paving and hard surfacing, particularly to front gardens

6. View Protection
- ensure landscape buffer on adjacent sites outside the Heritage Conservation Area separates development within the Turramurra Town Centre from Ku-ring-gai Avenue Heritage Conservation Area
- ensure development on adjacent sites within the Turramurra Town Centre does not exceed 3 storeys in height

7. Heritage Items and Potential Heritage Items:
- protect listed Heritage items within the Heritage Conservation Area
- undertake further heritage assessment of the identified potential heritage items within the area

References

Ku-ring-gai Heritage and Neighbourhood Character Study Part B Godden Mackay Logan and Keys Young, June 2000

Ku-ring-gai Avenue Study, Jennifer Harvey (unpublished), 2008

Authorship

Chery Kemp, Paul Davies Pty Ltd, Architects, Heritage Consultants

Ku-ring-gai Avenue HCA photos

Womerah Street streetscape

Ku-ring-gai Avenue, looking north from Womerah Street intersection

Oakburn, 5 Womerah Street (Leslie Wilkinson, 1940)

Ingleholme, 17 Boomerang Street (John Sulman, 1896)

Hampton/Bellhaven, 55 Ku-ring-gai Avenue, 1897 (attributed to John Stanton Cook)

Ilancourt ,37 Ku-ring-gai Avenue (Nixon & Allen, 1897)

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| Item No | HCA 17 part |
| Item Name | PYMBLE HEIGHTS HERITAGE CONSERVATION AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban Area |
| Category | Townscape |
| Key Historical Periods | Victorian, Federation, Inter-war |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries

The Pymble Heights Heritage Conservation Area encompasses properties at Nos. 35-45 Grandview Street, 2-14 Wellesley Avenue, 2 & 4 Mocatta Avenue, Nos. 11 and 11A and 31 King Edward Street, Nos. 10-24 King Edward Street, Nos. 19-33 Church Street, Nos.10-20 Church Street, and Nos. 5-13 Station Street, Pymble.

| | |
|---|---|
| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | |
| **State Historic Theme 3** | |
| **State Historic Theme 4** | |

Summary Statement of Significance

A largely intact portion of the 1892 Pymble Heights Estate subdivision encompassing 18 listed heritage items, particularly intact Victorian, Federation and Inter-war period housing. The area is of aesthetic significance for its fine groups of Victorian, Federation period and Inter war period houses, outstanding groups including the group of heritage items at Nos. 35-45 Grandview Street and 2 Wellesley Road (Corner Grandview Street) which illustrate the transition from Victorian to Federation period architectural styles; and the group of heritage items at 19-33 Church Street, an impressive group of high quality houses built from the 1890s on a ridge top affording district views: these Church Street houses were particularly prominent in historic photos c. 1900 taken from Grandview or King Edward Streets looking north. The Pymble Heights heritage conservation area is of historical significance as it represents the high quality housing development for wealthy families which followed closely on the opening of Pymble railway station on 1 January 1890. Both *Hoffbank* at 33 Church Street and *Kiewa* at 29 Church Street, were constructed for the wealthy woolbroker Duncan Carson.

The name *Ku-ring-gai* comes from the *Kuringgai* or *Guringai* Aboriginal language group of the people who inhabited the area from Port Jackson north across Broken Bay and beyond Brisbane Water. The name has been adopted for both the Local Government area and the adjacent National Park to the north. There were two bands of the Guringai in what is now the Ku-ring-gai Local Government area: the *Garrigal* or *Carigal* people, who lived around West Head, and the *Terramerragal,* who lived in the Turramurra area.

A ridge-top pathway made by the Guringai people was the route followed by what is now the Pacific Highway through Ku-ring-gai.

Within six weeks of the arrival of the British First Fleet in Sydney in 1788, Governor Phillip went exploring around Broken Bay, and commented on the friendliness of the Aboriginal people. However, when he returned a year later, all except those too sick with smallpox fled from him. By 1790, over

half of the Guringai nation had been wiped out by smallpox. By the 1840s, most of the Aboriginal people had disappeared from Pittwater and their traditional lands had been taken over by white settlers. Some Guringai survivors of the small pox epidemic formed what was known to the British colonists as the Broken Bay tribe led by Bungaree, who was notable for completing the first circumnavigation of Australia with Matthew Flinders in 1801-02. Another notable Guringai person in the early contact period was Bennelong's wife Barangaroo, who was noted in colonist's records for her strong personality.

Today, there are over 800 culturally significant Aboriginal sites found in Ku-ring-gai National Park, including rock engravings, rock shelter drawings, paintings and stencils, axe grinding grooves and shell middens, and Aboriginal people live throughout Sydney metropolitan area.

There are around 100 recorded Aboriginal sites in the Ku-ring-gai LGA and large areas are considered to have high potential for unrecorded sites. These sites are still important to Aboriginal people living in the region and there are many Aboriginal people and local residents actively working to protect these sites and promote the rich Aboriginal heritage of the area.

Historical Summary

The earliest European settlement in Ku-ring-gai was along the major roads, and was generally rural in nature. During the 19th century, timber getting and orchards were major activities, and a few villas were built which are still extant (for example in the 1880s *Grandview* on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of PLC school). Robert Pymble (commemorated in the suburb name), was an early timber-getter and orchardist who settled in Pymble in the 1820s and and Robert McIntosh (commemorated in McIntosh Street Gordon) as another notable early orchardist of Ku-ring-gai.

The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the focus of the neighbourhood areas (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). The railway line was duplicated in 1909, electrified in 1928. The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield).

Station Street was the western boundary of D.D. Mathew's 800-acre land grant of 1838 and of the Pymble Heights subdivision of 1892, a later re-issue of an earlier subdivision.

On 21 September 1883 Thomas Walker Esq. of Concord lodged a Primary Application for 15 acres of land fronting Lane Cove Road adjacent to Edward Hacking's farm. Section A was subdivided into 23 lots as the Roseville Estate, many of the lots accessed by the newly formed Roseville Avenue (later renamed Wellesley Road).

"The first land transaction of the subdivision was on 1 November 1892 when William McKeown sold lots 5 to 15 to the Rev. Paul Clipsham. This meant that Rev. Clipsham owned all the land in the subdivision on the western side of Roseville Avenue (now Wellesley Road) from Grandview to Church Street. The Rev. Clipsham was living in the immediate area from at least 1893: he was included in the Wesleyan Church records for Pymble from 1893 and was listed on the electoral roll in Roseville Avenue (now Wellesley Road) from 1894." (Harvey, Jennifer, unpublished draft article *Pymble*)

Between 1904 and 1905 four houses were listed in the Sand's Directory in Roseville Avenue (now Wellesley Road) including *Aldboro* (now No. 2 Wellesley Road), on the corner of Grandview Street, constructed c. 1893.

"In November 1892 William Henry McKeown subdivided the remainder of his land and advertised it for sale as the Pymble Heights Estate....The boundaries were Station Street to the west and the earlier Roseville Estate and Stoney Creek Road to the east....When the subdivision was first promoted only Hope and Church Streets serviced the area. Church Street had been named after the Methodist Church, which was located on the eastern side of Stoney Creek Road. By 1895 seven of the ten lots south of Church Street had been reconfigured to make twenty-four smaller lots. Edwards and Emily Streets were formed: these were later known as King Edward Street....By 1898 the Sand's directory listed five households in the area." (Harvey, Jennifer, unpublished draft article *Pymble*).

The houses developed in the Pymble Heights estate 1892 subdivision for wealthy families are

epitomised by the groups of heritage listed late Victorian and Federation period houses at 35-45 Grandview Street and 19-33 Church Street.

Grandview Street: runs parallel to the railway. Wide street, with the railway on the southern side concrete kerbing on both sides. Slopes down from intersection with Pacific Highway. View of railway platform from the street. The retail/commercial section of the street (western end) is predominantly 2 storey c. 1920s shops, in various states of alteration, plus two larger commercial buildings, c. 1980s. The eastern end is dominated by a group of late 19th century and early 20th century heritage-listed houses.

Station Street: Relatively wide steep street, concrete kerbing both sides, footpath only on western side, scattered street trees.

Church Street, King Edward Street, Mocatta Avenue, Wellesley Street: relatively wide streets with concrete kerbing both sides, scattered and mixed street trees. Church Street is elevated, particularly on its northern side, and houses afford district views, particularly from upper levels.

Built character: The area encompasses groups of heritage items in Grandview Street and Church Street, which include large late 19th century houses, and a number of substantial Federation-period heritage items in Station Street, Church St and Wellesley Road, along with larger numbers of inter-war period houses and a small number of late 20th century houses. The southern side of Church Street includes two listed heritage items.

Late 19th century dwellings in Grandview Street have rendered brick walls, later housing predominantly brick walls. Roofs are variously slate, unglazed terracotta tiled or concrete tiled, with unglazed terracotta tiling predominant. Windows are timber-framed either casements or double hung, except to late 20th century housing, which often feature aluminium framed windows.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

The designated area is largely intact in representing the key historical development periods - Victorian, Federation and Inter-war.

Physical Condition

Some housing within the area has been replaced with modern housing particularly along the southern side of Church Street. Some Federation and Inter-war houses are now inappropriately roofed in concrete roof tiles.

Modifications

The Pymble Heights Heritage Conservation Area is of historical significance as a late 19th century subdivision which retains largely intact development from the 1890s through to the Inter-war period.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

Some houses within the area have particular historical associations, such as *Hoffbank*, 33 Church Street and *Kiewa*, 29 Church Street, both built for woolbroker Duncan Carson.

Historical Assoc Significance

The Pymble Heights Heritage Conservation Area is of aesthetic significance for its collection of late 19th century to Federation period heritage items, particularly the continuous group of heritage items from 35-45 Grandview Street and 2 Wellesley Road (corner Grandview Street), and the group at 19 -33 Church Street, and its largely intact streetscapes of Federation to Inter war period housing, which occupy hilly topography rising steeply from Grandview Street to Church Street.

Aesthetic Significance

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| TechnicalResearch Significance | The Pymble Heights Heritage Conservation Areas contains a rare intact and continuous group of late 19th Century to Federation period heritage items at Nos. 35-45 Grandview St and 2 Wellesley Road (corner Grandview Street), and another significant group of predominantly heritage listed fine houses at 19-33 Church Street. |
| Rarity | The Pymble Heights Heritage Conservation Area is representative of residential development for wealthy families following the opening of Pymble Railway Station in 1890 to the Inter-war period. |
| Representativeness | |
| Listings | Identified as part of a National Trust Urban Conservation Area in 1996. |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review Paul Davies Pty Ltd November 2010* |
| Recommended Management | 1. Protection of Significance<br>(a) Subdivision:<br>- Require a Curtilage assessment as part of any Heritage Impact Assessment to accompany an application for further subdivision of sites within the HCA, with particular emphasis on the impact of subdivision on garden settings<br><br>(b) Key Historical Period significant and contributory development:<br>- retain one and two storey Victorian, Federation and Inter-war period residences, heritage-listed and contributory<br>- maintain characteristic building alignments<br>- retain form<br>- retain finishes and detail, including face brickwork to Federation period and Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted. |

- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof tiling where inappropriate retiling has occurred
- encourage retention of slate roofing
- Front fences: retain original front fences. Discourage use of brush fencing and high brick walls above 1.6m in height. Encourage use of low brick front fencing or hedging in lieu of fencing in King Edward Street and Church Street, particularly for modern houses.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick front fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties
- garages and carports are to be located behind the building line, and preferably to the rear of the main building on each site

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and shrubs - limit paving and hard surfacing, particularly to front gardens

6. View Protection
- development within the Pymble Town Centre in particular in King Edward Street and at Nos 1A and 3 Station Street, adjacent to the Heritage Conservation Area, should be restricted to one to two storeys in height and incorporate a landscape buffer particularly along property boundaries adjacent to the Heritage Conservation Area, to soften potential impacts

7. Heritage Items and Potential Heritage Items:
- protect the listed Heritage items within the Heritage Conservation Area:
*Willendon/Coolagalla* 45 Grandview Street; *Mountain View/Wanganui* 43 Grandview Street; *Dahinda* 41 Grandview Street; Corinda/Burra Bru/Boreba 39 Grandview Street; *Ku-ring-gai* 35 Grandview Street; *Aldboro* 2 Wellesley Road (Corner Grandview Street); *Alister Brae* 24 King

References

*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

*Pymble* unpublished Draft article, Jennifer Harvey, Ku-ring-gai Historical Society

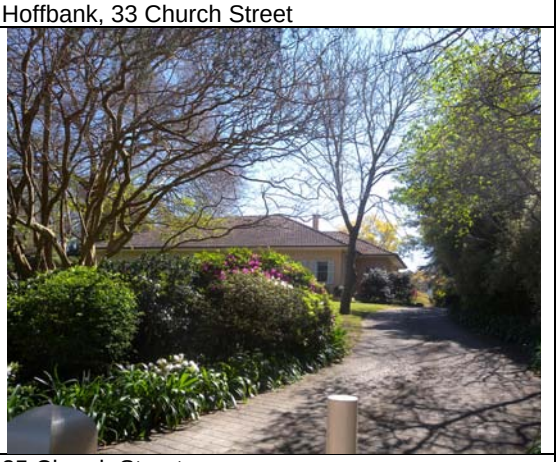
Authorship C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

Pymble Heights HCA photos

Church Street streetscape

Hoffbank, 33 Church Street

Kiewa, 29 Church Street



25 Church Street

23 Church Street

Batonga, 31 King Edward Street (corner Church Street)

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| Item No | HCA 18 part |
| Item Name | ORINOCO STREET HERITAGE CONSERVATION AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban Area |
| Category | Townscape |
| Key Historical Periods | Federation, Inter-war |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries

The area encompasses Nos. 1-31 Orinoco Street (including 5a Orinoco Street and 2-14 Orinoco Street, 16 Livingstone Avenue, and 30 to 38 Livingstone Avenue, Pymble

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| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | Persons |
| **State Historic Theme 3** | |
| **State Historic Theme 4** | |

Summary Statement of Significance

Orinoco Street is significant historically and aesthetically as an highly intact portion of the 1894 Hamilton Estate subdivision developed from the early 20th century, and for its collection of Peddle Thorp designed bungalows. The Heritage Conservation Area boundary also encompasses 16 Livingstone Avenue, a house designed 1956-57 by architects Morrow & Gordon for Grace Irene Gordon, wife of Percy J. Gordon architect, principal of the firm at the time, as his family residence. The area is considered rare for its concentration of housing designed by a single architectural firm (Peddle Thorp later Peddle Thorp & Walker) between 1913 and 1930, and for its collection of fine inter war period housing at the southern end of Orinoco Street, wrapping around into Livingstone Avenue.

The name *Ku-ring-gai* comes from the *Kuringgai* or *Guringai* Aboriginal language group of the people who inhabited the area from Port Jackson north across Broken Bay and beyond Brisbane Water. The name has been adopted for both the Local Government area and the adjacent National Park to the north. There were two bands of the Guringai in what is now the Ku-ring-gai Local Government area: the *Garrigal* or *Cariga*l people, who lived around West Head, and the *Terramerragal,* who lived in the Turramurra area.

A ridge-top pathway made by the Guringai people was the route followed by what is now the Pacific Highway through Ku-ring-gai.

Within six weeks of the arrival of the British First Fleet in Sydney in 1788, Governor Phillip went exploring around Broken Bay, and commented on the friendliness of the Aboriginal people. However, when he returned a year later, all except those too sick with smallpox fled from him. By 1790, over half of the Guringai nation had been wiped out by smallpox. By the 1840s, most of the Aboriginal people had disappeared from Pittwater and their traditional lands had been taken over by white settlers. Some Guringai survivors of the small pox epidemic formed what was known to the British colonists as the Broken Bay tribe led by Bungaree, who was notable for completing the first

circumnavigation of Australia with Matthew Flinders in 1801-02. Another notable Guringai person in the early contact period was Bennelong's wife Barangaroo, who was noted in colonist's records for her strong personality.

Today, there are over 800 culturally significant Aboriginal sites found in Ku-ring-gai National Park, including rock engravings, rock shelter drawings, paintings and stencils, axe grinding grooves and shell middens, and Aboriginal people live throughout Sydney metropolitan area.

There are around 100 recorded Aboriginal sites in the Ku-ring-gai LGA and large areas are considered to have high potential for unrecorded sites. These sites are still important to Aboriginal people living in the region and there are many Aboriginal people and local residents actively working to protect these sites and promote the rich Aboriginal heritage of the area.

