
SOUTHERN HERITAGE CONSERVATION AREAS UPDATE

BACKGROUND:

The Transport Oriented Development State Environmental Planning Policy (TOD SEPP) came into effect on 13 May 2024, permitting 6-7 storey apartments in part or all of 23 heritage conservation areas within the station precincts of Gordon, Killara, Lindfield and Roseville (up to 9 storeys with bonuses). Council commenced a review of 28 conservation areas within 800 metres of these station precincts in order to inform the local strategic planning for alternative options for increased housing, to action the Council resolution of May 2024. Further actions relating to these conservation areas are also outlined below.

COMMENTS:

Updates on Council's initiatives to review these areas:

- Interim Heritage Order (IHO) request for 23 conservation areas – Council's July 2024 request for an IHO for the areas subject to TOD was declined by the NSW Minister for Heritage in the attached letters. These emphasise development guidelines and Council's development assessment process for protecting heritage conservation areas.
- Southern heritage conservation area review – Prepared by TKD Architects, the independent review commissioned by Council was drafted in October 2024. The purpose is to review the area boundaries under existing criteria for 28 areas within the station precincts, to inform Council strategic planning for TOD alternatives. The draft review, attached, confirms all 28 areas. Some boundary revisions are recommended – 5 area mergers, 4 area extensions, 2 area reductions, plus 3 further potential reductions after investigating new items – and 6 potential items.
- Comparative study – Prepared by council staff to establish an evidence base for the relative merit of council's areas in the Sydney context, the findings are attached. This identifies the broader historic significance of Sydney's conservation areas and three aspects that distinguish Ku-ring-gai's areas.

- State Heritage Inventory – Earlier in 2024, Council updated the online inventories for all 46 existing heritage conservation areas for improved public access to information about these areas. These will require some update if Council approves area changes following consideration of the above review recommendations.
- Development proposals - Council is starting to receive and assess development applications (DAs) or pre-DAs for proposed apartments for TOD sites, within and outside of heritage conservation areas. As an indicator, the first pre-DA proposal shown below is for a contributory property in the Middle Harbour Conservation Area. The heritage statement proposes photographic recording and interpretation of the property to be demolished for the new building.



- Community advice – Council updated its TOD webpage to answer common enquiries about heritage item de-listing and development, share available information on TOD and Council’s planning for alternatives. This signals the need to consider heritage impacts, the uncertainty of development before DA approval, and limited NSW guidelines on how to achieve the permitted density with acceptable impacts in these conservation areas. See [Transport Oriented Development Ku-ring-gai \(nsw.gov.au\)](https://www.nsw.gov.au/transport-oriented-development).
- Development advice – Council produced a guideline collecting together existing heritage controls and guidelines that apply to TOD development on heritage affected sites, attached, to assist with development applications and assessment.

RECOMMENDATION

That the Heritage Reference Committee receive and note this report and provide comment.

Claudine Loffi
Heritage Specialist Planner

Antony Fabbro
Manager Urban & Heritage Planning

Attachments:	A1	Minister refusal of IHO request - August 2024	2024/328331
	A2	Further Ministerial letter on IHO refusal - September 2024	2024/328337
	A3	Southern Heritage Conservation Areas Review - 2024 draft	2024/346335
	A4	Comparative study of conservation areas - October 2024	2024/346337
	A5	Council heritage guide on TOD development - October 2024	2024/332621

OFFICIAL

The Hon Penny Sharpe MLC
Minister for Climate Change, Minister for Energy,
Minister for the Environment, Minister for Heritage,
Leader of the Government in the Legislative Council



Your ref: 2024/207253
Our ref: HMD24/468

Mr David Marshall
General Manager
Ku-ring-gai Council

By email: krq@krq.nsw.gov.au

Dear Mr Marshall

Thank you for your letter regarding heritage protection for 23 heritage conservation areas in the Ku-ring-gai local government area. I appreciate you bringing this matter to my attention.

I note that the area you seek an interim heritage order over aligns with Transport Oriented Development areas.

I wish to advise that I am not currently considering granting an interim heritage order (IHO).

The Transport Oriented Development amendments to the State Environmental Planning Policy (Housing) 2021 to allow for increased density in the heritage conservation areas within 400 metres of Gordon, Roseville, Killara and Lindfield train stations. This has been balanced with requirements to comply with design guidelines, which specify they must not adversely affect the heritage conservation areas.

I note that in developing the Transport Oriented Development amendments, the Department of Planning, Housing and Infrastructure consulted with the independent Heritage Council of NSW. The Heritage Council provided in principle support to the amendments and continues to work with DPHI to develop guidance materials.

I further note that in May 2024, Council voted to commence legal action against the TOD amendments to the HSEPP, believing them invalid. I understand this is ongoing.

If you have any further questions, you may contact Ms Anna London, A/Director Heritage Programs, Heritage NSW on 9873 8500 or at heritagemailbox@environment.nsw.gov.au.

Sincerely

A handwritten signature in black ink, appearing to read "Penny Sharpe".

Penny Sharpe MLC
Minister for Climate Change, Minister for Energy,
Minister for the Environment, Minister for Heritage

27/8/24

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Contact: Antony Fabbro

Reference: 2024/207253
17 July 2024

The Hon. Penny Sharpe, MLC
Minister for Heritage
52 Martin Place
SYDNEY NSW 2000

Dear Minister

**23 HERITAGE CONSERVATION AREAS OF GORDON, KILLARA, LINDFIELD AND
ROSEVILLE - URGENT INTERIM HERITAGE ORDER REQUEST**

Ku-ring-gai Council is requesting that you as the Minister for Heritage make an Interim Heritage Order (IHO) under section 24 of the Heritage Act 1977 for the land of 23 heritage conservation areas in the Ku-ring-gai local government area subject to the Transit Orientated Development SEPP, as a matter of urgency. This comprises approximately 410 historic sites in conservation areas, excluding 106 heritage items.

At its meeting of 16 July 2024, Ku-ring-gai Council resolved to request the Minister make an IHO for this land to provide time for Council to undertake further investigation of the significance of the conservation areas. Council is unable to use its authorisation to make this order because the land is located within heritage conservation areas. The reasons for the requested action are outlined below and in the attached preliminary heritage assessment.

These 23 conservation areas represent fine collections of primarily Federation and Inter-war housing and established gardens on the original subdivisions. These historic buildings, sites and areas demonstrate the historical development of Ku-ring-gai and its suburbs; development that followed the construction of the train line. Maps and illustrations of these areas are attached.

These conservation areas, representing half the total heritage areas of Ku-ring-gai, are considered at risk of harm because of the Transport Orientated Development amendment to the State Environmental Planning Policy (Housing) 2021 (the "TOD SEPP") that came into effect on 13 May 2024. The planning changes under the TOD SEPP permit a density and form of development that is incompatible with conservation of historic houses and gardens. Evidence of the risk of harm includes:

1. **Market response:** Advertised sale of heritage properties including for groups, strongly marketing these sites for their development potential as apartments under TOD without reference to the conservation area listing or heritage consideration. An example for Oliver Road is attached with expressions of interest closing in mid June.
2. **Lisa Trueman:** Independent assessment of heritage impacts of 8 February 2024, attached, concludes *"The proposed changes would see widespread loss of significant buildings and their settings, loss of historic subdivision patterns, changes to scale, form, character, landscaping and significant streetscapes."*

3. **Heritage Council of NSW:** Resolution of 2 February 2024 for the Heritage Council to "Record our considerable concern about the impact on existing heritage conservation areas given their important contribution to local communities' heritage, character and sense of place."

The Planning Minister has indicated a willingness to consider alternative housing increases within the station precincts. Council resolved in May 2024 to investigate options, to be determined by early 2025.

While alternative options are investigated, applications for demolition and 6-7 storey apartments within these conservation areas can still be lodged under the SEPP now.

If an Interim Heritage Order is made, Council can then undertake further investigation to establish the local or state heritage significance of these areas. This can inform appropriate changes to listing and alternative options for planning for additional housing that conserve the environmental heritage of the State in line with the objectives of the Heritage Act and the local heritage provisions.

If you would like to discuss this matter, please contact Council's Manager Urban and Heritage Planning, Antony Fabbro, on 0438170423 or afabbro@krq.nsw.gov.au or Claudine Loffi, Heritage Specialist, on 02 9424 0860 or cloffi@krq.nsw.gov.au.

Yours sincerely


David Marshall (alt text: David Marshall) 1 Jul 25, 2024 5:00 PM +10

David Marshall
General Manager

cc. Mr Frank Howarth, Chair, Heritage Council of NSW
cc. Sam Kidman, Executive Director, Heritage NSW

By email: heritagemailbox@environment.nsw.gov.au;
MaryAnn.Hamilton@environment.nsw.gov.au

Attachments:

- Maps and illustrations of the subject conservation areas
- Preliminary heritage assessment
- Heritage inventories for 23 conservation areas

OFFICIAL

The Hon Penny Sharpe MLC

Minister for Climate Change, Minister for Energy,
Minister for the Environment, Minister for Heritage,
Leader of the Government in the Legislative Council



HMD24/554

Cr Sam Ngai
Mayor of Ku-ring-gai
By e-mail: krg@krg.nsw.gov.au

Dear Councillor Ngai

Thank you for your further correspondence dated 30 August 2024 regarding heritage protection for 23 heritage conservation areas (HCAs) in the Ku-ring-gai local government area.

I have considered your further correspondence, but my decision not to make an interim heritage order (IHO) remains unchanged.

I have considered whether the Transport Oriented Development (TOD) amendments constitute an immediate or imminent threat to the subject HCAs. I note that despite the TOD amendments, Council's local heritage provisions remain in effect.

Although there are newly introduced non-discretionary development standards, any prospective TOD proposal must still undergo the development assessment process, during which Council can work with proponents to ensure any adverse impacts to the heritage values of the HCAs are mitigated. As such, I do not consider the TOD amendments to constitute an immediate or imminent threat to the subject HCAs.

I would like to take this opportunity to reiterate that the TOD amendments do not apply to local or State listed heritage items. Additionally, this decision does not preclude my consideration of other IHO requests, where necessary, should individual items be found to warrant listing in the future.

If you have any further questions about this issue, please contact Ms Anna London, A/Director Heritage Programs at Heritage NSW, Department of Climate Change, Energy, the Environment and Water on 9873 8500 or at heritagemailbox@environment.nsw.gov.au.

Sincerely

A handwritten signature in black ink, appearing to read "Penny Sharpe".

Penny Sharpe MLC
Minister for Climate Change, Minister for Energy,
Minister for the Environment, Minister for Heritage

25/9/24



Ku-ring-gai Heritage Conservation Area Review



Prepared for Ku-ring-gai Council

October 2024

Cover

Bancroft Avenue by Broadhurst Post Card Publishers, ca 1900-1920s.
Source: State Library of NSW, Call No. PXA 635/765-766

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Image credits

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Acknowledgements

Claudine Loffi, Ku-ring-gai Council

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Document issue

Issue	Date	Purpose	Written	Reviewed
P1	4 October 2024	Draft issue for review	RL, OT	GP
P2	18 October 2024	Final draft for Council review	RL, OT	GP

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Acknowledgement of Country



TKD Architects acknowledge the traditional custodians of the lands in which we practise, and we pay our respects to Elders past, present and emerging and express our gratitude for sharing of knowledge and culture.

We recognise that sovereignty has never been ceded and acknowledge the continuing unbroken connection to the land, water, and sky.

1 Introduction

1.1 Background and purpose of report

This Heritage Conservation Area Review has been prepared on behalf of Ku-ring-gai Council to confirm boundaries under the Heritage Council criteria for 28 conservation areas. The conservation areas are located around four of Ku-ring-gai's railway stations precincts: Gordon, Killara, Lindfield, and Roseville.

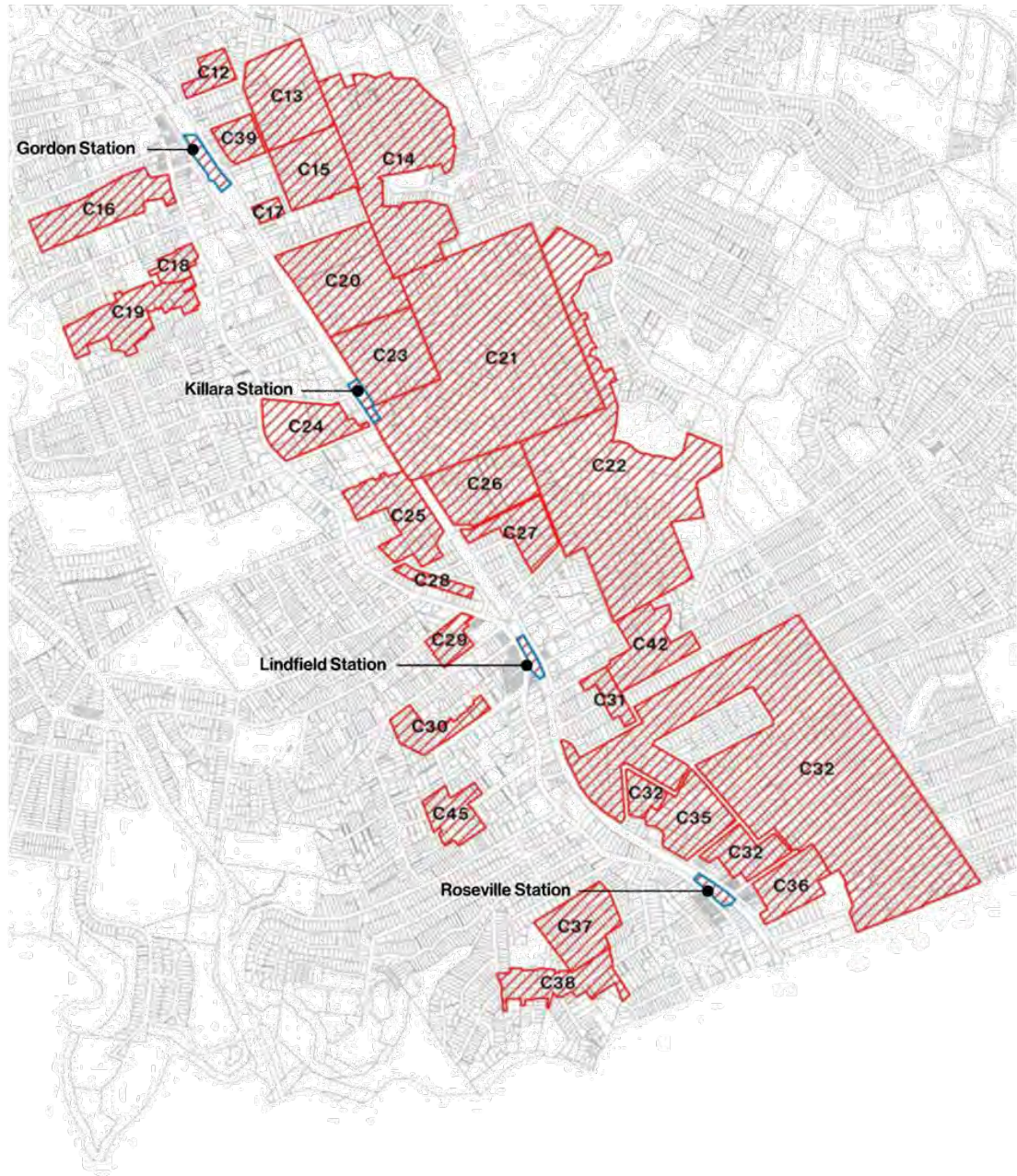
The review of these conservation areas is required as these four stations have been selected amongst 37 by the Department of Planning as areas which have enabling infrastructure capacity close to a train station to support additional housing growth. The 'Transport Oriented Development' State Environmental Planning Policy (or 'TOD SEPP') came into effect in May 2024. The TOD SEPP enacts new planning controls within 400 metres of these four train stations allowing residential apartment buildings in all residential zones, and residential apartment buildings and shop-top housing in local and commercial centres. The controls include changes to building height, FSR, lot size, active street frontages, and maximum parking rates.

Review of the boundaries of the conservation areas will help inform Ku-ring-gai Council's planning of alternative scenarios for identifying housing capacity within these general precincts. Ku-ring-gai is also undertaking other investigations spanning urban design, transport and the environment to support its future planning.

1.2 Study area

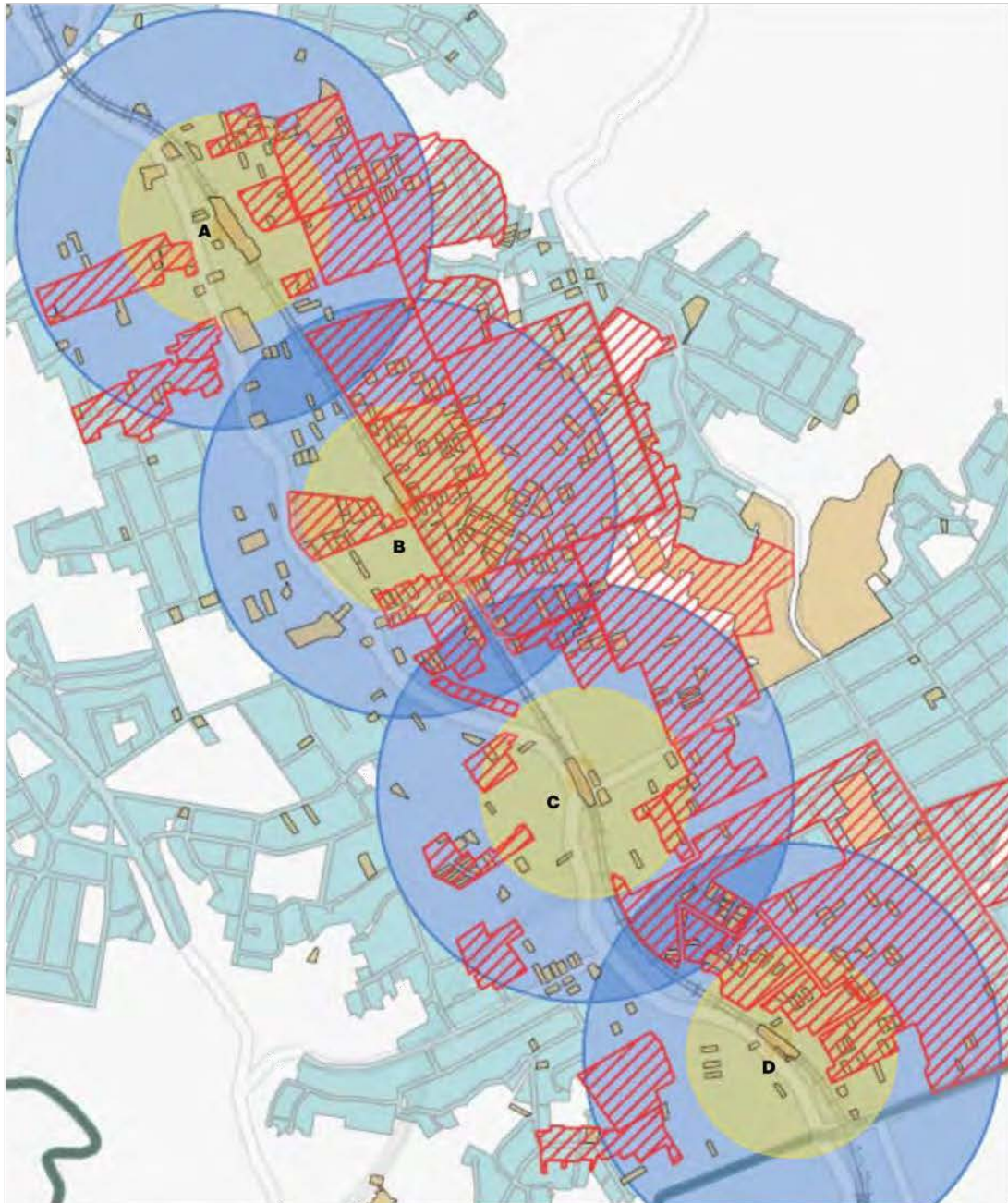
The study area is comprised of all of the land within 800m of Gordon, Killara, Lindfield and Roseville Train Stations. It includes heritage conservation areas which are partially and not wholly within the radius. These comprise:

Gordon	Killara	Lindfield	Roseville
C12 Gardendale Estate Conservation Area	C20 Greengate Estate Conservation Area	C27 Bleinheim Road Conservation Area	C31 Trafalgar Avenue Conservation Area
C13 Roberts Grant Conservation Area	C21 Springdale Conservation Area	C28 Wolseley Road Conservation Area	C32 Clanville Conservation Area
C15 Gordon Park Estate, McIntosh and Ansell Conservation Area	C22 Crown Blocks Conservation Area	C29 Balfour Street/Highfield Road Conservation Area	C35 The Grove Conservation Area
C16 St Johns Avenue Conservation Area	C23 Lynwood Avenue Conservation Area	C30 Frances Street Conservation Area	C36 Lord Street/Bancroft Avenue Conservation Area
C17 Gordon Park Conservation Area	C24 Marian Street Conservation Area	C42 Middle Harbour Road, Lindfield Conservation Area	C37 Garden of Roseville Estate Conservation Area
C18 Yarabah Avenue Conservation Area	C25 Stanhope Road Conservation Area	C45 Lindfield West Conservation Area	C38 Shirley Road Conservation Area
C39 Robert Street/Khartoum Avenue Conservation Area	C26 Oliver Grant Conservation Area		
C19 Smith Grant Conservation Area	C14 Love Estate, Thorne Grant Conservation Area		









1 Map of the twenty-eight conservation areas in the vicinity of the four TOD stations.
Source: TKD Architects.





2 Map of the stations affected by the TOD SEPP, with 400 metre and 800 metre radiuses shown. Letters denote: A – Gordon Station; B – Killara Station; C – Lindfield Station; D – Roseville Station.
Source: Ku-ring-gai Council

-  HCA - Heritage Conservation Areas
-  Item - General
-  400 metres*
-  800 metres*
-  R2
-  Local Government Area (LGA)



1.3 Defining a Heritage Conservation Area

As defined in 'Conservation Areas – Guidelines for Managing Change in Heritage Conservation Areas (1996)'...:

A heritage conservation area is more than a collection of individual heritage items. It is an area in which the historical origins and relationships between the various elements create a sense of place that is worth keeping.

A heritage area is identified by analysing its heritage significance and the special characteristics which make up that significance. These may include its subdivision pattern, the consistency of building materials or the common age of its building stock. The least important characteristic is the 'look' of the place, although the commonly held community view is that this is the determining factor.

Heritage areas reveal many different aspects of our cultural history. They show how Australians have responded physically, emotionally, socially and architecturally to the environment and how places have been variously occupied, used, ignored, refined, degraded or associated with Australian society over time.¹

1.4 Methodology

This review was undertaken primarily through physical site inspections combined with some desktop analysis using existing research and assessment in area inventories, high resolution aerial maps, and other online sources including real estate listings and Google Streetview.

Individual properties were examined for their ability to demonstrate the identified values of the heritage conservation area and marked on survey sheets in order to understand how the individual sites combined to form a complete heritage conservation area. This also assisted in identifying sites around the edges of the areas which required inclusion or exclusion. Assessment included gardens, associated landscaping and street trees. The boundaries of each conservation area were checked against the available historical subdivision plans, deposited plans and auction notices where these were available.

Heritage item setting has been determined based on major contiguous property boundaries where future development on these lots has the potential to negatively affect the heritage item. This setting was only identified for the sites and heritage items within the area boundary.

1.5 Limitations of this review

The primary objective of this review was to provide a merit review to confirm the boundaries of the conservation areas in accordance with current Heritage Council criteria for local heritage significance. The following tasks were outside the scope of this study:

- > Revisiting the original basis for listing of the 28 heritage conservation areas.
- > Review of existing heritage items.
- > Assessment of significant views.
- > Contributory gradings for individual properties.
- > Land outside the Ku-ring-gai Council local government area (noting Roseville TOD radius extends into Willoughby).
- > Archaeological assessment.

The contributory status of individual properties within HCAs are not provided in this study – they should be assessed at development application (DA) stage.

¹ Sheridan Burke and Robert Moore, *Conservation Areas: guidelines for managing change in heritage conservation areas*, p.3.

2 Gordon

2.1 Gordondale Estate Conservation Area (C12)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1823 land grant to Benjamin Clayton and the subsequent subdivision of this grant by the McIntosh family in the 1880s. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century. It has historic significance as an overlay inter-war subdivision of the 1922 Garden Square Estate.

The area retains a grouping of mostly intact houses from the Federation to inter-war period. The houses and heritage items within the conservation area are of high quality exhibiting fine detailing and quality workmanship. The conservation area has aesthetic significance as an intact and consistent late nineteenth century development. The 1922 Garden Square Precinct has aesthetic significance as an inter-war overlay. The area is of aesthetic significance for the high proportion of quality houses.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Mostly intact housing stock, dating to primary period of development (early twentieth century). These early houses and Spanish Mission style church are highly intact in their form and detailing/style. Modern residential development at 2A and 5 Garden Square does not respond to or demonstrate the heritage values of the area although their allotments form part of the setting of 4 Garden Square, which they adjoin. Recent development at 20-22 Park Avenue (to the immediate south-west of the Gordon Baptist Church) also does not respond to or demonstrate the heritage values of the area.
Integrity of subdivision pattern	Boundaries of original subdivision intact. Lot layout has been altered; the north-eastern lots have been merged; the north-east and north-west lots at the bottom of Garden Square have been re-subdivided. Western allotments are associated with a different subdivision to that associated with Garden Square.
Quality of setting (including gardens)	Generally fair to good gardens, with streetscape plantings. The collection of houses other than those at 2A and 5 Garden Square within the area contribute to the setting. No front garden to 5 Garden Square, pool at front of 2A Garden Square obscured by fence and large transparent screen above. Several Federation and interwar era houses on the southern side of Park Avenue, along with planting in front gardens, contribute to the setting of the conservation area.
Overall integrity	Moderate

Recommendation

The area is notable, given its size, for its large number of heritage items. The area retains a moderate degree of integrity overall, comprised of housing stock of a similar period and style. It is recommended that the boundaries of the conservation area are **retained**.



3 Existing HCA Boundary for Gordondale Estate Conservation Area (C12), recommended to be retained.

Photographs of typical development which illustrates the values of the area

3 Garden Square, Gordon



2A Park Avenue, Gordon



12-14 Park Avenue, Gordon



2.2 Roberts Grant Conservation Area (C13)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1856 land grant to William Roberts, whose boundaries are evident through Nelson Street, Melkin End, and Rosedale Road, and the subsequent subdivisions of this grant by James George Edwards. These late nineteenth century subdivisions of 1892 "Langrother" Estate and 1893 "Gordon Railway Station Estate" demonstrate the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area has aesthetic significance as a reasonably intact and consistent late nineteenth century subdivision of development and has significance for its overlay of Interwar development evident in, Joseland & Gillings Burnham Thorpe (new Gowrie Village) in Edward Street. The area has aesthetic significance for the high proportion of quality houses.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Mostly intact housing stock, dating to primary period of development during the late nineteenth/early twentieth century and consolidated during the interwar period. These early houses are generally intact in their form and detailing/style although a number have been enlarged and in several cases additions replicate the original style of the houses. In other cases, additions, including garages and carports in front yards, obscure the character of the early dwelling. Modern residential development such as that at 12 and 16-18 Nelson Street and two storey buildings facing Edward Street associated with Roden Cutler Lodge obscure the heritage values of the conservation area because of their bulk, scale and architectural expression.
Integrity of subdivision pattern	Boundaries of original subdivisions are intact, apart from the northern boundary of the Langrother Estate, modified as part of the historic development of the Roden Cutler Lodge site with the acquisition of land included in the subdivision of Lot 26 in Deposited Plan 1894. Three other allotments in the conservation area facing Rosedale Road were also included in Lot 26. Various allotments in the Langrother and Gordon Railway Station Estate were subdivided after the initial sales but development on these lots is consistent with early development in the conservation area.
Quality of setting (including gardens)	Intact early houses and established gardens on the southern side of Nelson Street contribute positively to the setting of the conservation area.
Overall integrity	High

Recommendation

Stage 1: It is recommended that 39 Rosedale Road be **investigated as a potential heritage item**.

Stage 2: If the potential heritage item at stage 1 is listed, it is recommended that the boundaries of the area be **reduced** to exclude the Roden Cutler Lodge site (which would remain an item). The new institutional development of the site does not make a meaningful contribution to the conservation area and its values.



4 Recommended heritage item and potential future HCA Boundary for the Roberts Grant Conservation Area (C13). The recommended heritage item at 39 Rosedale Road must be investigated and acted upon prior to the implementation of the new HCA boundary.

Photographs of typical development which illustrates the values of the area

23 Nelson Street, Gordon



25 Nelson Street, Gordon



24 Nelson Street, Gordon



2.3 Gordon Park Estate, McIntosh and Ansell Conservation Area (C15)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth century. The area provides evidence of the 1823 land grant to Michael Ansell and the subsequent subdivision of this grant by Robert McIntosh as the Gordon Park Estate. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area largely retains the overall form and layout of the original subdivision pattern with consistent streetscapes of houses in their garden setting. The building stock includes a high proportion of quality houses, representing examples of late federation and inter-war architecture. The buildings survive reasonably intact within mature gardens.

The conservation area is of local heritage significance in terms of its historical, aesthetic and representative values. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Mostly intact housing stock, dating to primary period of development in the early twentieth century and some during consolidation and the interwar period. Some later twentieth century development interspersed. Houses are generally intact in their form and detailing/style. Some houses on McIntosh Street in particular have been the subject of later upper storey additions. Nelson Street is more intact.
Integrity of subdivision pattern	Boundaries and overall layout relate to a re-subdivision of the original Gordon Park Subdivision (1896) into smaller (half original size) lots. Original lots evident at 23 and 25 Nelson Street. Some blocks have been further subdivided or amalgamated, with a large battle-axe block at number 34 McIntosh (appears to contain a pre-1943 house, subsequently modified and enlarged).
Quality of setting (including gardens)	Generally fair gardens, with streetscape plantings. Substantial high-quality gardens to 34 McIntosh. The development within the adjoining conservation areas to the north and east form part of the setting of the conservation area and contributes positively to it.
Overall integrity	Moderate-High

Recommendation

The area retains a moderate degree of integrity overall, comprised of housing stock largely dating to the early twentieth century with some quality interwar examples. It is recommended that the conservation area be **extended** by two properties (21 and 23 McIntosh Street) and **amalgamated** with the related, smaller Gordon Park HCA (C17) since the two conservation areas relate to the same original subdivision and have similar historic and aesthetic values.



5 Recommended adjustment to the boundary of the Gordon Park Estate McIntosh Ansell Conservation Area (C15), showing amalgamation with Gordon Park Conservation Area (C17) and extension by two properties.

Photographs of typical development which illustrates the values of the area

49 McIntosh Street, Gordon



1 Nelson Street, Gordon



17 Nelson Street, Gordon



2.4 St Johns Avenue Conservation Area (C16)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1816 land grant to John Brown and the subsequent subdivision of this grant by the McIntosh family in the late 1800s. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area retains some distinct high-quality intact significant Federation and inter-war buildings with medium to large mature private gardens and significant avenue plantings. The importance of the historic St Johns Church, its associated buildings and cemetery grounds adds to the visual and historic quality of the area. St Johns Avenue is important as the first paved street in the municipality and a streetscape containing significant Federation and inter-war buildings, enhanced by avenue planting.

The visual quality created by the area's vegetation is high and contributes to the precinct through its remnant eucalypts and consistent lush character of its streets and private gardens.

The area is of local heritage significance in terms of its historical, associations, aesthetic, social, research, and representative value. This satisfies six of the Heritage Council criteria of local heritage significance for local listing.

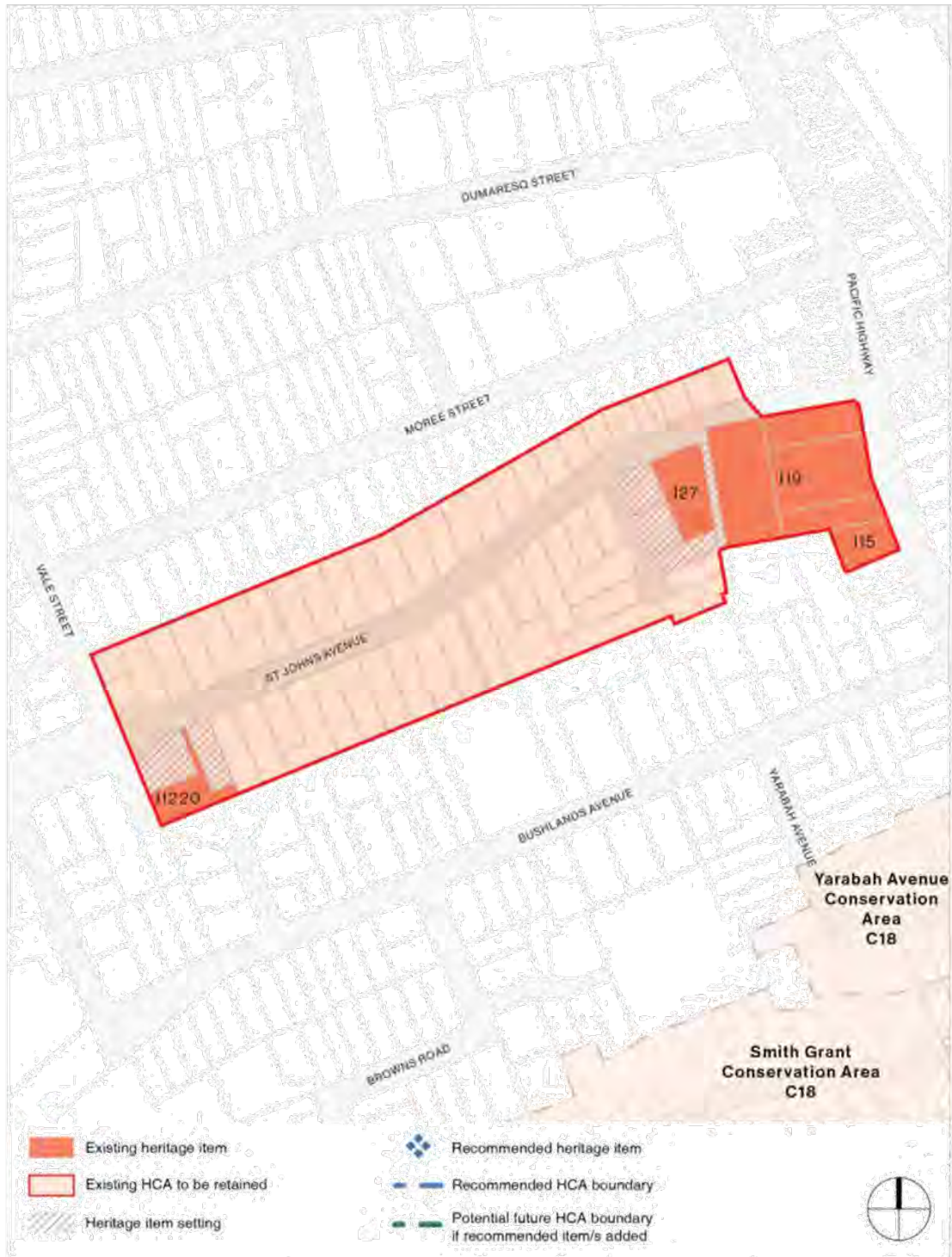


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Generally intact streetscape of early twentieth century/interwar houses with occasional post-war houses of good quality complementing earlier dwellings. Houses retain their form and detailing/style. Oberon Crescent contains a group of substantially intact 1920s houses (excepting No. 2; highly modified, originally part of a pair with No. 26 St Johns). Very few houses in the HCA have been subject to any substantial additions; where these exist, they are mostly well set-back.
Integrity of subdivision pattern	Subdivision pattern and configuration remains largely intact, with some modification on the southern side. Oberon Crescent part of a slightly later re-subdivision. Original subdivision included Moree Street to the north; although it retains several early houses demonstrating varying degrees of integrity, it has otherwise undergone substantial change in recent decades and does not contribute to the setting of the St Johns Avenue Conservation Area.
Quality of setting (including gardens)	Generally fair gardens, complemented by streetscape plantings. Mature trees along edge of St Johns Old Cemetery land. Consistent plantings along street below Oberon Crescent
Overall integrity	High

Recommendation

The area contains a high proportion of largely intact early twentieth century houses, with the original subdivision pattern and lot size remaining legible. The area is complemented by consistent streetscape plantings. There is no compelling justification for reduction or extension to Moree Street, given the change this section of the estate has undergone. It is recommended that the boundaries of the conservation area are **retained**.



