

# 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.

<b>National Historic Themes</b>	Building settlements towns and cities
<b>State Historic Theme 1</b>	Towns, suburbs and villages
<b>State Historic Theme 2</b>	Persons
<b>State Historic Theme 3</b>	
<b>State Historic Theme 4</b>	

**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 area: *the Gar rigal* 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

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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 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

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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 battleaxe allotments contain newer housing, however some retain older houses: the battleaxe allotment 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 allotment created in the 1960s, 3 Womerah Street, contains the Creaser Residence designed 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.

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### 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 allotments 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.

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### 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

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Technical Research  
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:

Rarity

- 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)~~

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.

KU-RING-GAI HERITAGE CONSERVATION AREAS NORTH INVENTORY

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- 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)



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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

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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

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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.

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### 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.

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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

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TechnicalResearch	
Significance	<p>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.</p>
Rarity	<p>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.</p>
Representativeness	
Listings	Identified as part of a National Trust Urban Conservation Area in 1996.
Study Details	<i>Ku-ring-gai Heritage Conservation Areas North Review Paul Davies Pty Ltd November 2010</i>
Recommended Management	<p>1. Protection of Significance</p> <p>(a) Subdivision:</p> <ul style="list-style-type: none"> <li>- 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</li> </ul> <p>(b) Key Historical Period significant and contributory development:</p> <ul style="list-style-type: none"> <li>- retain one and two storey Victorian, Federation and Inter-war period residences, heritage-listed and contributory</li> <li>- maintain characteristic building alignments</li> <li>- retain form</li> <li>- 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.</li> </ul>

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- 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  
*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

#### References

Authorship C. Kemp, Paul Davies Pty Ltd Architects, Heritage Consultants

## Pymble Heights HCA photos

	
<p>Church Street streetscape</p>	<p>Hoffbank, 33 Church Street</p>
	
<p>Kiewa, 29 Church Street</p>	<p>25 Church Street</p>
	
<p>23 Church Street</p>	<p>Batonga, 31 King Edward Street (corner Church Street)</p>



# 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

<b>National Historic Themes</b>	Building settlements towns and cities
<b>State Historic Theme 1</b>	Towns, suburbs and villages
<b>State Historic Theme 2</b>	Persons
<b>State Historic Theme 3</b>	
<b>State Historic Theme 4</b>	

**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 *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

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

### Historical Summary

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).

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; *Clewer* 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	<div></div>
Significance	
Rarity	

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.

Representativeness

Listings	Identified as part of a National Trust Urban Conservation Area in 1996.
Study Details	<i>Ku-ring-gai Heritage Conservation Areas North Review</i> Paul Davies Pty Ltd November 2010
Recommended Management	<div>1. Protection of Significance</div> <div>(a) Subdivision:</div> <div>- 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</div> <div>(b) Key Historical Period significant and contributory development:</div> <div>- retain one and two storey Federation and Inter-war period residences, heritage-listed and contributory</div> <div>- maintain characteristic building alignments</div> <div>- retain form</div> <div>- 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.</div>

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

- 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).

<b>National Historic Themes</b>	Building settlements towns and cities
<b>State Historic Theme 1</b>	Towns, suburbs and villages
<b>State Historic Theme 2</b>	Persons
<b>State Historic Theme 3</b>	
<b>State Historic Theme 4</b>	

**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

### Historical Summary

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.

