

Heritage Impact Statement for Rezoning of 21 Lorne Avenue, Killara.



Prepared for Rudder Development Pty Ltd
by Curio Projects
Draft Report
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Executive Summary

Curio Projects Pty Ltd was commissioned by Rudder Development Pty Ltd to prepare a Heritage Impact Statement (HIS) to support a planning proposal to Ku-ring-gai Council to rezone 21 Lorne Avenue, Killara (the subject site) from R2 (Low Density Residential zone), to R4 (High Density Residential zone), which is the prevailing surrounding zoning on the northern side of Lorne Avenue and commensurate with the zoning of all adjacent properties.

The subject site is located at 21 Lorne Avenue, Killara, (Lot 1, DP 409107) within the Ku-ring-gai Council LGA. It is located in the suburb of Killara on the Upper North Shore of Sydney, north of the suburb of Lindfield, south of Pymble, and approximately 13km northwest of the Sydney CBD. The subject site is a lot of approximately 1005m², and currently consists of a residential dwelling and yard.

The purpose of this HIS is to identify any potential heritage impact that this proposed rezoning of the subject site may have on heritage items and heritage conservation areas in the vicinity.

While the subject site is not heritage listed, nor is it within a Heritage Conservation Area (HCA), it is within sight of and adjacent to, the Marian Street HCA (KLEP 2015 HCA C24), as well as several locally heritage listed items. Therefore, in order to accurately assess any impact that the rezoning of the subject site may have on the heritage significance of the HCA and heritage items, the significance of these items must first be understood.

The Marian Street HCA has been assessed to have historical, associational, aesthetic and representative significance at a local level, in accordance with the Heritage Division significance criteria. Historical significance for the HCA relates to its origins in the first land grants in the area (McGillivray and Booker), with 'high historic significance as late nineteenth century subdivision of the Springdale Estate evident in the Springdale Estate lots and many fine houses'. The HCA has associative significance for the historic association with James George Edwards (the 'father of Killara') and original crown land grantees, high aesthetic significance as a 'cohesive late nineteenth and early twentieth century interwar development and for the high proportion of quality houses', and representative significance 'as a highly intact area developed in the late twentieth century/interwar and post-war period'.

Heritage items are located opposite the subject site, at 6, 8, 10 and 14 Lorne Avenue, Killara. All four of these heritage items are set back substantially from Lorne Avenue, the front yards of which all contain trees and other shrubbery which partially screens the items from the streetview. The landscaping environment of Lorne Avenue (within the context of the wider Killara 'suburban garden' neighbourhood) is significant in the way it relates to the heritage of the area. The street is lined with many large trees, several of which are planted within private properties.

The proposed rezoning of 21 Lorne Avenue, Killara, would be in keeping with existing high density residential development on Lorne Avenue (3-7 Lorne Avenue, 29 Lorne Avenue), as well as recent high density residential development in the general Killara and Ku-ring-gai area, following the change in planning regulations for the Ku-ring-gai LGA in 2004.

The rezoning of 21 Lorne Avenue, Killara, from R2 low density residential to R4 high density residential, would be consistent with neighbouring development, and commensurate with adjacent properties on the north side of Lorne Avenue. It would also be consistent with the

current visual character of Lorne Avenue, which retains a leafy landscaped streetscape, with heritage items along the southern side of the road, but now includes setback apartment complexes. In addition, the setback and screening of the heritage items from Lorne Avenue, means that the recent higher residential development does not visually impact on these items.

Therefore, it is considered that the rezoning of 21 Lorne Avenue, Killara, would not have an adverse impact on the heritage significance of the Marian Street HCA, nor on the heritage items contained within this HCA.

1.0 Introduction

1.1. The Purpose of this Report

Curio Projects Pty Ltd was commissioned by Rudder Development Pty Ltd to prepare a Heritage Impact Statement (HIS) to support a planning proposal to Ku-ring-gai Council to rezone 21 Lorne Avenue, Killara (the subject site) from R2 (low density residential), to R4 (high density residential), commensurate with the zoning of all adjacent properties.

The purpose of this HIS is to identify any potential heritage impact that this proposed rezoning of the subject site may have on heritage items and heritage conservation areas in the vicinity.

This HIS has considered the impacts of the proposed rezoning in accordance with the relevant NSW Heritage Division guidelines, Ku-ring-gai Council LEP and DCP heritage requirements. This includes but is not limited to the *Assessing Heritage Impacts*, *Assessing Heritage Significance*, *Assessing Archaeological Significance Guidelines*, *Design in Context: Guidelines for Infill Development in the Historic Environment*.

This report has been prepared with reference to the following documents:

- Ku-ring-gai Local Environmental Plan 2015.
- Ku-ring-gai Development Control Plan 2015.
- Heritage Office, 2001, *Assessing Heritage Significance*.
- Australia ICOMOS, *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013*.

1.2. Site Identification

The subject site is located at 21 Lorne Avenue, Killara, (Lot 1, DP 409107) within the Ku-ring-gai Council LGA. It is located in the suburb of Killara on the Upper North Shore of Sydney, north of the suburb of Lindfield, south of Pymble, and approximately 13km northwest of the Sydney CBD (Figure 1). The subject site is a lot of approximately 1005m², and currently consists of residential dwelling and yard (Figure 2).

1.3. Limitations and Constraints

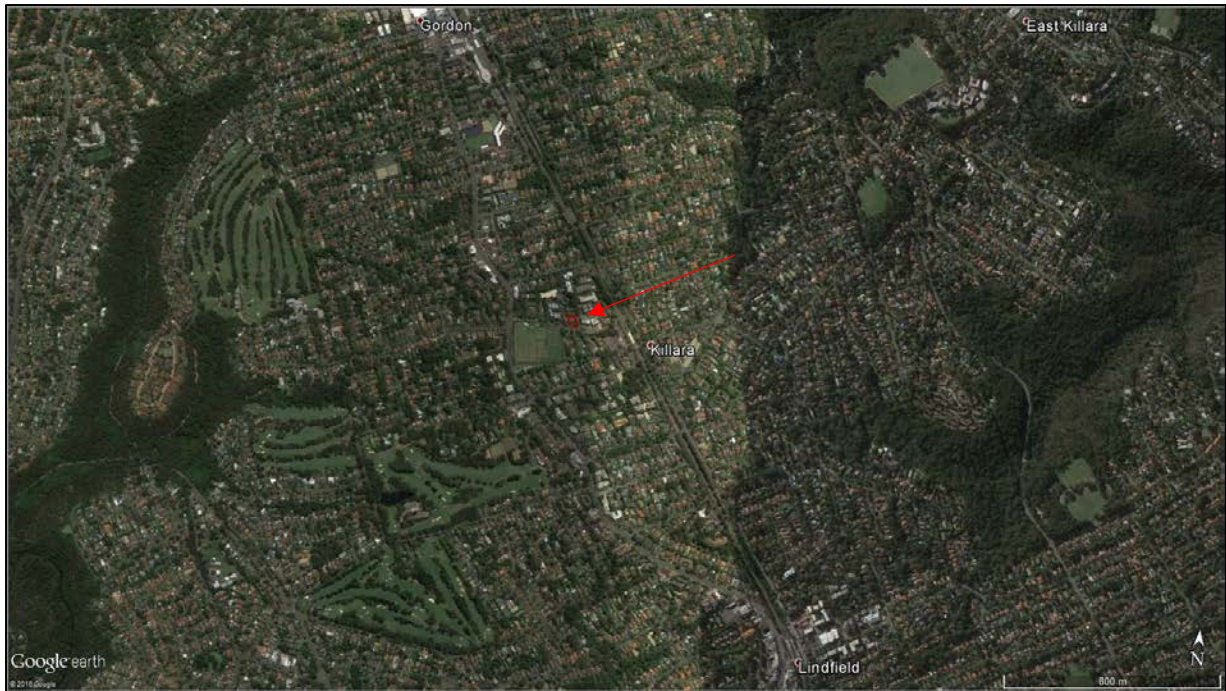
This report has been prepared using readily available historical information for the site and local area. Given that the planning proposal to which this report refers is only for the rezoning of the subject site, it was not considered necessary for further extensive historical research to be undertaken.