The earliest European settlement in Ku-ring-gai was along the major roads, and was generally rural in nature. During the 19th century, timber getting and orchards were major activities, and a few villas were built which are still extant (for example in the 1880s *Grandview* on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of PLC school). Robert Pymble (commemorated in the suburb name), was an early timber-getter and orchardist who settled in Pymble in the 1820s and and Robert McIntosh (commemorated in McIntosh Street Gordon) as another notable early orchardist of Ku-ring-gai.

Historical Summary

The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the focus of the Ku-ring-gai Town Centres and neighbourhood areas (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). The railway line was duplicated in 1909, electrified in 1928. The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield).

Orinoco Street lies within two grants, both made in 1821: 60 acres granted to Richard Wall and 60 acres granted to William Lysett. In 1894 Frederick James Hamilton, then owner of the land, sold 37 acres to William Gilder and William Lambert. Gilder and Lambert subdivided the land as the Hamilton Estate and offered the 24 lots for auction on 20 October 1906. The road that provided access to these lots was named Orinoco Street. Nothing sold at the auction, and over a year later in 1908, Lot 1 was purchased by William Robert Charlton. In October 1910 Gilder and Lambert readvertised the lots for sale, this time naming it the Lambert Estate.

By 1916 there were probably seven houses in Orinoco Street. Significant early houses built in the street are:

- Rosebank, 1 Orinoco Street, designed by architects Peddle & Thorp for the Rev. John Oberlin Harris, 1913
- Birralee, 3 Orinoco Street, designed by architects Peddle & Thorp, 1918 for Clara Oberlin Harris
- Highclere, 5 Orinoco Street, designed by architects Peddle & Thorp, built 1915 for John Oberlin Harris
- Clewer, 5a Orinoco Street, designed by architects Peddle & Thorp, built 1919 for Rev. John Oberlin Harris
- Greencorner, 2 Orinoco Street built 1929-30 for Ernest Rule Taylor and his wife Kathleen, designed by architectural firm Peddle Thorp & Walker.
- St Albans, 12 Orinoco Street, built 1924 for Ruth & John Gibbs, designed by architectural firm Peddle & Thorp

(Information on Orinoco Street from unpublished draft article *Orinoco Street*, Kathie Rieth, Ku-ring-gai Historical Society)

At 16 Livingstone Avenue is a house built 1956-57 to a design by architects Morrow & Gordon for Grace Irene Gordon, wife of Percy J. Gordon architect, principal of the firm at the time, as his family residence.

By 1943 most lots within the heritage conservation area were developed with housing.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Orinoco Street joins Livingstone Avenue at its northern end, turns a right angle and rejoins Livingstone Avenue at its southern end. The street is relatively wide, concrete kerbed and with footpaths on both sides, and slopes down to the south. The street has mixed street trees, including jacarandas.

Livingstone Avenue: the houses at 30-38 Livingstone Avenue are elevated above the street level, with steep driveways, and well setback from the street. These houses are viewable from the footpath and not readily visible from the street. They form a relatively isolated pocket of interwar housing which continues the group of inter-war housing at the southern end of Orinoco Street.

Built character: generally single storey Federation and Inter-war period houses with large gardens. Housing styles include Federation bungalow, Inter war Mediterranean, inter war Functionalist, inter war Georgian revival.

The majority of houses from the key historical periods (Federation and Inter-war) are brick (often painted) and roughcast stuccoed brick, with terracotta tiled roofs and timber framed windows, either casements or double-hung. No. 3 Orinoco Street features a gabled terracotta shingled roof.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

Of the houses within the Heritage Conservation Area, only five have been rated as Neutral, the remainder being Contributory to the character of the area. Many of the neutral houses were developed on sites which remained vacant in 1943, rather than being replacements of earlier housing. The Heritage Conservation Area is therefore highly intact.

Physical Condition

Brickwork to houses from the key historical periods is often painted. A few houses have been re-roofed with concrete roof tiles.

Modifications

The Orinoco Street Heritage Conservation Area is of historical significance as a highly intact area of Federation and Inter-war period housing, representative of the development of the Hamilton Estate from the early 20th century, following the opening of the North Shore railway line in 1890. A significant portion of the houses, (six houses) were designed between 1913 and 1930 by a single architectural firm, Peddle Thorp, and therefore illustrate changing designs from the same firm over this period.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

Seven of the houses within the Heritage Conservation Area have historical associations with the architectural firms Peddle Thorp/Peddle Thorp & Walker, and Morrow and Gordon (16 Livingstone Street). Four of the Peddle Thorp houses in Orinoco Street built between 1913 and 1919 were built for the Reverend John Oberlin Harris or his family: *Rosebank* 1 Orinoco Street, designed by architects Peddle & Thorp for the Rev. John Oberlin Harris, 1913; *Birralee* 3 Orinoco Street, designed by architects Peddle & Thorp, 1918 for Clara Oberlin Harris; *Highclere* 5 Orinoco Street, designed by architects Peddle & Thorp, built 1915 for John Oberlin Harris; *Clewe*r 5a Orinoco Street, designed by architects Peddle & Thorp, built 1919 for Rev. John Oberlin Harris. The house at No. 16 Livingstone Street has strong historical association with architect Percy J. Gordon, principal of Morrow & Gordon at the time, as it was built as his family home.

Historical Assoc Significance

The Orinoco Street Heritage Conservation Area is considered to be of high aesthetic significance for its concentration of architect-designed houses. The street contains six houses designed by the architectural firm Peddle Thorp or Peddle Thorp & Walker between 1913 and 1930, and these houses illustrate changing designs from a single prominent Sydney architectural firm over this period.

No. 16 Livingstone Street, included within the Heritage Conservation Area, is a house built 1956/57 to a design by the architectural firm Morrow & Gordon for Grace Irene Gordon, wife of Percy J. Gordon architect, principal of the firm at the time, as his family residence.

Aesthetic Significance

Both Peddle Thorp (later Peddle Thorp & Walker), now Peddle Thorp again, and Morrow & Gordon were prominent Sydney architectural firms. The Peddle Thorp architectural firm still continues in practice today. Morrow & Gordon were the designers of the former Grace building (now the Grace Hotel) and former AWA buildings in the City of Sydney (both buildings still extant and heritage listed).

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| TechnicalResearch Significance | The area is considered rare for its concentration of housing designed by a single architectural firm (Peddle Thorp later Peddle Thorp & Walker) between 1913 and 1930. |
| Rarity | |
| Representativeness | |
| Listings | Identified as part of a National Trust Urban Conservation Area in 1996. |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review* Paul Davies Pty Ltd November 2010 |
| Recommended Management | 1. Protection of Significance<br>(a) Subdivision:<br>- Require a Curtilage assessment as part of a Heritage Impact Assessment to accompany any application for further subdivision of sites within the HCA, with particular emphasis on the impact of subdivision on garden settings<br><br>(b) Key Historical Period significant and contributory development:<br>- retain one and two storey Federation and Inter-war period residences, heritage-listed and contributory<br>- maintain characteristic building alignments<br>- retain form<br>- retain finishes and detail, including face brickwork and roughcast stucco to Federation period and Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted. |

- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof tiling where inappropriate retiling has occurred.
- encourage retention of terracotta shingled roofs and terracotta tile roofs
- Front fences: retain original front fences. Discourage use of brush fencing and high brick walls above 1.6m in height.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development - this is generally single storey, therefore new 2 storey houses should be discouraged in this area.
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties
- garages and carports are to be located behind the building line, and preferably to the rear of the main building on each site

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and shrubs
- limit paving and hard surfacing, particularly to front gardens

6. View Protection
- development within the Pymble Town Centre particularly in Livingstone Avenue and blocks behind Orinoco Street properties, adjacent to the Heritage Conservation Area, should be restricted to two storeys in height and incorporate a landscape buffer particularly along property boundaries adjacent to the Heritage Conservation Area, to soften potential impacts

7. Heritage Items and Potential Heritage Items:
- Protect potential heritage items within the Heritage Conservation Area and undertake further heritage assessment of potential heritage items within the Heritage Conservation Area.

References

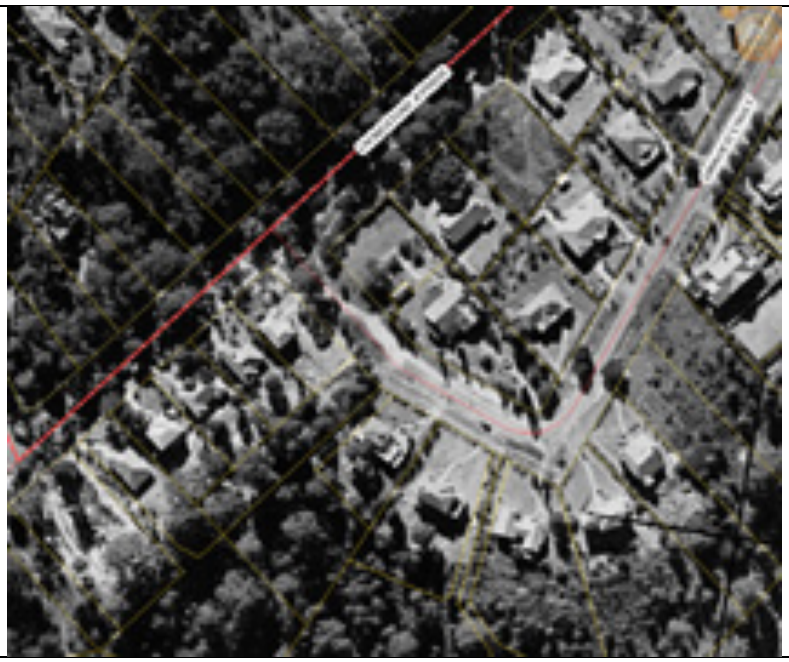
*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

*Orinoco Street* unpublished draft article Kathie Rieth, Ku-ring-gai Historical Society

Authorship

C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

Orinoco Street HCA photos



Southern end of Orinoco Street and section of Livingstone Avenue within the HCA in 1943

27 Orinoco Street

36 Livingstone Road (near Orinoco Street)

Orinoco Street streetscape

32 Livingstone Avenue

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| Item No | HCA 18 part |
| Item Name | PYMBLE AVENUE HERITAGE CONSERVATION AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban area |
| Category | Townscape |
| Key Historical Periods | Inter-war: 1930s-1940s |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries

The Pymble Avenue Heritage Conservation Area encompasses the properties at 56-72 Pymble Avenue and 37-61 Pymble Avenue, excluding battleaxe allotments with the exception of Nos. 70 and 72 Pymble Avenue (both developed prior to 1943).

| | |
|---|---|
| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | Persons |
| **State Historic Theme 3** | |
| **State Historic Theme 4** | |

Summary Statement of Significance

Pymble Avenue Heritage Conservation Area is historically significant as a portion of Richard's Wall's 1824 land grant which became the *Pymble Station Estate* subdivision of 47 one-acre residential lots on either side of Pymble Avenue, advertised for sale between 1893 and 1910, developed in the Federation to inter-war period, with substantial one and two storey houses, often architect-designed. The area is of aesthetic significance for its group of fine, Federation to inter-war period houses in generous garden settings within a spectacular mature blue gum high forest streetscape. The area contains a representative collection of fine houses including:

- *Grey House* 59 Pymble Avenue constructed c. 1916 to the design of architect Hedley Vicars Graham for Jane and Oscar Curtis, exporter, built on Lot 41 of the *Pymble Station Estate* (heritage listed). In 1918 Jane Curtis sold the property to the Presbyterian Church, which used it as a residence for the Principal of its Ladies College (PLC). Dr. Marden, Miss Everett and Miss Nancy Jobson, all lived there. This property is historically associated with PLC school.

- *Elderslie* 41 Pymble Avenue, designed by architects Peddle Thorp & Walker in 1939 with innovative design features (heritage listed)

- 37 Pymble Avenue, constructed 1940 to the design of architect J. Aubrey Kerr for Jean and Colin Milne

- *Grenier* aka *Brambledene*, 61 Pymble Avenue, constructed c. 1918 for Millicent and Edward Bryant, reputed to have been designed by architects Waterhouse & Lake, built on Lot 40 of the *Pymble Station Estate.* Millicent Bryant became the first Australian woman to gain a pilot's license on 28 March 1927.

- *Boongala*, 56 Pymble Avenue, built 1939 for Geoffrey Phillip Stuckey, a fellow of St. Paul's College, Sydney University, admitted to the NSW Bar in 1924, and joint editor for the 2nd edition of *Parker's Equity Practice in NSW* 1949.

- *Orana*, 60 Pymble Avenue, designed 1937 by architects Peddle Thorp & Walker for Claude Robinson Cornwell, company manager. The house was the subject of an article in the *Sydney Morning Herald Women's Supplement* on 16 January 1939.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

The name *Ku-ring-gai* comes from the *Kuringgai* or *Guringai* Aboriginal language group of the people who inhabited the area from Port Jackson north across Broken Bay and beyond Brisbane Water. The name has been adopted for both the Local Government area and the adjacent National Park to the north. There were two bands of the Guringai in what is now the Ku-ring-gai Local Government area: the *Garrigal* or *Cariga/* people, who lived around West Head, and the *Terramerragal,* who lived in the Turramurra area.

A ridge-top pathway made by the Guringai people was the route followed by what is now the Pacific Highway through Ku-ring-gai.

Historical Summary

Within six weeks of the arrival of the British First Fleet in Sydney in 1788, Governor Phillip went exploring around Broken Bay, and commented on the friendliness of the Aboriginal people. However, when he returned a year later, all except those too sick with smallpox fled from him. By 1790, over half of the Guringai nation had been wiped out by smallpox. By the 1840s, most of the Aboriginal people had disappeared from Pittwater and their traditional lands had been taken over by white settlers. Some Guringai survivors of the small pox epidemic formed what was known to the British colonists as the Broken Bay tribe led by Bungaree, who was notable for completing the first circumnavigation of Australia with Matthew Flinders in 1801-02. Another notable Guringai person in the early contact period was Bennelong's wife Barangaroo, who was noted in colonist's records for her strong personality.

Today, there are over 800 culturally significant Aboriginal sites found in Ku-ring-gai National Park, including rock engravings, rock shelter drawings, paintings and stencils, axe grinding grooves and shell middens, and Aboriginal people live throughout Sydney metropolitan area.

There are around 100 recorded Aboriginal sites in the Ku-ring-gai LGA and large areas are considered to have high potential for unrecorded sites. These sites are still important to Aboriginal people living in the region and there are many Aboriginal people and local residents actively working to protect these sites and promote the rich Aboriginal heritage of the area.

The earliest European settlement in Ku-ring-gai was along the major roads, and was generally rural in nature. During the 19th century, timber getting and orchards were major activities, and a few villas were built which are still extant (for example in the 1880s *Grandview* on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of PLC school). Robert Pymble (commemorated in the suburb name), was an early timber-getter and orchardist who settled in Pymble in the 1820s and and Robert McIntosh (commemorated in McIntosh Street Gordon) as another notable early orchardist of Ku-ring-gai.

The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the focus of the Ku-ring-gai Town Centres and neighbourhood areas (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). The railway line was duplicated in 1909, electrified in 1928. The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield).

Pymble Avenue Heritage Conservation Area lies within the 1821 60-acre grant to Richard Wall, and was subdivided and advertised for sale between 1893 and 1910 as the *Pymble Station Estate.* The land was divided into 47 lots of one acre residential blocks on either side of Pymble Avenue and 12 smaller lots fronting Lane Cove Road (Pacific Highway), between Livingstone Avenue and Avon Road, with a 20 foot lane at the rear of some of the commercial lots. The *Pymble Station Estate* did not sell well, with only ten lots of 47 purchased from the Estate by 1907. Grey House at 59 Pymble Avenue was constructed c. 1916, and *Grenier* aka *Brambledene*, 61 Pymble Avenue, constructed c. 1918, however the area was substantially developed in the inter-war 1920s-1940s period, and further subdivision of the lots to create battleaxes also began in this period.

By 1943 most lots within the heritage conservation area were developed with housing, including the battleaxe alotments at Nos. 70 and 72 Pymble Ave

Pymble Avenue has wide street verges vegetated with mature blue gum high forest. The carriageway is relatively narrow and features concrete kerbing and guttering both sides. The street runs north-south and slopes steeply down from the north. The section within the Heritage Conservation Area is slightly curved at its northern end.

The Heritage Conservation Area consists of a group of one and two storey houses predominantly from the Inter-war period, including two heritage items. *Neutral* buildings within the area are Nos. 45 and 57 Pymble Avenue, and 70A Pymble Avenue: all other buildings within the Heritage

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Conservation Area are *contributory*.