6 Existing HCA Boundary for St Johns Avenue Conservation Area (C16), recommended to be retained.

Photographs of typical development which illustrates the values of the area

53 St Johns Avenue, Gordon



26 St Johns Avenue



5 Oberon Crescent



2.5 Gordon Park Conservation Area (C17)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1823 land grant to Michael Ansell and the subsequent subdivision of this grant by the family of Robert McIntosh in 1895. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area retains a grouping of mostly intact Victorian, Federation and inter-war period housing, including the State Heritage Register listed "Eryldene" at 17 McIntosh Street, which illustrates the subdivision history and development of the area. The area has aesthetic significance for the high proportion of quality houses with established gardens on large allotments. "Eryldene" is a focus for admirers of Professor Waterhouse's life and works, and also a remarkable evocation of a way of life and philosophy of living, increasingly remote from contemporary society. It also reflects cultured, intellectual life in Sydney from the First World War to the Modern period.

The camellia collection at Eryldene is of research significance for its potential to reveal further botanical knowledge and understanding of the species.

The area is of local heritage significance in terms of its historical, aesthetic and research value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Substantially intact housing stock dating to primary period of development (early twentieth century). Houses are highly intact in their form and detailing/style. One representative example of post-war infill at 59 Werona Avenue.
Integrity of subdivision pattern	Generally intact to 1913 Gordon Park subdivision; Eryldene site has been enlarged from the original lot. Adjoining lots to the east and south-west corners have been subdivided.
Quality of setting (including gardens)	Generally good quality gardens and streetscape plantings. Exceptional quality garden at Eryldene. The collection of houses within the area contribute to the setting.
Overall integrity	High

Recommendation

The boundaries of the conservation area are logically defined by roads and form a buffer around the state-listed heritage item of Eryldene. It is recommended that the conservation area be **extended** by two properties to the east (21 and 23 McIntosh Street) and **amalgamated** with the related, larger Gordon Park Estate, McIntosh and Ansell Conservation Area (C15) since the two conservation areas relate to the same original subdivision and have similar historic and aesthetic values.



7 Recommended adjustment to the boundary of the Gordon Park Conservation Area (C17), showing amalgamation with the Gordon Park Estate McIntosh Ansell Conservation Area (C15) and extension by two properties.

Photographs of typical development which illustrates the values of the area

11 McIntosh Street, Gordon



15 McIntosh Street, Gordon



17 McIntosh Street, Gordon



2.6 Yarabah Avenue Conservation Area (C18)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Joseph Smith and the subsequent subdivision of this grant by Robert Callaghan and Walter McClelland in 1893. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century. The area is of historical significance as it contains a very consistent, refined and intact group of inter-war houses in a single subdivision pattern flanked by two very fine heritage items.

The area is of aesthetic significance as a highly cohesive group which forms one of the best examples of inter-war residential development in the locality and within the council area.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

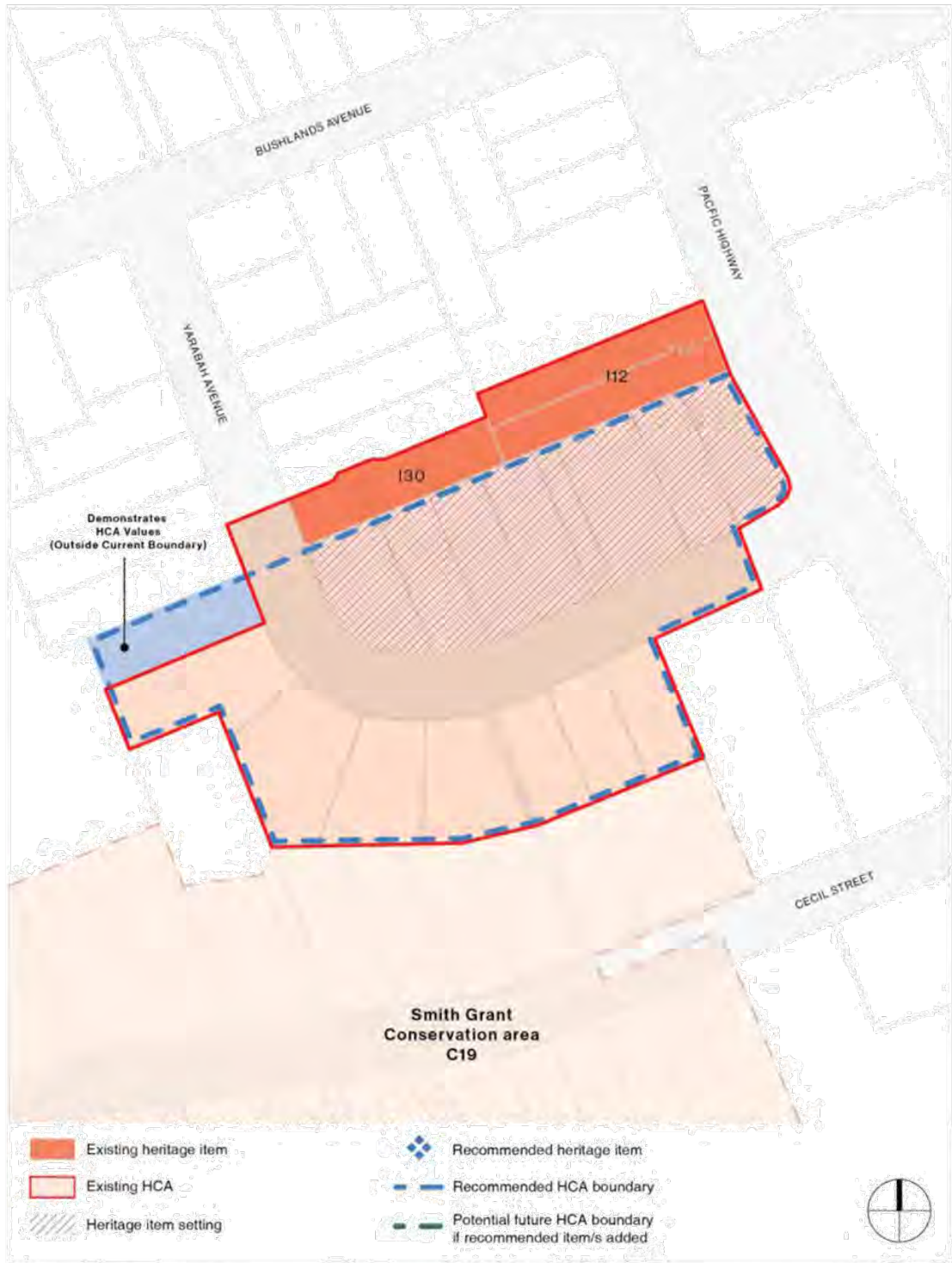


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Substantially intact housing stock dating to primary period of development during the 1920s. Houses are highly intact in their form and detailing/style. Limited evidence of modification: contemporary development at No. 5 Yarabah Avenue included rebuilding of the existing house and construction of a block of four flats behind it during 2016-2017. While the property does not demonstrate the values of the conservation area, the detached residence is in character with older houses and the flats are appropriately set back on the site and sympathetic in design. All other properties demonstrate the values and significance of the HCA. Listed heritage items at 17 Yarabah Avenue and 724-726 Pacific Highway, although earlier than other buildings in the conservation area and located in a different subdivision, contribute to its architectural quality and character.
Integrity of subdivision pattern	Substantially intact to 1922 Callaghan Estate subdivision (street originally 'Har Norm Avenue'), including public footpath/walk connecting to Cecil Street. 5 Yarabah Avenue remains on one title (SP89292). 18 Yarabah Avenue is excluded though it is part of the original Estate subdivision. The single storey house at No. 18 was built after World War II but is sympathetic in scale and materials. 17 Yarabah and 724-726 Pacific highway are included, but do not relate to the Callaghan subdivision.
Quality of setting (including gardens)	Generally good quality front gardens and streetscape plantings. The collection of houses and associated gardens within the area contribute to the setting. The mature and lush landscaping along the northern section of Yarabah Avenue, which is part of the 1914 Har-Norm Estate, contributes to the setting of the conservation area and that of the heritage item at 17 Yarabah Avenue.
Overall integrity	High

Recommendation

The area retains a high degree of integrity overall, with substantially intact housing stock related to the primary period of development in the 1920s. The 1920s Callaghan Estate subdivision remains legible, and the building stock is complemented by good gardens and street plantings. We recommend that the conservation area be **extended** to include 18 Yarabah Avenue, which is part of the original subdivision. Though the single storey house was built after World War II, it is sympathetic and consistent in scale and materials. It is also recommended to **reduce** the northern boundary to exclude 17 Yarabah Avenue, 724 and 726 Pacific Highway as they relate to a different subdivision and are adequately protected by local heritage listing.



8 Recommended adjustment to the boundary of Yarabah Avenue Conservation Area (C18), showing reduction to northern extent and extension at north-western corner to include 18 Yarabah Avenue

Photographs of typical development which illustrates the values of the area

6 Yarabah Avenue, Gordon



14 Yarabah Avenue, Gordon



18 Yarabah Avenue, Gordon



2.7 Robert Street/Khartoum Avenue Conservation Area (C39)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1823 land grant to Benjamin Clayton and the subsequent subdivision of this grant by the McIntosh family in 1883 as the "Gordondale Estate". This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area has aesthetic significance as a largely intact area of Federation and inter-war housing. The predominance of brush box in street tree plantings within the area reinforces the area's visual appeal.

The Robert Street/Khartoum Avenue area is representative of the slow development of an 1883 subdivision, the first buildings appearing in the Federation period after the opening of the railway in 1890, and the intensification of development in the inter-war period.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Largely intact building stock dating to the primary periods of development: Federation and Inter-War. Houses are largely intact in their form and detailing/style. There is a small number of late twentieth century infill and 8 Robert St has been subject to an upper storey addition.
Integrity of subdivision pattern	Layout generally intact to original subdivision, though some site amalgamation has taken place. Potentially early re-subdivision on eastern side of subdivision between Robert Street and Khartoum Lane fronting Rosedale Road.
Quality of setting (including gardens)	Fair to good front gardens, with street trees including brush boxes on the north side of Khartoum Avenue which enhance the setting of the conservation area. The fine houses on the northern side of Khartoum Avenue also contribute to the identified values of the area.
Overall integrity	High

Recommendation

The area retains a high degree of integrity overall, with a collection of good quality housing dating to the primary periods of development. The original subdivision remains legible, and the building stock is complemented by established plantings in front gardens and fine street trees.

The northern side of Khartoum has similarly fine houses and street trees which enhance the setting of the conservation area and are of the same quality as those inside. We recommended **expanding** the conservation area to include the northern side of Khartoum Avenue.

We also recommended that properties adjoining the conservation area on Werona Avenue – especially the apartment block at 81 Werona Avenue – are investigated for **individual heritage listing** as part of the history and consolidation of the locality and some good examples of other building typologies (flats, shops).



9 Recommended adjustment to the boundary of Robert Street/Khartoum Avenue Conservation Area (C39), showing extension to north. Note recommended heritage item in the vicinity.

Photographs of typical development which illustrates the values of the area

2 Robert Street



5 Khartoum Avenue



Khartoum Avenue



2.8 Smith Grant Conservation Area (C19)

Existing statement of significance

Historically, the area represents the residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Joseph Smith and the subsequent subdivision of this grant by Robert Samuel Callaghan in 1893. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.



The local area was progressively subdivided in the early years of the twentieth century with a social and economic boost given to the area with the creation of the new Ku-ring-gai Shire Council at Gordon in 1906.

The area retains as significant collection of early twentieth century and inter-war housing with several heritage items and street trees creating streetscapes with high-level architectural consistency and intactness.

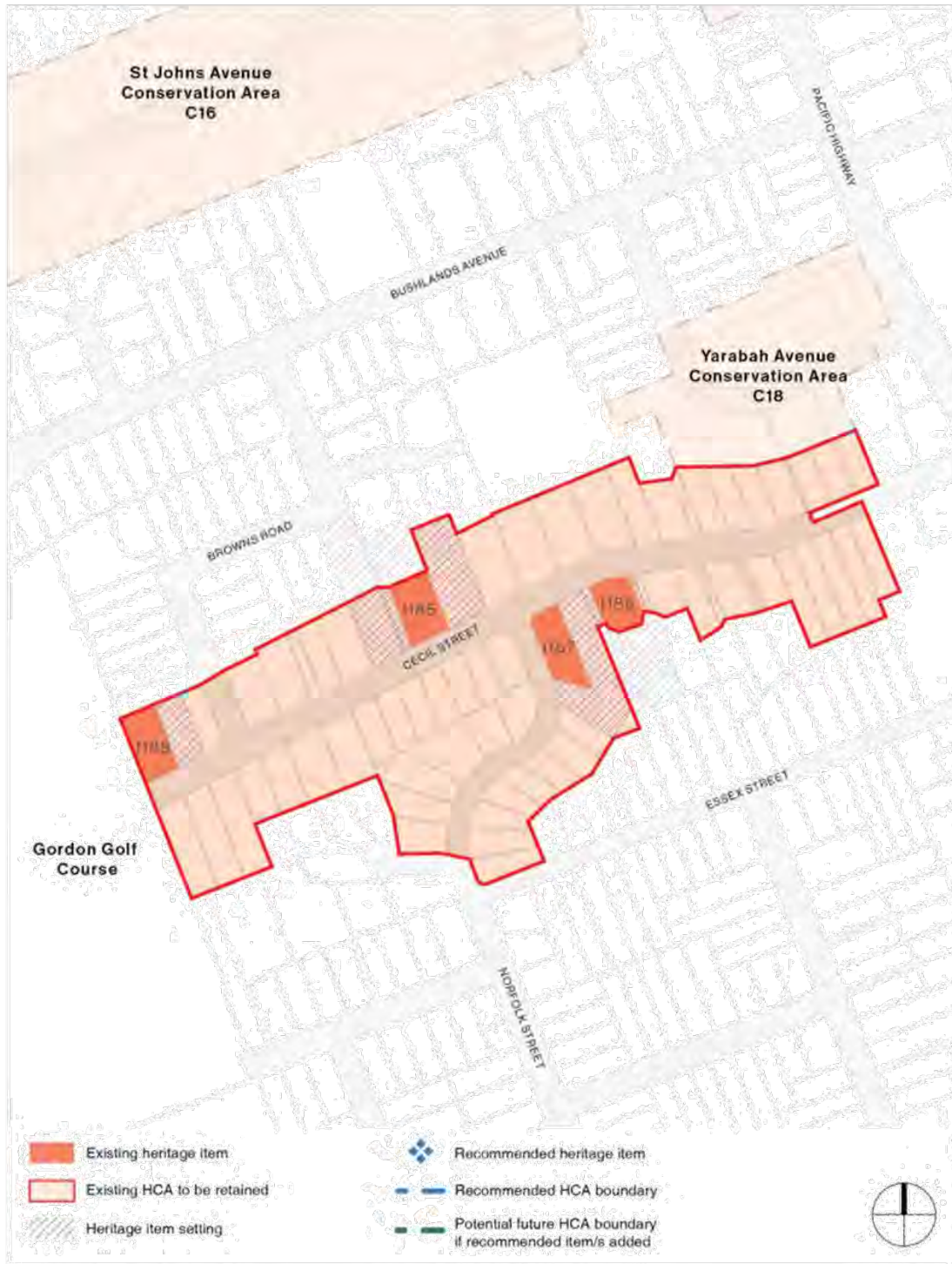
The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Mostly intact housing stock dating to primary period of development – Federation and mostly Interwar period housing demonstrating several of the styles that were fashionable during the period. Houses are mostly intact in their form and detailing/style. 51 Norfolk Street is a very good example of post-World War II Modernism. Some late twentieth and twenty first century redevelopment that does not compromise the integrity of the conservation area.
Integrity of subdivision pattern	Streetscape generally intact, but area is comprised of parts of several subdivision(s) including Fairmont Estate around Norfolk Street (substantially intact), others have been modified and re-subdivided. There is little evidence of the historic grant which extended to Lane Cove Road.
Quality of setting (including gardens)	Generally well maintained front gardens and streetscape plantings. The collection of houses and associated gardens within the area contribute to the setting.
Overall integrity	High

Recommendation

The area retains a high degree of integrity overall, with good quality housing stock related to the primary periods of development in the early twentieth century. Some evidence of the subdivision pattern of the Fairmont estate remains legible, and the building stock is complemented by good gardens and street plantings. We recommend that the conservation area and its current boundaries be **retained**.



10 Existing HCA Boundary for Smith Grant Conservation Area (C19), recommended to be retained.

Photographs of typical development which illustrates the values of the area

55 Cecil Street



62 Cecil Street



51 Norfolk Street



3 Killara

3.1 Greengate Estate Conservation Area (C20)

Existing statement of significance

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth century. The area provides evidence of the 1821 land grants to William Foster and Edwin Booker, whose boundaries are evident through the Pacific Highway, Greengate Road, Bruce Avenue and Powell Street. The area demonstrates the subsequent subdivision of these grants into residential lots, as the 1902 "Greengate Estate" subdivision evident in Greengate Road. The subdivision reflects improved transport connections due to the construction of the North Shore rail line. The subsequent subdivision of several of the larger lots within the conservation area occurred during the inter-war period, resulting in a secondary layer of inter-war period housing.

The area is significant for its historic association with the important local identities James George Edwards, the acknowledged "father of Killara", and with William Foster and Edwin Booker as the original Crown grantees.

The area is of aesthetic significance as a reasonably/highly intact and consistent inter-war (1918-1958) development and for the high proportion of quality houses.

The area is of local heritage significance in terms of its historical, associations and aesthetic value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Mostly intact housing stock dating to primary period of development, circa 1910s to 1930s. The conservation area contains a mix of single storey and substantial two storey dwellings. Most houses are mostly intact in their form and detailing/style although many have been subjected to substantial alterations and additions. Some late twentieth century redevelopment on some allotments. Recently completed houses do not demonstrate the values of the conservation area but do not impact unduly on its overall cohesion.
Integrity of subdivision pattern	Understood to be generally intact, relating to different releases of the Greengate and Gordon-Killara Bungalow Estate by JG Edwards and Co. Some further subdivision or amalgamation of lots.
Quality of setting (including gardens)	Private gardens provide an appropriate setting for individual houses and contribute to the setting of the conservation area, along with mature street planting, which includes fine individual specimens.
Overall integrity	High

Recommendation

The area retains a high degree of integrity overall, with good quality housing stock related to the primary periods of development in the early twentieth century. Some evidence of the subdivision pattern of the estate remains legible, and the building stock is complemented by good gardens and street plantings. We recommend that the conservation area and its current boundaries be **retained**.



11 Existing HCA Boundary for Greengate Estate Conservation Area (C20), recommended to be retained.

Photographs of typical development which illustrates the values of the area

44 Elva Avenue



62 Cecil Street



30 Powell Street



3.2 Springdale Conservation Area (C21)

Existing statement of significance

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth century. The area provides evidence of the 1839 land grant to Jane Bradley, and the subsequent subdivision of this grant by local real estate agent James George Edwards in 1885. Edwards created the "Springdale Estate" subdivision which formed the basis of the suburb of Killara.

The area retains a significant collection of grand high-quality residences, predominantly from the Federation and inter-war periods. Many of these were the residences of prominent families of the period, often designed by prominent architects. Mature extensive private gardens and significant avenue planting combine to form special streetscapes and groups of substantial, intact, significant houses from the Federation and inter-war periods.

The area contains several important civic sites, including St Martins Anglican Church and Killara Uniting Church, the Killara Lawn Tennis Club and Killara Bowling Club, and Dalcross Private Hospital on Stanhope Road.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

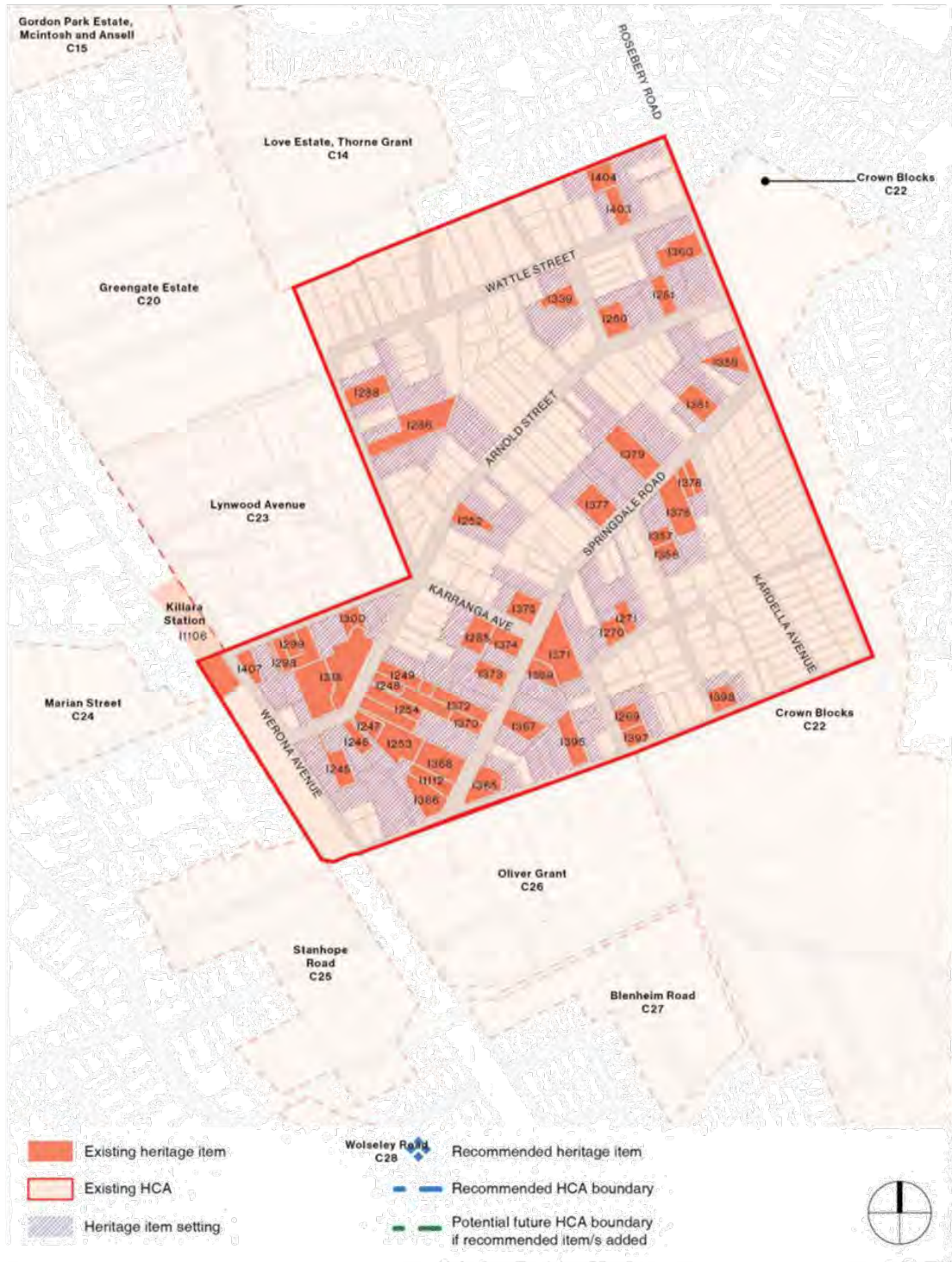


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The Springdale Conservation Area contains numerous fine houses from the Federation and interwar periods, along with two aesthetically significant early twentieth century churches. Interwar houses demonstrate many of the architectural styles that were fashionable during this period. The conservation area is notable for the numbers of aesthetically significant houses within its boundaries.
Integrity of subdivision pattern	The conservation area contains numerous battle axe blocks, reflecting the ongoing subdivision of land following the initial subdivision of the Springdale Estate. However, an understanding of the early subdivision pattern can be gained from allotments along the various streets in the conservation area.
Quality of setting (including gardens)	The setting of the conservation area is established by its hilly and varied topography. Generous high quality formal gardens and mature street planting combine with the overall high standard of housing stock to present as a very fine and distinctive townscape. The Killara Bowling Club provides contrast because of its large area of open space.
Overall integrity	High

Recommendation

The conservation area retains a high degree of integrity overall, with high quality Federation and interwar housing stock, fine gardens and mature street planting over a varied and undulating topography. It is recommended that the boundaries of the conservation area are **retained**.



12 Existing HCA Boundary for Springdale Estate Conservation Area (C21), recommended to be retained.

3.3 Crown Blocks Conservation Area (C22)

Existing statement of significance

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth centuries. The area is of local historic and aesthetic significance as a good and largely intact residential precinct characterised by streetscapes of good, high-quality examples of single detached houses from the Federation, inter-war and post-war periods. The built context is enhanced by large garden settings, wide street proportions, street plantings and remnant and planted native trees and reserve areas which are synonymous with the Ku-ring-gai area.

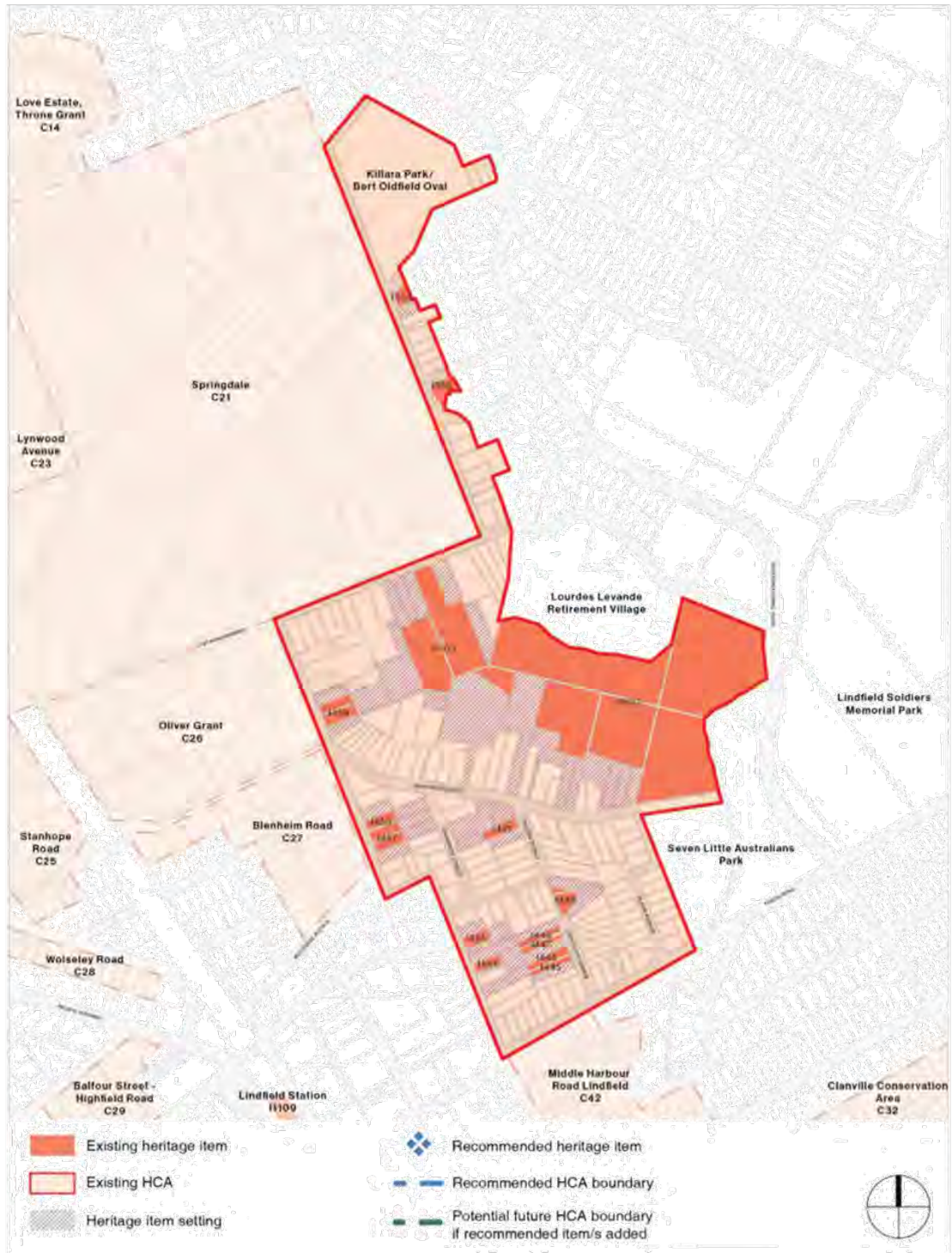
Killara Park, Swains Gardens and various reserves in and around the area contribute to the aesthetic character and social significance of the area. The blocks are located about streets generally formed by neighbouring early grant boundaries, estates and suburban subdivision. The current layout and pattern of development represents the late nineteenth and early to mid-twentieth century development of the area. The predominant early twentieth century development of the area also reflects the evolution of rail and road networks and particularly improvements of the rail network in the late 1920s and early 1930s. Some land consolidation and creation of larger blocks and subdivision and creation of residential blocks has also occurred in the area. Despite these changes the area significantly retains a streetscape pattern characterised by single detached houses and emphasis on residential development and retention of natural and recreational areas. The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The Crown Blocks Conservation Area contains numerous fine houses that include Federation Bungalows, notably around Mackenzie Street, Nelson Road and Northcote Road, California Bungalows and good examples of other architectural styles that were fashionable during the interwar period. There are also conservative examples of post war residences. Although numerous houses have been subjected to alterations and additions their original form and character is still evident. Recently completed houses do not demonstrate the values of the conservation area but do not impact on its overall character. The conservation area contains several items listed in Schedule 5 of the LEP
Integrity of subdivision pattern	The conservation area contains numerous battle axe blocks, reflecting the ongoing subdivision of land following the initial subdivision of the area. However, an understanding of the early subdivision pattern can be gained from allotments along the various streets in the conservation area.
Quality of setting (including gardens)	The setting of the conservation area is enhanced by the quality of private gardens and street trees. It is also enhanced by a distinctive characteristic – several reserves that preserve natural bushland and open space. These include Wombin Reserve, Seven Little Australians Park and Swain Gardens. The setting of the conservation area is offset by sloping terrain in its southern section and along Stanhope Road
Overall integrity	High

Recommendation

The conservation area retains a high degree of integrity overall, with high quality Federation and interwar housing stock, fine gardens and mature street planting over a varied and undulating topography. It is recommended that the boundaries of the conservation area are **retained**.



13 Existing HCA Boundary for Crown Blocks Conservation Area (C22), recommended to be retained.

Photographs of typical development which illustrates the values of the area

17 Mackenzie Street



12 Dangar Street



45 Nelson Street



3.4 Lynwood Avenue Conservation Area (C23)

Existing statement of significance

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Edwin Booker. The boundary of the land grant is evident though Karranga Avenue and Locksley Street. The area also represents the subsequent subdivision of this grant by Captain Robert Pockley. The area retains evidence of its early layout and subdivision with its predominant component of highly significant buildings and mature gardens and street planting. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area contains a high degree of intact and cohesive early twentieth century development. The area is characterised by mostly intact Federation and inter-war development, including Old English, Spanish Mission, Mediterranean and Californian Bungalows, many of which were architecturally designed. Mature native and introduced trees, on private property and as street trees, contribute to the high visual quality of the area.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

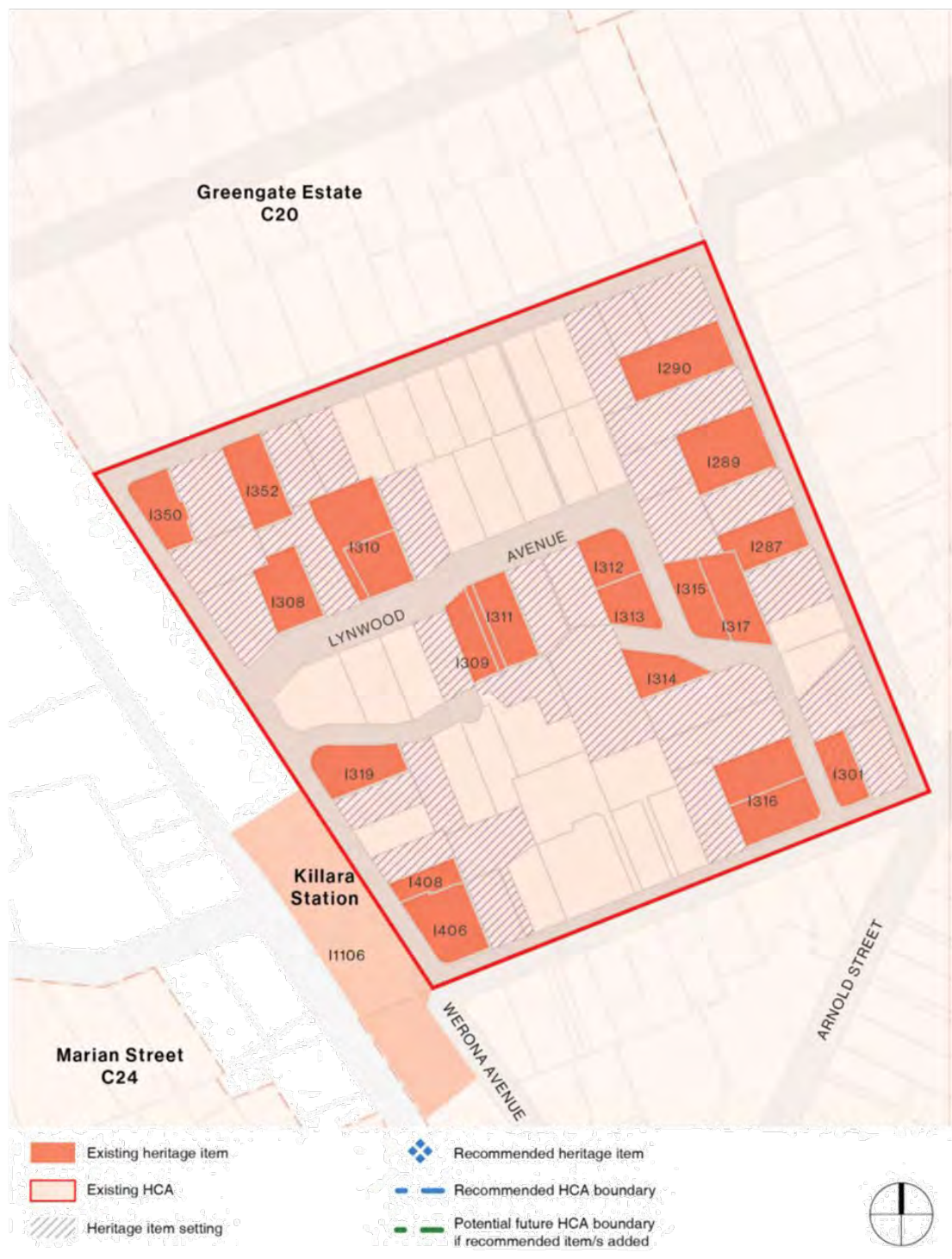


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The housing stock in the conservation area is predominantly from the interwar period and includes California Bungalows from the 1920s, Mediterranean and Old English style houses and Functionalist style houses from the second half of the 1930s. The conservation area demonstrates a relatively high level of visual cohesiveness due to the form, materials and scale of the individual buildings. It includes a relatively high number of heritage items included in the LEP.
Integrity of subdivision pattern	The conservation area is part of the Lorne Estate. The subdivision appears to be relatively intact, as evidenced by the consistent age of houses across the conservation area and the configuration of the allotments on which they stand but has undergone further subdivision, most obviously in the southern section between Maples Avenue and Locksley Street.
Quality of setting (including gardens)	The setting of the conservation area is established by the generally high quality of architectural design and private gardens, complemented by street planting. The topography of the area is also varied, adding to its visual interest and character and offset by the winding form of Lynwood and Maples Avenues.
Overall integrity	High

Recommendation

The conservation area retains a high degree of integrity overall, with high quality interwar housing stock in a fine setting of gardens and street planting. Evidence of the original subdivision pattern remains legible, and the building stock is complemented by well-maintained gardens and street plantings. It is recommended that the conservation area and its current boundaries are **retained**.