Further, as no excavation or construction is proposed through the current rezoning proposal, this report assesses only built heritage, and does not include an assessment of any archaeological issues or constraints.

This HIS does not include assessment of any non-heritage related planning controls or requirements.

1.4. Authorship

This report has been prepared by Sam Cooling, Heritage Specialist, and Natalie Vinton, Senior Heritage Specialist, and Director, of Curio Projects Pty Ltd.



**FIGURE 1: BROADER LOCATION OF 21 LORNE STREET, KILLARA, SITE IS HIGHLIGHTED WITH THE RED ARROW.
(SOURCE: GOOGLE EARTH PRO 2016, WITH AMENDMENTS BY CURIO PROJECTS)**



**FIGURE 2: STUDY AREA LOCATION. SITE IS OUTLINED IN RED.
(SOURCE: GOOGLE EARTH 2016, WITH AMENDMENTS BY CURIO PROJECTS)**

2.0 Statutory Context

In NSW, heritage items and known or potential archaeological resources are afforded statutory protection under the:

- Environmental Planning and Assessment Act 1979 (NSW) (EPA Act).
- Heritage Act 1977 (NSW) (Heritage Act); and
- National Parks and Wildlife Act 1974 (NSW) (NPW Act).

There are further planning policies and controls that provide a non-statutory role in the protection of environmental heritage. These include *Development Control Plans* for each local Council area.

This section of the report discusses the local and State planning context for the site with respect to its built heritage values associated with local heritage items and conservation areas in the vicinity of the study area.

2.1. Environmental Planning and Assessment Act 1979

The NSW Department of Planning and Environment administers the EPA Act, which provides the legislative context for environmental planning instruments to be made to legislate and guide and the process of development and land use. Local heritage items, including known archaeological items, identified Aboriginal Places and heritage conservation areas are protected through listings on Local Environmental Plans (LEPs) or Regional Environmental Plans (REPs). The EPA Act also requires that potential Aboriginal and historical archaeological resources are adequately assessed and considered as part of the development process, in accordance with the requirements of the NPW Act and the Heritage Act.

2.1.1. Ku-ring-gai Council Local Environmental Plan 2015

Clause 5.10 of the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015) sets out objective and planning controls for the conservation of heritage in the Ku-ring-gai area, including the conservation of built heritage and archaeological sites.

The objectives and planning controls for the conservation of Ku-ring-gai's environmental heritage are outlined in Clause 5.10 Heritage Conservation as follows:

(1) Objectives

The objectives of this clause are as follows:

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

Development consent, as outlined in Clause 5.10 (2) is required as follows:

(2) Requirement for consent

Development consent is required for any of the following:

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

(i) a heritage item,

(ii) an Aboriginal object,

(iii) a building, work, relic or tree within a heritage conservation area.

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land:

*(i) on which a heritage item is located or that is within a heritage conservation area,
or*

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land:

*(i) on which a heritage item is located or that is within a heritage conservation area,
or*

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

Clause 5.10 (5) relates to the requirement for a heritage assessment to be required prior to development consent being given.

(5) Heritage assessment

The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The subject site at 21 Lorne Avenue, Killara, is not heritage listed and currently does not contain any heritage listed items within its curtilage, nor is it located within a Heritage Conservation Area, and therefore is not subject to the environmental heritage provisions of the KLEP 2015.

However, heritage items and conservation areas within the vicinity of the subject site will need to be considered in assessing the heritage impact of the rezoning of the subject site.

2.1.2. Ku-ring-gai Development Control Plan 2015

The Ku-ring-gai Development Control Plan (DCP) 2015 is a non-statutory development control plan that provides the detailed design guidelines to support the KLEP 2015. The main objectives of the DCP 2015 are to ensure that items of environmental heritage are conserved, respected and protected. While the subject site is not listed in the Ku-ring-gai LEP 2015, and not specifically subject to the conditions of the DCP, it is located within the vicinity of a number of listed heritage items and a heritage conservation area.

The objectives for conservation of Ku-ring-gai's environmental heritage as set out in Section 19F of the Ku-ring-gai DCP 2015 apply to 'development on sites that either directly adjoin or are in the vicinity of a Heritage Item or an HCA'.¹ For clarity, the DCP states that:

The term 'in the vicinity' not only means immediately adjoining a Heritage Item or HCA, but depending on the site context, can be extended to include other sites with a high visual presentation due to landform, size or location of the Heritage Item.²

Objectives regarding the heritage impact to local character and streetscape of heritage items and heritage conservation areas are:

- (1) To consider the impact on the historic curtilage and setting of the Heritage Item or HCA and related heritage features such as views, streetscape context, historical subdivisions, garden settings, alienated trees and other landscape features.*
- (2) To retain the significance of Heritage Items or HCAs in their settings.*
- (3) To ensure that the scale of new development does not dominate, detract from or compete with Heritage Items or HCAs in the vicinity*
- (4) To ensure that new development respects and conserves the significance of any nearby Heritage Items or HCA and their settings.*
- (5) To ensure that new development does not visually dominate the adjoining or nearby Heritage Item or HCA.*
- (6) To ensure that the scale of new development in the vicinity of the HCA is in harmony with the streetscape and does not dominate, detract from or compete with the Heritage Item or HCA.*
- (7) To protect significant views and vistas to and from the Heritage Item or HCA.*

The DCP states that development within the vicinity of a heritage item or conservation area should include a Heritage Impact Statement (HIS) that should 'address the effect of the proposed development on a Heritage Item or HCA and demonstrate that the proposed works

¹ Ku-ring-gai Development Control Plan 2015, 19F: 44

² *ibid*

will not adversely impact upon significance, including any related heritage features within the identified curtilage and setting'.³

While the subject site is not identified as a heritage item or located within a HCA, it is located within the vicinity of heritage items and a HCA and therefore the above DCP controls must be considered as part of the rezoning process for the subject site.

2.1.3. Heritage Conservation Areas and Heritage Items in the Vicinity

The subject site is located in the vicinity of a number of locally significant heritage items and one Heritage Conservation Area.

The Marian Street Heritage Conservation Area (KLEP 2015, HCA C24) is located directly across Lorne Avenue from the subject site, to the south (Figure 3). This HCA is described as:

*Development is one and two-storey Interwar development with remnants of c1920 Federation with some late Nineteenth / Early Twentieth Century layers. High number of listed heritage items within the HCA.*⁴

A number of locally heritage listed items are contained within this HCA, which include:

- Marian Street Heritage Conservation Area (KLEP 2015 HCA C24)
- Dwelling house, 6 Lorne Avenue (Item No. I302)
- “Windermere” dwelling house, 8 Lorne Avenue (Item No. I303)
- Dwelling house, 10 Lorne Avenue (Item No. I304)
- Dwelling house, 14 Lorne Avenue (Item No. I305)
- Reservoir pump station, 20 Lorne Avenue (Item No. I306)
- Dorchester Flats, 1 Marian Street (Item No. I320)
- Dwelling house, 27 Marian Street (Item No. I322)
- Dwelling house, 29 Marian Street (Item No. I323)
- Dwelling house, 33 Marian Street (Item No. I325)
- Dwelling house, 39 Marian Street (Item No. I327)
- Newsagent, chemist, 11–15 Marian Street (Item No. I328)

It should also be noted that ‘Killara Railway Station Group’ (Item No. I1106) is located within the general area of the subject site (Figure 3). However, the station is not visible from the subject site, nor is the subject site visible from the station, due to heavily treed median strips along both Lorne and Culworth Avenues, and therefore the rezoning of the subject site will not have any visual heritage impacts to or from Killara Station and will not be assessed through this HIS.