House walls are brick or rendered brick, roofs are steeply pitched, hipped and/or gabled and finished in slate or terracotta. Windows are usually timber framed and vertically proportioned. Houses are well set back from the street within generous garden settings and original front fences are generally low (under 1.2m in height) and of brick or rendered brick.

The buildings from the key periods of significance for the area - Federation and Inter war periods - are predominantly brick or rendered brick with slate or terracotta tile roofs and timber-framed windows. Traditional front fencing is generally low brick or rendered brick, and hedging is often a feature.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Modifications

Pymble Avenue Heritage Conservation Area is of historical significance as a largely intact portion of the *Pymble Station Estate* subdivision, part of Richard Wall's 1924 land grant, developed for housing in the Federation to inter-war period.

Two houses in the area were the subject of newspaper articles upon their construction:

*Orana*, 60 Pymble Avenue, designed 1937 by architects Peddle Thorp & Walker for Claude Robinson Cornwell, company manager, was the subject of an article in the *Sydney Morning Herald Women's Supplement* on 16 January 1939.

*Elderslie*, 41 Pymble Avenue, designed by architects Peddle Thorp & Walker in 1939 was the subject of a "Building and Construction" article in the Sydney Morning Herald on August 15, 1939.

Historical Significance

Architects associated with the area are: Peddle Thorp & Walker, designers of *Elderslie,* No. 41 Pymble Avenue in 1939 and *Orana*, 60 Pymble Avenue, designed in 1937; Hedley Vicars Graham designer of *Grey House* 59 Pymble Avenuec. 1916; J. Aubrey Kerr designer of 37 Pymble Avenue in 1940.

Prominent early residents of the area were: Millicent Bryant, the first Australian woman to gain a pilot's license on 28 March 1927, who lived at *Grenier* aka *Brambledene*, 61 Pymble Avenue, constructed c. 1918 for Millicent and Edward Bryant, and reputed to have been designed by architects Waterhouse & Lake; and Geoffrey Phillip Stuckey, a fellow of St. Paul's College, Sydney University, admitted to the NSW Bar in 1924, and joint editor for the 2nd edition of *Parker's Equity Practice in NSW* 1949, who resided at *Boongala*, 56 Pymble Avenue, built for him in 1939.

Historical Assoc Significance

The Pymble Avenue Heritage Conservation area is of aesthetic significance for its substantial one and two storey Federation to Inter-war period houses, many architect-designed, within generous

garden settings on large lots, within a mature blue gum high forest streetscape setting. The Heritage Conservation Area boundary encompasses a representative collection of fine Federation to inter war period houses, including two heritage listed houses at 59 and 41 Pymble Avenue.

Aesthetic Significance

Social Significance

TechnicalResearch Significance

The concentration of architect-designed houses within the area, and the blue gum high forest streetscape are considered rare.

Rarity

A fine representative area of Federation to Inter-war period housing styles within generous garden settings.

Representativeness

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| Listings | Two listed heritage items within the area. |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review* Paul Davies Pty Ltd November 2010 |

**Recommended Management**

1. Protection of Significance
(a) Subdivision:
- Require a Curtilage assessment as part of a Heritage Impact Assessment to accompany any application for further subdivision of sites within the HCA, with particular emphasis on the impact of subdivision on garden settings
(b) Key Historical Period significant and contributory development:
- retain one and two storey Federation and Inter-war period residences, heritage-listed and contributory
- maintain characteristic building alignments
- retain form
- retain finishes and detail, including face brickwork and roughcast stucco to Federation period and Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted.
- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof tiling where inappropriate retiling has occurred.
- encourage retention of terracotta tile roofs
- Front fences: retain original front fences - generally low brick or rendered brick fencing. Encourage replacement of modern unsympathetic fencing with new fencing to reflect the house style and appearance.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development, which is a mix of one and two storey housing
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties.
- garages excavated beneath new houses or incorporated into a new house are acceptable, however large expanses of garage doors are to be broken up, and timber garage doors are preferred.
- discourage new driveway crossings, in particular do not allow new driveway crossings where this would involve removal of mature street trees

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and

shrubs
- limit paving and hard surfacing, particularly to front gardens

6. View Protection
- not relevant

7. Heritage Items and Potential Heritage Items:
- protect the listed Heritage items within the Heritage Conservation Area:
41 and 59 Pymble Avenue
- Protect potential heritage items within the Heritage Conservation Area and undertake further heritage assessment of the potential heritage items within the Heritage Conservation Area.

References

*Richard Wall's Grant of 60 acres* Jennifer Harvey, The Historian - Official Journal of the Ku-ring-gai Historical Society Inc. Vol. 38, No. 1 October 2009 p.6 - 25

*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

Sydney Morning Herald 15 August 1939, p. 6 *Building and Construction* column, article on house at 41 Pymble Avenue

Authorship C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

# Pymble Avenue HCA Photos

Pymble Avenue HCA in 1943 (left)

Cotswold 51 Pymble Avenue

Hilltop, 61 Pymble Avenue

56 Pymble Avenue

Pymble Avenue streetscape

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

the early contact period was Bennelong's wife Barangaroo, who was noted in colonist's records for her strong personality.

Today, there are over 800 culturally significant Aboriginal sites found in Ku-ring-gai National Park, including rock engravings, rock shelter drawings, paintings and stencils, axe grinding grooves and shell middens, and Aboriginal people live throughout Sydney metropolitan area.

There are around 100 recorded Aboriginal sites in the Ku-ring-gai LGA and large areas are considered to have high potential for unrecorded sites. These sites are still important to Aboriginal people living in the region and there are many Aboriginal people and local residents actively working to protect these sites and promote the rich Aboriginal heritage of the area.

The earliest European settlement in Ku-ring-gai was along the major roads, and was generally rural in nature. During the 19th century, timber getting and orchards were major activities, and a few villas were built which are still extant (for example in the 1880s *Grandview* on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of PLC school). Robert Pymble (commemorated in the suburb name), was an early timber-getter and orchardist who settled in Pymble in the 1820s and and Robert McIntosh (commemorated in McIntosh Street Gordon) as another notable early orchardist of Ku-ring-gai.

Historical Summary

The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the focus of the Ku-ring-gai Town Centres and neighbourhood areas (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). The railway line was duplicated in 1909, electrified in 1928. The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield).

Pymble Avenue Heritage Conservation Area lies within the 1821 60-acre grant to Richard Wall, and was subdivided in 1894 as the *Pymble Station Estate*. The lots at this time failed to be developed for housing, presumably due to the steep terrain and distance from the railway station.

Housing development of the area occurred in the 1920s to 1940s period, and subdivision of the lots to create battleaxes also began in this period.

By 1943 most lots within the heritage conservation area were developed with housing, including the battleaxe alotments at Nos. 70 and 72 Pymble Avenue.

Pymble Avenue has wide street verges with blue gum high forest trees, the carriageway is relatively narrow and features concrete kerbing and guttering both sides. The street runs north-south and slopes steeply down from the north. The section within the HCA is slightly curved at its northern end.

The HCA consists of a group of one and two storey houses predominantly from the Inter-war period, including two heritage items. *Neutral* buildings within the area are Nos. 45 and 57 Pymble Avenue, and 70A Pymble Avenue: all other buildings within the HCA are *contributory*.

Walls are brick or rendered brick, roofs are steeply pitched hipped and/or gabled and finished in slate or terracotta. Windows are usually timber framed and vertically proportioned. Houses are well set back from the street within generous garden settings and original front fences are generally low (under 1.2m in height) and of brick or rendered brick.

The buildings from the key period of significance for the area - Inter war period are predominantly brick or rendered brick with slate or terracotta tile roofs and timber-framed windows. Traditional front fencing is generally low brick or rendered brick, and hedging is often a feature.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

Of the houses within the Heritage Conservation Area, only three have been rated as *Neutral*, the remainder being Contributory to the character of the area. The Heritage Conservation Area is therefore highly intact.

Physical Condition

Modifications

Pymble Avenue Heritage Conservation Area is of historical significance as a largely intact portion of the Pymble Station Estate subdivsion of 1894, which remained undeveloped until the inter-war period.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

No. 41 Pymble Avenue *Elderslie* is associated with its designers architects Peddle Thorp & Walker.

Historical Assoc Significance

The Pymble Avenue Heritage Conservation area is of aesthetic significance for its substantial one and two storey houses Inter-war period houses within garden settings on large lots, within ablue gum high forest streetscape setting. The Heritage Conservation Area boundary encompasses a representative collection of fine inter war period housing, including two heritage listed houses at 59 and 41 Pymble Avenue, No. 41 *Elderslie*, having been designed by architects Peddle Thorp & Walker in 1939 with innovative design features.

Aesthetic Significance

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

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|---|---|
| TechnicalResearch Significance | |
| Rarity | A fine representative area of Inter-war period housing styles within a forested garden setting. |
| Representativeness | |
| Listings | Two listed heritage items within the area. |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review* Paul Davies Pty Ltd November 2010 |
| Recommended Management | 1. Protection of Significance<br>(a) Subdivision:<br>- Require a Curtilage assessment as part of a Heritage Impact Assessment to accompany any application for further subdivision of sites within the HCA, with particular emphasis on the impact of subdivision on garden settings<br>(b) Key Historical Period significant and contributory development:<br>- retain one and two storey Federation and Inter-war period residences, heritage-listed and contributory<br>- maintain characteristic building alignments<br>- retain form<br>- retain finishes and detail, including face brickwork and roughcast stucco to Federation period and Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted.<br>- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof |

tiling where inappropriate retiling has occurred.
- encourage retention of terracotta tile roofs
- Front fences: retain original front fences - generally low brick or rendered brick fencing. Encourage replacement of modern unsympathetic fencing with new fencing to reflect the house style and appearance.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development, which is a mix of one and two storey housing
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties.
- garages excavated beneath new houses or incorporated into a new house are acceptable, however large expanses of garage doors are to be broken up, and timber garage doors are preferred.

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and shrubs
- limit paving and hard surfacing, particularly to front gardens

6. View Protection
- not relevant

7. Heritage Items and Potential Heritage Items:
- protect the listed Heritage items within the Heritage Conservation Area:
41 Pymble Avenue - *Elderslie*, designed in 1939 by architects Peddle Thorp & Walker; and 59 Pymble Avenue
- Protect potential heritage items within the Heritage Conservation Area and undertake further heritage assessment of the potential heritage items within the Heritage Conservation Area.

References

*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

Sydney Morning Herald 15 August 1939, p. 6 *Building and Construction* column, article on house at 41 Pymble Avenue

Authorship

C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

# Pymble Avenue HCA Photos

Pymble Avenue HCA in 1943 (left)

Cotswold 51 Pymble Avenue

Hilltop, 61 Pymble Avenue

56 Pymble Avenue

Pymble Avenue streetscape

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| Item No | HCA 23 |
| Item Name | WARRAWEE HERITAGE CONSERVATIONA AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban Area |
| Category | Townscape |
| Key Historical Periods | 1890-1910s; Inter-war 1920s-1930s; 1940s-1960s |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries

North: Across Warrawee Avenue along the northern boundary of properties at Nos 16 and 19 Warrawee Avenue and 33A Bangalla Street, along the north boundary of Gillespie Field, and across Young Street along the north boundary of 11 Young Street; East: following the eastern boundaries of properties at 1A-11 Young Street, encompassing propeties at 19 and 17 Bangalla Street, and then following Cherry Street down to No. 23-25 Cherry St; South: the south boundaries of properties at 23 -25 Cherry Street, 36-42A Hastings Road, encompassing properties at 65 and 67 Brentwood Avenue, and then following the northern side of the railway line; west: encompassing 44 & 37A Bangalla St, then following western boundaries of properties at Nos. 12-16 Warrawee Avenue

| | |
|---|---|
| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | Persons |
| **State Historic Theme 3** | Domestic Life |
| **State Historic Theme 4** | |

Summary Statement of Significance

Warrawee Heritage Conservation Area is of aesthetic significance for its remarkable concentration of architecturally distinguished houses set within fine landscaped garden settings on large sites, many of the houses designed by notable architects including Eleanor Cullis-Hill, John Horbury Hunt, H. Joseland, Joseland & Gillings, Maurice B. Halligan, John Sulman, Hugh Venables Vernon, Waterhouse & Lake, and Wilson, Neave & Berry. Fine gardens blend with regenerated native trees and the undulating topography to create an aesthetically fine residential landscape.

Warrawee Heritage Conservation Area is of historical significance as an exclusively residential area, which retains evidence of its early settlement, subdivision and continuing development, in its main road pattern created in the 1890s, and evidence of later subdivision of earlier estates such as the Pibrac Estate subdivision of 1920, which created Pibrac Avenue. A notable feature of the area's layout, which is of historical significance, is the early creation of battleaxe allotments from the 1917 subdivision of the Warrawee Garden Estate.

The area is also of historical significance for its collection of early houses associated with prominent historical figures including *Pibrac*, the home of Frederick Eccleston Du Faur (1832 -1915); *Roseburn* and *Kooyong* designed for two of the Gillespie brothers, proprietors of Anchor Flour Mills and prominent benefactors of Knox Grammar School, and *Audley*, designed for Preston L. Gowing of Gowings department stores.

Warrawee was a prime timber-getting location from circa 1815, dominated by the holdings of timber contractor Thomas Hyndes to the east and west of Lane Cove Road (now the Pacific Highway). Hyndes' land included vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Hyndes had formally leased the 2000 acres (809ha) to the east of Lane Cove Road by 1822 and in 1840 the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of

grant was made out in 1842. The grant was measured from the Lane Cove Road, with the westerr border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant. As the timber was removed, the cleared land was converted to use as orchards and market gardens.

Lands to the east of Lane Cove Road were totally contained within the 1876 subdivision of The Big Island Estate, The nucleus of the estate was bought, and in turn marketed by a group of politicians – Burns, Withers and Burdett Smith – in 1878, promoted as the Vanceville Estate. The Vanceville Estate was bounded by Cleveland Street to the west, Great Eastern Road (now Eastern Road) to the east, Burns Road to the north, and east-west cross streets were Hastings Road, Smith Street (later Bangalla), Gordon Lane (later Chilton Parade), and Billyard Avenue. Forty-one blocks, varying in size between four and seven acres (1.6-2.8ha) were sold to orchardists and market gardeners, who took up occupation. The orchards of Frederick Chilton and his son were prominent and productive landholdings in the area up until 1938.

Historical Summary

Plans for the North Shore railway line were announced as early as 1882, and the Vanceville Estate was further subdivided into lots of around 5 acres each. A number of these lots were purchased by Eccleston Du Faur, statesman and philanthropist, who built a substantial house Pibrac (1889), now with the address 11 Pibrac Avenue.

However, when the North Shore railway line opened in January 1890 there was no station at Warrawee, the nearest stations being Wahroonga and Turramurra. The result was a delay in subdivision for further residential development.

Warrawee began to develop as an exclusive residential district with no shops, no post office, no public school, no churches, and no railway station until 1900. The railway commissioners were lobbied to construct a railway station at Warrawee by local residents including J.C. Remington, the second owner of Pibrac. Despite initial resistance from the railway commissioners due to the short distance between this location and the next station, Wahroonga, the lobbying prevailed and Warrawee Station was opened on 1 August 1900.

The exclusive residential character of the area became more pronounced after the opening of the railway station, as prominent wealthy residents, particularly Joseph Beresford Grant, gazumped commercial developers by buying up every site with a possibility for commercial use and building houses on the sites. One of these houses is Woodcourt, 34 Heydon Avenue designed by architect Leslie Wilkinson (within HCA 25).

Individual holdings of between one to four acres were largely retained from 1890 until the late 1920s.

By the 1920s pressure for suburban consolidation meant further subdivision, with lots ranging in size from half an acre to one and a half acres. The character of homes in Warrawee was protected by covenants stipulating building materials and cost of construction.

A feature of Warrawee is the early appearance of battleaxe lots, for example 36 Hastings Road dating from the 1917 subdivision of the Warrawee Garden Estate. Similarly the subdivision of the Pibrac Estate in 1920, which formed Pibrac Avenue, included battleaxe blocks. However, the nature of these subdivisions allowed lots to remain large and many of the established houses to include landscaped gardens and tennis courts.