14 Existing HCA Boundary for Lynwood Avenue Conservation Area (C23), recommended to be retained.

Photographs of typical development which illustrates the values of the area

19 Lynwood Avenue



Maples Avenue



26 Karranga Avenue



3.5 Marian Street Conservation Area (C24)

Existing statement of significance

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Edwin Booker and the 1839 land grant to Jane Bradley. The area is of historical significance as part of both the Jane McGillivray "Springfield" grant and the Edwin Booker grant, and later subdivisions of the grants of the "Lorne Estate" and the "Springfield Estate". The early grant boundaries, estate and subdivision patterns significantly remain visible in the current layout. The early development is also overlaid by later land subdivisions and some consolidation and later development, which reflect changes in the wider rail and road networks and ongoing development of the local and wider area. These subdivisions demonstrate the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area is aesthetically significant for its high consistency of intact buildings. The predominant architectural style is Federation, varying from Arts and Crafts to Queen Anne and Bungalow, many designed by significant architects of the period. There are also some high-quality inter-war Californian bungalows and post-war construction. Well-established private gardens and tree-lined avenues contribute to the landscape quality of the area. The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

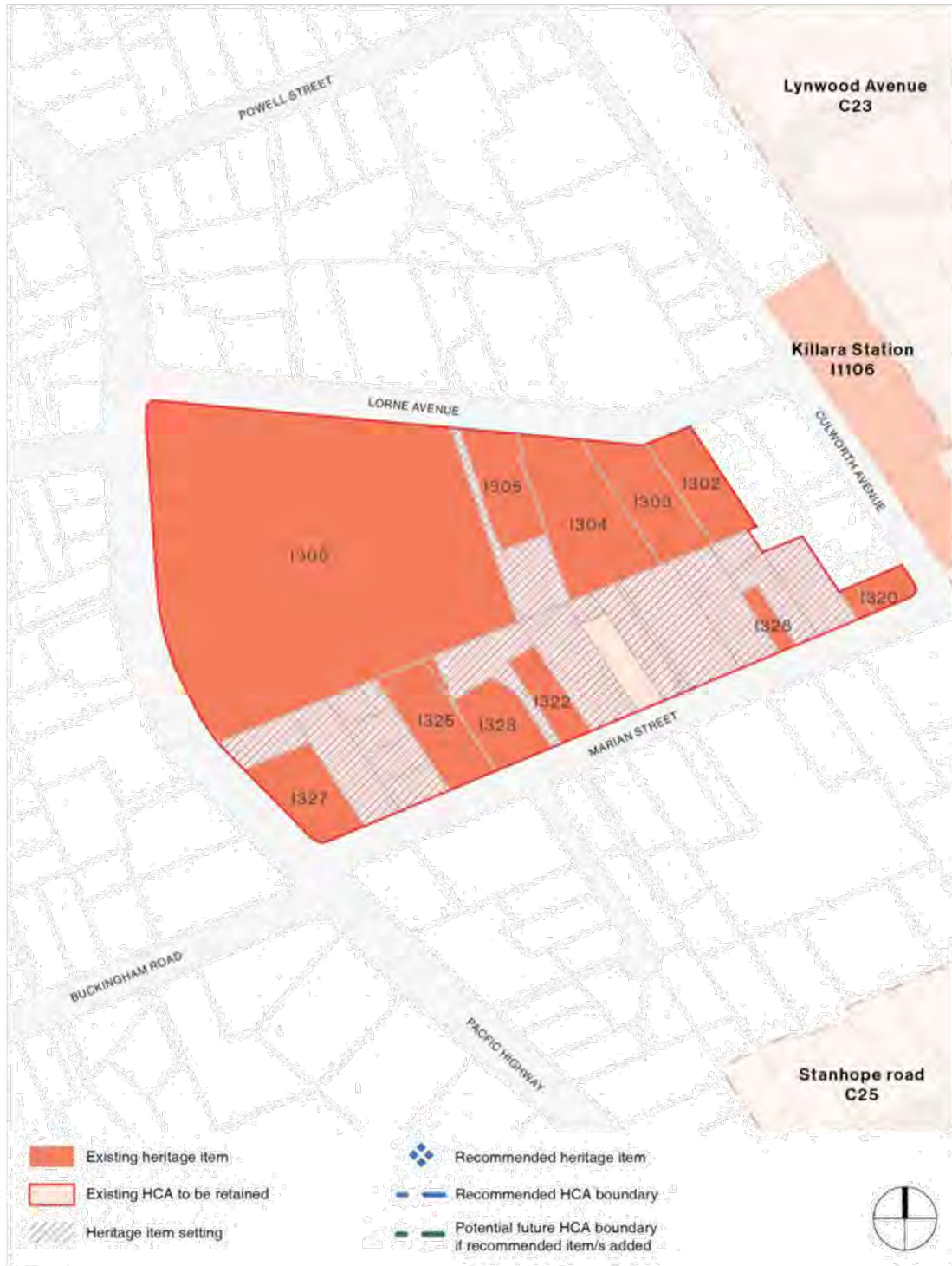


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The Marian Street Conservation Area contains in a compact precinct a diverse collection of high-quality Federation and interwar buildings that include substantial architect-designed houses, a fine Art Deco style block of flats and a small group of shops with residential accommodation on the first floor. The conservation area is notable for its high concentration of heritage items, the largest of which (the reservoir pump station/Regimental Park at 20 Lorne Avenue) occupies a substantial area within it.
Integrity of subdivision pattern	The conservation area includes the south-western section of Lorne Estate and the northern section of the third subdivision of the Springdale Estate. The pattern of these subdivisions is still in evidence.
Quality of setting (including gardens)	The setting of the conservation area is established by the generally high quality of architectural design and private gardens. The setting on the southern side of Marian Street and northern side of Lorne Avenue in part consists of blocks of flats but mature and at times dense canopies of street trees contribute to the setting.
Overall integrity	High

Recommendation

The conservation area retains a high degree of integrity overall, with good quality Federation and interwar housing stock. Evidence of the subdivision pattern of the Springdale and Lorne Estates remains legible, and the building stock is complemented by well-maintained gardens and street plantings. It is recommended that the conservation area and its current boundaries are **retained**.



15 Existing HCA Boundary for Marian Street Conservation Area (C24), recommended to be retained.

Photographs of typical development which illustrates the values of the area

33 Marian Street, Killara



7-15 Marian Street, Killara



6 Lorne Avenue, Killara



3.6 Stanhope Road Conservation Area (C25)

Existing statement of significance

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Henry Oliver, the 1821 land grant to Daniel McNally, and the 1839 land grant to Jane Bradley. They also illustrate the subsequent subdivision of these grants by Alfred Hordern, Marshall Warwick Johnson and the New South Wales Realty Company in the at the end of the nineteenth century and in the early years of the twentieth century. This subdivision demonstrates the development resulting from the construction of the North Shore rail line in the 1880s. The area retains evidence of its early layout and subdivision with its predominant component of significant buildings and mature gardens and street planting.

The area is of aesthetic significance for its high quality intact residential buildings, predominantly from the Federation and inter-war periods. Many of these were designed by prominent architects and represent the diversity and range of styles within each period. Their heritage values are enhanced by their garden settings and vegetation throughout the area, including strands of remnant eucalypt and avenue plantings.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.



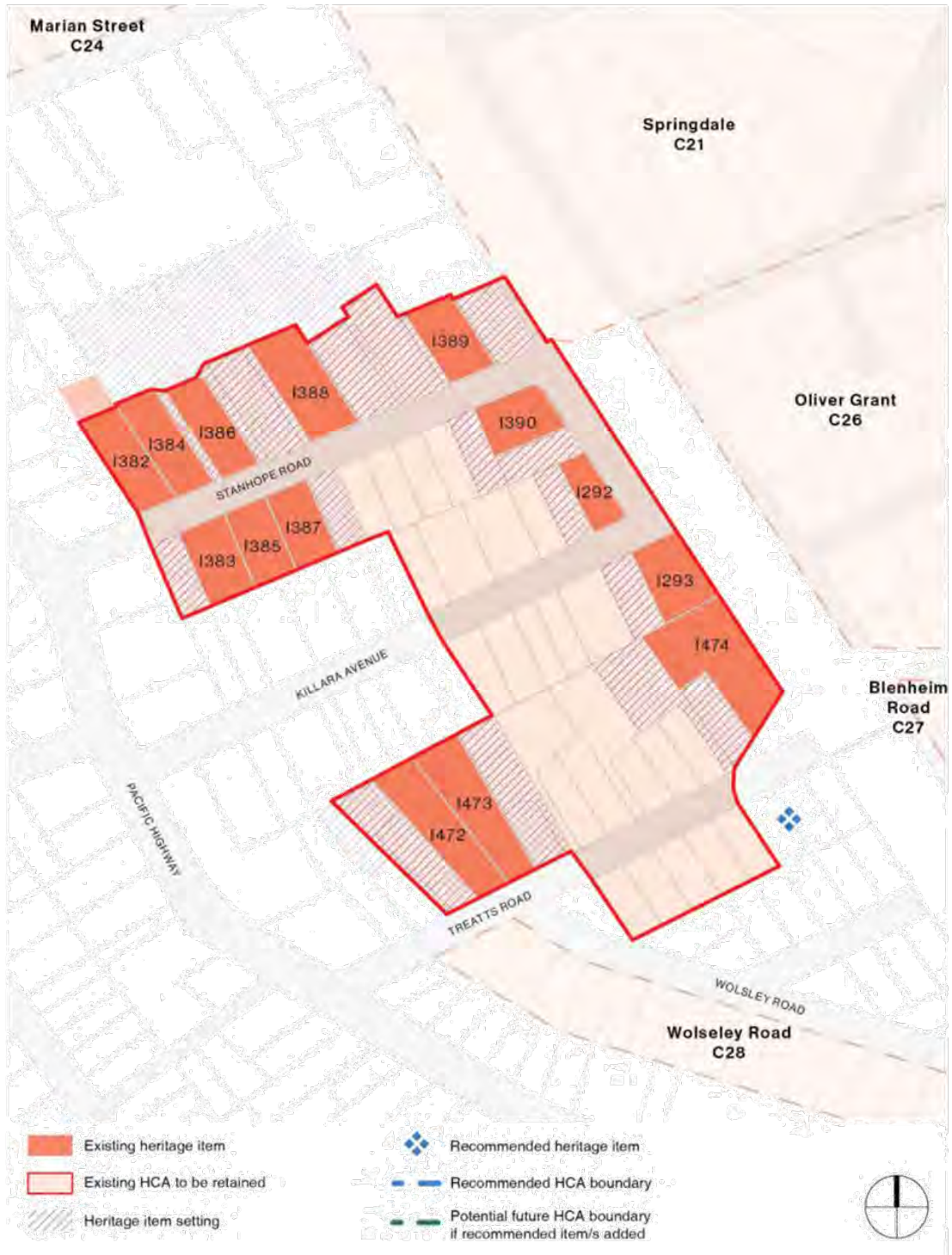
Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The conservation area has a variety of houses from different historical periods. Amongst the earliest is the two storey Italianate style house at 26 Treatts Road. There are fine Federation, interwar and mid-century houses distributed through the conservation area and a small number of high-quality dwellings constructed during the second half of the twentieth century and early twenty first century. The conservation area contains several items listed in Schedule 5 of the LEP.
Integrity of subdivision pattern	The overall pattern of subdivision, although having been subjected to further subdivision and modification, is still evident.
Quality of setting (including gardens)	The conservation area is characterised by substantial and high-quality residences in a setting comprised of planting in private gardens and by street planting.
Overall integrity	High

Recommendation

The conservation area demonstrates a relatively high level of integrity with high quality housing stock, well-maintained and finely planted private gardens and mature street trees. It is recommended that the boundaries of the conservation area are **retained**.

It is also recommended that consideration be given to assessing the heritage significance of the 1957 Lindfield Synagogue at 15 Treatts Road, designed in the office of H P Oser & Associates, as a **potential heritage item**. It is acknowledged that it does not form part of the conservation area.



16 Existing HCA Boundary for Stanhope Road Conservation Area (C25), recommended to be retained. Note recommended heritage item in vicinity of HCA.

Photographs of typical development which illustrates the values of the area

45 Stanhope Road, Killara



53A Stanhope Road, Killara



Treatts Road looking west



3.7 Oliver Grant Conservation Area (C26)

Existing statement of significance

Historically, the area represents the fine residential development of Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Henry Oliver, its later division into smaller farms and the subsequent subdivision of the grant as the "Killara Park Estate" in 1904. The grant boundaries are evident through the following streets: Stanhope Road, Pacific Highway and Treatts Road. The 1904 subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.



The area has historic significance for the overlay of inter-war and post-war subdivision evident in the lots on the southern side of Stanhope Road and in Kiamala Crescent. These later subdivisions reflect improved transport connections due to the construction of the Sydney Harbour Bridge and electrification of the railway in 1927.

The area has aesthetic significance as a reasonably intact late nineteenth century and early twentieth century development, and aesthetic significance for the high proportion of quality houses.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The conservation area has a variety of houses from different historical periods. It includes a significant late nineteenth century residence at 1 Werona Avenue (listed as a heritage item), substantial single and two storey Federation era houses, interwar era houses and a relatively substantial amount of post-World War II and later residential development. The conservation area also includes a relatively large number of items listed in Schedule 5 of the LEP.
Integrity of subdivision pattern	The conservation area has been subjected to several different subdivisions after the Killara Heights Estate. Those around Kiamala Crescent and Clarence Avenue were undertaken after World War II.
Quality of setting (including gardens)	Although the building stock in the conservation area has undergone a relatively large amount of change, it contains fine early houses that are complemented by planting in private gardens and by street planting.
Overall integrity	Moderate

Recommendation

Stage 1: It is recommended that 4 Clarence Avenue (architect George Reves, 1961) and 17 Kiamala Crescent be **investigated as potential heritage items**.

Stage 2: If the potential heritage items at stage 1 are listed, it is recommended that the boundaries of the area be **reduced**. This is because of the non-contributory nature of numerous houses in the western section of the conservation area around Kiamala Crescent and Clarence Avenue.



17 Recommended heritage items and potential future HCA Boundary for the Oliver Grant Conservation Area (C26). The recommended heritage items at 4 Clarence Avenue and 17 Kiamala Crescent must be investigated and acted upon prior to the implementation of the new HCA boundary.

Photographs of typical development which illustrates the values of the area

45 Stanhope Road, Killara



53A Stanhope Road, Killara



Treatts Road looking west



3.8 Love Estate, Thorne Grant Conservation Area (C14)

Existing statement of significance

Historically, the area represents the fine residential development of Gordon during the nineteenth and twentieth centuries. The area provides evidence of the 1840 land grant to Eleanor Oatley and the 1856 land grant to George Thorne. The area also provides evidence of the subsequent subdivisions of these grants by Annie Patton Love in 1894. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area has aesthetic significance for its collection of very fine Federation bungalow dwellings. It is also significant as a highly intact and consistent inter-war development. The area contains a number of quality inter-war houses built throughout the late 1920s and the 1930s. Styles include Tudor revival, old English, Georgian revival, Spanish Mission and Spanish revival. Many were designed by prominent architects of the period, including works by Ralph Slater Hawdon, Cyril Christian Ruwald, H. Clifford Finch, F. Glynn Gilling and John Brogan.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

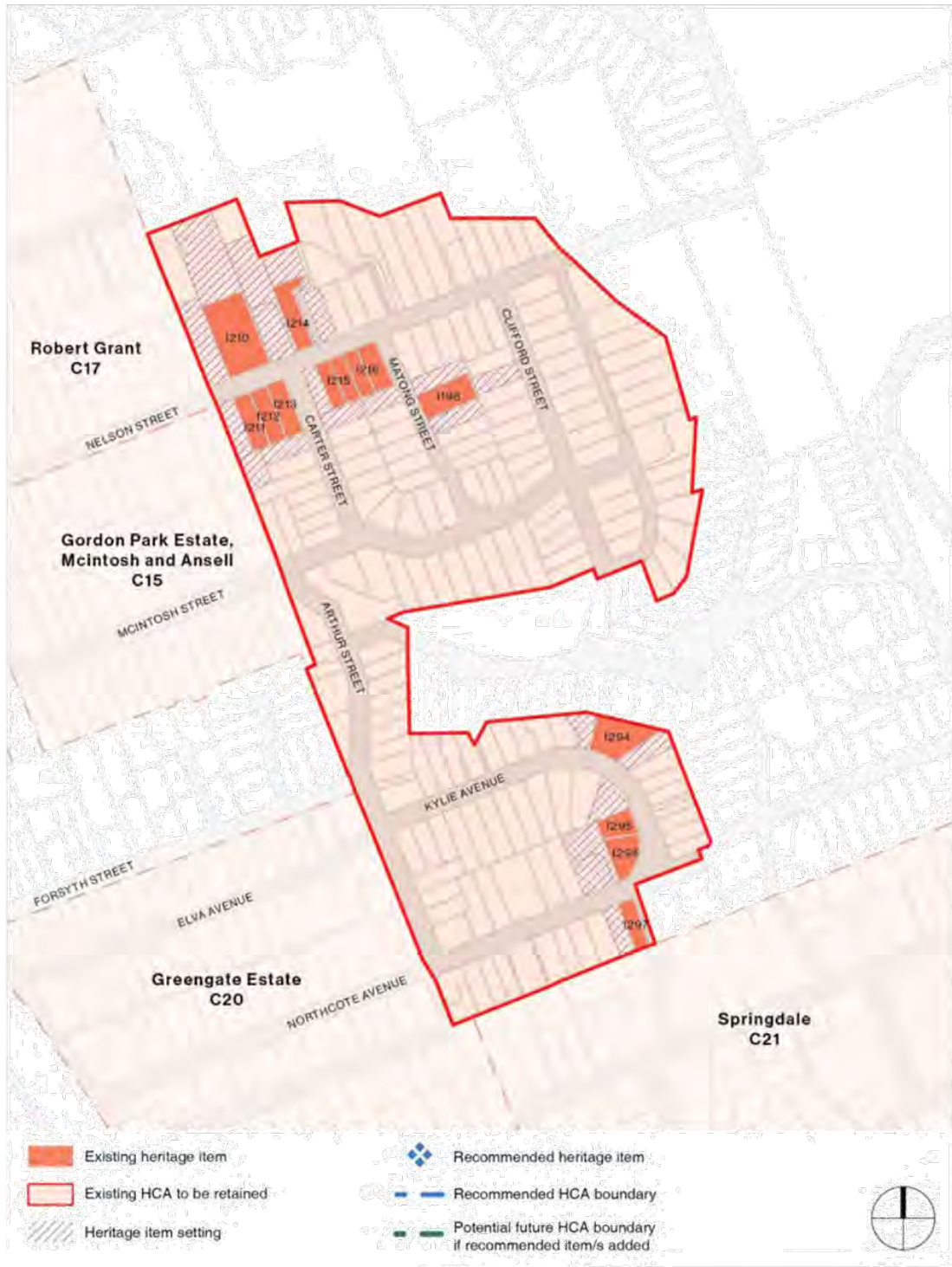


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The conservation area features some substantial Federation era dwellings around Nelson Street but is otherwise predominantly interwar in character. California Bungalows predominate in the streets running between Nelson and McIntosh Streets. There are some fine late interwar houses along Kylie Avenue and Arthur Street. A large number of houses have been modified but most have retained evidence of their early form and character. There is also a relatively large amount of non-contributory recent housing through the conservation area.
Integrity of subdivision pattern	The conservation area includes the Stonyhurst Subdivision (1921, 1922), Gloria View Estate (1927) and Hollywood Estate (1928). The overall pattern of subdivision is intact, reflecting the various estates offered for sale during the 1920s.
Quality of setting (including gardens)	The quality of the conservation area's setting is determined by its varied sloping topography and fine stands of native trees in street planting such as that on the eastern section of Kylie Avenue and along Arthur and McIntosh Streets. The area of preserved bushland at the Terrum-Bine Reserve also contributes to the quality of the conservation area. Good quality front gardens and fencing also provide some contribution.
Overall integrity	Moderate

Recommendation

The conservation area generally retains a relatively high degree of integrity because of the legibility of early subdivisions and the quality of its housing stock. It is distinguished by the presence of native trees that form a large proportion of street planting and in the Terrum-Bine Reserve, which is offset by exotic planting in private gardens. It is recommended that the boundaries of the conservation area are **retained**.



18 Existing HCA Boundary for Love Estate, Thorne Grant Conservation Area (C14), recommended to be retained.

4 Lindfield

4.1 Blenheim Road Conservation Area (C27)

Existing statement of significance

Historically, the area represents the fine residential development of Lindfield during the early twentieth century. The area provides evidence of the 1821 land grant to Daniel McNally and subsequent subdivision of this grant by the New South Wales Realty Company in 1911. The area demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The conservation area is of significance as an intact portion of the 1911 Heart of Lindfield Estate subdivision. It contains consistent fine Federation Queen Anne style housing with some inter-war residences. The area retains mature street tree planting.

The area is representative of the Federation and inter-war periods of development of the North Shore.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.

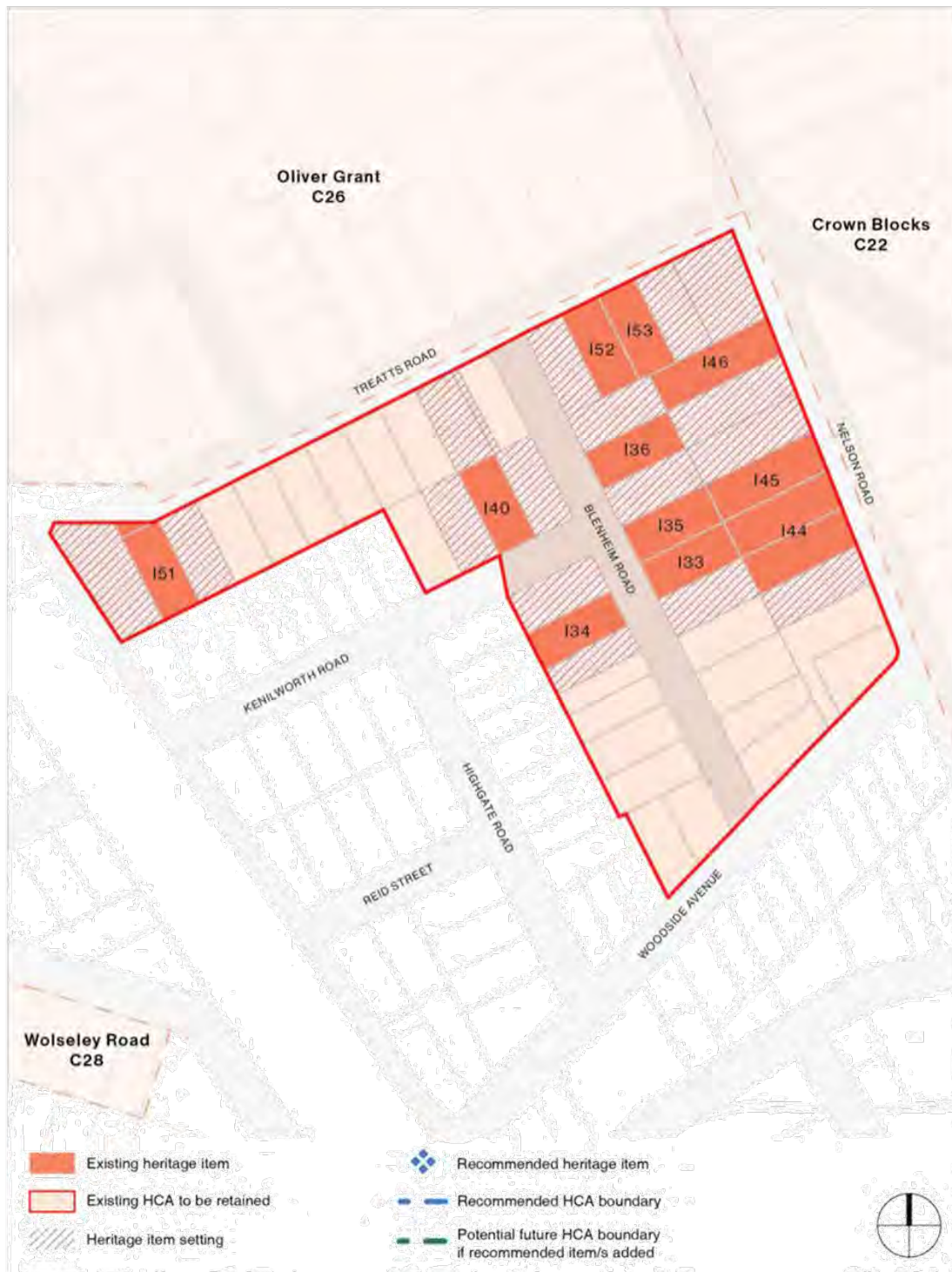


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The conservation area is notable for its mix of Federation era and interwar bungalows. Treatts Road is predominantly lined by interwar California bungalows, Nelson Road is predominantly lined by Federation era bungalows and Blenheim Road comprises a mix of houses from the two eras. A substantial late 1930s house occupies the site at the intersection of Nelson Road and Woodside Avenue. There are several items listed in Schedule 5 of the LEP within the conservation area.
Integrity of subdivision pattern	The subdivision pattern is very intact with only a small number of reconfigured allotments.
Quality of setting (including gardens)	Generally good quality front gardens and streetscape plantings. A variety of front boundary fences and hedging add visual interest.
Overall integrity	High

Recommendation

The conservation area generally retains a high degree of integrity with a mix of Federation and interwar era bungalows and is enhanced by the quality of private and public planting. It is recommended that the boundaries of the conservation area are **retained**.



19 Existing HCA Boundary for Blenheim Road Conservation Area (C27), recommended to be retained.

4.2 Wolseley Road Conservation Area (C28)

Existing statement of significance

Historically, the area represents the fine residential development of Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Daniel McNally and the subsequent subdivision of this grant as the "Heart of Lindfield Estate" by the New South Wales Realty Company in 1910. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area retains a significant collection of Federation and inter-war period housing, built following subdivision as part of the 1911 Heart of Lindfield Estate, and for its magnificent avenue of mature brush box trees. The area also contains some examples of mid to late twentieth century development.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.

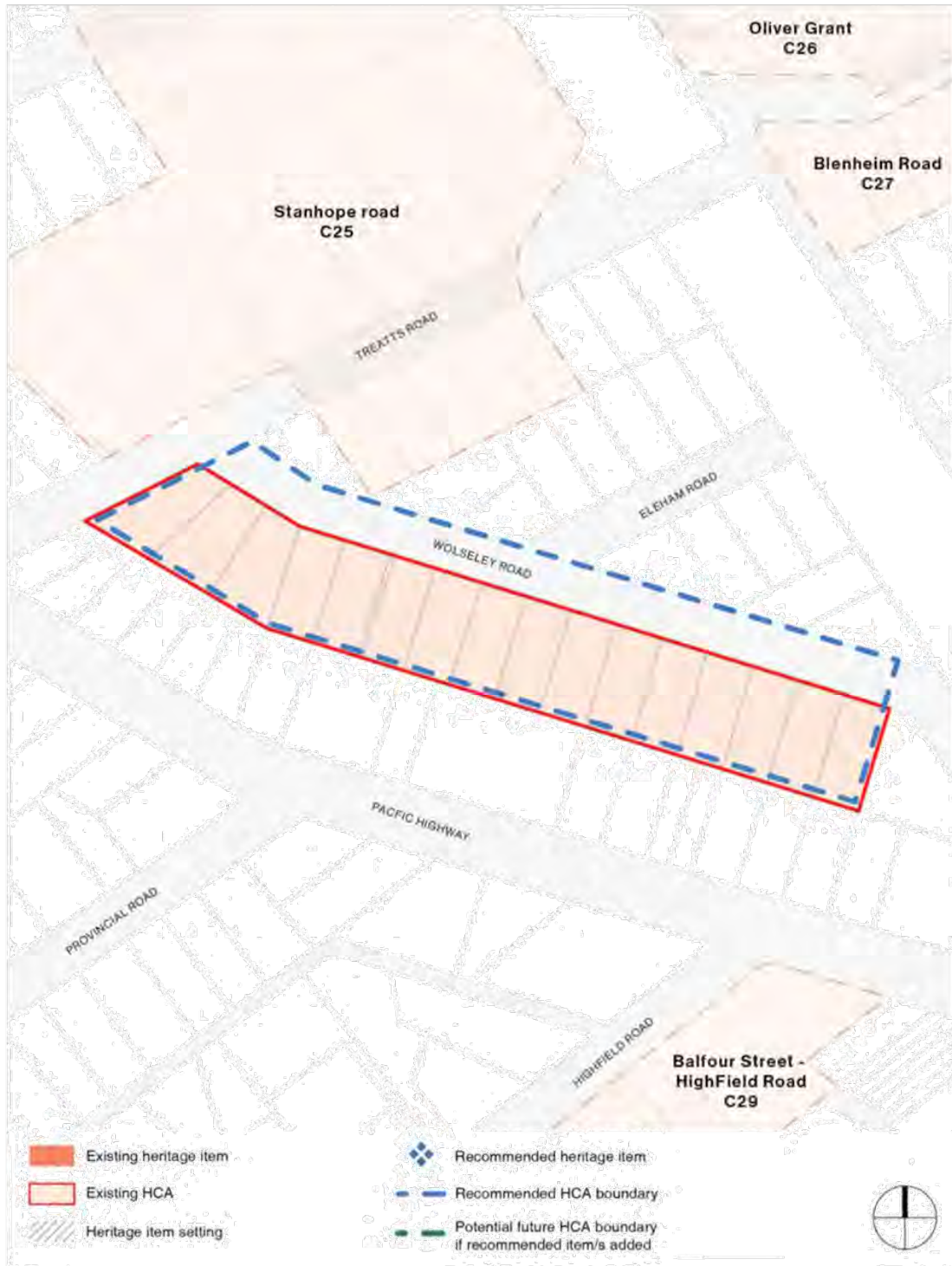


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Substantially intact housing stock including Federation houses from primary period of development and interwar period. Houses have retained much of their original form and detailing/style, with later additions to the rear of sites. No 14 Wolseley Road has been extensively modified while No. 18 Wolseley Road does not demonstrate the values of the area but is appropriately setback and sympathetic. The values and significance of the HCA are still much in evidence, including mature street planting.
Integrity of subdivision pattern	The conservation area is a small component of the Heart of Lindfield Estate but has retained its original subdivision pattern, which remains unchanged.
Quality of setting (including gardens)	Generally good quality front gardens and notable streetscape plantings. A small number of carports impact on the streetscape. Recent apartment development within the area and development on the northern side of Wolseley Road does not contribute to the setting.
Overall integrity	High

Recommendation

The area retains a high degree of integrity overall, comprised of housing stock of similar periods and style and is enhanced by the quality of private and public planting. It is recommended that the boundaries of the conservation area are **extended** to include street planting on the northern side of Wolseley Road.



20 Recommended adjustment to the boundary of Wolseley Road Conservation Area (C28), showing extension to the north to include street trees.

Photographs illustrating the values of the Wolseley Road Conservation Area

12 Wolseley Road, Lindfield



36 Wolseley Road, Lindfield



**Looking west along Wolseley
Road - Ibbitson Park in the
foreground**



4.3 Balfour Street/Highfield Road Conservation Area (C29)

Existing statement of significance

Historically, the area represents the residential development of Lindfield in the early twentieth century following the opening of the North Shore rail line. The area demonstrates the subdivision of large land grants from the early nineteenth century, driven by the increased population of the area resulting from the improved access brought about by the railway.

Aesthetically, the area contains an important collection of intact Federation Queen Anne style housing, located on the northern side of Balfour Street. The area also includes the Holy Family Catholic Church constructed in 1940, and the school at 2-4 Highfield Road (corner Pacific Highway). The school includes 7 Balfour Street, one of the intact groups of Balfour Street Federation Queen Anne style houses. The area contains the presbytery associated with the Holy Family Church at 10 Highfield Road. The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The housing stock in the conservation area is predominantly from the Federation era (9 Balfour Road is a California Bungalow). The north-eastern section of the conservation area is occupied by the Holy Family Primary School, the buildings of which do not contribute to the conservation area.
Integrity of subdivision pattern	The conservation area consists of a section of an 1893 subdivision facing Highfield Road and a 1903 subdivision facing Balfour Street, both of which were traversed by Wallace Parade. Part of the early subdivision at 7 Balfour Street was acquired by the Catholic Church but this does not obscure the subdivision pattern.
Quality of setting (including gardens)	Generally good quality front gardens, some high-quality fences and notable streetscape plantings. A small number of carports in Balfour Street impact on the streetscape. Recent apartment development within the area and development on the northern side of Wolseley Road does not contribute to the setting of the conservation area. However, this is offset by the quality of development and landscape on the western side of Highfield Road, which does contribute to its setting.
Overall integrity	High

Recommendations

The Balfour Street/Highfield Road Conservation Area is a good representation of early twentieth century housing development in Lindfield and has a fine landscape setting. However, the Holy Family Primary School does not contribute, and 7 Balfour Street was demolished in 2010 and replaced with a shade structure.

Stage 1: It is recommended that the Holy Family Catholic Church at 412 Pacific Highway be **investigated as a potential heritage item**. The 1940 building was designed by prominent architects Fowell McConnel & Mansfield and Sydney Hirst and is a good and representative example of late interwar church design.

Stage 2: If the potential heritage item at stage 1 is listed, it is recommended that the boundary of the conservation area should be **reduced** to exclude the Holy Family Primary School, including 7 Balfour Road and the statement of significance amended.



21 Recommended heritage item and potential future HCA Boundary for the Balfour Street/Highfield Road Conservation Area (C29). The recommended heritage item of the Holy Family Catholic Church must be investigated and acted upon prior to the implementation of the new HCA boundary.

Photographs illustrating the values of the Conservation Area

14 Highfield Road, Lindfield



25 Balfour Road, Lindfield



Street trees in Balfour Road



4.4 Frances Street Conservation Area (C30)

Existing statement of significance

Historically, the area represents the residential development of Lindfield to the western side of the North Shore rail line. The area provides evidence of the 1831 land grant to George Cadby and the subsequent subdivision of this grant in 1881. The area demonstrates the development of the late nineteenth century subdivision "Gordon Park Estate" (1881) and the "Lindfield Park Estate" (1894).

