



## **Enclosures**

Conversion of Period Housing to  
Heritage Conservation Areas  
(enclosure 4)

<b>Meeting: 27 February, 2018</b>
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# REVIEW OF PERIOD HOUSING AREAS IN THE BLUE MOUNTAINS



FOR BLUE MOUNTAINS CITY COUNCIL

Volume 1

## BACKGROUND TO THE STUDY

### Final Report

January 2014

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Cover picture: Original cottage and garden in Hat Hill Road, Blackheath

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## EXECUTIVE SUMMARY

The Period Housing Areas of the towns and villages of the Blue Mountains were identified originally by Blue Mountains City Council to recognise and protect the many early houses and generally traditional streetscapes to be found in most of the towns and villages of the Blue Mountains through its planning controls. Recent and impending changes to the NSW planning system mean however that the designation 'Period Housing Area' will no longer have statutory status in future instruments, and it is necessary to review each of the Areas to determine whether they demonstrate the historic, aesthetic and community values required for inclusion in a future local environmental plan as a heritage conservation areas.

All existing Period Housing Areas in the towns and villages along the main ridgeline of the Blue Mountains were investigated. The project included documentary research, extensive fieldwork and detailed fabric analysis to identify the underlying values that make each of the towns and villages of the Blue Mountains unique, determining to what extent these values are evident in the built forms and streetscapes that exist today; and then identifying which of these values and qualities should be protected through the planning and development process. The research revealed a richly layered and developed historic cultural landscape with unique historic, aesthetic, social and technological values. Most have been remarkably well protected from unsympathetic development through Council's planning policies and most importantly the community's commitment to the protection of these values and the important role they play in making the Blue Mountains the special place that it is.

Most of the PHAs had been identified accurately: the patterns of significant building fabric and streetscapes found within the Area ceased at, or very close to, the boundary of the PHA. Where the characteristics and values extended beyond the current boundary (or fell short of it) an amended boundary has been identified. In some cases the fieldwork and documentary evidence revealed few early houses and a streetscape that was pleasant, but did not express any of the heritage values required to satisfy the NSW Heritage Council's criteria. In these cases the area has not been recommended for heritage listing.

One of the most fundamental findings of this Review has been that none of the towns, nor the villages, in the Blue Mountains are characterised by the consistencies of built forms or architectural styles found commonly in urban heritage conservation areas. In the case of the Blue Mountains, the significant traditional residential areas are characterised by their evidence of a slow but steady pace of development. Distinctive and significant patterns of subdivision underlie the buildings and determine the patterns of development. Several of the towns and villages, are significant for the ways in which the traditional 'Crown Plan' subdivisions, with their very wide road reservations and large lots have survived, meaning that the generous roadside verges, soft, unformed verges with gardens spilling into the public domain and providing space for very large trees to thrive continue to define the character of these areas.

The Review also found that in many of the areas that their heritage values were a result not only of the number and quality of surviving houses and other buildings, but also reflected their natural and streetscape values. The heritage significance of a heritage conservation area is a product of not only the architectural qualities of the buildings within the area, but rather is made in recognition of the way that the elements, including buildings, gardens, streetscapes, views and spatial qualities interact and express the patterns of development of the area. It is these gardens, streetscapes, views and 'sense of place' that are found in so many of the PHAs that mean that further enhance their heritage values.

The earliest layer of settlement can still be read scattered throughout the villages, with the slow pace of development ensuring extensive stretches of undeveloped plots between the early houses and allowing later layers to occupy these lots as 'infill' without need for re-subdivision. This has led to streetscapes that have largely retained their original village rhythms even though the building styles vary. The patterns of development also provide clear evidence of the patterns of recreation of the wider community of NSW since the 19<sup>th</sup> Century, with private summer retreats and seasonal holiday guesthouse accommodation of the late 19<sup>th</sup> Century giving way to the shorter stay holiday maker and honeymoon destinations of the early 20<sup>th</sup> C and then to day-trip and weekend tourism of the later 20<sup>th</sup> Century. Evidence of each phase has survived and further enriches the significance of the cultural landscape of the upper Blue Mountains in particular.

The research revealed also that not only have most of the houses built prior to 1943 survived, but also that most of these have either retained their original built form, or if they have been extended, that these additions have been made in a similar style to the original, for example, wing extensions under extended matching roof forms or traditional skillion roofs. It should be noted that all precincts include more recent development, including late 20<sup>th</sup> Century 'project houses' and in some cases bespoke architecture. These also form part of the 'pattern' or story of development in the precinct, and providing that they sit calmly in the streetscape and are 'good neighbours' to the rest of the area (which was often enhanced by good garden plantings) can form part of an important new layer in the history of the precinct. These same principles should be adopted when further development is contemplated within heritage conservation areas.

Twenty PHAs were found to satisfy the NSW Heritage Council's Criteria for local heritage significance and are recommended as heritage conservation areas and four existing heritage conservation areas are recommended for extension to include adjacent PHAs. Seven PHAs were found to not satisfy the NSW Heritage Council's Criteria for local heritage listing.

## 1.0 INTRODUCTION

### 1.1 BACKGROUND

Blue Mountains City Council has commissioned Paul Davies Heritage Architects to carry out a review of the Period Housing Areas (PHAs) identified in Local Environmental Plan 2005. The Department of Planning and Infrastructure has advised Council that the existing Period Housing designation cannot be carried forward into the Comprehensive Local Environmental Plan currently under preparation, and that it is necessary to reassess the areas to determine whether they have heritage significance or not.

The purpose of this review is to assess the heritage significance of each of these Period Housing Areas against the current legislated criteria and the NSW Government's policy for the identification and listing of heritage conservation areas; to confirm the boundaries of the areas based on the assessed heritage significance; and to recommend to Council those areas that should be listed as heritage conservation areas in the forthcoming Local Environmental Plan.

All existing Period Housing Areas in the towns and villages of the Blue Mountains were reviewed. The method used in the study was rigorous and based on the best practice requirements of the New South Wales Heritage Council and the internationally recognised ICOMOS Burra Charter, the primary guideline for conservation planning practice in Australia. (Australia ICOMOS, 2001) The project included documentary research, extensive fieldwork and detailed fabric analysis to identify the underlying values that make the towns and villages of the Blue Mountains unique, and then determine to what extent these values are evident in the built forms and streetscapes that exist today.

### 1.2 REPORT STRUCTURE

The Report provides an overview of the process and findings followed by the detailed assessment reports for each Period Housing Area arranged by town or village travelling from Mount Victoria towards Glenbrook. It is presented as two volumes, the first being the background report and summary of findings for each PHA and the second containing the detailed assessment of each area by town.

The assessment reports include an overview of the area, analytical maps and a selection of photographs taken during the fieldwork. Where the fieldwork and documentary analysis suggested that the PHA was likely to satisfy the NSW Heritage Council's criteria for listing as a heritage conservation area, a table detailing the heritage values against the criteria is included together with a summary of how these values can be seen in the fabric and streetscapes of the area today. These assessments were then used to prepare inventory forms for inclusion in the New South Wales Office of Environment and Heritage's State Heritage Database. The inventory forms have been provided to Council in electronic format.

### 1.3 SOURCES

Primary documentary sources consulted in the preparation of the study have included the earlier historical research undertaken by

- Blue Mountains Heritage Study. Final Report. Croft & Associates Pty Ltd in association with Meredith Walker. N.D. (c1984)
- Blue Mountains Heritage Study for Blue Mountains City Council and the Department of Planning. Draft Study. Tropman Tropman Architects. June 1993
- Historical Archaeological Assessment: Site of the Blackheath Stockade, Blackheath, NSW. Siobhan Lavelle for the Department of Public Works and the Department of School Education, June 1993.
- Blue Mountains Heritage Register Review. Heritage History. R. Ian Jack. January 2000
- Blue Mountains Draft Local Environmental Plan 2002. Review of Heritage Register and Heritage History. R. Ian Jack. April 2000
- Heritage Assessment of Glenbrook Village Centre. R. Ian Jack for the University of Sydney. June 2000
- Heritage Assessment for the Katoomba and Leura Village Area DLEP 2000. Stage 2. Report to Blue Mountains City Council. R. Ian Jack with Pamela Hubert, Colleen Morris and Siobhan Lavelle, for the University of Sydney. August 2001
- Springwood, Blaxland and Hazelbrook: Core Village Areas. Heritage Assessment. Draft Report. R. Ian Jack Heritage Consulting Pty Ltd in association with Pamela Hubert, Colleen Morris and Siobhan Lavelle. June 2002
- Mount Victoria, Blackheath and Wentworth Falls. Heritage Assessment of Core Village Areas. Rod Howard Heritage Conservation Pty Ltd in association with Cultural Resources Management and Mayne-Wilson and Associates. N.D.
- Lawson: the Urban Conservation Area classified by the National Trust. Ian Jack Heritage Consulting Pty Ltd in conjunction with Pamela Hubert, Siobhan Lavelle and Colleen Morris. November 2003.

Extensive use was made of the historic and contemporary aerial photography and historic parish and town plans held by the NSW Department of Lands. This was accessed digitally from the Department's website SIX (spatial information exchange) viewer.

Copies of early subdivision plans and local history publications were obtained from Council's local studies collection, the collection of the Blue Mountains Historical Society, the National Library of Australia and the NSW Mitchell Library.

Springwood Historical Society Local History publications included:

Christmas Swamp: a history of Lawson. S. T. Bentley

A Place Called Weatherboard. Mindah Duvollet

Published histories and other historical publications were also consulted, including those available on the Blue Mountains Association of Cultural Heritage Organisations website (<http://www.bluemountainsheritage.com.au>).

Rickwood, Peter. 2005. Blackheath: Today from Yesterday: a history of a town in the Blue Mountains of New South Wales, Writelight Pty Ltd for the Rotary Club of Blackheath Inc.

Websites including Blue Mountains Association of Cultural Heritage Organisations Inc. <http://www.bluemountainsheritage.com.au>/ and newsletter *Heritage* and journal *Blue Mountains History Journal*

Royal Australian Historical Society Journals and *History* magazine – and in particular the Society's Western Crossings website <http://www.rahs.org.au/western-crossings/>

Professional planning and heritage resources used are listed in section 2.0 Method.

### 1.4 LIMITATIONS OF THE STUDY

Each of the Period Housing Areas was inspected by the study team and building typologies, architectural features, streetscape qualities and other attributes of the built environment were identified but no detailed investigation of the fabric or historical significance of individual properties was possible. All fieldwork was undertaken from the public domain.

The assessment of significance of a conservation area is based on the way that the various elements of the area, including buildings, spaces, gardens, streetscapes and views contribute to create a sense of place that is worth protecting. It is not necessary to inspect fabric in detail to determine these values.

The review did not include formal consultation with the community, although a limited amount of informal information was exchanged during the fieldwork process when residents enquired why the study team was taking photographs of their house or street. The review is one part of the preparation of Council's new Comprehensive Local Environment Plan, and it is anticipated that extensive consultation with the community will be undertaken by Council as part of the wider comprehensive planning exhibition.

The review also did not incorporate any assessment of archaeological potential or values since these were beyond the scope of the brief. Several of the early subdivision plans consulted showed the footprint of existing buildings within the area which may indicate the presence of archaeological relics. These have been identified on the relevant inventory sheets.

The information collected from all the different sources was synthesised and preliminary heritage values identified for each area.

### 1.5 AUTHOR IDENTIFICATION

This report was researched and prepared by Robyn Conroy (Heritage Specialist-Conservation Planner) in association with Paul Davies (Director – Heritage Architect).

Photographs were taken by Robyn Conroy unless noted otherwise.

Maps and graphics have been prepared by Robyn Conroy.

### 1.6 ACKNOWLEDGEMENTS

The assistance of the following persons or organisations in preparing this report and inventory is gratefully acknowledged:

Ryan Gill, Strategic Planner, Blue Mountains City Council

Christo Aitken, Heritage Adviser, Blue Mountains City Council

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John Low and the Local Studies Librarians, Springwood, Blue Mountains City Council

## 2.0 METHOD

### 2.1 APPROACH TO THE REVIEW

The Heritage Significance of the Period Housing Areas has been researched and assessed in accordance with the following statutory requirements, guidelines and policy directions published by the New South Wales Heritage Council:

#### NSW Heritage Act and guidelines

The New South Wales Heritage Act is the primary legislation affecting the identification of heritage items in the State and is the instrument under which the criteria for the assessment of heritage significance is gazetted. The definition of 'item' includes precincts (more commonly known as conservation areas). It does not recognise the concept of Period Housing Area. The implications of the Act for the conservation planning process are described in section 3.0 planning context below.

#### NSW Environmental Planning and Assessment Act and guidelines

This Act is the primary instrument under which local environment plans are made and heritage places of local significance are managed. Its implications for the conservation planning process are described in section 3.0 below.

#### Assessing heritage significance (2001)

This document provides an overview of the New South Wales Heritage management system and guidance to the research and identification of heritage significance, including an overview of the gazetted criteria. A copy is attached at Annexure A. It focuses on the assessment of individual items but the principles are the same, as are the criteria, for conservation areas. It is noted that the Heritage Council's guidelines assume that an investigation of the community's understanding of the area will be undertaken as part of the research process. The study brief did not provide for this investigation, but the understandings and opinions of the community will be sought when the comprehensive local environment plan is placed on public exhibition.

#### Levels of Heritage Significance (2008)

This is a companion to assessing heritage significance (above) and provides more detailed information about the different levels of heritage significance used in New South Wales, including the differences between local, state and national significance.

#### Local Government Heritage Guidelines (2002)

These guidelines provide advice to local government to assist in the identification and management of heritage items, archaeological sites, natural landscapes, cultural landscapes, and heritage conservation areas within the LGA. Much of the information about the statutory planning system has been superseded but the basic principles remain relevant.

#### Conservation Areas (1996)

This publication is now somewhat dated in terms of its principles and references, and it should be noted that the policies, legislation, criteria and statutory planning processes described in this book have now been superseded. Its underlying principles remain sound however and it continues to be used as a reference for the identification and management of heritage conservation areas in lieu of a more contemporary publication.

#### Assessing Historical Importance: a guide to State Heritage Register Criterion A: heritage information series (2006)

This guide addresses the identification of historic importance at the state level. The general principles are also relevant to the assessment of historical importance at the local level.

#### Assessing Historical Association: a guide to State Heritage Register Criterion B. Heritage information series (2001)

This guide addresses the identification of historic association at the state level. The general principles are also relevant to the assessment of historical importance at the local level.

#### Recommendations for Local Council Heritage Management. Heritage Information Series (2001, revised 2007)

This guide provides practical suggestions and advice for councils about how to manage the local heritage within the area. It focuses on initiatives such as heritage adviser surfaces and heritage funds rather than planning principles and techniques.

#### New South Wales Heritage Manual (1996)

The New South Wales Heritage manual was best practice when published in 1996 and is also now partially superseded by changes in government policy, planning legislation and criteria for heritage listing. Many of the principles described in the manual remain sound however and the individual components, particularly those dealing with the investigation of sites and

historical value and the identification of curtilages (to identify appropriate boundaries for the conservation areas) remain highly relevant.

These documents are available on the New South Wales Heritage Branch's website <http://www.environment.nsw.gov.au/heritage/index.htm>.

The other primary reference used in the preparation of this review was Australia ICOMOS' Burra charter. The charter is recognised internationally and is used by many other countries as a model of best practice in conservation identification and management. Its primary focus is on individual items but its principles apply equally to the identification and management of cultural landscapes, including urban conservation areas.

### 2.2 THE PROCESS

The conservation management process occurs in three distinct phases:

1. investigate significance
2. assess significance
3. manage significance

The investigation of the heritage significance of a potential conservation area involves researching the historical context of this establishment and development. This includes extensive documentary research of a range of traditional and contemporary historical sources.

Traditional sources used in this research included Blue Mountains City Council local studies records and on-line searches of newspapers, documents and any relevant information held by public libraries. The short time available for the study prevented anything other than a very brief search for additional information. The study team was fortunate in that the previously prepared reports and studies included extensive and high-quality historical research and analysis which was considered to form an adequate basis for the assessment of most areas.

Another primary resource that is invaluable in the identification and assessment of heritage conservation areas is the information about subdivision available from Land Titles Office data including historic subdivision plans, village plans and Parish Maps. Lot and DP (deposited plan) information can also be invaluable in determining the sequence of subdivisions in an area since they are issued sequentially. Of particular relevance to the current study was the ability to identify whether the differing widths of lots seen today were the result of primary subdivision or whether they were created that through the re-subdivision of earlier lots.

Aerial photography has been a mainstay of urban research for many years. The increasing availability of many primary sources online has revolutionised the potential to understand and appreciate the changing qualities of the urban landscape over the years and to reflect this knowledge through the conservation planning process. An example of this is the New South Wales Department of Lands' SIX viewer which allows high quality contemporary aerial photography to be overlaid digitally on photographs taken in 1943 and a sliding filter used to compare the differences and similarities between the two. It is also invaluable for identifying original 'runs' or groups of identical houses in the streetscape since the 1943 photographs usually show properties before altered by additions or obscured by vegetation.

#### STAGE 1A: INVESTIGATING SIGNIFICANCE: FIELDWORK

The next stage in the investigation of significance was to inspect each of the areas to gain an understanding of the physical environment, built forms and streetscape qualities. This included both physical characteristics such as streetscapes and built forms and less obvious attributes such as evidence of the historical development of the area that may be partially or substantially hidden under the current layer of fabric. The principles used are similar to those for the investigation of the significance of individual items but the focus is placed on the degree to which the elements within the area, including built and natural, public and private, are able to demonstrate common themes or notable cohesiveness at the precinct level.

Each area and its surrounding streetscapes were inspected several times over a 12 month period (i.e. in different seasons). Elements and characteristics of the streetscape and individual properties were noted and where relevant, photographed and/or annotated on base maps for further understanding and analysis. These included (but were not limited to):

- topography
- orientation of the streetscape and buildings within the streetscape
- evidence of activity prior to the main layer of development present today
- land uses
- subdivision patterns
- views and vistas into, out of and within the area
- characteristics of the streetscape
  - scale (Street width, height of buildings, setbacks and vegetation)
  - textures (building materials, services, detailing and vegetation)
  - rhythms (form and width of buildings, repetitive roof forms etc.)



- public domain and streetscape elements (including infrastructure such as curbs, verges, gutters and footpath paving, street furniture and planting in the public domain such as street trees)
- characteristics of the interface between public and private domain (including setbacks, fences, gardens and front facades of buildings)
- characteristics of infill development and contemporary built forms

### STAGE 1B: INVESTIGATING SIGNIFICANCE: UNRAVELLING THE LAYERS

One of the most common characteristics of the towns of the Blue Mountains, and in particular those of the upper mountains, is that development was slow to reach capacity, with vacant land remaining available for many years following first being made available for development, even in some cases remaining vacant today.

This means that what reads on first inspection as a streetscape that lacks cohesiveness because it is not filled with houses of similar age and form should more accurately be assessed for what it reveals about the patterns of settlement in the area over the 100 years (for example) since it was first made available for settlement. The key to reading this cultural landscape is to understand the main built forms associated with the different phases of development. In the case of the Blue Mountains, the main phases of built forms can be summarised as:

- Residential building type: summer retreats: substantial houses on large blocks with large private gardens often including dense boundary planting and many exotic trees and shrubs.
- Residential building type: simple Victorian cottages: the original workers cottages of the mountains. Usually very modest four roomed symmetrical cottages with a hipped or gabled roof set close to the place of employment, whether that be the mines or one of the grand hotels. This building type is particularly characteristic of Katoomba.
- Residential building type: holiday houses and weekenders: simple interpretations of Edwardian and interwar cottages on standard size lots. Usually constructed of weatherboard with corrugated iron roofs. Note that the use of corrugated iron for roofing has introduced a distinctive aesthetic into the interwar cottages in particular which are closer in form and proportion to the original American version of the bungalow, with its ground hugging roof form, than the aesthetically top-heavy Sydney bungalow (commonly known as the Californian bungalow).
- Residential building type: post-war: simple austerity style cottages of weatherboard or fibro with iron or tiled roofs.
- Residential building type: project homes: much of the later infill development in the Blue Mountains has been in the form of 'project homes', where the home owner selects a design from the range produced by the company who then is contracted to construct the dwelling. This type of housing is generally much maligned but is starting to be recognised as a valid layer in the evolution of the cultural landscape. Early project houses were predominantly as single story in height and therefore sit reasonably well within the streetscapes of the Blue Mountains, particularly once their gardens reach maturity. More recent designs, particularly those built to comply with the New South Wales State Government's Housing Code are typically two storeys with a large floor plan and facade dominated by garages which do not sit comfortably within the streetscapes of the Blue Mountains.
- Residential building type: architect designed specialty housing. The towns of the upper Blue Mountains in particular include notable examples of individually designed houses from all periods of occupation. They are often located on unusual sites with a particular aesthetic quality such as access to spectacular views. The contribution of each to its streetscape and the town as a whole is a result of the skill of the architect and the needs of the owners. Examples were found of high quality contemporary designs which add significantly to the richness of the cultural landscape and also of aesthetically crude and visually disruptive houses.

Each of these reveals information about the community that has made the layer and the frequency of different types within a given streetscape or precinct provides important evidence of the pace of development in the area.

### STAGE 1C: INVESTIGATING SIGNIFICANCE: ASSESSING THE CONTRIBUTION OF LAYERS

This stage of the research also included a comparative analysis of the roof forms and garden areas between 1943 and the present day. Three levels of integrity of built form were identified:

- original roof form intact or substantially intact with any additions made using a traditional roof form (e.g. skillion or hip/gable to rear or side). Accretions could potentially be removed, revealing the form of the original building.
- original roof form is still visible but significant additions and/or alteration to the roof that have altered its 'type' (e.g. Addition of dormer windows or stylistically inconsistent alterations such as extension of the ridgeline of a characteristically symmetrical roof form to one side).
- no evidence of the pre 1943 structure can be seen (either demolished or rebuilt with a different roof form).

This analysis allowed both the patterns of early settlement and the general integrity of built forms to be identified. The brief did not include a detailed assessment of the integrity of the facades of individual buildings. In the context of a heritage conservation area however, the scale and form of development and the patterns and rhythms of the streetscape are of paramount importance.

One of the most prevalent characteristics of the towns and villages of the Blue Mountains is the low density of development and the distribution of different building typologies and periods throughout the settlement rather than being concentrated in a particular location. Most subdivisions were relatively slow to be fully taken up and development patterns are characteristically uneven. Most towns (with the exception of Katoomba) show considerable areas of undeveloped land close to the village centre even in 1943, and some areas continue to have large areas of vacant land within the town or village boundary. These vacant sites have meant that there has been little demand for the expansion of most towns, with new housing able to be constructed on these vacant properties. This has had an important effect on the streetscape of villages and towns by interspersing project houses and other contemporary development through the streetscape rather than concentrating it in a new broadacre subdivision release on the edge of town.

This pattern of development underlies the story of the development of the towns and villages of the Blue Mountains and it is critical that it be appreciated as part of the historic cultural landscape of the area. A potential heritage conservation area should not be excluded because it includes layers of more recent development. Similarly, evidence of changes such as alterations and additions to houses does not automatically negate their ability to contribute to the heritage significance of the streetscape and area.

Any layer has the potential to obscure or even destroy the fabric of the underlying place, and with this, its potential to demonstrate the values of the community that created it. Managing layers, both past and the future, can be challenging but in an area such as the Blue Mountains, cannot be ignored.

The two primary components in assessing the impact of layers on contributory value of the property are the impact of the layer on the form of the underlying building (can still be seen and interpreted? Does it intrude upon the rhythm of the streetscape or other precinct level values?); and then whether or not it is possible to remove or reverse the layer, and if so, whether this would enhance the contribution of the property to the identified heritage significance of the precinct.

The heritage value of these areas is derived from the relationship between the various elements and the ways in which the new fabric has been integrated in the historic streetscapes through siting, spacing, setbacks fences and garden plantings.

The presence of this recent development does not necessarily harm the value of a heritage conservation area. The degree to which it is able to fit into its surroundings, and is 'sympathetic' to the heritage values of the Area is much more important. In most cases this is a direct result of the care and attention that has been given to the scale (all of the heritage conservation areas are almost totally modest in scale with single storey houses), materials and siting. New houses that are a single storey in height and have used traditional Mountains materials such as timber weatherboards and rolled iron, or simple un-rendered brickwork and which are surrounded by traditional garden plantings are likely to become valuable members of the area in the future.

### STAGE 1D: INVESTIGATING SIGNIFICANCE: IDENTIFYING EDGES AND BOUNDARIES

Particular attention was given in the review to the assessment of the boundaries of the period housing areas and whether they were appropriate if the area was to be recommended for listing as a heritage conservation area. The boundaries provided by council identified the existing period housing areas and provided the starting point for the analysis.

Subdivision patterns are critical to the understanding of the conservation area and the identification of its boundaries. Some of the subdivisions identified during the course of the study were found to have intrinsic heritage value that plays an important part in establishing the streetscape values seen today. The main example of this can be seen in the Crown Subdivisions for the villages of Blackheath, North Katoomba and Wentworth Falls. Streets are significantly wider than are seen in contemporary commercial subdivisions (40m compared to 30 m), and lot sizes are larger. In most cases the whole village was released in one stage, leading to the dispersal of development throughout the village and many sites remaining vacant. The wide road reservations create a sense of spaciousness to the village streetscapes not seen in other areas and have allowed the creation of generous roadside verges which in turn have supported significant tree planting in Blackheath in particular.

The public domain of these towns has a high level of heritage significance that exists independently of the built forms. In most cases, the built forms are also significant, meaning that the cultural landscape demonstrates a high level of heritage value.

The comparative quality of streetscapes was investigated further through the fieldwork and where heritage values likely to satisfy the Heritage Council's criteria were identified, the quality of surrounding development and streetscapes was also checked to identify the point at which those heritage values were no longer able to be read through the fabric. This provided the preliminary boundary for the conservation area. Confirming these boundaries was a difficult process due to the previously identified scattered patterns of development. In most local government areas, patterns of development were more spatially concentrated and a firm 'edge' to most areas can be identified readily because the streetscape is no longer architecturally cohesive. In the case of the Blue Mountains the approach used was to identify where the relationships between the contributory elements could no longer be seen or interpreted.

### STAGE 2: ASSESSING SIGNIFICANCE

Process, criteria, identifying manifestation of heritage values in the fabric, streetscape and landscape

The assessment of heritage significance for each area in the Review has used the NSW Heritage Council's Criteria for determining heritage significance. These include historic values (two criteria, one due to the overall pattern of development of the area, and the

other due to associations with historically significant people or processes); aesthetic values, research values, social values and the degree to which the area is typical, or representative, of the wider area, or to which it is atypical or rare.

Although an Area only has to satisfy one of these criteria to be considered to have heritage significance; the successful conservation of that area is more assured if the way in which it satisfies the criteria/on (commonly known as the heritage values) is expressed clearly through the fabric (buildings and spaces) and is also supported by historical values. The brief for the Review did not include any significant amount of 'new' historical research; although some new information was uncovered through investigation of available resources such as earlier studies for Council, subdivision plans and the collections of the local Blue Mountains Local History Society. In the case of some of the Areas this overview of historical patterns has been more than adequate to establish historic values, but in most Areas further research focused on the patterns of development and land ownership may well reveal additional historical values and significance.

The Department of Planning and Infrastructure has recently revised its position on the inclusion of Period Housing Areas in the LEP and it is understood that it is prepared to consider retaining PHAs in the LEP. The areas that 'read' as traditional, with good quality streetscapes that include many pre-1943 houses but which do not have strongly established or demonstrated historic heritage values, could be considered for retention as PHAs in the new LEP if the Department agrees to this option and subject to appropriate controls being adopted.

PHA controls should still require Council's consent for demolition and major new works that will be visible from the public domain – or they will not protect the aesthetic qualities of the streetscapes. Heritage conservation areas do provide stronger 'group' protection than PHAs when new development is proposed since the impact on the heritage significance of the area, as well as on the property concerned, must be considered before consent is granted. PHAs do not have this requirement.

Some of the PHAs assessed have solid historical significance due to them being within a Crown subdivision, and this significance can be seen and interpreted easily through the fabric of the public domain (for example, very wide road reservations and well planted roadside verges) but is not necessarily associated with the built forms in the Area. Such Areas could potentially be managed as a PHA or a HCA, depending on the other heritage values. One possible option where the public domain qualities are high but the individual buildings are of no special significance would be to identify the Town Plan (and the public domain qualities) as a heritage item within a PHA that covers the houses and other private property (providing that the Department supports this solution).

PHAs are not as dependant on the particular local characteristics of an area, rather they identify a more generic character of 'period' or traditional housing. The controls need to focus on the retention of existing original fabric and streetscape qualities such as setbacks, gardens and street tree plantings that make up the overall character of the area. It is also very important that each property with individual heritage significance is listed appropriately on the LEP (i.e. as a separate heritage item). Heritage conservation area controls address the attributes of the area that provide evidence of the historic values, and can therefore be much broader in scope: for example, the name 'Blackheath' is part of the significance of the area because it is associated with Governor Lachlan Macquarie, who names the area, and the name should be retained.

### STAGE 3: MANAGING SIGNIFICANCE

- Including precincts that satisfy the NSW Heritage Council's criteria for local heritage significance in the local environmental plan (and referring any that appear to satisfy the Criteria for State heritage significance to the NSW Heritage Council).
- Ensuring that new development responds to the requirements of the Development Control Plan. This includes general principles that apply to all properties; specific controls for each heritage conservation area that focus on the heritage values of the area; and then the detailed requirements for each of the types of building.
- Managing development applications through the planning process, including considering whether the proposed development will conserve the essential significance of the property and its contribution to the streetscape and wider heritage conservation area.

## 3.0 PLANNING CONTEXT

This review has been undertaken because the Department of Planning and Infrastructure has advised that all councils are required to ensure that their planning instruments are based on a standard template with minimal potential for the adaptation of detailed provisions to reflect the heritage, environmental or other unique qualities of the area.

### PROPOSED CHANGES TO THE LOCAL PLANNING SYSTEM

The period housing areas have been identified by Council in previous planning studies as being areas of historic and early housing and streetscapes that were considered worthy of protection through the planning controls. The standard template LEP does not embrace the concept of Period Housing Areas or, as they are commonly described, Character Areas. Department policy requires that places are either worthy of protection as a heritage conservation area or are to be open to all development that is permissible under the relevant zone and standard development control guidelines.

The current period housing area controls have proven to be an effective tool in the protecting the characteristic streetscapes and traditional fabric of the listed areas. Development within a period housing area is required to comply with specific controls in the local environmental plan. These controls focus on the built form of new development with an emphasis on ensuring that new development is a positive addition to the streetscape.

Protection as a heritage conservation area provides similar protection and requirements for new development. The significant difference between the current period housing area controls and heritage conservation area controls is the type of work that needs Council's consent.

Although work such as demolition of houses and the direction of new buildings within period housing areas requires consent under the existing planning controls, the recent changes to the planning legislation and the future changes foreshadowed in the proposed legislation mean that development of this type within period housing areas can be approved as 'complying development' without Council's knowledge or concurrence or any requirement to take the significance of the building and the contribution it makes to the streetscape into account. Types of development that can be built as complying development are standardised across the state and are commonly two-storey houses built almost boundary to boundary with minimal setbacks and large site coverage.

This type of development would require consent in heritage conservation areas. This allows Council (and the community) to consider the impacts that the development will have on the local environment and heritage significance of the area, including the streetscape and the heritage value of the property affected and neighbouring properties and to require the development to be modified or reduced in impact if it considers that this is appropriate. Unsympathetic or inappropriate development may be refused.

The essence is that development is still possible; including major alterations and additions and potentially even demolition, but approval must be obtained from Council, who is obliged to consider heritage and other environmental impacts before granting the consent.

The recent Government Bill which outlines proposed reforms to the planning system that aim to further reduce the need for approval or the opportunity for community input to development proposals will have far-reaching consequences for the conservation and protection of significant areas.

## 4.0 RESULTS OF RESEARCH: RECOMMENDED HERITAGE CONSERVATION AREAS

Most of the Period Housing Areas were found to demonstrate heritage values that satisfy the NSW Heritage Council's Criteria for local (and in several cases, state); heritage significance. The Study included a detailed review of each area and recommendations for the adjustment of boundaries where necessary to reflect these heritage values.

The Review found that in many of the areas that their heritage values were a result not only of the number and quality of surviving houses and other buildings, but also reflected their natural and streetscape values. The heritage significance of a heritage conservation area is a product of not only the architectural qualities of the buildings within the area, but rather is made in recognition of the way that the elements, including buildings, gardens, streetscapes, views and spatial qualities interact and express the patterns of development of the area. It is these gardens, streetscapes, views and 'sense of place' that are found in so many of the PHAs that mean that they have heritage significance as heritage conservation areas.

In some cases the fieldwork and documentary evidence revealed few early houses and a streetscape that was pleasant, but did not express any of the heritage values required to satisfy the NSW Heritage Council's criteria. In these cases the area is not recommended for heritage listing.

The following table provides a summary of the findings of the Study and the recommendations for each Period Housing Area:

PHA	COMMENTS	RECOMMENDATIONS
<b>MOUNT VICTORIA</b>		
Eastern and western edges including Harley Avenue.	The eastern and western edges to the village of Mount Victoria play an important role in defining the boundaries of and setting for the village. Continue to provide clear evidence of the historic role of Mt Victoria as the primary staging-point for the movement of people and goods between Sydney and the interior of NSW when travelling across the Blue Mountains. The alignment of the Great Western Highway winds through each of the precincts and the main village area in the centre, providing many opportunities for high quality views of the many towering pines, mature exotic trees and large eucalypts that characterise the area.  A high proportion of pre 1943 fabric has survived, much in notably intact condition and form. These include some that are very rare examples of their type.	Extend the Mount Victoria HCA to include the eastern and western edges of the village. See Section 6 for recommended boundaries.
Other existing PHAs	The heritage conservation area includes PHAs within its existing boundary.	These reinforce the heritage values of the HCA and should remain as part of the HCA.
<b>BLACKHEATH</b>		
Multiple areas throughout the core parts of the village	The PHAs extend over the core of the existing town and include a wide range of building forms and types that demonstrate evolutionary qualities of more than 100 years of residential settlement. Infill development has occurred on previously vacant lots not due to demolition, leaving all layers readable. Many streetscapes are of very high quality with notable private gardens and public domain plantings. Soft verges add to traditional character of streetscapes. High proportion of intact or substantially intact pre-1943 houses including early summer retreats, both large and modest. Few houses have been demolished or even substantially extended in a form not consistent with the original building. Four sub-precincts with distinct heritage values.	The following HCAs should be made: Blackheath Village Blackheath: the Country Retreats Blackheath: the western precinct Blackheath: Lookout Hill See Section 7 for recommended boundaries.

## KATOOMBA

### North:

Katoomba Village	<p>Modest scale with aesthetic qualities of a country town, and demonstrates spatial and fabric values representative of the planning and subdivision principles established by the NSW Surveyor General that contrasts strongly with those of the more intensively developed main area of Katoomba to the south of the railway line.</p> <p>The houses in the Village area are notable for their generally modest scale and detailing. A high proportion have survived in substantially intact condition, and relatively few have been subjected to the replacement of materials such as windows, doors and wall cladding. Several buildings have been relocated into the village and provide evidence of an ongoing Blue Mountains cultural tradition.</p>	The recommended HCA includes the road layout of the Crown subdivision and the surviving core of original fabric. See Section 8 for recommended boundary.
The Grimley and Eunoe Estates	The later release of these estates means that there are few Victorian-era cottages in this area, although several examples can be found. The steep slope to the hillside as it climbs to meet the highway has resulted in a distinctive pattern to the roof forms and streetscapes in this area. Good views are also available to the Village area to the west. The lots at the base of this hill were acquired to provide the tennis courts and bowling greens to serve the needs of the local community. The streetscape quality of Station Street is notable.	List as a heritage conservation area. See Section 8 for recommended boundary.

### South:

JB North's subdivision	Early private subdivision. Includes a high proportion of surviving original houses. Most are modest in scale with good gardens. Topography plays an important role in streetscape values, with panoramic views available. Original estate house has survived with unusual parapet façade addition.	List as a heritage conservation area. See Section 8 for recommended boundary.
Katoomba South Area	Provides evidence of layering and evolution of tourist facilities and accommodation in the Upper Mountains. Includes a range of traditional accommodation forms. Also includes substantial private houses and gardens	List as a heritage conservation area. See Section 8 for recommended boundary.

## LEURA

Leura South	Notable streetscapes of very high aesthetic quality lined by substantial houses and mature gardens; interspersed by more modest traditional holiday cottages. High proportion of substantially intact pre 1943 houses and gardens.	List as a heritage conservation area. See Section 9 for recommended boundary.
Leura North	Streetscape qualities notably different those found to the south of the railway line, with a more intimate, bushland setting dominating. Includes significant individual properties and gardens.	List as a heritage conservation area. See Section 9 for recommended boundary.
Railway Parade	<p>(existing residential heritage conservation area)</p> <p>Demonstrates values consistent with and contributory to those of the Leura South HCA.</p>	Retain individual heritage listings and include within the Leura South heritage conservation area.
Murray Street	Does not demonstrate heritage values required	Do not include in heritage conservation area

### WENTWORTH FALLS

Village of Brasfort subdivision	Subdivision significant. Has retained streetscape and spatial qualities of original settlement as a planned Crown Plan village.	List as a heritage conservation area. See Section 10 for recommended boundary.
Village of Brasfort – Core Area	Notable and highly significant landscape within the original village area and dominated by large traditional gardens with towering pines and network of intimately scaled laneways. Many individually significant and contributory homes and gardens. The scale of lots, maturity of gardens and simplicity of fences and public domain elements (soft verges, unformed gutters etc) mean the streetscapes have a secluded 'retreat' quality. High proportion of pre 1943 houses are intact.	List as a heritage conservation area. See Section 10 for recommended boundary.
Westbourne St Precinct	Group of very rare identical timber cottages in traditional bushland edge setting. Also includes surrounding contributory streetscape. Substantially intact modest streetscape. Research potential to confirm reputed provenance of the cottages (possibly relocated from Mort's Dock at Balmain).	List as a heritage conservation area. See Section 10 for recommended boundary.

### LAWSON

Lawson Nature Reserves Link	Complex cultural landscape – includes early nature reserves, formal avenues established to link them, civic and social core and formal remembrance place marking. Built forms mostly modest but some good examples of more substantial homes.	List as a heritage conservation area. See Section 11 for recommended boundary.
Cottages on eastern corner of Badgery Cresc/Frederica St	Aesthetically pleasing and form part of the local streetscape when travelling east, but several have been heavily altered and the group as a whole does not read as being either part of the adjacent San Jose/Badgery Crescent heritage conservation area, nor demonstrate the heritage values required for listing as a separate heritage conservation area.	Do not include in heritage conservation area

### HAZELBROOK

Western (Railway Parade) Precinct	(includes a small heritage conservation area) Substantially intact late 19/early20thC streetscape in aesthetically prominent setting with contributory gardens.	Retain and extend heritage conservation area. See Section 12 for recommended boundary.
Eastern (Railway Parade) Precinct	Modest but consistent built environment qualities. Includes local scout hall – utilitarian structure but the use has potential social heritage values. Note properties to rear (Orama and Forbes) within the PHA do not play contributory role and are not recommended for inclusion.	List as a heritage conservation area. See Section 12 for recommended boundary.

### SPRINGWOOD

Macquarie Road (east)	High quality landmark streetscape with substantial early 20C homes and gardens. Street trees notable. Overlaps an existing HCA. Unsympathetic development on northern side of Macquarie Road and to the east.	Retain and extend heritage conservation area. See Section 13 for recommended boundary.
Railway Parade and the Great Western Highway	Variable qualities. Includes substantial local landmark Bunda, a collection of large houses and more modest sandstone cottages. Noticeably gentrified and formalised. Significant properties are individually listed. Road alignment and disparity of form and use provide little sense of cohesiveness required for a HCA.	Do not include in heritage conservation area
Western end of Ferguson Road	Small group of cottages adapted for local light industrial and commercial uses. Although they do not demonstrate	Do not include in heritage conservation area

		the qualities of a heritage conservation area, the group provides an aesthetically positive entrance to the town centre, particularly through their modest footprints and some semblance of a front garden, with mature trees etc.	
Lomatia Avenue	Lane/Park	Reason for PHA not known. Only 1 structure in 1943 (now demolished). Does provide backdrop for views over sports field but houses and gardens as a group (nor the bushland setting) does not satisfy criteria for listing as a HCA.	Do not include in heritage conservation area
Moorecourt Avenue		Good quality suburban landscape representative of mid 20 <sup>th</sup> C patterns of subdivision and development in non-tourist towns of the Blue Mountains. Good gardens provide quality setting for homes.	List as a heritage conservation area. See Section 13 for recommended boundary.
Macquarie (West)	Road	Settled, mature character with a good variety of residential styles representative of the development of Springwood and some rare stone houses. Many substantially intact/sympathetically altered. Gardens along railway alignment are generally well screened with intimate quality to houses behind. Good streetscape character with Valley Road/Pitt Street (parallel to Macquarie Road) having a strongly vegetated 'bushland living' quality. Good gardens mean that prevailing quality is enclosed, intimate streetscape. Parts have prevailing mid-late 20C suburban qualities and western end does not have cohesiveness nor sufficient fabric/garden values.  Includes RAHS marker commemorating Gov.Macquarie's naming of Springwood (1815) and 1816 military depot in vicinity.	List as a heritage conservation area. See Section 13 for recommended boundary.

#### WARRIMOO

Warrimoo PHA		Intimate and relaxed streetscape qualities. Narrow road reservations. High proportion of pre-1943 houses have been demolished. Most of the houses are mid-20th Century vernacular cottages. Several houses appear to have been owner-built, being of very basic, functional design. Gardens are generally very simple, with a wide variety of native and exotic plantings evident. Has historic association with prominent Sydney real estate developer Arthur Rickard but evidence of his role is difficult to read in the landscape today.	Do not include in heritage conservation area
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#### GLENBROOK

		The subdivision pattern is simple, with lots typical of the era, although smaller than the traditional size seen in earlier layers of development in the Blue Mountains. Range of built forms with several good examples. Tall eucalypts and exotic understorey plantings provide evidence of garden trends.	List as a heritage conservation area. See Section 14 for recommended boundary.
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## 5.0 RECOMMENDATIONS FOR THE CONSERVATION PLANNING PROCESS

This Review has been prepared in the context of major changes being made to the planning system in New South Wales, and the recommendations contained within this report will need to be adopted and implemented within the shifting legal landscape of the local environmental plan and other legislation.

At the time of writing it is understood that the Department of Planning and Infrastructure will support the retention of the designation 'Period Housing Area' and current controls relevant to this in the interim consolidating LEP, but that the final comprehensive LEP will address only heritage conservation areas. If so, the implementation of recommendations arising from this Review will need to reflect this staged approach, with the areas that have been assessed as having local heritage significance being included in the new Blue Mountains LEP when it is made. Each of the existing PHAs will continue to be protected under the current LEP until it is replaced.