The area contains a large number of architect-designed heritage listed items built from the late 19th century, many of these designed by the most prominent architects of their period, including:

*Rathven*, 29 Bangalla Street, 1935, architect Eleanor Cullis-Hill

33A Bangalla Street, 1937, architects Waterhouse & Lake (formerly known as 35)

*Audley*, 37 Bangalla Street, 1935 architect F. Glynn Gilling for Preston L. Gowing of Gowings department stores

*Cobbins*, 30 Bangalla Street, architect B.J. Waterhouse

*Pibrac,* 11 Pibrac Avenue, 1889, architect John Horbury Hunt, designed for Frederick Eccleston du Faur, public servant, surveyor and draftsman, director of a pastoralists agency with Francis Gerard, also a patron of exploration, science and the arts

*Roseburn* (aka *Virginia Lodge*), 23 Pibrac Avenue, 1900, architect Howard Joseland, designed for George Gillespie of Gillespie Bros proprietors of Anchor flour mills

*Kooyong* (originally *Upton Gray*), 55 Hastings Road, 1894, architect John Sulman, designed for John Gillespie of Gillespie Bros., proprietors of Anchor flour mills

*Wirepe*, 69 Hastings Road, 1893, designed by architect Maurice B. Halligan for Walter Windeyer Traill, also an architect.

*Springwood*, 34 Hastings Road, 1919, designed by architects Wilson Neave & Berry for cricketer T. W. Garrett.

*Cheddington*, 52 Hastings Road, c. 1890, architect John Horbury Hunt, built for Francis Gerard, business partner in a pastoralist's agency with Frederick Eccleston du Faur (1st owner of Pibrac), and auctioneer and friend of J.C. Remington (2nd owner of Pibrac)

Warrawee Heritage Conservation Area has a diverse subdivision pattern created by subdivision and resubdivision over time, resulting in a variety of lot sizes and shapes, including battleaxe alotments. Battleaxe alotments along Hastings Road date from as early as 1907. The topography is generally gently sloping and streets vary in width, Cherry Street (originally known as Cherry Lane) and Hastings Road and the western end of Pibrace Avenue being particularly narrow. There are no formal avenues of street trees within the area, however there are mature street trees in street verges along the wider streets (eg. Bangalla Street) and elsewhere generous gardens with large mature trees with canopies extending over the street give an urban forest appearance to the area.

Houses are set within generous gardens, in some cases to the extent where houses are barely visible from the street (examples are the heritage items *Kooyong* at 55 Hastings Road and *Cheddington* at 52 Hastings Road): this is more typical of earlier houses within the area (built from c. 1890). Inter-war period houses are frequently two storeys, with generous setbacks, and viewable from the street. The majority of the area contains fine large houses dating from 1890-1940s, however Young Street and Raymond Avenue contain some more modest houses.

Architectural styles which are featured within the area are Federation Queen Anne, Federation Arts & Crafts, two North American stick & shingle style houses designed by architect J. Horbury Hunt (Pibrac and Cheddington), Inter-war styles including Georgian revival, Old English, Mediterranean, Functionalist, California Bungalow and Free Classical, many of the houses in these styles having been architect-designed.

Pibrac Avenue has a distinctive enclosed character, and while new houses now feature on the western side (from 2C-4), the remainder of the Avenue is an enclave of substantial fine houses dating from the 1890s to the Inter-war period and including some of the most significant houses in the area (for example *Kooyong, Pibrac, Roseburn*).

Wall finishes are brick or rendered or stuccoed brick, roofs are usually slate, terracotta tile or terracotta shingled; windows are usually timber framed and vertically proportioned, however some Inter-war Functionalist style houses feature steel-framed windows, including corner or curved bay windows, with horizontal glazing bars. Original fences in the Federation period are often brick with wrought iron or timber picket, up to 1.6m in height, Inter war period fencing is generally low brick or rendered brick up to 1.2m in height. Hedging is a common feature and its use with traditional fencing, instead of high brush fencing, should be encouraged.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

The area contains a predominance of contributory rated buildings and listed heritage items, and is largely intact, with a scatter of neutral rated buildings, often modern houses on subdivided sites once part of large gardens.

Physical Condition

There are a number of sites rated as *neutral* scattered throughout the area, and these are often recently constructed houses, often constructed on subdivided sites of former tennis courts and gardens, however the majority of sites are occupied by development rated as *contributory* and listed heritage items. For example the site of the modern house at 1A Young Street (rated *neutral*) was once part of the garden of 23 Bangalla Street.

Modifications

Warrawee Heritage Conservation Area is of historical significance as an exclusively residential area, which retains evidence of its early settlement, subdivision and continuing development, in its main road pattern created in the 1890s, and evidence of later subdivision of earlier estates such as the Pibrac Estate subdivision of 1920, which created Pibrac Avenue. A notable feature of the area's layout, which is of historical significance, is the early creation of battleaxe allotments from the 1917 subdivision of the Warrawee Garden Estate.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

The area is of historical associational significance for its collection of early houses associated with prominent historical figures including *Pibrac*, the home of Frederick Eccleston Du Faur (1832-1915); *Roseburn* and *Kooyong* designed for two of the Gillespie brothers, proprietors of Anchor Flour Mills and prominent benefactors of Knox Grammar School, and *Audley*, designed for Preston L. Gowing of Gowings department stores.

Historical Assoc Significance

Warrawee Heritage Conservation Area is of aesthetic significance for its remarkable concentration of architecturally distinguished houses set within fine landscaped garden settings on large sites, many of the houses are designed by notable architects including Eleanor Cullis-Hill, John Horbury Hunt, H. Joseland, Joseland & Gillings, Maurice B. Halligan, John Sulman, Hugh Venables Vernon, Waterhouse & Lake, and Wilson, Neave & Berry. Fine gardens blend with regenerated native trees and the undulating topography to create an aesthetically fine residential landscape. Gillespie Field (Knox Grammar playing field) is historically associated with the Gillespie Brothers, proprietors of proprietors of Anchor Flour Mills and benefactors of Knox Grammar School.

Aesthetic Significance

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

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| TechnicalResearch Significance | The Warrawee Heritage Conservation Area is rare for its concentation of fine architect designed houses within the three key periods of historical significance for the area (1890-1960). |
| Rarity | |
| Representativeness | |
| Listings | 24 listed heritage items within the HCA |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review* Paul Davies Pty Ltd November 2010 |
| Recommended Management | 1. Protection of Significance<br>(a) Subdivision:<br>- Require a Curtilage assessment as part of a Heritage Impact Assessment to accompany any application for further subdivision of sites within the HCA, with particular emphasis on the impact of subdivision on garden settings<br>(b) Key Historical Period significant and contributory development:<br>- retain one and two storey Federation, Inter-war period, and 1940s-1960s period residences, heritage-listed and contributory<br>- maintain characteristic building alignments<br>- retain form<br>- retain finishes and detail, including face brickwork and roughcast stucco to Federation period and Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted. |

- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof tiling where inappropriate retiling has occurred.
- encourage retention of terracotta tile and terracotta shingle roofs
- Front fences: retain and repair original front fences. Encourage replacement of modern unsympathetic fencing with new fencing to reflect the house style and appearance.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development, which is a mix of one and two storey housing
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties.
- garages excavated beneath new houses or incorporated into a new house are acceptable, however large expanses of garage doors are to be broken up, and timber garage doors are preferred.

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and shrubs
- limit paving and hard surfacing, particularly to front gardens

6. View Protection
- not relevant

7. Heritage Items and Potential Heritage Items:
- protect the listed Heritage items within the Heritage Conservation Area.
- Protect potential heritage items within the Heritage Conservation Area and undertake further heritage assessment of the potential heritage items within the Heritage Conservation Area.

References

*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

Edwards, Zeny *The Architectural Gems of Warrawee*, 2000

Authorship

C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

# Warrawee HCA photos

Bangalla Street streetscape

Hastings Road streetscape

Pibrac, 11 Pibrac Avenue (John Horbury Hunt, 1889)

Cheddington, 52 Hastings Road (John Horbury Hunt, c. 1890)

49 Cherry Street

11 Young Street

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

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| Item No | HCA 25 |
| Item Name | HEYDON AVE WARRAWEE/WOODVILLE AVE WAHROONGA HERITAGE CONSERVATION AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban Area |
| Category | Townscape |
| Key Historical Periods | 1890-1910s; Inter-war 1920s-1930s; 1940s-1960s |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries

North: eastern side of Redleaf Avenue, and between the boundaries of Nos. 43 and 45 Woodville Avenue; East: the western side of the railway line: South: a line behind the properties at 1-15 Winton Street; South: encompassing properties from 1 Winton Street, 2B Winton Street, 1407 Pacific Highway, then excluding properties at 1-7 Eulbertie Ave and 2-2A Eulbertie Ave, then following the eastern side of the Pacific Highway up to the intersection with Redleaf Avenue.

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| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | Persons |
| **State Historic Theme 3** | Domestic Life |
| **State Historic Theme 4** | |

Summary Statement of Significance

The Heydon Avenue Warrawee/Woodville Avenue Wahroonga Heritage Conservation Area is a distinctive residential area of historical and aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including *Redleaf* and *Inglewood*, both designed by Howard Joseland. Significantly, the area retains its oldest house, *Reaycroft* at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.

Warrawee was a prime timber-getting location from circa 1815, dominated by the holdings of timber contractor Thomas Hyndes to the east and west of Lane Cove Road (now the Pacific Highway). Hyndes' land included vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Hyndes had formally leased the 2000 acres (809ha) to the east of Lane Cove Road by 1822 and in 1840 the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the westerr border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant. As the timber was removed, the cleared land was converted to use as orchards and market gardens.

Lands to the east of Lane Cove Road were totally contained within the 1876 subdivision of The Big Island Estate. The nucleus of the estate was bought, and in turn marketed by a group of politicians – Burns, Withers and Burdett Smith – in 1878, promoted as the Vanceville Estate. The Vanceville Estate was bounded by Cleveland Street to the west, Great Eastern Road (now Eastern Road) to the east, Burns Road to the north, and east-west cross streets were Hastings Road, Smith Street (later Bangalla), Gordon Lane (later Chilton Parade), and Billyard Avenue. Forty-one blocks, varying in size

between four and seven acres (1.6-2.8ha) were sold to orchardists and market gardeners, who took up occupation.

Plans for the North Shore railway line were announced as early as 1882, and the Vanceville Estate was further subdivided into lots of around 5 acres each. However, when the line opened in January 1890 there was no station at Warrawee, the nearest stations being Wahroonga and Turramurra. The result was a delay in subdivision for further residential development.

Warrawee began to develop as an exclusive residential district with no shops, no post office, no public school, no churches, and no railway station until 1900. The railway commissioners were lobbied to construct a railway station at Warrawee by local residents including J.C. Remington, the second owner of Pibrac. Despite initial resistance from the railway commissioners due to the short distance between this location and the next station, Wahroonga, the lobbying prevailed and Warrawee Station was opened on 1 August 1900.

Historical Summary

The exclusive residential character of the area became more pronounced after the opening of the railway station, as prominent wealthy residents, particularly Joseph Beresford Grant (manager of Atlas Assurance Co. and later Raine & Horne) gazumped commercial developers by buying up every site with a possibility for commercial use and building houses on the sites. One of these houses is Woodcourt, 34 Heydon Avenue designed by architect Leslie Wilkinson (within HCA25). The house was built to block a row of shops destined for the site. Grant was responsible for the construction of a number of substantial residential dwellings in Warrawee, Pymble and Killara, many by well-know architects.

In 1907, the Ku-ring-gai Recreation Company, which included members of the Progress Society, purchased four and a half acres (1.82 ha) of land fronting Lane Cove Road (Pacific Highway) in Warrawee. The club was later renamed the Warrawee Bowling Club, and is the oldest bowling club in Ku-ring-gai.

The high reputation of the area for its residential character was sometimes used in promoting sales of land in new subdivisions, for example the 1914 sale of the Winton Estate, with ten lots offered for sale in Winton Avenue, advertised the area as “The District of Beautiful Houses”. Further, most land sales were subject to covenants specifying building materials and the cost of new houses, for example lots in the Blytheswood Estate in 1908 had a covenant specifying that any building erected must be worth more than 300 pounds in value and must be fenced.

HCA25 developed its character and form during the 1920s and 1930s. A large portion of the area was taken up by Knox Grammar School, established in 1924. The school had initially conducted itself from Innisfail (aka Ewan House) the home of brewer John Toohey in Wahroonga (now part of the Knox Preparatory School).

To the east of Knox Grammar School, Heydon Avenue (originally Beaufain Avenue, renamed after Judge C.G. Heydon who lived there) was largely developed in the 1920s and 1930s following subdivision of Judge Heydon’s estate Reaycroft at 17 Heydon Avenue: Reaycroft was built in 1895 to a design by Castleton and Lake in the Federation Queen Anne style, and is the area’s oldest home.

Eulbertie Avenue, Winton Street and Borambil Street were subdivided and developed between 1900 and 1908.

Yosefa Avenue, named after Judge Heydon’s wife, who built the house Yosefa in the 1890s, was laid out in 1924, with the house demolished for the subdivision. Yosefa Avenue contains ten houses, four designed by architect Augustus Aley including Innisfree at No. 8, which he designed for himself in 1920 and Santos at No. 11, also designed by Aley for his own use in 1929.

At the northern end of the area, the heritage-listed house Redleaf, on the site encompassing four blocks at 28-30 Woodville Avenue, at the corner of Redleaf Avenue, was completed in 1899 to the design of Howard Joseland for solicitor Walter Parish of the Sydney legal firm Parish Patience and McIntyre. In the 1920s, Ku-ring-gai Council successfully re-planned the area around the approaches to Wahroonga Station, resuming land encompassing Redleaf in 1926 and forming a new roadway, Redleaf Avenue. Redleaf house was originally set within an extensive garden of five acres. By 1915 the property was owned by Arthur Crane of the Tap Manufacturers G.E. Crane and Sons. After the property was resumed in 1926 by Ku-ring-gai Council to provide better access to Wahroonga Railway Station, the Council subdivided the property in 1929; the subdivision being called the Ku-

ring-gai Council's Model Town Subdivision. At that time the house was purchased by the Sisters of Mercy and converted into a nursing home, a use which continued until the mid 1960s. Redleaf has been a private residence since 1966.

The Ku-ring-gai Council Model Town Subdivision of 1929, not only formed Redleaf Avenue, but also extended Woodville Avenue north to intersect with Redleaf Avenue.

"The Council had commissioned real estate agents to auction the Redleaf estate in October 1929, just a little over two weeks before the Wall Street Stock Exchange crash."

Due to the timing of this subdivision, the northern end of this area, with the exception of Redleaf, is dominated by housing built from 1929 into the 1930s and 1940s. Despite the Wall Street Stock Exchange crash and the subsequent commencement of the Great Depression, it is worth noting that this subdivision near Wahroonga Railway Station, in a wealthy area of Sydney where unemployment was low, took place at a time when the completion of the Sydney Harbour Bridge (completed 1932) was anticipated.

HCA 25 includes the site of Warrawee Public School on the western side of the Pacific Highway. The land on which Warrawee Public School stands was originally part of George Wood's land grant, later acquired by Reginald Finlay, who built a large single storey house Blytheswood on the land.

On June 1905, the Department of Public Instruction purchased part of the land to build Warrawee Public School, and the remaining property, including the residence, was purchased by Mr. William Quigley.

The original Warrawee Public School building was built at 1486 Pacific Highway in 1906, on the corner of Blytheswood Avenue. The public school's foundation stone was laid by Mrs C.G. Wade, wife of the Premier of NSW, on 2 June 1906, and the school officially opened in mid November 1906 with 108 pupils. The school building was extended in 1935. In 1950, the NSW Education Dept. purchased the property Blytheswood plus three other blocks of land (now 1482 Pacific Highway), and the Blytheswood house was demolished for new classrooms for the Infants Department of the school. New Infants school buildings were constructed in 1981-1982, and the original 1906 school building, with later extensions, remains at 1486 Pacific Highway.

The streetscapes within the heritage conservation area are fine streetscapes of Inter-war housing, with the exception of Winton Street, which contains a number of significant Federation period houses.

The topography is gently sloping and the area, located between the Pacific Highway and the railway line, has limited access points and narrow streets, and a number of cul-de-sacs, giving an enclosed character. Alotments are generally regular in size, with notable exceptions such as the site of *Redleaf*. Mature mixed street trees and mature garden tree canopies overhanging streets provide an urban forest character.

Architectural styles represented within the area include Federation Queen Anne, and Inter-war styles including Old English, Mediterranean, California Bungalow.

Walls are usually brick or rendered brick, roofs are steeply pitched hipped and/or gabled, and clad in slate, terracotta tile or terracotta shingling. Windows are usually vertically proportioned and timber framed.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

The area contains a predominance of contributory sites, listed heritage items and potential heritage items.