³ Ku-ring-gai Development Control Plan 2015, 19F: 45

⁴ Marian Street Heritage Conservation Area, Heritage Data Form

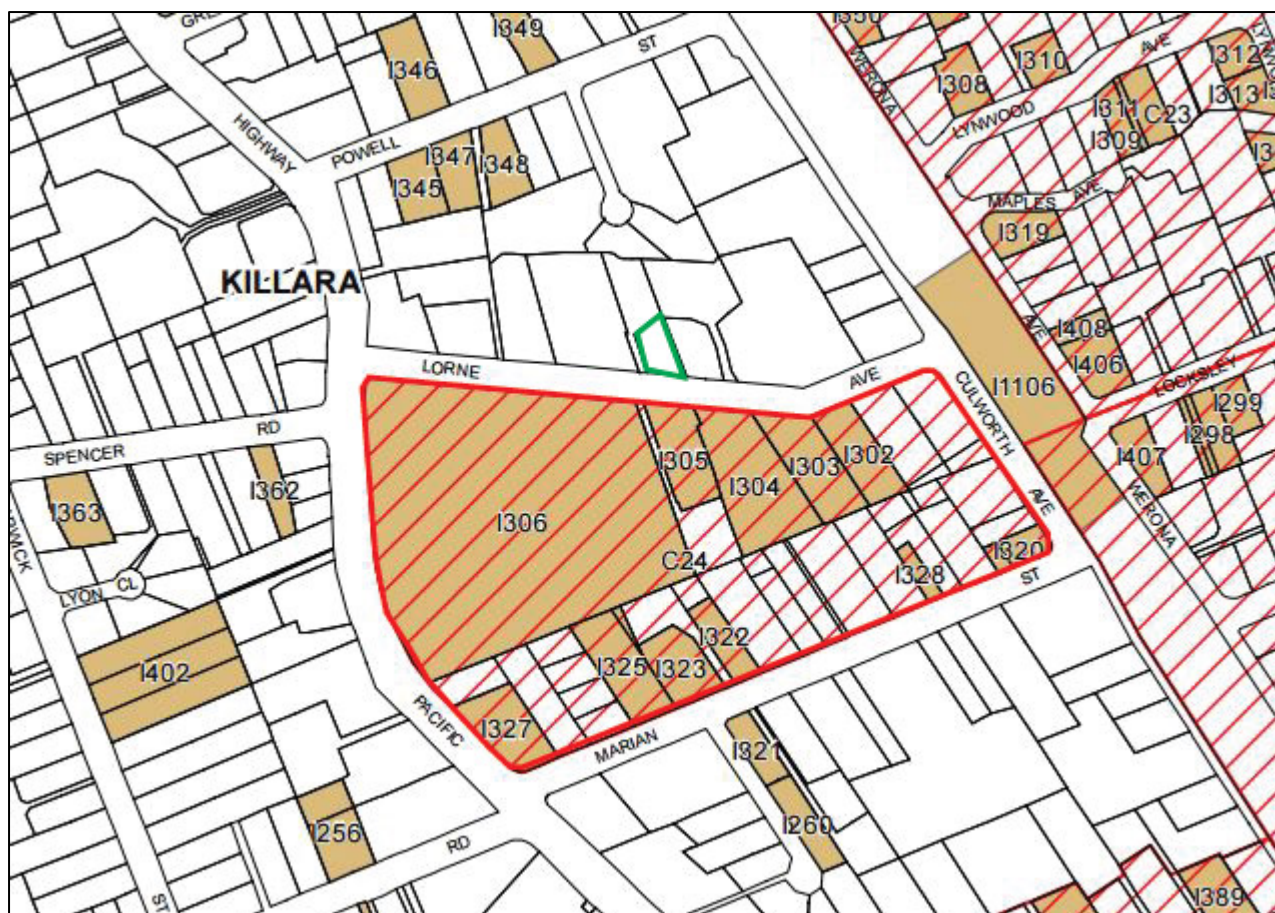


FIGURE 3: HERITAGE MAP 014, KU-RING-GAI LEP 2015. STUDY AREA IS INDICATED IN GREEN, MARIAN STREET HCA IS OUTLINED IN BOLD RED.

(SOURCE: KU-RING-GAI LEP 2015 HERITAGE MAP, WITH GREEN AMENDMENTS BY CURIO PROJECTS)

3.0 Historical Analysis

This history of Killara has been largely extracted from the Heritage Inventory Sheet for the Marian Street Heritage Conservation Area (Appendix A), from the Ku-ring-gai Council and Ku-ring-gai Historical Society websites, *The Dictionary of Sydney*⁵, as well as various other sources as noted.

3.1. Pre-European Environment

Before the arrival of European settlers, the general Ku-ring-gai area was occupied by the Guringai people who occupied the general coastal area from Newcastle, south to the northern shores of Port Jackson.⁶ The Ku-ring-gai area is located on the Hornsby Plateau, the geography of which is generally characterised by an underlying geology of Hawkesbury Sandstone and Wianamatta Shale, which supports a diverse range of habitats including dense bushland, forests, woodland, rock faces, mangroves, rivers, streams and ponds.

This range of landscape features and habitats originally supported (and to a degree, still does support) a great diversity of native flora and fauna. Wildlife native to the area include kangaroos, flying foxes, swamp wallabies, platypus, bandicoots, sugar gliders, echidnas, native birds, snakes and lizards. The high rainfall and rich clay soils of the Ku-ring-gai area supported a number of vegetation communities, such as heathland, woodland, open forest, swamps, and temperate rainforest. Flora species native to and common within the area include swamp oak, Sydney golden wattle, Scribbly Gum, Sydney Peppermint, Blackbutt, and Stringbark.⁷

3.2. Brief History of Ku-ring-gai

The first records of historical use and industry in the Ku-ring-gai area (the name being obviously derived from a varied spelling of Guringai) after 1788 was in the early 1800s, for exploitation of timber (blackbutt, ironbark, stringybark and blue gum), which then opened the land for farming and orchards.

The first convict timber-cutting government camp in the area was established c. 1809 near the end of present day Fiddens Wharf Road, Killara (approximately 2.5km southwest of the study area), and was closed around 1819, and replaced by a new establishment in Pennant Hills.⁸

Other early settlement and use of the Ku-ring-gai area in the early 1800s generally consisted of small, isolated rural communities of workers and farmers.⁹ The opening of the railway from Sydney to Newcastle in the late 19th Century saw the drastic improvement of transport to the North Shore, with Sydney's first suburban rail line, the North Shore Line, that extended from Hornsby to St Leonards, opening in 1890. The Ku-ring-gai population grew steadily in size from this point in time, with a substantial increase after the opening of the Harbour Bridge in 1923.¹⁰

⁵ Dictionary of Sydney, Available at: <http://dictionaryofsydney.org/>

⁶ Sydney Barani, *Aboriginal People and Place*, <http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/>

⁷ KMC, 'Vegetation and Flora', Available at: http://www.kmc.nsw.gov.au/About_Ku-ring-gai/Land_and_surrounds/Vegetation_and_flora

⁸ Thorp, W. *Ku-ring-gai Heritage Study—Historical Archaeological Component*

⁹ Ku-ring-gai Council, 'Ku-ring-gai's History', Available at: http://www.kmc.nsw.gov.au/About_Ku-ring-gai/History_heritage/Ku-ring-gais_history