The review process included the identification of the distinctive and characteristic elements that play an important role in defining the heritage values of each of the areas were found to satisfy the NSW Heritage Council's Criteria for local heritage significance. These include elements such as subdivision/planning, built, landscape, public domain, topographic and contextual qualities, each of which should be protected through the planning process, and in particular reflected in DCP controls for the area. Specific recommendations for each area are included in the relevant section.



# REVIEW OF PERIOD HOUSING AREAS IN THE BLUE MOUNTAINS



FOR BLUE MOUNTAINS CITY COUNCIL

Volume 2

## THE AREAS

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## 6.0 MOUNT VICTORIA

### 6.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF MOUNT VICTORIA



The village of Mount Victoria is the westernmost of the towns of the upper Blue Mountains, being situated at the top of Victoria Pass. It is located at the intersection of the two main routes across the Blue Mountains, the Darling Causeway which links the Bathurst Road (now the Great Western Highway) between Penrith and Lithgow; and the Bells Line of Road from Lithgow to Richmond. It was also the location of the terminus of the main western rail line from 1868, when the zig-zag descent to the plains below was completed. Mount Victoria remains the western terminus for trains on the Sydney rail network.

Although its original function had been to provide services for travellers across the mountains, by the end of the 19<sup>th</sup> Century Mount Victoria had become part of the Blue Mountains' booming 'destination' tourist industry, with several substantial hotels such as the Imperial Hotel Victoria, the Victoria and Albert Guesthouse and The Grand (which was built originally as a private Estate) providing accommodation for those seeking retreat from the heat and humidity of Sydney's summer months. By the mid 1880's it was described as "a busy and thriving country resort possessing hotels, stores, boarding houses and villa residences."<sup>1</sup> Mount Victoria was however distinguished from the other towns of the upper Blue Mountains by fewer scenic attractions and lookouts within easy walking distance, and this, combined with the additional distance from the city, meant that it was not as popular once the focus of the Blue Mountains as a destination changed from seasonal to short-term holiday and honeymoon destination in the early 20<sup>th</sup> Century; and it did not develop the ancillary social and recreational facilities that characterised the evolution of other towns such as Katoomba. This allowed the village of Mount Victoria to retain its late 19<sup>th</sup> Century character of a peaceful, scattered country town with local views dominated by some of the most substantial 19<sup>th</sup> Century hotels and guesthouses to have survived in the Blue Mountains.

Victoria Park is prominently located at the centre of the village and includes not only memorial structures, mature native trees and a small amount of recreation infrastructure, but also a group of faux-rustic concrete animal shelters (similar to the well-known structures of Taronga Zoo) that provide evidence of the earlier use of the area as a private zoo.

<sup>1</sup> Mt Victoria, Blackheath and Wentworth Falls Assessment of Core Village Areas. Rod Howard in Association with Cultural Resource Management and Mayne-Wilson and Associates. (n.d). Source of description not stated.

The pattern of settlement is loose and remains focused on the park and small shops and hotel/guesthouses near the intersection of the Great Western Highway and Station Street (Darling Causeway). Most development is very modest in scale, with the 19<sup>th</sup> Century hotels/guesthouses remaining the most imposing structures. Subdivision patterns are simple and traditional in their form and scale, with little re-subdivision of the forms common in more densely settled towns evident. The original layer of settlement remains easily readable, and is characterised by the simple four-roomed worker's cottages with hipped or gabled roofs (many of which have been extended in a variety of ways over the years). Later development has located on formerly vacant sites between the earlier cottages and most streetscapes now include a rich mix of built forms unified by the general consistency of building scale and the size and quality of gardens dominated by mature cool-climate plantings.

Evidence of this pattern of development can be seen in most of the villages of the Blue Mountains, but Mount Victoria is rare in that it continues to demonstrate the spatial characteristics of the late 19<sup>th</sup> Century, with many houses still set on multiple lots and/or remaining surrounded by undeveloped properties.

Most of the core of the original village has already been identified as a heritage conservation area in the 2005 LEP. This area includes several small Period Housing Areas but does not currently include the houses and other buildings at the eastern and western extremities, i.e. when entering or exiting Mount Victoria along the Great Western Highway. These edges include a range of early buildings that make an important contribution to the cultural landscape of the village, including structures such as the original tollhouse and the rustic gothic gatekeeper's cottage at the eastern edge of the settlement and several early houses at the western, particularly near the intersection with Mount York Road. Each also includes good examples of simple early cottages and later bungalows, including particularly good examples from the Interwar period at the eastern end, which fall within a small existing Period Housing Area at the intersection of the Highway and Harley Avenue. This PHA does not however include the toll or gate houses, significant stands of pines, or other potentially significant properties in this precinct.



Figure 6.1. Mount Victoria – showing the location of the existing heritage conservation area (shaded grey) and the Period Housing Areas (outlined). The area shown circled is a Period Housing Area not within the existing HCA. The western edge of the village shares similar values to the eastern and was also investigated. (Map base provided by Council)

## HISTORICAL CONTEXT

The historical significance of Mount Victoria is associated closely with the transport corridor. It was the site of one of the stockades associated with the construction of the road (Victoria Pass), and was the location of one of the early Toll Houses on the route (which survives at the eastern end of the village; and remains the terminus of the main western Sydney Region railway line. It is also the last/first town encountered when travelling across the Blue Mountains and was a main refreshment stop for train travellers to Bathurst in the late 19<sup>th</sup> Century. Mount Victoria was also the starting point for visits to Jenolan Caves. These locational attributes led to the establishment of several grand houses and hotels within the village in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries that continue to dominate streetscape views today. Mount Victoria did not however experience the boom in lower-scale guesthouses and holiday cottages that characterised the 'honeymoon tourism' of the Interwar years that led to a development boom in the other main sightseeing towns such as Leura, Katoomba and Blackheath, a difference that is clearly evident in Mount Victoria's cultural landscape today.

See the previously published histories for more detailed information.



Figure 6.2. and 6.3 (below). Comparison of recent (2011) and 1943 aerial photographs. The 1943 image is marked to show the properties that have survived in a substantially intact form (green), those with substantial additions not consistent with the original built form (orange) (nil) and those that have been demolished (red). With the exception of the properties demolished for the widening of the Great Western Highway, the majority of pre-1943 houses have survived in a substantially intact condition. Source: comparison of 1943 and 2012 aerial photographs. *(base photograph: (c) NSW Department of Lands SIX viewer)*







Figure 6.4. Eastern end of Mount Victoria in 2011 (top) and 1943 (lower) showing the properties that have survived substantially intact (green) and those that have been demolished (red). 67% of the existing lots had been developed by 1943; and of these, 82% have substantially retained their original built forms. (base photograph: (c) NSW Department of Lands SIX viewer)



Figure 6.5. Western end of Mount Victoria in 2011 (top) and 1943 (lower) showing the properties that have survived substantially intact (green) and those that have been demolished (red). Only 25% of the existing lots had been developed by 1943; and of these, 82% have substantially retained their original built forms. (base photograph: (c) NSW Department of Lands SIX viewer)



### 6.1.1 CHARACTERISTICS OF THE PRECINCTS

The eastern edge of Mount Victoria is well defined by two of the earliest surviving buildings in the village, the former railway gatekeeper's cottage and the adjacent former Bathurst Road Toll House (1849), which is a State significant heritage item. The Highway then winds towards the core of the village, with good serial views of the houses and cottages available, particularly on the southern side of the road and over Harley Avenue.

The buildings in the PHA are located between Harley Avenue and the railway line. They are modestly scaled cottages built mainly in the late 19<sup>th</sup> and early 20<sup>th</sup> Century and include several good and unusual examples of Inter-War bungalows, including a good pair of cottages with diamond-pattern shingle tiles. One house is typical of the latter part of the 20<sup>th</sup> Century, being a low, ranch-style building with a very low-pitched roof.

The houses are set close to the street, although most include at least one mature deciduous tree in their front gardens. The difference in level between Harley Street and the Great Western Highway and oblique viewing angle allows the patterns of the cottages to form an attractive streetscape when viewed from the Highway. Access to the easternmost houses in the group is achieved in the manner common in the villages of the Blue Mountains, via a driveway aligned parallel to the highway. The southern side of Harley Avenue is less densely settled, with a single late 20<sup>th</sup> Century dwelling set back from both its boundaries which is well screened by garden plantings from both the Highway and Harley Avenue.

The Harley Avenue PHA is separated from the School of Arts theatre and the rear of the Hotel Imperial by small-scale industrial buildings and a substantial electrical substation. Although these are not residential in character, these developments are part of Mount Victoria's infrastructure.

### OTHER PARTS OF MOUNT VICTORIA WITH SIMILAR CHARACTERISTICS

The existing PHA is limited to the group of houses near Harley Avenue, but the fieldwork revealed that the areas to the south of the highway at the eastern end of the village and on both sides of the highway at the western end share similar aesthetic values including original (late 19<sup>th</sup>/early 20<sup>th</sup> Century) cottages and houses that are set in mature gardens, interspersed by infill (later 20<sup>th</sup> Century) houses set under stands of eucalypts. Both streetscapes reinforce the serial quality of the views that unfold as the road winds up to the central village area from each direction. The western end of the village also continues to demonstrate its traditional role as the first settlement of the Blue Mountains reached after climbing Victoria Pass.

Analysis of the historic aerial photographs reveals that almost all of the cottages (and the church) that existed on the edges of Mount Victoria in 1943 have survived in a substantially intact form, with only two buildings demolished or substantially altered (see Figure 4.4).

The area to the south of the Highway at the eastern edge of Mount Victoria between the Railway Gatekeepers Cottage and Mount Piddington Road (the edge of the current conservation area) is defined by a series of modest cottages set on well vegetated sites above the alignment of the Highway. Several also have very good garden plantings, with the others more simply landscaped. All are screened from casual view. These cottages range in age from late 19<sup>th</sup> Century to late 20<sup>th</sup> Century, but demonstrate a consistency of general form and placement that minimises any negative impact from the more recent buildings along the road.

The western edge of Mount Victoria (between Burwood Road/Grand View Road and Mount York Road) is set on a wider part of the ridgeline, with the houses for the most part being sited level with the road. The 1943 aerials reveal that many of these properties had been cleared and paddocks established, potentially relics of the earlier role of the village as a place to stop before descending the steep slopes of Victoria Pass to the western slopes beyond. Most of these paddocks and gardens have now been infilled with more recent development, but the streetscape continues to be dominated by the mature gardens that surround both original and infill development and creates a strong aesthetic quality for the traveller. The service station is a visually incongruous element, although it continues to provide evidence of the historic role of the village as a place to resupply at the edge of Victoria Pass. The houses located further to the west of the group of early properties near Mount York Road are all of recent construction and do not address the highway or read as being part of it, with those on the northern side addressing Matlock Street and those to the south set well below the level of the highway with only the roofs visible. The ridge narrows appreciably in this area and good views are available over these low-set houses to the wider landscape beyond, in contrast to the more directed views closer to the village.

### 6.1.2 EXISTING HERITAGE LISTINGS:

Following an investigation of heritage values and significance undertaken by consultants Rod Howard Heritage Conservation Pty Ltd and Cultural Resources Management in association with Mayne-Wilson and Associates, the core of the village was identified as a heritage conservation area in the Blue Mountains LEP2005. Its heritage significance was summarised as follows:

*Mount Victoria is unique amongst all of the villages in the City of Blue Mountains. It provides a great deal of evidence of the growth and development of the Blue Mountains with the advent of the railway line during the second half of the nineteenth century and the subsequent consolidation of road transport during the twentieth century. It was a most important railway*

*terminus for many years and a major tourist destination until the era after World War I. These aspects of its past are evident in built items such as the railway station and the large resort hotels that are still visual landmarks in the town. Its school is historically significant, being the first public school established in the Blue Mountains, and the early date of its post office underlines the importance of the village in the economy of the Blue Mountains at the end of the nineteenth century.*

*The village has great aesthetic significance because of the inter-relationship of its built fabric, placed in a setting characterised by open spaces and extensive stands of mature trees. This distinctive townscape is unlike any other in the City of Blue Mountains. The vistas presented on Station Street between the Great Western Highway and Montgomery Street are amongst the finest townscapes in the City of Blue Mountains.*

*(State Heritage Inventory Database 2013)*

The curtilage of this listing at present covers the core of the village, essentially from Grand View Road in the west to Mt Piddington Road in the east; and to the station in the north and Victoria Street in the south. This encompasses most of the area identified in the brief for the earlier study with the exception of the south-eastern edge of the village. Although the findings of this earlier investigation recommended the inclusion of the south-eastern edge of the village (the area now being assessed), the gazetted boundary of the current heritage conservation area extends only as far as shown in Figure 4.1, with the group of cottages in Harley Avenue being listed in the LEP as a Period Housing Area. The reason for this is not known.

The current study does not revisit the area within the current heritage conservation area, but focuses on the PHA and its previously un-investigated equivalent at the western edge of the village.

The areas to the east and west of the village include ten individual heritage items, eight to the east and two to the west. One, the Toll House is of State Heritage Significance, and, with the adjacent railway gatekeeper's cottage, marks the eastern edge of the village. The Toll House is the second oldest building in the Blue Mountains, and one of only two toll houses to have survived in the state.

The following table lists the heritage items within the study area that are listed in existing planning instruments:

Address	Name of item	SHI Reference
45–47 Great Western Highway	High Lodge	MV042
57 Great Western Highway	House	MV053
120 Great Western Highway	Weatherboard cottage	MV067
127 Great Western Highway	"Marthaville"	MV048
135–139 Great Western Highway	Weatherboard cottage	MV068
167 Great Western Highway	Toll house	MV008
169–181 Great Western Highway	Gatekeeper's cottage	MV013
2A Harley Avenue	"Mount Vic Flicks" Cinema	MV049
12 Harley Avenue	"Acorn"	MV070
14–16 Harley Avenue	"Sunnih"i	MV071

The existing heritage conservation area includes several Period Housing Areas. These were not reviewed in detail as part of this study.

## 6.2 STREETSCAPE QUALITIES AND BUILT FORMS OF THE EASTERN AND WESTERN EDGES OF MOUNT VICTORIA

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). The following figures show the assessed streetscape qualities of the study area:

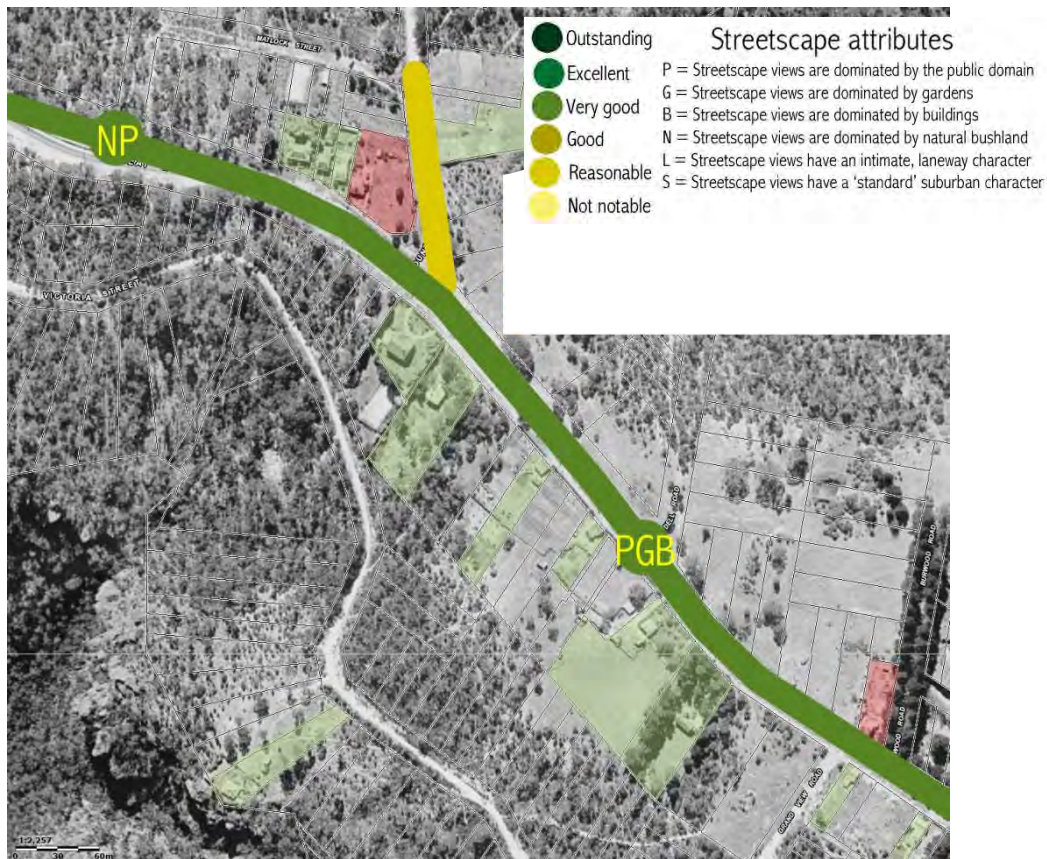
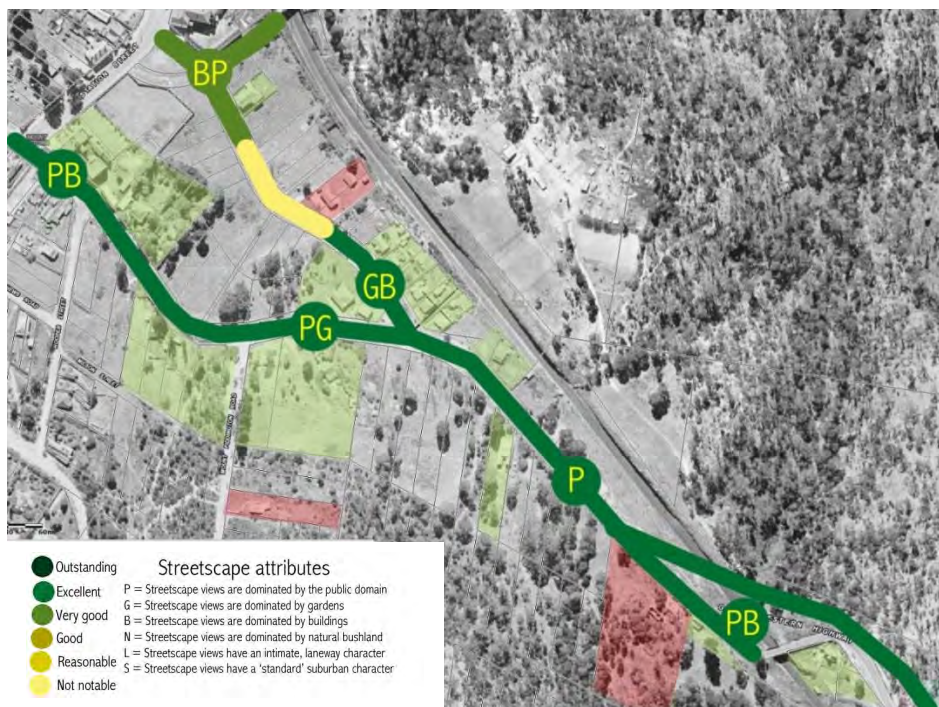


Figure 6.6 (above) and 6.7 (below): Character and quality of the streetscapes within the Mount Victoria (west) (above) and east (below) overlaid on the 1943 aerial image.



The heritage values of the eastern and western edges of Mount Victoria are consistent with those of the main village, with similar patterns and forms of development and a high proportion of buildings and gardens dating from the 19th and early 20th Centuries.



The eastern and western edges to the village of Mount Victoria play an important role in defining the boundaries of the village. They are substantially intact, and continue to provide clear evidence of the historic role of the village as the primary staging-point for the movement of people and goods across the Blue Mountains to the plains beyond. The alignment of the Great Western Highway winds through each of the precincts and the main village area in the centre, providing many opportunities for high quality views of the many towering pines and mature exotic trees as well as some excellent individual eucalypts as the road unfolds below.

The two precincts also include a high proportion of surviving early buildings, with only two structures at each end demolished since 1943. These include some that are very rare examples of their style and form.

### THE EASTERN EDGE OF MOUNT VICTORIA (INCLUDING HARLEY AVENUE)



Approaching Mount Victoria from the railway gate-house

The original toll house is one of only two to have survived in the state. The lower photo shows the remnant original alignment of the highway.



The building shown above was built using the stone from the early coaching inn previously sited close to the road.



Approaching Mount Victoria





#### HARLEY AVENUE:











### 6.2.1 WESTERN END OF MOUNT VICTORIA









### 6.3 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE - MOUNT VICTORIA

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

	Characteristic	Heritage Value	How the value can be seen in the area today (specifically the eastern and western edges of the village)
<p>A : The edges of the village of Mount Victoria are important in the course and pattern of the Blue Mountains' cultural history</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>The town of Mount Victoria has played an important role in the historically and culturally significant exploration, crossing and settlement of the Blue Mountains.</p>			
	Edges of the village	The original form, extent and boundaries of the village remain well defined	Through the clear contrast between the natural bush and settled village landscapes, and in particular, lack of the straggling tertiary/service activity that is commonly found on the edges of villages and towns outside Sydney.
		The edges of the village are still marked by substantially intact groups of 19 <sup>th</sup> Century cottages.	The survival of a range of substantially intact cottages and houses from the 19 <sup>th</sup> and early 20 <sup>th</sup> Centuries.  27 of the 31 buildings that existed at the edges of the village (in the areas under consideration) in 1943 have survived in a substantially intact form.
	Alignment of the main western road	The alignment of the main road (now known as the Great Western Highway) in the vicinity of Mount Victoria continues to follow closely the early 19 <sup>th</sup> Century alignment.	Through the alignment of the road, including the winding of the carriageway as it rises to the top of the hill on which the village is situated.
		The edges provide rare and highly intact evidence of the historic methods of control and management of both road and rail journeys between Sydney and western NSW during the 19 <sup>th</sup> Century.	Through the survival of buildings and places associated with the historic journey over the Blue Mountains in their original historic context and setting.  The toll house provides physical and contextual evidence of the attempts by the Government to control access to the public road network and charging fees for the use of public infrastructure.  The Gate Keeper's cottage formed a critical part of 19 <sup>th</sup> Century rail infrastructure by controlling and managing access at the intersection of road and rail networks. It also forms part of the group of five identical cottages that have survived in situ (with a sixth relocated) across the Blue Mountains.
		Evidence of the historic role of Mount Victoria as a place to prepare/restore on the journey between Sydney and western NSW	Through the vehicular service station at the western edge of the village which provides fuel and basic supplies immediately before/after Victoria Pass.  The rhythms of development between the service station and the town continues to demonstrate the original pattern of settlement, with the wide spacing of the original cottages (now infilled by residential development) and the relatively level ground providing spatial evidence of the earlier presence of stock holding pens in this area.
C	<p>The edges of the village demonstrate the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>The arrival to the villages at each end demonstrates distinctive aesthetic qualities that define the abrupt transition between natural bushland and the settlement of Mount Victoria.</p>		
	The edges of the village are well-defined	<p>The historic form and extent of the village remains clearly readable.</p> <p>The edges are marked by</p>	The original Toll House and the gate-keeper's cottage continue to mark the eastern edge of the village and continue to demonstrate the principal characteristics of their historic role as the place of transition between the wilderness of the bush landscape and the village settlement.

	Characteristic	Heritage Value	How the value can be seen in the area today (specifically the eastern and western edges of the village)
		groups of traditional cottages.	The western end is similarly defined by the group of 19 <sup>th</sup> and early 20 <sup>th</sup> Century cottages and gardens. The group of later 20 <sup>th</sup> C residences on the southern side (outside the recommended curtilage) are set well below the road and have minimal visual impact on the ability to read the traditional edge of the village.
	Building typologies are consistent with those of the main town	The streetscape of Harley Avenue forms part of Mount Victoria and includes examples of building typologies that are otherwise rare in Mount Victoria.	The small group of houses situated at the eastern end of Harley Avenue are separated from the core of the village by the electrical substation, but when viewed from the highway form an important and cohesive part of the fabric of the village. This group includes one individually significant heritage item (120 Great Western Highway) and a very good pair of Inter-War residences in the cottage style that make a particularly positive contribution to the streetscape (these are already listed as heritage items).
	High quality and significant views at edges	The aesthetic qualities of the serial views that unfold as the road winds along the ridgeline and up towards the main village area.	The edges continue to demonstrate the characteristics of the traditional serial views that mark the transition between the village settlement and the surrounding bushland.  Houses are (with the exception of one early cottage) set back from their street boundary sufficiently to have allowed the planting and growth to maturity of gardens which in many instances play an important role in establishing and reinforcing the aesthetic qualities of the streetscape.  More recently constructed residences are characterised by either exotic or native gardens, the latter including the retention of original eucalypts under which the house is nestled. This is a secondary theme of landscaping that is characteristic of the later layers of settlement in the Blue Mountains in the second half of the 20 <sup>th</sup> C.
	Importance of gardens	The mature gardens and individual plantings play an important role in the aesthetic values of the village of Mount Victoria	The quality and density of the gardens to the properties along the highway emphasise the distinctiveness of Mount Victoria's cultural landscape and emphasises the village's aesthetic quality and character of a self-contained village surrounded by natural 'wilderness' landscape.  The mature gardens and trees play an important role in defining the serial arrival and departure views when entering/leaving the village by directing the eye and preventing aesthetic distraction.  The gardens and mature plantings also help to reduce the less desirable impacts of the heavy vehicular traffic flow on the adjacent residences.
	Intimate streetscape character	Intimate, enclosed quality of most streetscape views, although the village is sited in an aesthetically spectacular landscape.	Almost all of the views within the area are enclosed and defined by the local streetscape. This is a result both of the siting of the village on a narrow plateau, with the highway being sited close to the centre of the ridge and away from opportunities for panoramic views (except to the south at the western edge); and the screening qualities of the established gardens that are an important characteristic of the local streetscape.  These garden plantings also act to create and control the aesthetically rich arrival experience into the village with a series of close and directed views unfolding as the road rises from both directions to the centre of the village at Station Street.
D	The edges include sites that are likely to demonstrate strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons  <i>Heritage Council's Guideline for Inclusion satisfied:</i>  The edges of the village include a place likely to be significant to the local community for spiritual and social reasons		
		St Paul's Catholic Church is the Catholic community's only church in Mount Victoria.	The Church building demonstrates the characteristics of a typical small church in a country town, being modest in scale and of simple design with mature boundary plantings.  The significance of the Church to the local community was not investigated as part of this study.
E	The edges include sites which have the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.		
		Early buildings and sites with archaeological potential.	Most properties along the route of the original highway have some degree of archaeological potential, and in particular those known to have had active uses in the mid-late 19 <sup>th</sup> Century, including the Toll House, the railway gatekeeper's cottage and the site of the Welcome Inn and store (161-165 Great Western

	Characteristic	Heritage Value	How the value can be seen in the area today (specifically the eastern and western edges of the village)
			Highway) which are located in a group at the eastern entrance to the village.

#### 6.4 HERITAGE SIGNIFICANCE OF THE EDGES OF MOUNT VICTORIA

The Mount Victoria Heritage Conservation Area satisfies the NSW Heritage Council's criteria for listing as a locally significant heritage conservation area. The current listed area includes the central part of the village, but the field work has confirmed that the village's heritage values extend beyond this to the eastern and western edges of settlement. These eastern and western edges also demonstrate heritage values in addition to those of the core area, including the high quality aesthetic and historic values of the serial views that unfold when travelling along the highway. The well-defined edges to the village also demonstrate a strong contrast to the qualities and significance of the dense bushland of the Blue Mountains that surrounds the village.

The edges of the village play an important role in defining the landmark qualities of Mount Victoria as the final (or first) settlement encountered when crossing the Blue Mountains. The edges of the village also continue to provide evidence of the Mount Victoria's historic role in the journey of crossing the Blue Mountains, including the survival of the original toll house and one of only four railway gatehouses that have survived in situ in the Blue Mountains at the eastern edge of the village.

The physical curtilage of Mount Victoria is defined by the groups and patterns of 19<sup>th</sup> and early 20<sup>th</sup> Century cottages and other buildings that are situated along the side of the highway as it winds into the centre of the village. The range of early housing styles and forms is consistent with those found throughout the village and contributes to the development of an understanding of the historic form and character of the settlement as it has evolved over the years, particularly for those who do not explore the areas of the village away from the highway.

Similarly, one of the most important characteristics of the already listed heritage conservation area is the mature gardens that surround many of the properties in the Blue Mountains, and these are also an important characteristic of the properties of the arrival/departure sequence, with several notable examples screening residences from the highway.

The western edge precinct also includes a property likely to be of social value to the local community, St Paul's Catholic Church.

The Statement of Heritage Significance for the village should read as follows:

*Mount Victoria is unique amongst all of the villages in the City of Blue Mountains. It provides a great deal of evidence of the growth and development of the Blue Mountains with the advent of the railway line during the second half of the nineteenth century and the subsequent consolidation of road transport during the twentieth century. It was a most important railway terminus for many years and a major tourist destination until the era after World War I. These aspects of its past are evident in built items such as the railway station and the large resort hotels that are still visual landmarks in the town. Its school is historically significant, being the first public school established in the Blue Mountains, and the early date of its post office underlines the importance of the village in the economy of the Blue Mountains at the end of the nineteenth century.*

*The approaches to the village are of particular heritage significance because they include very rare examples of the main phases of transport infrastructure associated with the settlement of New South Wales, including one of only two original toll-houses, railway gate-keepers cottage, the current railway line and facilities for contemporary traffic.*

*The village has great aesthetic significance because of the inter-relationship of its built fabric, placed in a setting characterised by open spaces and extensive stands of mature trees. This distinctive townscape is unlike any other in the City of Blue Mountains. The vistas presented on Station Street between the Great Western Highway and Montgomery Street are amongst the finest townscapes in the City of Blue Mountains.*



Figure 6.8. Plan showing the recommended extensions to the Mount Victoria Heritage Conservation Area (shown shaded yellow).

### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF MOUNT VICTORIA'S HISTORIC CULTURAL LANDSCAPE

The table above outlines the ways in which the heritage significance of the eastern and western edges of Mount Victoria is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The Mount Victoria heritage conservation area is a significant cultural landscape that is formed from the relationships that exist between the many different building types and forms, the subdivision and road patterns, the public domain such as road widths and treatment of verges; and the way that all of these have been developed in response to, and also had a significant impact on, the natural landscape.

One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character. Most cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that there are very few 'groups' of historic houses, rather they are spread widely with either large gardens or more recent, infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement are protected, and that new development responds to the principles, patterns and forms that were used in its original development.

The following elements of the edge areas were identified as contributing to the heritage significance of Mount Victoria as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The isolated siting of Mount Victoria as a small, discrete village within the dense natural landscape of the Blue Mountains.
- The siting of the village on a narrow plateau that straddles the highway ridge.
- The relatively short transition from native to exotic vegetation on entering the village.
- The winding road that follows the contours of the ridgeline.
- The mature garden setting of most properties irrespective of the date the house was constructed.
- The use of dense planting to screen the aesthetic impacts of the heavy vehicles travelling along the highway through the village.
- Mature conifer windbreak plantings following the alignment of the property boundaries
- Houses set well back are nestled under the tree canopy.
- The wall of exotic trees rising behind houses when viewed from the highway.
- Views are generally highly directed by vegetation with little indication of the wider landscape setting (with the westernmost edge being an exception)

### Subdivision and public domain elements:

- The natural, evolved character of the subdivision pattern that responds to the local topography and patterns of early land grants and parcels.
- Large, deep lots facing the road result in a low-density streetscape.
- Narrow carriageway for a major highway (note that the highway is being progressively upgraded to four lanes)
- Soft verges and 'un-engineered' aesthetic quality.
- Lack of formal statement fences and gates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.
- The use of driveway-scaled slip roads to provide grade-separated access to dwellings adjacent to the highway.

### Land use elements

- Survival of the original residential land uses have resulted in a high quality streetscape to the edge of the village.
- Lack of low-rent commercial businesses.

### Built elements

- A range of built forms from c1870 to contemporary.
- No tradition of demolition: infill development was established on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Buildings are modest in scale and form.
- Most are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the late 20<sup>th</sup>C are also built of brick/tile construction.
- Garages and car parking is provided in a separate structure towards the rear of the lot.
- Front fences are simple and 'rural' in style (larger lots) or appropriate for the period of the residence (cottages). Where solid fences are present they are traditional timber paling or re-used sheets of roofing iron.

### Elements that detract from the heritage values

- Although the petrol station is historically consistent with the traditional role of the village, its current standard corporate design and configuration is a visually intrusive element, particularly as it is sited in a visually sensitive position.
- Alterations and additions that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations.





## 7.0 BLACKHEATH



### 7.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF BLACKHEATH

Blackheath is a small town located on the Great Western Highway between Mt Victoria and Medlow Bath. The centre of the township is situated close to the south-western edge of a relatively level area that extends away from the main highway ridgeline to the East. The alignments of the highway and railway line are close to the western edge of this plateau, with the settled area accessed via a level crossing near Govetts Leap Road.

Blackheath today is a mature cultural landscape that has evolved on the site of what, from the evidence of Governor Lachlan Macquarie and other early observers, was a particularly unprepossessing landscape of barren rock and blackened shrubs, and even a slightly later commentator such as Lt Col Godfrey Mundy in 1846, when the road to Bathurst was reasonably well travelled, described how the Commandant of the Convict Stockade's house was set against the bushland, but how the hamlet was 'laid out on a rocky plateau cleared of trees, and commanding a prospect of melancholy and desolate sterility' (Godfrey Charles Mundy, *Our Antipodes: or, Residence and Rambles in the Australasian Colonies. With a glimpse of the gold fields*. In three volumes. 2<sup>nd</sup> ed, London, Richard Bentley 1852. Pp. 158-159 [Mitchell Library 980.1/331A1/B1. Referenced in Lavelle, S. *The Blackheath Stockade* in Peter Rickard (ed) *Blackheath*: P.44.<sup>2</sup>).

The town today is notable for the high quality and maturity of its streetscapes, gardens and plantings in both the private and public domains, and for the range of built forms and estate types that range from very modest worker cottages and owner-built houses to the grand estates used as country retreats by affluent and powerful Sydney families throughout the late 19<sup>th</sup> and early-to-mid 20<sup>th</sup> Centuries.

The town was established on the site of the convict stockade which was established during the construction of the road to Bathurst as the base for construction work on the Bathurst Road from 1844 to 1849, with the centre of the stockade situated close to where the

<sup>2</sup> Rickwood, Peter. 2005. Blackheath: Today from Yesterday: a history of a town in the Blue Mountains of New South Wales, Writelight Pty Ltd for the Rotary Club of Blackheath Inc.

school is today and the ancillary facilities such as paddocks etc. extending across the contemporary alignment of the railway line and towards the north<sup>3</sup>. No trace of the stockade is visible in the surface landscape today.

The character of Blackheath is distinctive and one of the most aesthetically outstanding settlements in the Blue Mountains. It includes a fine and substantially intact group of shops at its core with a large early theatre, hotels and low key civic infrastructure. The streets of the town are wide with many deciduous avenue street plantings. These are complemented by the many well established and maintained gardens that provide high-quality settings for the houses and cottages. The outer areas of Blackheath, particularly to the east are characterised by large late 19th and early 20th century estates which feature extensive cool climate gardens surrounded by mature windbreak planting.

The first permanent structures in the area included the Convict Stockade (1844-1849) which was built to house convicts employed on public works such as the improvement of the road link and the erection of infrastructure such as police stations and other public works, and Andrew Gardner's Inn, known variously as the Scotch Thistle Inn and Gardner's Inn, and later as the Hydora and then the Astoria Hotel. Little other development occurred, although tracks were formed to major scenic points such as Govetts Leap and Hargreaves Lookout at the edge of the Shipley Hotel.

Notwithstanding the lack of local development, Blackheath was the site of the first Crown land release in the Blue Mountains. It was surveyed for village settlement between 1877 and 1878 with the first lots offered for sale in 1879. The village was limited to the land to the east of the railway line, with the area between the Great Western Highway and Inconstant Street divided into one-acre lots and the remainder of the land into larger lots. Land to the east of Cleopatra Street and south of Prince Edward Street was not within the village but was marked on the plan with larger, estate sized lots (10-20acres) and described as 'suburban' lands (which at that time meant subsidiary to the village, or urban, area). The final plan was published in the Government Gazette of the 20 March 1885. (LTO and Blackheath (p.421)) The Plan was amended several times in subsequent years, including the incorporation of Andrew Gardner's land at the north-eastern intersection of the Great Western Road and Govetts Leap Road and several re-subdivisions to extend the area available for small-lot development.

Blackheath's town plan is an atypical example of the Surveyor-General's work, whereby the grid street layout that was usually applied irrespective of the characteristics of the local topography was modified to accommodate both Andrew Gardner's earlier land grant and the extant tracks to Hat Hill and Govetts Leap, and also in the way that the area reserved for common use ('Railway and Public Purposes') responded to the availability of water for the railway rather than being placed to function as a village common surrounded by residential lots as seen in the other planned towns in the Blue Mountains such as Katoomba and Wentworth Falls. The land granted to Andrew Gardner was released as a separate private subdivision in 1893 and became the core of the retail area of the village.

One of the most characteristic indicators of the principles of mid-19<sup>th</sup> Century planning in country towns is the width of the road reserves, being significantly wider than those used in speculative subdivisions. These have survived throughout Blackheath and can be read today through the wide verges that separate the carriageway from property boundaries in the core areas, their streetscape qualities enhanced by the quality and consistency of street tree plantings in the verges including the avenue plantings of deciduous trees such as Ashes, Liquidambars in the streets closest to the Highway and smaller flowering fruit trees such as cherry to the east of Inconstant and Clan William Streets. These have matured to form spectacular and significant seasonal displays that play an important role in defining the character of Blackheath.

The land to the west of the railway line was not within the formal village area and was originally subdivided into larger parcels of between 14 and 56 acres near the railway line and over 600 acres further to the west. This area was also subdivided for residential development in the late 19<sup>th</sup> Century and although the road reservations are narrower than those in the main village area, the character of the streetscapes are similar to those to the east, with a rich variety of built forms from the late 19<sup>th</sup> to contemporary and with landscape characters ranging from close-set village to cottages integrated with the surrounding bushland. The streetscapes of the western part of Blackheath are also distinguished by the good views and vistas towards the escarpments to the west and the Cox's River Valley beyond that are available from the public domain, including both those directed or terminated by the alignment of the street and those available over the roofs and between houses. Views of this quality or extent are not available from the main village precinct to the east.

Other outlying areas include the Shipley Ridge extending to the south-west which is characterised by small orchards and farms, 'Paradise' or Paradise Hill which lies to the north-west of the main town area on the western side of the railway line which includes a variety of building types and forms and the area near the Blackheath Golf Course to the south-east, much of which now lies within the area reserved for water supply.

The small, lozenge-shaped area of land at the southern entrance to the town and between the railway and highway is distinctive for its physical separation from the remainder of Blackheath as well as for its prominent height which affords panoramic views from the peak (known by a variety of names over the years, including Hill 33, Lookout Hill, Tank Hill and Tower Hill). The hilltop is dominated by Blackheath's water storage reservoir and a large communications tower, but the slopes also include a variety of houses, with several very good examples of the late Victorian and Federation periods and traditional cool climate gardens. The buildings step up the hillside, the roof ridges producing a distinctive streetscape rhythm.

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<sup>3</sup> Historical Archaeological Assessment: Site of the Blackheath Stockade, Blackheath, NSW. Siobhan Lavelle 1993.



Although Blackheath was established relatively early and is the closest settlement to scenic attractions such as Govetts Leap and Hargreaves Lookout, the pace of development as a tourist destination was slower than that of Katoomba and Leura and although some very well-known guesthouses and hotels are located in the town, the majority of properties were constructed as, and remain, single family dwelling houses.

Analysis of the aerial photographs taken in 1943 reveals that although most of the larger lots on the outskirts of the original town had been re-subdivided to suburban proportions, many remained undeveloped. Some of these newer lots were incorporated as part of amalgamated properties with substantial gardens, and others were vacant with worn tracks revealing local shortcuts. Most of these vacant lots, and many of the lots that were originally part of gardens, have now been developed. The houses are generally consistent with the earlier development, with most being modestly scaled, single storey houses built in styles that reflect the date of their construction. A limited amount of more recent and aesthetically anomalous medium density development can also be found in places, which, although it has an impact on the scale and quality of the immediately surrounding streetscape is not extensive enough to affect the quality or prevailing streetscape character of the town as a whole.

Like most of the towns of the upper Blue Mountains, Blackheath is noted for its imposing country retreats, most of which are located on the larger lots on the eastern outskirts of the original village. Many of these properties have retained most, and in some cases, the whole of, their original garden setting and are still distinguished by the tall conifer marker trees that enclose their perimeter, creating a sense of including landscape elements such as the tall conifers that are characteristic of the substantial properties of the upper Blue Mountains.

The houses of Blackheath are almost all a single storey in height and constructed of lightweight materials such as weatherboard. Built forms vary from the very simple late Victorian four-roomed hipped or gabled cottage to the substantial and rambling country retreats of the prominent local families such as the Popes. The town still includes many good and substantially intact examples of weatherboard cottages from the Inter- and Post-War periods and 1960-1980 single storey brick project houses. The Inter-war cottages in particular are notable in that few have the high pitched, brick and triple-gable façade characteristic of the typical 'Sydney Bungalow', instead being of weatherboard construction with lower-pitched gable forms that respond more sensitively to the underlying form of the house itself.

One of the most notable characteristics of Blackheath is the quality of its streetscapes. The formal planning of the town and attention to street tree planting by Council and the community over the years has allowed most of the main streets in the village core to have matured into high quality streetscapes, with avenue plantings of deciduous trees such as Liquid Ambers (*liquidambar styraciflua*) and Maples (*Acer x freemanni*), which are characterised by their very colourful foliage in autumn and delicate tracery in winter and have become a tourist attraction in themselves.

Relatively few houses are completely intact, but most alterations and additions have been sympathetic to the original house in their siting, scale, form, proportions and materials and therefore contribute positively to the streetscape and the evolution of the village. A common less sympathetic alteration has been the replacement of original timber-framed windows by sliding aluminium in the second half of the 20<sup>th</sup> Century, although these have now also reached an age where deterioration of the window affects its performance and a trend to replace them with more sympathetic timber sash windows is evident. The town is also notable for the rarity of either late 20<sup>th</sup> Century 'makeovers', such as the replacement of original timber elements (walls and roof cladding and windows) with aluminium, or that of gentrification, often characterised by the rendering of walls and the introduction of horizontal building details. These can be seen in places, but most fabric is substantially intact.

Similarly, although a high proportion of houses have been altered and added to over the years, most of these changes have been made in a manner that is generally consistent with the original form and proportions of the building, and are of a style and detail that is generally consistent with the earlier, allowing the new layer to read as generally sympathetic and consistent with the traditional.

The most common unsympathetic building alteration has been the removal of timber-framed windows and the installation of horizontal sliding and aluminium-framed windows. Many of these are now failing and replacements are once again being sought. Council's current controls encourage sympathetic and appropriate changes and many houses have re-installed traditional timber-framed windows.