Physical Condition

A number of sites have been redeveloped with recent housing in Eulbertie Avenue, Heyond Avenue, Borambil Street and Woodville Avenue.

Modifications

Woodville Road is largely a product of the Ku-ring-gai Council Model Town Subdivision of 1929, and Eulbertie Avenue and Yosefa Avenue of the 1920s subdivision of the former site of the house Yosefa.

Significantly, the area retains its oldest house, *Reaycroft* at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

The area has strong historical association with Knox Grammar School , established within the area in the Inter-war period and the Warrawee Bowling Club, established in 1907.

Historical Assoc Significance

The Heydon Avenue Warrawee/Woodville Avenue Wahroonga Heritage Conservation Area is a distinctive residential area of aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including *Redleaf* and *Inglewood*, both designed by Howard Joseland.

Aesthetic Significance

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

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|---|---|
| TechnicalResearch Significance | |
| Rarity | The area is an intact representative area of predominantly Federation and Inter-war period housing. |
| Representativeness | |
| Listings | The area contains 8 heritage listed items. |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review* Paul Davies Pty Ltd November 2010 |
| Recommended Management | 1. Protection of Significance<br>(a) Subdivision:<br>- Require a Curtilage assessment as part of a Heritage Impact Assessment to accompany any application for further subdivision of large sites within the HCA, with particular emphasis on the impact of subdivision on garden settings<br>- discourage any further subdivision of the (majority) smaller sites within the area<br>(b) Key Historical Period significant and contributory development:<br>- retain one and two storey Federation and Inter-war period residences, heritage-listed and contributory<br>- maintain characteristic building alignments<br>- retain form<br>- retain finishes and detail, including face brickwork and roughcast stucco to Federation period and |

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted.
- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof tiling where inappropriate retiling has occurred.
- encourage retention of slate, terracotta tile and terracotta shingle roofs
- Front fences: retain and repair original front fences. Encourage replacement of modern unsympathetic fencing with new fencing to reflect the house style and appearance.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- respect scale and form of contributory development, which is a mix of one and two storey housing
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties.
- garages excavated beneath new houses or incorporated into a new house are acceptable, however large expanses of garage doors are to be broken up, and timber garage doors are preferred.

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and shrubs
- limit paving and hard surfacing, particularly to front gardens

6. View Protection
- not relevant

7. Heritage Items and Potential Heritage Items:
- protect the listed Heritage items within the Heritage Conservation Area.
- Protect potential heritage items within the Heritage Conservation Area and undertake further heritage assessment of the potential heritage items within the Heritage Conservation Area.

References

*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

Edwards, Zeny *The Architectural Gems of Warrawee*, 2000

Authorship

C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

Heydon Avenue, Warrawee/Woodville Avenue Wahroonga HCA photos

Heydon Avenue streetscape

Woodville Avenue streetscape

2 Heydon Avenue

4 Winton Street

35 Woodville Avenue

Jadenor, 41 Woodville Avenue

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

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|---|---|
| Item No | HCA 27 28 28a |
| Item Name | WAHROONGA HERITAGE CONSERVATION AREA |
| Item Type | Heritage Conservation Area |
| Group Collection | Urban Area |
| Category | Townscape |
| Key Historical Periods | 1890-1910s; Inter-war 1920s-1940s. |
| Primary Address | Refer to map |
| Local Govt. area | Ku-ring-gai |

Boundaries Refer to map

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| **National Historic Themes** | Building settlements towns and cities |
| **State Historic Theme 1** | Towns, suburbs and villages |
| **State Historic Theme 2** | Persons |
| **State Historic Theme 3** | Domestic Life |
| **State Historic Theme 4** | Social Institutions |

Summary Statement of Significance

Wahroonga Heritage Conservation Area is of heritage significance for its distinctive residential streetscapes which evidence the transformation of early subdivisions of the 1890s into the later rectilinear grid lot street and lot pattern of later subdivisions including the Wahroonga Heights Estate. The area contains a significant collection of grand residences from the Federation and Inter-war periods, built following the opening of the North Shore railway line in 1890, many of these the residences of prominent families of this period, and often designed by prominent architects, for example the 1894 Ewan House (formerly Innisfail) designed by architect Herbert Wardell for John Thomas Toohey, and eleven houses designed by the architect Howard Joseland. The western end of Burns Road and western side of Coonanbarra Road are representative streetscapes of intact more modest Federation period houses.

The through-block pathways and formal avenues of street trees within the area (in Burns Road, Water Street and Coonanbarra Road) along with the formal landscaping of Wahroonga Park, and its distinctive John Sulman-designed shops in Coonanbarra Road facing the Park, are a tribute to the work of the Wahroonga Progress Association in the early 20th century (which included Sulman as a member), and have resulted in a high-quality and distinctive residential landscape.

This area was one of Ku-ring-gai's richest timber-getting areas, characterised by vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Timber contractor Thomas Hyndes leased 2000 acres (800ha) to the east of Lane Cove Road (now the Pacific Highway) by 1822. In 1840, the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the westerr border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and

the eastern border extending to the borders of Robert Pymble's grant.

In 1876 the estate, known as The Big Island estate, was subdivided into large portions by a syndicate of politicians and businessmen, Burdett Smith, Burns and Withers. The boundaries of this first subdivision laid down the pattern of Wahroonga as it is now known, and a map showing the plan of roads in 1889 denotes the roads formed at that time and marks the boundaries of the portions. These roads were Boundary, Great Eastern (now Eastern), Burns, Billyard and Smith (now Bangalla) Roads.

At the time of the subdivision of The Big Island estate, some lots were bought separately to the major holdings. One of these became known as 'Noonan's Paddock' after its owner. Patrick Noonan occupied the lot now bounded by Stuart, Coonanbarra, Illoura and spanning what was later to be the railway station. At the time of the second survey for the railway line (1883) there was little development shown in the central Wahroonga area. Noonan's block and an adjacent block to the north were the only ones occupied at that time.

Historical Summary

In 1878 the largest of the portions created by the 1876 subdivision was itself subdivided (DP 503). This was the Vanceville Estate, bordered by Great Eastern (now Eastern) Road, Burns Road, a line south of and parallel to Cleveland and with cross streets Hastings, Smith (later Bangalla), Gordon Lane (later Chilton), and Billyard Avenue. Forty-one blocks, varying in size between one and seven acres (0.4-2.8ha), were sold to orchardists and market gardeners.

The road pattern within the area results from this early subdivision history of The Big Island and Vanceville estates, and Noonan's block remained open space and later became Wahroonga Park.

Post 1890

When the railway line was built (completed 1890), the line ran through Noonan's Paddock, and the station at Wahroonga was initially known (and shown on maps) as "Noonan's Platform". The Upper North Shore was no longer perceived as a rural area for orchardists and market gardeners, but as a healthy and desirable place to live. Between 1891 and 1897, the remaining portions of The Big Island were subdivided, with streets forming a regular grid pattern, with other estates being offered after a two-year period. The pattern of land release was as follows: Wahroonga Estate between Woonona and Coonanbarra 1891, 1893, 1895, 1897; Bundarra Estate (north of the HCA) 1892, 1893; Wahroonga Heights Estate from Burns to Boundary, north to Woonona and east to Eastern Road, and with another section spanning Cleveland in 1893, 1895, 1897. This estate was released in several sections, with the first spanning Cleveland Road as DP 2943.

At the same time orcharding lots in the former Vanceville Estate were further subdivided for residential lots. A characteristic of most of the residential lots in the Wahroonga area was the size of the lots: they were large, one to three acres (0.4-1.2ha) in size and were designed for politicians, business and professional men. George Collingridge, a resident of Hornsby, prepared an 1897 map of Wahroonga to illustrate his magazine Progress: An Illustrated Journal and Magazine. Although lands through to Boundary Road were fully subdivided by 1897, and although there were individual large homes facing Grosvenor, Junction and Kintore Streets, the concentration of development in the early years of the twentieth century occurred south of Burns Road (within HCA 27). These first residences were described as palatial, planted with magnificent gardens.

Other lots of The Big Island held by individuals were independently subdivided, such as The Wahroonga Station Estate with lots fronting Coonanbarra and Railway Avenue, subdivided in 1910, and Barnes Estate east of Illoura Avenue.

HCA28 and HCA28A are both wholly within the Wahroonga Heights Estate subdivided 1893, 1895 and 1897.

Wahroonga had a strong Presbyterian presence, and many street names reflect Scottish origins (Burns, Braeside, Stuart, Lochville). The first Wahroonga complex of shops in Coonanbarra Road was established in 1895 (designed by John Sulman) and consisted of George Boyne's Railway Stores and McKye's Bakery. An amusement hall also opened in Coonanbarra Road in 1896. The hall was bought by the Presbyterian community in 1898 and became known as the Wahroonga Presbyterian Hall. The foundation of St Johns Presbyterian (now Uniting) Church was laid in 1929, and services began in 1930. The Gillespie family of Wahroonga and Warrawee were major benefactors of the Presbyterian Church, initially lending the purchase price of the hall, and remaining

long-term benefactors of Knox Grammar School.

St. Andrew's Anglican Church was established on the corner of Cleveland and Water Streets in 1904, followed by a new church in 1936; Wahroonga Methodist Church (now Ku-ring-gai Presbyterian Church) opened in 1916, and Catholic services began at a house Greenmeadows, in Billyard Avenue in 1948, with services moved to the new Holy Name Church and Priory in 1954.

The work of the Wahroonga Progress Association formed in 1895 (eleven years prior to the formation of the local Council) was a major influence on the developing character of the suburb. The association performed many functions later taken over by local government: property valuation, forming and improvement of roads and pathways, avenue plantings of trees, securing parkland, positioning of street lights, erecting turnstiles and footbridges, advising on water supply, postal, telephone and rail services. The Wahroonga Progress Association lobbied for the establishment of Wahroonga Park on the remaining portion of Noonan's Paddock, owned by John Sulman. The association, by 1925 renamed the Wahroonga Community Service Association, landscaped the park with plants, labour and maintenance donated by its members.

Educational institutions operated in the area from 1897, those still remaining being Prouille Catholic Primary School at 3-5 Water Street, near Cleveland Street, established by Dominican Sisters in 1950, associated with the Holy Name church at 35 Billyard Avenue; Wahroonga Public School "The Bush School" at 71 Burns Road, established in 1944 and officially opened by Mrs Evatt, the wife of Clive Evatt; St John's Uniting Church Wahroonga Preparatory school, established in 1926 and located behind the church at 61 Coonanbarra Road (corner Cleveland Street) in a modern building; St Edmund's School, including the house "Midhope", at 60 Burns Road, corner Wahroonga Avenue, established by the Christian Brothers in 1950s, originally as a school for blind boys, now catering to children with a range of special needs; Knox Grammar Preparatory School at 1-3 Billyard Avenue, which includes Innisfail House (later renamed Ewan House) built in 1896 for John Thomas Toohey, and purchased in 1928 for the Knox Grammar Preparatory School; 15 Cleveland Street, (part of Knox Preparatory School); and St. Lucy's School at 21-23 Cleveland Street, established in 1938, originally in Homebush by the Dominican Sisters as a school for blind children, and moved to Wahroonga in 1959, which now caters for children with a range of disabilities.

Large homes were taken over by institutions in the mid 20th century including Rippon Grange (1890s) in Water Street, which became the John Williams Memorial Hospital in 1951, in 1980 being taken over by the Hornsby & Ku-ring-gai District Hospital for disability services; Redleaf, (1897) in Redleaf Avenue used as a convalescent hospital 1946-1948; Greystanes the 1894 Pockley Home at 49 Burns Road became the Mt Alverna Franciscan retreat from 1951-1987; and Berith Park (1909) at 19 Billyard Avenue was occupied by Dominican Sisters 1957-1979, and the c. 1910 Federation Queen Anne style house at 134 Eastern Road (now 1 Glenwood Close), which was the Patrician Brothers Training College until recent years. All of these houses except Rippon Grange have since reverted to private residential use.

After World War 1 some of the larger residential estates began to be subdivided. The original estate home was often retained on one block of an acre or so (0.4ha), with an access driveway, surrounded by smaller lots offered for sale. This has resulted in a pattern of battleaxe allotments, often with earlier, significant houses. An example of such subdivisions of this period is the Rippon Grange subdivision of 1922 with formed new lots extending from Water Street through to Billyard Avenue. The house at 134 Eastern Road/1 Glenwood Close is part of a new residential subdivision.

Today there is considerable evidence of the work of the Wahroonga Progress Association including formal avenues of street trees in Burns Road and Water Street, the layout of Wahroonga Park, the pattern of pedestrian pathways through blocks.

The area has gently sloping streets and informal street tree plantings in most streets with some exceptions such as Burns Road and Water Street with formal avenues of London Plane or brush box trees.

The area is characterised by large lots and a high concentration of large, heritage-listed houses (some now within school or institutional sites), and with many schools and churches within the area.

Subdivision and re-subdivision has resulted in a high degree of irregularity in lot sizes, however

most lots remain large, and a number are very large.

Some streets are narrow, such as the eastern end of Water Street, and some streets have soft edges.

The area contains grand Federation period houses, modest Federation period and Inter-war period housing, grand and modest 1940s-1960s housing, much of it intact and contributory, and including many iconic and prominent heritage-listed houses.

Wahroonga Park is one of the most formally landscaped parks in the northern section of Ku-ring-gai, a legacy of the work of the Wahroonga Progress Association in the early 20th century, also responsible for the series of through-block pedestrian paths throughout the area.

The area contains three churches – St Andrews Anglican, Wahroonga Presbyterian, and St. John's Uniting Church – and six schools – Prouille Catholic Primary School, Wahroonga Public School "The Bush School", St John's Uniting Church Wahroonga Preparatory school, St Edmund's School, Knox Grammar Preparatory School and St. Lucy's School. A number of these schools include large houses which were once private residences (for example the former Toohey residence now part of Knox Grammar Prepatory School).

Description

Walls of houses are generally brick or rendered walls, roofs are steeply pitched hipped and/or gabled with slate, terracotta tile or terracotta shingle roofing. Windows are vertically proportioned and timber framed, with the exception of some Inter-war Functionalist style and later 1960s houses which feature steel-framed windows.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Materials

The area contains a predominance of contributory rated buildings and a very large number of listed heritage items and potential heritage items, and is largely intact, with a scatter of neutral rated buildings, often modern houses on subdivided sites once part of large gardens.

Physical Condition

There are a number of sites rated as *neutral* scattered throughout the area, and these are often recently constructed houses, often constructed on subdivided sites of former tennis courts and gardens, however the majority of sites are occupied by development rated as *contributory* or listed heritage items.

Modifications

The area has historical significance as an area which developed as a high quality residential area from the 1890s, featuring a distinctive pattern of irregular lots resulting from its history of subdivision and resubdivision of large sites. The area has historical significance as a representative high quality residential area largely developed in the period 1890s to the 1940s, and with some formal planning resulting from the work of the Wahroonga Progress Association.

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

Historical Significance

The area has strong historical association with the Wahroonga Progress Association, responsible for formal street tree avenues, layout of Wahroonga Park, and the system of through-block pedestrian pathways, and with prominent architects including Howard Joseland who designed 11 houses in the area, and Sir John Sulman, who designed the heritage-listed shops facing Wahroonga Park, and also has historical association with prominent early residents including John Thomas Toohey, one of the Gillespie brothers, and others.

Historical Assoc Significance

Wahroonga Heritage Conservation Area is of heritage significance for its distinctive residential streetscapes which evidence the transformation of early subdivisions of the 1890s into the later rectilinear grid lot street and lot pattern of later subdivisions including the Wahroonga Heights Estate. The area contains a significant collection of grand residences from the Federation and Inter-war periods, built following the opening of the North Shore railway line in 1890, many of these the residences of prominent families of this period, and often designed by prominent architects, for example the 1894 Ewan House (formerly Innisfail) designed by architect Herbert Wardell for John Thomas Toohey, and eleven houses designed by the architect Howard Joseland. The western end of Burns Road and western side of Coonanbarra Road are representative streetscapes of intact more modest Federation period houses.

Aesthetic Significance

The through-block pathways and formal avenues of street trees within the area (in Burns Road, Water Street and Coonanbarra Road) along with the formal landscaping of Wahroonga Park, and its distinctive John Sulman-designed shops in Coonanbarra Road facing the Park, are a tribute to the work of the Wahroonga Progress Association in the early 20th century (which included Sulman as a member), and have resulted in a high-quality and distinctive residential landscape.