¹⁰ *ibid*

3.3. History of Killara

The name 'Killara' derives from an Aboriginal word meaning 'permanent' or 'always there'.¹¹ Early crown land grants in the Killara area were issued by Governor Macquarie on 5 April 1821, to John Griffiths (100 acres), Edwin Booker (80 acres), Samuel Midgley (60 acres), Henry Oliver (45 acres) and Joseph Fidden (40 acres).¹² The land of these initial land grants were mainly exploited for the logging of timber (consistent with early uses of the Ku-ring-gai area), and did not generally see substantial housing or building development in these early years.¹³ In 1839, a sixth land grant was made to schoolmistress Jane McGillivray of 160 acres as a marriage portion, that came to be known as the 'Springdale' estate (located to the east of the subject site, covering land on what is now either site of the Killara Railway station, bordering and including Powell Street, Stanhope Road, and Springdale Road, and bordering along the Pacific Highway and Eastern Arterial Road), and was to shape the heart of the Killara suburb.¹⁴ Jane McGillivray lived on this grant from 1856, where she established a small girl's school near present day Marian Street. Following her death in 1861, and difficulties with the land being passed down to various descendants of Jane McGillivray's six children, the Springdale estate was gradually and eventually subdivided.¹⁵

The Killara railway station was one of the latest stations to be opened on the North Shore Line, in 1899, in part championed by James George Edwards, sometimes known as the 'Father of Killara'¹⁶ (who originally gave 'Killara' its name), a local schoolteacher and civic leader in Killara, who in turn accelerated the residential development in Killara by assisting to subdivide and sell allotments of the Springdale estate in the late 1800s and early 1900s.¹⁷ Edwards encouraged the development of Killara to be 'the ultimate garden suburb', with land allotments divided into large blocks, little commercial development, no industrial development, and development of substantial houses and gardens for the gentry in the area.¹⁸ This original vision of Edwards' is what established and greatly contributed to the present day suburban character of Killara as a leafy, residential, garden suburb.

3.4. The Subject Site and Immediate Surrounds

The land of the subject site was originally contained within the c.1821 80 acre land grant made to Edwin Booker and was eventually bisected by the North Shore Line. Abutting the Booker land grant to the east and south, was the land grant to Mrs Jane McGillivray (nee Bradley), known as 'Springdale' estate (Figure 5). The Booker land grant was acquired by a sea captain, Captain RF Pockley, in the 1880s, on which he built 'Lorne' house (Figure 7) and which Lorne Avenue is named for.

¹¹ Ku-ring-gai Historical Society. 'Killara' Available at: <http://www.khs.org.au/local/killara.html>

¹² Edwards, Z & Rowland, K, 2008, 'Dictionary of Sydney—Killara', Available at: <http://dictionaryofsydney.org/entry/killara>

¹³ *ibid*

¹⁴ Edwards, Z & Rowland, K, 2008, 'Dictionary of Sydney—Killara', Available at: <http://dictionaryofsydney.org/entry/killara>

¹⁵ *ibid*

¹⁶ Ku-ring-gai Historical Society Website, 'Killara' Available at: <http://www.khs.org.au/local/killara.html>

¹⁷ Edwards, Z & Rowland, K, 2008, 'Dictionary of Sydney—Killara', Available at: <http://dictionaryofsydney.org/entry/killara>

¹⁸ *ibid*

The Booker land grant extended from present day Pacific Highway, and Karranga Avenue (to the east of the Killara Railway Station). After the death of Pockley in 1892, the Lorne estate was subdivided and eventually sold, with Lorne House and immediate gardens (i.e. south of Lorne Avenue) reserved from sale.¹⁹ Lorne House and Gardens were demolished in the late 1920s to make way for the Killara water reservoir, which is now covered by Regimental Park.



FIGURE 4: C.1850S PARISH MAP, BOOKER AND MCGILLIVRY LAND GRANTS OUTLINED IN RED, THE BLACK LINE THAT BISECTS THE BOOKER LAND GRANT IS THE NORTH SHORE RAIL LINE. (SOURCE: STATE LIBRARY OF NSW, MAP ZBRN 496331B1)

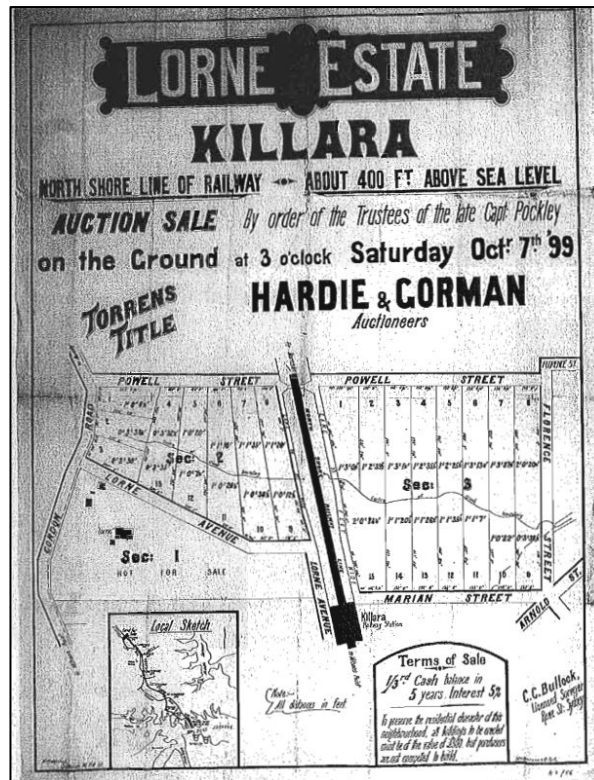


FIGURE 5: LORNE ESTATE AUCTION SALE, 1899. CURRENT STUDY AREA IS LOCATED IN SEC. 2.
 (SOURCE: NLA LORNE ESTATE, KILLARA [CARTOGRAPHIC MATERIAL] : NORTH SHORE LINE OF RAILWAY, ABOUT 400 FT. ABOVE SEA LEVEL : AUCTION SALE BY ORDER OF THE TRUSTEES OF THE LATE CAPT. POCKLEY, ON THE GROUND AT 3 O'CLOCK SATURDAY OCT. 7TH. '99 / HARDIE & GORMAN, AUCTIONEERS, BIB ID 4276155)

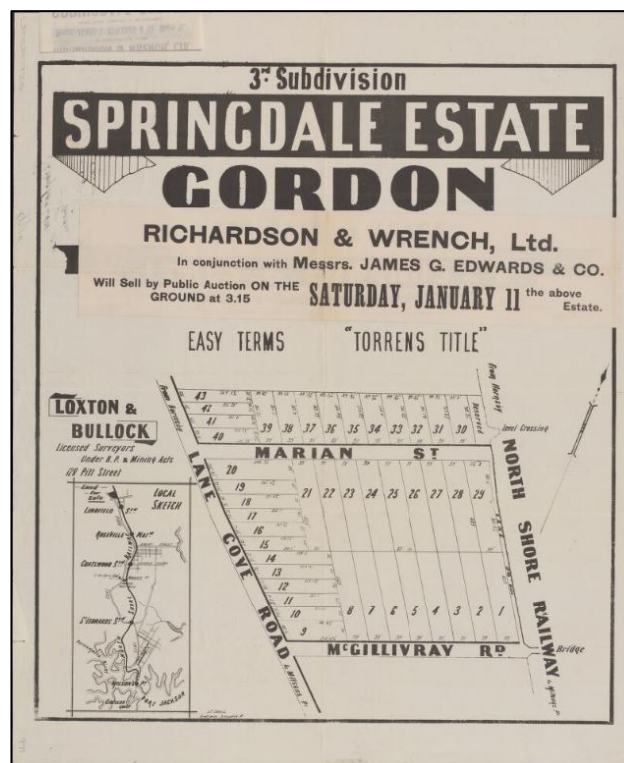


FIGURE 6: SPRINGDALE ESTATE SUBDIVISION AUCTION 1896, SECTION 2. CURRENT MARIAN STREET HCA WITHIN THIS ESTATE IS LOCATED NORTH OF MARIAN STREET.
 (SOURCE: NLA, SPRINGDALE ESTATE, GORDON, MAP FOLDER 63, LFSP 920)