One of the most notable feature of the towns of the Blue Mountains, particularly when compared against other areas that may be superficially similar, is the amount of space still available around houses due to the generous proportions of the original village lots and the lack of re-subdivision intended to gain additional lots between existing houses or in the rear garden areas. Indeed, the relatively wide lots and restrained footprints of most houses has meant that the landscape reads clearly as a multi-dimensional one, with views not only directed along the streetscape, but also readily 'keyed' into the private domain through well-planted front, side and rear garden areas, with many houses partially or wholly hidden from casual view, and where visible, most are dominated by the surrounding vegetation.

Like all the villages released by the Crown in the Blue Mountains, no formal core was identified as a shopping and service area; and the form of Andrew Gardner's original land grant can still be read through the alignment of Govetts Leap Road and the position of the Inn (still known as Gardner's Inn, albeit in a new building). Once his land was released for development it soon became the focus of the village, being located near the station, at the level crossing to the western areas (by then also opening for settlement) and adjacent to Govetts Leap Road, which led to the main tourist attraction in the area. The importance of this corner was reinforced by

the location of services such as the formal Post Office (replacing a series of temporary accommodations) and attractions such as the Victory Theatre and the New Ivanhoe Hotel; and the intimately scaled and architecturally cohesive shopping precinct continues to play an important role in establishing the character of Blackheath today.

A smaller, also significant evidence of Blackheath's role as an evolving cultural landscape was its role as the location of engineer Dick West, who was the designer-creator of the iconic welded-steel playground equipment installed widely in suburbs and towns across NSW in the 1960s and 1970s. His designs included a multi-level rocket ship, an aeroplane, an Old Woman's Shoe, a stagecoach and an elephant and soon became iconic and significant element of the cultural and social landscape for a generation of children. By the late 1990s however, almost all of those in public parks across the state were removed due to fears of litigation and insurance claims. In recognition of the unique significance of the design to Blackheath however, the local community have restored and re-installed a range of pieces in Memorial Park, where they are now very rare examples of their type.

### AREAS INVESTIGATED

The location of the existing Period Housing Areas is shown at Figure 5.2. These cover much of the original village area and significant areas to the west of the highway as well as outlying areas to the east. They are primarily residential in character, although the central retail area is included. All of these areas and the surrounding streets were investigated as part of this study. Investigation of the north-western edge of Blackheath was not included in the study brief.

Blackheath does not include any heritage conservation areas at the present time.



Figure 7.1

Blackheath: showing the location of the existing Period Housing Areas. The properties shaded grey are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005. The hatched properties are also listed on the State Heritage Register.

(map provided by Blue Mountains City Council)



Figure 7.2. Aerial photograph of Blackheath taken in 1943 (note that the image does not extend to include the outlying eastern areas along Hat Hill and Govetts Leap Roads). (c) *NSW Department of Lands SIX viewer*





Figure 7.3. Blackheath in 2012 (c) *NSW Department of Lands SIX viewer*



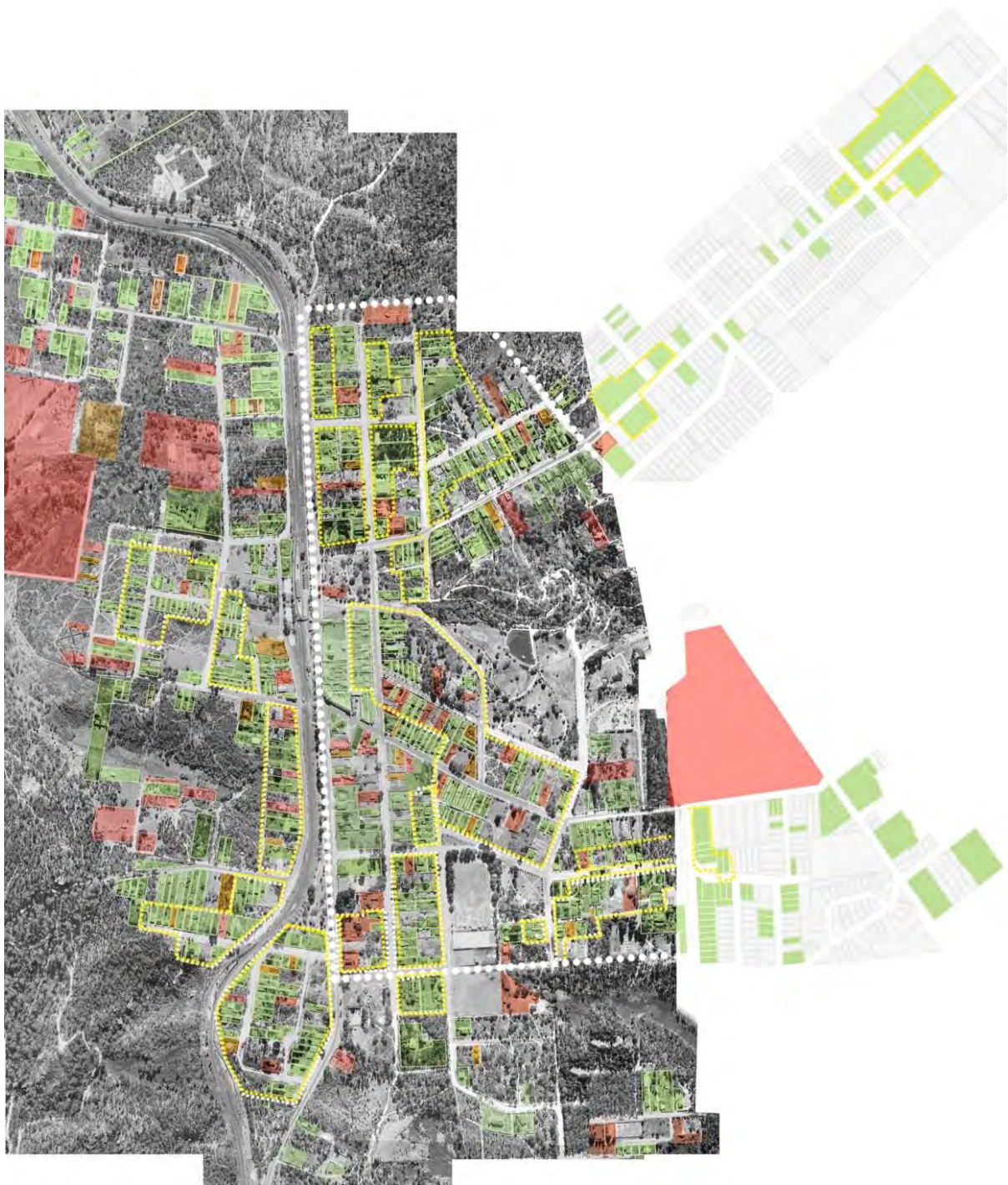


Figure 7.4. 1943 aerial photograph showing the properties in the PHAs (marked yellow) and surrounding streets that have survived in a substantially intact form, those with substantial additions not consistent with the original built form and those that have been demolished. The majority of pre-1943 houses have survived in a substantially intact condition. Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished. 49% of the existing lots in the Crown Subdivision had been developed by 1943; and of these, 86.5% have substantially retained their original built forms. 67% of the existing lots to the west of the railway line had been developed by 1943; and of these, 91.6% have substantially retained their original built forms. 67% of the existing lots on Lookout Hill had been developed by 1943; and of these, 91% have substantially retained their original built forms. 85.7% of the existing lots in the outlying areas to the east had been developed by 1943; and of these, 91.6% have substantially retained their original built forms.

Source: comparison of 1943 and 2012 aerial photographs. (base photographs: (c) NSW Department of Lands SIX viewer)

## EXISTING HERITAGE LISTINGS IN BLACKHEATH

Address	Name of item	LEP reference
11 Ada Street	"Currong"	BH066
18–20 Ada Street	"Magellan"	BH068
22–24 Ada Street	"Majorca"	BH069
37 Ada Street	"Montana"	BH071
2–12 Barratt Street	"High Pines" and garden	BH085
18 Barratt Street	"Girrawheen" and garden	BH084
1–3 Bradley Avenue	California bungalow	BH146
9 Brentwood Avenue	"Kubba-Roonga"	BH048
66 Clanwilliam Street	"Corner Cottage"	BH147
46 Cleopatra Street	"Navara" and garden	BH091
118–124 Cleopatra Street	"Cleopatra"	BH022
16 Clyde Avenue	"Tree Tops" and garden	BH065
36–50 Gardiner Street	Brick bungalow	BH148
2–16 Govetts Leap Road	Neate's Building	BH149
18–20 Govetts Leap Road	Ashcroft's/Irene's Deli on Govett	BH150
19–25 Govetts Leap Road	Victory Theatre Antiques	BH094
22 Govetts Leap Road	Shop fronts	BH151
27–29 Govetts Leap Road	Kenmare Buildings	BH152
31 Govetts Leap Road	Commonwealth Bank	BH154
36 Govetts Leap Road	Post Office	BH024
40–42 Govetts Leap Road	Cascade Antiques	BH153
40–68 Govetts Leap Road	Former residences (group listing)	BH157
43–45 Govetts Leap Road	Uniting Church	BH051
52 Govetts Leap Road	"Oakdene"	BH155
56–60 Govetts Leap Road	"Glenella"	BH095
64 Govetts Leap Road	"Ribbons and Rainbows"	BH156
90 Govetts Leap Road	Fibro cottage	BH158
102–104 Govetts Leap Road	Former shop	BH159
106 Govetts Leap Road	Weatherboard cottage	BH160
118 Govetts Leap Road	"Boscobel"	BH126
123 Govetts Leap Road	"The Laurels" and garden	BH062
161–169 Govetts Leap Road	"Balquhain" and garden	BH057
Great Western Highway	Blackheath Railway Station	BH029

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Great Western Highway	The Gardens War Memorial	BH123	
Great Western Highway—outside The Gardens	Macquarie Monument	BH030	
Great Western Highway/Railway Reserve	Shelter	BH172	
Great Western Highway/Railway Reserve	Rotary Directory	BH174	
174 Great Western Highway	The Manse	BH129	
194 Great Western Highway	St Mounts	BH052	
207 Great Western Highway	Former teacher's residence	BH161	
209 Great Western Highway	"Norwood"	BH056	
211 Great Western Highway	IGA (Kerry's Service Station)	BH162	
Opposite 211 Great Western Highway	Horse trough	BH134	
Opposite 211 Great Western Highway	Horse trough	BH134	
213 Great Western Highway	"Kia Ora"	BH163	
215 Great Western Highway	Blackheath Automotive	BH164	
217–221 Great Western Highway	The Annex Antiques	BH165	
223–225 Great Western Highway	Fire Station	BH166	
229–236 Great Western Highway	New Ivanhoe Hotel	BH026	
233–237 Great Western Highway	Yarralumla Flats	BH167	
238–239 Great Western Highway	Dash's Pharmacy	BH168	
240–242 Great Western Highway	Wattle Cafe/Blackheath Florist	BH099	
245 Great Western Highway	Former butcher's shop	BH169	
246–249 Great Western Highway	Cafe Banksia/De Losa's/Piedmont Inn/Blackheath Charcoal Chicken	BH170	
255 Great Western Highway	Gardiner's Inn	BH027	State significant
265 Great Western Highway—Blackheath Gardens	Community Centre	BH171	
266 Great Western Highway	Shops adjacent to the station	BH173	
282–285 Great Western Highway	"Rowan Brae"	BH130	
289–290 Great Western Highway	"Nalawa" and garden	BH133	State significant
322–331 Great Western Highway	Blackheath General Cemetery	BH120	
2–8 Hat Hill Road	St Aidan's Anglican Church	BH031	State significant
214 Hat Hill Road	"St Elmo" and garden	BH136	
1–7 Haviland Street	Haviland Street group	BH177	
1 Haviland Street	Cottage	BH175	
3 Haviland Street	Weatherboard semi-detached cottage	BH074	
5–7 Haviland Street	Semi-detached cottage	BH176	
Leichhardt Street	Blackheath Stockade (site only)	BH034	
1 Leichhardt Street	Federation cottage	BH178	

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1A Leichhardt Street	Blackheath Public School	BH033
5 Leichhardt Street	Timber bungalow	BH179
7 Leichhardt Street	"Killarney"	BH180
47 Leichhardt Street	"Heatherton"	BH088
63 Leichhardt Street	"Carcoola"	BH089
64 and 66 Leichhardt Street	"Dulwich" and dairy shed	BH143
24 Lookout Road	"Gwandoban"	BH096
6 Murri Street	Bungalow	BH181
26–50 Park Avenue	Memorial Park	BH023
26–50 Park Avenue	Gallipoli Steps, Blackheath Memorial Park	BH184
26–50 Park Avenue	Gates, Blackheath Memorial Park	BH185
26–50 Park Avenue	Pool Pavilion, Blackheath Memorial Park	BH186
29–31 Park Avenue	"Colonia"	BH182
35 Park Avenue	Weatherboard California bungalow	BH183
8–14 Railway Avenue	Group	BH191
8 Railway Avenue	"Faversham"	BH187
10 Railway Avenue	Weatherboard cottage	BH188
12 Railway Avenue	"Como"	BH189
14 Railway Avenue	Weatherboard cottage	BH190
16 Station Street	Station Master's house	BH067
124 Station Street	"Dover Hall"	BH192
132–133 Station Street	"Braemar"	BH075
8–12 Staveley Parade	"Thorington" and garden	BH083
15–15a Staveley Parade	"Gowan-Brae" and garden	BH082
11–21 Thirroul Avenue	Group listing: 11: "Lindham" 15: "Kazula" 17: "Inston" 9: "Calrossie" 21: "Mon Repos"	BH073
1–5 Waragil Street	"Guinnes Lodge"/ "Evanville"	BH059
18 Waragil Street	Brick cottage	BH193
26 Waragil Street	"Ban Tigh", brewery site and garden	BH060
70 Wentworth Street	House and garden	BH195
91 Wentworth Street	Former Church of Christ	BH049
95 Wentworth Street	Masonic Temple	BH050
97 Wentworth Street	Fibro house	BH196



101 Wentworth Street	California bungalow	BH197
105 Wentworth Street	Former IOOF Hall	BH198
123–125 Wentworth Street	Leslie Memorial Presbyterian Church	BH064
124 Wentworth Street	Normandie Restaurant	BH199
128 Wentworth Street	California bungalow	BH200
129 Wentworth Street	"Goohli"	BH201
130–134 Wentworth Street	Group of buildings	BH205
130 Wentworth Street	Brick house	BH202
132 Wentworth Street	Brick house	BH203
134 Wentworth Street	Brick duplex	BH204
157 Wentworth Street	"Duddington"	BH036
159 Wentworth Street	Cottage	BH145
165–171 Wentworth Street	Sacred Heart Roman Catholic Church	BH041
179 Wentworth Street	"Yabba Yabba" and garden	BH045

## 7.2 BLACKHEATH'S PERIOD HOUSING AREAS

Blackheath's Period Housing Areas extend over the core of the existing town and include a wide range of building forms and types from the more than 100 years of residential settlement. Few streetscapes are comprised of rows of matching, or even similar, houses. Instead, they are characterised by the rich variety of styles that reflect the gradual infilling of the lots created in the early subdivisions. This is consistent with the relatively large areas of land offered for sale in each release of the Village in the late 19<sup>th</sup> Century, resulting in very low densities of development over the wide area seen today. Few houses have been demolished or even substantially extended in a form not consistent with the original building (note that the brief did not allow for the identification of changes to detailing of each property). The analysis also reveals that although most streetscapes include many examples of later houses from the mid-late 20<sup>th</sup> Century, these were almost all constructed on vacant land, and had negligible impact on the earlier buildings in the area.

The streetscapes today therefore are notable for their wide range of architectural periods and built forms, and their highly intact and cohesive character is due largely to the consistently low densities of development, regardless of the style or period of the building, the generous front and rear gardens (the latter which have allowed the growth of tall trees that frame views of the houses) and the quality and density of streetscape planting in most streets.

The characteristics of Blackheath's landform and the alignment of major infrastructure such as the Great Western Highway and main Western Railway Line have effectively divided the town into a series of sub-precincts, each with unique attributes. These include the original village area on the eastern side, the Country Retreats on the outer edge of the original village, the steep hill at the southern edge of the town where the water tank and communications tower are located and the streets to the west of the railway line and the small precinct leading to the Shipley Plateau.

### 7.2.1 CROWN SUBDIVISION: BLACKHEATH VILLAGE (1879)

The land released as part of the Crown Subdivision from 1879 demonstrates the distinctive subdivision and streetscape qualities representative of Crown Villages of the period. These qualities are still readable through the fabric of the landscape today even though a proportion of individual lots within the village have been adjusted and/or re-subdivided and considerable infill development has occurred. Blackheath is an atypical example of the standard Government village. It was based on the usual grid block, which was aligned to follow the main Bathurst Road (now the highway), but instead of its more common almost square form, the plan is notable for the use of small 'village centre' sized lots along the full length and only extended east by one narrow street block. These lots were interrupted by Andrew Gardner's earlier grant of 20 acres on the north-eastern corner of today's intersection of Govetts Leap Road and the Highway – which was subdivided into small lots and offered for sale as the Hydora Estate from 1902. These lots formed the basis of the town's commercial precinct.

The area to the east of Gardener's land included a small dam formed in a natural depression which was reserved for the use of the Railways to supply water to trains. This area is now Memorial Park, and provides the focus for passive recreation in the town.

Like all towns in the era, the layout of Blackheath is characterised by the way that the streets are laid out seemingly without regard for the landform. This has had the effect of creating rolling streetscapes characterised by regular opportunities for views over the surrounding area and a rich variety to local vistas. In the case of Blackheath however this impact is modified somewhat by the eastern half which was oriented to align to the pre-existing tracks to Hat Hill and Govetts Leap. The prevailing alignment of these tracks was along the ridgelines, meaning that the main streets (in this case those aligned east-west) followed the contours of the landscape with the main opportunities for views over the landscape of the town at intersections. The Plan also included large (10+ acre) lots on the plateaus leading to Hat Hill and Govetts Leap which were soon occupied by many of the most substantial Country Retreats in the upper Blue Mountains.

Road reservations are noticeably wider than those used in private subdivisions, being 40m in contrast to the 30m on the western side of the railway line. The carriageways are the same width in both types of development, with the extra space in the Crown development used to provide wide, well-planted verges which have created a sense of spaciousness not seen in the streetscapes of most speculative developments of the period.

Almost all houses (other than those of the Country Retreats on the eastern edge) are a single storey in height, which has created a consistency of rhythm to the streetscape that in turn plays an important role in establishing the aesthetic quality of the contemporary streetscape. Regardless of the architectural period and building typology of the individual buildings, most of the pre WW2 houses are constructed of lightweight materials such as timber weatherboards or fibro with iron roof cladding. Later houses, including substantial properties, are also characterised by their use of lightweight materials, although brick and tile did become more popular, and by the late 20<sup>th</sup> Century had become the norm.

Several examples were noted of more recent redevelopment (several of which were prefaced by the demolition of pre-1943 houses) in the main town area to erect two-storey, medium density dwellings. These are highly unsympathetic to the traditional form and pattern of development in Blackheath due to not only their scale, but the significant loss of deep soil and mature landscaping and increase in hard-paved areas for car parking.

The edges of the original village have remained substantially intact, with many streets not formed and nominal lots still natural bushland. Blackheath remains notable for the quality of its interface with the natural environment, with many of the project houses near the edges in particular integrating very successfully with the natural landscape and making a significant contribution to the quality of the town of Blackheath.

The outlying areas also include local recreational open spaces, most of which is modest in scale and developed in a traditional suburban character, including swimming pool, gardens, playgrounds, golf course, tennis courts, an oval and a bowling club.



Figure 7.5. This 1877 plan of the area reveals the lack of development in the area prior to the release of the Village Plan. The only features shown are Andrew Gardner's land, the lake reserved for water for the Railways and a Mounted Police Station (near where Neate Park is today).

*New South Wales. Surveyor-General. Plan of measured land in close proximity to the western railway between Penrith & Blackheath, Parishes of Strathdon, Coomassie, Magdala, Jamieson, Megalong, Kanimbla, Blackheath, Co of Cook.*

*Collection of National Library of Australia  
Online reference <http://nla.gov.au/nla.map-rm4273>.*



Figure 7.6. Advertisement for the proposed sale of lots on the eastern side of the village in 1889. The green areas were reserves and parks and the red were the lots to be auctioned. Andrew Gardener's holding still dominated the centre of the town.

*New South Wales, Surveyor-General.  
Map of the Village of Blackheath  
[cartographic material]: Parish of  
Blackheath, County of Cook, Land District of  
Lithgow, N.S.W. 1889: sale at Blackheath on  
Saturday 26th October 1889 at 2 p.m. of  
allotments tinted red  
1889. MAP Folder 22, LFSP 307. National  
Library of Australia collection. Online  
reference <http://nla.gov.au/nla.map-lfsp307-e-cd>.*

## 7.2.2 COUNTRY RETREATS ON THE EASTERN EDGE OF THE VILLAGE

The two plateaus extending east from the core village area were designated originally as 'suburban' portions – which at the time were the term used to describe what today would be described as 'semi-rural' lands – 10-20 acre lots for small farms or substantial Estates. These areas were included formally in the urban area of the Village in 1910. The area includes several small Period Housing Areas located along Hat Hill Road.

These outlying areas quickly proved popular for the development of substantial estates to provide seasonal retreats for wealthy Sydney families and small productive gardens and orchards for permanent local families who were attracted to the additional elevation and less 'busy' character of the Blackheath area. Many of these properties have survived, some in a substantially intact condition including gardens and outbuildings.

The gardens and plantings in this precinct are particularly impressive, many properties still being defined by the towering conifer boundary/windbreak plantings that surround most of the early estates, many of which have survived even where the property itself has been subdivided. Many areas have also retained a natural, undeveloped bushland character, either through the choice of property owners or due to the reservation of land from development.

The character of the streetscape is dominated by these plantings, with most of the early houses set well back on their lots and difficult to see from the street. Fences are notable for their simplicity, with most being formed by hedges or simple stranded wire. Some properties are surrounded by simple timber paling fences. Gate entrances are generally understated in form, most being of timber construction, including the gateposts. Most of the original families used their properties as a private retreat and few of the original

entrances or fences included elaborate detailing or attention-grabbing devices. Contemporary approaches to 'statement' gates and fences are not appropriate in the context of this landscape.

Infill development in this precinct has generally been created by the re-subdivision of the large original lots, although for the most part the scale of the landscape setting has survived and continues to allow the impressive scale of the original gardens and plantings to dominate the streetscapes. It is also notable that later development has respected the principles of the original pattern of settlement, with battle-axe lots having direct access to the road and/or new local roads created parallel to the main road providing access to the smaller lots. Cul-de-sac style development is not appropriate in this landscape. It is also essential that any new lots created be of generous size with a limited building footprint to ensure that the gardens and natural landscape continues to dominate the streetscape. Similarly, new structures should be of low-impact design. Facsimile international designs such as French Chateaus or mansions from the southern states of the USA for example are not appropriate in this setting.

### 7.2.3 WEST OF THE RAILWAY LINE

The area to the west of the railway line is more characteristic of the late 19<sup>th</sup> Century unplanned village, with a less cohesive street and subdivision plan, with a range of lot sizes and development approaches to be seen. The built forms cover a similar range of periods and styles to those of the east, providing evidence that they developed concurrently. The 1877 Mylne Plan (p 421 in *Blackheath: today from yesterday*) indicates that the Village was originally to include three large (c20 acre) parcels in this area, but these are technically within the Parish of Kanimbla and were not included in the final village plan. The land in this area was instead subdivided and auctioned privately by the individual owners.

The northern parts include some excellent examples of modest and more substantial built forms and gardens, including substantial houses in mature gardens, very good examples of non-urban terrace development and many modest cottages on small lots, creating intimately scaled streetscapes. The north-eastern edge of this area is associated strongly with the railway line and includes the original station Master's cottage.

The central part of the precinct is notable for the opportunity it provides for views over the Kanimbla Valley beyond. Although the view is mainly glimpsed between houses, the land falls away steeply to the west – most of the viewing opportunities are only available as glimpses between the houses facing the railway line, this is one of the few places within the settled areas of the Blue Mountains where this type of panoramic view is available from the central spine of the transport corridor.

The southern part of this area is focused on the road that leads to the Shipley Plateau and district, and the settled area soon gives way to dense bushland, the houses on the edge demonstrating the characteristics of bushland living design.

### 7.2.4 HILL 33/LOOKOUT HILL/TOWER HILL

This prominent hill has been known by various names over the years, and plays an important role in defining the southern edge to the town as it rises above the surrounding area. Panoramic views are available from its summit to the west over the Kanimbla Valley, although these are not publicised widely. The hill includes a small precinct of four streets with a range of cottages and more substantial houses stepping up the slope and creating a distinctive streetscape. Several properties have been identified as heritage items in recognition of their individual heritage significance. This small precinct is also characterised by the substantial mature garden plantings of the properties that also have a frontage to the highway, and the conifers in particular play an important role in defining the arrival to Blackheath.

## 7.3 STREETSCAPE QUALITIES AND HERITAGE VALUES OF BLACKHEATH

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). The following figures show the assessed streetscape qualities of the study area:



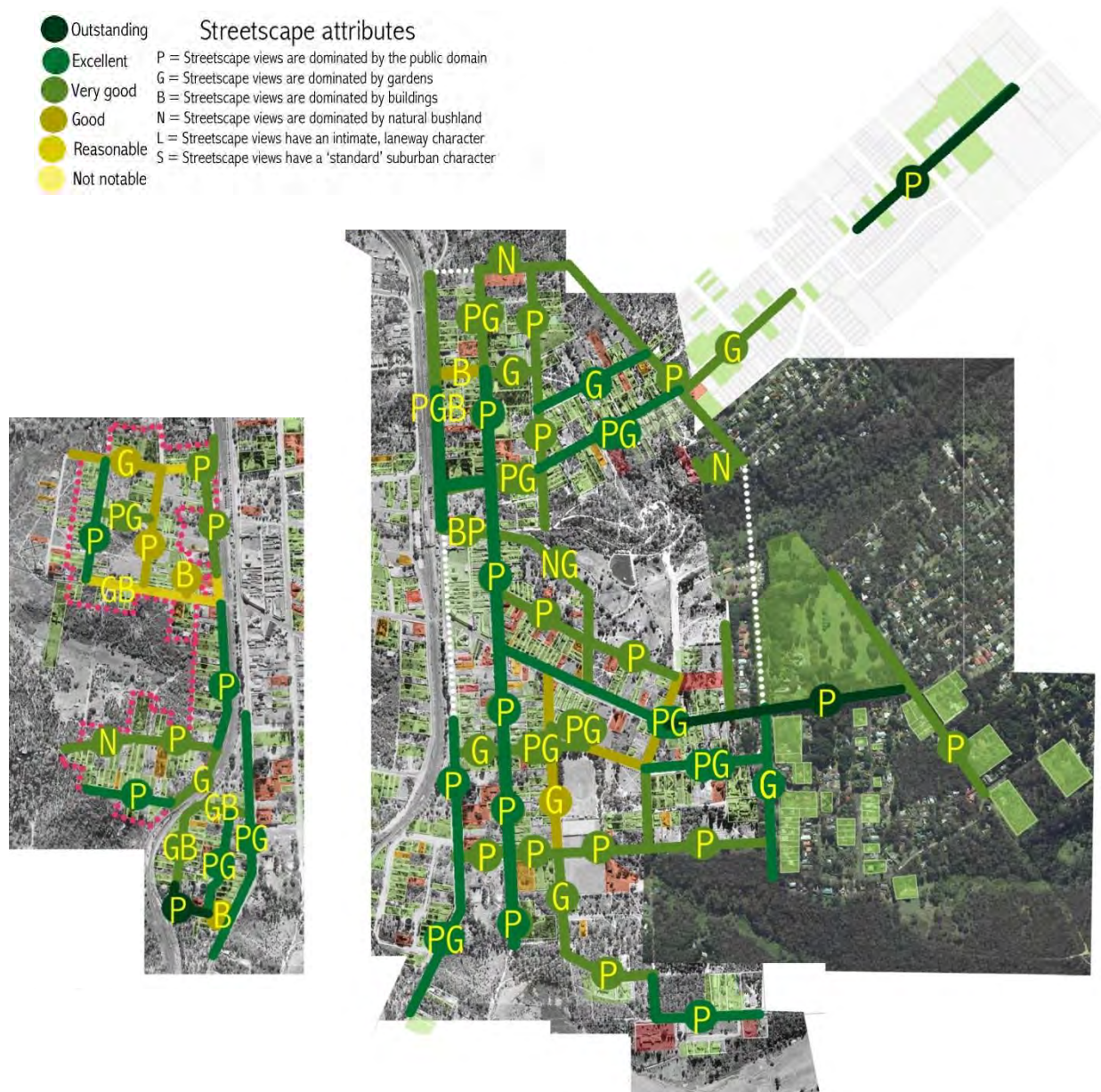


Figure 7.7. Blackheath's streetscapes are mostly of a very high quality with mature gardens spilling into the public domain. Many streetscapes are lined by deciduous street trees, which, together with mature garden plantings of deciduous and flowering plants, attract many visitors to the village.

The prevailing character of Blackheath is one of gardens/streetscapes dominated by deciduous trees, cool-climate traditional plants, native trees and shrubs with roofs of houses nestled below. Closer to the bush edge the character of the streetscape transitions to a more contemporary one – houses are more recent (including kit and project homes) and gardens include a higher proportion of native plantings.

Streetscapes demonstrate very high aesthetic values, with very good public domain and landscape elements. Verges are generally soft, with grassed swales and no formal kerbing or guttering in most of the minor streets. This adds to the country town character of the streetscapes. The consistency of street tree planting has resulted in an aesthetically distinctive and pleasing streetscape quality throughout the town. The wide street verges extend throughout the original village and most have been planted with flowering fruit trees or now mature deciduous trees which are a feature and tourist attraction in their own right in autumn/spring.

The quality of Blackheath's streetscapes are enhanced by the garden setting of most residences, with most structures being set well back from the street alignment with a planted garden between the boundary and dwelling. Most houses have a modest footprint, allowing side gardens and spaces between houses that allow glimpses of the back garden area.

The depth of properties is mostly good and has allowed the canopies of the trees in back gardens to rise above the roof line and establish a strong spatial three-dimensionality to the streetscape and views over the topography.

Streetscapes on the western side of the railway line are narrower and respond closely to the more dramatic topography, with a significant proportion of houses set either higher or lower than the level of the road.

The outlying areas also provide evidence of the environmental conservation movement of the late 20th Century and the integration of residential development into the bushland landscape.

The edges of the original village are also notable for the highly significant country retreats that are situated in the larger lots that were created on the outskirts – for example, along Hat Hill and Govetts Leap Roads.

Almost all buildings are a single storey in height, with the exception of public and community buildings and the shops in the main shopping precinct.

Built forms include a rich collection of excellent examples of the weatherboard Interwar bungalow – at a density that is rare and reflects the boom in modest holiday cottages in this period.

Victorian cottages are mostly modest four roomed with gabled (or hipped) roofs. Some have return gables to the street elevation (either original or as early additions).

Many houses have evidence of incremental layering – the addition of rooms over the years. Most of these additions were to the rear, although include (on the wider lots especially) wings to the side of the original cottage. Generally the form and detailing matches the original – i.e. weatherboard and rolled iron, with timber windows.

Modest footprints also allow gardens to form an important part of streetscape presentation - can see between houses easily.

### OTHER STREETSCAPES IN THE AREA WITH SIMILAR CHARACTERISTICS

The existing Period Housing Areas extend over most of the original village area and, on the western side, over much of the land near the station. The fieldwork included inspection of the whole of the village area and its environs, and the cultural landscape surrounding the outlying Period Housing Areas. The recommendations for Blackheath (below) reflect the findings and analysis of this research as well.

The consideration of other areas not within the Village Plan or in the vicinity of Period Housing Areas was not within the scope of the brief.

It is also recommended that the width and soft plantings of the road reservations and the gridded street plan of the original village be recognised formally as essential to the significance of this area.

### OTHER VILLAGES AND TOWNS WITH SIMILAR CHARACTERISTICS

Blackheath is unique within the Blue Mountains because it was the site of one of the early inns for travellers and one of the main places used as a base for public works in the early 19<sup>th</sup> Century when the creation of a reliable crossing route was a major Government priority. It was also one of the original stopping places for the train when services commenced in 1868, and the presence of a (semi) reliable water supply nearby, together with the Inn, were important factors in the establishment of the formal town.

The streetscapes of Blackheath are notable for their extensive avenue planting and spectacular aesthetic quality of the core of the village during autumn.

Blackheath is also particularly notable within the towns and villages of the Blue Mountains for the extent, quality and variety of its Inter-War housing, many of which are unusual variants of the styles popular at the time.

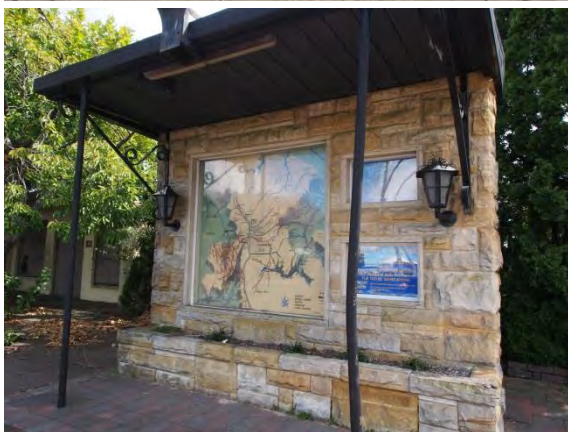
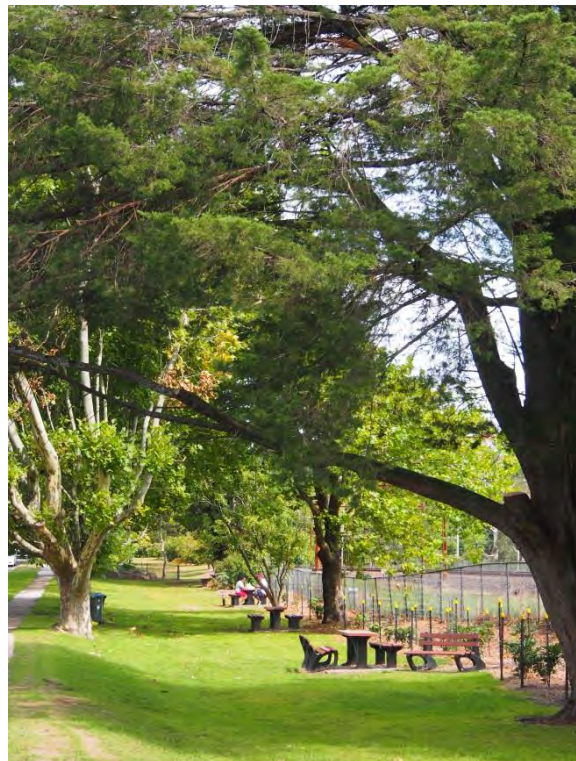
The generous lot sizes of the original village subdivision have also allowed the streetscapes of Blackheath to demonstrate particularly high quality and aesthetically pleasing spatial integration of the public and private domains through the relatively small scale of most houses and well-planted gardens.

Although one of the essential characteristics of the villages along the Great Western Highway is their location along the main ridgeline, the local landforms and in particular the siting of settlements where there was relatively level land for building and other uses meant that surprisingly few towns have good views available from close to the centre of the village. Blackheath is a rare exception to this characteristic, since it includes several opportunities for excellent views to the western valleys below from many places on the western side of the town.

The scope of the study brief did not allow for a comparative assessment of the heritage values of Blackheath against other towns and villages in NSW.

The following photographs show the richness and diversity of Blackheath's streetscapes.





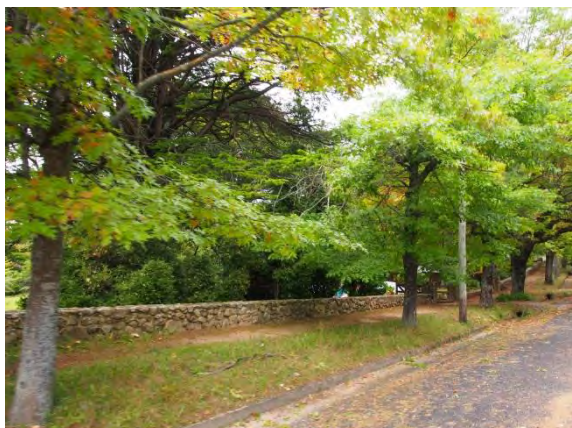




























#### 7.4 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: BLACKHEATH

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape of Blackheath:

	Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
<p>A : The town of Blackheath is important in the course and pattern of the Blue Mountains' cultural history.</p> <p>Historic Themes: (developed from the themes identified in the earlier historical studies)</p> <p><i>European expansion and settlement: inns and support for travellers to the western plains</i></p> <p><i>Convict settlement: road gangs</i></p> <p><i>Transport: road and rail links</i></p> <p><i>Infrastructure: railway dams</i></p> <p><i>Infrastructure: water supply for townships</i></p> <p><i>Establishment of towns: planned village</i></p> <p><i>Local industry: orcharding</i></p> <p><i>Accommodation – summer houses, tourism, permanent</i></p> <p><i>Servicing the community: school, shops, parks etc.</i></p> <p><i>Tourism: facilities</i></p> <p><i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i></p> <p><i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i></p>			

	Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
	The Village demonstrates the principal characteristics of the New South Wales Surveyor General's principles for town planning in the late 19th century; including the arbitrary application of the grid plan on the landscape; wide road route reservations; and the dedication of large areas for community open space.	Blackheath Village was the first of four settlements in the Blue Mountains that was laid out and offered for sale as a Crown subdivision.  This has had a tangible impact on the form of the contemporary cultural landscape of Blackheath.	Through the grid layout of streets, wide road reservations and the reservation of land for community uses and open space.
		The sale of land in the village occurred in direct competition to the private development to the west of the railway line. The impact of this competition can still be interpreted through the fabric and pattern of development evident in the area today.	The pattern of settlement noted in each of the Crown subdivision villages of the Blue Mountains, is evident in Blackheath, with houses being scattered throughout the village area rather than being released sequentially through the release of smaller private estates.  The still undeveloped lots provide evidence of the likely character of many of the towns of the Blue Mountains in the pre-War period, when most contained extensive areas of undeveloped land and streetscapes were dotted with vacant sites.
		Range and quality of built forms	Almost all of the houses that existed in 1943 have survived in substantially intact form. Additions are mostly generally consistent with the traditional form of the house affected.  Most properties are notable for their modest scale and vernacular built form.  Alterations and additions are generally relatively modest.
			The larger lot sizes and modest building footprints of most properties, together with the more permanent residential character of Blackheath has allowed the establishment of gardens to most properties, and in many cases these have matured to not only provide a valuable setting for the house, but also to contribute significantly to the quality of the local streetscape.  Most of the original large village lots have been re-subdivided to create two or more smaller lots. These re-subdivisions have respected the original patterns and principles of the Village, with lot boundaries set at 90 degrees to the street alignment. This has helped to ensure that later development within the Village sits sympathetically within the streetscape.
	The town also provides evidence of private speculative development from the same period.	The land to the west of the railway line was released for development by private speculators during the same period.	Through the smaller lot sizes and narrower road reservations, verges and lesser space dedicated for street tree planting on the western side.
B:	The town of Blackheath is associated with persons significant in the course of NSW's history		
	Association with Governor Lachlan Macquarie	The town was named 'Blackheath' by Macquarie after visiting the area.	The name Blackheath.
	Association with British Naturalist Charles Darwin.	Darwin stayed overnight at Gardner's Inn at Blackheath during his journey to western NSW and is recorded to have	This value is not visible in the area today.

	Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
		visited Govetts Leap to examine the geological formations before continuing his journey.	
C:	The form and fabric of Blackheath Village demonstrate the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains.		
	The subdivision pattern demonstrates the principal aesthetic characteristics representative of mid-to late 19th century town planning principles for the layout of villages.	Historic subdivision pattern and evidence of early town planning principles	The grid-based street pattern is draped over the local topography which creates hills but also provides good opportunities for serial views when travelling across the ridges and valleys of the village landscape. This interaction with the landscape plays an important role in defining the aesthetic qualities of Blackheath.
			<p>The wide road reservations are particularly important in creating a distinctive aesthetic quality of the village, particularly when compared to the patterns of private development seen to the South of the railway line.</p> <p>Most streets are characterised by a relatively narrow carriageway for vehicles and very wide grassed verges providing a sense of spaciousness and streetscape quality throughout the village.</p> <p>In places where these verges have been planted with street trees and/or gardens and trees on private property have grown to maturity, the aesthetic value of the streetscape is particularly high.</p>
	The built forms demonstrate the principal aesthetic characteristics that are representative of late 19 <sup>th</sup> and early to mid-20 <sup>th</sup> Century cottages, houses and private estates.	Consistency and integrity of built forms.	<p>Many of the surviving original dwellings in the village area are modest in scale and generally vernacular in form but as a group they create a strong sense of place that defines the aesthetic character of Blackheath.</p> <p>The village and its outlying areas include excellent examples of the private summer houses and country retreats built by wealthy Sydney families. These are mostly relatively modest in form, although many were added to over the years and now have a rambling aesthetic quality. Many have retained their original garden areas, including evidence of active and passive gardens and recreational facilities.</p> <p>Few houses have been demolished since construction. Infill development over the years has occurred in almost all cases on previously vacant land.</p> <p>Layers of development made in later years are representative of the period in which it is constructed.</p> <p>Although many houses have had minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development. Hedges and screening plants are common devices to provide privacy and security in lieu of solid fences.</p> <p>There is relatively little evidence of gentrification or reworking of historic fabric.</p>
	The built forms demonstrate the principal aesthetic characteristics that are representative of early to mid-20 <sup>th</sup> Century village shops	<p>The pairs and groups of early-mid 20<sup>th</sup> century retail buildings that are substantially intact and make a strong contribution to the integrity of the streetscape at this important intersection.</p> <p>Most have retained their original shopfronts.</p> <p>The hardware store on the western side of the railway line was the workplace of</p>	<p>Through the range of simple, even austere shops and commercial buildings addressing the corner of the Great Western Highway and Govetts Leap Road and the small group on the western side of the railway line near the level crossing.</p> <p>Most of these buildings have retained their original shopfronts.</p>



	Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
		engineer Dick West who designed and constructed the iconic steel playground equipment of the mid-late 20 <sup>th</sup> Century.	
	Gardens	<p>The qualities of the gardens of Blackheath are one of its most important and significant attributes. Some are known to have been associated or designed by significant landscape architects such as Paul Sorenson. The designer of many is not known but their aesthetic is highly significant.</p> <p>Most gardens are made in the Anglo-Australian tradition and feature exotic and cool climate plantings which have been established with sufficient space to allow them to grow to full maturity of form.</p> <p>Some of the garden hedges are particularly notable.</p> <p>The low dry stone wall is a recent cultural layer that provides evidence of the ongoing interest and commitment of the communities of the Blue Mountains in traditional crafts. Most of the walls of this type have been built by hand using traditional techniques and demonstrate high aesthetic, technical and social values.</p> <p>The large lot sizes of many properties and the relatively modest built forms, together with the undulating topography creates many opportunities to enjoy these gardens from throughout the public domain.</p> <p>Even the more modest houses sited on smaller properties are characterised by the quality and maturity of their gardens which also contribute to the aesthetic value of the Blackheath area.</p> <p>The quality of the streetscapes in autumn in particular is excellent and plays an important role in establishing the special character of the Blue Mountains in the wider</p>	Many properties, both large and small, have planted and maintained gardens that are now well-established and are now essential elements in establishing and maintaining the quality of Blackheath's streetscapes.