The subdivisions reflect the improved transport connections due to the construction of the North Shore rail line. The conservation area includes the early twentieth century subdivision overlays of the 1936 "Eurimbla Estate" as well as further subdivision on Beaconsfield Parade.

The area has aesthetic significance as an intact inter-war development. Frances Street contains an intact collection of California Bungalow style residences constructed in the 1920s.

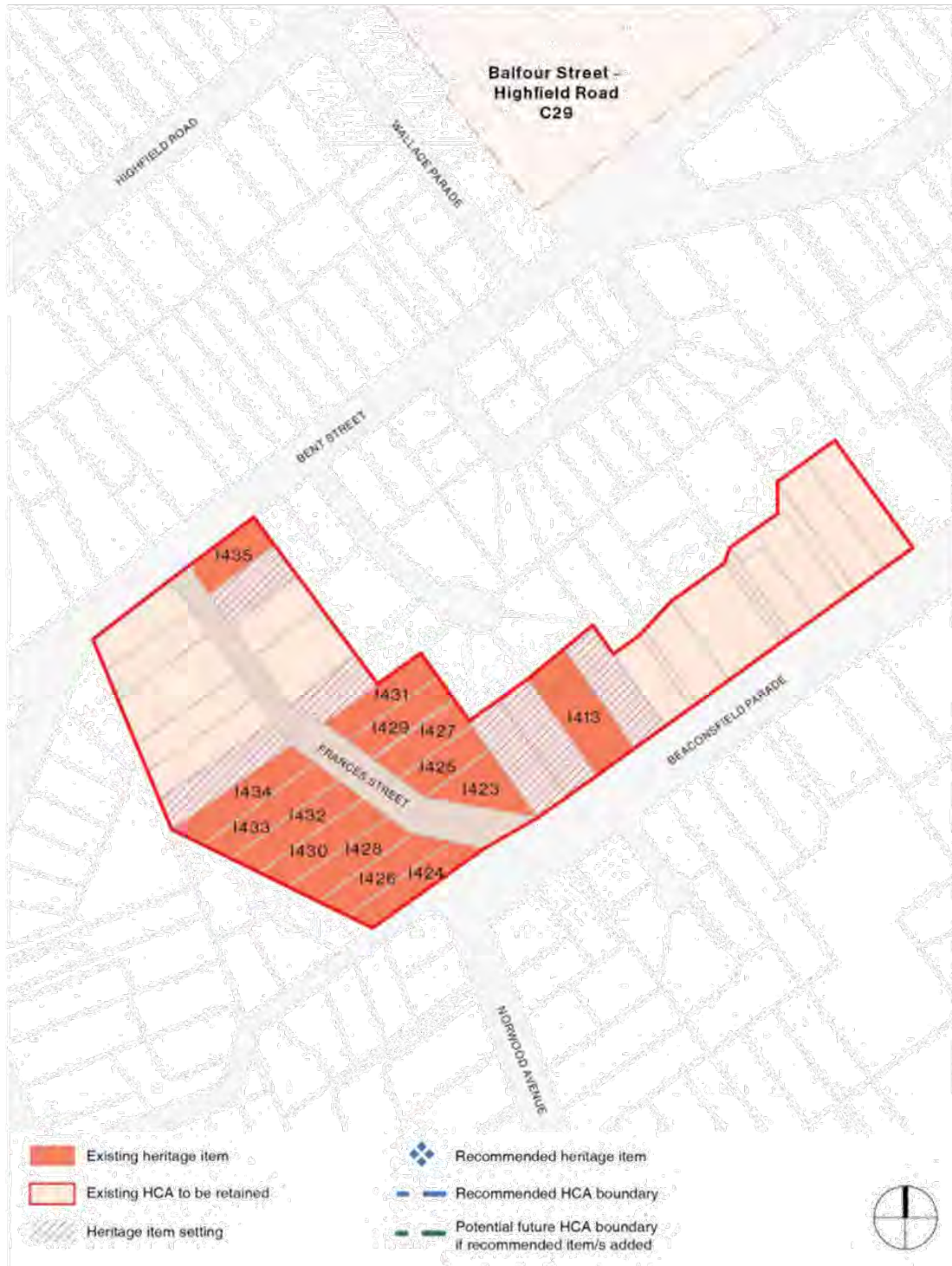
The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	The conservation area is notable for a preponderance of interwar California Bungalows along Frances Street, many of which are heritage items. Fine interwar (1930s houses) are located at the northern end of the street. Apart from a Federation era timber weatherboard cottage at 31 Beaconsfield Parade, other intact early houses along the street date to the interwar period. The conservation area contains a relatively high number of items listed in Schedule 5 of the LEP. The integrity of earlier houses is generally quite high.
Integrity of subdivision pattern	The subdivision pattern along Frances Street appears to be intact. The original subdivision pattern along the north-eastern section of Beaconsfield Parade has evidently been modified.
Quality of setting (including gardens)	Frances Street is enhanced by several low stone walls on property boundaries and the contribution of well-maintained and planted private gardens. The setting of Beaconsfield Road is enhanced by street and private garden trees and shrubs.
Overall integrity	High

Recommendation

The original architectural character and subdivision pattern of the conservation area is legible and generally intact. They are complemented by the relatively high quality of their landscaped setting. It is recommended that the boundaries of the conservation area are **retained**.



22 Existing HCA Boundary for Frances Street Conservation Area (C30), recommended to be retained.

4.5 Middle Harbour Road, Lindfield Conservation Area (C42)

Existing statement of significance

Historically, the area represents the fine residential development of Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1819 land grant to Daniel Dering Mathew, known as "Clanville", and the subsequent subdivision of this grant. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The Middle Harbour Road Lindfield Conservation Area is of historic and aesthetic significance as a good and largely intact residential precinct characterized by streetscapes of good, high-quality examples of single detached houses primarily from the Federation and interwar periods with some good examples of mid to late twentieth century dwellings.

The built context is enhanced by the street proportions and character, street plantings and garden settings including remnant and planted native trees. Some re-subdivision and redevelopment has also occurred in the area. Despite these changes, the area significantly retains its early subdivision and streetscape pattern of single detached houses within a "green" setting.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Interwar bungalows are prevalent throughout the conservation area although there are Federation bungalows located in Middle Harbour Road, Short Street and Tryon Road. There is a relatively large number of modified early twentieth century houses that make little contribution to the conservation area, along with recently completed houses that do not relate to earlier housing stock in their vicinity.
Integrity of subdivision pattern	The conservation area is understood to include portions of the Seldon Estate 2 nd subdivision (1893) and the Lindfield Grove Estate (1906). The original subdivision pattern has been affected by subsequent subdivisions and reconfiguration of allotments.
Quality of setting (including gardens)	While the setting of the conservation area has been diminished by alterations and additions to early houses and the construction of new houses, this is offset by mature street planting and the contribution of well planted and maintained private gardens.
Overall integrity	Moderate

Recommendation

Notwithstanding the amount of change that has taken place, the original architectural character and subdivision pattern of the conservation area is still legible. They are complemented by the relatively high quality of their landscaped setting. It is recommended that the boundaries of the conservation area are **retained**.



23 Existing HCA Boundary for Middle Harbour Road, Lindfield Conservation Area (C42), recommended to be retained.

4.6 Lindfield West Conservation Area (C45)

Existing statement of significance

The Lindfield West Conservation Area forms part of the late nineteenth century subdivisions of the "Gordon Park Estate" (1881) and the "Lindfield Park Estate" (1894). The subdivisions reflect the improved transport connections due to the construction of the North Shore railway. The area included the twentieth century subdivision overlay of the Dartmoor Estate (1927) evident through the existing housing. The area has aesthetic significance as an intact inter-war housing development.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.

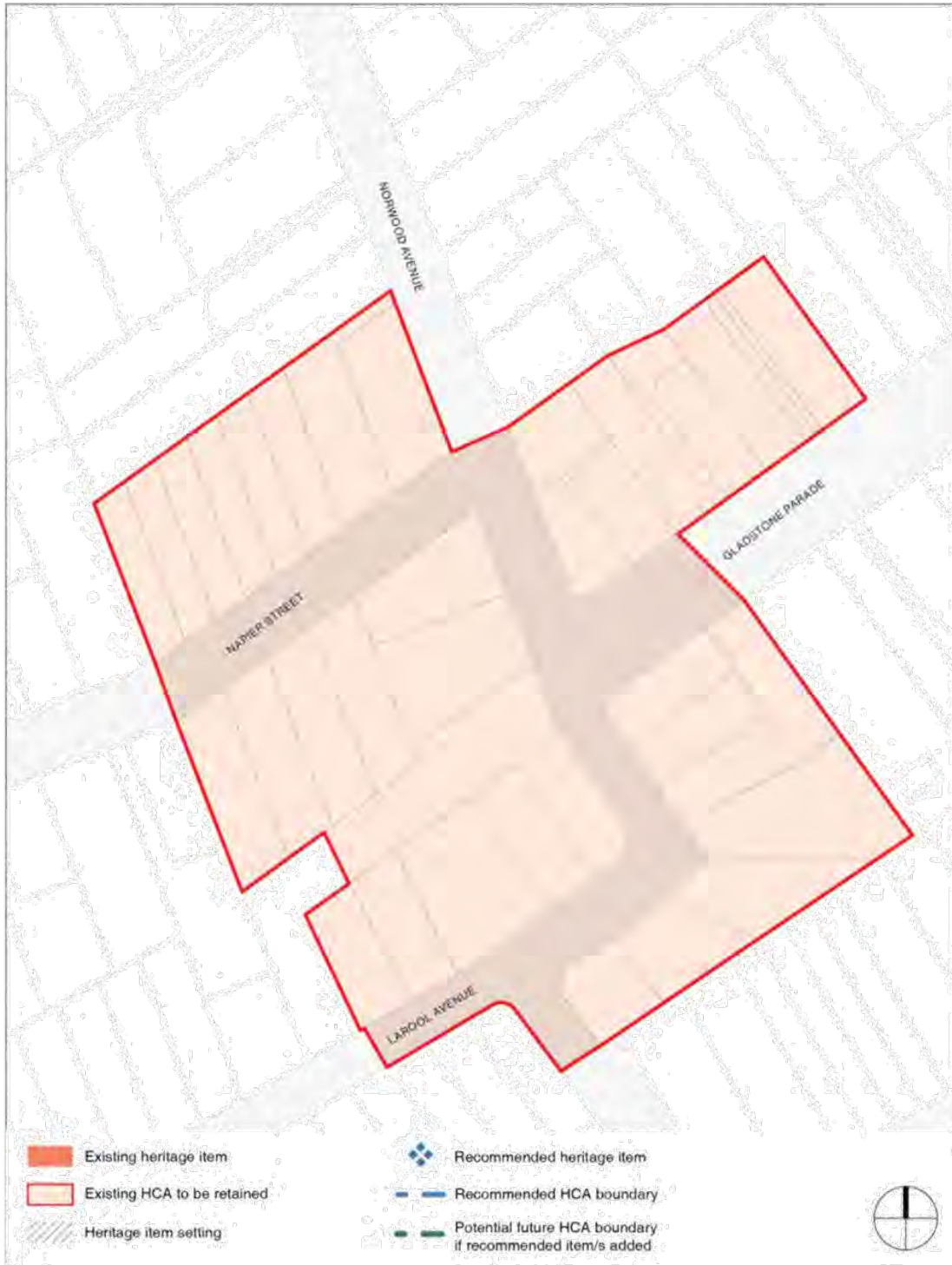


Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Relatively intact and diverse housing stock that encompasses Federation era houses in Napier Street and Norwood Avenue – 4 Norwood Avenue is an uncommon timber weatherboard cottage – consolidated by interwar bungalows and post World War II houses in Larool Avenue. Most houses have retained their early form and architectural style, which have not been obscured by later additions where these have occurred. There are no listed heritage items in the conservation area.
Integrity of subdivision pattern	The subdivision pattern of the conservation area is made up of sections of subdivisions. Archival evidence suggests the subdivision layout is relatively intact and still in evidence.
Quality of setting (including gardens)	Houses demonstrating early form and detail contribute to the setting of the conservation area. There are impressive stands of street trees in Gladstone Parade and Napier Street along with a relatively large number of well-maintained and planted private gardens across the conservation area. A small number of carports in front yards detract from the setting.
Overall integrity	High

Recommendation

The area contains a diverse range of twentieth century houses in a fine setting. The original subdivision pattern and lot size apparently remains legible. It is recommended that the boundaries of the conservation area are **retained**.



24 Existing HCA Boundary for Lindfield West Conservation Area (C45), recommended to be retained.

5 Roseville

5.1 Trafalgar Avenue Conservation Area (C31)

Existing statement of significance

Historically, the area represents the residential development of Lindfield during the nineteenth and twentieth centuries. The construction of the North Shore rail line in 1890 brought about the subdivision of the Clanville Estate to create the Lindfield Grove, Fowler and Bothwell Estates, parts of which form the conservation area.

The area is a largely intact residential precinct of the Federation period, which developed alongside the railway. It includes houses in a variety of styles, dating from the 1900s to the 1920s. Mature trees on public and private land (including remnant native trees) are an integral part of the character of the area.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Relatively intact housing stock that encompasses Federation era and interwar houses and bungalows. Most houses have retained their early form and architectural style, which have not been obscured by later additions where these have occurred. The Russell Street component of the conservation area has a high level of integrity. The conservation area does not include items listed in Schedule 5 of the LEP in the conservation area.
Integrity of subdivision pattern	The subdivision pattern of the conservation area is made up of sections of various subdivisions and does not reflect one dominant overall subdivision. However, the pattern of early subdivision is still evident.
Quality of setting (including gardens)	Houses demonstrating early form and detail contribute to the setting of the conservation area. Street planting in the conservation area is uneven and private gardens are of variable quality. The quality of the setting in this conservation is of a lower standard than in other conservation areas.
Overall integrity	High

Recommendation

The area contains a high proportion of largely intact early twentieth century houses, with the original subdivision pattern and lot size remaining legible. It is recommended that the boundaries of the conservation area are **retained**.



25 Existing HCA Boundary for Trafalgar Avenue Conservation Area (C31), recommended to be retained.

5.2 Clanville Conservation Area (C32)

Existing statement of significance

Historically, the area represents the fine residential development of Roseville and Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1819 land grant to Daniel Dering Mathew, the subsequent purchase of this grant by Richard Archbold in 1824 and later its subdivision.

The area has further historic significance for the successive subdivisions of "Clanville" in the late nineteenth century with the subdivisions of Roseville Park Estate (1893) and Roseville Station Estate (1896), and the early twentieth century subdivisions of Clanville Estate (1903); Clanville Heights Estate (aka Lindfield Heights Estate of 1906) (1905); Terry's Hill Estate (1908); Archbold Hill Estate (1909); Clermiston Estate (1912); Taraville Estate (1914); The Firs Estate (1918); The Garden Estate (1920); Hordern's Roseville Estate (1922) and Archbold Hill Estate (1923). These subdivisions demonstrate the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area has aesthetic significance for the highly intact and quality Federation and inter-war houses, with some examples of mid to late twentieth century development. Architectural styles present from the Federation period include Federation and transitional bungalows, Queen Anne, and Arts and Crafts, and present from the inter-war period mostly Californian Bungalows with some examples of Old English, Art Deco and Spanish Mission.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Relatively intact housing stock that encompasses Federation era and interwar houses and bungalows. Most houses have retained their early form and architectural style, which have not been obscured by later additions where these have occurred. The conservation area includes several heritage items, which include the open space and recreational amenity of Roseville Park in the northern section.
Integrity of subdivision pattern	The subdivision pattern of the conservation area is made up of sections of subdivisions from the 1890s through to the 1920s and does not reflect one dominant overall subdivision. A number of allotments have been reconfigured.
Quality of setting (including gardens)	The Clanville Conservation Area is notable for a combination of factors that include varied topography ranging from level ground around Chelmsford Avenue to hilly terrain around Lord Street and Roseville Avenue, extensive mature street trees, fencing along street boundaries, a high standard of early residential architecture and established, well-maintained gardens.
Overall integrity	High

Recommendation

The conservation area retains a relatively high degree of integrity overall and has high aesthetic values because of its topographical variety, quality of early housing stock and public and private landscaping. It is recommended that the boundaries of the conservation area be **extended** to incorporate The Grove Conservation Area (C35) and the Lord Street/Bancroft Avenue Conservation Area (C36). These two conservation areas share a common subdivision history with the Clanville Conservation Area and share streetscapes, historic values and high aesthetic quality.



26 Recommended adjustment to the boundary of Clanville Conservation Area (C32), showing amalgamation with The Grove Conservation Area (C35) and the Lord Street/Bancroft Avenue Conservation Area (C36).

Photographs illustrating the values of the area

**17 Clermiston Avenue,
Roseville**



**15 Clermiston Avenue,
Roseville**



**Street trees in Roseville
Avenue**



5.3 The Grove Conservation Area (C35)

Existing statement of significance

Historically, the area represents the fine residential development of Roseville during the nineteenth and twentieth centuries. The area provides evidence of the 1819 land grant to Daniel Dering Mathew and the subsequent subdivision of this grant by members of the Archbold family and by Alfred James Hordern and by Eden Herschel Babbage from the 1890s through to the early years of the twentieth century. These subdivisions demonstrate the development resulting from the construction of the North Shore rail line at the end of the nineteenth century. The area retains the intact streetscapes which reflect its historical development following both the 1903 Clanville Estate subdivision and re-subdivision in 1922 as part of Hordern's Roseville Estate.

The area retains a significant collection of residences from the Federation period through to later twentieth century development of largely single dwellings, with mature street tree planting characteristic of the same period.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Early housing stock is mostly from the interwar period. It has generally retained a relatively high level of integrity. In most cases where alterations and additions have taken place, the original form and architectural detail of the house is still evident. The conservation area includes several items listed in Schedule 5 of the LEP.
Integrity of subdivision pattern	Boundaries of the original subdivisions are partially reflected by those of the conservation area. The lot layout is also generally similar to what appears on auction notices advertising the sale of land in the subdivisions, although some early lots have been reconfigured. Allotments have been amalgamated onto one title at the KOPWA Aged Care facility at 12-16 Trafalgar Avenue and extensive redevelopment of the site has taken place.
Quality of setting (including gardens)	The setting of the conservation area (and heritage items within it) is enhanced by the combination of housing stock, private gardens, fencing and street planting. The scale and density of the KOPWA development does not demonstrate the values of the conservation area.
Overall integrity	High

Recommendation

The Grove Conservation Area has a high level of integrity and aesthetic value. It shares most of its boundaries with the Clanville Conservation Area (C32), along with its historic and aesthetic values. It is recommended that The Grove Conservation area is **amalgamated** with the Clanville Conservation Area.



27 Recommended adjustment to the boundary of The Grove Conservation Area (C35), showing amalgamation with Clanville Conservation Area (C32) and the Lord Street/Bancroft Avenue Conservation Area (C36).

5.4 Lord Street/Bancroft Avenue Conservation Area (C36)

Existing statement of significance

Historically, the area represents the fine residential development of Roseville during the nineteenth and twentieth centuries. The area provides evidence of the 1819 land grant to Daniel Dering Mathew, known as "Clanville", and the subsequent subdivision of this grant by Archbold family as the 1903 "Clanville Estate" subdivision. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area retains a grouping of mostly intact houses from the Federation to inter-war period. The houses and heritage items within the conservation area are of high quality exhibiting fine detailing and quality workmanship.

The area is representative of suburban development in Ku-ring-gai and in Roseville close to the railway following the 1903 Clanville Estate subdivision.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Housing stock consists of Federation era and interwar residences. Most have retained a relatively high level of integrity. Where modifications have taken place, in most cases the original architectural style and character of the houses is still evident. The conservation area has several items listed in Schedule 5 of the LEP within its boundaries.
Integrity of subdivision pattern	The boundaries of the conservation area are consistent with a section of the Clanville Estate (Roseville Station) subdivision west of Anne Street (now Glencroft Avenue). Some reconfiguration of allotments has taken place at the eastern end of the conservation area.
Quality of setting (including gardens)	The setting of the conservation area (and heritage items within it) is enhanced by the combination of housing stock, private gardens and street planting. Street planting on Bancroft Avenue has numerous mature street trees while Lord Street but private gardens in Lord Street make a major contribution to the setting of the conservation area.
Overall integrity	High

Recommendation

The Lord Street/Bancroft Avenue Conservation Area has a high level of integrity and aesthetic value. It shares boundaries along Lord Street and Glencroft Avenue with the Clanville Conservation Area (C32), along with its historic and aesthetic values. It is recommended that the Lord Street/Bancroft Avenue Conservation Area is **amalgamated** with the Clanville Conservation Area.



28 Recommended adjustment to the boundary of Lord Street/Bancroft Avenue Conservation Area (C36), showing amalgamation with The Grove Conservation Area (C35) and the Clanville Conservation Area (C32).

5.5 Garden of Roseville Estate Conservation Area (C37)

Existing statement of significance

The Garden of Roseville Estate Conservation Area is a highly intact inter-war subdivision located on the western side of the Pacific Highway in Roseville. The area is of historic significance as part of the 1821 William Henry land grant. The area has historic significance as an early twentieth century subdivision of the Garden of Roseville Estate of 1914, evident in the street layout.

The conservation area has high aesthetic significance as a highly intact and consistent early twentieth century development, whose interwar streetscapes are enhanced by the consistent architectural style, mostly inter-war Californian, and Arts and Crafts Bungalows.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.



Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Surviving early housing stock is predominantly Inter War California Bungalow style dwellings and later interwar bungalow type houses. A relatively large proportion have been modified and enlarged.
Integrity of subdivision pattern	Boundaries of the original subdivision are largely reflected by those of the conservation area. The lot layout is also generally similar to that of the original Garden of Roseville subdivision, although original allotments on the eastern side of Ontario Avenue and the north-eastern section of Bromborough Road are not included in the conservation area.
Quality of setting (including gardens)	The setting of the conservation area is established by intact early housing and private gardens. The quality of private gardens is, however, variable. Mature street trees also contribute to the setting of Thomas Avenue and, to a lesser extent, to Bromborough Road.
Overall integrity	Moderate

Recommendation

Most of the Garden of Roseville Estate Conservation Area is comprised of early twentieth century housing stock of a similar period and style and retains a moderate degree of integrity. However, half of the houses on the southern side of Bromborough Road within the present conservation area boundaries do not demonstrate the values of the conservation area because of alterations and additions while several houses elsewhere in the conservation area have lost integrity because of alterations and additions. It is recommended that the boundaries of the conservation area are **reduced** in this location.



29 Recommended adjustment to the boundary of Garden of Roseville Estate Conservation Area (C37), showing reduction at the southern side of Bromborough Road.

5.6 Shirley Road Conservation Area (C38)

Existing statement of significance

Historically, the area represents the residential development of Roseville during the nineteenth and twentieth centuries. The area provides evidence of the 1813 land grant to Willima Henry and the 1821 land grant to Michael Fitzgerald, and the subsequent subdivision of these grants from 1896. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area consists of a section of Shirley Road Roseville with quality intact Federation and inter-war development. The area also has historical significance as a collection of subsequent early twentieth century subdivisions including the Jenkins Estate First Subdivision (1909) and the Lynwood Estate (1915) and a collection of inter-war subdivisions including the Toongarah Estate (1931) and the Millwood Estate (1936), evident in the lots and some dwellings.

The conservation area has aesthetic significance as a highly intact Federation and inter-war development. Federation residences on Shirley Road have fine architectural detailing and are set in generously sized landscapes. The dwellings on Shirley Road range from large and notable residences to smaller examples of both the Federation and inter-war periods.

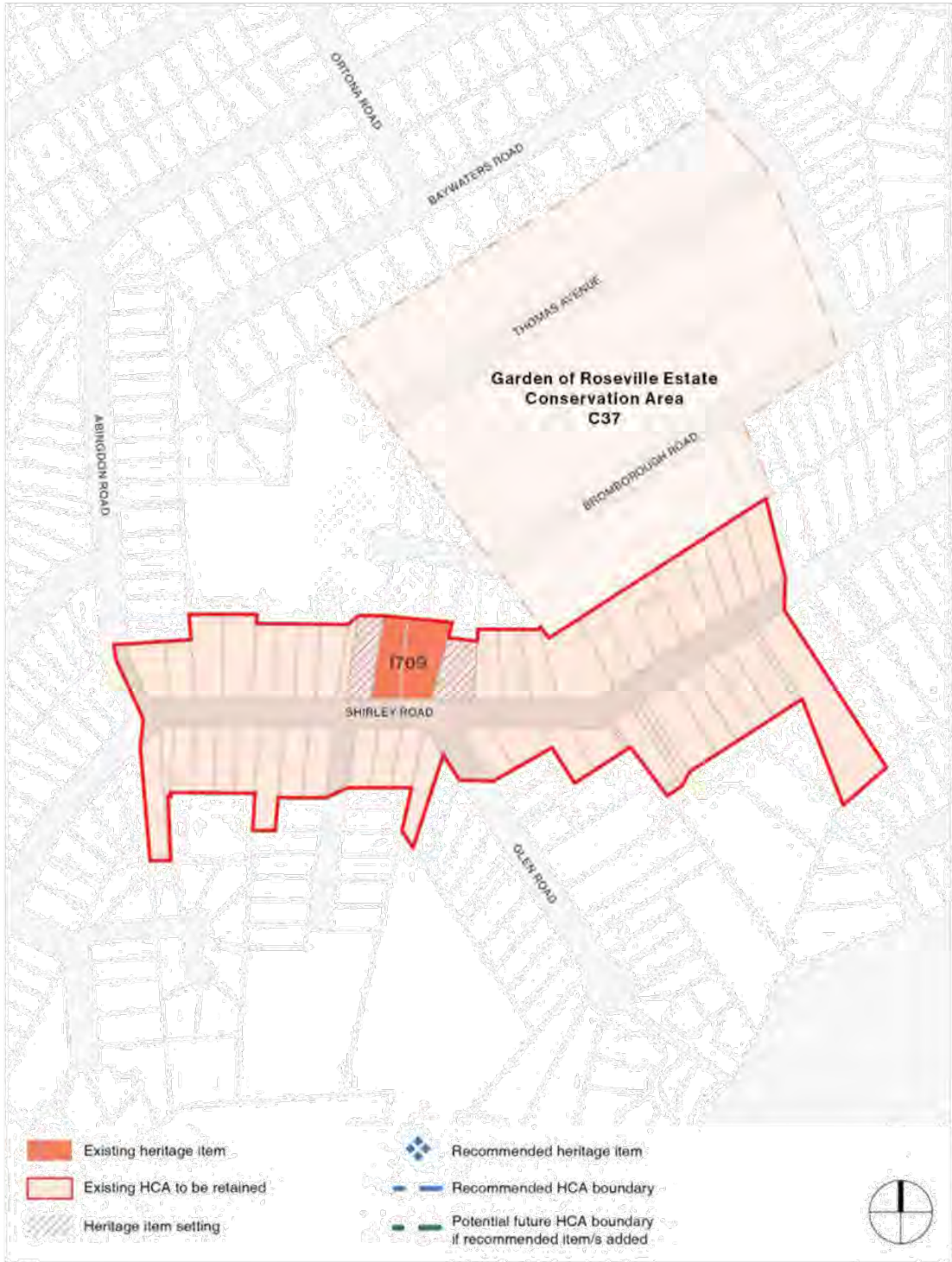
The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.

Assessment

Criteria	Comment
Integrity of housing stock (identified significant periods)	Relatively intact housing stock, dating to the late Federation era and predominantly the interwar period. Most houses have retained their early form and detailing/style, which have not been obscured by later additions where these have occurred. The conservation area includes one heritage item, "Lynwood" at 63 Shirley Road.
Integrity of subdivision pattern	The subdivision pattern of the conservation area is made up of sections of subdivisions from the first third of the twentieth century and does not reflect one dominant overall subdivision. A number of allotments have been reconfigured.
Quality of setting (including gardens)	The setting of the conservation area is established by intact early housing and private gardens. Gardens range in quality from fair to good. Mature street trees enhance the conservation area. The majority of houses in the conservation area contribute to its setting.
Overall integrity	Moderate

Recommendation

The conservation area retains a moderate degree of integrity overall because of alterations and additions carried out to numerous houses. It is largely comprised of housing stock from the interwar period that shares common stylistic character, with several high-quality gardens and some mature street trees. It is recommended that the boundaries of the conservation area are **retained**.



30 Existing HCA Boundary for Shirley Road Conservation Area (C38), recommended to be retained.

6 Recommendations and conclusions

6.1 Summary of recommendations

The following table provides a high-level summary of the recommendations for each conservation area. See the relevant section of the report for the detailed recommendation and accompanying map illustrating proposed changes.

Heritage Conservation Area	High-level recommendation
Gordon	
C12 Gordondale Estate HCA	Boundaries of conservation area retained.
C13 Roberts Grant HCA	Stage 1: Investigate potential heritage item at 39 Rosedale Road; Stage 2: If the potential heritage item at stage 1 is listed, the boundaries of the conservation area should be reduced.
C15 Gordon Park Estate, McIntosh and Ansell HCA	Boundaries of conservation area extended by two properties and amalgamated with the Gordon Park Conservation Area (C17).
C16 St Johns Avenue HCA	Boundaries of conservation area retained.
C17 Gordon Park HCA	Boundaries of conservation area extended by two properties and amalgamated with the Gordon Park Estate, McIntosh and Ansell Conservation Area (C15).
C18 Yarabah Avenue HCA	Boundaries of conservation area extended to include 18 Yarabah Avenue; Reduce conservation area boundaries to exclude 17 Yarabah Avenue, 724 Pacific Highway and 726 Pacific Highway.
C19 Smith Grant HCA	Boundaries of conservation area retained.
C39 Robert Street/Khartoum Avenue HCA	Boundaries of conservation area extended to include northern side of Khartoum Avenue; Investigate potential of 81 Verona Avenue as heritage item (near conservation area but not in its boundaries).
Killara	
C14 Love Estate, Thorne Grant HCA	Boundaries of conservation area retained.
C20 Greengate Estate HCA	Boundaries of conservation area retained.
C21 Springdale HCA	Boundaries of conservation area retained.
C22 Crown Blocks HCA	Boundaries of conservation area retained.
C23 Lynwood Avenue HCA	Boundaries of conservation area retained.
C24 Marian Street HCA	Boundaries of conservation area retained.
C25 Stanhope Road HCA	Boundaries of conservation area retained; Investigate potential of Lindfield Synagogue, 15 Treatts Road, as heritage item (adjacent to conservation area but not in its boundaries).
C26 Oliver Grant HCA	Stage 1: Investigate potential heritage items at 4 Clarence Avenue and 17 Kiamala Crescent Stage 2: If the potential heritage item at stage 1 is listed, the boundaries of the conservation area should be reduced.

Heritage Conservation Area	High-level recommendation
Lindfield	
C27 Blenheim Road HCA	Boundaries of conservation area retained.
C28 Wolseley Road HCA	Boundaries of conservation area extended
C29 Balfour Street/Highfield Road HCA	Stage 1: Investigate potential heritage item of Holy Family Catholic Church, 412 Pacific Highway. Stage 2: If the potential heritage item at stage 1 is listed, the boundaries of the conservation area should be reduced.
C30 Frances Street HCA	Boundaries of conservation area retained.
C42 Middle Harbour Road, Lindfield HCA	Boundaries of conservation area retained.
C45 Lindfield West HCA	Boundaries of conservation area retained.
Roseville	
C31 Trafalgar Avenue HCA	Boundaries of conservation area retained.
C32 Clanville HCA	Boundaries of conservation area retained and enlarged to incorporate The Grove Conservation Area (C35) and the Lord Street/Bancroft Avenue Conservation Area (C36).
C35 The Grove HCA	Boundaries of conservation area retained and incorporated into the Clanville Conservation Area (C32).
C36 Lord Street/Bancroft Avenue HCA	Boundaries of conservation area retained and incorporated into the Clanville Conservation Area (C32).
C37 Garden of Roseville Estate HCA	Boundaries of conservation area reduced.
C38 Shirley Road HCA	Boundaries of conservation area retained.

The following properties should be investigated to determine whether they reach the threshold for listing in Schedule 5 of the LEP:

- 81 Werona Avenue, Gordon (adjacent to C39 Robert Street/Khartoum Avenue HCA).
- 39 Rosedale Road, Gordon (C13 Roberts Grant HCA).
- Lindfield Synagogue, 15 Treatts Road, Lindfield (adjacent to C25 Stanhope Road HCA).
- 4 Clarence Avenue, Killara (C26 Oliver Grant HCA)
- 17 Kiamala Crescent, Killara (C26 Oliver Grant HCA).
- Holy Family Catholic Church, 412 Pacific Highway, Lindfield (C29 Balfour Street/Highfield Road HCA)

6.2 Conclusions

The heritage conservation areas that are the subject of this study are a highly significant component of the urban fabric of Ku-ring-gai that graphically document the history and development of the municipality.

The conservation areas generally display a high level of integrity and a high level of aesthetic quality. This is demonstrated in several ways. The original subdivision pattern in the conservation areas is legible, notwithstanding later re-subdivision and amalgamation of allotments. A large number of houses have survived in an original condition or, where modified, have retained a substantial amount of their original form, appearance and detail. Many houses across the conservation area are architect-designed and reflect the fashionable architectural idioms of several periods (late Victorian, Federation, Interwar and Post War), providing invaluable evidence of the evolution of domestic architecture in Ku-ring-gai and the changing expectations of the people who commissioned their construction and occupied them. The character of houses is augmented by fine and well-maintained gardens in many instances, front boundary fencing and the presence of mature street planting.

The relative integrity of the conservation areas and the relevance of their existing boundaries is reflected in the recommendations for each of them, summarised in Section 6.1 above.

Comparative study:
Conservation areas of Ku-ring-gai
and Sydney's suburbs



Kirrily Sullivan
and Claudine Loffi
for Ku-ring-gai Council

October 2024

Illustration: Killara and development along the north shore rail line looking south in 1933-34.
(Source: State Library, <https://collection.sl.nsw.gov.au/record/nGm3O3jY>)

EXECUTIVE SUMMARY

Heritage conservation areas demonstrate more than just an aesthetic character or streetscapes. From the inner city, across west, east, south and north Sydney, the identified heritage conservation areas provide evidence of the history of Sydney's planning and development. Through their surviving cohesion, these heritage precincts tell the story of Sydney's settlement from key periods, perhaps better than any individual site. Historic areas like those found in Ku-ring-gai specifically demonstrate the process of suburbanisation, arguably one of the most important in Australia's European development history – to the extent that Sydney has been described as the 'City of Suburbs'.

More than just housing or architecture, historic areas demonstrate important shifts in Australia's governance, technology, economy and society. Sydney's heritage conservation areas demonstrate key historic changes of European settlement that formed greater Sydney – from a penal colony to Australian federation, from city plague to city beautification, from rental to home ownership, from inner city to suburbs, as well as changes in population migration and education. Concentrated areas of historic housing document the extension of important transport routes from rivers to trams, bridges, rail and roads. Historic areas of housing also embody the changing aspirations of Australian society for living and home ownership, perhaps best known from the twentieth century as the 'great Australian dream'.

Each heritage conservation area demonstrates its own part in this broader development of Sydney, with an identity particular to its locality and historic period. The surviving unity of heritage conservation areas is no accident, but the result of key historic influences, their original planning and development, and subsequent community value and protection.