Social Significance

# Ku-ring-gai
# Heritage Conservation Areas North Inventory Sheet

| | |
|---|---|
| TechnicalResearch Significance | The area is rare for its concentration of substantial, fine high-quality, and frequently architect-designed housing from the period 1890s-1960s (and predominantly prior to the1940s). |
| Rarity | A representative high quality residential area developed from the 1890s to the 1960s (and predominantly prior to the 1940s). |
| Representativeness | |
| Listings | There is a large concentration of listed heritage items within the area. |
| Study Details | *Ku-ring-gai Heritage Conservation Areas North Review* Paul Davies Pty Ltd November 2010 |
| Recommended Management | 1. Protection of Significance<br>(a) Subdivision:<br>- Require a Curtilage assessment as part of a Heritage Impact Assessment to accompany any application for further subdivision of sites within the HCA, with particular emphasis on the impact of subdivision on garden settings<br>(b) Key Historical Period significant and contributory development:<br>- retain one and two storey Federation, Inter-war period, and 1940s-1960s period residences, heritage-listed and contributory<br>- maintain characteristic building alignments<br>- retain form<br>- retain finishes and detail, including face brickwork and roughcast stucco to Federation period and |

Inter-war period houses. Encourage chemical stripping of paint from face brickwork where painted.
- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof tiling where inappropriate retiling has occurred.
- encourage retention of terracotta tile and terracotta shingle roofs
- Front fences: retain and repair original front fences. Encourage replacement of modern unsympathetic fencing with new fencing to reflect the house style and appearance.
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

2. Redevelopment of neutral sites:
- encourage interpretation of earlier subdivision patterns
- respect scale and form of contributory development, which is a mix of one and two storey housing
- respect building line of contributory development
- encourage use of brickwork not rendered or painted finishes
- encourage contemporary detail
- provide landscape screening and softening
- recognise the collective precedents and impacts of each proposal
- avoid flat reflective monotonous glazed facades
- develop an approach for new development to enhance existing heritage character of the area
- encourage low brick fencing or hedging in lieu of fencing to modern or infill housing in the area
- hedging species preferred: photinia, murraya paniculata, camellia. Cyprus leylandii should not be used for hedging.

3. Enhance significance of the Heritage Conservation Area
- maintain and enhance street tree planting

4. Car Parking
- do not allow construction of garages or carports on the street alignment of properties.
- garages excavated beneath new houses or incorporated into a new house are acceptable, however large expanses of garage doors are to be broken up, and timber garage doors are preferred.

5. Landscaping
- Encourage maintenance and establishment of gardens to houses including substantial trees and shrubs
- limit paving and hard surfacing, particularly to front gardens

6. View Protection
- not relevant

7. Heritage Items and Potential Heritage Items:
- protect the listed Heritage items within the Heritage Conservation Area.
- Protect potential heritage items within the Heritage Conservation Area and undertake further heritage assessment of the potential heritage items within the Heritage Conservation Area.

References

*Ku-ring-gai Urban Conservation Area Study – Stage 2 and 2(a)* December 2002, Godden Mackay Logan

Authorship

C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

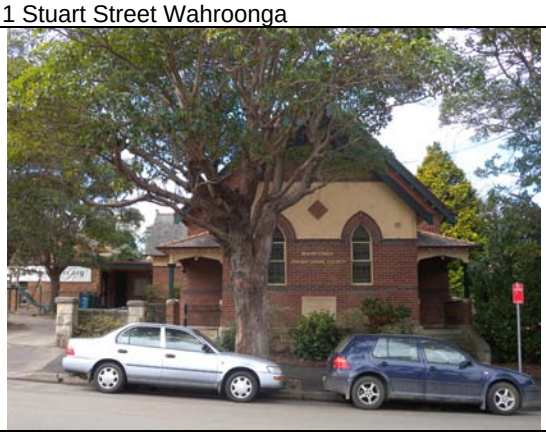
Wahroonga HCA photos

Craignairn 37 Burns Road

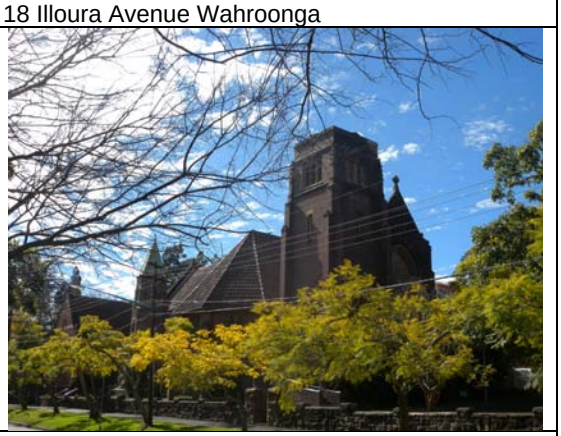
Water Street streetscape

1 Stuart Street Wahroonga

18 Illoura Avenue Wahroonga



Presbyterian Church, Wahroonga

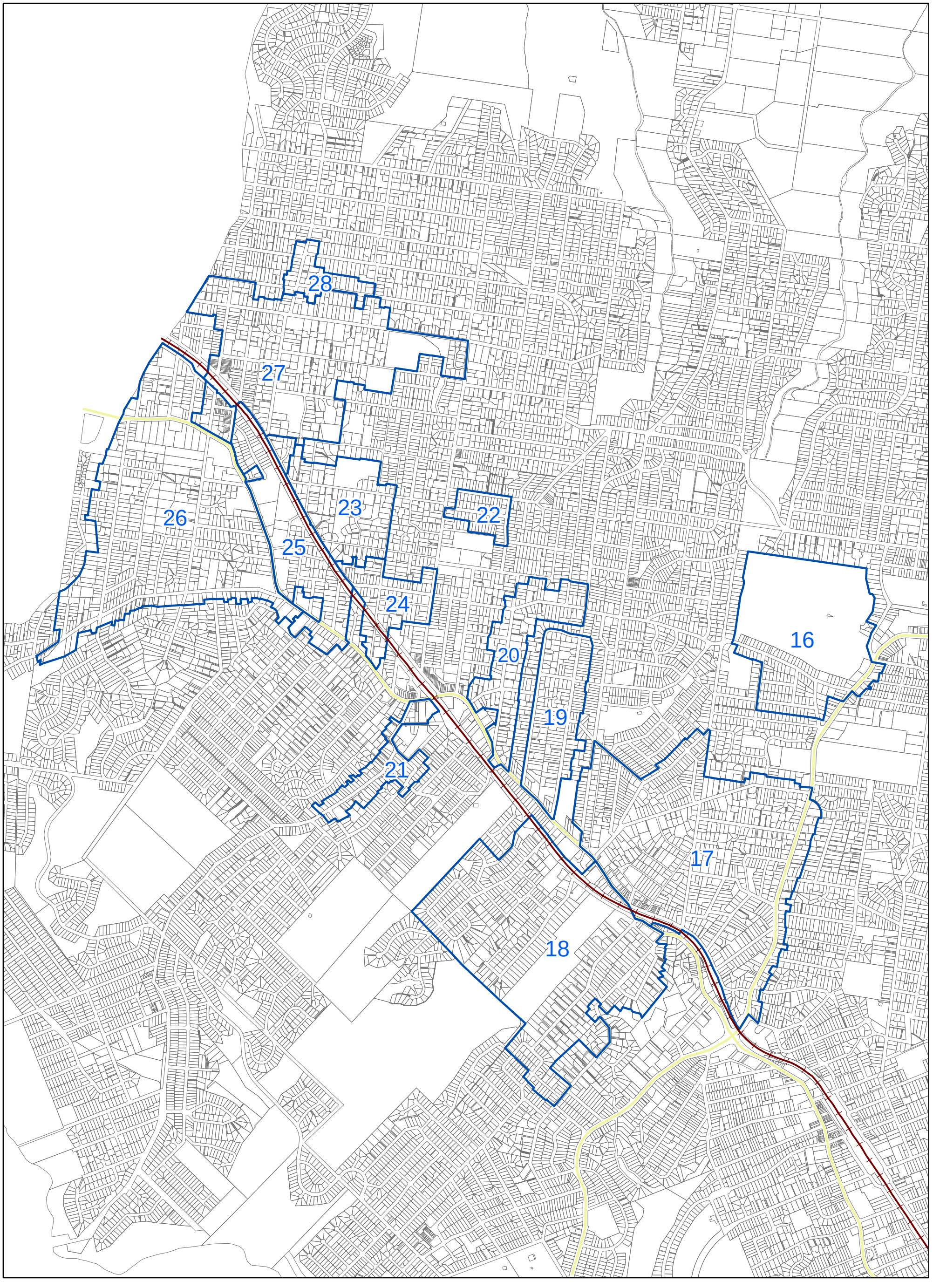


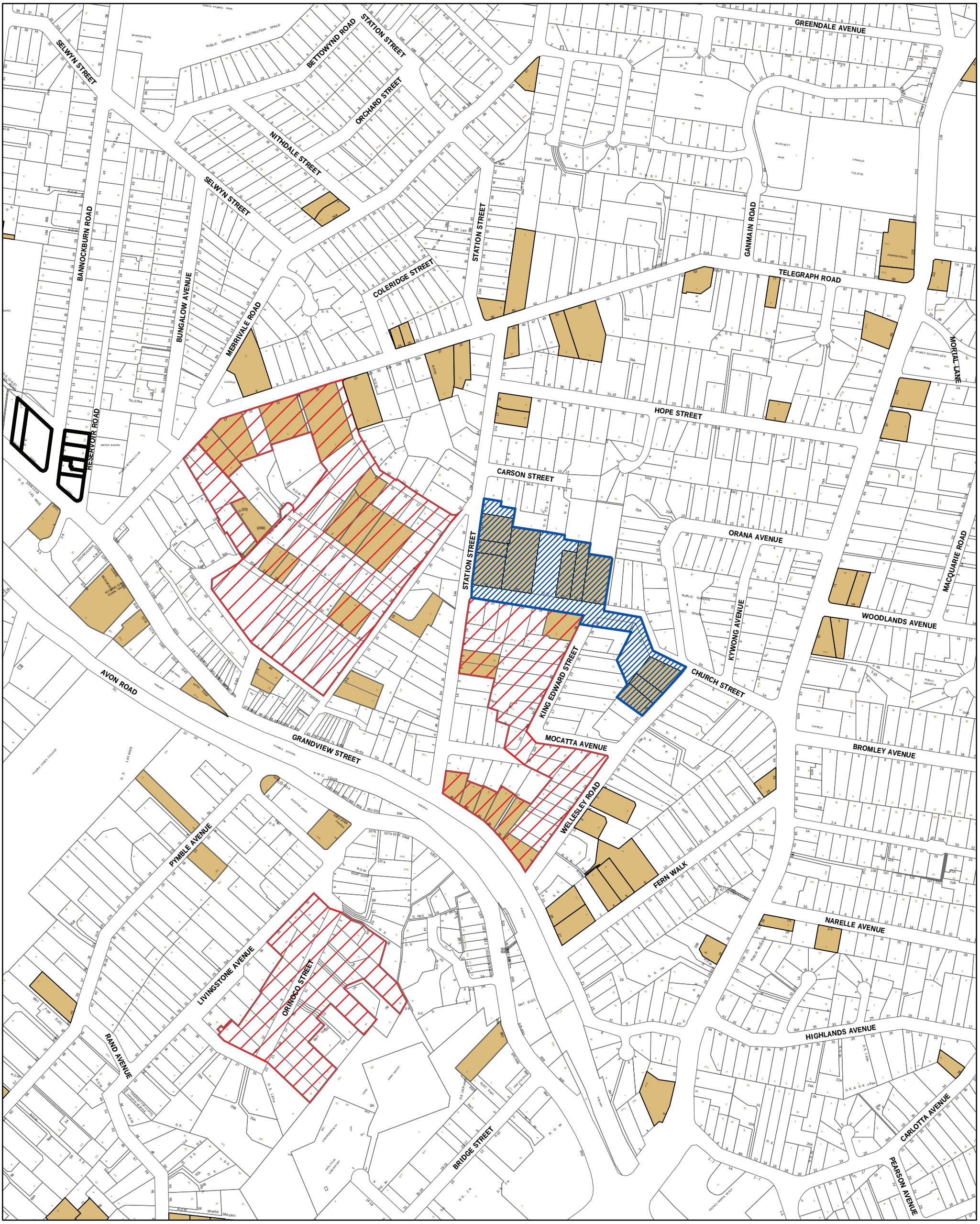
Anglican Church, Wahroonga

11 Burns Road Wahroonga

6 Crescent Close Wahroonga

# Northern Region Study Areas -
# Ku-ring-gai Heritage Conservation Areas Review






## Legend

- RESIDENTIAL D3 - 2(d3)
- PROPOSED HCA BOUNDARY
- HERITAGE ITEM
- KU-RING-GAI LEP (TOWN CENTRES)
- 2010 CONSERVATION AREA GENERAL

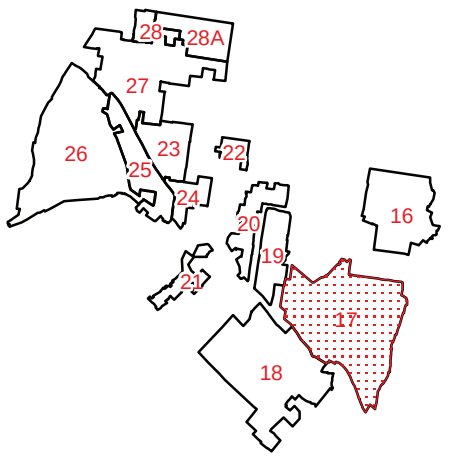
0 65 130 260 390
Metres

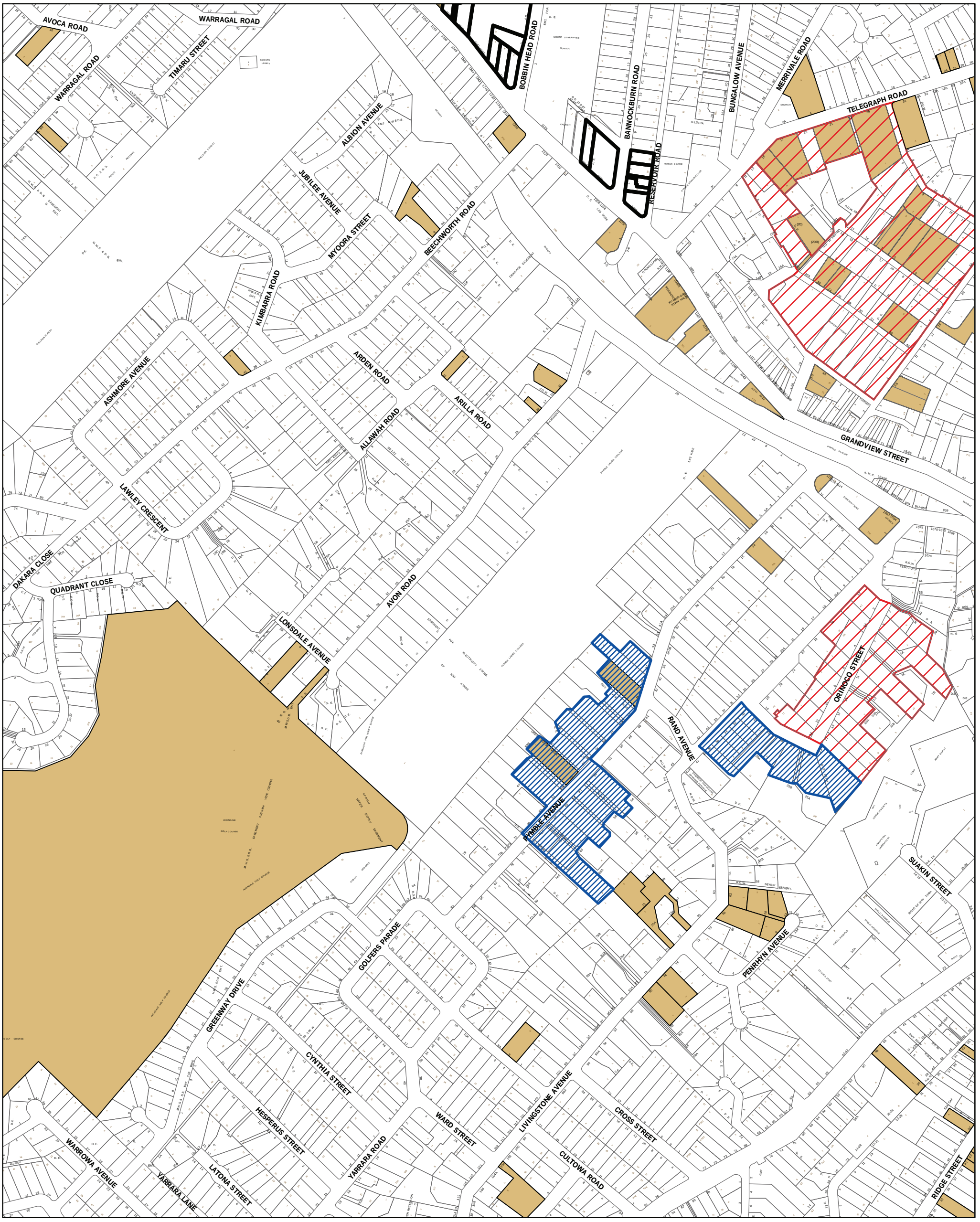
N

# Study Area Number 17

# PYMBLE

Nov 17, 2010






## Legend

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- PROPOSED HCA BOUNDARY
- HERITAGE ITEM
- KU-RING-GAI LEP (TOWN CENTRES)
- 2010 CONSERVATION AREA GENERAL