## 7. BLACKHEATH

	Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
		community.	
		The mature gardens and individual plantings play an important role in the aesthetic values of the village of Blackheath.	<p>Many of the early properties have planted and maintained gardens that are now well-established and make a significant positive contribution to the streetscape and cultural landscape values of the area.</p> <p>The gardens of Blackheath soften the impact of individual development, direct the eye along the streetscape and help to define landscape features such as ridgelines and open space.</p> <p>The generous lot sizes and setbacks between buildings and all boundaries have allowed gardens and in particular, substantial plantings, to frame views of houses from the public domain.</p>
		Intimate, enclosed quality of most streetscape views, although the village is sited in an aesthetically spectacular landscape.	Almost all of the views within the area are enclosed and defined by the local streetscape and directed by the linear quality of the subdivision pattern and street alignment.
D	The Area has a strong or special association with a particular community or cultural group for social, cultural or spiritual reason		
	Social meaning (potential: not confirmed)	<p>The Blackheath area is likely to have been important for many people as the place of relaxation and retreat. Its association with the meanings and reasons for these activities continues to exist in the wider community's imagination.</p> <p>The town continues to be associated with weekend relaxation and retreat from the pressures of urban lifestyles.</p> <p>The traditional 'summer retreats' and holiday cottages continue to provide evidence of the cultural behaviour of affluent families for over 100 years.</p>	The range of accommodation and entertainment facilities from a 100 year period continue to provide excellent evidence of the community's changing priorities when seeking a place for meaningful relaxation and social interaction.
E	Blackheath has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.		
		Early buildings and sites with archaeological potential.	The archaeological potential of this area is largely untested other than superficial investigations of the Convict Stockade and in the vicinity of Gardner's Inn (which are the two early land uses with strong archaeological potential). No significant earlier uses by European settlers are known to have existed. This study does not address the potential for earlier Aboriginal occupation.
		Comparison of contemporary impacts of two different approaches to urban planning: the planned Crown subdivision of Blackheath east of the Great Western Highway and that of the traditional speculative developer on the western.	Streetscape and public domain characteristics including verge widths, lot sizes and proportions and concentrations of particular architectural styles resulting from widespread land release (as per the Village policy) versus limited block-by-block land release characteristic of speculative auctions.

### 7.5 SUMMARY STATEMENT OF HERITAGE SIGNIFICANCE FOR THE TOWN OF BLACKHEATH

The Blackheath Village Heritage Conservation Area possesses heritage values that satisfy the NSW Heritage Council's criteria for listing as a locally significant heritage conservation area.

Blackheath is one of the most significant towns in the Blue Mountains. It is a mature cultural landscape, as is evidenced by a comparison of the earliest European descriptions of the area as a bleak and barren one with the richly formed, complex and mature contemporary cultural landscape evident today. Its streetscapes have very high aesthetic values due to the wide road reservations (on the eastern side), consistent and mature street tree planting throughout including many cool-climate species that today form spectacular autumnal avenue plantings with other streets (particularly those aligned east-west) being lined by spring-flowering fruit trees. The edges of the town are marked by the use of native street tree plantings which help to integrate the cultural landscape and its natural setting.

Although Blackheath includes a rich range of late 19<sup>th</sup> and early 20<sup>th</sup> Century built forms, it is particularly distinguished by its unique collection of dwellings from the Inter-War period, with few being 'standard' examples of the period that are found in their thousands in Sydney. This is due both to the continuing use of lightweight materials throughout the towns of the Blue Mountains long after masonry construction had become the norm in Sydney (and indeed, also in country towns such as Lithgow at the foot of the mountains to the west). This lightweight form is found not only in modest 'holiday' cottages, but also in substantial houses of a quality and style that suggests that they were the work of a professional architect or skilled designer, not a speculative developer.

The buildings of Blackheath are characterised by the historic and aesthetic integrity, with many retaining their original form, or, if altered, the additions are in many cases notable for their consistency with the original architectural typology. Most have also retained a strong sense of their original setting, including the now mature cool-climate or native gardens that surround almost all properties. The integrity of the original street and subdivision pattern is high, with development, including re-subdivision and infill development sites respecting the orientation of the original town patterns and built forms in their orientation and configuration.

The quality and prominence of Blackheath's gardens provides evidence of the community's ongoing commitment to the environmental quality of the town and its setting. The generous lot sizes and modest building footprints that characterise Blackheath have established a complex and rich spatiality to streetscape views and the integrity of the town as a whole, notwithstanding the many houses that have been added in the second half of the 20<sup>th</sup> Century. This is due largely to the setbacks of buildings from the front and side boundaries and the generous depth of lots which have allowed the view of most properties to be framed by vegetation including mature deciduous and conifer trees that rise over the ridgeline. Houses near the edges of the settled area, particularly those near the gullies that form many of the contemporary edges, are similarly enhanced by their garden setting, which in many cases include many mature native bushland trees and understorey plantings. Many houses integrate both native and exotic gardens with similar positive impact on the streetscape.

The cultural landscape of Blackheath also provides evidence of the settlement and growth of the town as an integral element within the City of the Blue Mountains. The historical development of the town has been well documented over the years by the community and evidence of each of the critical phases of settlement noted in these histories can still be interpreted readily through the fabric of the town today in both the public and private domains. Some of these include the survival of a hotel on the site of Andrew Gardner's original inn; the potential archaeological evidence of the convict stockade that may have survived under the pavement of the school and its buildings; the ongoing use of what is now Memorial Park for public recreation, including the swimming pool continuing to provide an important 'water' function for the contemporary community, the many early private family retreats and places of commercial accommodation established with a focus on healthy recreation and recuperation in the bracing mountain air; the ongoing provision of services and accommodation for general sightseeing and interaction with the wilderness areas to the north and beautiful valleys to the south; and the importance of gardening as a recreational activity that enhances the value and quality of the setting of properties. The importance of Blackheath in the cultural landscape of the Blue Mountains is also enhanced by its role as a popular place of residence and retreat for artists, writers and academics.

### 7.6 RECOMMENDED BLACKHEATH HERITAGE CONSERVATION AREA

Four sub-precincts were identified within the Blackheath Study area. Although each of these precincts has heritage characteristics that differentiate it from the others, they also demonstrate a high level of consistency in terms of their built forms, and although each could be listed as a separate heritage conservation area, they could also be considered a single heritage conservation area with discrete sub-precincts.

Their heritage values as part of Blackheath's cultural landscape are generally consistent, with additional values for each as identified below:

**Village core:** The boundaries of the original village area remain well defined in the landscape and all areas within these boundaries continue to demonstrate the essential characteristics of the original subdivision.

**The former 'suburban area' precinct on Hat Hill Road:** This small precinct (shown in figure 5.6) continues to demonstrate the characteristics of the outlying village area including large lots and properties and a high proportion of intact or substantially intact residences that have also retained their original garden setting.

Blackheath: west of the railway line: This area is contemporary with the historic village area and provides the opportunity for direct comparison between the two approaches to development. It also includes many substantially intact cottages and gardens that contribute to the intimately scaled streetscapes in this precinct. The area also includes rare opportunities for direct engagement with the wider landscapes of the Blue Mountains from close to the main ridgeline through formal lookouts and via the vistas able to be glimpsed between and over the houses along Station Street and parts of Shipley Road.

Blackheath: Lookout Hill: The local topography means that the small precinct between the railway line and highway is spatially isolated from the remainder of the town, but also enjoys a prominent position in the local streetscape, including the arrival sequence to the town of Blackheath. It includes several excellent examples of late 19<sup>th</sup>/early 20<sup>th</sup> Century houses in their original garden settings, including original plantings.

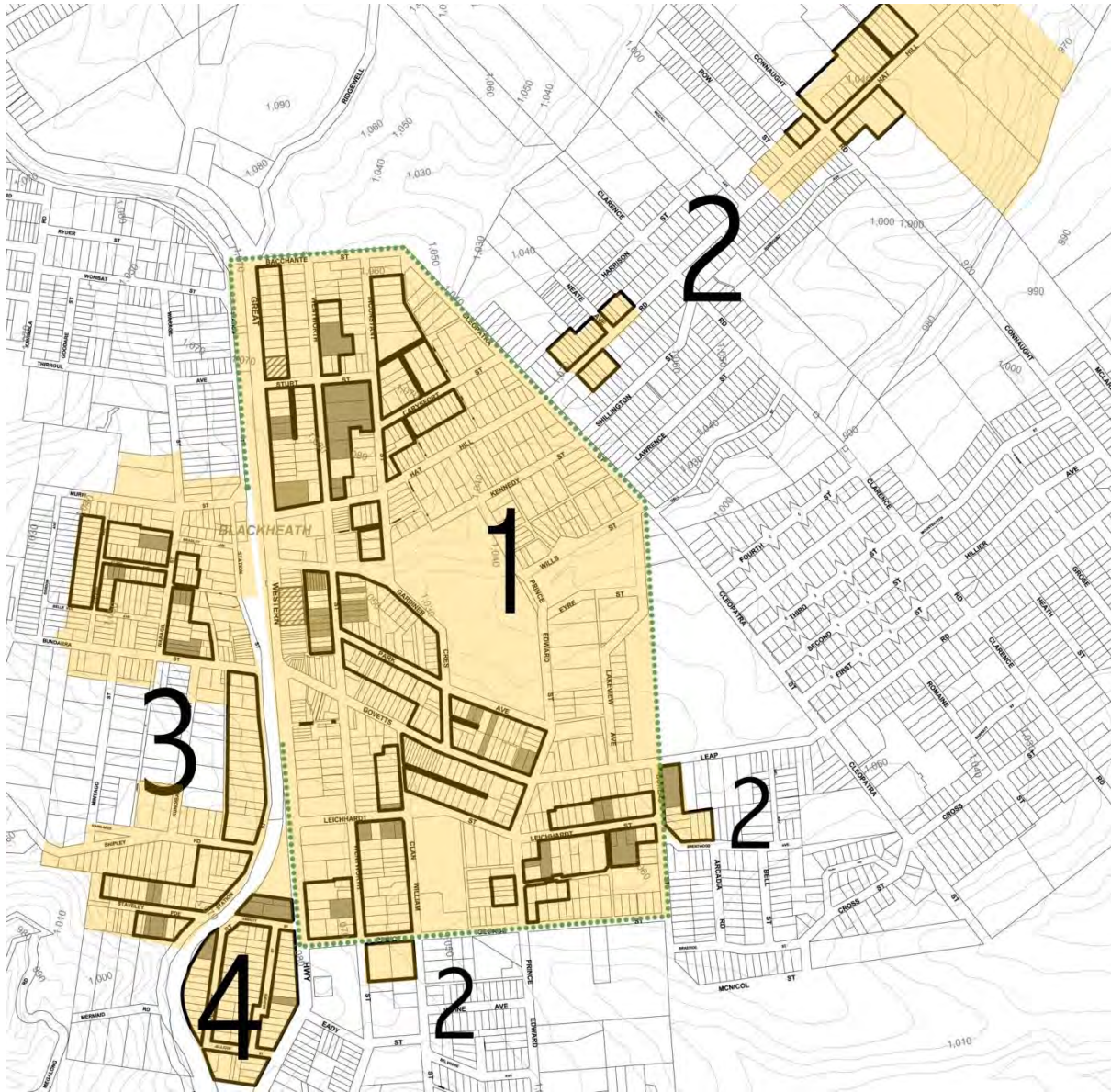


Figure 7.8. Recommended Blackheath Heritage Conservation Area. The numbers identify the sub-precincts as follows:

- 1: Blackheath Village Core
- 2: Blackheath Village: the Country Retreats
- 3: Blackheath: Western precinct
- 4: Blackheath: Lookout Hill

Note that streets and public domain elements are essential to the heritage significance of Blackheath and are included within the recommended area.



## ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF BLACKHEATH'S HISTORIC CULTURAL LANDSCAPE

The table above outlines the ways in which the heritage significance of Blackheath is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precincts.

Four significant sub-precincts have been identified and are recommended for inclusion in the Blue Mountains LEP as heritage conservation areas:

- Blackheath Village
- Outlying precincts of Hat Hill Road and small streetscapes in the Village's original 'suburban lands'
- Lookout Hill/Hill 33
- The western side of the railway line.

Each of these areas is a significant cultural landscape that continues to demonstrate the characteristics of 19th century government/private town planning principles and the way that these have interacted with the natural landscape to create an evolved cultural landscape. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character. Most cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that there are very few 'groups' of historic houses, rather they are spread widely with either large gardens or more recent, infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs has revealed that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement are protected, and that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of Blackheath as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The undulating natural topography which affords many opportunities for accessible views over the town and the surrounding landscape
- Memorial Park and its role as the main passive and semi-active open space in the town; including the restored playground equipment designed by local engineer Dick West.
- The wide, vegetated verges into which private gardens often overflow.
- The prevalence of soft edges to verges except where required due to topography.
- The cohesive streetscape planting including the avenue planting of spectacular autumnal display trees and the spring-flowering fruit trees.
- The mature garden setting of properties irrespective of the date the house was constructed.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- Gardens include either or both exotic and native species.

### Subdivision and public domain elements:

- The grid-based street and subdivision pattern with its unique variation from the norm to accommodate the earlier land grant and the need to reserve a water supply for the railway.
- Soft verges and 'un-engineered' aesthetic quality to the streetscapes.
- Simple, low and visually transparent front fences and gates, even to the large estates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.

### Land use elements

- Detached, low density residential development

### Built elements

- A range of built forms from c1880s to contemporary.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Buildings are modest in scale and form.
- Single storey built forms.
- Most are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure sited towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.
- Individual and quirky letterbox designs

### Elements that detract from the heritage values

- The medium density, two storey residential development that is found in places, for example near Inconstant Street.
- Recent two storey detached residential development particularly that constructed to a standardised design without evidence of reference or respect to the unique characteristics of Blue Mountains architecture.
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Visually intrusive or stylistically incongruous alterations.
- Alterations that have removed or obscured original features or fabric.
- Development that results in the loss of area available for deep soil planting or introduces structures that will threaten or prevent the growth of mature trees and plants that would otherwise form part of the cultural landscape of Blackheath. This includes development that may lead to a reluctance by future occupants to plant or maintain trees that may drip/shed or otherwise affect structures in the vicinity of the canopy.

### Summary of how the heritage values can be protected through the conservation planning process:

*The conservation of the heritage values of Blackheath should focus on the conservation of the streetscape qualities, subdivision patterns and the surviving original fabric including buildings, gardens and the public domain. Management of the precincts to the west of the highway should also focus on protecting the existing views and vistas over the valleys to the west from the public domain, including from the identified lookouts, street views and views over and between houses.*

*The area has a tradition of a variety in its built forms and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the former village in the LEP as a heritage conservation area;
- Retain low density residential zones;
- Retain the existing street layout and wide, soft roadside verges;
- Retain the original area reserved for public open space, including the qualities of its original setting;
- Ensure that any new subdivision is consistent with the traditional pattern of subdivision in the village (i.e. structures, lots and any internal roads are set at right angles to the street alignment);
- Ensure that lot sizes are generous enough to allow the growth to maturity of significant gardens;
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original building; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.

## 8.0 KATOOMBA



Figure 8.1.

View over Katoomba from the railway line – taken c1920. Kingsford Smith Park is in the foreground and one of the substantial Lurline Street guesthouses is to the right. Collection of the Blue Mountains Historical Society.

### 8.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF KATOOMBA

Katoomba is the largest and most intensively developed town in the Blue Mountains, providing the civic, commercial and tourist focus for the area. It was also one of the last to be established as a town, although the first permanent settlement was established in the 1870s when coal and shale oil mining industries were established in the valleys to the south. Small villages evolved near the base and top of the escarpment to provide accommodation for the miners, and over the next 15 years a string of small businesses servicing travellers on the western road was established along the road. Goods trains stopped to take on loose stone ballast (hence the early name for the area as “The Crushers”); but no station existed. The scattered pattern of development along the main road changed rapidly with the opening of the formal station in 1891.

The Government saw the potential for a more permanent settlement in the area and released a Crown Subdivision Plan in 1883 for the new village of Katoomba. The village was located on the northern side of the railway station and main Bathurst Road and well away from the mines and existing settlement. Most of the subdivision was made available as a single release, but land sales were slow due at least in part to competition from the private town that was being released concurrently on the southern side. This southern area was mostly flatter and easier to develop and was closer to the scenic walks and views sought by tourists, to the extent that one commentator described how the northern area was described at the time as the ‘slack side’ of Katoomba (anon, 1916 Progress of the Blue Mountains – Sydney Morning Herald, Saturday 15 January 1916; p. 9). Private land holdings adjacent to the village were released in later years when land supply to the south became tighter, with the area north of today’s Council offices and Court House offered from 1897 and the western edge between Mort and West Streets subdivided in 1911. Aerial photographs taken in 1943 and 1957 reveal that although the southern part of the town was fully developed, large parcels of vacant land were still available to the north, and indeed many of these remain undeveloped to the present day.

The southern slopes were owned by entrepreneurs who were quick to provide a range of commercial and cultural infrastructure for the growing tourist population. Local mine owner John Britty North also owned what became the western edge of the town between the railway line and the valley below the escarpment; James Henry Neale owned almost the whole of the area occupied by the town today and also a large area on the northern side of the railway line; and B. Backhouse owned the valley to the east below the area known as the Crushers.



The early releases on the southern side included JB North's 1883 subdivision of the head of his valley adjacent to the Bathurst Road on which a range of businesses such as an inn, store, butcher, school and sawmill had been established as well as North's private home (shown on the 1883 advertisement for North's Subdivision). Most of these buildings were soon demolished and replaced by residential development, although North's original cottage has survived behind an unsympathetic false façade added in the mid-20<sup>th</sup> Century.

Neale had built a house (Froma) near the highest point of his property, but sold his extensive holding to Frederick Clissold of Ashfield in 1881. Clissold was a wool-merchant and developer who quickly saw the potential of the landscape of the Blue Mountains for the growing commercial tourism industry. He established the Great Western Hotel in 1882 (renamed The Carrington in 1887), a grand resort hotel close to the railway station (SHR item 280) and then subdivided the surrounding land to create the commercial core of the town. This led to a flurry of construction by small developers to provide accommodation, services and entertainment for a range of holiday makers and tourists. These included hotels, large guesthouses, smaller private hotels and guesthouses, holiday flats and individual houses built for casual letting. This concentrated period of development resulted in a consistency of building form and density that can still be seen and interpreted in the landscape today. The nature of accommodation continued to evolve in response to the changing demands of visitors, with motels constructed both on the highway and at the southern end of Katoomba Street in the 1950s and 60s and more recently a revival in Bed and Breakfast and 'boutique' hotel accommodation throughout the town.

Much of the southern end of Katoomba above the escarpment was within the Lilianfels Estate, the mountain retreat of the Chief Justice of NSW, Sir Frederick Darley, which was built in 1889-90. He was obliged to sell much of the Estate from 1907-9 and the area along the cliff-top was purchased by the Government and dedicated as a public park. The northern side of the Estate was offered for general subdivision. The presence of Lilianfels increased the desirability of the southern outskirts of the village and it became dotted with guesthouses set in rich gardens with courts for activities such as tennis and croquet.

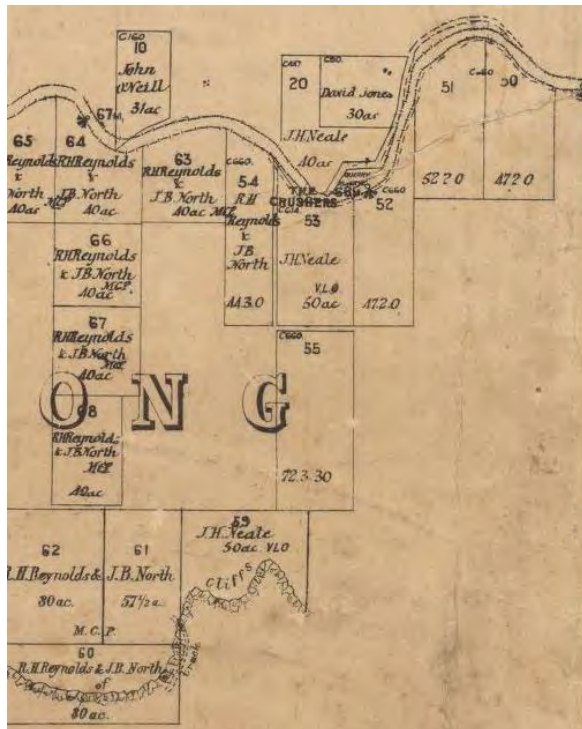


Figure 8.2.

C1877 plan showing the location of the early land holdings in the Katoomba area prior to the establishment of the village and settlement south of the railway line. The area is identified on the plan by its former name 'The Crushers'. Almost all of the land that became today's Katoomba was owned by J.H. Neale, B. Backhouse and J.B. North.

*New South Wales. Surveyor-General. Plan of measured land in close proximity to the western railway between Penrith & Blackheath, Parishes of Strathdon, Coomassie, Magdala, Jamieson, Megalong, Kanimbla, Blackheath, Co of Cook. National Library of Australia collection. Accessed via <http://nla.gov.au>.*

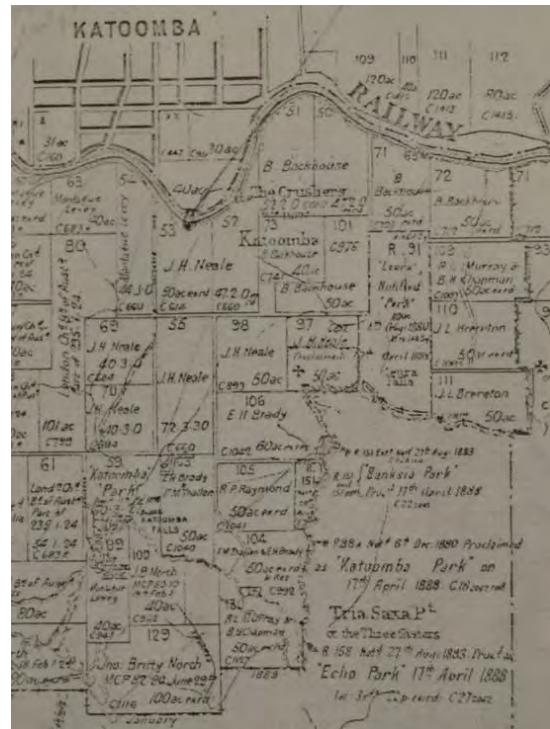


Figure 8.3.

A later plan (n.d., c1881 - 1911) showing the area in more detail. All land on the plateau had been sold, although J.H. Neale and Frederick Clissold (who had bought B. Backhouse's holdings) remained the main property owners in the area, with J.B. North still owning much of the valley to the west of the town. Several parks had been reserved at vantage points such as Echo Park and Katoomba Park.

(plan from Blue Mountains City Council records)

Katoomba's traditional role has been as a tourist destination, but it also includes a rich variety of domestic architecture from the late 19<sup>th</sup> to mid-20<sup>th</sup> Centuries. These residential properties range from the grand to the very modest, including several surviving examples of cottages built from found materials. Most are simple cottages and small houses built in the late Victorian, Federation and Inter-War periods.

Most streetscapes contain a rich variety of building styles and types, reflecting the rapidity of change in architectural fashions in the period 1890-1940 as well as the budget for construction of what was often a second home. Victorian cottages, traditional country-style houses with wrap-around verandahs, Inter-War bungalows and later 20<sup>th</sup> Century project homes sit side by side in the streetscape, linked by their setbacks, gardens and single storey pitched roofs. An important characteristic of most streetscapes is that they have a strongly traditional character with most houses intact or, if altered, they have retained the essential characteristics of their original form. Examples of unsympathetic additions are comparatively rare. The main alterations have included the enclosure of verandahs to create sunrooms.

One of the distinctive characteristics of the landscape of Katoomba today is the relative lack of cohesive streetscape plantings or even the large and imposing gardens that are so important in the streetscapes of most of the towns of the upper Mountains, including as the adjacent Leura. The central tourist spine (Katoomba and Lurline Streets) is particularly barren. The lower areas to the sides of the main spine are noticeably more densely vegetated. Reasons for this may be geological, with the plateau location limiting the availability of groundwater, but it may also be cultural. Lot sizes were modest compared to other towns and villages in the Blue Mountains and comparatively little space was available for significant gardens unless sites were amalgamated. Gardens require maintenance and this can be difficult to sustain in the case of holiday accommodation. This is supported by the early aerial photographs that show that much of the area was devoid of planting other than simple grass lawns and shrubs in the middle of the 20<sup>th</sup> Century, and the well-established gardens seen today are more recent additions.

Street tree planting along the main streets is notable for its absence. Road reservations are relatively narrow and the whole of the verge area is paved, limiting the space available for street trees, which, where they have been planted, are generally small scale ornamental trees. This relative lack of trees has created an open character to these streetscapes which in turn allows houses to be seen more easily from the street than in other towns such as Blackheath and Leura. The cross streets and less trafficked areas have a more vegetated streetscape quality, with the formed footpath on one side only and grassed verges that in places include garden elements such as agapanthus and other plants that spill though the fence and into the public domain, which is one of the most characteristic elements of the streetscapes of the towns of the Blue Mountains. The northern side of the town is notable for its much wider and well-vegetated verges and also for the quality of its street tree plantings in places such as Station Street, which has a notable avenue of London Plane trees set within the carriageway in the parking lane in the manner of exclusive developments in suburbs such as Sydney's inner west and lower north shore.

Other parts of Katoomba are characterised by the way that development sits within a natural bushland landscape — good examples include the eastern end of Camp Street (on the northern side) which was identified as part of Katoomba Village in the 1880s but not laid out until the early years of the 20<sup>th</sup> Century. The road now includes a divided carriageway which is separated by a wide median area and is well vegetated by native eucalypts. The 1943 aerials show the area as cleared, but the pattern of planting is relaxed and the trees may be natural re-growth. Further research is needed to clarify this. The more recent developments around the edges of the town are also notable for their integration with the natural bushland landscape.

The siting of Katoomba along a series of ridgelines both facilitates and limits opportunities for local views. The local topography undulates in a pleasing manner and provides a rich series of unfolding views along the main north-south streets in particular. The northern ends of the long streets are urban in character, and views are terminated by the escarpment on the far side of the Jamison Valley. The streetscape further to the south is more local, with the undulating topography enclosing linear views and the view dominated by gardens and street plantings including both native and exotic trees. The southernmost streetscapes in the area terminate in views of the mature trees in the garden at Lillianfels.

The east-west streets are notable for the way that they provide many opportunities for a close visual connection to the surrounding bushland and the natural valleys that mark the eastern and western edges of the town. Most of these visual closures are informal in character, with the road terminating abruptly in bushland.

Many of the areas of settlement on these eastern and western edges demonstrate the integration of the natural and exotic vegetation that characterises the towns of the Blue Mountains. They include a much higher proportion of properties with mature and well-planted gardens, hedges, specimen trees, and some properties with windbreak-style plantings of conifers than is found along Katoomba and Lurline Streets. Closer to the edges the prevailing vegetation in both gardens and streetscape plantings transitions from the conifers and deciduous plantings of the town centre to eucalypts and local species.

### 8.1.1 AREAS INVESTIGATED

The location of the existing Period Housing Areas is shown in Figure 6.4. These Period Housing Areas had been identified in recognition of their traditional residential streetscape character, but their heritage values as a precinct are not known to have not been investigated in these earlier studies. Katoomba's Period Housing Areas extend over most of the town and the fieldwork also included the surrounding areas.



Figure 8.4.

Katoomba: showing the location of the existing Period Housing Areas (outlined in black). The properties shaded darker grey are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005.

The area shaded light grey covers the existing Central Katoomba and Lurline Guesthouse Heritage Conservation Areas.

The hatched properties are State Significant and are listed on the State Heritage Register.

(map provided by Blue Mountains City Council)

## 8.2 THE PERIOD HOUSING AREAS OF KATOOMBA

The period housing areas in Katoomba are extensive and extend over land on both sides of the railway line. The preliminary fieldwork revealed that although they have many characteristics and heritage values consistent across all of the areas, several discrete sub-precincts can be identified which have distinguishing heritage values, either through their built forms and/or their historical values. The following analysis is presented by these sub-precincts. They are:

Katoomba – north of the railway line and Great Western Highway

- The original village

- The Grimley and Eunoe Estates

Katoomba – south of the railway line and Great Western Highway

- JB North's subdivision

- Western edges

- Central spine

- Eastern edges



### 8.2.1 CURRENT HERITAGE LISTINGS

The current heritage listings in Katoomba include two heritage conservation areas (the Lurline Street guest House Group Conservation Area and the Central Katoomba Urban Conservation Area). These areas reflect the commercial, spiritual and social significance of the town centre and that of the group of boarding and guest houses along Lurline Street. They were not re-examined in the current study, which has focused on the residential precincts. These areas also include the following individual heritage items of state and local significance.

The Period Housing Areas also include 48 existing heritage items, most of which are located along Lurline Street. All of these are of local heritage significance.

Address	Name of item	LEP reference	
Bathurst Road/Great Western Highway	Katoomba transport corridor	K065	
Bathurst Road/Parke Street/Cascade Street	Stone kerbing	K116	
Bathurst Street	Katoomba Railway Station	K044	State significant
92 Bathurst Road	Niagara Cafe	K106	State significant
194–196 Bathurst Road	“Balmoral House”	K023	
202 Bathurst Road	Davie’s Stables behind flats	K107	
210 Bathurst Road	“Tilcott”	K108	
1 Cascade Street	Wood Coffill Funeral Parlour	K109	
2 Cascade Street	Former ice factory	K111	
139–141 Cascade Street	“Varuna House” studio and garden	K083	State significant
5–11 Civic Place	Court House	K025	State significant
8 Civic Place	Masonic Temple	K030	
10–14 Civic Place	Renaissance Centre	K022	
Cliff Drive	Katoomba Falls Kiosk	K059	State significant
12 Cliff Drive	Olympus	K068	
102 Cliff Drive	Scenic Railway and environs	K003	State significant
1 Darley Street	“Kiah”	K152	
3 Darley Street	“Green Gables”	K153	
5 Darley Street	House	K154	
33, 35, 37 and 39 Darley Street	Group of soldiers’ homes	K151	
23–31 Echo Point Road	Lilianfels Park	K018	
44–46 Echo Point Road	Echo Point Park	K002	
20–22 Forster Road	House in flats	K124	
6 Froma Lane	“Froma Court”	K112	
2–10 Gang Gang Street	Anita Villa Nursing Home	K052	
11–15 Gang Gang Street	“Metropole”	K110	
17 Gang Gang Street	Kingsford Smith Memorial Park	K054	
1–1a Goldsmith Place	Hotel Gearin	K027	
173–181 Great Western Highway	Blue Mountains District Anzac Memorial Hospital	K049	
183–187 Great Western Highway	Showground and stand	K047	
304 Great Western Highway	“Hillcrest” and garden	K063	
4 Hope Street	Ozanan Cottage	K066	
1–13 Katoomba Street	James’ Buildings	K089	
8–32 Katoomba Street	Savoy	K090	
15–47 Katoomba Street	Carrington Hotel	K032	State significant
34–38, 40–42 Katoomba Street	Group of Two Commercial Buildings	K091	
49–57 Katoomba Street	Shops	K070	
59–61 Katoomba Street	Former Katoomba Post Office	K035	State significant
66 Katoomba Street	Former Bank	K071	

## 8. KATOOMBA

66a Katoomba Street	St Hilda's Anglican Church	K036	
63–69 Katoomba Street	Paragon Cafe group	K034	State significant
73–75 Katoomba Street	Former Embassy Theatre	K072	
86 Katoomba Street	Westpac Bank	K092	
89–91 Katoomba Street	Crazy Prices	K093	
108 Katoomba Street/25 Lurline Street	The Cecil Guest House	K094	
110–112 Katoomba Street	Shops	K073	
118–120 Katoomba Street	Soper Chambers	K095	
130–134 Katoomba Street	Gloucester Flats	K096	
142 Katoomba Street	Uniting Church group	K067	
143–147 Katoomba Street	"Raeburn"	K097	
156 Katoomba Street	St Canice's Catholic Church group	K069	
173–175 Katoomba Street	"Fruitissimo" (Beszant's Building)	K099	
181–185 Katoomba Street	Logie House	K100	
187 Katoomba Street	Kent House	K101	
207 Katoomba Street	"Homesdale"	K118	
228 Katoomba Street	"Palais Royale"	K058	State significant
234 Katoomba Street	"Clivedon"	K098	
252 Katoomba Street	"Westella" garden	K158	
286 Katoomba Street	Blue Colony Guest House	K122	
288 Katoomba Street	House	K121	
312 Katoomba Street	House	K119	
314 Katoomba Street	"Talbingo"	K120	
1 Kurrawan Street	"Arakoon"	K150	
Lovel Street	Retaining wall	K084	
2 Lurline Street	"Wadi Shaifa"	K102	
9 Lurline Street	"Eldon"	K103	
9 and 25 Lurline Street, 142 Katoomba Street	Stone retaining walls	K105	
31 Lurline Street	Katoomba Mountain Lodge	K104	
42 Lurline Street	Exclusive Brethren Church	K115	
65 and 67 Lurline Street	Astor House and Sans Souci (sandstone walls)	K156	
69, 71 and 73 Lurline Street	Housing group	K123	
73a Lurline Street	Former garage	K125	
89 Lurline Street	"Elsinor"	K126	
95, 97, 99, 101, 103, 105 and 107 Lurline Street	Group of houses	K127	
98 Lurline Street	"Wairoa"	K128	
102, 104 and 106 Lurline Street	Group of houses	K129	
122 Lurline Street	"Mary Villa"	K131	
124 Lurline Street	"Lorrac"	K130	
125 Lurline Street	"Steyning"	K133	
128 Lurline Street	"Heatherbrae"	K135	
131 Lurline Street	"Coleraine", "Ritla"	K132	
132 Lurline Street	"Swiss Cottage"	K139	
137 Lurline Street	"Nyord"	K134	
140 Lurline Street	"Bandamora"	K141	
141 Lurline Street	"Dorellan"	K136	
142 Lurline Street	"Westroyole"	K142	

143 Lurline Street	"Chilcote"	K137	
145 Lurline Street	"Morundah"	K138	
148 Lurline Street	"Cathkin Braes"	K143	State significant
150–152 Lurline Street	Federation bungalow	K144	
153 Lurline Street	Former Megalong Hotel	K155	
154 Lurline Street	"Moorna"	K145	
156 Lurline Street	"Belvoir"	K146	
157 Lurline Street	"Kapsalie"	K140	
158 Lurline Street	"Ameralia"	K147	
174 Lurline Street	"Avonleigh"	K148	
195 Lurline Street	"Wandene"	K149	
108–120 Narrow Neck Road	"Gracehill Lodge" and garden	K061	
14 Panorama Drive	"Lilianfels" and grounds	K038	
23–25 Parke Street	"Archipelago"	K041	
30–32 Parke Street	Site of "Froma"	K117	
12–26 Powerhouse Lane	Former Electric Power House	K064	
25 Waratah Street	Bethany Gospel Hall	K113	
41 Waratah Street	Baptist Church	K114	
56–64 Waratah Street	Presbyterian Church	K081	
91–93 Waratah Street	Waratah Street Health Centre	K043	
32–42 Warialda Street	Hinkler Park	K157	



## 8.3 KATOOMBA: THE AREAS NORTH OF THE RAILWAY LINE AND GREAT WESTERN HIGHWAY



The precincts to the north of the railway line are more residential in character than those to the south. Streetscapes are generally simple, with the slow pace of development north of the railway line still evident through the many still undeveloped lots and the diversity of architectural periods to be found in most streetscapes. Few properties provide tourist accommodation and commercial land uses are largely limited to the small group of light industrial properties in Camp Street.

The subdivision pattern of much of the northern precinct is based on the simple rectangular grid established in the 1883 subdivision, with a hierarchy of lot sizes from the small lots lining the Great Western Highway, villa sized lots behind and then longer, narrow lots further to the north. Like all the villages released by the Crown in the Blue Mountains, the streetscapes are characterised by their wide road reservations which have allowed generous planted verges to dominate the streetscapes today and by the integration of a regular open space (common) area near the centre of the town plan. Although many lots in the original village have now been re-subdivided, the sense of scale suggested by the original village plan can still be appreciated through the qualities of the streetscapes.

Parts of the southern portions of the area identified as within the village area were originally in private ownership. These were soon subdivided and offered for sale as the Eunoe and Grimley (1897) subdivisions. The advertisement for the Grimley Estate described Katoomba as a most desirable place to live because it was 'the Sanatorium of Australia'. This subdivision is more notable however for a feature that is very rare in the Blue Mountains, although popular in enlightened planning circles at the time: careful attention was paid to the aesthetic qualities of the streetscape when Station Street was laid out, with street tree planting placed within the carriageway in the manner seen in the finest Federation suburbs of Sydney such as Haberfield. These trees have matured to create a distinctive streetscape avenue planting that is potentially unique in the Blue Mountains (several streets on the southern side include planting within the parking lane, but none are as extensive or include houses of the architectural quality found in Station Street).



Figure 8.5 (left)  
Plan of the existing Period Housing areas (outlined in black) showing the southern section of the original village (unshaded) and later subdivisions (yellow).





Figure 8.6. and 8.7 Northern Katoomba in 1943 (above) and 2011 (below) (Source: NSW Department of Lands SIX viewer)







Figure 8.8. 1943 aerial photograph showing the properties that have survived in a substantially intact form, those with substantial additions not consistent with the original built form and those that have been demolished. Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished. (Source: NSW Department of Lands SIX viewer (c), comparison of 1943 and 2012 images).

With the exception of the properties demolished for the widening of the Great Western Highway, the majority of pre-1943 houses have survived in a substantially intact condition.

69% of the existing lots in Katoomba Village had been developed by 1943; and of these, 93% have substantially retained their original built forms.

67% of the existing lots in the Grimley Estate had been developed by 1943; and of these, 92% have substantially retained their original built forms.

81% of the existing lots in the Eunoe Estate had been developed by 1943; and of these, 95% have substantially retained their original built forms.

#### 8.4 KATOOMBA SUB-PRECINCT 1: CROWN SUBDIVISION: KATOOMBA VILLAGE (1883)

The land released by the Crown in 1883 demonstrates the distinctive subdivision and streetscape qualities characteristic of Crown Villages. These qualities are still readable through the fabric of the landscape today even though many individual lots within the village have been adjusted and/or re-subdivided and considerable infill development has occurred.

The original village area included several larger holdings that were in private ownership prior to the plan being drawn up. These were soon subdivided, with the Eunoe Estate on the western edge (on John O'Neill's land in the area between the Highway, Mort Street and Fitzgerald Street) and the Grimley Estate of James H Neale's land in the south-eastern corner (centred around Station Street). The founder of the retail store David Jones owned the land immediately to the north and east of Neale's and it was also subdivided in the early years of the 20<sup>th</sup> Century. The pattern of development in these areas is generally consistent with the main village, although they can be identified on closer inspection through their narrower road reservations. Station Street is particularly distinctive due to the street trees planted within the road area in the parking lane which create a particularly distinctive and high quality avenue streetscape.



Road reservations within the original village are noticeably wider (30m) than those seen in the private holdings in the village that were subdivided later (10-20m). The carriageways are generally similar in width which allows the streetscapes to be characterised by wide verges, which, when combined with well set back cottages, has given them a sense of spaciousness that has become an important characteristic of the village landscape and one that contrasts with the private subdivisions of the period. Standard town lots in the Village areas were also approximately twice those in nearby private subdivisions, although this characteristic has largely been lost through re-subdivision.

The regular grid pattern of the standard village was draped in an arbitrary manner over the steeply sloping topography, resulting in an interesting and constantly evolving streetscape when moving over the hills and valleys through the area. This rolling landscape, combined with the low density of development and many undeveloped lots allows a wide range of enticing views between and over houses into the valleys beyond. The Village boundary included the area later re-subdivided and marketed as the Grimley Estate (now Station Street) and the Eunoe Estate (to the west of Mort Street). The streets in the original plan provided direct connection to the Great Western Highway, with the highway frontage intended originally for commercial activity. Almost all evidence of this has now been destroyed by the widening of the road with a tract of vacant land now providing a clear separation between the busy road and the peaceful residential area. This separation will be reinforced when the young trees planted as part of the project reach a level of maturity.

Crown subdivisions were commonly offered for open sale, rather than being released in strictly controlled stages. This policy and the relative popularity of the area to the south of the railway line (the northern side was referred to colloquially as the 'slack side' (anon, 1916 Progress of the Blue Mountains — Sydney Morning Herald, Saturday 15 January 1916; p. 9) meant that substantial areas within the Village remained undeveloped until well into the 20th century, with a considerable number of lots remaining vacant to this day. This slow pattern of development has been the catalyst for the survival of the relaxed, semi-rural and early 20<sup>th</sup> Century character that contrasts so strongly with the urbanised streetscapes found on the southern side of the railway line.

One of the most important contributors to the traditional character of the streetscapes of Katoomba Village is the high proportion of early houses that have survived, and the positive contribution that these make to the local streetscape. Infill development (houses built following the main phase of development (which finished in the WW2 period)) is also common and includes many good examples of modest cottages that are representative of the period in which they were constructed.

Regardless of the architectural period and building typology adopted, most pre WW2 houses in the area were constructed of lightweight materials such as timber weatherboards or fibro with iron roof cladding. Later houses also used lightweight materials, although an increasing use of brick and tile can also be seen. Almost all buildings are a single storey in height, which creates a consistency of rhythm to the streetscape that plays an important role in the quality of the contemporary landscape.

Examples were also found of early timber weatherboard houses that had been relocated from another site. This practice is characteristic of the traditional pattern of development in the towns of the Blue Mountains, where a small but significant number of timber dwellings have been relocated over the years, and the ongoing evidence of this practice continues to contribute to the cultural heritage value of the landscape. It also demonstrates both the community's regard for traditional built forms and recognition of the embodied energy and value in retaining and conserving original fabric over building anew.

The properties in Camp Street between Mort and Albion Streets overlook the park, and would be likely to have been considered a prime location when the town was first laid out, being gently sloping, north facing and with a favourable outlook. Much of this area has now however been developed for small industrial land uses which contribute little to the sense of historic cultural landscape evident in other parts of this area. The eastern end of Camp Street however includes a small group of substantially intact and very modest timber cottages and dense planting to Albion Street. This group extends to the east and over the steep crest in the hill to Whitton Street. Only the southern side of this streetscape is currently within the period housing area, but the northern demonstrates consistent built, landscape and streetscape qualities (and includes two original cottages). This part of the precinct also contains local recreational open space, most of which is modest in scale and developed in a traditional suburban character, including tennis courts, an oval and bowling club (which has ceased to operate).