A comparison of Ku-ring-gai's southern conservation areas with other Sydney conservation areas has revealed that Ku-ring-gai has no equal for demonstrating the development of Sydney's suburbs during the twentieth century in three aspects. These are the cohesive and intact Federation and inter-war housing patterns with relatively little Victorian or inter-war flat layers, the singular pattern of development along the spine of the rail line, and the high proportion of architect designed dwellings.



Above: Killara, Locksley Street, in 1915 (Source: Ku-ring-gai local history collection)

BACKGROUND

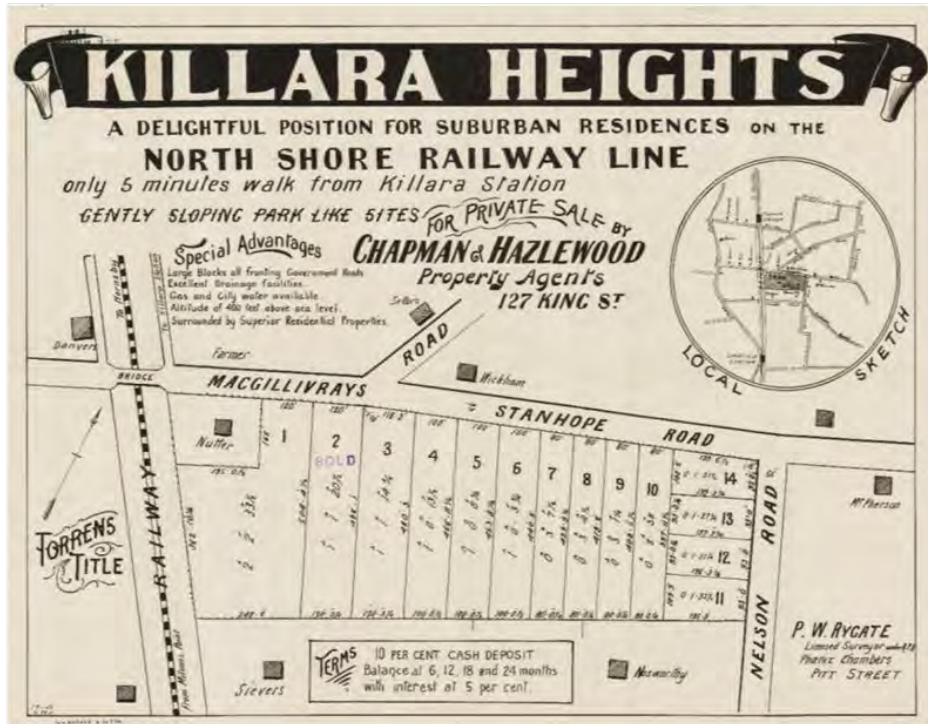
Purpose

While acknowledging every heritage conservation area contributes to the history and identity of its locality, this comparative analysis seeks to establish the relative merit of heritage conservation areas in Ku-ring-gai compared to others in greater Sydney. This seeks to provide an overview and evidence base for comparisons with Ku-ring-gai's areas, not a detailed review of all areas. This analysis focuses on suburban Sydney with the most comparable European development patterns to Ku-ring-gai.

Methodology

This comparative study was prepared by Dr Kirrily Sullivan, Heritage Research Assistant, with oversight by Claudine Loffi, Heritage Specialist Planner, for Ku-ring-gai Council in 2024. It commenced with a review of references on the history of Sydney's development. Comparable local government areas and their conservation areas were then reviewed according to period, typology and influences, as follows.

1. Thematic history:
 - References reviewed on Sydney's planning and development for historic context.
 - Key historic themes and influences identified with a focus on Sydney's suburbs.
2. Sydney heritage conservation areas review:
 - Sydney's listed heritage conservation areas identified through NSW Planning Portal.
 - Area information reviewed from Council assessment, primarily in Development Control Plans and on the State Heritage Inventory.
 - Predominant housing periods mapped for the heritage conservation areas.
3. Identified conservation areas of similar period and typology to Ku-ring-gai:
 - Including Federation or inter-war single family dwellings and gardens.
 - Excluding areas with a high proportion of Victorian and/or inter-war flat development.
 - Excluding areas with a high proportion of workers' cottages, timber housing, semi-detached dwellings, terraced housing, inter-war flats.
4. Local government areas compared for similarities and differences:
 - Key points of difference and similarity identified between conservation areas of Ku-ring-gai and other Sydney local government areas.
 - Local government areas identified below as somewhat comparable to Ku-ring-gai.
5. Comparisons table:
 - Identified the key types and distribution of development and architecture, plus key development influences and infrastructure.
 - Identified the local government areas with conservation areas comparable to those in Ku-ring-gai in terms of key historic dwelling types and periods including:
 - Burwood – 3 areas
 - Strathfield – 6 areas
 - Inner West – 3 areas
 - Canada Bay – 5 areas
 - Mosman – 5 areas
 - North Sydney – 2 areas
 - Randwick – 4 areas
 - Waverley – 4 areas
 - Woollahra – 4 areas



Above: Killara subdivision (undated)
(Source: State Library, <https://collection.sl.nsw.gov.au/record/74VvqLNPnGQX>)



Above Killara, Arnold Street, and station in approximately 1933-34.
(Source: State Library, <https://collection.sl.nsw.gov.au/record/nGm303Y>)

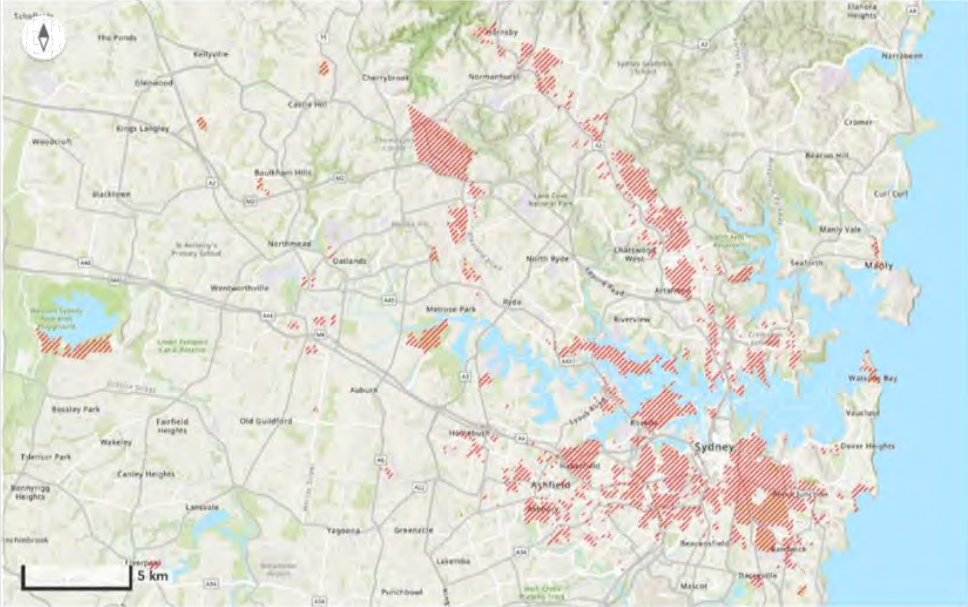
MAPPING: CONSERVATION AREA OVERVIEW

The following maps provide an overview of the heritage conservation areas of Sydney, developed for housing during the nineteenth and first half of the twentieth century. By their location and predominant period of development, these identified heritage conservation areas demonstrate the early patterns of Sydney's European settlement. These areas also mark the core areas of Sydney's historic settlement that have survived with sufficient value and integrity for recognition as heritage. For more detail on these areas, refer to the relevant council for the available information.

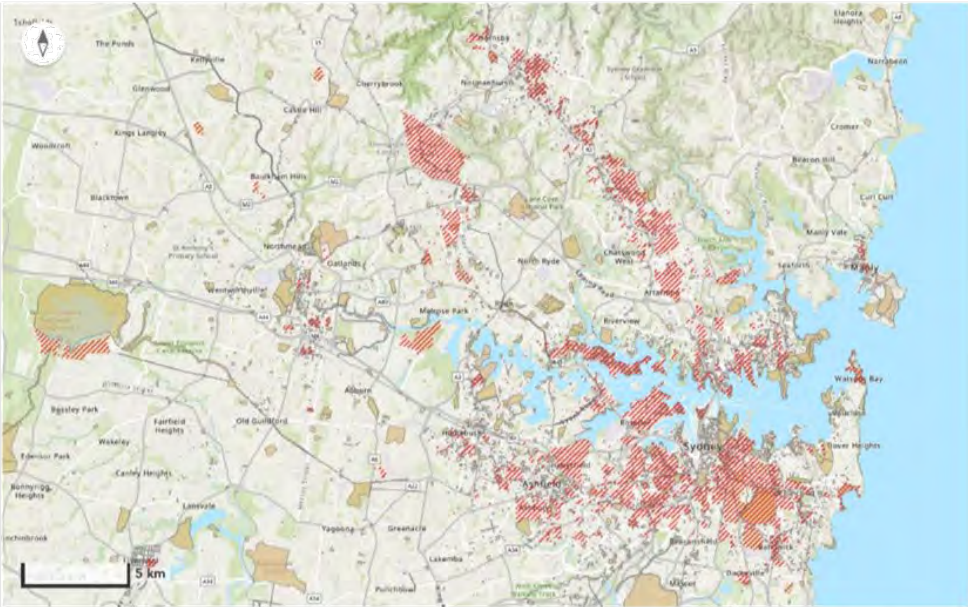
Many more unlisted historic areas have since been redeveloped and are therefore unrecognisable from the historical period or did not have the same original value to merit listing in the first instance. Some further areas may also have a built form and history of potential merit that is simply unrecognised and unprotected due to the lack of statutory heritage listing. These are sometimes identified in other ways, such as a 'character area' or a National Trust urban conservation area, however are not included in this study because they do not have the same confirmation of heritage significance and certainty for conserving the built form as with statutory heritage listing as a heritage conservation area.

Heritage items identify places of individual heritage value. While not the focus of this study, some heritage item listings for large or connected sites can indicate historic precincts in another form, typically for public parks or sites, such as Parramatta Park and the city Macquarie Street row of public buildings. Where areas and item listings overlap, this indicates a conservation area contains places of both individual and collective heritage value. The heritage items outside of areas are shown in some maps below for context.

Sydney overall – Heritage listings

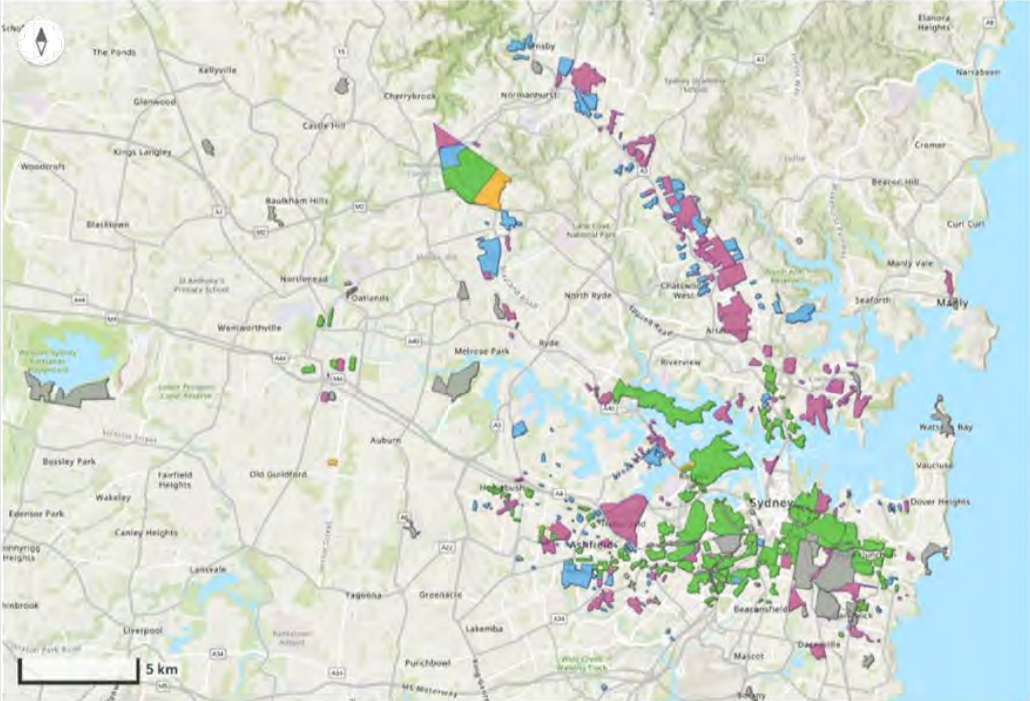


Above: Sydney’s conservation areas listed on local plans, hatched red. A few conservation areas are located outside of the boundaries of this map. (Map: Ku-ring-gai Council)



Above: Sydney’s conservation areas plus nearby heritage items, shaded brown, listed on local plans. (Map: Ku-ring-gai Council)

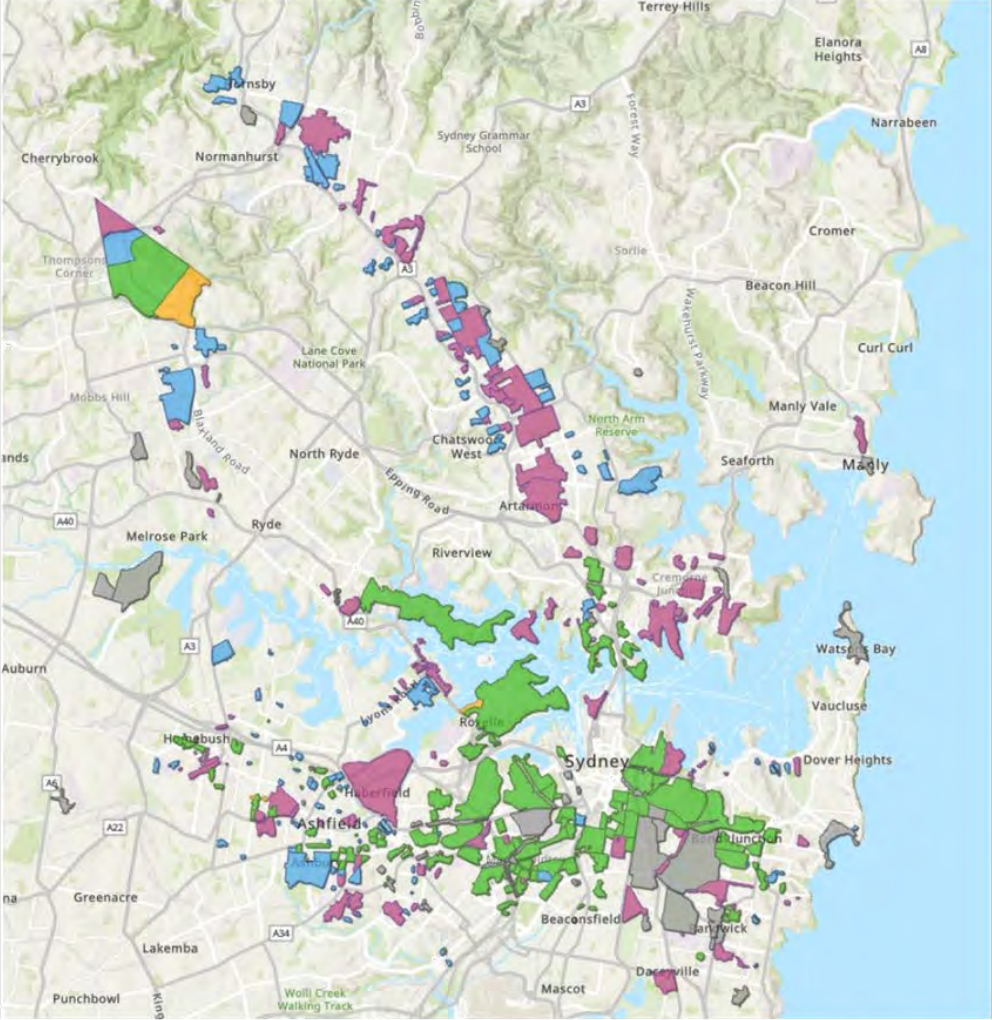
Sydney overall – Housing periods



Above: Predominant housing period of Sydney’s heritage conservation areas. Refer to the key below for the housing period or other category. Southern Sydney outside of the map is shown separately below. (Map: Ku-ring-gai Council)

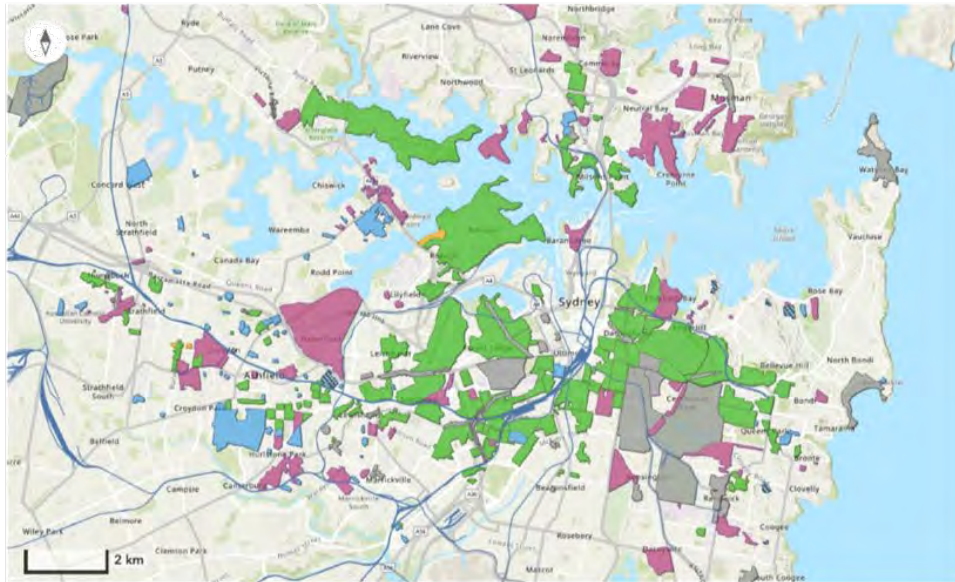


North and South of Sydney Harbour



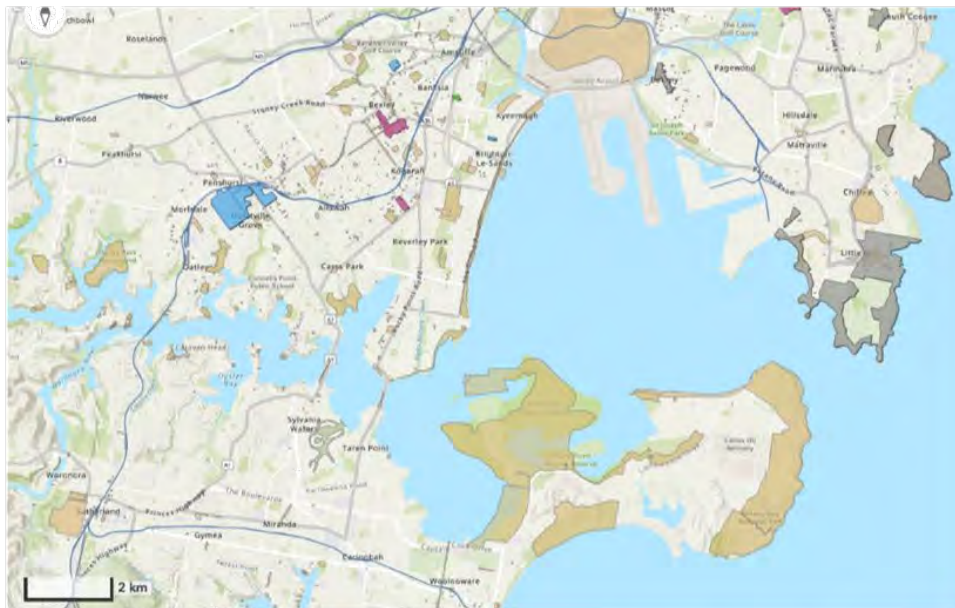
Above: Predominant housing period of Sydney’s heritage conservation areas north and south of Sydney Harbour. (Map: Ku-ring-gai Council)

Sydney Harbour surrounds detail



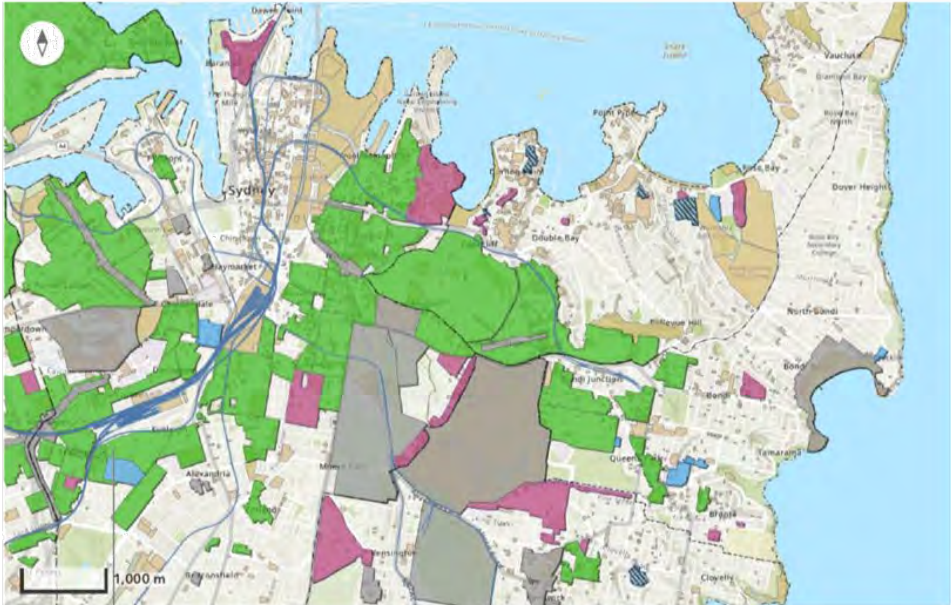
Above: Predominant housing period of heritage conservation areas around Sydney Harbour and south of Sydney Harbour. (Map: Ku-ring-gai Council)

Southern Sydney detail



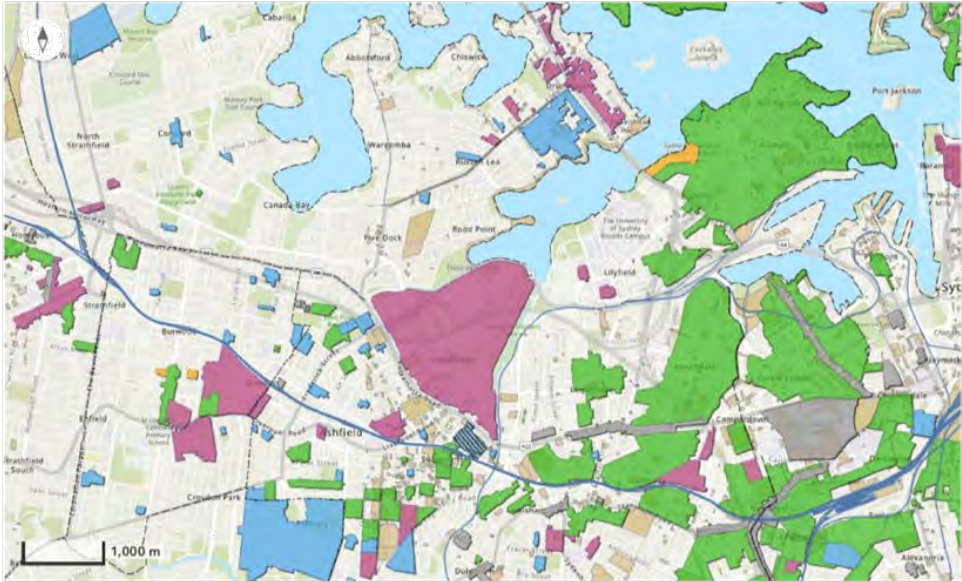
Above: Predominant housing period of Southern Sydney's heritage conservation areas, plus heritage items shaded brown. (Map source: Ku-ring-gai Council)

Inner and Eastern Sydney detail



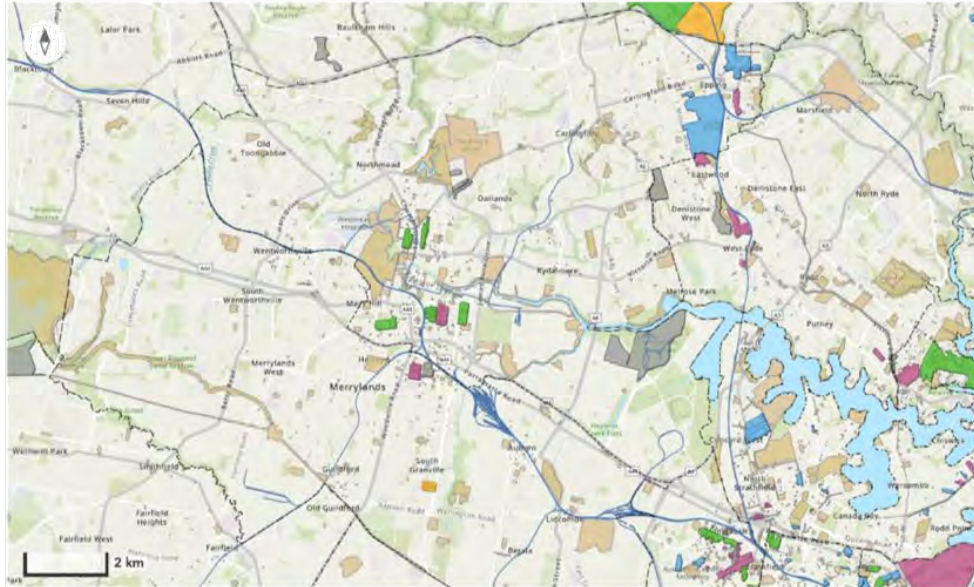
Above: Predominant housing period of Inner and Eastern Sydney's heritage conservation areas, plus heritage items shaded brown. (Map source: Ku-ring-gai Council)

Inner West Sydney detail



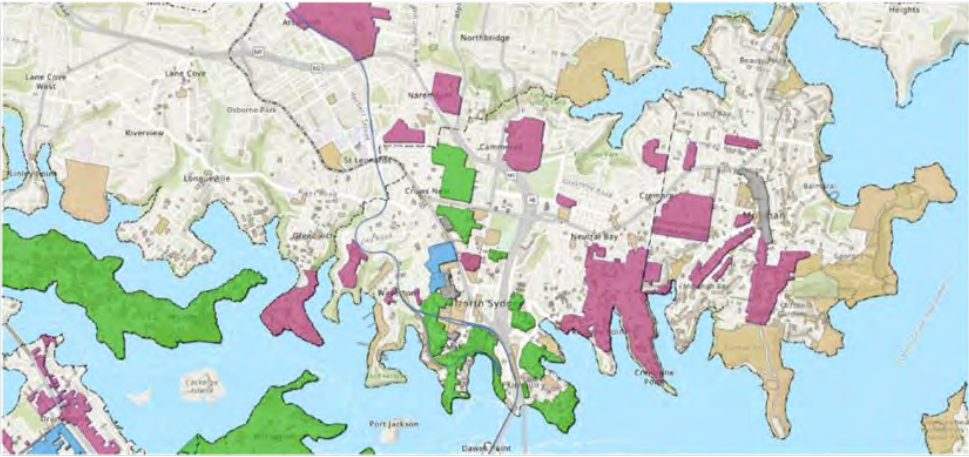
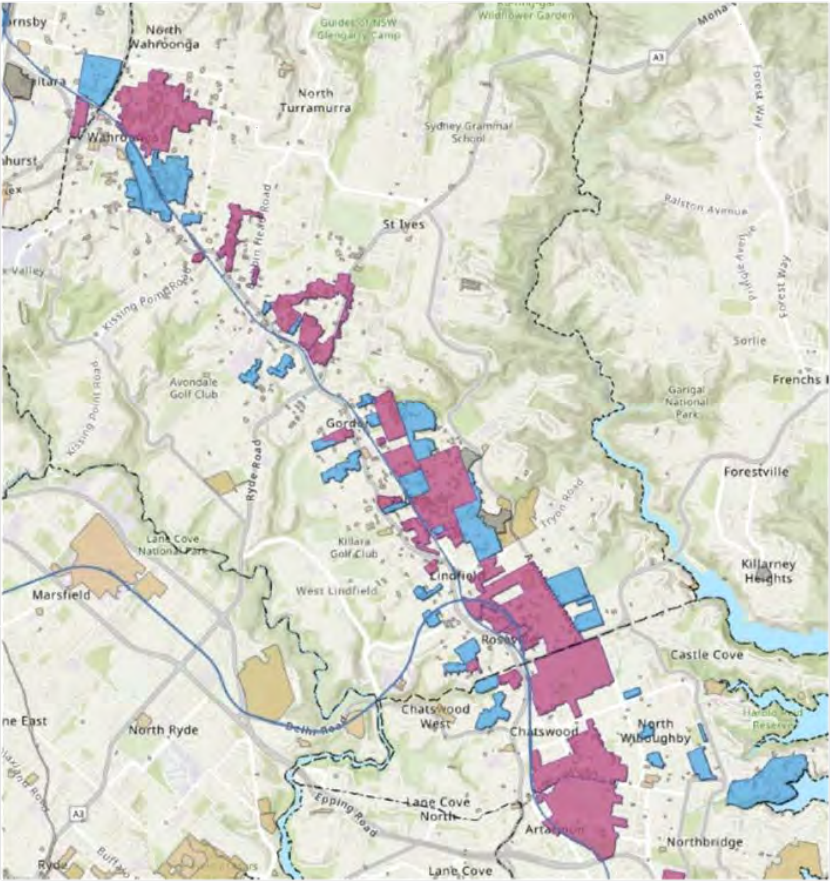
Above: Predominant housing period of Inner West's heritage conservation areas, plus heritage items shaded brown. (Map source: Ku-ring-gai Council)

Western Sydney detail



Above: Predominant housing period of Western Sydney's heritage conservation areas, plus heritage items shaded brown. (Map source: Ku-ring-gai Council)

North shore detail



Above: Predominant housing period of conservation areas of the upper north shore (top) and lower north shore (bottom), plus heritage items shaded brown. (Map: Ku-ring-gai Council)

COMPARISON TABLE: CONSERVATION AREAS IN SYDNEY

HOUSING TYPE AND DISTRIBUTION – PART A				
LGA - KEY FEDERATION HCAs	TYOLOGIES - DWELLINGS	TYOLOGIES – OTHER	MAIN EARLY HOUSING PERIOD	OTHER SIGNIFICANT DEVELOPMENT PERIODS
KU-RING-GAI HCAs of Roseville Lindfield Killara Gordon	1-2 storey single family dwellings	Churches Schools Shops Recreational facilities	Federation	Inter-war
BURWOOD Appian Way Badminton Road Malvern Hill	1-2 storey single family dwellings 2-3 storey apartment buildings	Churches Schools Shops	Victorian Federation	Inter-war
STRATHFIELD Albert Road Broughton Road Churchill Avenue Homebush Road Pair Queen Anne Redmyre Road	1-2 storey single family dwellings 2-3 storey apartment buildings	Churches Schools Shops	Victorian Federation	Inter-war Post-war
INNER WEST Haberfield Croydon – Ivanhoe Estate, Gads Hill	1 storey single family dwellings Semi-detached dwellings	Churches Schools Shops	Victorian Federation	Inter-war
CANADA BAY Birkenhead & Dawson Estates Bourketown Drummoyne Park Salisbury Thompson	1 storey single family dwellings Semi-detached dwellings	Commercial buildings Schools Churches Civic	Victorian Inter-war	Federation
MOSMAN Bradleys Head Road The Crescent Holt Estate Raglan Street Shadforth Street	1-2 storey single family dwellings Semi-detached dwellings	Churches Schools	Federation	Post-war
NORTH SYDNEY Cremorne Cremorne Point	1-2 storey single family dwellings 2-3 storey apartment buildings	Churches	Federation	Victorian Inter-war
WAVERLEY Blenheim Street Brighton Blvd Brown Street Imperial Avenue	1-2 storey single family dwellings Terraces, semis 2-3 storey apartment buildings	Commercial buildings Schools Churches Civic	Victorian Inter-war	Federation
WOOLLAHRA Etham Avenue Mona Road Balfour Estate Kent Road	1-2 storey single family dwellings Terraces, semis 2-3 storey apartment buildings	Recreational facilities	Victorian Inter-war	Federation

HOUSING TYPE AND DISTRIBUTION – PART B				
LGA - KEY FEDERATION HCASs	KEY DEVELOPME NT MILESTONES	SCALE & GROUPING	ARCHITECTUR AL STYLES	ARCHITECTS WORKS REPRESENTED
KU-RING-GAI HCAs of Roseville Lindfield Killara Gordon	1890-1905 Subdivision boom to create residential estates after the railway expansion	Approx # properties -	Federation – Queen Anne, Free style, Arts & Crafts, Bungalow Inter-war – Georgian Revival, Mediterranean, Spanish Mission, Art Deco, Old English, California Bungalow	W Hardy Wilson ET Blacket Thomas Cosh Thomas J Darling Oliver Harley Kent, Budden & Greenwell J Aubrey Kerr Neave & Barry James Peddle Peddle & Thorpe Robertson & Marks Spain & Cosh Waterhouse & Lake BJ Waterhouse Leslie Wilkinson Douglas Agnew Augustus Aley John Brogan AJ Brown Budden & Greenwell James Thomson Chambers Bruce Dellit Clifford Finch Carlyle Greenwell Walter Burley Griffin Greenwell & Shirley F Glynn Gilling AHA Hanson Joseland & Gilling Leith McCreddie CC Ruwald Sydney Ancher Neville Gruzman Russell Jack John James Geoffrey Lumsdaine Ian Mackay Ancher Mortlock Glen Murcutt Bruce Rickard Harry Seidler John Suttor

LGA - KEY FEDERATION HCASs	KEY DEVELOPME NT MILESTONES	SCALE & GROUPING	ARCHITECTUR AL STYLES	ARCHITECTS WORKS REPRESENTED
BURWOOD Appian Way Badminton Road Malvern Hill	1903-1911 Land for Appian Way & Malvern Hill purchased 1903 and houses constructed	Approx # properties – Appian Way 37 Malvern Hill 200	Federation – Queen Anne, Free style, Arts & Crafts, Bungalow Nb. sold as homes already designed and/or built	William Richards (master builder) designed and built the houses in Appian Way
STRATHFIELD Albert Road Broughton Road Churchill Avenue Homebush Road Pair Queen Anne Redmyre Road	1850-1890 First economic boom – wealthy merchants and professionals	Approx # properties – Albert Rd 4 Broughton Rd 4 Churchill Ave 45 Homebush Rd 25 Pr Queen Anne 2 Redmyre Rd 100	Victorian - Italianate Federation – Queen Anne, Free style, Arts & Crafts, Bungalow Inter-war – Art, Deco, California Bungalow	BJ Waterhouse John Lyon Gardiner (builder)
INNER WEST Haberfield Croydon – Ivanhoe Estate, Gads Hill	1875-1915 Sale and subdivision of Govt Farm created suburb of Croydon 1901-1914 Haberfield	Approx # properties – Haberfield 1500 Ivanhoe Estate Gads Hill	Federation – Queen Anne, Free style, Arts & Crafts, Bungalow High quality, modest Nb. sold as homes already designed and/or built (Haberfield)	Haberfield: 1901-04 – D Wormald – early Federation 1905-1914 – John Spencer-Stansfield – Mid-Federation
CANADA BAY Birkenhead & Dawson Estates Bourketown Drummoyne Park Salisbury Thompson		Approx # properties – Birkenhead 250 Bourketown 500 Drummoyne Park 40 Salisbury 6 Thompson 7	Victorian Italianate Federation – Arts & Crafts, Edwardian Inter-war – flats	
MOSMAN Bradleys Head Road The Crescent Holt Estate Raglan Street Shadforth Street		Approx # properties – Bradleys Head Road 250 The Crescent 20 Holt Estate 250 Raglan Street 21 Shadforth Street 240	Federation – Queen Anne, Arts & Crafts, Bungalow – high quality	E. Jefferson Jackson Howard Joseland James Peddle Florence Parsons Waterhouse & Lake John Burcham Clamp J Rutledge Louat