0 70 140 280 420
Metres

N

# Study Area Number 18

# Avon Road, PYMBLE

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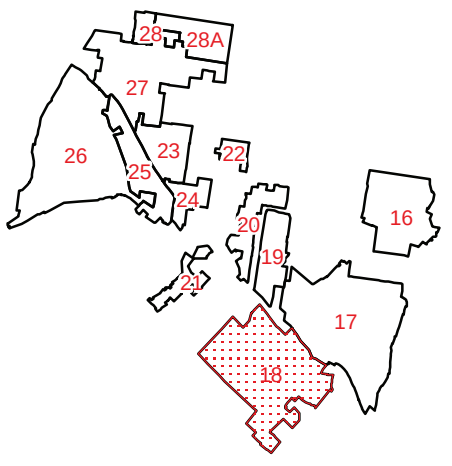
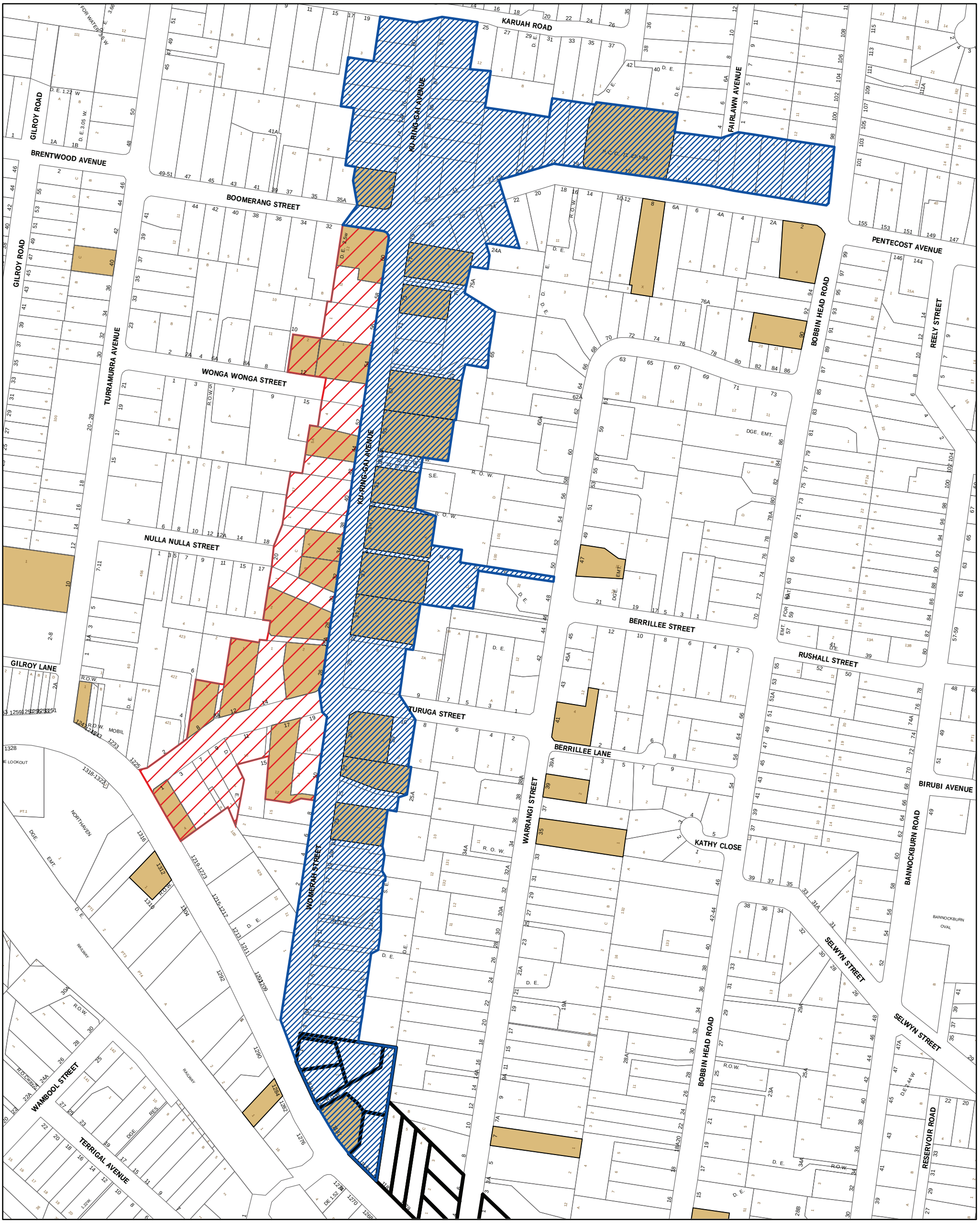





## Legend

- RESIDENTIAL D3 - 2(d3)
- PROPOSED HCA BOUNDARY
- HERITAGE ITEM
- KU-RING-GAI LEP (TOWN CENTRES)
- 2010 CONSERVATION AREA GENERAL

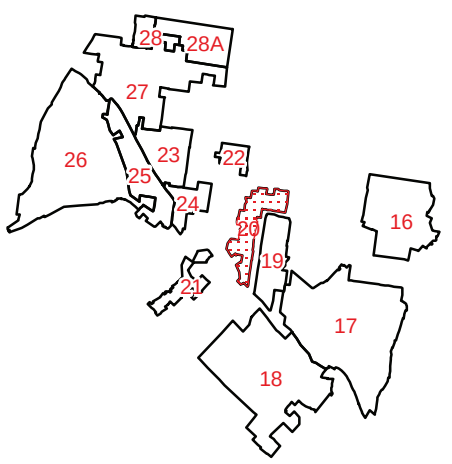
0 40 80 160 240
Metres

N

# Study Area Number 20

# Ku-ring-gai Avenue, TURRAMURRA

Nov 17, 2010



CHILTON PARADE
YOUNG STREET
WARRAWEE AVENUE
RIGHT OF FOOTWAY
PUBLIC RESERVE
Sub Station
KNOX GRAMMAR SCHOOL
GILLESPIE FIELD
RAYMOND AVENUE
BANGALLA STREET
RAILWAY
D.F. 1.83W
D.F. 3.05W
WARRAWEE PARK
WATER SUPPLY 3 W (ROAD)
BORAMBIL STREET
WARRAWEE STATION
(E.C.-NO. 094 7-10-66)
PUBRAC AVENUE
HASTINGS ROAD
CHERRY STREET
BOONDAH PLACE
LEASE TO K.M.C.
YOSEFA AVENUE
HEYDON AVENUE
EULBERTIE AVENUE
BRENTWOOD AVENUE
DGE. RES.

## Legend

- RESIDENTIAL D3 - 2(d3)
- PROPOSED HCA BOUNDARY
- HERITAGE ITEM
- KU-RING-GAI LEP (TOWN CENTRES)
- 2010 CONSERVATION AREA GENERAL

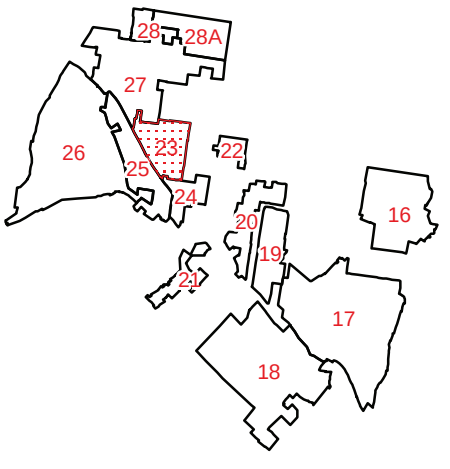
0 30 60 120 180
Metres

N

# Study Area Number 23

# WARRAWEE

Nov 17, 2010



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- PROPOSED HCA BOUNDARY
- HERITAGE ITEM
- KU-RING-GAI LEP (TOWN CENTRES)
- 2010 CONSERVATION AREA GENERAL

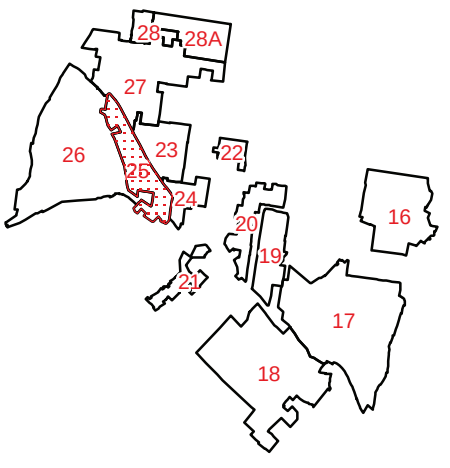
0 55 110 220 330
Metres

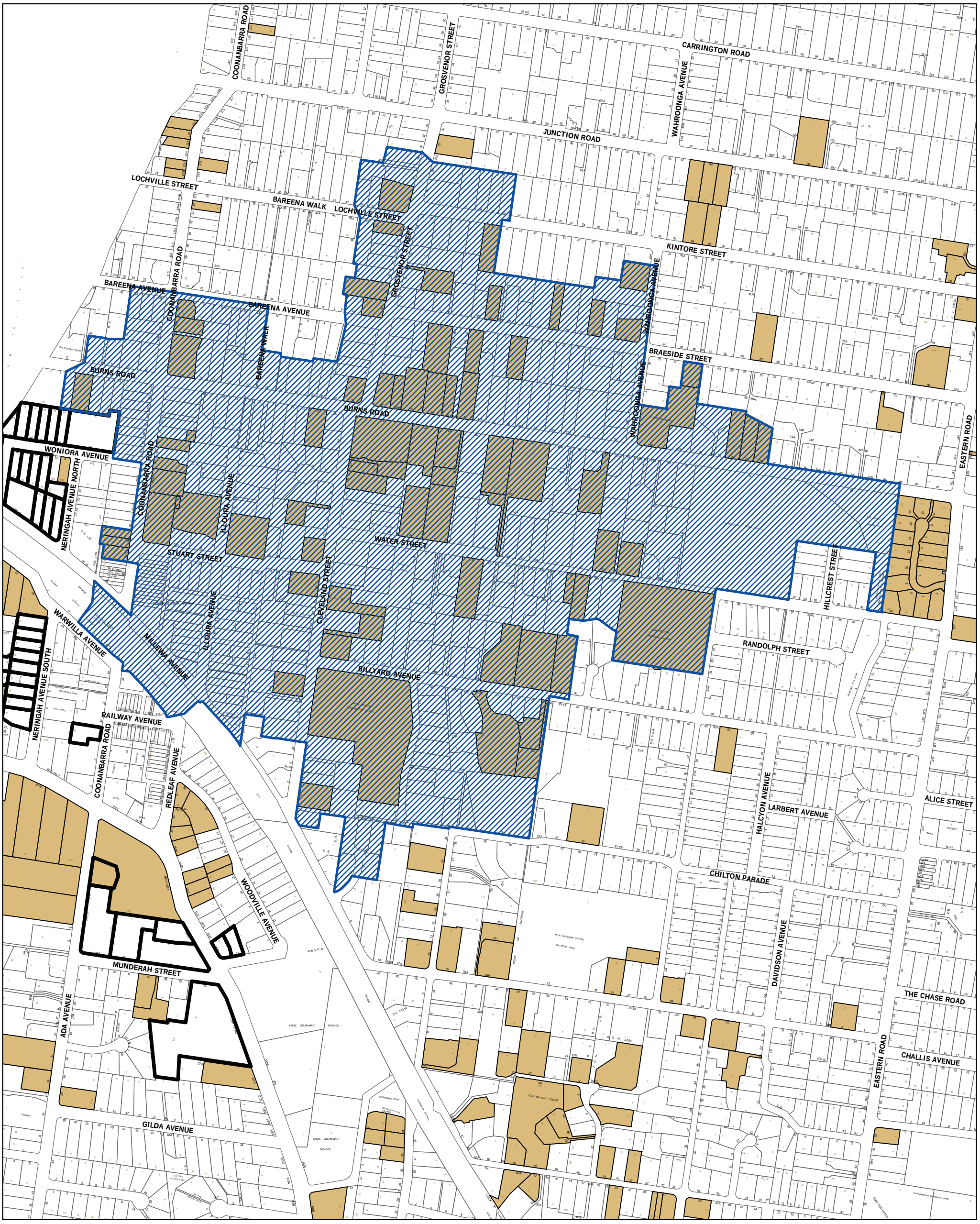
N

# Study Area Number 25

# Heydon Avenue, WARRAWEE/ Woodville Avenue WAHROONGA

Nov 17, 2010






## Legend

- RESIDENTIAL D3 - 2(d3)
- PROPOSED HCA BOUNDARY
- HERITAGE ITEM
- KU-RING-GAI LEP (TOWN CENTRES)
- 2010 CONSERVATION AREA GENERAL

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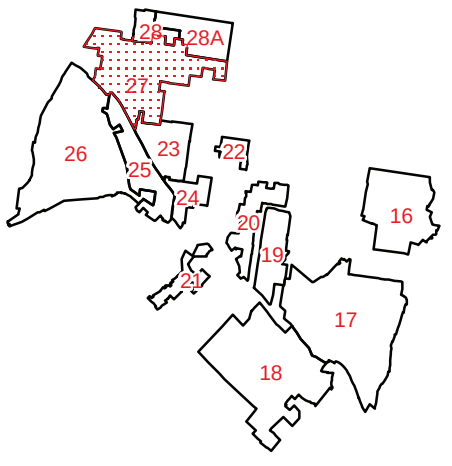
Metres

N

# Study Area Number 27, 28, 28A

# WAHROONGA

Nov 17, 2010



**Item 5** **DA540/10**
**18 November 2010**

# 62 WESTBROOK AVENUE, WAHROONGA - REQUEST TO AMEND TERMS OF DRAINAGE EASEMENT OVER DOWNSTREAM PROPERTY

**Ward: Wahroonga**

## EXECUTIVE SUMMARY

| | |
|---|---|
| **PURPOSE OF REPORT:** | To consider a request by the owners of 62 Westbrook Avenue, Wahroonga to amend the terms of the drainage easement over 27 Morris Avenue to permit the passage of runoff from the new dwelling at 62 Westbrook Avenue, Wahroonga. |
| **BACKGROUND:** | Council granted consent tor a new dwelling at 62 Westbrook Avenue, Wahroonga. The owners wish to connect runoff from the new dwelling into a Council pipe which runs through 27 Morris Avenue and into the watercourse. The terms of the existing drainage easement permits the passage of runoff from Westbrook Avenue. |
| **COMMENTS:** | The applicant has submitted the written consent of the downstream owner to the amendment of the terms of the easement. There are no physical works required except for the connection of the stormwater drainage system for the new dwelling. |
| **RECOMMENDATION:** | That the proposal be approved subject to the conditions given in the recommendation. |

**Item 5** **DA540/10**
**18 November 2010**

## PURPOSE OF REPORT

To consider a request by the owners of 62 Westbrook Avenue, Wahroonga to amend the terms of the drainage easement over 27 Morris Avenue to permit the passage of runoff from the new dwelling at 62 Westbrook Avenue, Wahroonga

## BACKGROUND

On 18 October 2010, Council granted consent for a new dwelling at 62 Westbrook Avenue, Wahroonga on development application DA0540/10. The property falls away from the road to the extent that gravity drainage to the street gutter is not possible. A Council trunk drainage pipe runs along the southern boundary of the site and through 27 Morris Avenue into the watercourse within that property.