Figure 8.9.  
Original 1883 plan for the village of Katoomba.

NSW LTO – Historical Parish Map – Town Map Katoomba. Sheet 1.

AO Map 80.029. Accessed via SIX Historic Map Imagery.



Figure 8.10.  
(Detail of Figure 6.10) showing the plan of the village in the vicinity of the Period Housing Areas. The areas shown white were in private ownership and were subdivided separately in the early 20<sup>th</sup> Century as the Eunoe (left) and Grimley (right) subdivisions.

#### 8.4.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS – KATOOMBA VILLAGE

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). The existing PHAs are outlined by the yellow dotted lines.

The Grimley Estate (centred on Station Street) is addressed in detail below in Section 6.6 below.



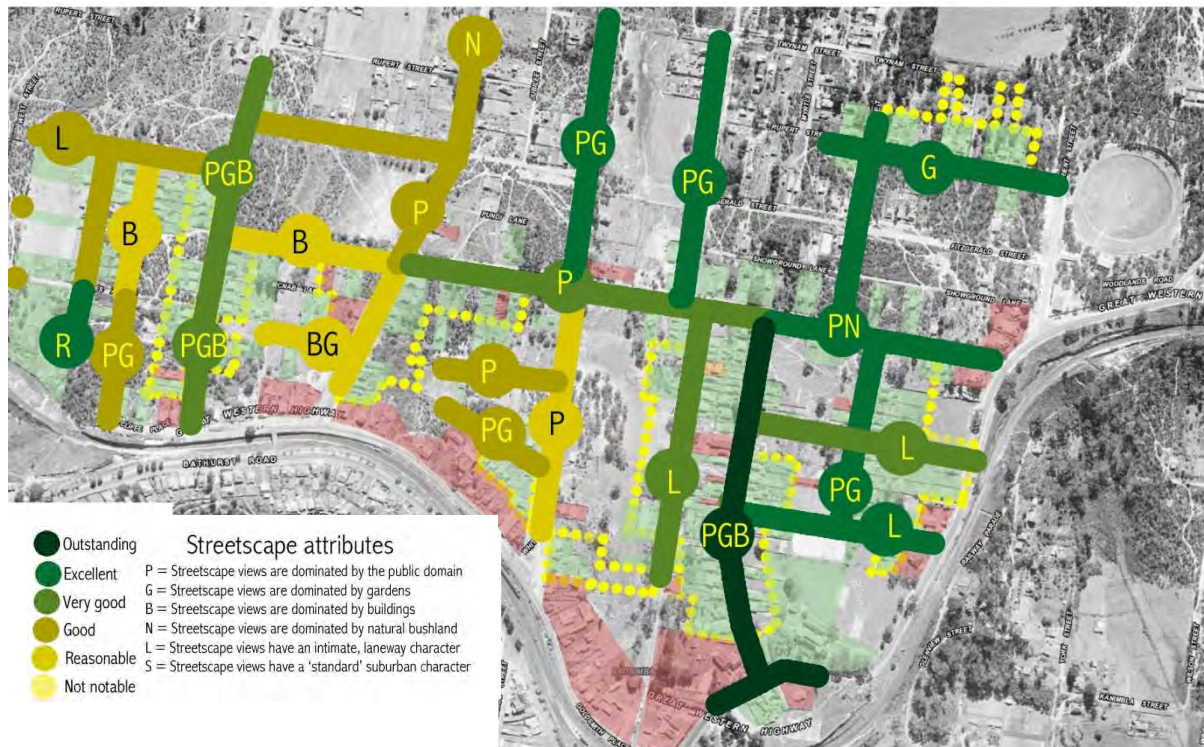


Figure 8.11. Streetscape character and aesthetic qualities in the North Katoomba precincts.

#### OTHER STREETSAPES IN THE VICINITY WITH SIMILAR CHARACTERISTICS

As noted above, the original Katoomba Village extended well to the north of the Period Housing Areas. The whole of the original Village area was inspected to determine whether these northern areas demonstrate similar heritage values. Although most of these streets included one or more early buildings from the original layer of settlement, the even sparser pattern of early settlement and nature of more recent development in the northern areas mean that the historic streetscape character does not exhibit the consistency of the area south of Camp Street.

One exception to this was the northern side of Camp Street between Albion and Whitton Streets, which was found to include a very good group of modest cottages in very well-established garden settings which are of consistent period and form. This group contributes strongly to the quality of the local streetscape and complements the excellent group of cottages situated opposite on the southern side of Camp Street (which are in the Period Housing Area). This group is also situated on the crest of the main north-south ridge that runs through the village, and therefore provides an important focal point for local views. It includes an unusual contemporary house with an atypical roof formed from a series of hexagons, but the low pitch of the roof and its modest placement on its lot helps to minimise its impact on the local streetscape and significant views.

The existing Rupert Street Period Housing Area was created as part of the village subdivision and its heritage values were assessed as part of the village. It is recommended that it be included in the area in recognition of the quality and variety of its early fabric and its streetscape values that embrace the principles of both traditional suburban and bushland living.

It is also recommended that the width and soft plantings of the road reservations and the gridded street plan of the original village be recognised formally as essential to the significance of this area.

#### OTHER VILLAGES AND TOWNS WITH SIMILAR CHARACTERISTICS

Katoomba is unique within the Blue Mountains because it has developed as the centre of the tourist industry and continues in this role to this day.

The scope of the study brief did not allow for a comparative assessment of the heritage values of Katoomba against other towns and villages in NSW.









### 8.4.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: KATOOMBA'S CROWN VILLAGE

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
Criterion A: The village of Katoomba is important in the course and pattern of the Blue Mountains' cultural history.		
<i>Guideline for inclusion satisfied:</i>		
Katoomba Village is one of the three villages in the Blue Mountains that were developed as a Crown subdivision and it continues to demonstrate the principal characteristics associated with this type of development.		
Historic Themes: (developed from the themes identified in the earlier historical studies)		
<i>Transport: road and rail links</i>		
<i>Establishment of towns: planned village</i>		
<i>Accommodation – summer houses, tourism, permanent</i>		
<i>Servicing the community: school, shops, parks etc.</i>		
<i>Tourism: facilities</i>		
<i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i>		
<i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i>		
Village Plan	The Village demonstrates the principal characteristics of the New South Wales Surveyor General's principles for town planning in the late 19th century; including the arbitrary application of the grid plan on the landscape; wide road route reservations; and the dedication of large areas for community open space.	Streetscape and public domain elements. Road layout. Width of road reservations with wide verges Orientation of development to the street. Many of the original large lots have been re-subdivided to create two or more smaller lots. These re-subdivisions have respected the original patterns and principles of the Village, with lot boundaries set at 90 degrees to the street alignment. This has helped to ensure that later development within the Village sits sympathetically within the streetscape. Reservation of large area in the central part of the village for public recreation
Slow pace of development	The sale of land in the village was much slower than in areas to the south of the railway land, and this provides evidence of the increasing priority placed on tourism as the core industry of the town and shift in preferences by purchasers of land in the Blue Mountains at the turn of the 20 <sup>th</sup> Century.	Through the scattered patterns of development with housing styles from a period of over 100 years and few 'runs' of houses from the same period. Through the number of original lots that have remained undeveloped.
Range of architectural periods	The slower pace of development within the village is demonstrated by the range of building styles and number of vacant lots still existing in most streetscapes.	The streetscapes include many examples of late Victorian to Inter-War development, with a range from later periods including traditional-style houses, 1940s and 50s austerity cottages and later project homes with little if any discernible pattern to their distribution.
Relocated buildings	The relocation of dwellings to different sites within the towns and villages of the Blue Mountains is an important part of its cultural history, with many	Several of the houses within the village core have been relocated to their current sites, some in recent years.



Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
	<p>early examples found throughout the LGA. It is however now rare in many areas due to the increasing rarity of weatherboard (or sandstone) cottages suitable for relocation.</p> <p>Relocating a dwelling is also likely to demonstrate an appreciation of cultural heritage values by the owner and respect for the conservation of the embodied energy contained in the existing fabric.</p>	
Patterns of infill development	The area also includes a range of infill development that demonstrates the changing availability of housing types and forms in the latter part of the 20th century.	Project and other dwellings built in the latter part of the 20th century to a standard plan were built on sites left vacant after the main development of the area in the early 20th century.
Modest scale of dwellings.	The early perception of the northern side as being less fashionable than the southern has led to relatively few substantial homes being built within the village area.	<p>Most properties are notable for their modest scale and vernacular built forms.</p> <p>Almost all of the houses that existed in 1943 have retained their original built form, or, if they have been extended, the additions are of a scale and form appropriate for the original building.</p> <p>Alterations and additions are generally relatively modest.</p>
Strong residential character	Cohesive residential values that contrast with the tourist focus of the areas to the south of the railway line.	An important characteristic of development within Katoomba Village is its settled residential character, with low dependence on the provision of tourist accommodation or services. This contrasts strongly with the development of the South of the railway line.
Gardens	Both traditional cool-climate and native bushland gardens can be found and provide evidence of the patterns of settlement in the towns and villages of the upper Blue Mountains.	The larger lot sizes and modest building footprints of most properties, together with the less transient residential character has allowed the establishment of gardens to most properties, and in many cases these have matured to not only provide a valuable setting for the house, but also to contribute significantly to the quality of the local streetscape.

C: The form and fabric of the Katoomba Village demonstrate the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains

*Guideline for inclusion satisfied:*

The town plan is aesthetically distinctive and continues to demonstrate 19<sup>th</sup> Century village planning principles

The subdivision pattern demonstrates the principal aesthetic characteristics representative of mid-to late 19th century town planning principles for the layout of	<p>Wide road reservations are an important attribute of the traditional Crown Village plans and are rarely, if ever, found in private development.</p> <p>The wide road reservations of the core village area are particularly important in establishing the distinctive aesthetic quality of the village, particularly when</p>	<p>Most streets are characterised by a 'standard' carriageway width bordered by very wide grassed verges which establishes a strong sense of spaciousness and streetscape quality throughout the village.</p> <p>In places where these verges have been planted with street trees and/or gardens and trees on private property have grown to maturity, the aesthetic value of the streetscape is particularly high.</p> <p>The many undeveloped lots also allow good oblique views to be enjoyed over the local landscape.</p>
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Characteristic	Heritage Value	Some of the ways in which the value can be seen in the area today
villages.	compared to the patterns of private development seen to the South of the railway line.	
Street pattern	<p>The grid-based street pattern is draped over the local topography in a seemingly arbitrary manner.</p> <p>The many surviving original dwellings throughout the area are typical of those found in country villages, being modest and generally vernacular in their form. When viewed in the context of their streetscape they demonstrate a strong sense of place that plays an important role in defining the aesthetic character of the area.</p>	<p>The arbitrary interface between town plan and the topography creates steeply sloping road alignments with houses stepping beside and creating a distinctive streetscape character.</p> <p>Good quality serial views unfold when travelling across the ridges and valleys of the village landscape.</p> <p>These characteristics play an important role in defining the aesthetic qualities of the cultural landscape of Katoomba.</p> <p>Although many houses have had minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Early infill development can be found throughout the area. Most has a positive impact on the aesthetic qualities of the streetscapes, being 'true' to its period of construction and integrated in streetscape views by mature planting.</p> <p>Recent infill development can be found throughout the area, most including young or maturing gardens. Its distinctly different built forms and materials allow it to read as a separate layer.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development.</p> <p>There is relatively little evidence of gentrification or reworking of historic fabric.</p>
Consistency and integrity of built forms	The mature gardens and individual plantings play an important role in the aesthetic values of the village of Katoomba	<p>Many of the early properties have planted and maintained gardens that are now well-established and contribute positively to the streetscape and cultural landscape values of the area.</p> <p>They soften the impact of individual development, direct the eye along the streetscape and help to define landscape features such as ridgelines and open space.</p>
Mature gardens – traditional European and bushland.	Intimate, enclosed quality of most streetscape views, although the village is located within an aesthetically spectacular landscape.	<p>Almost all of the views within the area are enclosed and defined by the local streetscape and directed by the linear quality of the subdivision pattern and street alignment.</p> <p>Good 'accidental' local views are also available over undeveloped land and between houses. These contrast with the strongly directed views along the main streets, and the oblique angle allows the gardens and natural landscape elements to dominate over the more constructed character of a standard streetscape view line.</p>

- E Katoomba Village has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.

### 8.4.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF KATOOMBA CROWN VILLAGE

The Katoomba Village Heritage Conservation Area demonstrates heritage values that satisfy the NSW Heritage Council's criteria for listing as a locally significant heritage conservation area.

It is a modestly scaled, low density settlement that has retained the aesthetic qualities of a country town, and demonstrates spatial and fabric values that contrasts strongly with those of the more intensively developed main area of Katoomba to the south of the railway line.

Katoomba Village continues to provide evidence of the NSW Surveyor General's requirements for Town Planning in the late 19<sup>th</sup> Century through the survival of subdivision characteristics such as the grid pattern overlaid in an arbitrary manner over the undulating topography, the wide road reservations and carefully gradated lot sizes that provide evidence of the intended purpose of the land at the time that the town was planned. The arbitrary application of these planning principles regardless of the local topography mean that a series of very good local views are available from the public domain as the roads flow over the terrain, an aesthetic quality that

it is enhanced by the very low density of development in many parts of the village which also allows ready access to oblique views between houses and over the hills and valleys beyond.

Patterns of development are characteristic of those found throughout the Blue Mountains. The proportion of dwellings built prior to 1943 that have survived in a substantially intact form is very high, and when read in conjunction with the lack of architecturally consistent streetscapes and frequency of still-undeveloped lots, provides evidence of the slow pace of development since the village was first released. Dwellings are characterised by their modest scale, form and detailing, with the use of lightweight building materials such as timber weatherboard and corrugated iron widespread. The area also includes relatively rare examples of early 20<sup>th</sup> Century brick construction, which is uncommon in the towns and villages of the upper Blue Mountains.

The area also includes very good individual examples of the different architectural styles which are representative of the development of the Blue Mountains in more recent years.

The precinct includes the originally identified recreation reserve, now known as Melrose Park, which continues to demonstrate the characteristics of late 19<sup>th</sup> Century open space, including being surrounded by public roads and not being improved or formalised in any significant manner. The contrast with the free-market design of the subdivisions south of the railway line is notable.

The built forms in the Village area are notable for their generally modest scale and detailing. They also provide evidence of ongoing use of traditional Blue Mountains building materials such as weatherboard and corrugated iron sheeting. A high proportion of the early dwelling forms have survived in substantially intact condition, and relatively few have been subjected to the replacement of materials such as windows, doors and wall cladding. Several buildings have been relocated into the village and provide evidence of an ongoing Blue Mountains cultural tradition.

#### 8.4.4 RECOMMENDED KATOOMBA VILLAGE HERITAGE CONSERVATION AREA



Figure 8.12.

Area recommended for inclusion within the Katoomba Village Heritage Conservation Area. Note that it includes the street pattern (including the verges) and also the row of houses in the Eunoe Estate that have frontage to Mort Street.

#### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE CULTURAL LANDSCAPE OF KATOOMBA VILLAGE

The table above outlines the ways in which the heritage significance of the 1883 Katoomba Village is expressed through the fabric and patterns of the contemporary cultural landscape.

The Katoomba Village area is a significant cultural landscape that continues to demonstrate the principal characteristics of 19<sup>th</sup> century town planning principles and the way that these interact with the natural landscape to create and evolved cultural landscape. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character. Most cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that there are very few 'groups' of historic houses, rather they are spread widely with either large gardens or more recent, infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs reveals that



these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement are protected, and that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of Katoomba Village as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The undulating natural topography which affords many opportunities for accessible views over the town and the surrounding landscape
- Melrose Park and its interface with the surrounding landscape through being bordered by public roads on all sides in the manner of a traditional village green.
- The wide, vegetated verges
- The mature garden setting of properties irrespective of the date the house was constructed.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- The recent planting to screen the aesthetic impacts of the heavy vehicles travelling along the highway.

### Subdivision and public domain elements:

- The grid-based street and subdivision pattern.
- Soft verges and 'un-engineered' aesthetic quality to the streetscapes.
- Simple, low and visually transparent front fences and gates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.

### Land use elements

- Detached, low density residential development

### Built elements

- A range of built forms from c1880s to contemporary.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Buildings are modest in scale and form.
- Most are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

### Elements that detract from the heritage values

- The area of industrial activity does not contribute to the traditional aesthetics of the village form, but provides local employment and therefore can be considered contributory to the wider significance of Katoomba. If the industrial uses cease, any new development should be of more sympathetic form and design and address the open space on the northern side of Camp Street.
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations.

SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of the Katoomba Village area should focus on the public domain. The area has a tradition of a variety of built forms and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the former village in the LEP as a heritage conservation area;
- Retain low density residential zones;
- Retain the existing street layout and wide, soft roadside verges;
- Retain the original area reserved for public open space, including the qualities of its original setting such as the way that it is surrounded by public roads;
- Ensure that any new subdivision is consistent with the traditional pattern of subdivision in the village (i.e. lots and any internal roads are set at right angles to the street alignment);
- Ensure that lot sizes are generous enough to allow the growth to maturity of significant gardens;
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.

## 8.5 KATOOMBA SUB-PRECINCT 2: THE EUNOE AND GRIMLEY ESTATES: PRIVATE SUBDIVISIONS ON THE NORTHERN SIDE

The original Katoomba Village did not include the land bordered by Camp Street, the Highway and Witton Street; or between Mort and West Streets, both of which were in private ownership at the end of the 19<sup>th</sup> Century. Most of this area was owned by James Henry Neale, who was one of the most important early residents of Katoomba, with a large portion (30 acres) owned originally by retailer David Jones (Note that the use of this land by the retail business is not confirmed, since this would require targeted historic research beyond the scope of the study brief. It is understood however that the firm had a factory for producing uniforms in Katoomba during WW2)

These two holdings were not offered for sale until nearly 20 years after the Village, with the eastern land offered as Grimley's Estate in 1897, with a second release of the southern portion of the land soon afterwards (details of the name and date were not available); and then John O'Neill's 31 acres on the western side of Mort Street as the Eunoe Estate in 1911. Contemporary newspaper reports suggest that interest only turned to this northern side once the southern areas of Katoomba were fully developed:

*The absence of subdivision land sales in and around the Katoomba centre for the past 12 months, has not been so much a matter of no demand for land within reasonable distance of the railway station, but a rather a matter of impossibility to secure blocks suitable for subdivision. Every estate available in the settled area has been taken up, and the demand for the well-positioned building sites has been responsible for many of the lots changing hands over and over again at rapidly increasing prices.* (Anon, SMH, Saturday, January 15, 1916, p.9. Article promoting the sale of the Katoomba Heights Estate subdivision by local real estate agent and auctioneer A. Marx. The reference to the settled area is to the southern part of Katoomba)



Figure 8.13.  
Detail showing the location of the Eunoe Estate (to the west) and the Grimley Estate (to the east).

## 8.6 THE GRIMLEY ESTATE 1897

The advertising flyer for the subdivision of Grimley's Estate promoted Katoomba as the 'Sanatorium of Australia' and an ideal place for a summer residence for the middle class family:

*Those who know the value of health should avail themselves of the subdivision to secure a mountain retreat where the wife and children may escape the enervating heat of summer, and where the bread-winner may restore his exhausted energies free from those restraints and heavy expense of hotel or boarding house.*

(Broughton, Ernest C.V. Plan of Grimley's Subdivision at Katoomba, 1897. National Library of Australia, MAP folder 79, LFSP 1178)

The pattern of his subdivision was basic, being 71 lots arranged in a simple north-south grid which was accessed by two north-south streets, Station Street and Dora Street. The southern boundary of the original subdivision was formed by Winnifred Street (Bowling Green Avenue). A narrow access road linked Station Street with the highway (Bathurst Road), which at this time followed the alignment of today's Civic Place. The built forms in this part of the subdivision are mostly representative examples of the range of domestic styles popular in the era in which they were built and include some good examples of Federation and Interwar residential forms.

The later release means that there are few Victorian-era cottages in this area, although several examples can be found. The steep slope to the hillside as it climbs to meet the highway has resulted in a distinctive pattern to the roof forms and streetscapes in this area. Good views are also available to the Village area to the west. The lots at the base of this hill were acquired to provide the tennis courts and bowling greens to serve the needs of the local community.



Three houses are shown in the area between the development and the highway, 'The Priory', was sited where the council offices are today, 'The Rocks' to the east (which was designed by Varney Parkes, son of Sir Henry, and was reputedly later relocated to Lot 28 in the subdivision at the corner of Station Street and Winnifred [sic] Street); and a cottage identified as 'Norwood' sited north of The Priory.

The most notable aspect of this development came later with the southern extension of Station Street. Although the subdivision pattern itself was relatively standard, the attention given to the quality of the public domain was unusual for a private development. The upgraded and widened Station Street was formed to provide for street trees (London Plane Trees) to be sited within the roadway in the manner typical of contemporary streetscapes in the upmarket Federation suburbs of Sydney, but which is very rare, if not unique, in the Blue Mountains. A similar planting may have existed in part of Megalong Street at Leura, but this has now been removed. Further investigation is required to determine if indeed it is the only example of its type. The Street trees have now matured into an aesthetically significant avenue planting, the quality of which enhances the presentation of the many very good examples of Federation and interwar architecture that were constructed as part of this development.

The Station Street extension is also notable for the high quality of its built forms, with many excellent examples of Federation and Inter-War architecture and well established gardens. The northern edge of the precinct is bounded by Camp Street. This end of Camp Street is very different to the western end and is notable for its bushland character, with a wide central median that is densely planted with mature eucalypts.

#### *EUNOE ESTATE 1911*

The Eunoe Estate subdivision was created in 1911 on 31 acres land owned originally by John O'Neill. Although nominally surrounded by the Katoomba Village, only the area to the east was subjected to any significant development, with the western edge remaining bushland to this day. Mort Street had been formed as part of the Crown subdivision and was a wide street with generous verges.

The subdivision pattern of the estate was a very simple grid, and is notable today that all lots have retained their original configuration. Although the surrounding roads were part of the village subdivision and were 30 m wide, one internal road (Eunoe Street) was the 20m more common in private subdivision and Trow Avenue only 10m.

The release appears to have been successful, with most properties developed within a relatively short time. Several of the houses are particularly good quality and have retained a highly contributory garden setting. The development included a large lot in the south-western corner which aerial photos reveal was used as a small farm for livestock. This property has remained substantially intact and still reads as a small farm.

Other lots remained vacant until late into the 20th century when modestly scaled project houses were constructed. Although these are not early fabric and are readily apparent as infill development in the streetscape, all are a single-storey and demonstrate similar principles of setbacks, gardens and simple pitched roofs to the earlier houses. The roofscape analysis revealed that no original houses were demolished to allow their construction. These dwellings now form one of the layers of development in the precinct.

Only the properties facing Mort Street in the Eunoe Estate are currently included in the period housing area. These include good examples of different built forms, and due to the width of Mort Street (part of the village subdivision) these properties share the Village's distinctive streetscape qualities. It is recommended that these properties be included within the Village heritage conservation area.

The remainder of the subdivision area was also inspected and assessed against the criteria. Unlike the adjoining Crown Village and the Grimley Estate, the streetscapes of the Eunoe Estate do not demonstrate notable historic or aesthetic values. Although it provides evidence of the patterns of development in Katoomba, the density of early fabric that is capable of demonstrating these values was found to be too scattered to establish the streetscape quality required to support listing as a heritage conservation area.

#### EXISTING HERITAGE LISTINGS

No existing heritage listings within either area.

In the vicinity of the Grimley Estate:

5-11 Civic Place: Court House (State significance)

8 Civic Place: Masonic Temple (local significance)

10-14 Civic Place: Renaissance Centre (local significance)

In the vicinity of the Eunoe Estate: nil

### 8.6.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS OF THE GRIMLEY ESTATE

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). The PHAs are outlined by the yellow dotted lines.

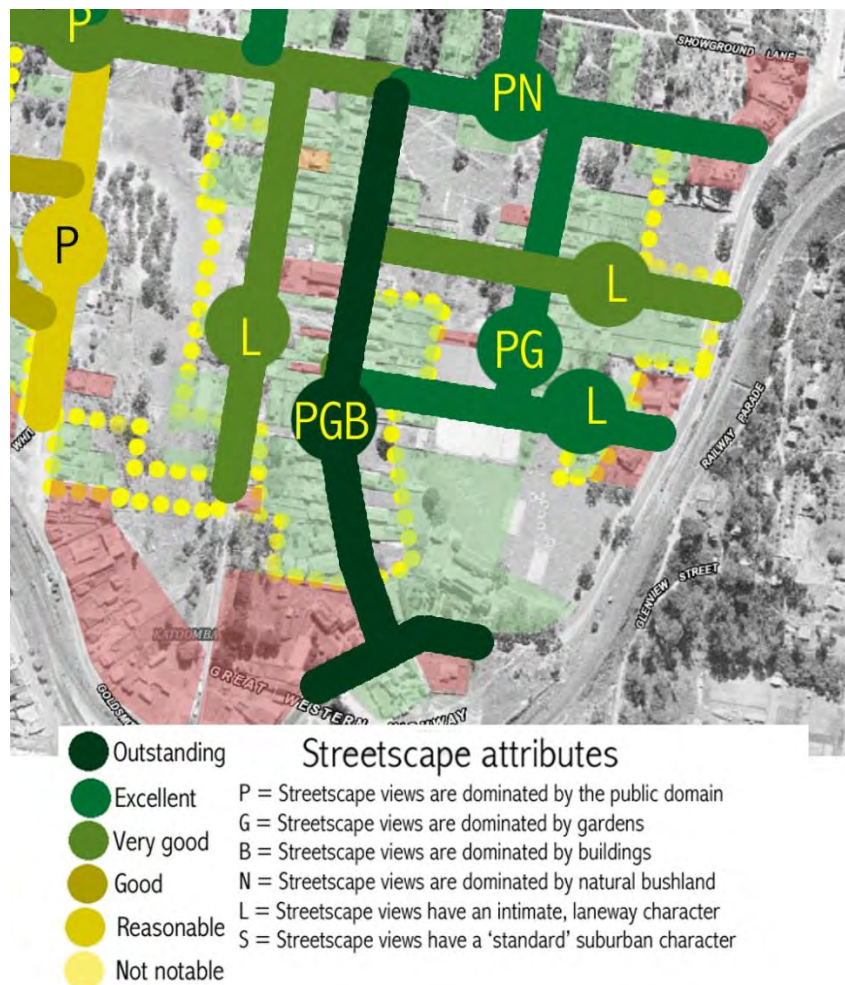


Figure 8.14. Streetscape character and aesthetic qualities in the Grimley Estate.



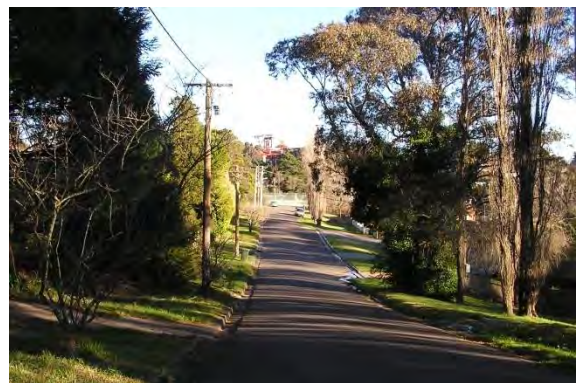
GRIMLEY ESTATE: STATION STREET







## DORA STREET







#### OTHER STREETSCAPES IN THE VICINITY WITH SIMILAR CHARACTERISTICS

Not applicable. Adjoining land is within the proposed Katoomba Village heritage conservation area or forms part of the Civic precinct. The streetscapes of the village have certain similarities but also demonstrate significant differences in the underlying planning principles and patterns of development.

## 8.6.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR THE GRIMLEY ESTATE

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
<i>Transport: road and rail links</i> <i>Establishment of towns: planned streetscapes</i> <i>Accommodation – summer houses, tourism, permanent</i> <i>Servicing the community: school, shops, parks etc.</i> <i>Tourism: facilities</i> <i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i> <i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i>		
<i>Guideline for inclusion satisfied:</i>  The private subdivisions on the northern side of Katoomba provide evidence of planning and development principles that demonstrate the changing pattern of development in the Blue Mountains.  The Grimley Estate provides rare evidence of the implementation of late 19 <sup>th</sup> /early 20 <sup>th</sup> Century subdivision principles for upper middle class development.		
Subdivision and planting patterns	The Grimley Estate, and in particular Station Street, provides evidence of the introduction of new principles of town planning in the early years of the 20 <sup>th</sup> Century. Street tree plantings are characteristic of the streetscapes in the towns of the Blue Mountains. This is the only known example of planting within the road pavement in the Blue Mountains area and provides evidence of the changing attitudes to planning principles in private subdivision in the Federation period.  The narrow width of road reservations contrasts with the width of the formal village area.	The streetscape of Station Street is notable for the avenue planting of London Plane trees within the parking lane of the carriageway. These trees are now mature and their canopies have joined to form an aesthetically significant avenue.
Consistency and quality of built forms	Development of these two areas did not commence until the southern areas of Katoomba were fully developed. The Grimley Estate includes groups of substantial and architecturally accomplished houses that demonstrate the aesthetic maturity and permanence of residents of the middle class population of Katoomba.	Through the good examples of Federation and interwar architecture to be found throughout the precinct, particularly in Station Street and Dora Street.  Most properties are good examples of the architectural styles and forms representative of the patterns of popular taste in the community in the early years of the 20 <sup>th</sup> century.  Almost all of the houses that existed in 1943 have survived in substantially intact form.  Alterations and additions are generally relatively modest.
Patterns of infill development	Later infill development can be clearly read as such.  The area also includes a range of infill development that demonstrates the changing availability of housing types and forms in the latter part of the 20 <sup>th</sup>	Project homes and other dwellings built in the latter part of the 20 <sup>th</sup> century to a standard plan were built on sites left vacant after the main development of the area in the early 20 <sup>th</sup> century.  Infill development can be found throughout the area and its distinctly different built forms and materials allow it to read as a separate layer.



Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		century.	
	Land uses	The development in the area is residential in character and with the exception of development that addresses the Great Western Highway and does not read as part of the area (for example, The Edge cinema), does not provide tourist accommodation or facilities.	Residential character of development  Lack of guest houses, hotels and other types of large commercial accommodation
<p>Criterion C: The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The subdivision pattern demonstrates the principal aesthetic characteristics of high quality residential development at the turn of the 20<sup>th</sup> Century.</p>			
	Subdivision pattern	<p>The subdivision pattern of development within the area demonstrates the principal characteristics of private speculative development for residential housing in the early years of the 20<sup>th</sup> century.</p> <p>Lot sizes were not intended to facilitate re-subdivision.</p>	<p>Street layouts are traditional, adopting and continuing the grid layout established by the adjacent village plan.</p> <p>Although the subdivision plan of Station Street South is standard, the inclusion of avenue planting within the carriageway is unique in the Blue Mountains and representative of the priority placed on aesthetic quality of the streetscape that was innovative at the time.</p> <p>Lots are smaller than those of the adjacent village, being intended for development by the purchaser for residential purposes rather than being suitable for self-sufficiency and/or re-subdivision.</p>
	Good quality houses that are representative of their architectural style.	<p>The many surviving original dwellings throughout the area are good representative examples of their period and type.</p> <p>As a group they create a strong sense of place that helps to define the aesthetic character of their streetscape.</p> <p>Although many houses have had minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development.</p> <p>There is relatively little evidence of gentrification or reworking of historic fabric.</p>	Consistency and integrity of built forms.
	Detailing and materials	Some streetscapes include notable examples of early 20 <sup>th</sup> -century domestic architecture and detailing that is rare in the towns of the Blue Mountains.	Individual examples and groups of Federation houses demonstrating a fuller expression of the style than commonly found in the cottages of the Blue Mountains from the same period. Brickwork is more common as the primary building material than elsewhere in the Blue Mountains. Other significant elements include decorative timber detailing, Marseilles tile roofs, turret roof forms, dominant chimneys and lead light windows.
	Gardens	<p>The mature gardens and individual plantings play an important role in the aesthetic values of the area.</p> <p>They soften the impact of individual development, direct the eye along the</p>	Many of the early properties have planted and maintained gardens that are now well-established and contribute positively to the streetscape and cultural landscape values of the area.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	streetscape and help to define landscape features such as ridgelines and open space.	
E	<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>If they can be located with certainty, the early pair of cottages known as "The Rocks" may add to understandings of the early built forms of this part of Katoomba.</p>	
	<p>Research potential</p> <p>The documentary evidence suggests that one of the early houses in the area designed by a significant architect may have been relocated to a lot in Station Street.</p> <p>The general archaeological potential of this area is untested. No significant earlier uses by European settlers are known to have existed in the Area.</p> <p>This study does not address the potential for archaeological evidence related to Aboriginal occupation.</p>	<p>A house or pair of cottages known as 'the Rocks' is shown on the original subdivision plan and is understood to have been designed by Vasey Parkes and relocated to one of the residential lots in Station Street. Fieldwork and analysis of the plan and building footprints suggest that it may be the property at 19B/21 Station Street.</p> <p>Part of the precinct was owned originally by David Jones of the retail stores but there is no evidence to suggest that there may be archaeological evidence associated with his period of ownership.</p>
F	<p>Criterion F: the Area possesses uncommon, rare or endangered aspects of the area's cultural or natural history.</p> <p>Heritage Council Guideline for inclusion satisfied:</p> <p><i>The planned public domain quality of Station Street, and particularly the avenue of street trees planted within the carriageway is rare, and possibly unique, in the Blue Mountains.</i></p>	
	<p>Street trees and quality of the public domain of Station Street</p> <p>The pattern of street tree planting seen in Station Street, with the trees planted within the street in the parking lane and now creating a high quality and aesthetically distinctive avenue planting is not seen elsewhere in the Blue Mountains. Analysis of the historic aerial photographs reveal that a similar avenue planting was established in Megalong Street near the Leura shops, but most have now been removed and no sense of avenue survives. This planting pattern, together with the architectural quality of the adjoining development, demonstrates the qualities of development targeted at the affluent middle class in the period.</p>	<p>Placement of trees within road reservation.</p> <p>Growth of trees to maturity without evidence of pollarding or significant pruning.</p> <p>Through the quality and detailing of the properties abutting the street.</p>

### 8.6.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE GRIMLEY ESTATE:

The Grimley Estate demonstrates heritage values that satisfy the NSW Heritage Council's criteria for listing as a locally significant heritage conservation area.

The Grimley Estate, and in particular Station Street, provides evidence of the introduction of new principles of town planning in the early years of the 20<sup>th</sup> Century. Street tree plantings are characteristic of the streetscapes in the towns of the Blue Mountains.

It is a modestly scaled, low density settlement that is dominated by the mature avenue plantings of London Plane trees set within the main pavement in a manner unique in the towns and villages of the Blue Mountains and which forms a distinctive avenue that has a very high aesthetic quality, particularly in autumn. This is the only known example of planting within the road pavement in the Blue Mountains area and provides evidence of the changing attitudes to planning principles in private subdivision in the Federation period.

The quality of the streetscape is enhanced by the quality and variety of the late Victorian, Edwardian and Interwar houses that line the Station and Dora Streets, with many demonstrating architectural and aesthetic qualities that are rare in the Blue Mountains. The Estate

extends also into the area to the east which also includes some very good individual examples of domestic architecture as well as more modest built forms representative of workers' housing found throughout Katoomba.

#### 8.6.4 GRIMLEY ESTATE: BOUNDARY RECOMMENDATIONS

The current boundaries of the Grimley Estate are complex, reflecting the exclusion of major development sites from the precinct. Although these sites share historical values with the rest of the subdivision, the built forms and current zoning mean that the physical values of the fabric are not consistent with the significant layer of the estate, nor are they likely to be rezoned to a more compatible low-density residential use. A small part of the original subdivision fronting Camp Street was not included in the period housing area but fieldwork revealed that the values of the existing properties are consistent with those of the period housing area, being a good group of modestly scaled hipped cottages that step down the hillside following the topography and it is recommended that they be included in the proposed heritage conservation area. Development controls should focus on the need to ensure that new development, including alterations and additions to existing properties and development of the sites already zoned for intensification is sited appropriately and is of sympathetic scale, form and detailing.

The natural fall in local topography means that although the Estate abuts the Great Western Highway it does not address it in a notable manner, rather both the subdivision patterns and built forms are oriented to enjoy the modest internal views over the landscape below. The former Bowling Club is sited at this lowest point and forms a focal point for much of the precinct, and should therefore be included within the heritage conservation area. The Club has ceased active use and the future use of this property is not known, but development should respect the values and qualities of the local streetscape with a priority placed on high quality design and landscaping.

#### 8.6.5 RECOMMENDED GRIMLEY ESTATE HERITAGE CONSERVATION AREA

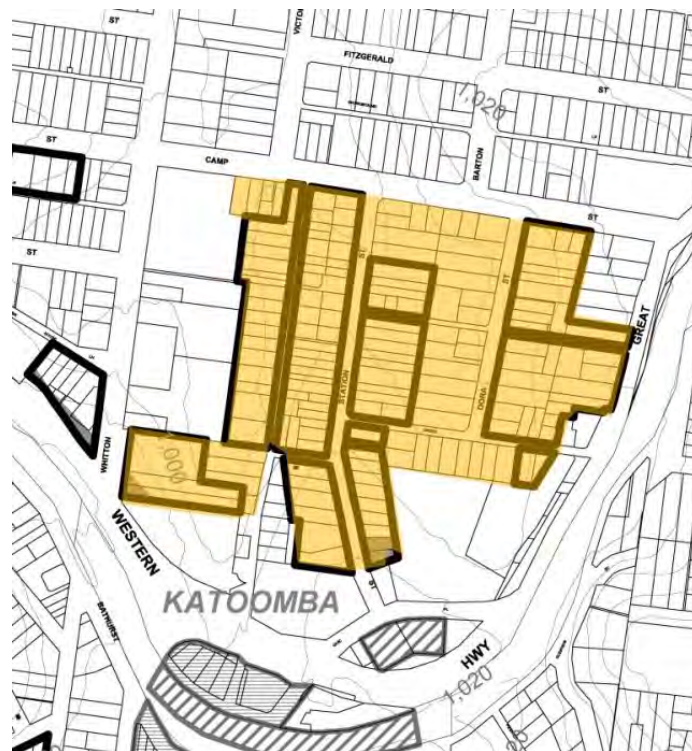


Figure 8.15. Recommended Grimley Estate heritage conservation area

#### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE GRIMLEY ESTATE HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of the Grimley Estate, located north of the railway line at Katoomba, are expressed through the fabric and patterns of the contemporary cultural landscape.

The proposed heritage conservation area is a significant cultural landscape that continues to demonstrate the principal characteristics of 19th century private development principles, both modest and aspirational, and the way that these interact with the natural landscape to create an evolved cultural landscape. One of the most important features of a cultural landscape is that not all elements



must be 'old' or even necessarily have any notable historic character, and any heritage listing needs to recognise that cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses, rather, the earlier buildings are spread widely with either large gardens or more recent infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The undulating natural topography which affords many opportunities for accessible views over the town and the surrounding landscape
- The avenue canopy and location of trees within the carriageway of Station Street.
- The mature garden setting of properties irrespective of the date the house was constructed.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- The recent planting to screen the aesthetic impacts of the heavy vehicles travelling along the highway.

### Subdivision and public domain elements:

- The street and subdivision pattern.
- The narrower street widths than are found in the adjacent village area.
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.

### Land use elements

- Detached, low density residential development
- Active open space (note that the bowling club has closed)

### Built elements

- A range of built forms from c1890s to contemporary.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Some excellent individual examples of substantial early 20<sup>th</sup> Century domestic architecture can be found.

Most buildings are modest in scale and form.

- Most dwellings are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms of additions are appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the mid-late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

Elements that detract from the heritage values

- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations.

#### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of the Grimley Estate area should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the areas that can still be 'read' as part of the Grimley Estate areas in the LEP as a heritage conservation area (exclude the major commercial activities that address the highway and the large depot at the north-western corner of the subdivision);
- Retain low density residential zones;
- Retain the existing street layout and soft roadside verges;
- Ensure that any new subdivision is consistent with the traditional pattern of subdivision in the Area (i.e. lots and any internal roads are set at right angles to the street alignment);
- Retain the existing street trees in Station Street, including their avenue canopy quality. Protect the trees from damage. If a tree is damaged or needs to be removed due to disease ensure that the space is replanted with the same species and protected from future harm.
- Ensure that lot sizes are generous enough to allow the growth to maturity of significant gardens;
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.

### 8.7 KATOOMBA: SOUTH OF THE RAILWAY LINE: OVERVIEW

The subdivision and lot layout to the south of the railway line is typical of suburban development of the late 19<sup>th</sup> Century, being based on a grid extending between the railway and Echo Point and across the width of the plateau and into the valley separating Katoomba from Leura. The main exception to this grid configuration is seen in J.B. North's early subdivision along the Bathurst Road and Murri Street that respond to the contours of the local topography.

Other early subdivisions created the pair of streets that led from the station to the escarpment, Katoomba and Lurline Streets. Once commenced, the development of the Area was rapid, with few of the vacant lots that can be seen in the other towns and villages of the Blue Mountains. The houses and buildings of Katoomba include a number of individually significant properties, particularly along Katoomba and Lurline Streets, which have been identified in previous studies as heritage items.

The form of development throughout Katoomba's Period Housing Areas is remarkably consistent, for the Blue Mountains, with similar building typologies and styles found throughout the town. All areas include very modest Victorian worker's cottages, 'L' plan cottages with a projecting gable, Federation-styled houses with two gables set at 90 degrees and a return verandah, Inter-War bungalows and a good collection of high-quality Art Deco properties. The relatively late date of the town's establishment and the modest scale of most of the early private development means that relatively few large Victorian-era houses are to be found, although many four-roomed gabled (or sometimes hipped) cottages can be seen, particularly on the edges of the town.

Although most of the towns of the upper Blue Mountains provide a range of accommodation for visitors, Katoomba includes forms not found in other towns, such as several walk-up flat buildings and motels within the main residential area. These do not always sit sympathetically with the finer grain and smaller scale of the traditional separate cottages, although some are good examples of their type.

Analysis of historical aerial photographs reveals that almost all of the houses that existed in 1943/1957 have survived, and although many have been added to and altered over the years, in most cases the original form of the house is still clearly able to be seen and understood. The relatively few vacant sites from this first wave of settlement have gradually been infilled by later residential development. This has occurred in two particularly distinctive waves; firstly in the early post-WW2 period (1950's brick and tile or fibro and iron austerity houses) and then in the 1970s by 'project home' designs. Infill development continues to be found in places, and that within the period housing areas is generally of a more sympathetic form and scale than development in other areas, reflecting the increasing commitment of Council and the community to protecting the aesthetic qualities of the traditional town landscape.



## 8.8 KATOOMBA SUB-PRECINCT 3: J.B. NORTH'S ESTATE



Figure 8.16.

Although partially obscured by an unusual Interwar false façade screen, this building, located centrally in the precinct, is potentially one of the earliest structures in Katoomba, being local mining magnate J.B. North's private residence and erected prior to any subdivision in the village.