FIGURE 7: LORNE HOUSE, KILLARA. C. 1885-1900. (SOURCE: STATE LIBRARY OF NSW, CALL NO. PXE 692/29-34)

4.0 Physical Analysis

4.1. Local Context

The subject site is located on the northern side of Lorne Avenue, Killara, approximately half way between Pacific Highway in the west, and Culworth Avenue in the east. Lorne Avenue is a wide suburban street in Killara, generally characterised by a moderately treed garden streetscape (Figure 7 to Figure 10). From west to east, the south side of the road consists of a large park and recreational area; Regimental Park (which is raised up slightly from street level and therefore the park itself is not visible from Lorne Ave street level), several heritage listed dwellings set back from the road, and an outdoor level carpark for the nearby Killara Station. The northern side of the road is generally characterised by several recent R4 residential apartment complex development, interspersed with some smaller independent resident dwellings.

The subject site is located immediately north of the Marian Street Heritage Conservation Area (KLEP 2015 HCA C24) (Figure 3), and adjacent to several locally heritage listed items contained within this HCA (i.e. the heritage items within the HCA located along Lorne Avenue). These are:

- Dwelling house, 6 Lorne Avenue (KLEP Item No. I302)
- “Windermere” dwelling house, 8 Lorne Avenue (KLEP Item No. I303)
- Dwelling house, 10 Lorne Avenue (KLEP Item No. I304)
- Dwelling house, 14 Lorne Avenue (KLEP Item No. I305)
- Reservoir pump station, 20 Lorne Avenue (KLEP Item No. I306)



FIGURE 8: STREETSCAPE EAST ALONG LORNE AVE, FROM 10 LORNE AVE. (SOURCE: CURIO 2016)



FIGURE 9: STREETSCAPE EAST ALONG LORNE AVE, FROM 21 LORNE AVE. (SOURCE: CURIO 2016)



FIGURE 10: STREETSCAPE WEST ALONG LORNE AVE, FROM 21 LORNE AVE. (SOURCE: CURIO 2016)



FIGURE 11: EAST ALONG LORNE AVE, RECENTLY COMPLETED R4 APARTMENT DEVELOPMENT VISIBLE LEFT (3-7 LORNE AVE, ADJACENT PROPERTY TO EAST OF 21 LORNE AVE), SETBACK HERITAGE ITEM (10 LORNE AVE) VISIBLE RIGHT (SOURCE: CURIO 2016)

4.2. The Site at 21 Lorne Ave, Killara

The subject site currently consists of a residential dwelling two storey house and associated gardens (Figure 11 and Figure 12), known as ‘Wintergreen’, designed by Australian architect Carlyle Greenwell in 1912. The subject site is situated to the east of a single storey residential dwelling (23 Lorne Ave) (Figure 13), immediately to the south of 9 Lorne Ave (a residential dwelling setback from the road down a long driveway, which has recently been rezoned to R4) (Figure 14), and to the west of a recent apartment complex development at 3-7 Lorne Avenue (Figure 15 and Figure 16).

Immediately across Lorne Avenue from the subject site to the south, is 10 Lorne Avenue (Figure 17), local heritage listed dwelling I304, setback from the road down a gated driveway. On either side of 10 Lorne Avenue are two other listed heritage dwellings, namely 14 Lorne Street, and 8 Lorne Avenue (‘Windermere’) (to the east and west of 10 Lorne Avenue respectively).



FIGURE 12: 21 LORNE AVENUE, KILLARA. (SOURCE: CURIO 2016)



FIGURE 13: ‘WINTERGREEN’, 21 LORNE AVENUE, KILLARA. (SOURCE: CURIO 2016)



FIGURE 14: 23 LORNE AVE, IMMEDIATELY WEST OF SUBJECT SITE (SOURCE: CURIO 2016)



FIGURE 15: 9 LORNE AVENUE, SETBACK FROM THE ROAD DOWN A LONG DRIVEWAY. (SOURCE: CURIO 2016)



FIGURE 16: 3-7 LORNE AVENUE, NEW APARTMENT COMPLEX, SUBJECT SITE ROOF VISIBLE LEFT (SOURCE: CURIO 2016)



FIGURE 17: 3-7 LORNE AVENUE, NEW APARTMENT COMPLEX (SOURCE: CURIO 2016)



FIGURE 18: 10 LORNE AVENUE, KLEP HERITAGE LISTING I304 (SOURCE: CURIO 2016)

5.0 Description of the Proposed Rezoning

The purpose of the current rezoning planning proposal is to rezone 21 Lorne Avenue, Killara, from its current R2 Low Density Residential zoning, to the R4 High Density Residential zone, which is the prevailing surrounding zoning on the northern side of Lorne Avenue (Figure 18). This will enable the orderly and economic development of the western side of Lorne Avenue as envisaged by the zone objectives and without the creation of an isolated site.

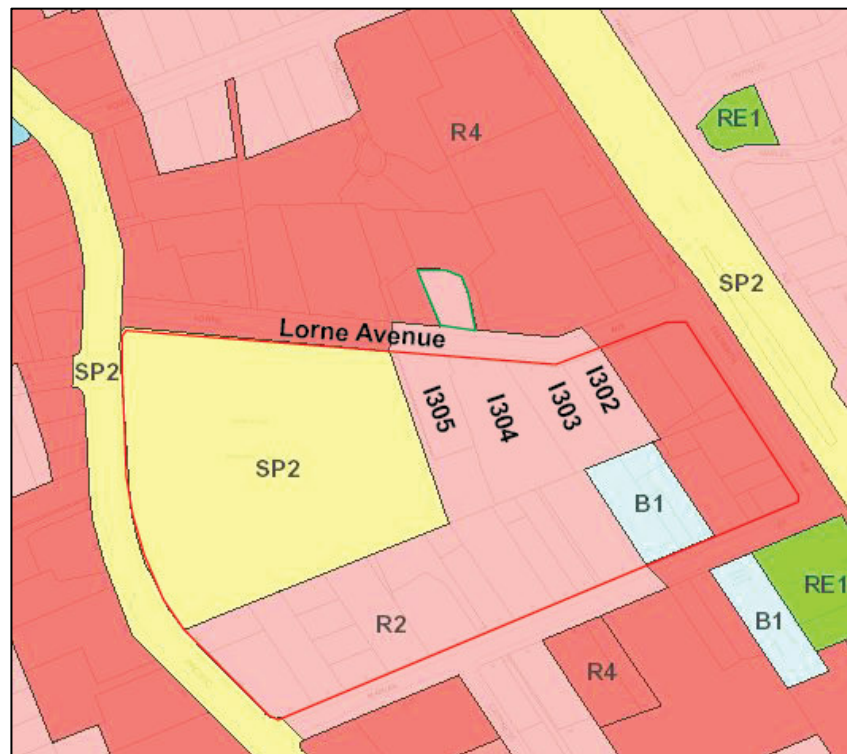


FIGURE 19: KLEP 2015 CURRENT PLANNING ZONING. SUBJECT SITE OUTLINED IN GREEN, MARIAN STREET HCA OUTLINED IN RED WITH HERITAGE LISTED DWELLINGS NOTED (SOURCE: KU-RING-GAI COUNCIL PLANNING MAP, KLEP 2015)

5.1. Context of Planning Development in Ku-ring-gai

Ku-ring-gai has historically been a LGA characterised by a 'garden city' style low density residential area, commonly consisting of larger land allotments with many 'homestead' style residential dwellings, nestled within them, many dating to the early 1900s, with a considerable number of houses designed by prominent twentieth century Australian architects. This garden neighbourhood character, retaining larger than average suburban allotments, retention of native flora, and restriction of industrial and commercial development within many of the Ku-ring-gai suburbs has generally continued from the late 1800s, through to present day.