LGA - KEY FEDERATION HCASs	KEY DEVELOPME NT MILESTONES	SCALE & GROUPING	ARCHITECTUR AL STYLES	ARCHITECTS WORKS REPRESENTED
NORTH SYDNEY Cremorne Cremorne Point	1890-1925 Neutral Bay Land Co. purchased land and appointed architects to design houses	Approx # properties – Cremorne Cremorne Point	Victorian Federation – Arts and Crafts, Edwardian Inter-war flats	WL Vernon William Wardell
RANDWICK Caerleon Cres Dudley Street St Marks West Kensington		Approx # properties – Caerleon Cres 22 Dudley Street 22 St Marks 70 West Kensington 220	Victorian – workers cottages, terraces Federation – Queen Anne, Arts & Crafts, Inter-war flats	
WAVERLEY Blenheim Street Brighton Blvd Brown Street Imperial Avenue	2-3 storey apartment buildings	Approx # properties – Blenheim Street Brighton Blvd Brown Street Imperial Avenue	Victorian – workers cottages, terraces Federation – Queen Anne, Arts & Crafts, Inter-war flats	
WOOLLAHRA Etham Avenue Mona Road Balfour Estate Kent Road	1900-1920 Subdivision of mansion estates 1920-1935 Construction of flats Conversion of houses to duplexes/triplexes	Approx # properties – Etham Avenue Mona Road Balfour Estate Kent Road	Victorian - terraces Federation – Arts & Crafts, Queen Anne	

INFLUENCES AND ASSOCIATIONS – PART A				
LGA - KEY FEDERATION HCAs	KEY INFRASTRUCTURE INFLUENCES	PREDOMINANT EARLY POPULATION BACKGROUND	CHURCHES, SCHOOLS, RELIGION	PLANNING/ GOVERNANCE
KU-RING-GAI HCAs of Roseville Lindfield Killara Gordon	1890 – Opening of the rail line 1890 – Roseville, Lindfield, Gordon Stations opened 1899 – Killara Station opened 1927 - Electrification North Shore line Train timetable built around ferries 1932 – Harbour Bridge opening	Scottish, English	First schools 1823 School at St Johns 1871 Gordon Public School 1896 Barker 1898 Abbotsleigh 1872 St Johns Church Gordon	1906 Shire of Ku-ring-gai 1928 Municipality of Ku-ring-gai
BURWOOD Appian Way Badminton Road Malvern Hill	1855 – Redfern to Parramatta line opened – Burwood Station was one of the initial six stops - opened 1855	Irish, English Post war European	First schools 1869 Burwood Public School 1863 Newington 1888 PLC 1890 MLC 1894 Santa Sabina 1909 Christian Brothers	1874 Municipality of Burwood
STRATHFIELD Albert Road Broughton Road Churchill Avenue Homebush Road Pair Queen Anne Redmyre Road	1855 – Redfern to Parramatta line opened – Strathfield Station opened 1876 (Homebush opened 1855 and made Strathfield accessible	Irish, English Post war European	First schools 1930 Strathfield Public School 1863 Newington 1888 PLC 1890 MLC 1894 Santa Sabina 1909 Christian Brothers	1885 Municipality of Strathfield
INNER WEST Haberfield Croydon – Ivanhoe Estate, Gads Hill	Haberfield on the Abbotsford Tram Line via Leichhardt and Five Dock	Irish, English Post war European	First schools 1884 Croydon Public School 1863 Newington 1888 PLC 1890 MLC 1894 Santa Sabina 1909 Christian Brothers	1871 Municipality of Ashfield

LGA - KEY FEDERATION HCAs	KEY INFRASTRUCTURE INFLUENCES	PREDOMINANT EARLY POPULATION BACKGROUND	CHURCHES, SCHOOLS, RELIGION	PLANNING/ GOVERNANCE
CANADA BAY Birkenhead & Dawson Estates Bourketown Drummoyne Park Salisbury Thompson	1882 – Opening of Iron Cove Bridge	Irish, English Post war European	First schools 1940 Drummoyne Public School	1883 Municipality of Concord 2000 City of Canada Bay (merge Concord & Drummoyne)
MOSMAN Bradleys Head Road The Crescent Holt Estate Raglan Street Shadforth Street	1861 – Ferry services across the harbour established 1870 – Military Rd constructed 1893 – Military Rd tramline opened 1932 – Harbour Bridge opening	English, Scottish	First schools 1880 Mosman Bay Public School	1893 Municipality of Mosman (separated from Borough of St Leonards)
NORTH SYDNEY Cremorne Cremorne Point	1861 – Ferry services across the harbour established 1870 – Military Rd constructed 1893 – Military Rd tramline opened 1911 -Cremorne Pt tram opened 1932 – Harbour Bridge opening	English, Scottish	First schools 1874 North Sydney Public School 1901 Loreto Kirribilli 1903 St Aloysius	1860 North Sydney Council – Borough of East St Leonards
RANDWICK Caerleon Cres Dudley Street St Marks West Kensington	1881 – Tram line opened to Randwick 1883 - Racecourse opened	English, Irish	First schools 1883 Randwick Public School	1859 Municipality of Randwick
WAVERLEY Blenheim Street Brighton Blvd Brown Street Imperial Avenue	1890 – Tram line opened to Waverley	English, Irish	First schools 1879 Waverley Public School 1903 Waverley College	1859 Municipality of Waverley
WOOLLAHRA Etham Avenue Mona Road Balfour Estate Kent Road	1898 – Watsons Bay Tram opened along New South Head Rd	English, Chinese Postwar European & Jewish	First schools 1883 Double Bay Public School 1887 Kambala 1895 Scots College 1942 Moriah College	1860 Municipality of Woollahra

INFLUENCES AND ASSOCIATIONS – PART B			
LGA - KEY FEDERATION HCAs	DESIGN CONCEPT INFLUENCE	BUILDING/DESIGN STANDARDS	LOCAL PROGRESS ASSOCIATIONS
KU-RING-GAI HCAs of Roseville Lindfield Killara Gordon	Arts & Crafts Influence (1850-1914) "City Beautiful" UK - Morris, Pugin, Webb, Shaw, Voysey, Lutyens US – Sullivan, Wright, Griffin	Use of the 1919 LGA Act – Residential District Proclamation 1925 - to prohibit flat construction, commercial and industrial development (as per Garden City Movement) Low demand for inter-war flats due to distance from city	Lindfield - 1894 Gordon - 1901 Roseville – NA Killara – 1904 Improvement of roads, post, water, sewerage, telephone, transport, schools, agitation for bridge across harbour Many prominent members worked in city - bridge 1902 – Joint Committee of Northern Suburbs PA – including Willoughby – to push for Bridge
BURWOOD Appian Way Badminton Road Malvern Hill	Arts & Crafts Influence (1850-1914) "City Beautiful" UK - Morris, Pugin, Webb, Shaw, Voysey, Lutyens US – Sullivan, Wright, Griffin (Includes central recreation area/tennis courts)		Burwood - 1906
STRATHFIELD Albert Road Broughton Road Churchill Avenue Homebush Road Pair Queen Anne Redmyre Road		Development under the War Service Homes Commission – loans to ex-servicemen – many built in Strathfield	Strathfield - 1908
INNER WEST Haberfield Croydon – Ivanhoe Estate, Gads Hill	Garden City Movement 1898-1914 "Planned Communities" Ebenezer Howard Parker Unwin Clarence Stein (Does not include all features of garden suburb eg. open spaces, parks)	Haberfield – no hotels, corner shops, factories Covenants – single storey, one per, uniform setbacks, materials	Haberfield – 1907 Croydon - ?
CANADA BAY Birkenhead & Dawson Estates Bourketown Drummoyne Park Salisbury Thompson			Five Dock - 1905

LGA - KEY FEDERATION HCAs	DESIGN CONCEPT INFLUENCE	BUILDING/DESIGN STANDARDS	LOCAL PROGRESS ASSOCIATIONS
MOSMAN Bradleys Head Road The Crescent Holt Estate Raglan Street Shadforth Street			Mosman - 1903
NORTH SYDNEY Cremorne Cremorne Point			Cremorne - 1906
RANDWICK Caerleon Cres Dudley Street St Marks West Kensington			
WAVERLEY Blenheim Street Brighton Blvd Brown Street Imperial Avenue			
WOOLLAHRA Etham Avenue Mona Road Balfour Estate Kent Road			Rose Bay – 1911

ILLUSTRATED OVERVIEW OF OTHER SYDNEY CONSERVATION AREAS

The Ku-ring-gai conservation areas are illustrated in other sections throughout this study. The following illustrations provide an overview of other heritage conservation areas of Sydney, developed for housing during the nineteenth and first half of the twentieth century, including some identified in above comparisons table and mapping. These are the available illustrations sourced from the relevant councils and historical societies or other government archives.

For more detail on these areas, refer to the relevant council for the available information.



Above: Haberfield in 1949 (Source: State Archives,
https://search.records.nsw.gov.au/permalink/f/si1pl2/ADLIB_RNSW116043993)



Above: Appian Way – Burwood – in 1929 (Source: State Archives,
https://search.records.nsw.gov.au/permalink/f/si1pl2/ADLIB_RNSW115785431)



Above: Birkenhead & Dawson Estates – Drummoyne – in 2005 (Source: Canada Bay Council, State Heritage Inventory)



Above: Drummoyne Park – Drummoyne – in 2005 (Source: Canada Bay Council, State Heritage Inventory)



Above: Thomson Street – Drummoyne – in 2005 (Source: Canada Bay Council, State Heritage Inventory)

Above: Bourketown – Drummoyne (Source: Drummoyne Heritage Study)



Above: Kent Road – Rose Bay – in 1940s (Source: State Library,
<https://collection.sl.nsw.gov.au/record/114dZbe1>)



Above: Daceyville conservation area in 1994 (Source: State Archives,
https://search.records.nsw.gov.au/permalink/ff1ebnd1/ADLIB_RNSW116626118)



Above: Daceyville marketing before completion showing the “garden suburb as it will appear” in circa 1913-1918 (Source: State Archives, https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW112570376)

COMPARATIVE CONCLUSIONS

A comparison of Ku-ring-gai's southern conservation areas with other Sydney conservation areas has revealed that Ku-ring-gai has no equal for demonstrating the development of Sydney's suburbs during the twentieth century in three aspects. These are summarised below.

1. Cohesion and intactness of Federation and inter-war housing:

The majority of other conservation areas investigated have significant other layers of development. In some cases, there is extensive Victorian period architecture within the area, and almost always significant inter-war period flat development.

The absence of a Victorian layer throughout Ku-ring-gai or significant inter-war flat development which was prevalent in most other areas in the majority of Ku-ring-gai has resulted in a Federation and inter-war housing layer which is comparatively consistent and intact when compared to other areas.

2. Singular pattern of development

Unlike other comparable areas, housing in Ku-ring-gai developed almost exclusively along the twin spines of the railway line (opened in 1890) and the Pacific Highway. Other local government areas (LGAs) within the study developed in more complex ways, largely based on the earlier networks of trains (from 1855), trams (from 1880) and ferries (from 1861). The diverse collection of transport routes in these other areas provided multiple points of access to the city and other hubs, leading to a more scattered, and often diluted, pattern of development across the suburbs and LGAs.

The singular pattern of development in Ku-ring-gai is evident in the cohesive streets of Federation residences which very rapidly fall away once a certain distance from the rail line is reached.

3. High proportion of architect designed dwellings

Ku-ring-gai has a very high number of architect designed residences from both the Federation and inter-war periods, particularly when compared with other local areas. Two of the most well-regarded Federation areas in Sydney – Appian Way, Burwood and Haberfield, were both developed as single dwelling housing in a similar period to much of Ku-ring-gai. Appian Way was a small, high quality development with an impressive collection of 37 Queen Anne and Arts and Crafts style homes, and Haberfield was a much larger development of over 1500 homes, which although were of high quality were more modest in size and cost. Both areas, however, were developed and designed by a single architect and sold as properties with completed homes. Whilst the result is a cohesive development, they lack the depth of architectural variety and research potential that exist in many of the Ku-ring-gai conservation areas.

ROSEVILLE

THE GARDEN ESTATE

12 Minutes from Roseville Station.
Some of the Finest Land in this Popular District
54 CHARMING BUILDING SITES in LIBERAL AREAS.


For Auction Sale
On the Ground at 3:15pm **SAT 6th MARCH**
1920.

W. ROBJOHNS L^{TD}
Auctioneers, 78 Pitt Street, Sydney
IN CONJUNCTION WITH

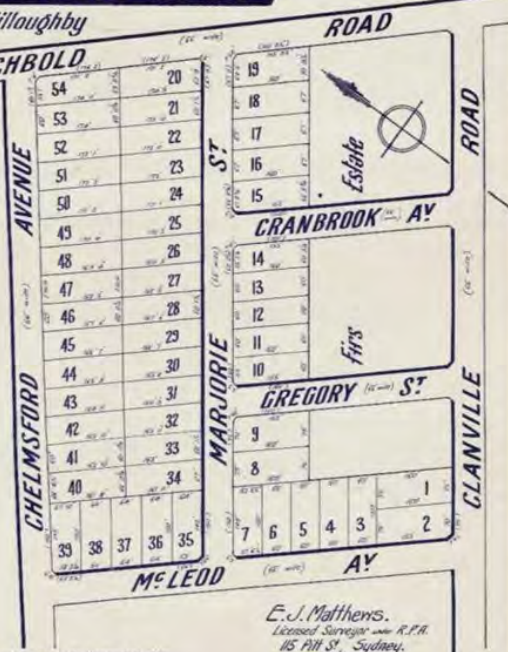
H. R. CORRIGAN & CO
Estate Agents, Willoughby

EASY TERMS
10 Per Cent Deposit.
Balance by 48 Monthly Payments
Interest 5 per Cent.

TORRENS TITLE.



J. A. Thompson.
Solicitor to the Estate
80 Pitt St Sydney.

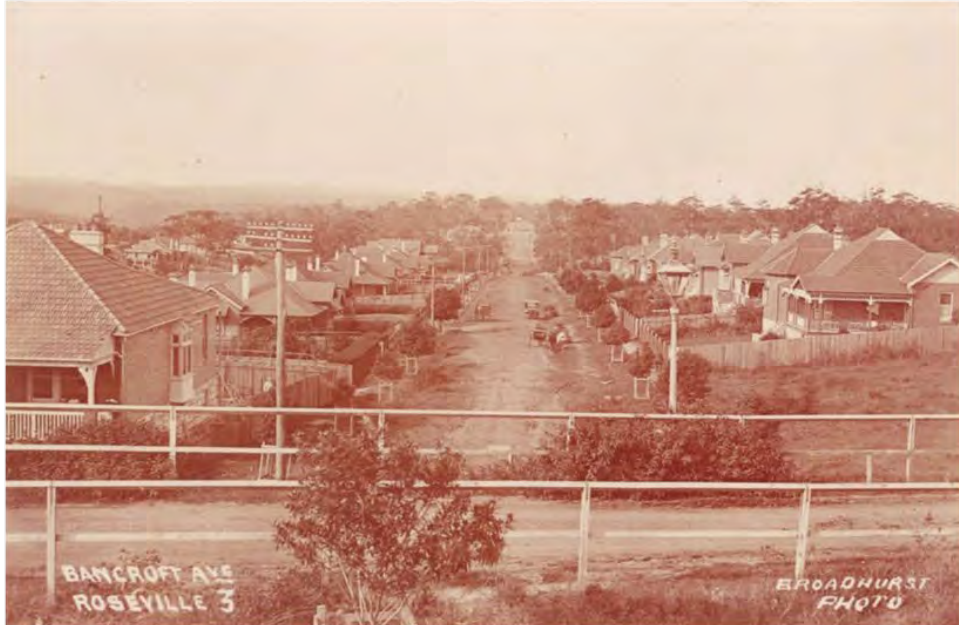


E. J. Matthews.
Licensed Surveyor and R.P.A.
115 Pitt St, Sydney.

All measurements subject to Deposited Plan.

F. Cunningham & Co. Ltd., Litho. Sydney

Above: 1920 subdivision sale of Roseville, typically referencing the station and gardens.
(Source: State Library, <https://collection.sl.nsw.gov.au/record/74Vvde7KVJwy>)



Above: Roseville, Bancroft Avenue and Roseville Avenue, in approximately 1900-1927.
(Source: State Library, <https://collection.sl.nsw.gov.au/record/9qoZL3J1>)



Above: Roseville Avenue and other streets in 2024.

THEMATIC HISTORY

The following notes are organised under common identified themes from the given references at the end. These focus on the aspects of themes relating to Ku-ring-gai's heritage conservation areas.

Sydney's improvement – 1909 Royal Commission

By the late 1800s, reform was on the agenda of most Australian cities and a plethora of social reform societies had emerged. Municipal and colonial governments were also concerned about inadequate infrastructure in the rapidly expanding cities.

In 1900, the bubonic plague outbreak in Sydney resulted in large areas of the commercial waterfront resumed. Working class areas were emptied of residents and razed. The city had acquired a poor reputation by the century's close as physically and morally poisonous as a result of the plague (Karskens, in Kelly p.132).

In 1909, a 'Royal Commission for the Improvement of the City of Sydney and its Suburbs' was launched to investigate ideas for the improvement of Sydney at the time and the remodelling of Sydney. Ku-ring-gai residents, Fitzgerald and Sulman, were principal witnesses.

The Royal Commission was largely concerned with urban transport. The most far-reaching recommendation was the creation of a metropolitan transport systems. Engineer John Bradfield supervised the creation of the CBD underground railway system, the Sydney Harbour Bridge and the electrification of suburban rail. The resulting underground City Circle loop assisted employment on the CBD and allowed the workforce of the proposed new suburbs to access their jobs more easily.

The Royal Commission recommended "working class families should be encouraged to live in separate houses in the suburbs". Garden Suburbs were recommended to address the overcrowded inner suburbs. Public acquisition of land for workers housing in the suburbs was also recommended. It included the public housing plan for 400 houses in Daceyville and 67 cottages in the Soldiers Garden Village for Matraville, plus the 'remodelling' of slum areas. It was argued that all classes should be able to live in the suburbs. This mode of thinking was also to develop in other Australian cities.

Many advocates of suburban life also strongly believed in the mental and physical health benefits of living away from the congestion and crowding, the lack of sun and fresh air, the noise, garbage and sewage of inner-city districts (Alpin, in Kelly p.203).

City Beautiful Movement and Garden Suburbs

The public health problems of Sydney Town were small compared to those of the heavily industrialised cities of Britain or North America - of Liverpool, Manchester or Chicago. It was in these cities that the urban reform movement was born, as a reaction to mid nineteenth century studies identifying a direct link between poor urban sanitation and poor public health. Perhaps the best remembered early reformer is Ebenezer Howard and his treatise "Garden Cities of Tomorrow". Howard and his colleagues advocated for the separation of land uses, particularly the separation of industrial activities from residential land. Howard further advocated for the creation of cities, not as huge conglomerations, but as a series of smaller self-sufficient urban villages, separated by green belt and linked together by rail.

In 1893, the global City Beautiful Movement culminated with the World’s Columbian Exposition of Chicago. At this Exposition, the architect Daniel Burnham laid out grand axial and symmetrical avenues with vistas along tree-lined boulevards, statues and grand parks. Grand plans were also developed for Washington’s capital, and later for Canberra.

In Australia, it was John Sulman who coined the term “town planning” in the early 1900s. Sulman, a British trained architect, lived and practiced in Australia, based in Ku-ring-gai.

Whole cities like Adelaide, laid out by the military surveyor Colonel Light – reflected a very rational grid. Sulman was critical of the relentless grid patterns, called instead for a radial ‘spider web’ or more romantic approach that included diagonal streets.

In the early 1900s, the Garden Suburb concept spread throughout Australia. By 1914, the Garden Suburb had become the dominant planning model in Australia. The Garden Suburb was planned as an ‘ideal’ community, aspiring for a better environment for the lives of the average family.

This ideal was then translated by others around Australia into low density suburbs of bungalows and gardens. From this time onwards there may be observed a manifest preference for the low-density cottage suburbs such as that created in Haberfield by Richard Stanton between 1904 and 1914.

While Haberfield may not include all the features of the Garden Suburb such as open spaces and parks, it was one of the first developments to make provision for the motor car. It also offered an early example of the land and house package that was to become the most common form of development. Similar developments such as Appian Way in Burwood would create memorable serpentine, tree-lined streets with central green areas containing tennis courts and other community places.

Overlapping with the Garden Suburb, the Railway Suburb also emerged between 1850 and 1920. In many ways the Railway (or Commuter) Suburb was a precursor to the Garden Suburb, making it possible for middle income workers to live in low density suburban environment and commute to their place of work in the commercial city. (Cox et al., 2011)

Community developments - Arts & Crafts City Beautiful (Cox et al p.56)				
Period	Influences	UK	US	Australia
1850-1914	- Morris, Pugin, Webb, Shaw, Lethaby, Voysey, Ashbee, Baillie-Scott, Lutyens, Parker & Unwin - Richardson, Sullivan, Olmstead, Burnham, Wright, Griffin	Bedford Park (1875) Port Sunlight (1888) Bournville (1895)	Riverside (1869) Forest Hills (1910)	Appian Way Burwood (1911) North Shore Railway Suburbs (1920s-30s) Toorak (1880s-1920s) Federation Suburbs (Sydney, Melbourne, Perth) St Vincent Gardens, Albert Park (1864-70)

Sydney's suburbanisation

Sydney has been described as a 'City of Suburbs' (Kelly 1987). Historians have concluded the process of suburbanisation is arguably one of the most important developments in Australia's European history. (Ashton 2008)

Early European settlements in Sydney followed the waterways on the shores of Sydney Cove and Parramatta River, when transport was by water and horse. Early dwellings of the 19th century were government or estate homes, generally referred to as 'gentleman's villas', plus workers cottages and attached housing such as terrace rows, located within the inner parts of Sydney plus Parramatta. From the late 19th century, the concentration of homes in Sydney areas followed the extension of transport links along tram and rail lines, then roads with the advent of the car from the 1920s.

The creation of suburbs in Sydney responded to the outbreak of bubonic plague during 1900. The resulting 'slum clearances' removed many houses in the inner-city. There was a widespread perception that high density housing meant slums and therefore a new healthier environment was needed (Cox et al 2011).

In the early 20th century, reformers of the time proposed visions of a utopian metropolitan city that would be 'rich, healthy, and beautiful – a true Commune'. The development of suburbs reflected the ideology of progress in the form of improving human well-being by modifying the environment. It expressed the belief that general material advancement through home ownership would lead to improved living conditions for all and to the moral improvement of society (Ashton 2008).

The growth of the suburbs also reflected the ideals of egalitarianism. The Australian attitude of the "fair go" translated by many to the right to a house on a quarter acres plot of ground. (Cox et al 2011).

Unlike urban cities and towns, suburbs have their origins in the village ideal. Suburban villages, such as Beecroft, Lane Cove, Manly, Randwick and Hunters Hill, evolved into municipalities. These were part of a tradition for 'subtopias' in Britain established by town planning pioneer Ebenezer Howard. Using standardised materials and architectural styles, these built-up rural or semi-rural places created a village atmosphere that blurred the boundaries between country and town. (Ashton 2008)

In 1913, the Town Planning Association NSW was founded by Florence Taylor. Members included WB Griffin, RF Irvine, JD Fitzgerald and JJC Bradfield.

Early NSW legislation affected town planning and development patterns, including Acts such as the Width of Streets and Lanes Act 1881. In 1919, the Local Government Amending Bill 1919 set standards for predominantly new suburbs. This specified minimum lot sizes of 2500 (sq ft), as well as separation of residential areas from industrial and commercial sites. It prevented 'noxious' hoardings. It also specified widening and improving of main traffic arteries, and the graduated size of roads to suit their prospective uses (Karskens, in Kelly p.135).

Grace Karskens observed that the suburb of Concord "enjoyed its sense of place in a way that no outsider could fully appreciate. In shaping their environment so successfully suburban people created one of the earliest recognisable cultural landscapes."

The growth of suburbia boomed from the second decade of the twentieth century. In 1911, census figures reveal that more than a third of Sydney's population resided in the City of Sydney and its adjoining suburbs within walking distance – Glebe, Newtown, Redfern, Paddington, Erskineville and Waterloo. A decade later that figure fell to just under one quarter. At the 1933 census, only 16% of the inhabitants of greater Sydney lived in the City and its immediately adjoining inner suburbs. (Ashton 2008)

There was a clear suburban hierarchy in the cost of both new dwellings and land, closely related to the social class of the area (Spearritt, p.30). The businessmen who moved to Gordon parish during the 1890s were wealthy and built large homes set in several acres of gardens. The area began to show exclusive pockets of expensive housing designed by people such as John Sulman and Horbury Hunt. Eccleston de Faur, who was instrumental in having declared Ku-ring-gai Chase declared a national park in 1892, built his house "Pibrac" in Warrawee in 1888-89. Long settled residents of the area included James G Edwards, WH McKeown, the McIntosh family and the Waterhouse family.

A number of suburbs were developed as model or garden suburb estates, as part of land speculation. In 1902, Richard Stanton developed Haberfield, utilising Australian motifs designed by John Spencer Stansfield, planned for 1500 houses as a "garden suburb". In 1903, George Hoskins developed Appian Way in Burwood for 30 large Federation homes. In 1909, Croydon's Malvern Hill Estate was developed. In 1907, Henry Halloran developed Seaforth. In 1921, Arthur Rickard developed the Portico Estate in Toongabbie 1921 as a "garden suburb" (Freestone, in Kelly p.62). JJC Bradfield, founding member Town Planning Association, lent his name to West Killara redevelopment of Moore Estate into distinct suburbs. Walter Burley Griffin developed Castlecrag as "first class, safeguarded, homogeneous, residential waterside suburb" (Freestone, in Kelly p.64).

High levels of migration following World War I from 1921 to 1933 maintained pressure on Sydney's housing stock. Rent levels rose in response to the demand for houses. Although the suburban cottage was still regarded as the ideal, the number of such house did not meet demand. "The flat" was, by the 1920s, adding a new dimension to suburban Sydney. Between the wars in 1935, most of the buildings approved for erection in Mosman, Woollahra and Waverley were blocks of flats.

The suburbs continued to expand during the long boom after World War II in a different economic environment, style and influences. In the 1940s, soon after the war, owner-builders constructed modest suburban cottages. This was followed from the late 1950s by project builders. The Great Depression and war left housing shortages. Wartime rationing of building materials continued into the 1950s. Young working-class couples struggled in early married life to establish a home. Planning for the dream home would increasingly take into consideration cars, television and American-style freeways and shopping centres.

At the beginning of the 1960s, just over one-fifth of Australia's population lived in suburbs in metropolitan Sydney. (Ashton 2008)



Above: Killara Station and surrounding housing in 1924 (Source: State Archives, https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW115668623)

Ku-ring-gai's town planning and settlement

The major defining force in the history of Ku-ring-gai's development, and its evolution to the distinctive suburbia of the present is the coincidence of the urban and architectural reform movements with the building of a railway down the Hornsby Plateau (Pike, 2000, p.11).

Early Ku-ring-gai residents were generally labelled "settlers" and were looked upon as of the bush. The Ku-ring-gai area was then referred to the Gordon parish and the Pacific Highway was then known as Lane Cove Road and Gordon Road. In contrast to Lane Cove, which relied on train line to the city via St Leonards station and Crows Nest, the settlements of Ku-ring-gai were developed as houses clinging "closely to the railway" and no house "more than half a mile from open bushland" (Spearritt p.46).

By the end of the 1890s, changes in the Gordon parish were beginning. The postal service was extended. Train timetables were built around the ferry times. Local roads were established around areas with new housing. Lane Cove Road was still in poor condition.

Ku-ring-gai's subdivision booms began with the first wave after the 1880 railway and tramway expansion. By the early 1900s the Ku-ring-gai landscape was still largely rural. Orchards remained, with dirt tracks and expanses of open paddocks.

In 1906, the shire of Ku-ring-gai was founded. The “railway suburbs” from Roseville to Wahroonga were incorporated into the new shire under the Local Government Act on 28 Dec 1906. At the end of 1906, a council of six officers took office, to serve a population of approximately 9000. Wealthy residents dominated local politics and were instrumental in having the entire area proclaimed a shire.

Following World War I, there were many new subdivisions in Ku-ring-gai, with many advertised for sale from 1921. The 1920s boom brought an end to the rural atmosphere. Blocks were marked out for sale and cleared. Ideal allotments were flat and regular. Subdivisions of the land referred to as the “The North Shore Line District” opened up large areas of land for development.

In Ku-ring-gai, the space of new allotments allowed for a house surrounded on all sides by a garden separating it from its neighbours and the street. No provision was made for semi-detached or attached houses. The new streets were wider than those in the earlier estates and, anticipating sewerage, no back lanes were provided. Much of the subdivided land was also sold with covenants requiring a quality of housing, such as for brick, tile or slate materials, minimum value and single dwellings.

Front gardens were largely a symbolic and little-used area. The backyard was intensively used and more utilitarian. The lawn was usually flat and safe, with a paling fence, clothesline and space for a garage. For many, the backyard was also a source of food – large vegetable gardens, chooks, particularly during the depression.

Street trees were often planted by council on the verge, part of the Garden Suburb ideal. These trees were significant in providing a visual context for the perception of uniformity and rhythm, so important in the built environment and the architectural character of the area. Eventually the edges were sealed and nature steps contained between concrete guttering and footpaths.

In Sydney, the 1920s-30s saw a proliferation of flats in certain parts of the city, not including Ku-ring-gai. Ku-ring-gai had one of the lowest proportion of flats. There were 4.7% recoded flats in Ku-ring-gai in the 1933 census. This reflected the low demand, with the distance from the city. It also reflected the policy of most middle-class north shore councils to use the Residential District Proclamation provision of the 1919 Local Government Act to prohibit flat construction in all but a few selected areas (Spearritt p.71).

It was largely the work of the Sydney own Planning Association which brought about the Local Government Act of 1919, and particularly the town planning regulations of Part XIIA, which were gazetted as an amendment to the Act in 1920. Ku-ring-gai was at the forefront of local government planning at the time, using residential district proclamations to set aside land for residential purposes, to exclude industry and pubs (except for two already existing at Killara and Pymble) and to assign only particular areas for flats or shops. By the 1930s it had 81 residential district proclamations, more than any other local government area in NSW.



Above: Gordon Station and surrounding housing in 1924 (Source: State Archives, https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW115668621)

Progress Associations

The first Progress Association in the Ku-ring-gai area, possibly New South Wales, were established as the Lindfield Progress Association and Wahroonga Progress Association. Both were in existence by 1896. In Ku-ring-gai, these were followed by the Pymble Progress Association in 1901, Gordon Progress Association in 1901, the Roseville Progress Association of undetermined date, Killara Progress Association of 1904 and Turramurra Progress Association of 1905.

These lobbied on behalf of the local middle-class newcomers for the provision of the amenities of metropolitan Sydney, including roads, street lighting and rail services. They also advocated for small local projects, such as public park for Pymble. Following 1900, the Progress Associations advocated for a bridge across the harbour. The Progress Associations continued to lobby for water and sewerage supplies, better train timetables, improved roads. They also raised money for local improvements.

Many of the prominent residents commuted to the city, with the result that the Progress Associations spent a large proportion of their time making requests to the Railway Commissioners.

By the second annual report of the Lindfield Progress Association in 1902, topics covered included the population growth, postal facilities, Towns Police Act, public school, Lindfield station, telephone connection, parks, water rates, division of electorate, Conference of Progress Associations, railway hoardings, tram to Field of Mars, drainage, St John Ambulance Association, roads, bridge across the Harbour. As so many progress associations had many common interests, in July 1902 a Joint Committee of the Northern Suburbs was formed combining those of Ku-ring-gai and Willoughby Council.

There was a certain amount of rivalry between the suburbs with local patriotism in each small suburb. Distinct identities developed as a result. The railway was the centre of each small community. These were divided from each other by acres of bush and woods.

The suburbs varied in size so their financial resources were unequal. In 1906, Lindfield was the largest suburb in the parish of Gordon, but according to its Progress Association annual report, Wahroonga was the most prosperous.

The commercial hub of the entire area ran from Gordon to Turramurra, where the largest concentration of local tradesmen and primary producers were found.

Economy, population and migration

Sydney in the 1890s experienced a depression, drought, slow recovery from collapse of banks and slow development.

Following the Federation of Australia in 1901, Sydney experienced nationalistic enthusiasm, alongside high unemployment and a very full property market. From 1905, the economy improved, with increased industrialisation, end of drought and return of optimism.

The centralisation of rail transport and differential freight rates made Sydney the most profitable place to establish many manufacturing enterprises.

The establishment of unimproved capital value rating on suburban lands around Sydney opened up many new areas for development. Speculators and investors who held large area of and or small groups of allotments put them on the market to escape increased holding charges.

From 1901-1911, 75,400 people arrived in Sydney. From 1911-1921 214,100 people arrived in Sydney (Kass, in Kelly p.79). In the fifty years from 1921 to 1971 Sydney's population trebled, from less than a million to almost three million.

Ku-ring-gai population grew following World War I as follows:

- 1921 – 19,209
 - 1933 – 27,931
 - 1947 – 39,874
 - 1954 – 52,615
 - 1961 – 74,821
 - 1966 – 88,876
 - 1971 – 98,589
 - 1976 – 100,100
- (Spearritt p.255)

During the 1930s depression, Ku-ring-gai had one of the lowest levels of male unemployment in Sydney as documented in the 1933 census. By 1971, Ku-ring-gai had the highest average income per employed person at \$8317, following Mosman at \$7013 and Woollahra at \$6581 (Spearritt p.194-5).

Home ownership and aspiration

Rents increased rapidly in the first decade of the 1900s. In Ashfield in 1912, rents rose by 10-20% in one year (Kass, in Kelly, p.79), placing pressure on existing accommodation. Rapidly increasing rents encouraged many households to seek to purchase their own home.

In 1916, Arthur Rickard marketed ownership as "Fair rent is good. Be your own Landlord is Better!!" for land including Wahroonga Heights and Heart of Lindfield Estate. (Kass, in Kelly p 83).

By the end of World War I, the suburban cottage had become firmly established as the accepted ideal home for Australian citizens. Acquisition of a building site on suburban fringe was easier and cheaper than buying a house.

Home ownership became associated with patriotism. Sales were marketed as "a stake in the country" (Master Builders Association conference 1918 – Spearritt p.29). They also became egalitarian. The Master Builders Association in 1918 sought "instead of the Fair Rents Court, a system of encouraging the workers to have their own houses rather than pay rents." Home ownership became a bipartisan issue as people of all political parties came to see it as the panacea to the housing problem (Kass, in Kelly p.84).

Marketing at the time demonstrated this shift. The contemporary journal, "The Property Owner", originally aimed at interests of landlords and investors, re-emerged as "The Commonwealth Home". This began to inspire readers to "own a bit of the land you own". The real estate agency industry grew as rent rolls gave way to house and land sales. In 1918, Henry Gorman, of Hardie & Gorman Real Estate Agents, urged readers to seek a suburban home.