This small precinct is physically remote from the centre of Katoomba today and is unusual in the way that it includes relatively few properties that service the tourist industry, demonstrating instead the characteristics of a small residential area. The subdivision includes the Bathurst Road, Walgett, Kamillaro and Murri Street precincts. It is significant in that it was one of the first developments to be offered for sale on the southern side of the main ridgeline, being marketed as North's Estate in 1883. The owner of the land, John Britty North, was one of the most significant and influential figures in Katoomba's earliest phase of development.

It is part of the land owned originally by Montague Levey, which was then purchased by entrepreneur John Britty North who established what became the Katoomba Coal and Shale Company in the late 1870s. He opened mines at Narrow Neck and then Ruined Castle, both of which were at the southern end of his holdings and built several cottages for miners near the head. The Ruined Castle seam in particular was renowned as a producer of high quality coal. North's 1879 coal haulage system up the steep incline near Orphan Rock eventually became today's 'scenic railway'. (ref: John Low's summary of the history – Local Studies Librarian)

The original subdivision of the upper part of North's land extended to the western side of the mine railway but this area is not part of the PHA. Given the common subdivision however it was inspected to determine whether it demonstrated similar heritage values. Negligible evidence of the early subdivision and development can be seen – only two houses had been constructed by 1943, and Henderson's house and garden, on the site where the Emergency Services Centre exists today, had been demolished.

Although the subdivision plans identified the commanding site where the water tanks are today as the proposed site of Sir James Martin's estate, this did not eventuate and a site at Linden was chosen instead; and, although excellent views are available over the Jamison Valley, the character of this part of the subdivision is late 20<sup>th</sup> Century and utilitarian, with little historic character.

North's subdivision extended around the edge of his holdings and is notable as one of the earliest offered on the southern side of the Bathurst Road, being advertised in 1883, the same year that the subdivision of Katoomba North was first offered.

The street pattern of his development is intact, and the subdivision pattern is substantially intact, with most of the re-subdivision of land being made soon after first purchase which means that the houses form part of the original layer of development.

Almost all of the houses that existed in the precinct in 1943 have survived, with the remaining lots infilled by development from later periods. This later infill is generally unobtrusive and does not detract from the aesthetic or historic qualities of the original streetscape. The character of the residential development is low-scale and most buildings modest, with no formal guesthouses or residential hotels of the type of scale that are found throughout the main spine of the town. Further research would be required to determine if any of the properties were used as holiday rental properties or guesthouses. The eastern end of the Bathurst Road streetscape includes commercial land uses, most of which are located in new buildings, either infill or built following the demolition of earlier buildings. These do not read as part of the traditional streetscape or subdivision.

Several early houses have survived within the precinct, including one which the 1883 subdivision plans annotate as North's own cottage (number 29). Although on first inspection this property has been heavily and unsympathetically altered by the construction of a heavy rendered masonry parapet wall across the front of the house and also over the driveway area; more careful inspection reveals that what appears to be the early kitchen block is still in situ to the rear (on the Bathurst Road side) and also that the rendered wall is a separate element to the fabric of the cottage.

Although the 1883 subdivision plan shows a range of buildings on the Bathurst Road frontage used for commercial purposes such as a sawmill, stores, a builder, an inn and butcher shops; these have all been replaced by residential development, reflecting the transition in the retail focus from the Bathurst Road to Katoomba Street and the area closer to the station.

Most are modest cottages and houses that are representative of their era. The typologies most commonly found in the area include the simple symmetrical Victorian cottage (hipped or gabled), simple L-plan Edwardian cottage, Federation house with return verandahs and Inter-War bungalow in both the Sydney-style and designed variations. Later infill is mainly 1970s style project homes. Almost all are a single storey in height, with the main exception being the two-storey Victorian Italianate villa at 196 Bathurst Road and the mid-late 20<sup>th</sup> Century pseudo-Dutch style with a second level of accommodation within the steeply pitched roof form. Common additions are typical of those seen in the villages and towns of the Blue Mountains, including the conversion of roof space for an attic bedroom with dormer window and extensions at ground level to the rear to provide family living spaces.

Land falls steeply from the Bathurst Road – and the streets to the south provide spectacular views over the landscape to the south - over North's valley to the main Jamison valley beyond – these views are now between houses, but are still easily appreciated from the street between the houses. These lower levels are accessed by split-level roads, a characteristic response to the topography in the towns of the Blue Mountains.

Many of the properties along the Bathurst Road include well-established gardens that add significantly to the aesthetic qualities of the precinct, particularly when viewed from the recently upgraded Great Western Highway. Few of the houses to the southern streets have significant gardens, reflective of the relatively small lots, modest development and their situation near the top of the ridgeline with little runoff water available. The 1943 aerial photographs reveal that only the houses on Bathurst Road at its intersection with Gundar Street had substantial gardens at that time, the remainder being essentially barren (most likely lawn grass) with occasional plants.

Wells Street has a more bushland character, although it also has a strongly directed and unexpected industrial vista when looking south-east along Buti Street to the chimney stack and rear elevation of the Carrington Hotel, contrasting with the expansive natural panorama available to the south-west from the same position.





(left) Figure 8.17. Location map showing the location of North's Estate on the edge of Katoomba.



(right) Figure 8.18. Detail of North's Estate. The existing PHAs (outlined) include most of the Estate (shaded). The eastern end of the section between Buti and Cascade Streets is now commercial in character, with most of the original buildings being replaced.  
(Base provided by Blue Mountains City Council)



Figure 8.19.

Aerial photograph of the area. The original subdivision boundaries are substantially intact, with the houses overlooking the largely undeveloped areas of North's valley to the south, now park and recreation areas. The road patterns follow the topography, curving around the edges of the ridges and valleys.

*(c) NSW Department of Lands SIX viewer 2012)*





Figure 8.20. Analysis of the changes to the forms of houses within North's subdivision (and the surrounding areas). North's subdivision is within the area bounded by the dark brown dots, and the yellow line shows the extent of the existing PHA. Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished.

88% of the existing lots had been developed by 1943; and of these, 93% have substantially retained their original built forms.

(Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).





Figure 8.21 and 8.22 (below). Extract from the flyer advertising the subdivision of North's Estate in 1883. The plan shows the location of many earlier buildings along the Bathurst Road including an inn, school, stores and two butcher shops. It also shows the location of North's original house, which has survived in what appears to be a substantially intact condition, notwithstanding an incongruous false façade wall to the street elevation.

(Below) detail showing the location of J.B. North's house on Walgett Street and the other original buildings in the precinct.

<http://www.nla.gov.au/apps/cdview/?pi=nla.map-lfsp1175>

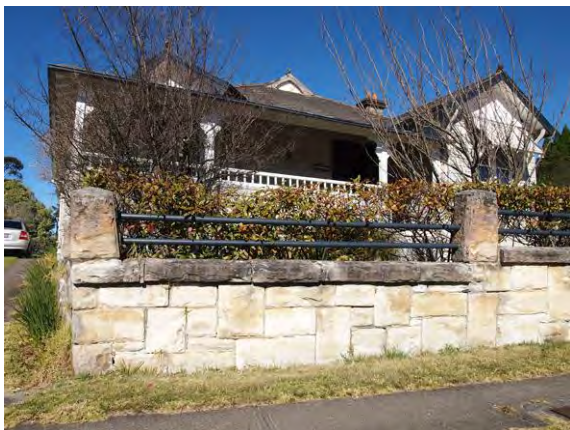


### 8.8.1 STREETScape ATTRIBUTES AND HERITAGE VALUES: NORTH'S ESTATE

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B).















Murri and Warriga Streets







## 8.8.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: JB NORTH'S ESTATE

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
<p><i>Transport: road and rail links</i></p> <p><i>Establishment of towns: private subdivision</i></p> <p><i>Accommodation – summer houses, tourism, permanent</i></p> <p><i>Servicing the community: school, shops, parks etc.</i></p> <p><i>Tourism: facilities</i></p> <p><i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i></p> <p><i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i></p>		
	<p><i>Guideline for inclusion satisfied:</i></p> <p>John Britty North's subdivision provides evidence of the pattern of development in Katoomba. It is one of the few early subdivisions that was laid out to respond to the local topography. It also contains what may be one of the earliest houses to have survived in the town.</p>	
Historical role in the development of Katoomba	<p>North's subdivision was one of the earliest in Katoomba (1883) and was established at the head of the access to his mine.</p> <p>Its relative success is demonstrated by the sale and development of almost all lots within a relatively brief period when compared with the slower pace of development in the formal Village to the north of the railway line.</p>	<p>The subdivision sits on the edge of the steep hill that falls from the adjacent Bathurst Road into the valley that leads to North's mines. The valley remains substantially undeveloped and continues to demonstrate the essential spatial qualities of the original cultural landscape.</p> <p>The built forms are substantially intact and continue to demonstrate the qualities of late 19<sup>th</sup> Century residential architecture.</p> <p>The area is characterised by a very good collection of late 19<sup>th</sup> and early 20<sup>th</sup> Century dwellings.</p> <p>The area is sited adjacent to the original Bathurst Road, which follows its original alignment in this section.</p> <p>The subdivision patterns, streetscape qualities and most built forms are still able to be read, having survived without significant alterations.</p>
Subdivision pattern	<p>The streets of North's subdivision were laid out to follow the local contours. The southern precinct, Murri Street, was located on a small spur, which allows the properties to enjoy excellent views over the surrounding landscape.</p> <p>This careful attention to the form and configuration of subdivisions is notable for its contrast with the patterns seen throughout most of the Blue Mountains, which were more usually a standard grid pattern overlaid on the topography in an</p>	<p>The alignment of the streets in the subdivision to follow the local topography.</p> <p>The non-grid pattern of lots that are a result of the street layout.</p> <p>Note that the original subdivision also included land further to the west in the vicinity of the water reservoir and south in the island bounded by Murri Street as it protrudes on a small spur into the valley (the area around the water reservoir was inspected but negligible significant fabric or evidence of connection to North)</p>

Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		<p>apparently arbitrary manner.</p> <p>The alignment is likely to have been adopted in response to the difficult local topography and not in response to planning principles. It does however represent an innovative solution to the problem of building on the steep slopes of the Blue Mountains.</p>	
	Consistency and quality of built forms	The built forms in the subdivision are generally of very good quality and demonstrate the importance placed on streetscape presentation along main roads in the late 19 <sup>th</sup> Century.	<p>Most properties are good examples of their architectural style and provide evidence of popular taste in the community in the late 19<sup>th</sup> and early part of the 20<sup>th</sup> century.</p> <p>Almost all of the houses that existed in 1943 have survived in substantially intact form.</p> <p>Alterations and additions are generally relatively modest, although JB North's own house has undergone substantial alterations to the front façade (verandah area).</p>
	Patterns of infill development	<p>Later infill development can be clearly read as such.</p> <p>The area also includes a range of infill development that demonstrates the changing availability of housing types and forms in the latter part of the 20<sup>th</sup> century.</p>	<p>Project homes and other dwellings built in the latter part of the 20<sup>th</sup> century to a standard plan were built on sites left vacant after the main development of the area in the early 20<sup>th</sup> century.</p> <p>Infill development can be found throughout the area and its distinctly different built forms and materials allow it to read as a separate layer.</p>
	Land uses	The development in the area is mostly residential in character and, with the exception of commercial development at the eastern end; it does not provide tourist accommodation or facilities.	<p>Residential character of the streetscape.</p> <p>Lack of guest houses, hotels and other types of large commercial accommodation</p>
<p>Criterion B: the area has a strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The Area demonstrates a strong association with one of the most important figures in the early settlement of the Blue Mountains; mine owner John Britty North.</p>			
	J.B. North's house	<p>The subdivision was sited within J.B. North's holdings on the western edge of the area that became Katoomba.</p> <p>J.B. North was the instigator of the early development of the area through his ownership and operation of a shale oil kerosene mine at the bottom of the same valley. He was also a significant figure in the NSW coal mining industry.</p> <p>North's house was located within the Estate and documentary and preliminary physical evidence suggest that the house and outbuildings have survived.</p>	<p>The house and outbuildings at 29 Walgett Street are consistent with those seen on both the 1943 aerial photographs and also with the footprint of the house marked as J.B. North's on the 1883 subdivision plan. An unsympathetic façade has been added to the front elevation of the property, but if the building itself is the original fabric it is one of the earliest surviving structures in Katoomba.</p>
<p>Criterion C: The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The precinct responds to the local topography which allows good local views along the streetscapes. These include both serial views that unfold</p>			



Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
<p>whilst moving through the precinct, vistas of a quality that is rare in the developed parts of Katoomba; and distant panoramic views over the Kanimbla Valley to the south-west.</p> <p>The precinct provides evidence of the changing patterns of aesthetic values in development in the Blue Mountains in the late 19<sup>th</sup> and early 20<sup>th</sup> Century.</p>		
Subdivision pattern	The subdivision pattern of development is irregular and responds to the curving streetscape patterns.	<p>Through the few rectangular lots in the development.</p> <p>Buildings are generally set at 90 degrees to the street with side boundaries set at an angle, creating irregular lots.</p>
Streetscape qualities	<p>The streetscapes within the area are clearly differentiated from each other and from the surrounding area.</p> <p>The streetscapes present a cohesive aesthetic character, with an overall consistency in the scale, form and siting of individual buildings.</p> <p>Verges are generally soft with a footpath on one side of the street only. The verge to Bathurst Street is fully surfaced, reflecting its historic status as the main road.</p>	<p>Bathurst Road is characterised by its very good examples of vernacular building styles of the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries. The public domain plays an important role in defining the character of this streetscape due to the sweeping alignment of the road and the siting of the buildings well above the road on the natural platform created by the main ridgeline followed by the road and railway.</p> <p>Walgett Street displays a more modest character, with smaller houses set close to the road with minimal distance between many buildings. Although unsympathetic, the applied façade of JB North's house is a prominent element in streetscape views.</p> <p>The lowest street of this part of the estate is Wells Street, which is a very narrow street with a modest, semi bushland edge character which is enlivened by the excellent distant views over North's valley to the south and also the vista to the semi-industrial rear elevation of the Carrington Hotel to the south-east.</p> <p>The streetscape of Murri Street is also distinctive, and includes split-level roadways separated by traditional timber arris fencing in places. Many of the houses have undergone extensive alterations and additions to facilitate the capture of the views from the properties, but the overall character remains one of a simple, traditional streetscape on the edge of the bushland.</p>
Good quality houses that are representative of their architectural style.	<p>The many surviving original dwellings throughout the area are good representative examples of their period and type.</p> <p>As a group they create a strong sense of place that helps to define the aesthetic character of their streetscape.</p> <p>Although many houses have had minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development.</p> <p>There is relatively little evidence of gentrification or reworking of historic fabric.</p>	<p>Consistency and integrity of built forms.</p> <p>The buildings in the area include a good range of typologies from the main period of development (1880s to 1940s) and include an example of a two storey simple Italianate Villa, a style that is very rare in the Blue Mountains. This property is located in a prominent position on the Bathurst Road opposite the railway line.</p>
Gardens	Several properties in the area have very good gardens that are a feature of the streetscape, and most have a mature garden, featuring cool-climate or native plantings. The relatively small lot sizes and narrow proportions mean that many houses are, atypically for the Blue Mountains, built almost boundary to boundary with little space available for side gardens that do much to establish a strong vegetated setting for a property.	<p>Many of the early properties have planted and maintained gardens that are now well-established and contribute positively to the streetscape and cultural landscape values of the area.</p> <p>Other properties are on relatively small lots and have limited space for the establishment of a large garden.</p> <p>Several vacant lots are overgrown with vegetation.</p>

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	In such cases the quality of the front garden planting and mature trees in the rear garden area become particularly important.	
E	<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>If it can be located with certainty, the property identified as potentially being the original house of JB North may add to understandings of the early built forms of Katoomba.</p>	
Research potential	<p>The documentary and fabric evidence (from the air and street) suggests that the house at 29 Walgett Street may be JB North's original house in Katoomba. If this is established, it is likely to be one of the earliest houses to have survived in the area.</p> <p>The general archaeological potential of this area is untested, although the original subdivision plan indicates the location of a range of early commercial buildings along the Bathurst Road. These may have some archaeological potential.</p> <p>No significant earlier uses by European settlers are known to have existed in the Area.</p> <p>This study does not address the potential for archaeological evidence related to Aboriginal occupation.</p>	

### 8.8.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF NORTH'S ESTATE, KATOOMBA:

This part of Katoomba is associated with the earliest phase of European occupation of the area for mining in the mid-late 19<sup>th</sup> Century; and in particular with mine owner and entrepreneur John Britty North who subdivided the northernmost part of his land in 1883. The subdivision was released in the same year (1883) as the Crown released the Village of Katoomba on the northern side of the railway line immediately opposite North's land but its success, as demonstrated by the number of dwellings built by the early years of the 20<sup>th</sup> Century, contrasts with the slow pace of development to the north and suggests that the community valued the access to views provided by North's development.

The development consisted of three discrete sections, two of which have retained the significant characteristics that determined their original built forms (the third, located near the water tank at the top of the hill to the west, no longer demonstrates the same heritage values and is not part of the area recommended for listing). These included the sophisticated use of a contour-based street layout to counter the steep local topography and maximise viewing opportunities from each site, an initiative that has allowed the precincts to sit comfortably within their landscape settings. Architectural styles are representative of those found throughout the villages of the Blue Mountains although one property at 194-196 Bathurst Road is a rare example of the Victorian Italianate villa. Its two storey form is also rare in the context of the traditional landscape of the Blue Mountains.

The historical association with J.B. North is enhanced by the (likely- requires additional research) survival of his family home in Walgett Street, albeit hidden behind the unsympathetic addition of a free-standing façade. North was an important figure in the development and promotion of the Australia coalmining industry and was also a locally significant industrialist who was responsible for establishing the coalmining industry in the Kanimbla Valley immediately south of Katoomba.

The subdivision is sited on steep land at the head of North's property where it met the highway (Bathurst Road) with an additional area sited on the small ridge extending west from Cascade Street near the Carrington Hotel.

The topography of the two precincts within the Estate is steep, with many roads being divided by retaining walls and the base of dwellings being built up on the 'low' side of the lot to allow the property to sit flush with the natural ground level. Extensive cut-and-fill is not found.

#### 8.8.4 BOUNDARY RECOMMENDATIONS FOR NORTH'S ESTATE, KATOOMBA

The boundaries of the subdivision remain well defined in the landscape, particularly near the Bathurst Road where it is surrounded by undeveloped bushland. The only parts of the Estate that are not recommended for inclusion from the conservation area are the south-eastern end fronting Bathurst Road and the detached section located further to the west along Bathurst Road (near the water tower). The eastern end has been extensively and unsympathetically developed for small industrial purposes such as vehicle tyres and servicing and no longer reads as part of the residential area, and the western area near the water tower does not demonstrate the historic or aesthetic characteristics or values evident in the main parts of the Estate.



Figure 8.26. Recommended North's Estate heritage conservation area, Katoomba.

#### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE NORTH'S ESTATE HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of North's Subdivision is expressed through the fabric and patterns of the contemporary cultural landscape.

The proposed heritage conservation area is a significant cultural landscape that provides evidence of the development of the town of Katoomba. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character, and any heritage listing, particularly of a large area such as a heritage conservation area, needs to recognise that cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places, and is not necessarily degraded by the presence of 'modern' buildings.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses, rather, the earlier buildings are spread widely with either large gardens or more recent infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

##### Landscape elements

- The steep natural topography which falls away from Bathurst Road and affords many opportunities for accessible views over the town and the surrounding landscape that extend as far as the walls of the Jamison Valley in the distance
- Close visual and physical links with the surrounding native vegetation. The presence of a clearly defined edge to the village area is important in protecting the setting of the area.



- The mature garden setting of properties irrespective of the age of the house. Even relatively recent properties commonly have maturing gardens that will contribute positively to the aesthetic values of the area in the future.
- The density and maturity of deciduous trees that create a spectacular streetscape display in autumn and early winter and provide important and cooling shade to the streetscape and private gardens in summer.
- The recent planting on the northern side of Bathurst Road to help screen the aesthetic impacts of the heavy vehicles travelling along the highway.

### Subdivision and public domain elements:

- The street and subdivision pattern that responds to the local topography.
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house.
- Privacy is provided by elevational difference and planting, not fences.
- Driveways and driveway crossings (where present) are generally simple and traditional.

### Land use elements

- Detached, low density residential development

### Built elements

- A range of built forms from pre 1880 to contemporary.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Some excellent individual examples can be found.
- Buildings are modest in scale and form.
- Although many houses have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the mid-late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

### Elements that detract from the heritage values

- The traffic on the highway
- The unsympathetic development at the southern end of the precinct
- Individual examples of inappropriate development
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations such as the creation of garages as part of the main elevation of the house, and several examples of second storey additions.

The southern area is bounded by Murri Street and separated from the surrounding bushland by a single of cottages. The local topography means that Murri Street enjoys a prominent position in the local streetscape and it is recommended that the listed area be extended to include the surrounding houses (which are also part of the existing Katoomba Period Housing Area).

### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of the North's Subdivision should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the areas that can still be 'read' as part of the North's Estate areas in the LEP as a heritage conservation area (exclude the commercial activities at the eastern end of Bathurst Road);
- Retain low density residential zones;
- Retain the existing street layout;

- Retain the existing subdivision pattern;
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house;
- Adapt built forms to the natural topography. Do not introduce cut and fill in new work; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.

## 8.9 KATOOMBA SUB-PRECINCT 4: THE MAIN AREA SOUTH OF THE RAILWAY LINE



8.27. View to the south along Katoomba Street. The routes leading to the main lookouts include a range of small-scale commercial accommodation and facilities but have retained a prevailing quality of a residential precinct. Once away from the main commercial area, the streetscapes are better vegetated with a rich variety of architectural styles and forms.

The town of Katoomba is the largest in the Blue Mountains, and has been the centre of the tourism industry since its inception. It was however established relatively late in the evolution of the cultural landscape, being little more than a railway halt to take on ballast (but not passengers) until the 1880s. Its fortunes changed dramatically with the establishment of the Carrington Hotel in 1882, which was to become one of the most important and popular Grand Hotels of NSW in the latter part of the 19<sup>th</sup> and early 20<sup>th</sup> Centuries. The Carrington was soon supported by many smaller hotels, guesthouses and private lodging houses.

As noted in earlier sections, the original intention of the Government was to establish a small town on the northern side of the railway line which included the usual range of village and small holding lots. The area to the south of the line consisted of a relatively wide plateau that extends from the main highway/railway ridgeline to the edge of the escarpment overlooking the Jamison Valley. This area had originally been divided into small holdings of approximately 50 acres, but there is little evidence that active cultivation occurred on many, if any, of these lots. One of the reasons for the growth of the southern section of the town and indeed its ongoing popularity as a tourist destination is its proximity to some of the most significant and spectacular natural landforms to be found in the Blue Mountains, including the iconic Three Sisters rock formation and the nearby Echo Point, both of which are located at the southern edge of the long rolling ridge that stretches to the south from the station.

Development of this area was relatively rapid, with the original holdings soon subdivided by speculative developers into relatively small suburban-style lots which were almost fully developed by the middle of the 20<sup>th</sup> Century. Unlike the other towns of the Blue Mountains, the properties in the central part of Katoomba are not generally notable for their gardens, and indeed, the 1957 photographs show the area almost devoid of gardens with large trees. This suggests that many properties were not owner-occupied, but rather were used as holiday houses or other short-term accommodation, and confirms the findings of earlier histories of the town. Other factors such as a lack of groundwater in the higher parts may also have hindered the growth of trees to the scale seen in the other towns.

The buildings of Katoomba include examples from a wide range of types and styles that range from very modest single fronted timber cottages to some of the most substantial properties located in the Blue Mountains. The majority of houses are however simple late Victorian to Inter-War houses, most of which are built of weatherboards with corrugated iron roofs. Streetscapes are also simple, dominated in most precincts by the front gardens and rolling topography. Katoomba is built on a long spur reaching to the south, but extends over several secondary ridges before reaching the cliff face. The impact of this is that even on the longer streets such as



Katoomba and Lurline Streets, the quality and visual catchment of the streetscape changes constantly as one moves through the area. The relationship between the natural and cultural environments also changes significantly and provides evidence of society's changing understanding and links to the landscape – from the arbitrary imposition of a strict gridded subdivision plan on the hills and valleys of the topography in the early 20<sup>th</sup> Century to the nestling of structures under and between the trees of the surrounding bushland less than 100 years later.

Buildings along the two main streets, Katoomba and Lurline, were substantial, although they are of a generally domestic form, suggesting use as guesthouses or other commercial accommodation. A range of higher density accommodation such as blocks of Inter-War flat buildings is also found in this precinct. Most properties are however detached residential cottages and larger family houses, many of which are now set in large and well-tended gardens, in notable contrast to the lid 20<sup>th</sup> Century photographs. A similar range of building styles can be found extending to the 'sides' of the main spine, although there is a higher proportion of single family dwellings on separate lots, also with good gardens that often include feature trees and other plantings. The southern tip of Katoomba is not dominated by traditional development – with the exception of Lilianfels, which is now a boutique hotel, most of this area was developed in the second half of the 20<sup>th</sup> Century and includes mostly standard project houses with no evidence of local adaptation, several motels and other forms of late 20<sup>th</sup> Century tourist facilities.

The quality of the public domain is significantly different to that found throughout most of the remainder of the Blue Mountains and is a result of Katoomba's contemporary role as the focus for tourist accommodation. As well as the lack of substantial or cohesive street tree plantings on the main routes, the heavy pedestrian traffic on most streets that connect the commercial area and the vantage points has necessitated substantial footpaths and other urban infrastructure. In the more remote precincts away from the tourist destinations, such as the valleys to the east and west, the character of the public domain is more relaxed and intimate in its scale and form, with soft kerbs and verges and private gardens spilling into the public domain in the manner characteristic of the towns and villages of the Blue Mountains.

Like each of the towns and villages, the settled areas end abruptly in bushland that surrounds the town and plays an important role in defining its setting in the landscape. The other landscape feature that has shaped and defined the cultural landscape of Katoomba is that of the close and ongoing relationship between the dramatic landscape of the southern end and the form and function of the town to support the needs of the hundreds of thousands of tourists who visit the area each year, whether as day-trippers or longer-term visitors who explore the town and the wider landscape in more detail.

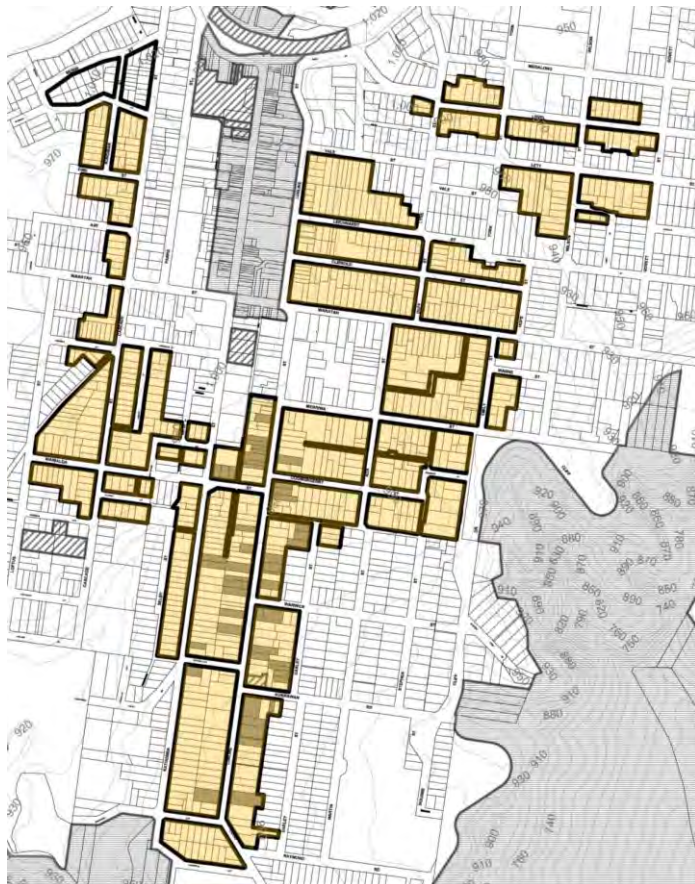


Figure 8.28.

South Katoomba: showing the location of the existing Period Housing Areas (shaded yellow). The properties shaded darker yellow are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005. The unshaded area in the top left is North's subdivision (see above).

The area shaded light grey covers the existing Central Katoomba and Lurline Guesthouse Heritage Conservation Areas.

The hatched properties are State Significant and are listed on the State Heritage Register.

This base map does not show the location of local heritage items situated outside the Period Housing Areas.

(map provided by Blue Mountains City Council)



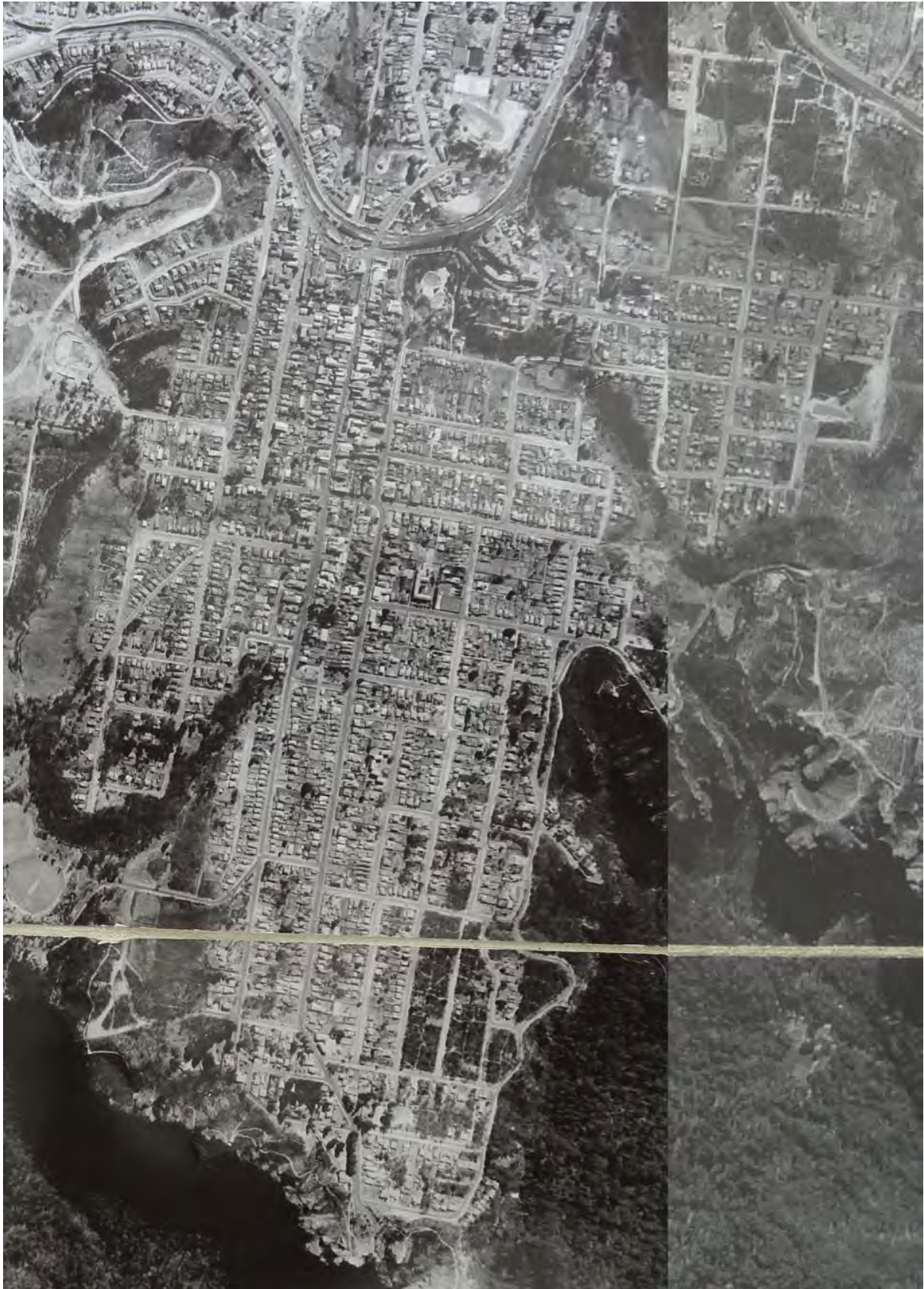






Figure 8.29 and 8.30.

Katoomba south of the railway line in 1957 (previous) and 2011 (above). The area was almost fully developed by 1957, with few vacant lots to be found. The increase in tree cover across the whole of the area over the intervening 50 years is clearly visible.





Figure 8.31.

1943 aerial photograph showing the extent of substantially intact original built forms in the residential areas (based on a comparison of 1943 and 2012 aerial photographs).

Note: The 1957 aerial photographs are not of sufficiently high resolution to allow analysis of the properties in the southern area.

(base photographs:: NSW Department of Lands SIX viewer (copyright))

*Green: substantially intact form (may include additions of a form and location consistent with the original style)*

*Orange: original building evident with substantial additions not consistent with the original form*

*Red: building demolished*

76% of the existing lots visible in the image had been developed by 1943; and of these, 97% have substantially retained their original built forms.

#### OTHER PARTS OF KATOOMBA WITH SIMILAR CHARACTERISTICS (OUTSIDE IDENTIFIED PERIOD HOUSING AREAS)

The existing period housing areas include most of the traditional streetscapes of the town, although the edges, and particularly the precincts on the eastern side, were found to demonstrate similar heritage values and streetscape characteristics. These areas were also inspected to a similar level of detail and analysed to determine whether they should be included within any proposed heritage conservation area. Those that are recommended for inclusion are shown in Figure 6.32.

#### EXISTING HERITAGE LISTINGS:

This part of Katoomba includes many individually significant properties and landscape features – refer to the map at Figure 6.27 and the LEP.

The commercial centre has been listed as a heritage conservation area in the LEP recognition of its historic, aesthetic and social significance as a traditional early 20<sup>th</sup> Century shopping centre. The adjacent group of guesthouses on Lurline Street (immediately behind the shops on the eastern side of the shopping centre) has also been listed as a heritage conservation area.

#### 8.9.1 STREETScape ATTRIBUTES AND BUILT FORMS – KATOOMBA SOUTH

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B).



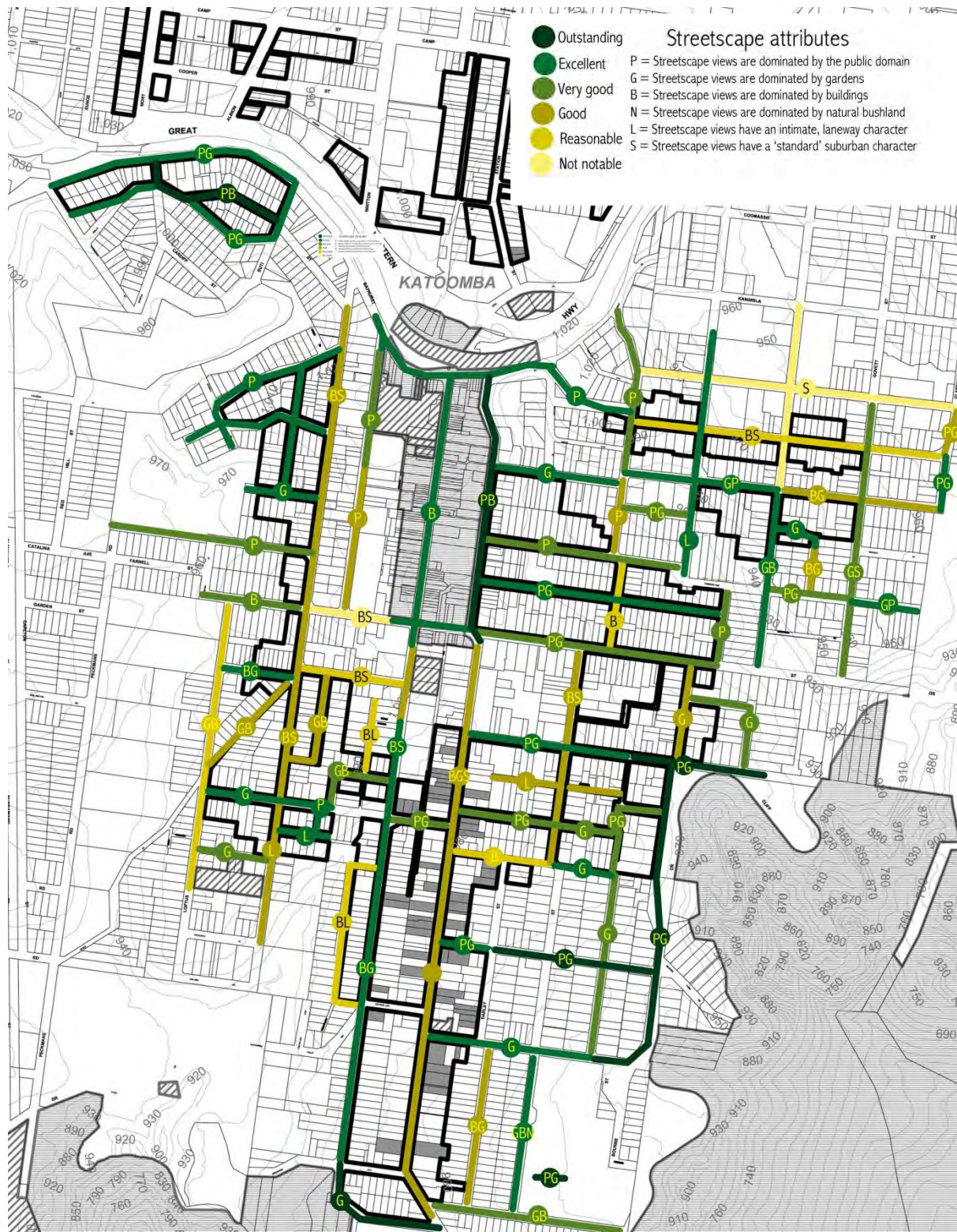


Figure 8.32.

The streetscapes of Katoomba South vary considerably in their aesthetic qualities and heritage values. Most of the north-south streets are only of average streetscape quality, being largely bare of elements such as street tree planting and soft verges. This is in contrast to the east-west streets, many of which demonstrate very high streetscape values.

