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 *Grenieraka 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 allotments 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

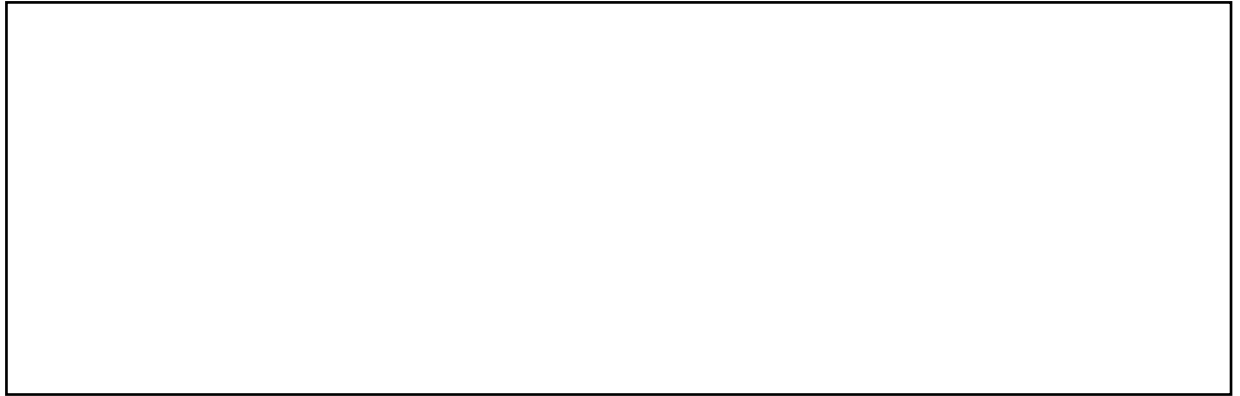
Conservation Area are *contributory*.

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 Avenue c. 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

Ku-ring-gai

Heritage Conservation Areas North Inventory Sheet

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

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

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

### Historical Summary

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 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 allotments 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 subdivision 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 a blue 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

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	<i>Ku-ring-gai Heritage Conservation Areas North Review</i> Paul Davies Pty Ltd November 2010
Recommended Management	<div>1. Protection of Significance</div> <div>(a) Subdivision:</div> <div>- 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</div> <div>(b) Key Historical Period significant and contributory development:</div> <div>- retain one and two storey Federation and Inter-war period residences, heritage-listed and contributory</div> <div>- maintain characteristic building alignments</div> <div>- retain form</div> <div>- 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.</div> <div>- encourage replacement of concrete roof tiling with unglazed terracotta Marseilles pattern roof</div>

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

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 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: 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 properties 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

<b>National Historic Themes</b>	Building settlements towns and cities
<b>State Historic Theme 1</b>	Towns, suburbs and villages
<b>State Historic Theme 2</b>	Persons
<b>State Historic Theme 3</b>	Domestic Life
<b>State Historic Theme 4</b>	

**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 Gowing's 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

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

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.

### 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 Gowing's 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



# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

*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 allotments. Battleaxe allotments 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 Pibrac 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 *Pibrae*, 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

TechnicalResearch  
Significance

The Warrawee Heritage Conservation Area is rare for its concentration 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

(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, Inter-war period, and 1940s-1960s 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.

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

- 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

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.

<b>National Historic Themes</b>	Building settlements towns and cities
<b>State Historic Theme 1</b>	Towns, suburbs and villages
<b>State Historic Theme 2</b>	Persons
<b>State Historic Theme 3</b>	Domestic Life
<b>State Historic Theme 4</b>	

**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 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

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

### Historical Summary

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-known 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-



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## Heritage Conservation Areas North Inventory Sheet

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, Heydon 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.

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## 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

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  
(a) Subdivision:  
- 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  
- discourage any further subdivision of the (majority) smaller sites within the area  
(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

# 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

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

<b>National Historic Themes</b>	Building settlements towns and cities
<b>State Historic Theme 1</b>	Towns, suburbs and villages
<b>State Historic Theme 2</b>	Persons
<b>State Historic Theme 3</b>	Domestic Life
<b>State Historic Theme 4</b>	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 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

# Ku-ring-gai

## Heritage Conservation Areas North Inventory Sheet

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



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## Heritage Conservation Areas North Inventory Sheet

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

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## Heritage Conservation Areas North Inventory Sheet

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 Preparatory 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.

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## 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.

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## 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

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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 the 1940s).

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

(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, Inter-war period, and 1940s-1960s 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

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## 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 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