By the 1920s builders and real estate agents were exploiting the supposed link between paying rent and poverty, crowding, ill-health and social stigma (Karskens, in Kelly p.132). The stuccoes terrace became anathema. Replaced by desire for residences of Queen Anne Federation suburban houses and their 1920s successors, the cottages and bungalows, set on individual blocks on wide streets, the antithesis of city living and unmistakable sign of respectability. Building companies, speculators, financiers and some architects quickly took up the catch-cry, "For every man his home", and tied every possible middle class value to it. Much of the writing an advertising, however, showed that such professionals were out of touch with the aspirations and financial limitations of ordinary people (Karskens, in Kelly p.132). Local estate agents advertised Concord's "preponderance of brick buildings over weatherboard" which proves the popularity of this suburb for home seekers.

In the 1921 Census, the highest levels of owner occupied were in outer-suburban working class local government areas such as Canterbury (71%) and middle class such as Ku-ring-gai (73%). BY 1933, these numbers were 60% and 68%. (Karskens, in Kelly p.141). Women were frequently and intimately involved in buying, building and decorating processes.

It is from this post-war 1940s period of reconstruction that the home ownership ideal became more commonly referred to as the "great Australian dream." Typically, the dream represented ownership of a detached house on a quarter acre suburban block surrounded by a garden, for family life and prosperity. Australia-wide, while almost 50% of Australian households owned their homes through the first half of the century, this increased to more than 70% in the 20 years after World War II.

By 1966, Australia had achieved a rate of home ownership which was extremely high by world standards. The main causes included rent control, favourable economic circumstances of the period, liberal home loan policies and the difficulty obtaining accommodation other than home ownership.

Finance

Government policy sought to encourage home ownership, largely through the provision of housing finance, leaving the provision of land and the building of homes to private industry.

Government involvement in the financing of home ownership meant there were now two ways of financing home ownership. Before World War I, finance had been provided by banks, insurance companies and by small scale lenders. They tended to favour builders, housing investors and the middle class in steady employment as they were a more reliable risk.

The NSW Government, via the Government Savings Bank, made housing loans available.

The Commonwealth Government, via the War Service Homes Commission, provided loans to ex-servicemen, either to build new homes or purchase existing. By June 1929, 5788 houses in NSW, the bulk in Sydney suburbs, had been completed with assistance from the War Service Homes Commission (Kass, in Kelly p.86).

The majority of home loans were still through the private mortgage market.

NSW Premier Bertram Stevens created co-operative building societies to revitalise housing in Sydney based on British model. Aimed to bring cheap housing within the reach of more wage-earners, this was "preferable to the arbitrary method of fixing rents, which might have the effect of discouraging building enterprise".

Co-operative Building Societies could be formed by any group of people with some common interest. Once established in line with Government model, a loan from a lending institution could be negotiated. This money was then lent to society members. They were able to lend up to 90% of the value (previously lending institutions were generally to a max of 70%). Low deposit/low interest rate.

Architecture

In September 1921, the British-born Australian architect Leslie Wilkinson stated in relation to architecture, "it is estimated that fully 70% of the houses erected today are produced without reference to the [architect] profession. Until this state of affairs is altered and until the public appreciate the difference between the beautiful, the good and the horrid, admirable work will continue to be a rarity (Building, Sept 1921).

Prominent architects such as H. Desbrowe Annear, Leslie Wilkinson, William Hardy Wilson and many others condemned suburbia. Annear stated popular small houses invariably involved "perverted ideas of economy... (which) impel the budding householder to obtain cheap substitutes for his plans and specifications (and) the materials" (Karskens, in Kelly p.126). Annear blamed builders for the alleged poor planning and monotonous styles, because "the builder has but one rule and one method for the lot, and it is in the exact repetition that he scores, whether they prove suitable or not".

Professor Leslie Wilkinson wrote in 1919 that it was the great mass of ordinary residential work that must be improved", for "a country's domestic architecture will be judged on the general output and not by the bright example present in the struggling minority" (Karskens, in Kelly p.126).

The bane of the architects were the plebian builders and owner-builders. Most house designs of the twenties were the work of builders and owner-builders, often copied form plans in magazines such as George and Florence Taylors "Building" founded 1907, "Australian Home Builder" founded 1920s, "Home" (1920-42) and Florence Taylor's "Commonwealth Home" (1925-30). Architects were seen as the losers in the suburban boom, while untrained lay persons were shaping the face of new areas. From a historical point of view, architectural aesthetics cannot be used to understand the material culture of the 'ordinary' suburb" (Karskens, in Kelly p.128). By the 1960s, red-tiled suburban expanses became associated with suburban people (Spearritt).

Architects derided the "Queen Anne front Mary Anne back" syndrome since the turn of the century, including JR Brogan in "101 Australian Homes" (1936) and WR Butler in "Modern Architectural Design" paper read before RVIA Melbourne (1902).

John L. Berry won "The Ideal Australian Home" competition in 1921 with his essay and drawings of a Spanish style house – as different in colour, texture, siting and expense from the ordinary suburban home as he could make it.

Some suburbs and their buildings were designed and developed in a different model. The north shore was distinct as recorded in 1903, when Macleod wrote that "By contrast, the North Shore line is comparatively uncontaminated by the tail of the jerry-builder. The residents in that district are, for the most part, people of substance, who have been impelled thither by the praiseworthy desire to make for themselves, in the midst of beautiful surroundings a beautiful home. Nowhere in the suburban area does one find such a high standard of architecture as prevails here, nor can I call to mind any place where better kept gardens are to be found...at each place on the line one finds in existence a Progress Association, which is invariably a progressive body in fact as well as in name...beyond these local bodies, there is in existence a central organisation known as the Joint Committee of the North Shore line, which deals with the larger matters affecting the interests of the whole district. Each Progress Association has several representatives on the Committee."

Macleod further recorded in 1903 "the standard of domestic architecture on the North Shore is agreeably high...is worthy of warm commendation...The north shore line districts...are becoming thickly studded with red architectural gems of more or less value. Here the houses are mostly more imposing than those in the lower Northern Suburbs, and at, notably, Pymble and Wahroonga are to be found in all necessary plenty absolutely some of the finest examples of domestic architecture to which the State can lay claim. I can imagine no easier and few more pleasant tasks than the compilation of an album of selected residences in these places, and affirm that the work therein represented would receive nothing but praise from the most critical examiners...If there is one characteristic of our houses more in evidence than another it is suitability. Witness the prevalence of the bungalow type, and quote Mr. Barlow:-"The necessity for verandahs and balconies in this semi-tropical climate of ours, and the fondness of the people for the cottage – or, more properly speaking, the bungalow – principle of planning, is slowly but surely evolving a type of house which may be claimed to be almost distinctly Australian"... "Simplicity is the dominant feature in northern suburbs architecture, and all familiar with the latter must admit that it is a feature of the utmost desirability."

Architects and related professions

Architecture as a profession in Australia was relatively new in the twentieth century. In 1871 the Institute of Architects in Sydney was formed. In the 1880s, Sydney University began regular course in architecture and building. Specific education for architects was first offered in Sydney as a degree in 1919. Ku-ring-gai resident, Leslie Wilkinson, was the first architectural professor as the first Chair of Architecture for Sydney University.

Architects practicing in Australia before this time were semi-qualified (Boyd p.168) or gained a degree overseas typically from England. The state's first Colonial Architect from 1816, Francis Greenway arrived as a convict, trained in England. The first town planners of Sydney were arguably key early Governors of New South Wales - Arthur Phillip, Lachlan (and Lady) Macquarie, and their surveyors.

The primarily twentieth century development of Ku-ring-gai coincided with the burgeoning architecture and built environment professions in Australia. Ku-ring-gai became an enclave for the architects of the twentieth century, both as their place of residence and practice. As a result, Ku-ring-gai contains works from the most prominent Australian architects of the Federation, inter-war and post-war periods. Pike concluded in 2000 that Ku-ring-gai area represents one of Australia's most comprehensive repositories of fine twentieth century domestic architecture (Pike, 2000, p.13).

Prominent local architects were also influential in the town planning and transport for the development of Ku-ring-gai and more broadly Sydney. The most notable Ku-ring-gai residents and influential professionals of the period included architects John Sulman and Professor Leslie Wilkinson, and Harbour Bridge and railways engineer John Bradfield. Further leading architects that lived and/or designed homes in Ku-ring-gai included Howard Joseland, Walter Liberty Vernon, John Berry, William Hardy Wilson, John Burcham Clamp, John Brogan, James Peddle, Harry Seidler, Bruce Rickard, Sydney Ancher, Jack Russell, James John, amongst numerous others extending into the late twentieth century.

Further professions relating to the environment, culture and the arts also developed in Ku-ring-gai through leading figures who lived and/or worked on the north. For instance, prominent photographer Harold Cazneaux and heritage conservationist, Annie Wyatt who established the National Trust of Australia in the 1940s.

Architects and their inspiration			
Period	Movement	World Architects	Australian Architect
Victorian 1837-1901		Norman Shaw HH Richardson Louis Sullivan	Horbury Hunt Hardy Wilson
Federation 1901-1910	Queen Anne Arts and Crafts Californian Bungalow Mediterranean Art Nouveau	Philip Webb Edwin Lutyens CFA Voysey HM Baillie-Scott Frank Lloyd Wright Greene & Greene Parker & Unwin	Liberty Vernon Robin Dodds Desbrowe-Annear Robert Haddon Jefferson Jackson Leslie Wilkinson James Peddle Alexander Jolly

Inter-war 1918-1939	Art Deco International Modernism Organic Mediterranean	Le Corbusier Hendric Berlage Mies van der Rohe Oscar Niemeyer Frank Lloyd Wright	Raymond McGrath Bruce Dellit Harry Norris Emil Sodertsein John D Moore Walter Burley Griffin BJ Waterhouse
Post-war 1945-1960	Post-war Modernism Brutalism	Le Corbusier Mies van der Rohe Walter Gropius Marcel Breuer	Sydney Ancher Harry Seidler Arthur Baldwinson Robin Boyd

(Cox et al p.75)

Bungalow typology

Towards the end of the nineteenth century, there was a break with the Victorian way of design and construction. New methods were tried, such as the cavity wall (an Australian invention which became standard practice in 1895) as were new materials, such as the use of terra coat tiles (the Marseilles tile first appeared in Australia in 1886) (Pike, 2000, p.11).

At the same time in Britain, many reacted against the style of High Victorian architecture, and as early as the 1860s, the work of Phillip Webb and Norman Shaw who reinterpreted historical style in a new and creative way, were particularly influential. William Morris and the Arts and Crafts Movement looked back to a simpler way of life. They rejected the mass produced factory goods of the industrial cities and the cluttered interiors they encouraged. A number of influential British architects settled in Australia. In addition to John Sulman, also Spencer Stansfield, who designed most of the houses in Haberfield, and the Canadian Anglophile, John Horbury Hunt. Their work influenced Australian architects who were to design houses in Ku-ring-gai (Pike, 2000, p.11).

From the end of World War I, Sydney and Ku-ring-gai experienced a second wave of suburban development. In Ku-ring-gai, this included domestic construction using the latest architectural ideals, including the Arts and Crafts style with work by Halligan, Colonial Revival works by Hady Wilson, Californian Bungalow works by Walter and Marion Burley Griffin and Alexander Jolly.

Bungalows, partly derived from the California bungalow style, were imported and promoted by builders and architects from approximately 1907. These were casual informal houses, intended to blend with natural settings and to express the unity of man and nature via honest craftsmanship. Built of wood and stone, bungalows were simply designed, with shallow pitched roofs, broad overhanging gables and cool, cavernous verandahs. Textures were rough and unfinished, rubble, stone, exposed timber, and the shapes thick and heavy (Karskens, in Kelly p.140).

In the suburban form of the California Bungalow, such as those at Concord, many feature were excluded, with the exception of the large gables. Nature was firmly excluded from consideration in anything but a negative sense in the design and building process. The function of middle class suburban houses, such as those in Concord, was not to invite nature in or harmonise within, but to keep it at bay and provide shelter from light and heat. Timber was subject to weather, termites, fire and was for those that could not afford brick, as aptly shown in magazines and brochures advertising small, cheap timber "bungalows and cottages for the working class" (Karskens, in Kelly p.140).

In Concord, the Marseilles tiles were economic and practical. This meant the roofs had to be more steeply pitched than a typical bungalow, reducing the idea of affinity with the earth. WB Griffin despised the tiles but homeowners liked them.

The acceptable variations to facades included the addition of window surrounds, doors, lead lights, tiles, Art Nouveau roses and tendrils. Windows on the bay projection had small awnings roofs with brackets or a pitched roof which ran on from the verandah. Verandahs had heavy piers and brick walls enclosed tile paving and glazed tile risers. Roofs often had a second or even third gable, pitched, hipped or flat. These had tapered piers in brick or roughcast and chunky colonettes about 30cm high, plus a mirrored plate with house name set by front door pre street numbering.

These bungalows had their own sense of formality based on unpretentious firmness. Important social mores, proper methods for social interaction. They spoke of middle-class virtues of industriousness and thrift, of sobriety and sensible pleasures, practical choices and avoidance of the outrageous, and above all, putting on and maintaining a respectable face.

In the period following world war II, architectural innovation continued in Ku-ring-gai, with the post-war work of Harry Seidler, as well as works by Bruce Rickard, John Brogan, Sydney Ancher, Allan Jack & Cottier, and the Petit + Sevitt "nuts and berries" houses of the seventies, mostly located on the edge of the bushland reserves. Into the twenty first century the tradition continued with designs by Glenn Murcutt.



Above: Typical Killara home off railway, as described by State Rail, c1910 (State Records, https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW117024483)

Transport

Steam power allowed the suburban expansion necessary for the home ownership dream. The earlier horse-buses were ill-adapted to longer routes.

The topography of Sydney added complexity to the construction of rail lines. The rail line from Redfern to Parramatta opened in 1855. This remained the only train route until the 1880s.

In the 1880s, the construction of the tramway system made it possible for people to live some distance from their workplace. This opened up most of the middle class suburbs. However, this did not include Ku-ring-gai because the tram only extended as far as Willoughby.

In 1874, James G Edwards prepared a petition advocating for a north shore line. In 1881, a second petition campaign argued that a very attractive district could be opened for residential development if the railway was built (Dungey, p.17).

The prospect of a railway for the district immediately enhanced land values in the parish of Gordon. Land values escalated through the area during the 1880s. During the 1890s, the population of the parish grew from 1000 in 1891 to 4000 in 1901. In the decade to 1911 the population grew to 9,459 (Dungey, p.32).

Suburbs radiated out from the city along the railway lines. The railway was the unifying factor for the entire north shore district. When first listed in Sands in 1903, the area was identified by the subheading of "Milsons Point Line".

The railway and associated subdivision shaped the character of Ku-ring-gai. Development was so rapid that by 1909 the rail line was duplicated. There was still no town centre set aside for Ku-ring-gai, and no land reserved for Government buildings. The railway station was the centre of each village community, surrounded by shops on both sides of the line. It was at the station, or nearby, that each village built its war memorial, and the gardens attached to each station became a focus of civic pride and competition

The form emerged in Sydney along the North Shore Line. This created a continuous line of suburbs with each station spaced at no more than 1.5km apart (Cox p.41).

The north shore line was finished in two stages – Pearce's Corners to St Leonards and then St Leonards to Milsons Point. The north shore line was more of a passenger conveyance than a goods line (Dungey p.41).

When the railway to Milsons Point opened in April 1893, this enabled a relatively simple journey for a workers to travel from his new home to the suburban station, train to Milsons Point, cross by ferry to Circular Quay. Contemporary records indicated that the Wahroonga to General Post Office was then a 45 minute journey.

In October 1888, soon after the construction had begun on the single line railway from Pearce's Corner to St Leonards, 1265 acres of Crown land close to Lindfield station was offered for sale. Auction disposed of 500 acres, average price of £66 per acre. The best blocks fetched £2566 per acre.

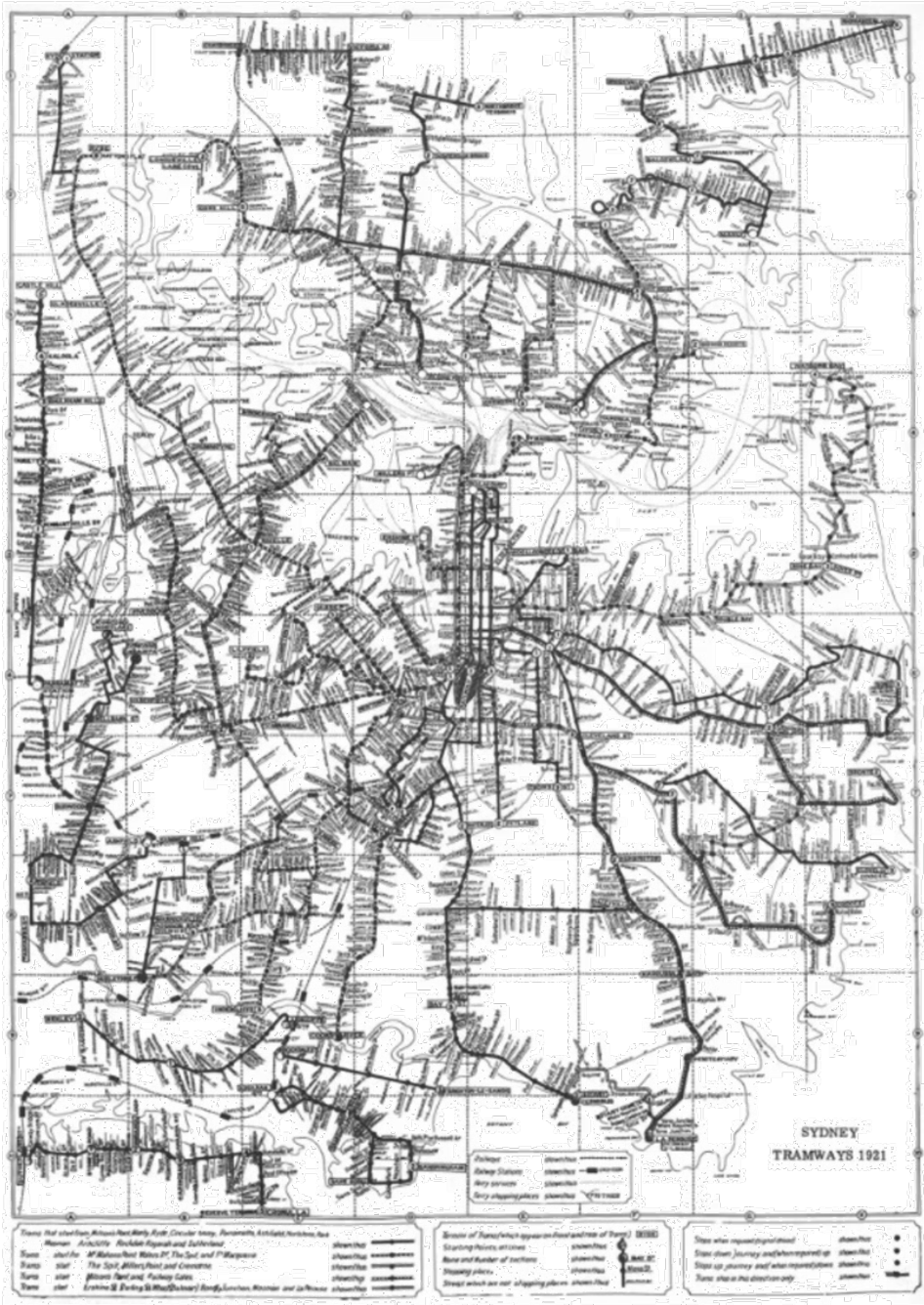
New stations opened along the line as the population grew, with Killara in 1899 and Warrawee 1900. Killara was the result of negotiations between the Railway Commissioners and some local residents. Warrawee was built largely at the behest of a prominent local resident, Mr John C. Remington (Dungey, p.33).

In 1932, the construction of Sydney Harbour Bridge was completed. This completed the extension of the city to Hornsby rail line. This made Ku-ring-gai readily accessible to the centre of Sydney.

The Aboriginal track which once provided the only land access to the Hornsby Plateau became part of the Pacific Highway, the main transport route to eventually encircle the country. The implications for the "garden suburb" were significant. Instead of suburban villages linked by rail, the suburbs are cut in two by an ever wider and ever busier highway (Pike, 2000, p.12).



Above: Roseville Station and surrounding housing in 1924 (Source: State Archives, https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW115668622)



Above: The extensive former tramway network of Sydney and suburbs as documented in 1921 (Source: Transit Maps <https://transitmap.net/1921-sydney-tramways/>)



Above: The former tramway network in 1947, showing how trams extended to the most northern extent at Chatswood (Source: The Dictionary of Sydney, accessed 15 October 2024, <https://dictionaryofsydney.org/entry/trams>)

Religion, education and culture

Most of Ku-ring-gai was built as an exclusively residential area, with few pubs and some limited commerce along the railway and Pacific Highway spine. Beyond the City of Sydney, only the working class suburbs had substantial concentrations of pubs, such as in Balmain, Paddington, Redfern (Spearritt p.229). In Ku-ring-gai, asides from housing, schools and churches predominated.

Early churches constructed included St James Turramurra and St Johns Gordon. These reflected the predominant protestant population and culture, as distinct from other parts of Sydney.

In 1927, Charles Witham in his unpublished "History of the North Shore" recorded Ku-ring-gai's population comprised "about 84% are protestants"... "The proportion of Catholics is smaller than in the districts on the south side of the harbour. There are a few Jews and many Scots" (Spearritt p.209). The census of 1921 and 1933 support those observations.

Some of the early constructed schools in Ku-ring-gai included Gordon Public School, Warrawee Public School, Roseville College, Pymble Ladies College, Abbotsleigh, Knox and Ravenswood.

By 1950, three-quarters of all non-Catholic primary and secondary private schools in Sydney in were in four areas – 12 between Stanmore and Strathfield, 20 in the Eastern suburbs, 17 on lower north shore from Hunters Hill to Manly, and 16 of the upper north shore from Roseville to Hornsby.

Health and recreation were also a focus in Ku-ring-gai. Early sporting clubs were developed including the Killara Lawn Tennis, Killara Bowling and Killara Golf Club. Hospitals constructed in Ku-ring-gai included the Sydney Adventist Hospital at Wahroonga, Royal North Shore Hospital, Lady Davidson, and house hospitals such as Chassecote at Turramurra.

In 1903, Macleod wrote "it is agreed that no portion of Sydney is healthier than the North Shore, and no portion of North Shore healthier than the North Shore line. Plentiful evidence in support of this statement was afforded by the recent attempt on the part of the authorities to locate a consumptives' home at Hornsby. The people living along that line appreciated to the full the compliment thus paid the health-giving powers of the air in that district".

THEMATIC HISTORY CONCLUSIONS

Where historic areas are identified as having heritage value, known as 'heritage conservation areas', these demonstrate more than just an aesthetic character or streetscapes. Heritage conservation areas from the inner city, across west, east, south and north Sydney, provide evidence of the history of Sydney's planning and development. Through their surviving cohesion, these heritage precincts tell the story of Sydney's settlement from key periods, perhaps better than any individual site. Historic areas like those found in Ku-ring-gai specifically demonstrate the process of suburbanisation, arguably one of the most important in Australia's European development history – to the extent that Sydney has been described as the 'City of Suburbs'.

More than just housing or architecture, historic areas demonstrate important shifts in Australia's governance, technology, economy and society. Sydney's heritage conservation areas demonstrate key historic changes of European settlement that formed greater Sydney – from a penal colony to Australian federation, from city plague to city beautification, from rental to home ownership, from inner city to suburbs, as well as changes in population migration and education. Concentrated areas of historic housing document the extension of important transport routes from rivers to trams, bridges, rail and roads. Historic areas of housing also embody the changing aspirations of Australian society for living and home ownership, perhaps best known from the twentieth century as the 'great Australian dream'.

Each heritage conservation area demonstrates its own part in this broader development of Sydney, with an identity particular to its locality and historic period. The surviving unity of heritage conservation areas is no accident, but the result of key historic influences, their original planning and development, and subsequent community value and protection.



Above: Killara, Springdale Road, near station in c.1910 (State Archives, https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW115668623)



Above: Killara, Springdale Road, Karranga Avenue and Arnold Street in circa 1933-34.
(Source: State Library, <https://collection.sl.nsw.gov.au/record/nGm3O3jY>)



Above: Killara, Karranga Avenue, in 1915 (Source: Ku-ring-gai local history collection)

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Heritage Considerations for Transport Oriented Development in Ku-ring-gai

A development application and assessment guide



Ku-ring-gai Council
October 2024

1.0 About this guide

1.1 Background

The State Environmental Planning Policy (Housing) – Chapter 5 Transport Oriented Development (TOD SEPP) came into effect from 13 May 2024. This permits 6-7 storey apartments (approximately 9 storeys with bonus) for mapped “TOD sites” located within 400 metres of Gordon, Killara, Lindfield and Roseville stations. Many of these sites are located within Ku-ring-gai heritage conservation areas and in the vicinity of heritage items.

The TOD controls may change following local strategic planning. The NSW DPHI guideline on strategic planning for TOD of August 2024 indicated “These planning provisions will remain in place until councils have finalised strategic planning work to deliver suitable alternative planning controls for the identified station precincts in ways that align with the NSW Government’s policy objectives, if they wish to do so.” Ku-ring-gai Council resolved in May 2024 to investigate alternatives to the TOD controls.

1.2 Purpose

This Ku-ring-gai Council guideline has been developed to assist with the preparation of development applications and consent authority development assessment on heritage-affected sites. This identifies the key heritage considerations for development based on existing available strategic plans and relevant guidelines. The function and weight given to these plans can vary for different development pathways.

This guideline does not address other non-heritage considerations that will also apply to development of TOD sites.

As set out by the NSW Government guideline accompanying the TOD SEPP, this guideline establishes how “Consent authorities will still be required to assess the application under clause 5.10 of their LEP. The clause 5.10 assessment will determine if the proposed new development satisfactorily addresses the significance of the HCA and any adjoining items, and will need to determine that the HCA is not adversely affected by the proposed infill development.”

Cover illustrations: Streets of Roseville in heritage conservation areas and TOD sites in 2024 (Source: Ku-ring-gai Council), circa 1900-1927 image of Bancroft Avenue viewed from Hill Street beside the station (Source: State Library, <https://collection.sl.nsw.gov.au/record/9qoZL3J1>)

1.3 Application

Heritage affected sites subject to this guideline (one or more):

- Heritage Conservation Area (HCA) land – as identified in LEP heritage schedule and heritage map;
- Heritage items – as identified in LEP heritage schedule and heritage map; and/or
- Setting or vicinity of heritage items – as assessed at development application stage.

Applicable statutory planning instruments:

- State Environmental Planning Policy (Housing) – Chapter 5 Transport Oriented Development (TOD SEPP or controls).
- Ku-ring-gai Local Environment Plan 2015 (LEP) – heritage provisions (clause 5.10).
- Ku-ring-gai Development Control Plan (DCP) – Heritage items and Heritage Conservation Areas (Part 19).

The function and weight given to the above planning instruments can vary for different development pathways.

Applicable guidelines:

- *NSW Department of Planning, Housing and Infrastructure (DPHI) Guidance to Transport Oriented Development, May 2024.*
- *Design in Context, Guidelines for Infill Development in the Historic Environment, NSW Heritage Office and Institute of Architects, 2005.*
- *Better Placed Design Guide for Heritage, Heritage Council of NSW and Government Architect New South Wales, 2019.*
- *Conservation Areas Guidelines for Managing Change in Heritage Conservation Areas, Heritage Office and Department of Urban Affairs and Planning, 1996.*
- *Guidelines for preparing a statement of heritage impact, Department of Planning and Environment, 2023.*

2.0 Key considerations

2.1 Heritage and TOD provisions

The NSW Government's TOD controls made no change to existing heritage items or heritage conservation areas (HCAs) or the development assessment process for this heritage listed property as identified in the LEP heritage schedule and map. The TOD SEPP sets a maximum permissible development subject to satisfying the heritage and other provisions of the applicable planning instruments. The LEP and DCP heritage provisions continue to apply to heritage items and conservation areas.

The TOD SEPP sets the permissible density in certain zones and sites, the development standards for height and floor space ratio, as well as affordable housing, active street frontages and minimum lot width. It over-rides these controls in other instruments in the event of any inconsistency (clause 153). The TOD SEPP makes no provision for heritage and is silent on heritage. Heritage provisions in LEPs and DCPs are separate to these standards covered by the SEPP.

This application of the heritage provisions is supported by the NSW Government DPHI guideline named "Guidance to Transport Oriented Development" (May 2024). This indicates:

"The Environmental Planning and Assessment Act 1979 (EP&A Act) continues to provide the statutory framework for managing development within a heritage conservation area in NSW. Section 4.15 of the EP&A Act triggers the need for a consent authority to consider heritage provisions in a council's local environmental plan, including clause 5.10 Heritage Conservation as well as any extra local heritage controls included in a development control plan."

"Consent authorities will still be required to assess the application under clause 5.10 of their LEP. The clause 5.10 assessment will determine if the proposed new development satisfactorily addresses the significance of the HCA and any adjoining items, and will need to determine that the HCA is not adversely affected by the proposed infill development."

2.2 Heritage objectives

The heritage provisions of Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015) under clause 5.10 set the objective "to conserve the environmental heritage of Ku-ring-gai". A further objective set by the LEP is "to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views". These objectives follow the standard instrument established by the NSW Government SEPP.

The Ku-ring-gai Development Control Plan sets further detailed objectives and controls to implement these LEP objects in relation to conserving significance, fabric, setting and views for heritage conservation areas and heritage items. These are outlined further below.

2.3 NSW guidelines

The DPHI guideline also sets intentions, however these make no change to the applicable planning instruments – the SEPP, LEP and DCP.

The DPHI guideline states “It is intended that the consent authority considers the character of the HCA and have regard to aim of increased housing density, and change in built form as the area transitions over time.”

It further states “Guidance on infill development in heritage locations is available. We encourage local councils to keep using these guidelines when assessing development applications.” This refers to NSW heritage infill and design guidelines which set further considerations. The most relevant NSW guidelines for heritage, in addition to the DCP, include:

- *Design in Context, Guidelines for Infill Development in the Historic Environment*, NSW Heritage Office and Institute of Architects, 2005.
- *Better Placed Design Guide for Heritage*, Heritage Council of NSW and Government Architect New South Wales, 2019.
- *Conservation Areas Guidelines for Managing Change in Heritage Conservation Areas*, Heritage Office and Department of Urban Affairs and Planning, 1996.
- *Guidelines for preparing a statement of heritage impact*, Department of Planning and Environment, 2023.

3.0 Specific heritage controls

For heritage-affected sites, development is assessed by the consent authority on merit when development is proposed, rather than the consent authority prescribing a predetermined form of development. This merit assessment of the development impacts on heritage significance of the conservation area or heritage item is based on a number of considerations set out in the heritage provisions.

The main provisions for this merit assessment relevant to infill development in conservation areas and in the vicinity of heritage items are extracted below. Refer to the referenced document for further detail on these and additional controls for development in a heritage context.

3.1 Heritage consent objectives

The proposed development and supporting assessment will need to demonstrate how demolition, alterations, excavation, erecting a building or subdivision satisfy the LEP heritage objectives for granting development consent, as specified by section 5.10(1):

- a) to conserve the environmental heritage of Ku-ring-gai,**
- b) to conserve the heritage significance of heritage items and heritage**
- c) conservation areas, including associated fabric, settings and views,**
- d) to conserve archaeological sites,**
- e) to conserve Aboriginal objects and Aboriginal places of heritage significance.**

Development needs to fulfil the heritage objectives in the DCP (Part 19) to:

- i) retain, conserve and enhance the Heritage Items, HCAs and their associated settings;
- ii) ensure the heritage significance, streetscape and landscape character of HCAs are maintained;
- iii) ensure alterations and additions to Heritage Items and within HCAs respect those buildings and do not compromise the significance and character of the individual Heritage Items or the HCAs;
- iv) ensure new development in the vicinity of Heritage Items and HCAs respects the heritage context and is sympathetic in terms of form, scale, character, bulk, orientation, setback, colours and textures and does not mimic or adversely affect the significance of Heritage Items or HCAs and their settings.

The heritage significance of Ku-ring-gai is identified in the DCP (Part 19) as:

- i) The evidence provided by its rich history and all its sequential layers - from Aboriginal occupation, very early timber getting, the long period of relative isolation from built suburbia, orcharding and farming followed by the rapid growth of suburban development in response to elevated topography, "clean air" and the establishment of the railway.
- ii) The outstanding quantity, quality, depth and range of its twentieth-century architecture. It contains houses designed by many of Australia's prominent twentieth-century architects and these have in turn influenced the mainstream of Australian domestic architecture.
- iii) The evidence it provides of twentieth-century planning and conservation philosophies: the segregation of residential areas from other urban uses, subdivision patterns which reflect a range of suburban aspirations, the use of residential district proclamations to create and retain domestic environmental amenity, street tree planting and post-war neighbourhood planning.
- iv) The evidence offered by its built landscape and garden design incorporating a variety of horticultural styles and in harmony with the natural landscape, such as those in the large estate private gardens, the gardens at railway stations and well-designed gardens of cultivated botanical species such as at Eryldene.
- v) The evidence of the area's natural heritage retained in its surrounding national parks, along its creek lines and in its public and private gardens, remnants of the original Turpentine, Blackbutt and Blue Gum forests and associated woodlands, under-storeys and dependent fauna.

3.2 Consent authority merit assessment

The consent authority needs to assess the effect of the proposed development on the heritage significance of the item or area concerned (LEP clause 5.10(4)) with regard to the objectives and controls set out in Council's LEP and DCP.

In the instance of a conservation area, this merit assessment will include the identification of an item, building or group of building's contribution to the wider conservation area. The grading of buildings is no longer pre-determined using any form of mapping or listing (DCP Part 19). The DCP defines Contributory Properties as buildings and sites within a HCA which are deemed to exhibit one or more of the following characteristics:

- i) buildings and sites that make an important contribution to the character and significance of the HCA. They can be from a key historical layer, true to an architectural type, style or period, or highly or substantially intact including their garden setting. Where subdivision has occurred, the subdivision is within the key historical period or the area.
- ii) buildings and sites which are altered from their original form but are recognisable and could be reasonably reinstated to that condition or the alterations are not considered to be detrimental to the integrity of the building; for example, a building that has been rendered or painted or where the roof cladding has been replaced but the form is otherwise legible.

- iii) buildings and sites with new layers/additions sensitive to the style, form, bulk, scale and materials of the original building.

Note: Contributory buildings do not necessarily need to be high-quality buildings but should represent the key historical period of the HCA. An HCA may also contain high-quality buildings which are not necessarily from the key historical period.