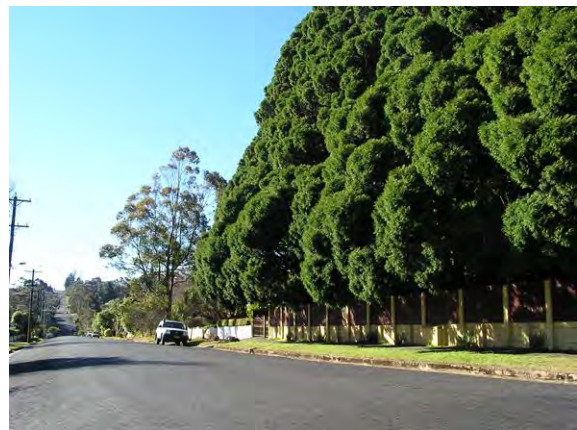
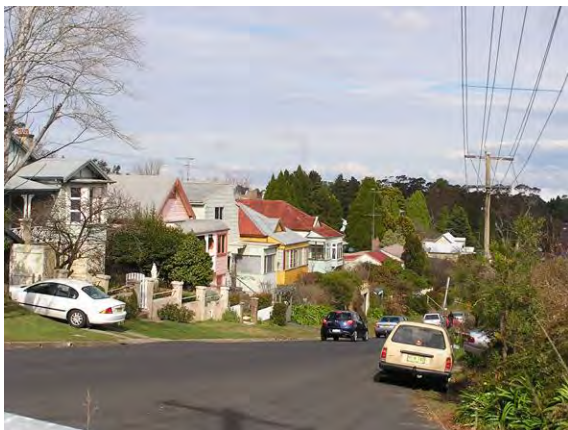
















### 8.9.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: KATOOMBA SOUTH

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
	<p><i>Guideline for inclusion satisfied:</i></p> <p>The residential cultural landscape of the area provides evidence of the pattern of development in Katoomba. The close connection between the cultural and natural landscapes through the medium of tourism is expressed clearly through the buildings and streetscapes of the area.</p>	

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	<p>Historic themes:</p> <p><i>Transport: road and rail links</i></p> <p><i>Establishment of towns: private speculative subdivision</i></p> <p><i>Accommodation – summer houses, tourism, permanent</i></p> <p><i>Servicing the community: school, shops, parks etc.</i></p> <p><i>Tourism: facilities</i></p> <p><i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i></p> <p><i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i></p>	
Historical role in the development of Katoomba	<p>The Katoomba South area developed rapidly following the opening of a permanent railway stopping place in 1881 and the formal station in 1891. The subdivision and re-subdivision of the early land holdings was rapid and intensive development soon followed until the area was almost fully developed by the early years of the 20<sup>th</sup> Century.</p>	<p>The town extends over the whole of the undulating plateau that extends from the railway line to the scenic places at the southernmost tip.</p> <p>The built forms and aerial photographs reveal that development occurred over a relatively short period of time, particularly when compared against the slow sales experienced by the Crown subdivision to the north. The reason for the popularity of the southern area is not known, and may have been as simple as cheaper prices, more aggressive marketing or smaller and therefore more affordable lots, but is also likely to have been a result of the growing interest in the natural landscape and scenic places, and also in the rise of the tourist industry.</p> <p>The subdivision patterns, streetscape qualities and most built forms are still able to be read, having survived without significant alterations.</p>
Subdivision pattern	<p>The streets of most of the subdivisions in this area employed a traditional grid pattern with narrow road reservations and limited space provided for infrastructure typical of those found in private developments of the era.</p>	<p>Through the regular street pattern, the only significant exception being the alignment of Neale Street.</p>
Consistency and quality of built forms	<p>The area is characterised by a very good collection of late 19<sup>th</sup> and early 20<sup>th</sup> Century dwellings, most of which are substantially intact and have also retained their original setting.</p>	<p>Most properties are good examples of their architectural style and provide evidence of popular taste in the community in the late 19<sup>th</sup> and early part of the 20<sup>th</sup> century.</p> <p>Almost all of the houses that existed in 1943/57 (where evident) have survived in substantially intact form. (confirmed by fieldwork)</p> <p>Alterations and additions are generally relatively modest, and generally include the enclosure of original verandahs to create a sunroom (a potentially reversible change) and the replacement of timber windows with aluminium (potentially reconstructable).</p>
Patterns of infill development	<p>Later infill development can be clearly read as such.</p> <p>The area also includes a range of infill development that demonstrates the changing availability of housing types and forms of commercial accommodation in the latter part of the 20<sup>th</sup> century.</p>	<p>Project homes and other dwellings built in the latter part of the 20<sup>th</sup> century to a standard plan were built on the relatively few sites left vacant after the main development of the area in the early 20<sup>th</sup> century and in the bushland lots on the edges of the town.</p> <p>Infill development can be found throughout the area and its distinctly different built forms and materials allow it to read as a separate layer.</p>
Land uses	<p>The development in the area is characterised by the rich mixture of private and commercial accommodation, and, within this, large and intimate scales of the built forms.</p>	<p>Residential character of the streetscape.</p> <p>A good range of guest houses, hotels and other types of large commercial accommodation provide evidence of the public's changing needs and priorities for casual accommodation.</p>



Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
<b>B</b>	<p>The area has a strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The Area demonstrates a strong association with one of the most important figures in the early settlement of the Blue Mountains, Frederick Clissold.</p>	
	<p>Association with significant person</p> <p>Frederick Clissold was a successful wool merchant who is also associated with the development of the Sydney suburb of Ashfield. Clissold purchased Neale's extensive holdings on the southern side of Katoomba and was the main instigator of its development, establishing the primary streets of Katoomba and Lurline and subdividing most of the area for development. He was also responsible for the settlement of the adjacent village of Leura.</p>	<p>Through the core subdivision pattern of the town and in particular the alignment of Katoomba and Lurline Streets and the main cross-streets. Lurline Street (and the town of Leura) was named by Clissold after properties in Queensland that he is understood to have been associated with (Fox, History of Leura. Bathurst 2001, p11, in Jack et al, Heritage Assessment for the Katoomba and Leura Village Areas. 2001.)</p>
<b>C</b>	<p>The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The area provides evidence of the changing patterns of aesthetic values in development in the Blue Mountains in the late 19<sup>th</sup> and early 20<sup>th</sup> Century and in particular the importance of the spectacular aesthetic qualities of the setting of the town on its development as a major place for relaxation and retreat.</p> <p>The area also includes a wide range of aesthetically distinctive built forms and streetscape qualities that provide evidence of the changing needs and priorities of the community when seeking a holiday in the Blue Mountains as well as the needs of the permanent population, many of whom worked in the industries that service the tourism industry.</p>	
	<p>Subdivision pattern</p> <p>The overlay of the subdivision pattern on the undulating topography has established distinctive streetscapes formed by the roofs of houses stepping to follow the topography.</p>	<p>Buildings are generally set at 90 degrees to the street and step to follow the fall of the land.</p>
	<p>Streetscape qualities</p> <p>The streetscapes present a cohesive aesthetic character, with an overall consistency in the scale, form and siting of individual buildings.</p> <p>Verges along the main roads are fully paved and those on the minor streets are generally soft with a footpath on one side of the street only.</p>	<p>The almost universal single storey building heights mean that even when the roof forms vary according to the style of the house, the streetscape demonstrates a strong rhythm, particularly when viewed from a higher point in the rolling landscape.</p> <p>The streets in the central part of the area are heavily trafficked and have been fully paved on both sides to accommodate the number of users. This has prevented the planting of extensive avenues of street trees in the verge area, leading in turn to a somewhat denuded streetscape quality when compared to other parts of Katoomba or even other towns in the Blue Mountains. In many places the impact of this has been ameliorated by the planting in private gardens which helps to soften streetscape views.</p> <p>The relative low density of screening vegetation allows the architectural qualities of the many heritage items in Lurline Street in particular to be appreciated readily.</p>

Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
	Good quality houses that are representative of their architectural style.	<p>The many surviving original dwellings throughout the area are good representative examples of their period and type.</p> <p>The prevailing quality of the streetscapes creates a strong sense of place that helps to define the aesthetic character of the area.</p>	<p>Through the variety and quality of built forms throughout the area.</p> <p>The area includes a very wide range of architectural styles from the main period of development (1890- 1950) and includes very good and highly intact examples of most of these.</p> <p>Although many houses have had minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development.</p> <p>There is relatively little evidence of gentrification or inappropriate reworking of historic fabric.</p>
	Gardens	<p>Several properties in the area have very good gardens that are a feature of the streetscape, and most have a mature garden, featuring cool-climate or native plantings. The relatively small lot sizes and narrow proportions mean that many houses are, atypically for the Blue Mountains, built almost boundary to boundary with little space available for side gardens that do much to establish a strong vegetated setting for a property. In such cases the quality of the front garden planting and mature trees in the rear garden area become particularly important.</p>	<p>Many of the early properties have planted and maintained gardens that are now well-established and contribute positively to the streetscape and cultural landscape values of the area.</p> <p>Other properties are on relatively small lots and have limited space for the establishment of a large garden.</p> <p>Several vacant lots are overgrown with vegetation.</p>
<p>Criterion D: The Area has a strong or special association with a particular community or cultural group for social, cultural or spiritual reason:</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The Katoomba area is likely to have been important for many people as the place of relaxation, holidays, adventure, and as an iconic honeymoon destination for many years. Its association with the meanings and reasons for these activities continues to exist in the wider community's imagination.</p>			
	Social meaning (potential: not confirmed)	<p>Although Katoomba is no longer a popular honeymoon destination, at least some those who married or holidayed there are likely to still remember the personal meanings associated with the place.</p> <p>The town continues to be associated with weekend relaxation, short holidays and for its historic association as a traditional honeymoon destination.</p> <p>The traditional 'summer retreats' and holiday cottages continue to provide evidence of the cultural behaviour of affluent families for over 100 years.</p>	<p>The range of accommodation and entertainment facilities from a 100 year period providing excellent evidence of the community's changing priorities when seeking a place for meaningful relaxation and social interaction.</p>
E	<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>If it can be located with certainty, the property identified as potentially being the original house of JB North may add to understandings of the early built forms of Katoomba.</p>		
	Research potential	<p>The general archaeological potential of this area is untested, although the original subdivision plan indicates the location of a range of early commercial buildings along the Bathurst Road.</p>	



Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	<p>These may have some archaeological potential.</p> <p>No significant earlier uses by European settlers are known to have existed in the Area.</p> <p>This study does not address the potential for archaeological evidence related to Aboriginal occupation.</p>	

### 8.9.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE KATOOMBA SOUTH AREA

The Katoomba South area is significant for the way that it continues to provide evidence of the development of one of New South Wales's most iconic tourist destinations. The subdivision pattern is functional and overlays the topography to provide direct access between the transport corridor to the north and the scenic viewpoints to the South. The built forms of the area include evidence of the evolution of tourist accommodation over a 100 year period and include large 'grand' hotels, guesthouses, lodging houses, holiday flats and self-contained cottages; and bed and breakfast accommodation.

This important role suggests that Katoomba is likely to have a high level of social significance to the wider community for the way that it symbolises traditional holidaymaking (an assumption that is reflected in the ongoing popularity of day trips to Katoomba to see the sights and have tea at the Paragon Café or Carrington Hotel.)

The area also includes evidence of the infrastructure required to support such a large-scale tourist industry with a wide range of modest workers cottages and simple accommodation as well as the commercial properties.

Although the focus of the area is clearly on the tourist attractions, the town remains well-connected to the surrounding landscape and in particular the bushland that still marks the eastern and western edges of the settlement.

The main period of development was from the late 19th century to the middle of the 20th, and most of the buildings of Katoomba provide substantially intact evidence of the styles popular during this period. Many properties have been extended or altered over the years but in most cases the additions have been made to sit comfortably with the original form and streetscape qualities. The earlier buildings are characterised by their use of lightweight materials such as timber weatherboard and corrugated iron. This is representative of development throughout the towns and villages of the Blue Mountains.

The streetscape of Lurline Street includes a high proportion of individually significant heritage items, many of which include substantial and significant gardens.

Katoomba is also notable for the rich variety of modest, four room Victorian and Edwardian cottages that demonstrate a range of original approaches to the detailed design and decorative finishes to the basic form. Many of these cottages are located close to the front property boundary and have a small but well planted garden to provide privacy and an attractive setting for the house.

### 8.9.4 RECOMMENDED KATOOMBA SOUTH HERITAGE CONSERVATION AREA

The existing period housing areas were found mostly to reflect the qualities of the streetscape and built forms and to demonstrate the heritage values identified above. In several places, particularly on the eastern and Western edges of the town, similar values were found and it is recommended that these also be included in the proposed heritage conservation area.

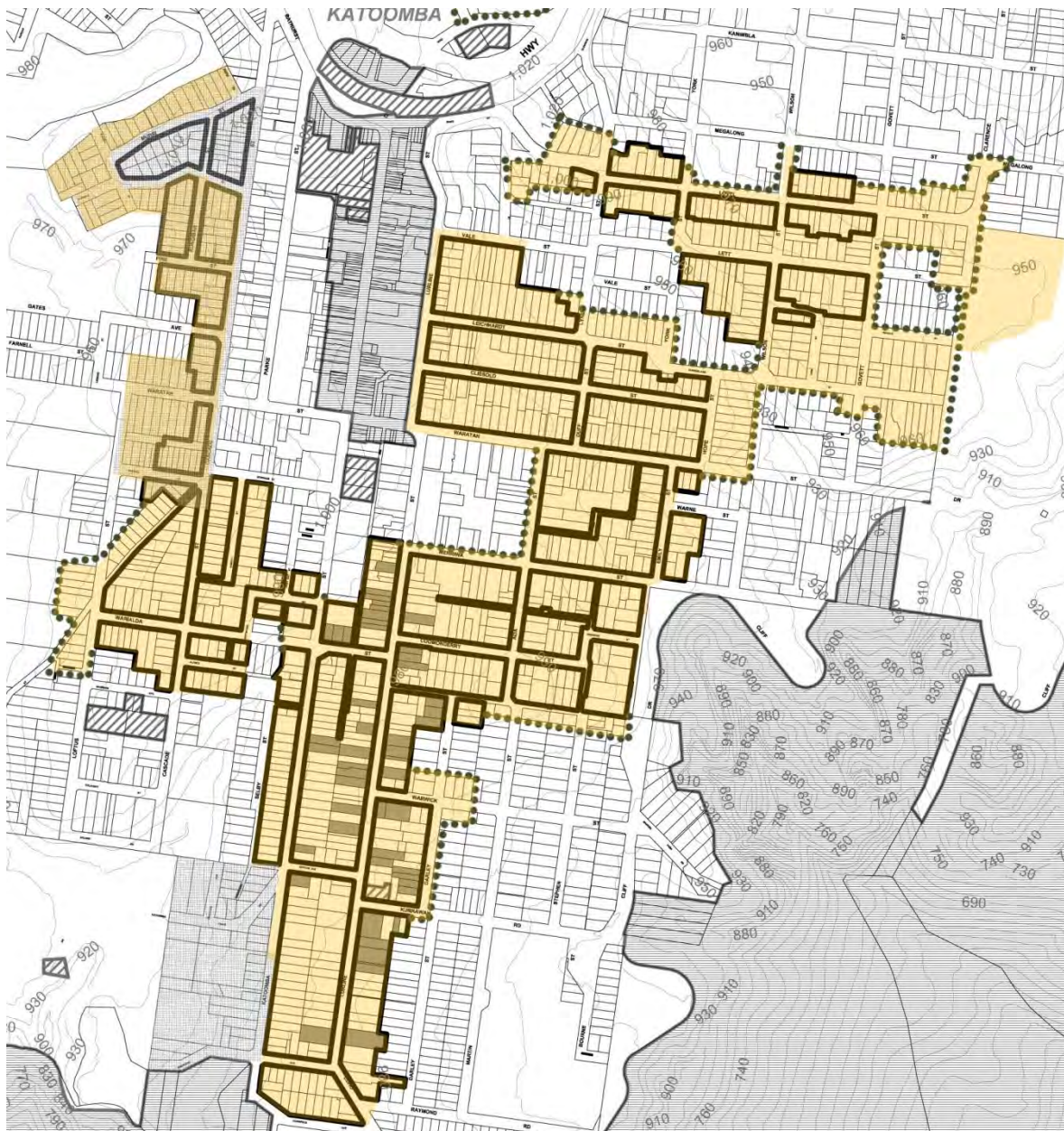


Figure 8.33. Recommended Katoomba South heritage conservation area

### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE KATOOMBA SOUTH HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of the main Katoomba area is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The proposed heritage conservation area is a significant cultural landscape that provides evidence of the development of the town of Katoomba. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character, and any heritage listing, particularly of a large area such as a heritage conservation area, needs to recognise that cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places, and is not necessarily degraded by the presence of 'modern' buildings.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses, rather, the earlier buildings are spread widely with either large gardens or more recent infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial



photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The steep natural topography which falls away from Bathurst Road and affords many opportunities for accessible views over the town and the surrounding landscape that extend as far as the walls of the Jamison Valley in the distance
- Close visual and physical links with the surrounding native vegetation. The presence of a clearly defined edge to the village area is important in protecting the setting of the area.
- The mature garden setting of properties irrespective of the age of the house. Even relatively recent properties commonly have maturing gardens that will contribute positively to the aesthetic values of the area in the future.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- The density and maturity of deciduous trees that create a spectacular streetscape display in autumn and early winter and provide important and cooling shade to the streetscape and private gardens in summer.
- The recent planting on the northern side of Bathurst Road to help screen the aesthetic impacts of the heavy vehicles travelling along the highway.

### Subdivision and public domain elements:

- The street and subdivision pattern that responds to the local topography.
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house.
- Privacy is provided by elevational difference and planting, not fences.
- Driveways and driveway crossings (where present) are generally simple and traditional.

### Land use elements

- Detached, low density residential development

### Built elements

- A range of built forms from pre 1880 to contemporary.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Some excellent individual examples can be found.
- Buildings are modest in scale and form.
- Although many houses have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the mid-late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

### Elements that detract from the heritage values

- The lack of street tree planting on Katoomba and Lurline Streets.
- The frequency of heavy traffic through the residential streets.
- The unsympathetic development at the southern end of the precinct
- Individual examples of inappropriate development.

- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations such as the creation of garages as part of the main elevation of the house, and several examples of second storey additions.

Summary of how the heritage values can be protected through the conservation planning process:

*Note that the conservation of the heritage values of Katoomba South should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms and this should continue providing that these built forms are consistent with the essential attributes of existing development in the streetscape, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape. Particular care will need to be taken if larger scaled tourist development is proposed.*

- Include the areas in the LEP as a heritage conservation area;
- Retain low density residential zones where they exist at present, and particularly on the eastern and western edges of the area;
- Retain the existing street layout;
- Retain the existing subdivision pattern;
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original built forms;
- Adapt built forms to the natural topography. If sited on a slope, ensure the roof line steps in a rhythm consistent with the remainder of the streetscape. Do not introduce cut and fill in new work; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.



## 9.0 LEURA



Figure 9.1. The streetscapes of Leura are generally of a very good quality and dominated by mature houses, gardens and streetscape plantings.

### 9.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF LEURA

The township of Leura is located immediately to the east of Katoomba, and although it reads as a separate settlement when travelling along the highway, the two are linked through the head of the valley that lies between the two towns. One of the most important figures in the development of Katoomba, Frederick Clissold, was also responsible for the planning and subdivision of Leura. Development was slightly slower in the Leura area however due to the lack of a train halt or station until 1892. Although the town also provided access to sites such as Leura Falls, the character of the area was much more that of the semi-permanent and exclusively private 'summer retreat' rather than as a place for mass tourism and this distinction of Leura as in an exclusive residential area continues to define the cultural landscape today.

Most streetscapes are dominated by street, verge and garden plantings which give a high degree of privacy to occupants whilst preserving the soft and intimate quality of Leura's streetscapes. Those at the southern end are notable for the quality and substantial scale of the many feature trees in private gardens, and include properties such as Everglades with its highly significant house and gardens designed and constructed by Paul Sorensen.

The town includes a small commercial area on Leura Mall in a similar position to that seen at Katoomba and this area has been identified as a heritage conservation area in the current LEP for its unique streetscape qualities. The group of houses along Railway Parade is a particularly good group of substantially intact late 19th and early 20th century houses set in mature gardens. Addressing the railway line, they play an important role in the presentation of Leura to travellers and have already been listed as a heritage conservation area in the LEP. Each of the properties within this group has also been identified as an individually significant heritage item.

Although the main settlement is situated on the southern side of the transport corridor, development also extends to the north. This northern precinct contains several substantial houses which have been listed as heritage items and is notable for its bushland streetscape quality. Sunray, a distinctive house in a commanding setting on a rock outcrop that overlooks the precinct, is particularly significant for its association with the Resch family, owners of the major brewery. The garden was one of several designed by renowned landscape architect Paul Sorensen in the Leura/Katoomba area. Most of the houses are relatively modest and nestle under the native eucalypts. Much of the analysis in this section applies to both the north and south precincts of Leura, but their significance is assessed separately in recognition of their very different aesthetic heritage values.

The streetscapes of the southern side are distinguished by the very high quality houses and gardens that are found throughout the area, and particularly along the Leura Mall, many of which have remained on substantial blocks surrounded by tall conifer windbreak planting. The area also includes precincts of more modest housing, particularly on the northern side of the railway/highway, at the edges of the main residential area to the south and in the lower lying areas. A high proportion of houses that existed in 1943 remain in an intact, or substantially intact, form and many of these are grouped in streetscapes that are of a very high quality. Few properties

have been substantially altered or demolished to facilitate redevelopment, most infill occurring on sites that had remained vacant since first subdivision. The main exception to this is the group of recent houses in Jersey Avenue, on the western edge of the town, where at least six of the original homes were destroyed by a major bushfire in 1957, and which now form part of the cultural layering that provides evidence of the evolution of the town.

Few properties can be considered a poor example of their particular architectural style, and most are very good or excellent. This reflects a priority and care that was given to the establishment of dwellings, including second or holiday houses, in the Blue Mountains. Although of high quality design, most traditional houses were constructed of lightweight materials, which is an important characteristic of the towns and villages of the Blue Mountains.

Although not a technology found commonly in the early properties, the use of traditional dry-stone walling can be found, particularly to support terraces in landscaping and in places as the street boundary fences for properties. The definition of spaces using stone is an ancient technique that matured in the European context in the careful interlocking of stones without the use of mortar. It was not a technique used in early European settlement in the mountains, but appears to first have been used in the layout and creation of some of the major designed gardens on private estates including those designed by Paul Sorensen at Leura. It continued to be used in houses set within the bushland in both the construction of houses and garden elements, and also in the construction of walking tracks for tourists. The dry stone wall appears to have been introduced into the more settled streetscapes of the Blue Mountains in the latter quarter of the 20<sup>th</sup> Century, where it became a popular alternative to a timber-framed fence.

Leura also provided a range of accommodation for tourists, including the Ritz Hotel, the grand Palace Hotel and a range of guest houses, but these were not on the scale of Katoomba's facilities. The most prevalent accommodation today is the bed and breakfast, many of which have been created through the adaptive reuse of substantial family homes. The town also includes a rare surviving example of a once important local industry, the former dairy farm nestled within a valley on the eastern edge of the town (Everglades Avenue).

Local views are of a very good quality. Leura, like most of the towns of the Blue Mountains, extends to the edge of the escarpment of the Valley below but access to the panoramic views from the edge of this escarpment are limited due to development having been permitted in the past between the public domain and the cliff edge in many places. Some views, such as those from designated lookouts, are panoramic views over the Jamison Valley and others are of a much more intimate scale, being focused on the local streetscapes. The successive ridgelines crossed by the east-west streets such as Megalong and Craigend streets have a particularly distinctive streetscape quality, particularly in autumn when each ridge reveals a different prospect.





Figure 9.2. Map of Leura: showing the location of the existing Period Housing Areas (shaded yellow). The properties shaded darker yellow are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005. Note that the base does not show all listed items. The reason for this is not known.

The area shaded light grey covers the existing Central Leura and Railway Parade Heritage Conservation Areas.

The hatched properties are State Significant and are listed on the State Heritage Register.

This base map does not show the location of local heritage items situated outside the Period Housing Areas.

(base map provided by Blue Mountains City Council)





Figure 9.3 and 9.4. Aerial photographs taken in 2012( top) and 1943 (bottom) showing the evolution of the town over this period. (the 1943 image does not extend to cover the southern portions)



Figure 9.5. 1943 Aerial Photograph of Leura. Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished. (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).

Leura is notable for the number of early houses that have survived in a substantially intact condition, particularly in the areas closer to the centre. The group of houses shown as demolished on the left side of this photograph (Jersey Avenue) were destroyed in the 1957 bushfires, as were several other properties scattered through the area.

80% of the existing lots in North Leura had been developed by 1943; and of these, all have substantially retained their original built forms.

66% of the existing lots in South Leura had been developed by 1943; and of these, 86% have substantially retained their original built forms.

Source: comparison of 1943 and 2012 aerial photographs. (*base photographs: (c) NSW Department of Lands SIX viewer*)





Figure 9.6 and 9.7. Extract from a map showing the extent of fire affectation in Leura in 1957 (left) and an aerial photo taken soon after the fire showing some of the 12 houses that were destroyed in Jersey Road. The fire affected buildings throughout Leura and is likely to have been the reason led to the replacement of many of the properties shown as 'demolished' in the previous Figure.

Source: ((l) Blue Mountains Library – Local Studies Collection; and (r) Collection of the Blue Mountains Historical Society)

## OTHER STREETSCAPES IN THE VICINITY WITH SIMILAR CHARACTERISTICS

All streetscapes in the vicinity of the Period Housing Area were investigated and those that were found to demonstrate similar values to the Housing Area were also investigated for possible heritage significance.

## EXISTING HERITAGE LISTINGS

Two heritage conservation areas have previously been identified in Leura: the Leura Mall shopping precinct and the group of substantial houses addressing Railway Parade. The town also includes 59 individually significant houses and other properties. Three, "Sunray" on the northern side of the highway (2 Churchill Street), "the Ritz" at 203-223 Leura Mall and the font at St Albans Anglican Church at 137a Megalong Street are also listed on the State Heritage Register. Fieldwork and documentary research revealed several properties that may merit assessment as individual heritage items.

Address	Name	LEP reference	
43–49 Balmoral Road	"Leuralla", garage, outbuilding, amphitheatre and gardens	LA015	
7 Britain Street	"Leura House"	LA004	
2 Chambers Road	"Darjeeling" and garden	LA061	
2 Churchill Street	"Sunray" and garden	LA042	State significant
Craigend Street, corner Leura Mall	Bloome Park	LA056	
10 Craigend Street	"Darval" and former Anglican Rectory	LA095	
14 Craigend Street	"Blandford"	LA094	
6 East View Avenue	"The Nunnery" and garden	LA043	
37-49 Everglades Avenue	"Everglades" and garden	LA005	State significant
1–5 Gordon Road	"Holmwood" and garden	LA021	
Great Western Highway	Stone retaining wall between Queens Road and Kings Road	LA058	
14 Great Western Highway	"Hazeldene"	LA093	
31 Great Western Highway	"Chateau Napier" site only	LA026	
62 Great Western Highway	Alexandra Hotel	LA088	
89 Great Western Highway	Shop and house—archaeological site	LA028	

## 9. LEURA

1, 3, 5, 7 Grose Street	Grose Street cottage group	LA035	
13 Grose Street	"Lauralea"	LA090	
19 Grose Street	House	LA091	
21 and 23 Grose Street	"Ballygowan" and "Acorn Cottage"	LA092	
23a Grose Street	Leura Uniting Church	LA034	
33 Grose Street	"Dalkeith"	LA083	
Leura Mall	Redmond Memorial	LA072	
117–121 Leura Mall	Hillcrest Coachman	LA080	
126–128 Leura Mall	Single storey commercial building	LA069	
130 Leura Mall	Commercial building	LA070	
131 Leura Mall	"Le Gobelet"	LA010	
148 Leura Mall	Leura Post Office	LA071	
151–153 Leura Mall	Leeder's drapery	LA074	
157–159 Leura Mall	Single-storey commercial building	LA075	
165–171 Leura Mall	Two-storey commercial building	LA076	
173 Leura Mall	James' Butchery	LA077	
177–179 Leura Mall	Two-storey commercial building	LA078	
187–197 Leura Mall	St David's Presbyterian Church	LA079	
192–194 Leura Mall	Cafe Bon Ton	LA013	
198–204 Leura Mall	"Culgoa"	LA008	
203–223 Leura Mall	"The Ritz"	LA012	State significant
Lone Pine Avenue	Lone Pine Avenue and Park	LA060	
122, 124 and 126 Megalong Street	Megalong Street cottage group	LA096	
133 Megalong Street	Country Women's Association Hall	LA081	
137a Megalong Street	St Alban's Anglican Church	LA082	
137a Megalong Street	Font, St Alban's Anglican Church	LA073	State significant
143 Megalong Street	"Warradoon"	LA087	
151 Megalong Street	"Megalong Manor"	LA014	
9 Olympian Parade	"Benison" and garden	LA022	
Railway Corridor	Western Railway Line	LA030	
Railway Parade	Leura Railway Station	LA016	
87 Railway Parade	House	LA084	
88 Railway Parade	"Waitangi"	LA009	
89 Railway Parade	"Ilion"	LA085	
90 Railway Parade	"Rakia"	LA086	
97 Railway Parade	"Varenna"	LA062	
99 Railway Parade	"Deloraine"	LA064	
103 Railway Parade	St Bonaventure's Catholic Church	LA065	
104–105 Railway Parade	"Mondeval"	LA066	
106 Railway Parade	"Strathhayze"	LA067	
107 Railway Parade	"Edelweiss"	LA068	
Wascoe Street	Wascoe Street retaining wall	LA020	
24–26 Wascoe Street	"Kanowna" group	LA024	
30 Wascoe Street	"Kemarle"	LA089	



### 9.1.1 STREETScape ATTRIBUTES AND BUILT FORMS – LEURA

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N).

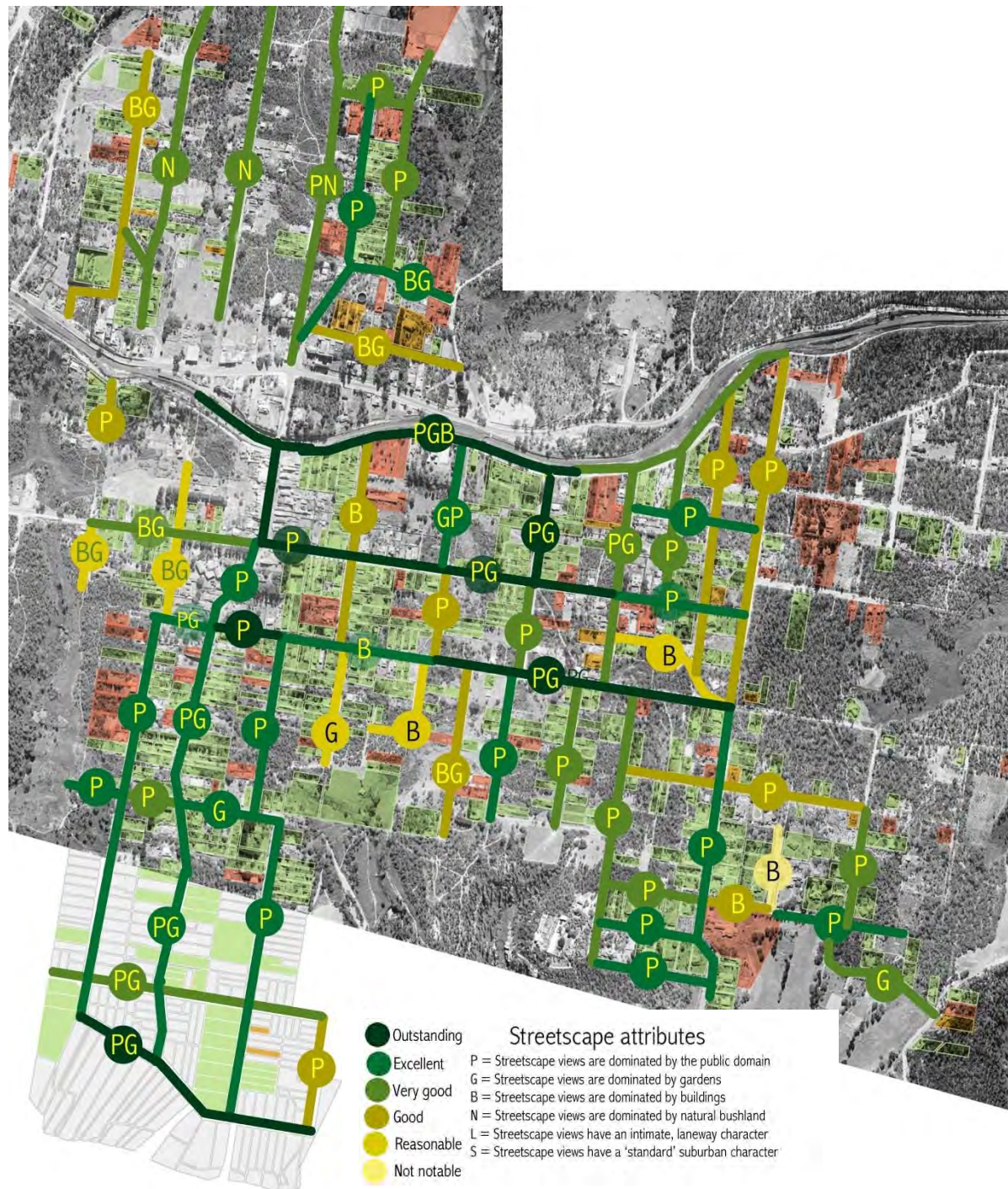
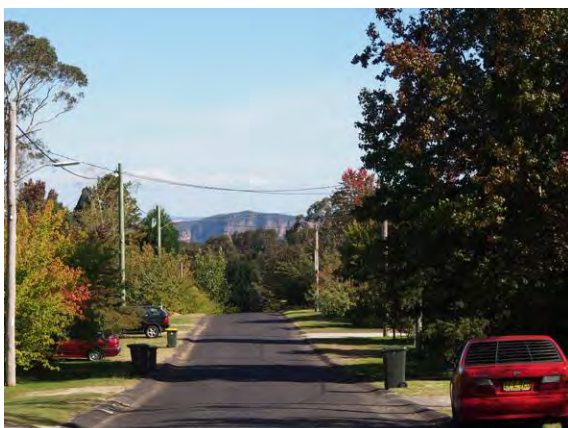
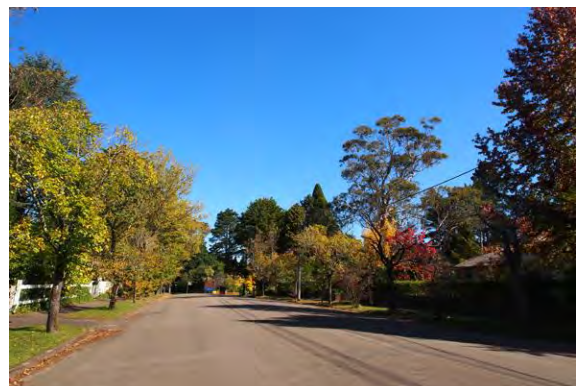


Figure 9.8. Streetscape quality in Leura.









































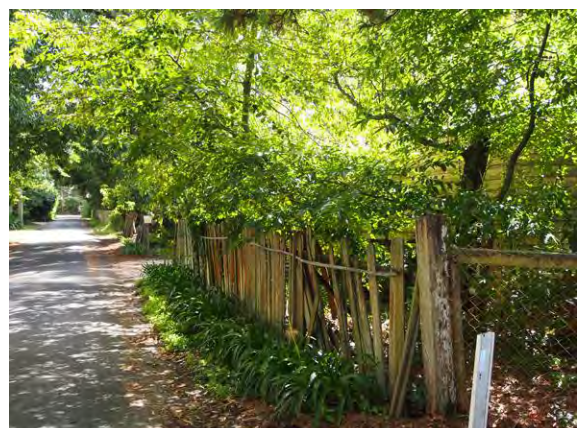
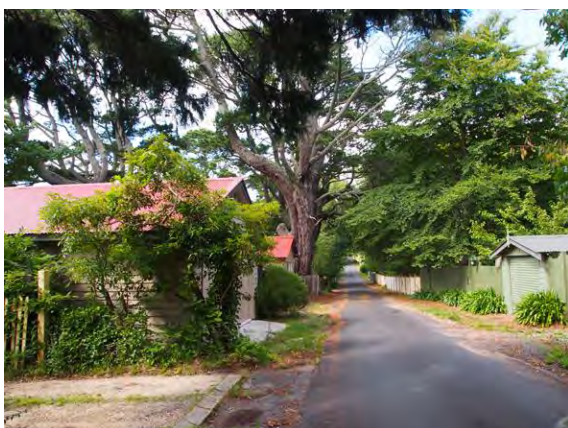




## NORTH LEURA



















## THE MURRAY STREET PRECINCT

Although their setting is of high aesthetic quality and several of the buildings are of good individual contributory quality, the Murray Street PHA has undergone considerable change in recent years and does not demonstrate the cohesive streetscape qualities required for an area to satisfy the criteria for listing as a heritage conservation area.







### 9.1.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE : LEURA

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
	<p><i>Guideline for inclusion satisfied:</i></p> <p>The cultural landscape of the Leura area provides evidence of the pattern of development in the Blue Mountains. The close connection between the cultural and natural landscapes through the purposeful creation of an exclusive residential area is expressed clearly through the buildings and streetscapes of the area.</p> <p>Historic themes:</p> <p><i>Transport: road and rail links</i></p> <p><i>Accommodation – summer houses, tourism, permanent</i></p> <p><i>Servicing the community: school, shops, parks etc.</i></p> <p><i>Tourism: facilities</i></p> <p><i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i></p> <p><i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i></p>	
Historical role in the development of the Blue Mountains	<p>The Leura area was one of the last towns along the ridge to be established, not being laid out until demand was created following the formalisation of a landing platform and then a shed/station structure in the 1890s.</p> <p>Once released for development, the pace of settlement was steady, and the village soon became one of the most desirable addresses in the Blue Mountains.</p> <p>Leura continues to this role to the present day, providing a prestigious and mature cultural landscape with particularly high streetscape values which provide a strong contrast to the</p>	<p>The town extends over the whole of the undulating plateau that extends from the railway line to the scenic places at the southernmost tip.</p> <p>The subdivision patterns, streetscape qualities and most built forms are still able to be read, having survived without significant alterations.</p> <p>Although Leura included several substantial hotels and guesthouses, it is more recognised for the quality of its residential development and streetscapes.</p>



Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		commercial and tourist focused adjacent town of Katoomba.	
	Subdivision pattern	The subdivision pattern is simple and demonstrates the essential principles of private speculative development at the end of the 19th century.	Through the regular street pattern.  Lot sizes are generous and many properties by the amalgamation of more than one lot, resulting in a spacious and very low density of development throughout much of the area, particularly the southern end.  Street widths are typical of those employed in private development but the low prevailing density of development has allowed the retention of soft, unformed edges with grass verges and street tree planting.
	Consistency and quality of built forms	The area is characterised by a very good collection of late 19 <sup>th</sup> and early 20 <sup>th</sup> Century dwellings, most of which are of very high architectural quality and have survived in substantially intact condition.	Most properties are good examples of their architectural style and provide evidence of upper-middle-class taste in the community in the late 19 <sup>th</sup> and early part of the 20 <sup>th</sup> century.  Almost all of the houses that existed in 1943 (where known from the fabric or aerial photos) have survived in substantially intact form. A proportion of those that have been demolished were destroyed by bushfire in 1959.  Alterations and additions are generally relatively modest, and generally include the enclosure of original verandahs to create a sunroom (a potentially reversible change) and the replacement of timber windows with aluminium (potentially reconstructable). Other houses have undergone more extensive additions including the construction of new wings or other major work. Although some of these changes have been unsympathetic to the original form, most are set well back from the street and have had minimal impact on the heritage values of the town.
	Patterns of infill development	Later infill development can be clearly read as such.  The area also includes a range of infill development that demonstrates the changing availability of housing types in the latter part of the 20th century.  Some examples of high quality, architect designed infill development can also be found. Other development has been designed in accordance with traditional design principles and can only be recognised as new work on close inspection.	Project homes and other dwellings built in the latter part of the 20th century to a standard plan were built on the relatively few sites left vacant after the main development of the area in the early 20th century and in the bushland lots on the edges of the town.  Infill development can be found throughout the area and in most cases its distinctly different built forms and materials allow it to read as a separate layer.
	Land uses	The development in the area is characterised by few examples of other types of land uses outside the commercial precinct.  The changing needs and desires of tourists, including those of the more mature visitor, are being reflected in the adaptation of houses for commercial accommodation.	Strongly residential character of the streetscape.  Several of the more substantial houses have been adapted for reuse as commercial accommodation such as bed and breakfasts or more substantial adaptations such as the Fairmont Resort. Low-key accommodation such as bed and breakfasts have minimal impact on the qualities of the streetscape, but larger development which demands the construction of additional buildings and infrastructure and potentially the clearing of land to facilitate access to views has the potential to have a significant adverse impact on the heritage values of Leura.
Criterion B: the area has a strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the Blue Mountains.			
Heritage Council guideline for inclusion satisfied:			
The Area demonstrates a strong association with one of the most important figures in the early settlement of the Blue Mountains; Frederick Clissold.			
	Association with significant person	Frederick Clissold was a successful wool merchant who is also associated with the development of the Sydney suburb of	The town evolved from the Leura Falls which was named by Clissold after properties in Queensland that he is understood to have been associated with. Clissold Street is named after him. (Fox, History of Leura. Bathurst 2001, p11. in Jack et al. Heritage Assessment for the Katoomba and Leura Village

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	<p>Ashfield.</p> <p>The subdivision and development of Leura was orchestrated by Frederick Clissold, who also played an important role in the development of Katoomba and Sydney's Ashfield.</p>	<p>Area DLEP 2000 Stage 2. 2001. P6. )</p>
<p>Criterion C: The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The area provides evidence of the changing patterns of aesthetic values in development in the Blue Mountains in the late 19<sup>th</sup> and early 20<sup>th</sup> Century and in particular the importance of the spectacular aesthetic qualities of the setting of the town on its development as a major place for relaxation and retreat.</p> <p>The area also includes a wide range of aesthetically distinctive built forms and streetscape qualities that provide evidence of the patterns of relaxation and retreat enjoyed by the upper middle classes in the early years of the 20<sup>th</sup> century.</p>		
Subdivision pattern	<p>The overlay of the subdivision pattern on the undulating topography has established distinctive streetscapes at such as the main east-west streets of Megalong Road and Craigend Street, each of which demonstrates high aesthetic values as the road rolls over the topography and the houses step up and down the slopes of the hillsides.</p>	<p>Buildings are generally set at 90 degrees to the street and step to follow the fall of the land.</p> <p>The main east-west streets including Megalong Road and Craigend Street demonstrate a rollercoaster quality as they flow across the local topography, creating an aesthetically interesting and sophisticated streetscape rhythm.</p>
Streetscape qualities	<p>The streetscapes present a cohesive aesthetic character, with an overall consistency in the scale, form and siting of individual buildings.</p> <p>Verges are generally soft with a footpath on one side of the street only.</p> <p>The low dry stone wall is a recent cultural layer that provides evidence of the ongoing interest and commitment of the communities of the Blue Mountains in traditional crafts. Most of the walls of this type have been built by hand using traditional techniques and demonstrate high aesthetic, technical and social values.</p>	<p>The almost universal single storey building heights mean that even when the roof forms vary according to the style of the house, the streetscape demonstrates a strong rhythm, particularly when viewed from a higher point in the rolling landscape.</p> <p>The streets in the central part of the area are heavily trafficked and have been fully paved on both sides to accommodate the number of users. This has prevented the planting of extensive avenues of street trees in the verge area, leading in turn to a somewhat bare streetscape quality when compared to other parts of Katoomba or even other towns in the Blue Mountains. In many places the impact of this has been ameliorated by the planting in private gardens.</p>
A wide range of built forms that contribute positively to the aesthetic quality of the area.	<p>The many surviving original dwellings throughout the area are good representative examples of their period and type.</p> <p>Many show evidence in their form, design and detailing of having been designed by an architect or experienced builder.</p> <p>The prevailing quality of the streetscapes creates a strong sense of place that helps to define the aesthetic character of Leura.</p>	<p>Through the variety and quality of built forms throughout both north and south Leura.</p> <p>The area includes a very wide range of architectural styles from the main period of development (1890- 1950) and includes very good and highly intact examples of most periods.</p> <p>Although many houses have undergone minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development. Privacy is provided by thick garden plantings, not suburban style statement fencing with elaborate gateposts et cetera.</p> <p>There is relatively little evidence of gentrification or inappropriate reworking of historic fabric.</p>



Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Gardens	<p>The quality of the gardens of Leura is one of its most important and significant attributes. Some are known to have been associated or designed by significant landscape architects such as Paul Sorenson. The designer of many is not known but their aesthetic is highly significant.</p> <p>Most gardens are formed in the Anglo-Australian tradition and feature exotic and cool climate plantings which have been established with sufficient space to allow them to grow to full maturity of form.</p> <p>Some of the garden hedges are particularly notable.</p> <p>The large lot sizes and relatively modest built forms, together with the undulating topography create many opportunities to enjoy these gardens from throughout the public domain.</p> <p>Even the more modest houses sited on smaller properties are characterised by the quality and maturity of their gardens which also contribute to the aesthetic value of the Leura area.</p> <p>The quality of the streetscapes in autumn in particular is excellent and plays an important role in establishing the special character of the Blue Mountains in the wider community.</p>	Many properties, both large and small, have planted and maintained gardens that are now well-established and are now essential elements in establishing and maintaining the quality of Leura's streetscapes.
<p>Criterion D: The Area has a strong or special association with a particular community or cultural group for social, cultural or spiritual reason:</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The Leura area is likely to have been important for many people as the place of relaxation and retreat. Its association with the meanings and reasons for these activities continues to exist in the wider community's imagination.</p>		
Social meaning (potential: not confirmed)	<p>The town continues to be associated with weekend relaxation and retreat from the pressures of urban lifestyles.</p> <p>The traditional 'summer retreats' and holiday cottages continue to provide evidence of the cultural behaviour of affluent families for over 100 years.</p>	The range of accommodation and entertainment facilities from a 100 year period continue to provide excellent evidence of the community's changing priorities when seeking a place for meaningful relaxation and social interaction.
E	<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>N/A (noted)</p>	
Research potential	The archaeological potential of this area is untested and no significant earlier uses by European settlers are known to have existed in the Area.	

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	This study does not address the potential for archaeological evidence related to Aboriginal occupation.	

### 9.1.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF LEURA

The town of Leura is one of the most significant towns in the Blue Mountains. Although one of the last to be established, Leura quickly gained a reputation as an exclusive residential area through the quality of the houses and gardens which were established by affluent families seeking relief from the heat and humidity of Sydney's summer months.

The streetscapes of Leura are notable for their maturity and very high aesthetic quality, most being dominated by the gardens, hedges and towering conifer windbreak trees. Most streets have some street tree planting but the quality and scale of the adjacent gardens mean that in many cases the street trees contribute to the streetscape rather than dominate it. The prevailing aesthetic character of Leura's landscape is a private, secluded one, with many houses largely hidden from casual view by the density of garden and street vegetation.

The topography of the town also plays an important role in establishing the aesthetic quality and character of its cultural landscape, with the buildings draped over the rolling hills and valleys and creating very good quality serial views when travelling through the area, particularly along the east-west streets in autumn when the trees have turned colour.

Visual links between the streets of the town and the panoramas to the valleys of the Blue Mountains are generally limited to the outer ring of local roads and semi-formal viewing points. Good distant views can also be enjoyed from higher in the town, where the escarpment wall terminates streetscape views.