The applicant wishes to connect runoff from the development into the Council pipe. The terms of the drainage easement over 27 Morris Avenue only permit the passage of runoff from Westbrook Avenue at present. For the connection of runoff to the pipe, the terms of the easement would have to be amended to include upstream private properties.

## COMMENTS

Council's procedure for obtaining approval for connection into an easement is outlined in Appendix 8 of *Development Control Plan 47 Water management*. The applicant has submitted the written approval of the owner of the downstream owner to have the terms amended.

The development consent conditions require runoff from the new dwelling to be connected to a dispersal trench. This would require considerable excavation in rock and is contrary to Council's policy whereby gravity drainage to the public drainage system is preferred.

The applicant proposes to submit an application to Council to modify the development consent conditions to allow connection to the pipe in the event that the terms of the easement are amended.

There are no works associated with the amendment of the terms of the easement, except for the connection of the stormwater drainage system for the new dwelling. The applicant submitted an overland flow assessment and stormwater management design with the development application and as an on site detention is proposed, the flow regime in the system is not expected to change with the construction of the new dwelling.

## CONSULTATION

Consultation has been held with the applicant's consulting engineer, Mr Oliver Daher of J. & F. Designs.

## FINANCIAL CONSIDERATIONS

There is no community benefit in granting approval to alter the terms of the easement. The legal, survey and administration costs should be borne by the applicant, who has agreed to this.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation has been held with staff from Operations Department and Development and Regulation Department.

## SUMMARY

The owners of the property 62 Westbrook Avenue, Wahroonga wish to convey stormwater runoff from their new dwelling (approved under DA0540/10) to Council's underground pipe within the property. The pipe runs along the southern boundary of the site into 27 Morris Avenue Wahroonga.

The easement over the pipe only permits the conveyance of runoff from Westbrook Avenue Wahroonga at present. The written agreement of the owner of 27 Morris Avenue Wahroonga to the amendment of the terms has been submitted, and the owners of 62 Westbrook Avenue have agreed to meet all Council's associated costs.

No physical works are required except for the connection of the stormwater drainage system for the new dwelling, and the provision of on site detention means that the flow regime will not be altered as a result.

If the recommendation is adopted, the applicant will apply to modify the terms of the development consent, which currently require the provision of a dispersal trench.

## RECOMMENDATION

A. That Council grants approval for the amendment of the terms of the drainage easement over 27 Morris Avenue Wahroonga to allow the passage of private property runoff.

B. That authority be given to affix the Common Seal of the Council to the appropriate instrument for the extinguishment, alteration or creation of the drainage easement as necessary.

C. That all costs associated with the amendment of the terms of the drainage easement be borne by the applicant.

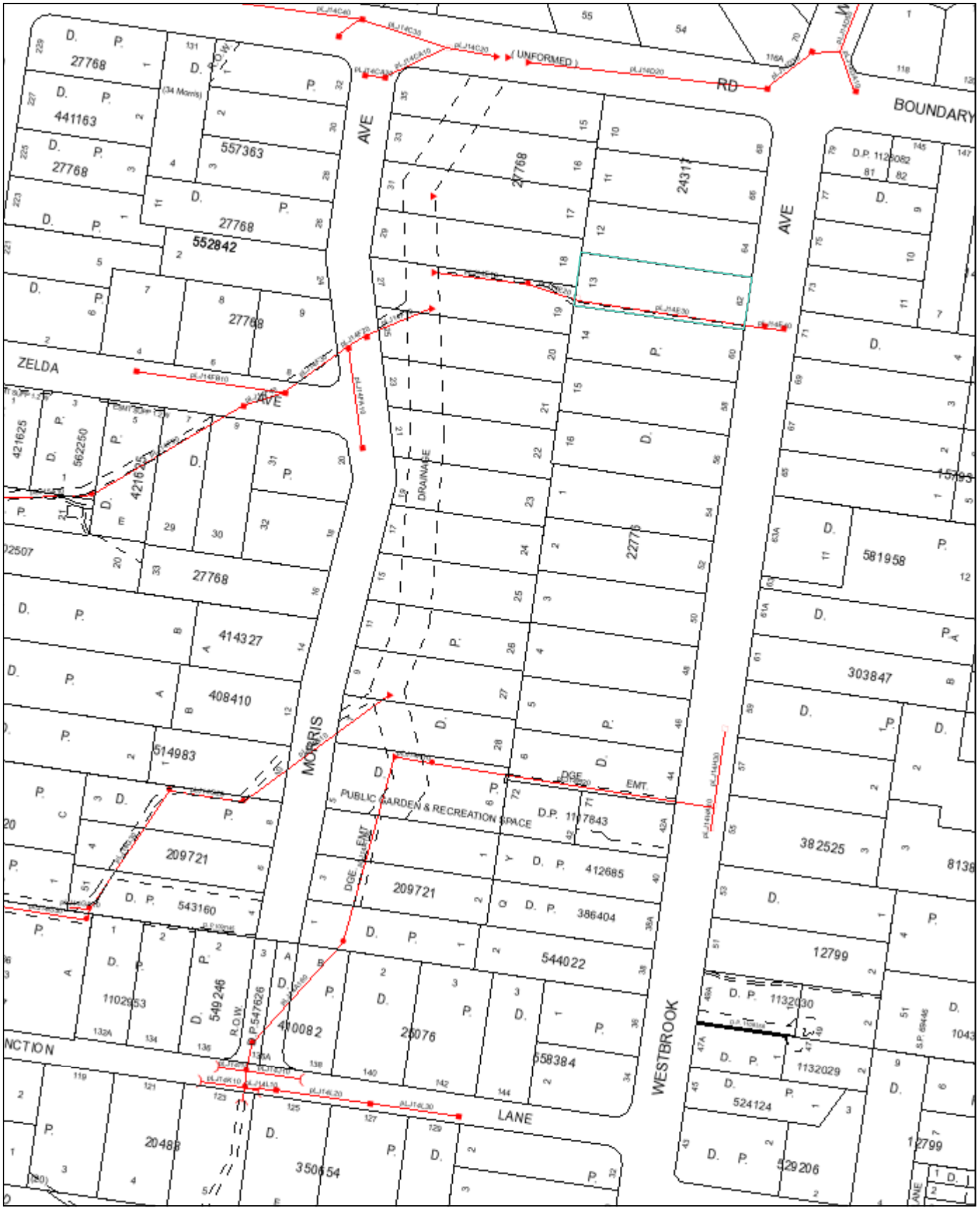
Kathy Hawken
**Team Leader Engineering Assessment Team**

Greg Piconi
**Director, Operations**

**Attachments:** **Location Plan - 2010/221122**

# Attachment 1 - Location plan

62 Westbrook avenue, Wahroonga




| | | | |
|---|---|---|---|
| NORTH | Date: 18/11/2010<br>Scale: 1:2000<br>0 4 8 16 24 32 40 Metres | SUBJECT LAND | **KU-RING-GAI COUNCIL**<br>**WARNING**<br>Ku-ring-gai Council accepts no Liabilty for the accuracy otherwise of this plan |

**Item 6** **REV0007/10**
**25 November 2010**

# 2A HEYDON AVENUE, WARRAWEE - RELOCATION OF COUNCIL PIPE AND EXTINGUISHMENT OF AN EASEMENT

## EXECUTIVE SUMMARY

| | |
|---|---|
| **PURPOSE OF REPORT:** | To consider a request by the applicant of 1 Hampden Avenue, Wahroonga to relocate a Council stormwater pipeline and easement traversing the property. |
| **BACKGROUND:** | On 23 June 2010, Council granted deferred commencement consent for a new dwelling development (REV 0007/10), subject to conditions. |
| **COMMENTS:** | Construction of a new 600mm diameter underground stormwater pipeline of approximately 47 metres. The redundant pipeline of approximately 41 metres is to be removed. The existing easement is to be extinguished pursuant to Section 88B of the *Conveyancing Act 1919*.<br><br>The new easement has been created. |
| **RECOMMENDATION:** | That the proposal be approved subject to the conditions as noted in the recommendation. |

## PURPOSE OF REPORT

To consider a request by the applicant of 1 Hampden Avenue, Wahroonga to relocate a Council stormwater pipeline and easement traversing the property.

## BACKGROUND

Deferred commencement consent was granted by Council on 23 June 2010 for REV 0007/10 comprising the construction of a new dwelling on an existing tennis court. The development consent was subject to standard conditions relating to stormwater covered under Schedule "A".

Schedule "A" required the applicant to obtain a resolution from Council to give consent for the extinguishment of an existing Council drainage easement and relocation of the underground pipe system. Council's approval is to be obtained prior to the operation of the consent.

As part of the original assessment of REV 0007/10, the applicant submitted a Hydraulic Assessment & Design Report by Azzurra Consulting Pty. Ltd. and concept stormwater drainage plans prepared by Ibrahim Stormwater Consultants. These include the drainage layout plan and details of the proposed stormwater system.

A supplementary pipe relocation plan by Ibrahim Stormwater Consultants was submitted to satisfy the deferred commencement requirements.

The applicant has created a 1.6m wide drainage easement in favour of Council as part of DP 1146693. The location of this easement was assessed and approved under REV 0007/10 and will contain the proposed relocated underground stormwater system.

Council's Landscape Development Officer has assessed the potential impacts on surrounding trees and is in support of the drainage easement relocation.

## COMMENTS

*Current Situation*
An existing drainage easement 0.915m wide within the subject property is shown in Attachment 1. The easement traverses the property in a diagonal direction.

*Proposal*
The applicant proposes to construct a new 600mm diameter pipeline approximately 47 m in length within the newly created drainage easement traversing the site as shown in Attachment 2. The existing 450mm diameter pipe would become redundant and be removed.

*Extinguishment of an existing easement to drain water*
The site is burdened by an existing drainage easement, created under A263124 as shown in Attachment 1.

Of mutual benefit to Council and the applicant is a requirement to extinguish the existing easement pursuant to Section 88B of the *Conveyancing Act 1919*.

*Assessment of proposed stormwater drainage*

Based on the submitted plans by Ibrahim Stormwater Consultants and the hydraulic consultants report by Azzurra Consulting Pty. Ltd., the proposed alteration to the existing stormwater system is considered satisfactory.

Council's Landscape Development Officer has assessed the potential impacts on surrounding trees and is in support of the drainage easement relocation.

## CONSULTATION

Consultation has been held with the applicant's consulting hydraulic engineers Mr. Neil Davis and Mr. Mark Ibrahim.

## FINANCIAL CONSIDERATIONS

There is no community benefit in granting approval to alter the terms of the easement. The legal, survey and administrative costs should be borne by the applicant.

## CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation has been carried out staff from the Operations Department and Development & Regulatory Department.

## SUMMARY

Deferred commencement consent was granted by Council on 23 June 2010 for REV 0007/10 to the applicants of 2A Heydon Avenue Warrawee. The application is for the construction of a new dwelling, with a pre-commencement condition in relation to stormwater and easement matters. Prior to the operation of the consent, the applicant is to obtain a resolution from Council to give consent for the relocation of the existing Council underground infrastructure and extinguishment of a Council drainage easement.

The applicant has created a 1.6m wide drainage easement in favour of Council as part of DP 1146693. The location of this easement was assessed and approved under REV 0007/10 and will contain the proposed relocated underground stormwater system.

The proposed concept stormwater drainage plan by Ibrahim Stormwater Consultants and associated hydraulic studies are considered satisfactory.

## RECOMMENDATION

A. That Council grant approval for the extinguishment of the existing 0.915 wide drainage easement traversing diagonally across the property.

B. That authority be given to affix the Common Seal of the Council to the appropriate instrument for the extinguishment of the drainage easement as necessary.

C. That all costs associated with the extinguishment of the drainage easement be borne by the applicant.

D. That Council approve the proposal to modify the stormwater pipelines in accordance with the submitted concept drainage plans by Ibrahim Stormwater Consultants and subject to the following conditions:

1. The applicant carry out all drainage works in accordance with the plans and specification approved by Council and at no cost to Council.

2. The applicant carry out all drainage works in accordance with Council's standard conditions of construction.

3. The works are subject to inspections. The applicant or their engineer is to give Council at least 24 hours notice (to allow inspection) at the following stages:

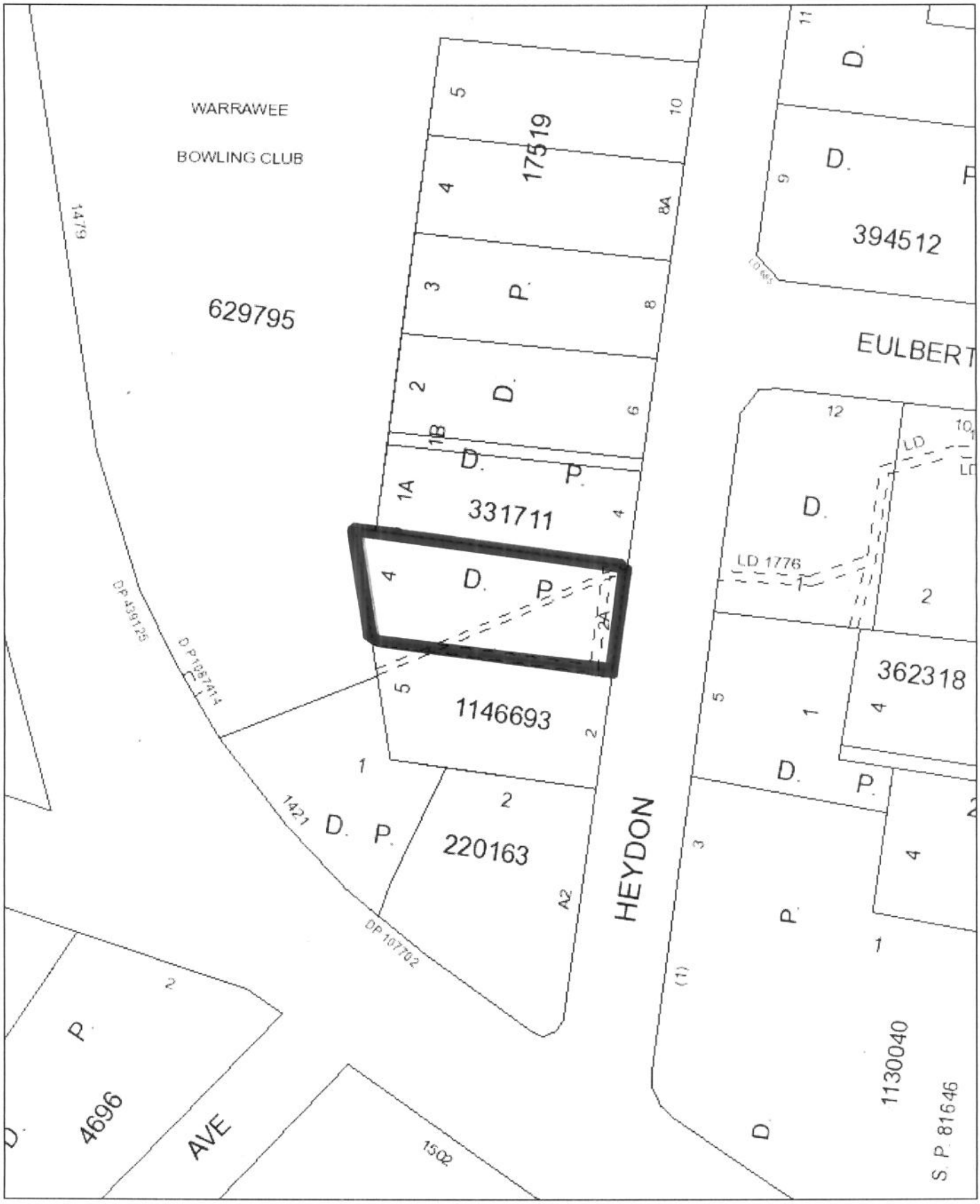
   i. after completion of excavation and prior to pipe laying commencing;
   ii. after completion of pipe laying prior to backfilling; and
   iii. on completion of pipeline installation.

Kathy Hawken
**Team Leader Engineering Assessment Unit**

Greg Piconi
**Director - Operations**

**Attachments:**
**1. Location Plan - 2010/200338**
**2. Relocation Plan - 2010/216739**

# 2a Heydon Avenue Warrawee




NORTH

Date: 21/10/2010

Scale: 1:1000

Metres

SUBJECT LAND

**KU-RING-GAI COUNCIL**

**WARNING**

Ku-ring-gai Council accepts no Liabilty for the accuracy otherwise of this plan

Ku-ring-gai Council