In the instance of a conservation area, the heritage significance for each area is outlined on the State Heritage Inventory (SHI) at [State Heritage Inventory | Heritage | Environment and Heritage \(nsw.gov.au\)](https://www.hms.heritage.nsw.gov.au/Heritage/EnvironmentandHeritage). Direct links to the conservation area inventories for those containing TOD sites are below:

• Gordondale Estate Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882693	C12
• Roberts Grant Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882717	C13
• Gordon Park Estate, McIntosh and Ansell Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882692	C15
• St Johns Avenue Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882722	C16
• Gordon Park Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882691	C17
• Yarabah Avenue Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882732	C18
• Greengate Estate Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882695	C20
• Springdale Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882721	C21
• Crown Blocks Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882686	C22
• Lynwood Avenue Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882704	C23
• Marian Street Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882706	C24
• Stanhope Road Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882724	C25
• Oliver Grant Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882709	C26
• Blenheim Road Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882681	C27
• Wolseley Road Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882731	C28
• Balfour Street/Highfield Road Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882680	C29
• Frances Street Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882689	C30

• Trafalgar Avenue Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?id=1882728	C31
• Clanville Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?id=1882683	C32
• The Grove Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?id=1882727	C35
• Lord Street/Bancroft Avenue Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?id=1882702	C36
• Robert Street/Khartoum Avenue Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?id=1882716	C39
• Middle Harbour Road, Lindfield Conservation Area https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?id=1882707	C42

3.3 Heritage impact statement

A Heritage Impact Statement needs to be submitted by the proponent with a development application. This needs to assess the extent to which carrying out the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned (LEP clause 5.10(5)). A conservation management plan may also be required by the consent authority (LEP clause 5.10(6)).

The assessment is to be completed by an appropriately qualified and experienced heritage consultant (DCP Part 19). The assessment needs to consider a number of matters including, but not limited to :

- Council's inventory for the heritage conservation area and/or heritage item— available either from the online State Heritage Inventory at [State Heritage Inventory | Heritage | Environment and Heritage \(nsw.gov.au\)](#) where uploaded, or otherwise by request from Council records.
- Australia ICOMOS Charter for Places of Cultural Significance 1999 (The Burra Charter).
- Considerations set out in the "Guidelines for preparing a statement of heritage impact" (Department of Planning and Environment, 2023) where references to "item" include conservation areas and archaeological potential and other heritage sites by definition.

3.4 Conservation incentives for development

Existing heritage provisions permit approval of otherwise prohibited development for heritage sites where the development demonstrates it conserves the significance of the subject heritage item and conservation area. These set principles for consent of additional development that fulfil the heritage objectives as set out by the LEP clause 5.10(10) as follows:

- a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and
- b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and
- c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and
- d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and
- e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

3.5 Subdivision and site consolidation

Objectives - DCP Part 19A.1

- 1. To retain the historic subdivision patterns within HCAs, that reflect the age and circumstances of the early and later subdivisions including the characteristic rhythm and built form spacing.**
- 2. To ensure that new development respects the established streetscape, and the historical patterns of development.**
- 3. To ensure new subdivisions and lot consolidations do not have an adverse impact upon the curtilage of Heritage Items, the streetscape setting of significant buildings and the identified character of the HCA as a whole**

Controls - DCP Part 19A.1

1. Applications for subdivision and site consolidation within an HCA is discouraged and will only be considered if the application:
 - i) will have no adverse affect the significance of the HCA;
 - ii) retains the typical block width characteristics and historic subdivision pattern of the area, including rear lanes;
 - iii) the setting and curtilage of Heritage Items or significant buildings in the vicinity, including important structures and landscape elements, are retained;
 - iv) vistas and views to and from Heritage Items and contributory properties, especially the principal elevations of buildings, are not interrupted or obscured;
 - v) the landscape quality of the streetscape is retained;
 - vi) the contours and any natural features of the site have been retained and respected;
 - vii) will not result in future development which will adversely affect the significance, character or appearance of the HCA.
2. Subdivision or consolidation will not generally be permitted where the setting or curtilage of any Heritage Items and contributory properties within or adjoining the site, would be compromised.
3. Applications for subdivision and site consolidation within an HCA will require a curtilage assessment.

Objectives - DCP Part 19A.2

- 1. To ensure new subdivisions and lot consolidations do not have an adverse impact upon the curtilage and setting of Heritage Items.**
- 3. To ensure that new development respects and conserves the Heritage Item, its garden setting, its streetscape and important views.**
- 5. To provide a visual transition between medium/high density residential development and the Heritage Item.**

Controls - DCP Part 19A.2

2. Subdivision or consolidation will not be permitted where the curtilage and setting of a Heritage Item and significant buildings within or adjoining the site, would be compromised.
3. The following controls apply for consolidated sites that include a Heritage Item:
 - i) Consolidated development sites that include Heritage Items are to provide for conservation works to the building and its setting as part of the redevelopment.
 - ii) Isolation of a Heritage Item within the new development will not be supported. Refer to Figure 19A.2-1, 19A.2-2.
 - iii) The distance or setback of new development from the Heritage Item is to consider the curtilage and setting of the item and informed by the CMP.
 - iv) Buildings, structures and garden settings that contribute to the significance of the Heritage Item are to be retained and sensitively incorporated into the development proposal.
 - v) The existing garden setting of the Heritage Item is to be enhanced and extended into the new development. Wherever possible, existing vegetation is to be retained, particularly along view corridors and street frontages.
 - vi) New development is to be broken down in bulk and scale to minimise dominance over the Heritage Item.
 - vii) New buildings to be articulated to respond to the significance of Heritage Items to achieve an appropriate transition in height, bulk and scale.
 - viii) The front setback of the new development is to be greater than that of the Heritage Item. Refer to Figure 19A.2-3.
 - ix) Key views to and from the Heritage Item are to be conserved as part of the development. Refer to Figure 19A.2-3.

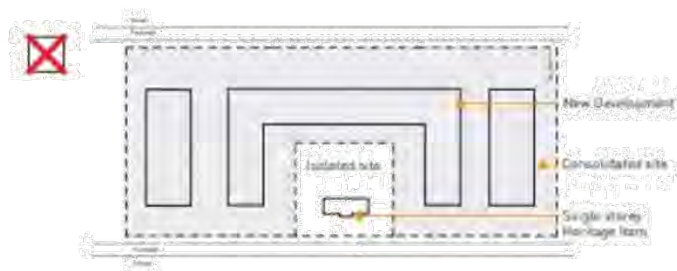


Figure 19A.2-1
New development has excluded the Heritage item and created an isolated site.

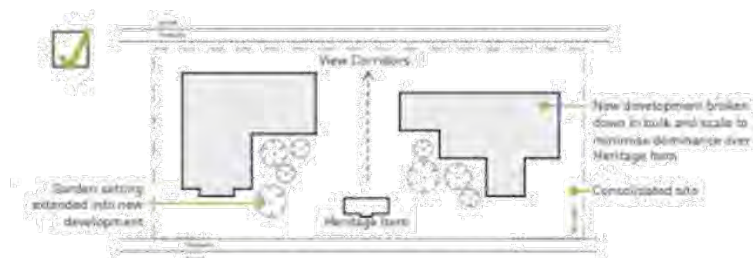


Figure 19A.2-2
New development has integrated the Heritage item into an consolidated site.

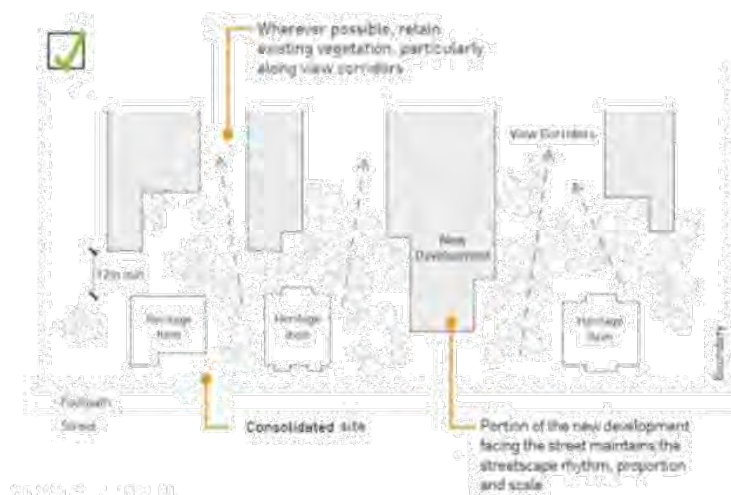


Figure 19A.2-3
New development and Heritage item integrated on an consolidated site.

3.6 Demolition within a heritage conservation area

Objectives - DCP Part 19B.1

- 1. To ensure that sites, buildings and landscape features that contribute to the significance of an HCA are retained.**

Controls - DCP Part 19B.1

2. The demolition of Heritage Items and contributory properties within HCAs is not supported.
3. Whole demolition of buildings, structures and landscape features (including significant trees) is generally not supported unless the applicant can satisfactorily demonstrate:
 - i) demolition will not result in any adverse impacts on the streetscape or character of the HCA;
 - ii) retention and stabilisation of the building or structure is unreasonable;
 - iii) all alternatives to demolition have been considered with reasons provided why the alternatives are not acceptable;
 - iv) the replacement building is compatible with the identified significance and character of the streetscape and the HCA as a whole.
4. In considering applications for partial demolition of buildings, structures and landscape features (including significant trees) within HCAs, Council will assess:
 - i) the significance of the building part or structure and/or landscape feature and whether its retention is considered necessary;
 - ii) its contribution to the streetscape;
 - iii) potential for modifying and/or removing neutral and/or uncharacteristic elements that would re-establish the contributory status of the building or structure within the HCA;
 - iv) opportunities for adaptive re-use of the building.
5. Council may require reconstruction following any unauthorised removal of detail or important elements that contribute to the significance and character of the property and the HCA.

3.7 New building scale, massing and form

Objectives - DCP Part 19C.1

- 1. To ensure that sites, buildings and landscape features that contribute to the significance of an HCA are retained.**
- 2. To conserve and enhance the character and significant elements of the HCA.**
- 3. To ensure that additions or changes to contributory properties within HCAs respect their original, built form, architectural style and character.**

Controls - DCP Part 19C.1

1. Where an HCA is characterised by single-storey development:
 - i) the single-storey character of the streetscape is to be retained;
 - ii) first-floor additions to contributory properties will generally not be permitted;
 - iii) attic rooms to extensions behind the main roof of the house may be allowed, subject to an assessment of the impact on the original building and buildings in the vicinity;
 - iv) additions to be kept at or below the existing roof ridge height. Refer to Figure 19C.1-1.
2. Where an HCA is characterised by a mix of one and two storey buildings, proposed works to contributory properties are to:
 - i) retain the original character of a building;
 - ii) match the scale and forms of the existing buildings within the streetscape (see Figure 19C.1-2).
3. Alterations and additions within an HCA are to respect the heritage significance and predominant architectural character of the HCA by having similar massing, style, form, proportions and arrangement of parts to the building itself, and to other contributory properties in the streetscape.
4. The scale and massing of new buildings is to be integrated into the established character of the HCA and respect the scale, form and character of adjacent or nearby development. They are to incorporate design elements such as the roof forms, facade and parapet heights, door, window and verandah proportions of contributory properties in the HCA, particularly neighbouring buildings from the same key development period

5. The design and character of any new buildings are to be informed by the:
 - i) date and style of contributory properties;
 - ii) scale and form of contributory properties;
 - iii) street and subdivision patterns of the HCA;
 - iv) setbacks of neighbouring contributory properties;
 - v) materials, building techniques and details used in the HCA; and
 - vi) views, vistas and skylines in the HCA.
6. Facades of new buildings are to be modulated to break down the scale of new development.
7. The height of new buildings is not to be higher than contributory properties.
8. New building roofs visible from the street are to reflect the size, shape, pitch, eaves and ridge heights, and bulk of contributory properties and roofs. They are to respect the complexity and patterns of predominant roof shapes and skylines of the HCA.
9. New buildings may be contemporary in design, however, their scale, form and detail is not to detract from the scale, form, unity, cohesion and predominant character of streetscape elements around it.
10. Where an HCA is characterised by single-storey development, single-storey development on infill sites is preferred. New two-storey houses will only be permitted where the upper floor is designed within the roof and where the new building is in keeping with the height, mass and proportions of contributory properties in the vicinity
11. Development applications for corner sites and those with secondary street frontages are to consider the impact of proposals on both street frontages and take into account the following:
 - i) The significant elements of the original house is to be retained including its principal street frontage and secondary street frontage;
 - ii) Non-sympathetic rear additions generally do not require retention;
 - iii) The scale of additions and alterations are to respect the existing ridge or eaves heights;
 - iv) Where additions are attached, the proposed detailing (including finishes and materials) is to be appropriate to the original;
 - v) Original and early fencing to the secondary frontage is to be retained and conserved;
 - vi) Important views to and from the corner site are not adversely affected.

12. Landscaping is required to both street boundaries, and where there are changes proposed to the landscape treatment of the street frontage, a landscaping concept is required with the submission of a Development Application.
13. New development or additions are to be located to minimise impact on existing prominent trees.
14. New side fences on corner sites should be designed and located to:
- i) maintain the streetscape character and heritage significance of the property;
 - ii) be consistent with the established pattern of fences;
 - iii) ensure an adequate amount of useable private open space.



Figure 19C.1-2:
Good design: New 1.5 storey development is harmonious with the scale and mass of surrounding buildings with houses retaining a single storey character.



Figure 19C.1-3:
Poor design: New 2 storey development ignores existing single storey patterns by using uncharacteristic wall heights and bay widths.

Further controls for building details and roof forms are contained in DCP Part 19C.5-19C.7.

3.8 New building setbacks

Objectives - DCP Part 19C.2

3. To ensure the location and siting of new development respects the established pattern of built elements in the streetscape and the HCA.
4. To ensure new development does not adversely impact on the immediate streetscape or significant views within the HCA.

Controls - DCP Part 19C.2

1. The siting of alterations, additions and new buildings are to maintain the established streetscape pattern, including principal dwellings, garages, carports and garden structures. Refer to Figure 19C.2-1.
2. Where there is a uniform building setback within streets, alterations and additions and new buildings are to respect the established pattern and not be located forward of adjacent buildings. Where variations in setback exist, the larger setback will apply. Side setbacks are to be consistent with historic patterns.
3. Where variations in setbacks exist within the immediate vicinity and the streetscape, the larger setback will apply.
4. New buildings are not to be orientated across sites contrary to the established alignment pattern.
5. The location of new buildings is to ensure that significant views to and from places within the HCA are retained.

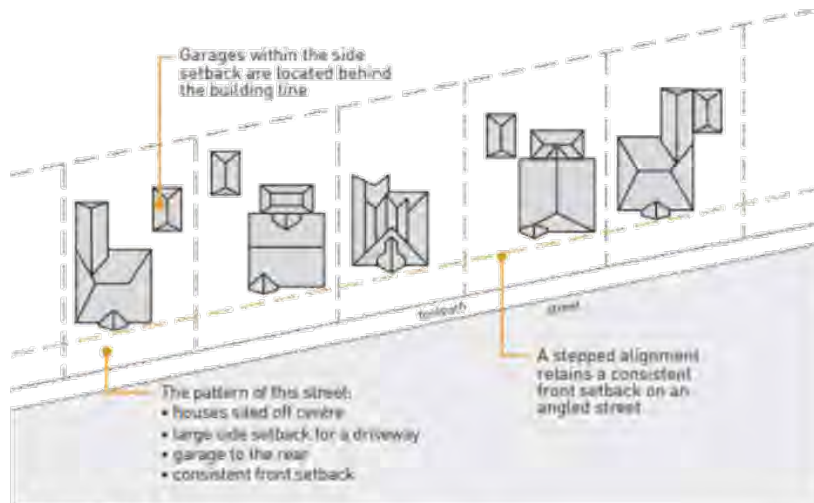


Figure 19C.2-1:
Retain the streetscape pattern of building siting.

3.9 New building separation

Objectives - DCP Part 19D.2

- 1. To ensure new work to heritage items respects and contributes to character of the heritage item.**
- 2. To ensure new development provides an interface of scale and bulk to preserve the amenity to the significant elements within the heritage curtilage.**
- 3. To ensure new medium density development does not visually dominate the Heritage Item, where this type of development is considered appropriate.**
- 4. The setbacks between an HCA or heritage item and any new building higher than one level is to be 12m.**
- 5. The setback between a heritage item and a single storey residential dwelling addition or new build is to be a minimum of 6m.**

Controls - DCP Part 19D.2

1. In addition to the side and rear setback controls in Section A of this DCP, new development on the site of a Heritage Item is to comply with the following:

- i) Building separation requirements to the nearest Heritage Item building element:

New Development Height	Building Separation Requirement
1 or 2 Levels	Minimum 6m
3 or more Levels	Minimum 12m

- ii) new adjacent development is not to exceed a facade height of 8m from existing ground level, including balustrades;
- iii) where new adjacent development has a facade height above 8m high from existing ground level, the facade is to be stepped back to provide additional building separation in accordance with Figure 19D.2 -1

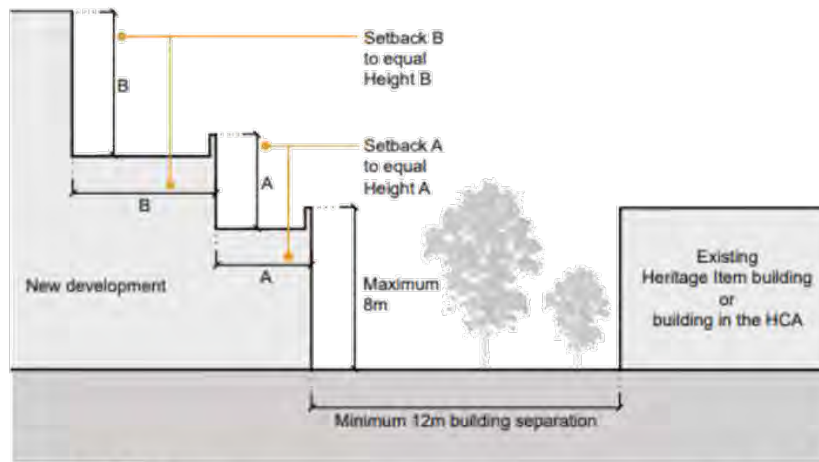


Figure 19D.2-1:
Building separation requirements for development greater than 8m high (2 levels)
within a Heritage Item site.

3.9 Secondary dwellings

Objectives - DCP Part 19C.9

- 1. To ensure that new secondary dwellings respect the established streetscape, and the historical patterns of development within the HCA, including characteristic rhythm and built form spacing.**

Controls - DCP Part 19C.9

1. Generally, proposals for a secondary dwelling within an HCA will only be considered if the proposal:
 - i) will have no adverse impact on the significance of the HCA;
 - ii) the rhythm of buildings in the streetscape is retained;
 - iii) the setting and curtilage of any Heritage Item or significant buildings in the vicinity, including important structures and landscape elements, are retained;
 - iv) vistas and views to and from Heritage Items and contributory properties in the vicinity, especially the principal elevation of the buildings, are not interrupted or obscured;
 - v) the landscape quality of the streetscape is retained;
 - vi) the contours and any natural features of the site have been retained and respected.
2. Applications for secondary dwellings within the HCA require a curtilage assessment within the Heritage Impact Statement, with particular emphasis on garden settings

3.10 Gardens and landscaping

Objectives - DCP Part 19C.3

- 2. To retain the garden character of Ku-ringgai's HCAs which is largely due to the deep frontages and large lots that support remnant trees, early surviving gardens with established introduced trees and built garden features such as fences, walls and paving. The street tree planting and pattern of soft and hard road verges also contribute to the landscape character.**
- 3. To conserve, retain and enhance the significance of the garden and landscape character within individual properties, streetscapes and the HCA as a whole.**
- 4. To ensure streetscapes within the HCAs are characterised by front gardens with substantial landscaped area and minimum hard surfaces.**

Controls - DCP Part 19C.3

3. The established landscape character (height of the tree canopy, early gardens, remnant trees, historic tree plantings) that contributes to the significance of the streetscape and the HCA as a whole are to be retained and conserved in any new development. The reinstatement of original planting, where known, is encouraged.
4. Original garden features such as gates, paths, stonework, garden terracing, tiling, cement crazy paving, walling and garden edging are to be retained and conserved.
5. New paving and hard surfacing, particularly to front setbacks is to be limited.
6. Front gardens are to avoid screening buildings from the street and:
 - i) have a minimum of 70% landscaped area;
 - ii) include substantial tree and shrub planting along street frontages.
 - iii) front boundary hedges are to be a maximum 1.2m.

Note: Maintenance of hedge height of front boundary will be included as a Condition of Consent.
7. Materials for new garden paving or pathways are to be appropriate to the architectural style of the HCA, such as gravel for Federation style and sandstone flagging for Inter-war styles. Plain or stencilled concrete is not acceptable.
8. New driveways are to provide landscaping on side boundaries.
9. New, traditionally designed gardens that enhance historic and aesthetic character of the streetscape and the HCA as a whole are encouraged.

10. New gardens should be horticulturally and stylistically sympathetic to the period of the HCA. The use of similar materials such as sandstone, brick and gravel is encouraged.
11. The use of a variety of plant species to avoid mono-cultural plantings along street frontages and as screen planting is encouraged.

3.11 Garages and driveways

Objectives - DCP Part 19C.4

- 6. To conserve the HCA streetscape by preventing level changes to the street presentation of buildings and their gardens.**
- 9. To ensure that new garages and carports do not have any adverse visual impact on the immediate streetscape and historic patterns in the HCA.**
- 11. To ensure that car parking structures do not challenge the mass or bulk or mimic the architectural detailing of original buildings and the wider streetscape.**

Controls - DCP Part 19C.4

4. New parking areas, garages and driveways are to be designed carefully so that they do not dominate the principal elevations or detract from the immediate streetscape and incorporate provisions for landscaping.
5. The siting of new driveways are to be consistent with the established pattern in the immediate streetscape and the HCA as a whole.
6. Double garages should only be accessed by a single driveway. Finishes to new or refurbished driveways are to match original driveway finishes or be appropriate to the architectural style of the HCA. Painted, coloured, stamped or stenciled concrete, pavers, aggregate, pebblecrete or cobblestones are not to be used for new driveways or driveway elements.
7. Swing gates are preferred to sliding gates. Sliding gates may only be acceptable where the driveway is steeply sloping upward from the street.
8. No excavation for a driveway is permitted in any front setback.
9. Excavation for a driveway is only permitted:
 - i) in the side setback, at a minimum 3m behind the front building line;
 - ii) a minimum 1m from the original building foundation;
 - iii) where side setback requirements in the DCP are met;
 - iv) only if a side gate is provided to hide the commencement of the excavated driveway slope.

Refer to Figure 19C.4-1

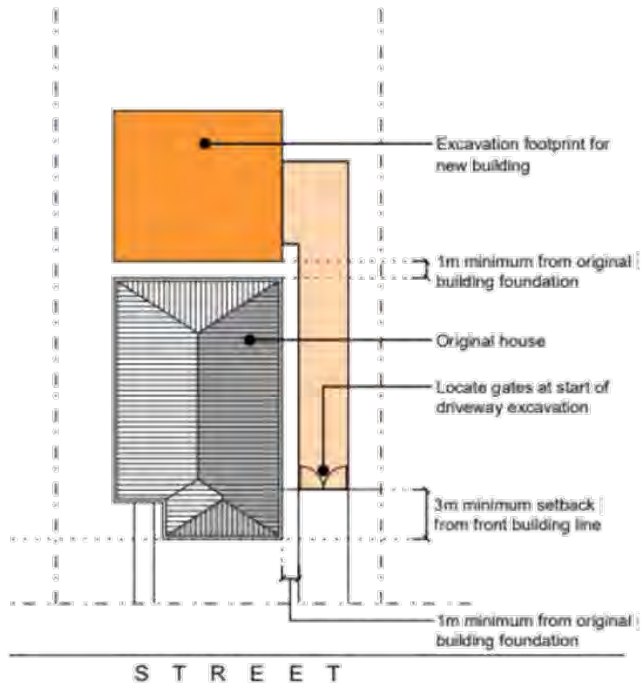


Figure 19C.4-1:
Excavation for a driveway in a Heritage Conservation Area

11. Where it is physically possible, new car parking is to be consistent with the historic placement of parking structures on the site.
12. Garages and carports are not permitted forward of the building line and are to be located at least 1m minimum behind the existing front building line, preferably to the rear of the main building.
14. Only in exceptional circumstances and where a dwelling has a side setback of less than 3m, a hard stand area forward of the building line formed of suitable materials may be considered appropriate.
16. New double garages are to be located behind the rear building line to avoid being a visually dominant element within the streetscape.
17. Original existing building fabric, including verandahs and balconies, are not to be altered to provide a carparking structure or hard stand area.

3.12 Fencing

Objectives - DCP Part 19C.8

1. To retain early and original fences, gates and retaining walls where they survive, and where they reinforce the original landscape character of the garden and streetscape.
4. To encourage new front fences and gates which contribute to the streetscape character of the HCA by being consistent with the established pattern of existing original fences.
5. To promote visual permeability with sightlines and visibility between the property and the public domain.

Controls - DCP Part 19C.8

1. Original and early fences, piers, gates and retaining walls are to be retained and conserved. The height of original and early fences is not to be altered.
2. Original face brick or sandstone fences are not to be rendered, coated or painted.
3. The configuration, finishes and details of original sandstone retaining walls that are located at the street front boundaries (whether identified as contributory properties or not) are to be retained and conserved.
5. New front fencing, pedestrian and vehicular access gates are to match the architectural style of the house and the character of the immediate streetscape.
6. Replacement of unsympathetic fences, gates and walls with new elements of appropriate height, style and materials is encouraged.
9. Front fences, gates and vehicular access gates are to be of open construction and no higher than 1.2m. Closed, solid elements such as masonry walls are only to be included as plinths no higher than 300mm and piers.
10. No metal panel fencing is to be constructed on any boundary within an HCA.
11. New vehicular access gates are to promote views to all properties, especially to battle-axe allotments with reduced visual permeability.



Figure 19C.8-1:
Poor design: New development does not respect
existing fencing patterns.

4.0 Specific NSW heritage guidelines

The NSW Government heritage agency and Institute of Architects have produced a number of guidelines for development in a heritage context. Key guidelines from these are extracted below that are most relevant to new buildings in a heritage conservation area and in the vicinity of a heritage item.

4.1 Design in Context, Guidelines for Infill Development in the Historic Environment (NSW Heritage Office, Institute of Architects, 2005)

Setting

- The Burra Charter – the Australia ICOMOS charter for the conservation of places of cultural significance – is the key document guiding conservation practice in Australia. It states that:

Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate. (Article 8)

Character

- New development in a conservation area, heritage precinct or adjacent to a heritage item should aim to maintain and enhance the area's distinctive identity and sense of place. (p.6)
- These places are our heritage, places that we want to keep. But their historic character can be compromised by unsympathetic new development. That is why it is vital that new buildings harmonise with their surroundings. (p.6)

Scale

- Infill design should recognise the predominant scale (height, bulk, density, grain) of the setting and then respond sympathetically. The impact of an inappropriately scaled building cannot be compensated for by building form, design or detailing. (p.8)
- Infill buildings that are of necessity larger than the surroundings can have their scale reduced by breaking long walls into bays, or by arranging openings in the walls so that their size and shape reflect the structure and openings of their neighbours. (p.8)
- Where the scale of the roof is much larger than that of adjacent buildings, it may be broken up into smaller elements to reduce the bulk. (p.8)
- Setbacks to upper levels can help to provide a transition between adjacent buildings of different scales. (p.8)

Subdivision

- Any re-subdivision of lots within conservation areas should reinforce the townscape pattern. Where a subdivision pattern contributes to the significance of a conservation area, consolidation of lots within it will have a negative impact on the place. (p.8)

Form

- Where a building form is highly repetitive within an area, variations to this form appear discordant. For example, the form of a new house in the context of a conservation area of typical federation bungalows should not interrupt the cohesiveness of the streetscape. (p.10)
- The roofline may play an important part in determining neighbourhood character. Infill buildings should respond to, or reinforce, existing ridge or parapet lines, roof slopes and other features such as party walls and chimneys. (p.10)

Siting and views

- The qualities of the streetscape can be reinforced by conforming to existing front and side setbacks and the general location of new buildings on site and the complementary treatment of street edges. (p.10)
- Where the façades create a more or less continuous line, this pattern of setbacks should be repeated when new buildings are added. (p.10)
- Building with minimum setbacks to the boundaries on both sides, where this is not the pattern, can increase the bulk of the building and have an obtrusive and unacceptable impact. (p.10-11)
- New buildings should allow for the retention of significant views and vistas to and from the building, a townscape or a landscape. (p.11)

Garages and landscape

- Fences should be related to those of adjacent properties. (p.10)
- Similarly, garages and carports should not be permitted to break a consistent building line. (p.10)
- Where side access is available, garages and carports should be located behind the building line to minimise their impact on the streetscape. (p.11)
- Natural features of significance should be retained, such as natural foreshore features and mature trees. In the latter case, new buildings should be sited beyond the drip line. (p.11)

Materials and colour

- Good infill buildings should recognise characteristic materials, textures and colours used locally and in adjacent buildings. These should be re-interpreted and incorporated as part of the new building. (p.12)

- The quality of new materials should be commensurate with those of the existing buildings. (p.12)

Details

- Verandahs, chimneys and shutters, for example, are often distinctive features of nineteenth-century housing. The lack of details in many contemporary buildings can accentuate their difference within their historic context and disrupt the harmony of the area. (p.13)



Setting the fence back (part) some of the garden area to the street and install the fence to provide additional 'breath' as well as light room for pedestrians crossing the driveway

DESIGN CRITERIA	EXISTING CONTEXT	INFILL BUILDINGS
CHARACTER	<ul style="list-style-type: none"> • 1800s to early 1920s bungalows • Mature gardens • Front fences and gates of various periods 	<ul style="list-style-type: none"> • Reinterprets early twentieth-century bungalow through new form, details and materials
SCALE	<ul style="list-style-type: none"> • Single-storey on flat sites • Small cottages 	<ul style="list-style-type: none"> • Single-storey scale consistent with conservation area
FORM	<ul style="list-style-type: none"> • Typical cottage forms • Hipped and gabled roofs • Verandahs on house fronts 	<ul style="list-style-type: none"> • Gabled roof can accommodate attic storey • Roof form reinterpreted • Building form reiterates cottage form
SITING	<ul style="list-style-type: none"> • Front gardens – houses aligned • Side setbacks • Deep blocks 	<ul style="list-style-type: none"> • Observes typical local front, side and rear setbacks
MATERIALS AND COLOURS	<ul style="list-style-type: none"> • Mixed – brick, timber and masonry • Iron and terracotta tiled roofs • Painted timber variegated colour palette • Mature gardens and trees to front side and rear • Timber and wire fences 	<ul style="list-style-type: none"> • Rendered masonry reinterprets adjacent buildings • Iron roof slightly varied to adjacent houses with timber detailing • Timber painted details to gable • Masonry rendered fence and wire reinterprets adjacent fences in a new form • Trees retained
DETAILING	<ul style="list-style-type: none"> • Timber gable and verandah detailing • Banding of materials • Detailing of timber fences and green hedges 	<ul style="list-style-type: none"> • Painted timber used to gable ends • Fence reinterprets adjacent details

Above: Design in Context case study 3: House in a Historic Townscape Context (p22)

4.2 Better Placed Design Guide for Heritage (Heritage Council of NSW and Government Architect New South Wales, 2019)

Contributory building retention

- In heritage conservation areas, contributory items are those buildings, and elements that contribute to the overall significance of the area, and must be kept if the heritage significance of the area is to be retained. (p.24)
- Non-contributory items may be replaced. There may also be an opportunity to strengthen the local character by removing elements that detract from or compromise that character. (p24)

Scale

- New design in heritage areas should relate to the predominant scale and grain of the setting. It should respect the height, bulk, density, and grain of the heritage fabric. (p.24)
- New infill buildings should generally be no higher than neighbouring heritage buildings or the predominant scale of the streetscape. (p.24)
- Skilful design can sometimes reduce the impact of an infill building that is different in length or width to its surroundings. Effective design strategies include modular composition, or repeated elements such as window placement and pattern or expressed columns. (p.24)

Subdivision

- Re-subdivision of lots within conservation areas should reinforce the established townscape pattern. (p.24)

Forms

- The form of new work should be sympathetic to the predominant form of the site, area, or streetscape. This is not about directly copying neighbouring structures. (p.25)
- For example, the new design could respond to, or reinforce, existing ridge or parapet lines, roof slopes, and other elements such as party walls and chimneys. (p.25)

Siting

- New work should also retain significant views and vistas as well as natural features of significance, for example landscape elements and mature trees. (p.25)
- Locate new structures on sites in ways that support existing urban patterns. Careful consideration of height and setback is crucial to designing for a better fit. (p.25)

- Site new work in a way that responds to the context and reinforces the quality of the streetscape. This will generally involve responding to and respecting existing front and side setbacks, locating additions or new elements on site in a way that respects existing patterns, and complementing the treatment of street edges. (p.46)

Landscaping

- Retain heritage landscape elements and planting schemes and design new landscape to relate to the existing. (p25)

New work impact

- New design work should have minimal impact on the heritage place. (p.48)
- Design new work to minimise the impact on significant fabric, interiors, decorative schemes, and finishes (p.48)
- Design new work to be fully reversible, and able to be removed without damaging the heritage fabric. (48)

Heritage impact statement

- Demonstrate that the heritage significance of the place has been fully considered when developing the design proposal.
- Identify any potential impact and discuss why it may or may not be acceptable. (It is not sufficient to claim there is no impact.) (p.50)



Above: Better Placed "better fit" case study for development in a house and garden context most comparable to Ku-ring- gai (p.27)

4.3 Conservation Areas Guidelines for Managing Change in Heritage Conservation Areas (Heritage Office and Department of Urban Affairs and Planning, 1996)

Conservation area contribution

- A heritage conservation area is more than a collection of individual heritage items. It is an area in which the historical origins and relationships between the various elements create a sense of place that is worth keeping. (p.3)
- Heritage areas include such elements as street and subdivision layout; pattern of development; parks and gardens; buildings of various styles, forms, types and functional uses; historical or symbolic sites; streetscapes and skylines; details and furniture; urban spaces; landmarks; and internal and external views. (p.4)
- Even if there are a large number of individually significant heritage items in a heritage area, it will not necessarily be dominated by them. Minor buildings which do little more than use compatible materials and display typical features still contribute to the significance of the area as a whole. (p.4)

Demolition

- There may be many buildings and structures within a heritage area which contribute to the heritage significance of the area because of their age and integrity. They are not themselves items of heritage significance, otherwise they would be listed as such, but they do have a collective significance. Loss of any one of them will erode the heritage significance of the area as a whole. (p.14)

Height and setbacks controls

- An appropriate height is one which reinforces the scale of an existing streetscape. (p.26)
- Numerical standards are not always relevant, as it is the relationship between buildings that is the primary factor. (p.26)
- In heritage areas or streetscapes with a high density zoning, height controls which include a five metre setback from the average streetscape height can help to reduce the dominating effect of new development as well a distinguishing old buildings from new. In some settings, however, differential setbacks may not be appropriate if they would destroy consistency in the streetscape. (p.26-7)

Size and scale

- The scale and size of a new building is of paramount importance. It should not dominate or compete with its neighbours or destroy an existing pattern of single or two storey development. (p64)

- An appropriate way of achieving complementary height in extensions may be a requirement that they should be within 10 per cent of the height of nearby buildings. Height limitations, floor space ratios and site coverage limitation need to be coordinated in order to avoid unsuitably high, bulky construction. (p.58)

Roof forms

- Height and bulk are critical factors in determining scale, particularly in heritage areas of predominantly detached dwelling houses. In these areas the construction of new buildings with flat or low-pitched roofs can result in a two storey building dominating and overshadowing one storey neighbours of similar height. (p.58)
- Any changes to the roofs of buildings in a heritage area should acknowledge the dominant characteristics of the area and reflect traditional construction practices. (p.59)

Vicinity of a heritage item

- The design of new buildings on sites in the vicinity of heritage items should respect the shape and proportions of the existing buildings. Siting, scale and materials are the important factors to be considered. (p.30)