In the late 1990s, Ku-ring-gai was instructed to create a residential strategy for the LGA, in keeping with the NSW State Government's new urban development and consolidation policies of the time.²¹ This led to the alteration of zoning provisions with the LGA, legally permitting construction of higher density land uses on land that was previously only permitted to be used for low density residential development.

²¹ Ratcliff, S. 2006, *The Battle for Ku-ring-gai: local values vs. State Government Interest*, University of NSW, Honours thesis.

Consequently, the final release of Local Environmental Plan 194 (LEP 194) in 2004, permitted rezoning of land within Ku-ring-gai LGA to legally permit residential development up to five storeys.

High density residential development in accordance with this planning change (note, LEP 194 has since been superseded, and the current LEP for Ku-ring-gai is KLEP 2015) has now been undertaken at many locations throughout the Ku-ring-gai LGA and is physically evident within the suburbs. While Ku-ring-gai generally still maintains its 'garden aspect', the presence of a number of apartment complexes is now definitely present and visible in the local residential character.

5.2. Consistency with Neighbouring Development

All properties located on the north side of Lorne Avenue with a frontage to the road, are currently zoned R4 High Density Residential, with the exception of the subject site. Several apartment complexes have already been developed along this stretch of the road, including 29 Lorne Avenue (located two properties to the west of the subject site) (Figure 19), and 3-7 Lorne Avenue, located immediately adjacent to the east of the subject site (Figure 20).

The general 'leafy' aspect of the streetscape has generally been retained in association with the newer high residential/apartment complexes, however, while it is slightly set back from the road, the 3-7 Lorne Avenue apartment complex is clearly visible from Lorne Ave, and has less tree cover along the median strip than other properties on the street (Figure 21), although this is likely due to the fact that it is a relatively new development, and plantings are still young.



FIGURE 20: 29 LORNE AVE APARTMENTS, WEST OF SUBJECT SITE. (SOURCE: CURIO 2016)



FIGURE 21: NORTH FROM LORNE AVE, SUBJECT SITE TO THE LEFT, 3-7 LORNE AVE APARTMENT COMPLEX TO RIGHT. (SOURCE: CURIO 2016)



FIGURE 22: 7-9 LORNE AVENUE FRONTAGE TO LORNE AVENUE, EAST OF SUBJECT SITE. (SOURCE: CURIO 2016)

6.0 Heritage Significance

The study area is not heritage listed, nor is it within a heritage conservation area, however it is within sight of, and adjacent, to the Marian Street Heritage Conservation Area, as well as several locally heritage listed items. In order to accurately assess any impact that the rezoning of the subject site may have on the heritage significance of the HCA and heritage items, the significance of these items must first be understood. Therefore, the significance of the HCA and each listed heritage item is summarised below.

6.1. Ku-ring-gai Heritage Significance

Ku-ring-gai Council presents a statement of heritage significance regarding the entire LGA on their website, which is reproduced here for further context for the local area and the specific heritage items that are retained within it (as detailed below).

The heritage of Ku-ring-gai comprises a rare blend of fine domestic architecture within a landscape of indigenous forests and exotic plantings and gardens.

Ku-ring-gai as a whole is of national and state heritage significance because of:

- 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 who have influenced the mainstream of Australian domestic architecture nationally; including John Sulman, Howard Joseland, Hardy Wilson, Leslie Wilkinson and Harry Seidler.*
- The evidence it provides of twentieth century town 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.*
- The railway whose presence demonstrates the bargaining power of public works and services in gaining votes for federation.²²*

6.2. Marian Street Heritage Conservation Area—Statement of Significance

The Marian Street HCA (C24) is bounded by Culworth Ave to the east, Lorne Ave to the north, the Pacific Highway to the west, and Marian Street to the south.

The Marian Street HCA was assessed to have historical, associational, aesthetic and representative significance at a local level, in accordance with the Heritage Division significance criteria. Historical significance for the HCA relates to its origins in the first land grants in the area (McGillivray and Booker), with 'high historic significance as late nineteenth century subdivision of the Springdale Estate evident in the Springdale Estate lots and many fine houses'.²³

²² Ku-ring-gai Municipal Council, 'Statement of Significance', accessed 12 August 2016, available at: http://www.kmc.nsw.gov.au/Plans_regulations/Building_and_development/Heritage_Items/Statement_of_Significance

²³ Marian Street Heritage Conservation Area, Heritage Data Form

The HCA has associative significance for the historic association with James George Edwards (the ‘father of Killara’) and original crown land grantees.²⁴ It has high aesthetic significance as a ‘cohesive late nineteenth and early twentieth century interwar development and for the high proportion of quality houses’,²⁵ and representative significance ‘as a highly intact area developed in the late twentieth century/interwar and post-war period’.²⁶

The Heritage Data Form states the significance of this HCA as:

*The Marion Street Heritage Conservation Area has high historic significance as the 1839 160 acres Jane Bradley’s Springdale grant whose boundaries are evident through the following streets: Karanga Avenue, Locksley Street, Roseberry Road, Stanhope Rd, Pacific Highway. Jane Bradley married James McGillivray in 1830. The HCA has high historic significance as late nineteenth century subdivision of the Springdale Estate evident in the Springdale Estate lots and many fine houses. The subdivision reflects improved transport connections due to the construction of the North Shore Rail line and the opening of Killara Station in 1899. The consolidation of development reflects improved transport connections due to the electrification of the railway in 1927 and the construction of the Sydney Harbour Bridge. The HCA has high aesthetic significance as a cohesive late nineteenth and early twentieth century development and for its high proportion of quality houses.*²⁷

6.3. Other Heritage Listings

The four heritage listed dwellings (6, 8, 10 and 14 Lorne Avenue), and the Reservoir pump station (20 Lorne Avenue), along the south of Lorne Avenue each have an individual heritage listing, however individual statements of significance have not been prepared. Heritage dwellings 6, 8, 10 and 14 Lorne Avenue (I302, I303, I304 and I305 respectively) were listed for their ‘cultural, architectural and municipal significance’.²⁸

The significance of these dwellings is generally consistent with the Statement of Significance for the Marian Street HCA, which the dwellings are contained within.

²⁴ ibid

²⁵ ibid

²⁶ ibid

²⁷ Marian Street Heritage Conservation Area, Heritage Data Form

²⁸ Heritage Listings, I302, I303, I304 and I305.

7.0 Assessment of Heritage Impact of Rezoning

The subject site is not heritage listed, nor located within a heritage conservation zone. However, the locally significant values of heritage items in the vicinity of the subject site are relevant to this assessment of any impact that the rezoning of the subject site may have on the heritage values of the character of Lorne Ave.

The locally significant values of the Marian Street HCA, and heritage items contained within it, (along the south side of Lorne Avenue, opposite the subject site), are:

- Their contribution to the historical significance of the local area as representative of some of the earliest crown land grants in Killara, subsequent subdivision and sale which saw the initial development of the 'garden style' residential suburban character of the area from the late 1800s and early 1900s.
- Their historical association with James George Edwards, the 'father of Killara', whose vision for the suburb, and the part he played in the subdivision of larger allotments of land and encouragement of development of larger 'homestead' homes by the gentry, was instrumental in creating the physical character of the Killara area.
- The aesthetic significance of the heritage dwellings as 'cohesive late nineteenth and early twentieth century interwar development and for the high proportion of quality houses' within the Marian Street HCA.
- The representativeness of the heritage items and the wider Marian Street HCA as a highly intact residential area developed in the late twentieth century/interwar and post-war period.

Heritage items are located opposite the subject site, at 6, 8, 10 and 14 Lorne Avenue, Killara. All four of these heritage items are set back substantially from Lorne Avenue, the front yards of which all contain trees and other shrubbery which partially screens the items from view from the street (Figure 23 and Figure 24).

The landscaping environment of Lorne Avenue (within the context of the wider Killara 'suburban garden' neighbourhood) is significant in the way it relates to the heritage of the area. The street is lined by many large trees, many of which are planted within private properties.

The existing high density residential apartment complex at 3-7 Lorne Avenue, immediately east of the subject site (Figure 25), was constructed between 2011-2013, and was designed with a considerable setback from Lorne Avenue. Some larger original trees in front of this development were retained, while other young plantings are evident lining the Lorne Avenue frontage (Figure 26).

While the high density residential development of 3-7 Lorne Avenue is clearly visible from Lorne Avenue, this development was assessed during 2009 DA phase to have been setback a reasonable distance from Lorne Avenue and that when combined with the general screening and setback of the heritage items themselves 'would not adversely impact on the heritage significance of the item'.²⁹ (Figure 27).

²⁹ 3-7 Lorne Avenue, Killara, Development Application Summary Sheet, 2009 DA 778/09

The proposed rezoning of 21 Lorne Avenue, Killara, would be in keeping with existing high density residential development on Lorne Avenue (3-7 Lorne Avenue, 29 Lorne Avenue), as well as consistent with recent high density residential development in the general Killara and Ku-ring-gai area, following the change in planning regulations for the Ku-ring-gai LGA in 2004 (Section 5.1).

The rezoning of 21 Lorne Avenue, Killara, from R2 low density residential to R4 high density residential, would be consistent with neighbouring development, and commensurate with adjacent properties on the north side of Lorne Avenue. It would also be consistent with the current visual character of Lorne Avenue, which retains a leafy landscaped streetscape, with heritage items along the southern side of the road, and now includes setback residential apartment complexes on the northern side of the road, with varying ranges of tree plantings from young through to mature. In addition, the setback and screening of the heritage items, from within their own curtilages, when viewed from Lorne Avenue, means that the recent higher residential development does not visually impact on these items (Figure 28).

Any future approved development for the site, once rezoned, could be conditioned to ensure that the characteristic nature of the leafy streetscape is retained through appropriate setbacks and landscaping schemes.

Therefore, it is considered that the rezoning of 21 Lorne Avenue, Killara, would not have an adverse impacts on the heritage significance of the Marian Street HCA, nor on the heritage items contained within this HCA, and would be considered consistent with the current zoning and character of the northern sector of Lorne Avenue.



FIGURE 23: 14 LORNE AVE, VIEW FROM 21 LORNE AVE. SETBACK HERITAGE ITEM IS NOT VISIBLE FROM ROAD. (SOURCE: CURIO 2016)



FIGURE 24: 10 LORNE AVE, VIEW FROM STREET. HERITAGE ITEM BARELY VISIBLE BEHIND TREE AND SHRUBBERY SCREENING. (SOURCE: CURIO 2016)



FIGURE 25: CURRENT DWELLING ON THE SUBJECT SITE, WITH THE ADJACENT R4-RESIDENTIAL DEVELOPMENT VISIBLE IN THE BACKGROUND. (SOURCE: CURIO 2016)



FIGURE 26: MATURE TREES AND YOUNG PLANTINGS IN FRONT OF 3-7 LORNE AVENUE APARTMENTS. (SOURCE: CURIO 2016)



FIGURE 27: TREES SCREENING THE VIEW TO THE EAST ALONG LORNE AVENUE TOWARDS 3-7 LORNE AVENUE. (SOURCE: CURIO 2016)



**FIGURE 28: VIEW EAST ALONG LORNE AVENUE. HERITAGE ITEM FRONT WALL VISIBLE TO THE RIGHT, RESIDENTIAL COMPLEX TO LEFT.
(SOURCE: CURIO 2016)**

8.0 Bibliography

Edwards, Z & Rowland, K, 2008, 'Dictionary of Sydney—Killara', Accessed 11 August 2016, Available at: <<http://dictionaryofsydney.org/entry/killara>>

Ku-ring-gai Historical Society. 'Killara' Accessed 11 August 2016, Available at: <<http://www.khs.org.au/local/killara.html>>

Ku-ring-gai Municipal Council (KMC), 'Statement of Significance', Accessed 12 August 2016, Available at: <http://www.kmc.nsw.gov.au/Plans_regulations/Building_and_development/Heritage_Items/Statement_of_Significance>

KMC, 'Vegetation and Flora', Available at: http://www.kmc.nsw.gov.au/About_Ku-ring-gai/Land_and_surrounds/Vegetation_and_flora

Ratcliff, S. 2006, *The Battle for Ku-ring-gai: local values vs. State Government Interest*, University of NSW, Honours thesis.

Thorp, W. 1987, *Ku-ring-gai Heritage Study—Historical Archaeological Component*

Appendix A

Heritage Register Listing—Marian Street Heritage Conservation Area

Heritage Data Form

ITEM DETAILS						
Name of Item	Marian Street Heritage Conservation Area (HCA C24)					
Other Name/s Former Name/s						
Item type (if known)						
Item group (if known)						
Item category (if known)						
Area, Group, or Collection Name	Heritage conservation area					
Street number	See attached map for boundary of HCA.					
Street name						
Suburb/town	Killara				Postcode	
Local Government Area/s	Ku-ring-gai Municipal Council					
Property description						
Location - Lat/long	Latitude				Longitude	
Location - AMG (if no street address)	Zone		Easting		Northing	
Owner	Various					
Current use	Residential/civic					
Former Use	Residential/civic					
Statement of significance	The Marion Street Heritage Conservation Area has high historic significance as the 1839 160 acres Jane Bradley's Springdale grant whose boundaries are evident through the following streets: Karanga Avenue, Locksley Street, Roseberry Road, Stanhope Rd, Pacific Highway. Jane Bradley married James McGillivray in 1830. The HCA has high historic significance as late nineteenth century subdivision of the Springdale Estate evident in the Springdale Estate lots and many fine houses. The subdivision reflects improved transport connections due to the construction of the North Shore Rail line and the opening of Killara Station in 1899. The consolidation of development reflects improved transport connections due to the electrification of the railway in 1927 and the construction of the Sydney Harbour Bridge. The HCA has high aesthetic significance as a cohesive late nineteenth and early twentieth century development and for its high proportion of quality houses.					
Level of Significance	State ☐			Local ☒		

Heritage Data Form

DESCRIPTION						
Designer						
Builder/ maker						
Physical Description	Development is one and two-storey Interwar development with remnants of c1920 Federation with some late Nineteenth / Early Twentieth Century layers. High number of listed heritage items within the HCA.					
Physical condition and Archaeological potential						
Construction years	Start year	1890s	Finish year	1950s	Circa	X
Modifications and dates						
Further comments						

Heritage Data Form

HISTORY	
Historical notes	Land grants, timber getting and orcharding Non-indigenous settlement of the Killara area began in the early nineteenth century by the making of Crown grants. The grantees were E Oatley (50 acres), Jane Bradley (160 acres), William Foster (70 acres), Henry Oliver (45 acres), and Edwin Booker (80 acres). The eastern boundary of these grants is today demarcated by Roseberry Road. In the instance of the Bradley, Foster and Booker grants the western boundaries were the Pacific Highway (former Lane Cove Road.) The building of the railway cut the grants in two. Jane Bradley's grant (later Jane MacGillivray) was named Springdale and the present day Springdale Road dissected this grant. Railway and commercial development The North Shore railway from Hornsby to St Leonards was opened for traffic in 1890, and was extended to the original Milson Point station (the current Luna Park site) three years later, in 1893. In 1927 the line was electrified. The railway station at Killara was opened in 1899 some nine years after most of the other stations on the line. The station was named Killara on the suggestion of local land promoter James George Edwards; it is believed to be aboriginal for permanent or always there. A commercial district developed along the Pacific Highway and around the station. Railway and residential development The staging of the major subdivisions is tabulated below: c.1896 Springdale Estate 1899 Lorne Estate 1902 Killara Heights Estate 1903 Not Named (DP 4064) 1904 Killara Chase Estate 1907 Killara Station Estate 1913 Not Named (Lynwood Avenue) 1913 Nyora Estate 1916 Parkside Estate 1918 Crown Lands Release 1920 Killara Park Estate 1924 Tennis Courts Estate 1927 Gloria View Estate 1928 Crown of Killara Estate 1929 Killara Park Estate 1929 Worroba Estate 1929 Glenleigh Estate 1929 Madison Gardens Estate 1935 The Maples Late Victorian estates Subdivision for housing in the Killara area commenced in January 1896 with the Springdale Estate land release. (SMH 23/12/1895, p.3) The timing comes after the opening of the railway line and before the provision of a local station. The Springdale Estate was promoted by James George Edwards, the acknowledged "father of Killara". (Obituary SMH 4/7/1927, p.12) The land release was a subdivision of the Bradley/MacGillivray grant and as such took in the land located between the Pacific Highway and Roseberry Road. The estate provided villa-type allotments of around one acre fronting Springdale Road, Arnold Street, Karranga Avenue, and Wattle Street. A creek course dissected the estate to the east of Karranga Avenue and this area was originally reserved from sale. The whole of this area has been re-subdivided into the smaller lots that characterise the area today. This process of re-subdivision can be demonstrated by Deposited Plan 4064 that covers the northern third of the estate

Heritage Data Form

	and it established Nyora Street. Another example was the Killara Station Estate of 1907 located south of Locksley Street, although that area was shortly after set aside by Edwards for tennis courts and a bowling green. Federation estates The Lorne Estate subdivision of 1899 was another land release representing a subdivision of one of the Crown grants, in this instance Booker's 80 acres that had been acquired by Captain RF Pockley and as such took in the land located between the Pacific Highway and Karranga Avenue. The house, named Lorne, was located to the west of the railway line and was demolished to make way for Killara water reservoir. The estate was put up for sale after Pockley's death. The estate provided villa type allotments of around one and a half acres fronting Powell Street, Karranga Avenue, and Locksley Street. (K2/152) A creek course dissected the estate to the north of Locksley Street. The whole of this area has been re-subdivided into the smaller lots that characterise the area today. This process of re-subdivision can be demonstrated by the forming in 1913 of Lynwood Avenue and building blocks fronting it. (K2/41) The Killara Heights subdivision of 1902 represented a sale of one of the farms established within Henry Oliver's grant located to the south of Springdale Road. Again this subdivision provided villa type allotments of around one acre, which have been re-subdivided into the smaller lots that characterise the area today. Another farmstead subdivision was the Killara Chase Estate of 1904 that subdivided a farm located within Foster's grant. Oatley's grant located to the north of Moontah Street would seem to have been first subdivided for housing in 1913 by the Nyora Estate land release. The western boundary of this estate was defined by a creek course that is now public reserve. The subdivision established Moontah Street and a number of the existing allotments on the southern side of this road remain as subdivided. The Crown suburban blocks located to the east of Roseberry Road began to be subdivided in the mid 1910s. The Parkside Estate of 1916 that formed Birdwood Avenue is one example. (K2/58) The Government also moved to sell off its remaining Crown lands and a sale occurred in 1918 of land around Monash Avenue. (K2/85) Subdivisions in this area continued into the 1920s (Killara Park of 1920 and 1929, (K2/86 & K2/83) and Crown of Killara of 1928. (K2/49) Inter-war Estates The land releases of the inter-war era in the area west of Roseberry Road were mainly small re-subdivisions of the older estates often with established homes such as the Worroba Estate sale of 1929, the Glenleigh Estate sale of 1929, and The Maples sale of 1935. The Tennis Courts Estate (1924) (KMC Library) and Madison Gardens (1929) were sales of vacant land.

THEMES	
National historical theme	Building settlements, towns and cities
State historical theme	State Historic Theme 1: Towns, suburbs and villages State Historic Theme 2: People

Heritage Data Form

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The Marian Street HCA has high historic significance as the 1839 160 acres Jane Bradley's Springdale grant whose boundaries are evident through the following streets: Karanga Avenue, Locksley Street, Roseberry Road, Stanhope Rd, Pacific Highway. Jane Bradley married James McGillivray in 1830. The HCA has high historic significance as late nineteenth century subdivision of the Springdale Estate evident in the Springdale Estate lots and many fine houses. The subdivision reflects improved transport connections due to the construction of the North Shore Rail line and the opening of Killara Station in 1899. The consolidation of development reflects improved transport connections due to the electrification of the railway in 1927 and the construction of the Sydney Harbour Bridge.
Historical association significance SHR criteria (b)	Historic association with the following important local identities: James George Edwards, the acknowledged "father of Killara" and Jane Bradley McGilvray as the original Crown grantees.
Aesthetic significance SHR criteria (c)	High aesthetic significance as a cohesive late nineteenth century and early twentieth century interwar development and for the high proportion of quality houses.
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	
Representativeness SHR criteria (g)	Representative significance as a highly intact area developed in the late twentieth century /Interwar and post-war period.
	High level of integrity of the building stock.

Heritage Data Form

Integrity	
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Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
Report	Godden Mackay Logan	Ku-ring-gai Urban Conservation Areas Study Stages 2 and 2(a)	2002	Ku-ring-gai Municipal Council
Report	Moore R., Pike, P., Proudfoot, H. and Tropman, L.	Municipality of Ku-ring-gai Heritage Study	1987	Ku-ring-gai Municipal Council
Report	Godden Mackay Logan	Ku-ring-gai Urban Conservation Areas Study Stage 3	2005	Ku-ring-gai Municipal Council
Report	Godden Mackay Logan	Ku-ring-gai Urban Conservation Areas Study Stage 4	2005	Ku-ring-gai Municipal Council
Report	Paul Davies Pty Ltd	Ku-ring-gai Town Centres – Heritage Conservation Area Review	2008	Ku-ring-gai Municipal Council
Report	Godden Mackay Logan Keys Young	Ku-ring-gai Heritage and Neighbourhood Character Study Research	2000	Ku-ring-gai Municipal Council
Report	Robertson and Hindmarsh Pty Ltd Architects	Housing in NSW between the wars: a study of housing and housing estates constructed and developed in NSW between World War 1 and World War 11, Volume 3	1996	
Report	M.A. Schell & Associates	Street by Street Assessment of Visual Character of Ku-Ring-Gai September 1999	1999	Ku-ring-gai Municipal Council
Map		Water Board maps	1920-1940	Sydney Water
Map		Subdivision maps	1890s – 1930s	Ku-ring-gai Library, Mitchell Library, Dept of Land and Property Information

RECOMMENDATIONS	
Recommendations	

Heritage Data Form

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SOURCE OF THIS INFORMATION			
Name of study or report	Ku-ring-gai South Southern Conservation Areas Review	Year of study or report	2010
Item number in study or report			
Author of study or report	Architectural Projects Pty Ltd		
Inspected by	Jennifer Hill and Elizabeth Gibson		
NSW Heritage Manual guidelines used?	Yes X	No	☐
This form completed by	Robin Hedditch, Ku-ring-gai Council	Date	2013

Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption					
Image year		Image by		Image copyright holder	

IMAGE

photograph, sketch, map