The main period of development was from the late 19th century to the middle of the 20th, and most of the buildings of Leura provide substantially intact evidence of the styles popular with affluent families during this period. Many properties have been extended or altered over the years but in most cases the additions have been made to sit comfortably with the original form and streetscape qualities and the property continues to demonstrate the heritage values of the town and the community that formed it. The earlier buildings are characterised by their use of lightweight materials such as timber weatherboard and corrugated iron. This is representative of development throughout the towns and villages of the Blue Mountains.

Most of these properties have survived substantially intact, including their original garden settings. These gardens continue to play an important role in demonstrating the values of Leura's contemporary cultural landscape by establishing the sense of spaciousness and graciousness that is an important characteristic of the town. The town also includes many very good examples of more modest cottages and houses, most of which are also set in good gardens and contribute to the aesthetically powerful streetscapes.

The streetscape qualities found on the northern side of Leura are in contrast to those on the south, with native bushland dominant and houses nestled beneath the towering canopies of eucalypts demonstrating the early 20<sup>th</sup> Century interpretation of 'bushland living' in close contact with the natural environment. The precinct is dominated by the substantial Inter-War Old English style brick house 'Sunray' at 2 Churchill Street (a State significant heritage item) which is set on a natural rock outcrop overlooking the valley below. The character of the streetscapes in this sub-precinct is more relaxed and intimate, with narrow roads, soft verges and irregular building setbacks. Some houses are set close to the road with only a small garden area and others sit well back and are hidden in the landscape. Most gardens are informal in design with simple rough stone terracing and a mix of native and exotic species. The public domain is similarly understated, with most streets having unformed kerbing and grassed or planted verge areas with gardens spilling into the streetscape.

### 9.1.4 RECOMMENDED LEURA HERITAGE CONSERVATION AREA

Two sub-precincts were identified within the Leura Study area. Although each of these precincts has heritage characteristics that differentiate it from the others, they also demonstrate a high level of consistency in terms of their historical development and built forms, and although each could be listed as a separate heritage conservation area, they could also be considered and managed as a single heritage conservation area with discrete sub-precincts.

Their heritage values as contributors to Leura's cultural landscape are generally consistent, with additional values for each as identified below:

North of the railway line: This sub-precinct is contemporary with the main town area and provides the opportunity for direct comparison between the two approaches to development. It also includes many substantially intact cottages and gardens that contribute to the intimately scaled streetscapes in this precinct. The streetscapes of the sub-precinct are much more intimate than those to the south, being dominated by their bushland setting and notably less formal approach to garden design and maintenance.



South of the railway line: This sub-precinct is more formal, with a cultivated, gracious and mature character to its built forms and streetscapes.

The existing Railway Parade heritage conservation area is a particularly fine group of buildings that present an important 'face' of the town to the railway line. Each of these properties is also listed as a heritage item and group heritage item; and it is recommended that these listings be retained and that the group be included in the proposed Leura heritage conservation area.

The group of houses set on Murray Street do not demonstrate the values required to satisfy the NSW Heritage Council's criteria for heritage significance.



Figure 9.9. Recommended Leura heritage conservation areas.

## ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE LEURA HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of the traditional streetscapes of Leura is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The proposed heritage conservation area is a significant cultural landscape that provides evidence of the development of the town of Leura. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character, and any heritage listing, particularly of a large area such as a heritage conservation area, needs to recognise that cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places, and is not necessarily degraded by the presence of 'modern' buildings.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses, rather, the earlier buildings are spread widely with either large gardens or more recent infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The rolling natural topography which falls away from the Great Western Highway to both north and south and which affords many opportunities for views over the roofscapes and trees of the town and the surrounding landscape that extend as far as the walls of the Jamison Valley in the distance.
- Close visual and physical links with the surrounding native vegetation. The presence of a clearly defined edge to the village area is important in protecting the setting of the area.
- The mature garden setting of properties irrespective of the age of the house. Even relatively recent properties commonly have maturing gardens that will contribute positively to the aesthetic values of the area in the future.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- The density and maturity of deciduous trees that create a spectacular streetscape display in autumn and early winter and provide important and cooling shade to the streetscape and private gardens in summer.

### Subdivision and public domain elements:

- The street and subdivision pattern that responds to the local topography.
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house.
- Privacy is provided by hedges and dense planting, not fences.
- Driveways and driveway crossings (where present) are generally simple gravelled surface and without formal finishes.

### Land use elements

- Detached, very low density residential development with minimal non-residential or overtly 'tourist' structures.

### Built elements

- A range of built forms from the late 1880's to contemporary.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains but include a high proportion of substantial houses from the period 1890-1940.
- Some excellent individual examples can be found.
- Buildings are generally modest in scale and form, even when on large lots, reflecting their original purpose as a holiday house.



- Although many houses have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such but generally sit comfortably as a new layer on the original.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the mid-late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences and gates are simple and appropriate for the period of the residence.

#### Elements that detract from the heritage values

- Individual examples of inappropriate infill development or additions.
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations such as the creation of garages as part of the main elevation of the house, and several examples of second storey additions.
- Suburban style 'statement' gates and fences.
- Cleared or minimalist gardens.

#### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of Leura should focus on the conservation of original (pre 1950) fabric and building forms, gardens, the public domain and the street presentation of dwellings. The area has a tradition of a variety in its built forms and this should continue providing that these built forms are consistent with the essential attributes of existing development in the streetscape, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape. Particular care will need to be taken if larger scaled tourist development is proposed.*

- Include the areas in the LEP as a heritage conservation area;
- Retain the very low density of development and the lack of non-residential uses.
- Retain the existing street layout and in particular the winding footprint of Leura Mall;
- Retain the existing subdivision pattern;
- Encourage the retention and conservation of significant buildings, gardens and garden elements;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original built forms;
- Adapt built forms to the natural topography. If sited on a slope, ensure the roof line steps in a rhythm consistent with the remainder of the streetscape. Do not use cut and fill in new work; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.





## 10.0 WENTWORTH FALLS

### 10.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF WENTWORTH FALLS

The village of Wentworth Falls has three heritage conservation areas identified in Blue Mountains LEP 2005: the Station Street Precinct, a small group of cottages in Westbourne Street to the north of the railway line and the group of houses along the Great Western Highway east of Dalrymple Street. The Period Housing Areas examined as part of the current study are found to the west of the Westbourne Street heritage conservation area and to the south of the Highway in the earlier area of Brasfort Village, which became the village of Wentworth Falls in 1886.

The Westbourne Street Period Housing Area is a small precinct located to the north of the railway line. The Area includes a group of five originally identical weatherboard cottages with unusual physical characteristics, with several good quality houses in the streetscape leading to them.

The remainder of the Period Housing Areas are situated within the village of Brasfort, a village designed by the NSW Department of Lands and released as a Crown subdivision. These areas share a common early history and certain consistencies in their streetscapes.

The heritage significance of the Westbourne Period Housing Area has been analysed separately to that of the Village because they were settled under very different circumstances and share little history or landscape qualities other than both being in the same town.

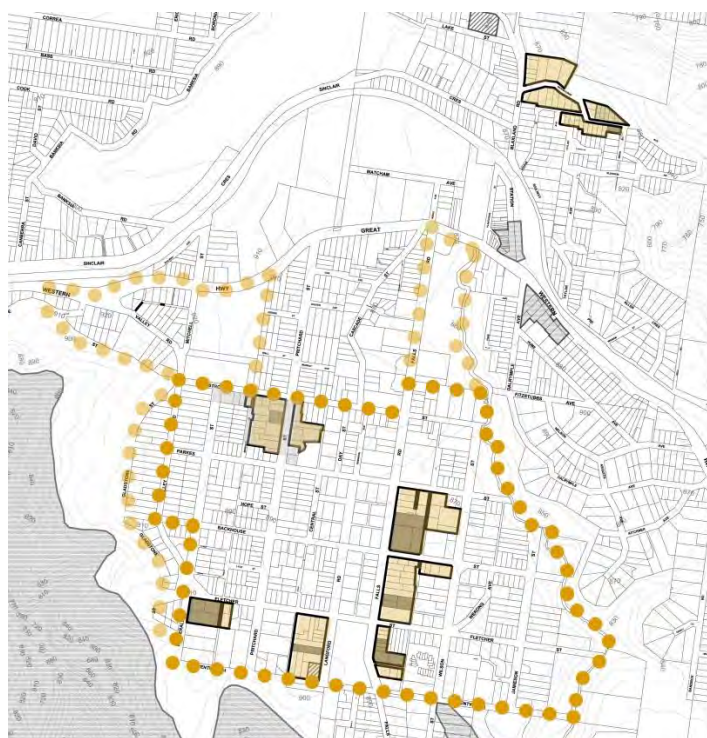


Figure 10.1

Plan of Wentworth Falls: showing the location of the existing Period Housing Areas (shaded yellow). The properties shaded darker yellow are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005 and the dark dotted outline shows the original boundary of the village of Brasfort, with the lighter dots showing the subsequent extensions.

The areas shaded light grey show the existing heritage conservation areas: the Central Wentworth Falls, Great Western Highway Residential Precinct, and the Westbourne Avenue Heritage Conservation Areas. The Westbourne Avenue Heritage Conservation Area is within a Period Housing Area.

The hatched properties are State Significant and are listed on the State Heritage Register.

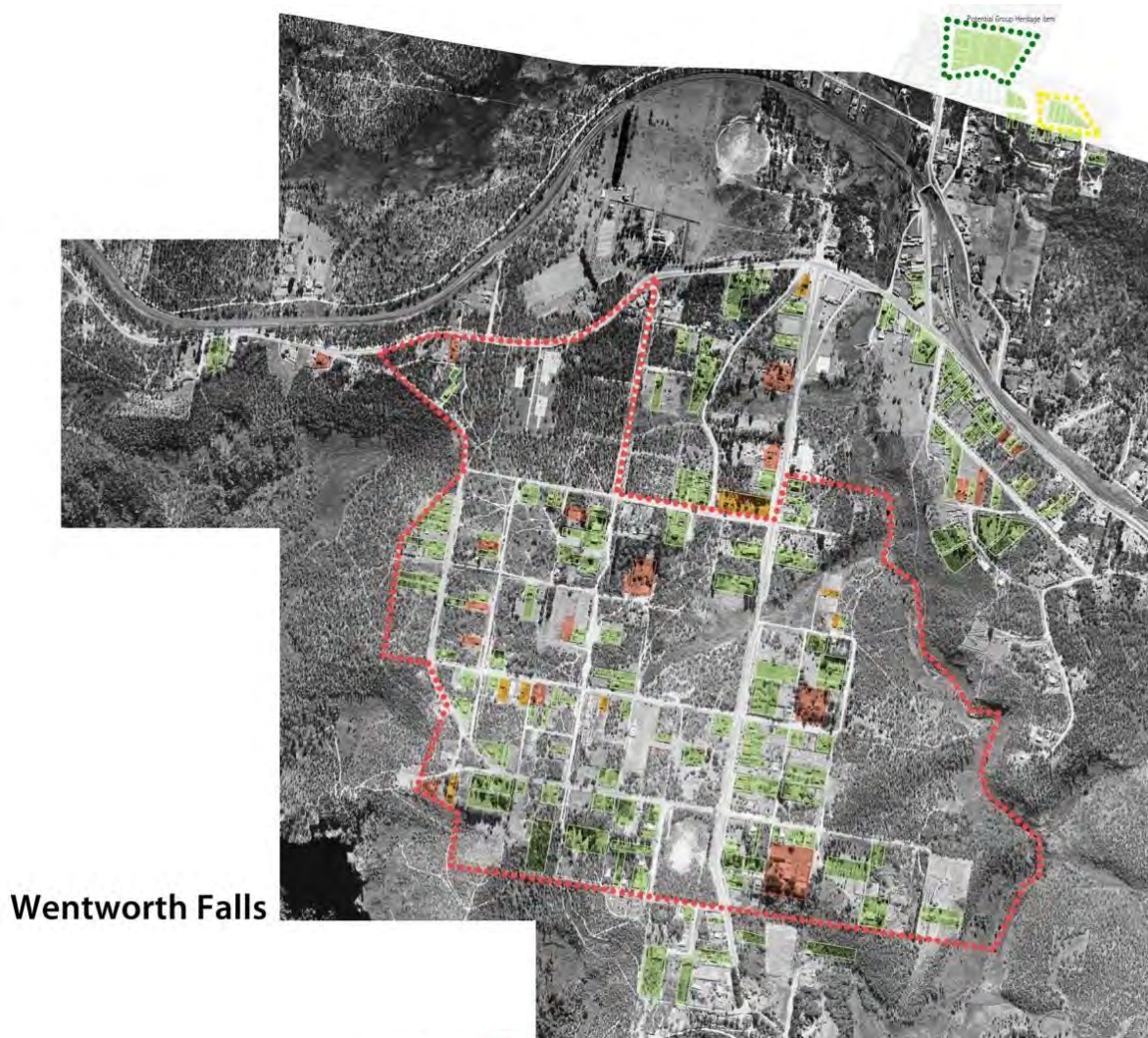
This base map does not show the location of local heritage items situated outside the Period Housing Areas. (base plan provided by Blue Mountains City Council)



Figure 10.2 (top) and Figure 10.3 (below)

Aerial photographs taken in 2012( top) and 1943 (bottom) showing the evolution of the town over time. (the 1943 image does not extend to cover the Westbourne PHA). Analysis of the 1943 aerial photographs and comparison with contemporary aerals reveals that the village of Brasfort was settled relatively sparsely, with many properties extending over more than one lot and including productive gardens or orchards. Many lots had remained natural bushland. This sparse pattern of settlement remains a characteristic of the village area, with a considerable proportion still undeveloped.





**Wentworth Falls**

Figure 10.4. The 1943 aerial photograph of the village of Wentworth Falls reveals how few properties had been settled over the 40 years since the land was first released, and how many remained uncleared bushland. Comparison with an early plan marked with the owners of the original lots reveals that most of the lots had originally been purchased by a relatively small number of owners. The somewhat erratic distribution of ownership suggests that many were purchased for speculative reasons, rather than to create large estates.

Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished.

42% of the existing lots in the current village PHA had been developed by 1943; and of these, 91% have substantially retained their original built forms. Of those in the wider Crown Village area, only 33% had been developed by 1943, and 85% remain substantially intact forms. No 1943 imagery is available for Westbourne Avenue.

Source: comparison of 1943 and 2012 aerial photographs. (base photographs: (c) NSW Department of Lands SIX viewer)

## OTHER STREETSCAPES IN THE VICINITY WITH SIMILAR CHARACTERISTICS

All streetscapes in the vicinity of the Period Housing Areas were investigated and those that were found to demonstrate similar values to the Housing Area were also investigated for possible heritage significance.

## EXISTING HERITAGE LISTINGS

Three heritage conservation areas have previously been identified in Wentworth Falls: the Station Street Precinct Conservation Area, the Great Western Highway Residential Precinct Conservation Area and the Wentworth Falls Cottages Conservation. The town also includes 56 individually significant houses and other items. 33 of these are within the Period Housing Areas and adjacent areas included in this study. All except Mulwaree (59 Wentworth Street) are of local heritage significance. Mulwaree is of State heritage significance.

Address	Name of item	LEP reference	
19, 21, 23 and 25 Armstrong Street	Charles Medcalf Cottages	WF081	
22 Armstrong Street	"Northbrook"	WF075	
48 Armstrong Street	"Edenderra" and garden	WF077	
Falls Road	Horse trough	WF014	
Falls Road	Wentworth Falls Public School	WF108	
1 Falls Road	Falls Timber and Hardware Store	WF078	
8–30 Falls Road	Wilson Park	WF070	
60–62 Falls Road	St Andrew's Presbyterian Church	WF011	
63–67 Falls Road	"Davisville"	WF041	
69 Falls Road	Holy Trinity Anglican Church	WF003	
74 Falls Road	"Strathmore"	WF012	
75–79 Falls Road, Wentworth Falls and 10A "Etheldale"/"Lyndale" Armstrong Street		WF100	
98 Falls Road	House	WF101	
102 Falls Road	"Mercedes" and garden	WF102	
126 and 128 Falls Road and 42–44 Mulheran Cottage group Avenue		WF088	
140 Falls Road	"Trevvarthen"	WF058	
142 Falls Road	St Cyrus	WF013	
80–82 Fletcher Street	"Carramar"	WF015	
10–12 Langford Street	"Mount Allen"	WF084	
27 Langford Street	"Brucedale"	WF069	
47 Pritchard Street	"Inglewood"	WF071	
15–19 Wentworth Street	"Myoori" and garden	WF060	
54–56 Wentworth Street and 1 Somerville Street	House	WF068	
59 Wentworth Street	"Mulwaree"	WF026	State significant



29 Westbourne Street	"Pini Dell"	WF051
2–6 Wood Street	"Roselidden"	WF057
34a Wilson Street	"Myoori Park"	WF105

## 10.2 WENTWORTH FALLS SUB-PRECINCT 1: THE VILLAGE OF BRASFORT

The challenge with identifying a heritage conservation area that reflects the heritage values of the Period Housing Areas located within the Village of Brasfort is that the PHA only includes part of the original Village, although it is these village values that have been the primary determining influence on the qualities seen in the PHAs.

This has arisen because the village was released for settlement in 1889, the pattern of development was sporadic, with often only one or two lots in a large street block being developed by 1943. The aerial photos show that most of these were single, small lot developments, not larger holdings with extensive gardens or productive areas. Some small orchards over one or two lots can also be seen.

The concentration of development in the first 50 years was focused on Falls Road and along Fletcher Street, which have become characterised by the quality of large houses and individual gardens that line the roadside. Few houses within the precinct of the village have been demolished, although several have been destroyed by bushfire over the years.

The village was strongly residential in its character, the substantial houses interspersed with small cottages and orchards. Commercial activity was focused on the northern side of the Bathurst Road near the station. Although many of the houses offered commercial accommodation, no major hotel was built within the village area. The substantial Toll's Hotel was built to the south of the village overlooking the Falls Reserve.

Early residents who established summer retreats included the Mick Simmons family, Captain James Somerville Murray of P&O shipping, and Frederick Moore M.L.C. who was the manager of Dalgety and Company. Also John Marden, the founding headmaster of the Presbyterian Ladies College in Sydney.

The village of Brasfort was established in 1889. (ML. M2 812.179/Wentworth Falls/1890/1) Its boundary originally went along Armstrong Street but was later extended to include the land to the highway. As is seen in a similar subdivision of North Katoomba, development was scattered throughout the area of the town with many lots remaining vacant until after 1943, leading to later phases of development reading as infill.

The plan of the town demonstrates all of the design elements that distinguish the NSW Lands Department's methodically planned subdivisions from the standard speculative development of the period, a significance which is enhanced through the strong Association between the town plan and one of the Lands Department's draughtsmen who owned land in Wentworth falls and is surmised to have named the town after himself (Armstrong being disguised through translation into the French Brasfort).

Roads are laid out in a strict grid pattern with one section (surrounded by public roads) near the centre of the town reserved for public recreation. The width of the road reservations is the 30 m (or 100 feet) used by the Department rather than the 20 m which was the norm in private development at the time. This additional 10m allowed for the establishment of the very wide landscaped verges that line the streets of Wentworth Falls and play an important role in establishing its superior streetscape character as well as providing physical evidence that this subdivision is not a standard one.

The area reserved for community recreation and named as Central Park was never improved or planted as a park, remaining an area of open heath and scrub to this day. Its essential shape, form and position within the town is typical of the open spaces created by the NSW Lands Department in the Blue Mountains, being located close to the centre of the village and surrounded by public roads.

The plan of the village is distinguished from the other planned Crown subdivisions in the Blue Mountains by the network of laneways that divide many of the street blocks. Most of the notable examples are found in the southern and south-eastern sectors of the village. They are distinguished by the mature conifers and other trees and vegetation lining the rear boundaries of most of the properties and towering over the soft-edged and narrow track below, creating an imposing, yet intimate and highly aesthetic space which creates a strong visual and spatial contrast strongly with the broad, open character of most of the village's streetscapes.

Although the area today reads as a permanent residential area with little commercial accommodation, the published histories and historical research undertaken for earlier studies reveal that the early patterns of settlement were consistent with those of the other towns in the upper Blue Mountains, including a range of commercial accommodation, large private houses on select sites with exotic gardens and modest cottages built for holiday letting or by permanent residents. Several small orchards had also been established.

### 10.2.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS – VILLAGE OF BRASFORT

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the village and the surrounding area. The streetscape quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). Streetscapes with a strong natural bushland quality are also identified (N).

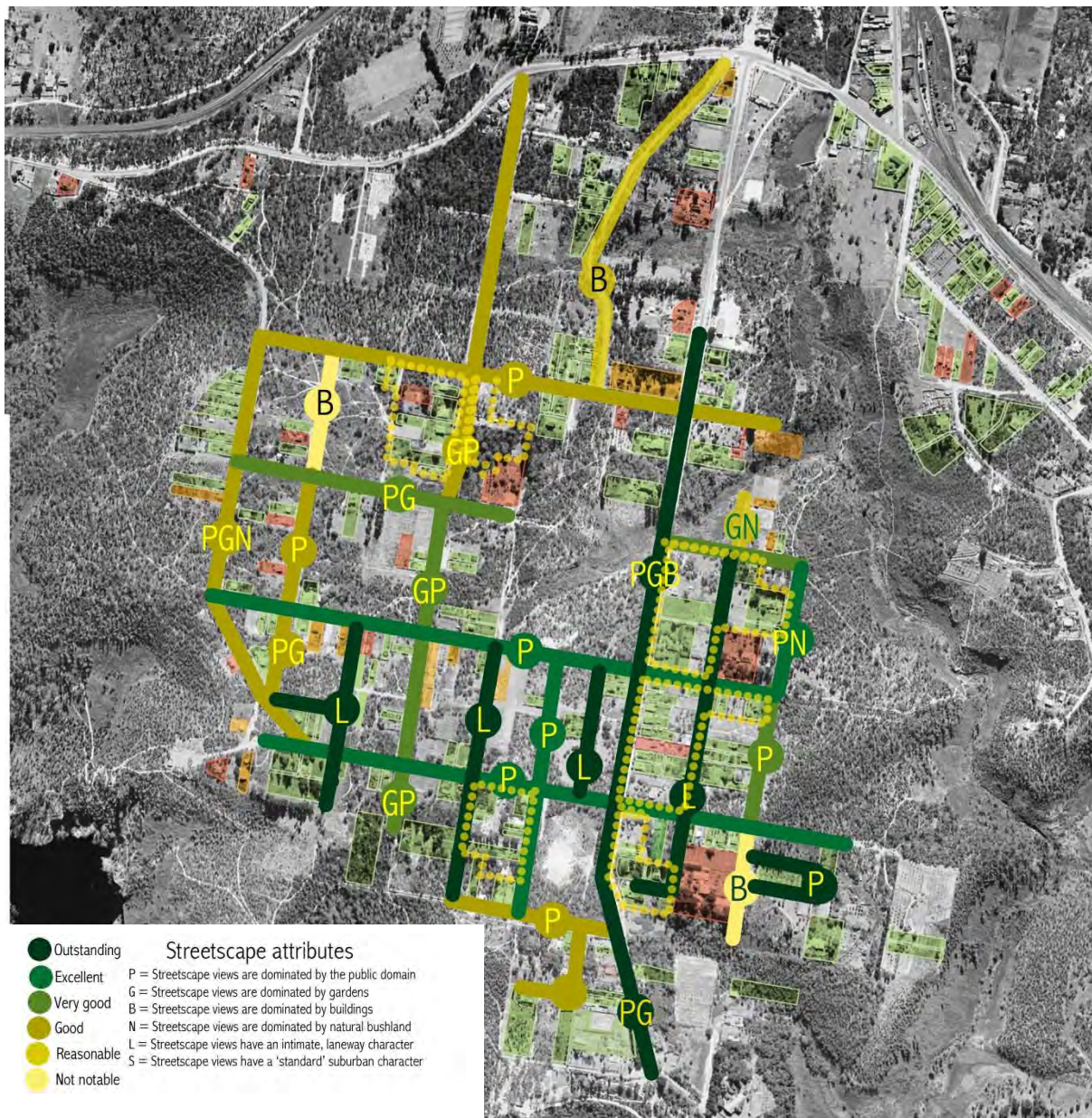
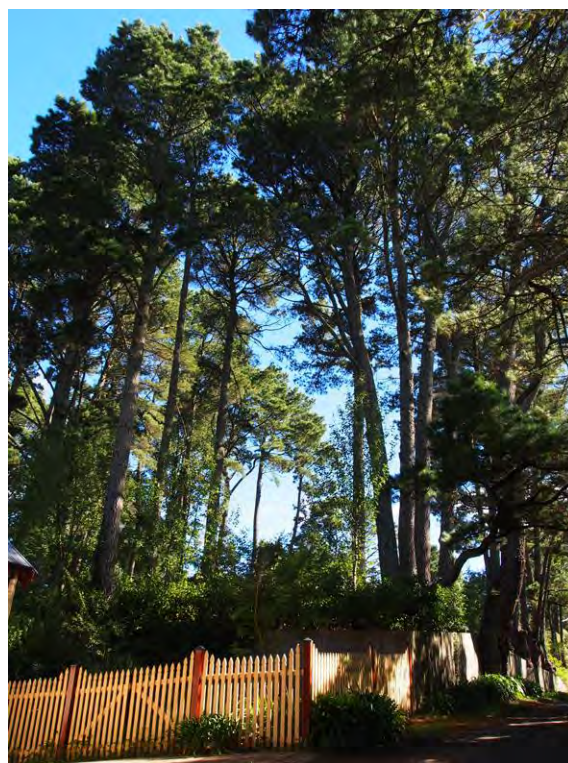
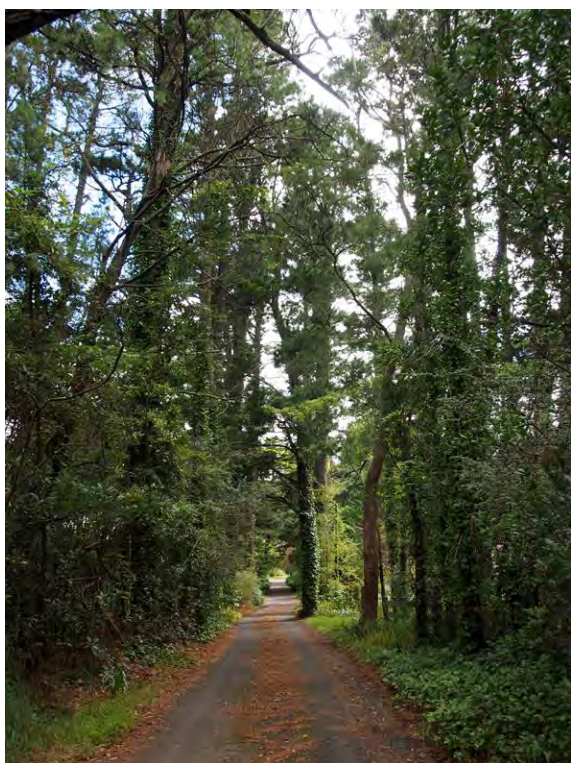


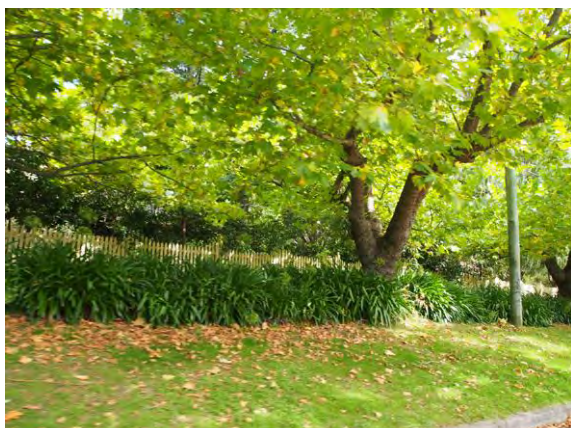
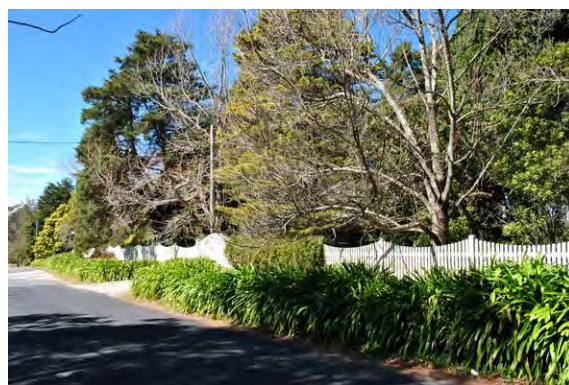
Figure 10.5

The streetscape of many of the streets in the Village of Brasfort is outstanding. This is due to mainly to the planning principles that underpinned the form and layout of the village, and particularly the identification of road reservation widths 50% wider than was standard in speculative subdivisions at the time, and which has allowed the creation of wide, soft verges that have been well vegetated and now create a distinctive and aesthetically rewarding streetscape. The mature, very low density development with mature gardens dominating the streetscape and to the network of original laneways that has survived, particularly in the southern half of the area.

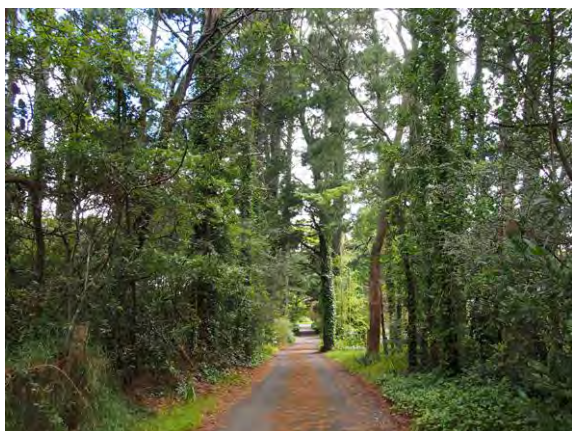
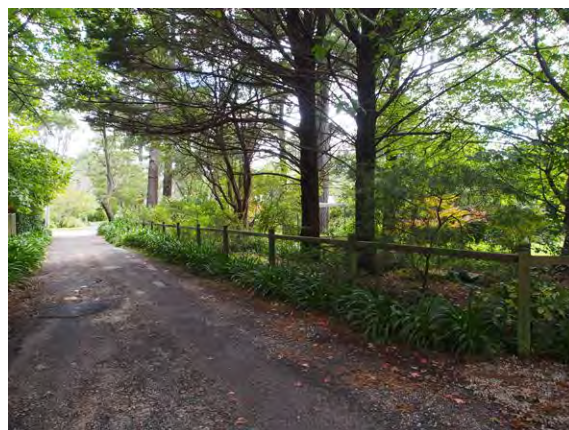
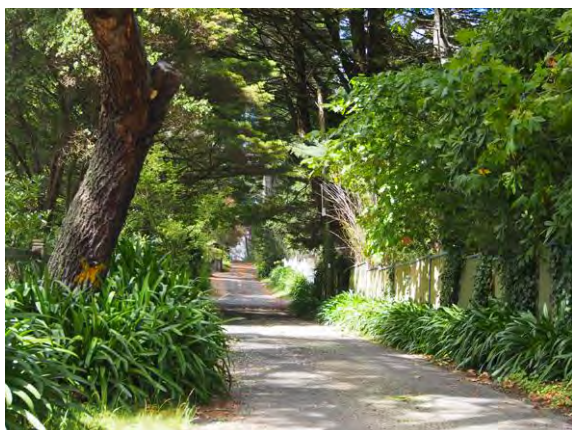




















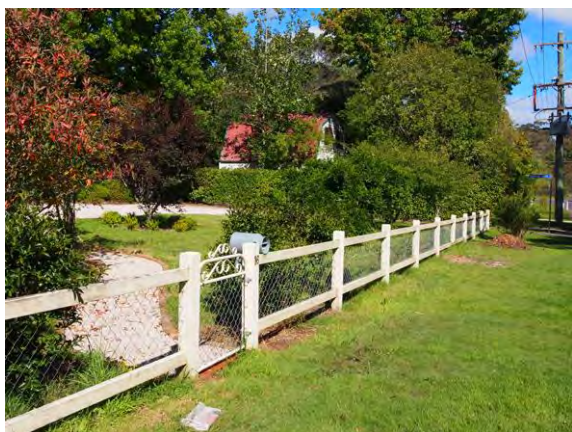














### 10.2.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: VILLAGE OF BRASFORT, WENTWORTH FALLS

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
	<p><i>Guideline for inclusion satisfied:</i></p> <p>The cultural landscape of the Wentworth Falls area provides evidence of the pattern of development in the Blue Mountains. The close connection between the cultural and natural landscapes through the purposeful creation of an exclusive residential area is expressed clearly through the buildings and streetscapes of the area.</p> <p>Historic themes:</p> <p><i>Transport: road and rail links</i></p> <p><i>Establishment of towns: planned village</i></p> <p><i>Accommodation: summer houses, holiday houses, permanent accommodation</i></p> <p><i>Local industry: orcharding</i></p> <p><i>Servicing the community: school, shops, parks etc.</i></p> <p><i>Tourism: facilities</i></p> <p><i>Tourism: activities: bushwalking trails, viewing places, maps and orientation</i></p>	
Historical role in the development of the Blue Mountains	<p>The village of Brasfort was one of the villages established by the NSW Government in response to the growing demand for land in the upper Blue Mountains in the last quarter of the 19th Century.</p> <p>The village of Wentworth Falls demonstrates the principles of town planning in the late 19th Century. The town of Brasfort was one of the last of the formally planned towns in the Blue Mountains to be offered for residential development, being released in 1886.</p> <p>It provides evidence of the patterns of development in the Blue Mountains following the establishment of the railway line and the alienation of most of the available larger parcels of land along the transport corridor and major ridgelines. The pattern of built forms, with its scattering seemingly random scattering of both substantial and more modest private homes, houses intended as guesthouses or holiday rentals and permanent private homes throughout the area, with more recent development on the previously vacant lots, provides evidence of the reasons for settlement and the relatively slow pace of development once the village was released.</p> <p>Wentworth Falls continues in this role to</p>	<p>The town extends over the whole of the undulating plateau that extends from the highway to the scenic places at the southernmost tip.</p> <p>The subdivision patterns, streetscape qualities and most built forms are still able to be read, having survived without significant alterations.</p> <p>Like each of the planned towns in the Blue Mountains, the take-up of land was very slow in Brasfort and a large proportion of lots remain vacant to the present day, providing the town with a very open, relaxed character typical of a country town.</p> <p>There is little sense of visual connection with the landscape beyond for the casual visitor to the precinct, but opportunities for physical engagement are plentiful from the open-ended streets of the town grid, many of which are linked to a significant network of walking tracks formed by local resident Peter Mulheran and others in the community.</p> <p>The development that did occur was mostly of high quality, with excellent examples of summer retreats for wealthy families from Sydney and the rural areas of NSW and also large houses that offered casual accommodation for visitors.</p>

Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		the present day, providing a prestigious and mature cultural landscape with particularly high streetscape values	
	Subdivision pattern	<p>The form of the underlying town plan provides evidence of 'best practice' planning of the period and continues to demonstrate these principles through the form and patterns of the town today; including the use of the traditional gridded street plan with street widths 50% wider than the standard speculative development of the period; the regular pattern of the internal layout; the streets adopting the standard open-ended plan that usually allowed for future expansion, but in the case of the Blue Mountains, facilitates the ease of connection to the surrounding landscape; and the reservation of land in the centre of the village for public recreation (which is aptly named Central Park but remains natural scrubland).</p> <p>The plan of Wentworth Falls differs from other formal Blue Mountains towns in that it included a network of lanes behind lots in the manner more usually found in inner suburban developments of the era.</p>	The town plan demonstrates the characteristics typical of the planned towns in the Blue Mountains; with a simple grid pattern, central reservation for public recreation bounded by streets and very wide street reservations that have allowed generous verges.
	Consistency and quality of built forms	<p>The area is characterised by a very good collection of late 19<sup>th</sup> and early 20<sup>th</sup> Century dwellings, most of which are of very high architectural quality and have survived in substantially intact condition.</p> <p>The slow pace of development within the village is demonstrated by the wide range of architectural styles that have been built in the Area on lots that had remained vacant until that time.</p>	<p>Most properties are good examples of their architectural style and provide evidence of upper-middle-class taste in the community in the late 19<sup>th</sup> and early part of the 20<sup>th</sup> century.</p> <p>Almost all of the houses that existed in 1943 (where known from the fabric or aerial photos) have survived in substantially intact form</p> <p>Alterations and additions are generally relatively modest, and generally include the enclosure of original verandahs to create a sunroom (a potentially reversible change) and the replacement of timber windows with aluminium (potentially reconstructable).</p> <p>Other houses have undergone more extensive additions including the construction of new wings or other major work. Although some of these changes have been unsympathetic to the original form, most are set well back from the street and have had minimal impact on the heritage values of the town.</p>
	Patterns of infill development	<p>Later infill development can be clearly read as such.</p> <p>The area also includes a range of infill development that demonstrates the changing availability of housing types in the latter part of the 20<sup>th</sup> century.</p> <p>Some examples of high quality, architect designed infill development can also be found. Other development has been designed in accordance with traditional design principles and can only be recognised as new work on close</p>	<p>Project homes and other dwellings built in the latter part of the 20<sup>th</sup> century to a standard plan were built on the sites that had remained vacant after the main development of the area in the early 20<sup>th</sup> century and in the bushland lots on the edges of the town.</p> <p>Infill development can be found throughout the area and in most cases its distinctly different built forms and materials allow it to read as a separate layer.</p>



Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		inspection.	
	Land uses	<p>The village is atypical of those of the upper Blue Mountains in that it does not include any significant evidence of non-residential development. Its residential character is that of predominantly permanent settlement, with little evidence of substantial tourist activity, even though the area is known to have been a popular, if low-key in terms of entertainment facilities, destination.</p> <p>The strongly residential character of this part of Wentworth Falls provides evidence of the changing needs and expectations of the community as one moved away the tourist centre of Katoomba.</p> <p>The changing needs and desires of tourists, including those of the more mature visitor, are being reflected in the adaptation of houses for commercial accommodation.</p>	<p>Strongly residential character of the streetscape.</p> <p>Several of the more substantial houses were built and/or have been adapted for reuse as commercial accommodation such as bed and breakfasts or more substantial adaptations such as the new resort under construction. Low-key accommodation such as bed and breakfasts have minimal impact on the qualities of the streetscape, but larger development which demands the construction of additional buildings and infrastructure and potentially the clearing of land to facilitate access to views has the potential to have a significant adverse impact on the heritage values of Wentworth Falls.</p> <p>The area includes several places that offer accommodation for tourists, but each is small in scale with limited impact on the remainder of the precinct. The large development found to be under construction during the fieldwork is going to be a physically prominent element in the streetscapes.</p>
<p>Criterion B: the area has a strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The Area demonstrates a strong association with an important figure in the early settlement of the Blue Mountains; Peter Mulheran, and potentially Surveyor W.D. Armstrong.</p>			
		<p>The village is associated with Peter Mulheran, a highly skilled local (he lived in the village) landscape craftsman who was responsible for the creation of a series of walking tracks leading from the streets of Brasfort into the gullies surrounding the village and which have been assessed as being potentially of state heritage significance. This ready access to high-quality scenery and bushwalking opportunities continues to provide physical evidence of the impetus behind the development of the towns of the upper Blue Mountains.</p> <p>The village is likely to have been associated with one of the Lands Department surveyors, W.D. Armstrong, who owned land in the area and, according to local lore, named the village after his family name. Armstrong may also have been involved in the planning and design of the other Blue Mountains villages, but this may be difficult to confirm with certainty.</p>	

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
<p>Criterion C: The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The area provides evidence of the changing patterns of aesthetic values and expectations through the characteristics of the village's cultural landscape.</p> <p>The area also includes a wide range of aesthetically distinctive built forms and streetscape qualities that provide evidence of the patterns of relaxation and retreat enjoyed by the community for over 130 years.</p>		
Subdivision pattern	<p>The streetscapes of the village of Brasfort are notable, including some, such as Falls Road, which are amongst the most outstanding of any in the Blue Mountains.</p> <p>Although the disciplined pattern of the street grid limits casual interaction with the surrounding natural landscape, the open-ended streets facilitate physical interaction, a reflection of the important role played by the growing environmental and healthy recreation movement in the period that the village was established.</p>	<p>Lots are generous in size</p> <p>Buildings are well set back from all boundaries.</p> <p>Buildings are generally set at 90 degrees to the street.</p>
Streetscape qualities	<p>The streetscapes present a cohesive aesthetic character, with an overall consistency in the scale, form and siting of individual buildings.</p> <p>Verges are generally soft without formal footpaths or other infrastructure associated with urban development.</p> <p>The aesthetic quality of the streetscapes of the village, particularly in the south and eastern quarters, is very high, with flowering street trees and private gardens extending into the roadside verge area and contributing to the integration of the public and private domains.</p> <p>This integration of the public and private domains is an important aesthetic value. Fences are consistently transparent and visually recessive, with privacy and security provided by dense perimeter planting of conifers and/or other exotic species.</p> <p>The physical and spatial qualities of the rear lanes is aesthetically outstanding, with tall conifers and other boundary plantings towering over the narrow carriageway below, and the fencing and any buildings near the boundary visually recessive and nestled under the canopy of the trees without interrupting the rhythm of the streetscape.</p> <p>This is rare not only in the towns of the Blue Mountains, but also potentially unique in NSW.</p> <p>These lanes have also retained their</p>	<p>Single storey built forms</p> <p>Generous setbacks from all site boundaries</p> <p>Lack of kerbing and formal gutters</p> <p>Mature street trees planted by species: excellent spring and/or autumn displays</p> <p>Transparent, simple fences. Not 'statement' fences and gates.</p> <p>Narrow lanes with minimal development adjoining. Back gardens visible through the fences. Semi-pervious road surface. Intimate scale due to height of trees.</p>



Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
	<p>original function of providing access to the rear of properties, and the lanescapes remain substantially intact, with few properties having significant structures such as houses or large garages along the lane frontage, allowing them to be dominated by vegetation, in strong contrast to the character of laneways in other settlements or even most country towns.</p> <p>The streetscapes and lanes are notable for the transparency and traditional character of boundary fencing, including to the public domain. Solid, visually prominent 'statement' fences are not characteristic of the towns of the Blue Mountains. This provides evidence of the traditional low density of development and early embrace of the concept of visual and physical integration of the public and private domains.</p>	
A wide range of built forms that contribute positively to the aesthetic quality of the area.	<p>The many surviving original dwellings throughout the area are good representative examples of their period and type.</p> <p>Many show evidence in their form, design and detailing of having been designed by an architect or experienced builder.</p> <p>The prevailing quality of the streetscapes creates a strong sense of place that helps to define the aesthetic character of Wentworth Falls.</p> <p>Accommodating the motor car is achieved in an aesthetically passive manner, with garages typically sited behind the rear building line of the houses or accessed via a short driveway from the network of rear lanes.</p>	<p>Through the variety and quality of built forms throughout the village area, but particularly in the southern and eastern streetscapes.</p> <p>The area includes a very wide range of architectural styles from the main period of development (1890- 1950) and includes very good and highly intact examples of most periods.</p> <p>Although many houses have undergone minor alterations and additions, most have retained the integrity of their original form and continue to contribute positively to the quality of the streetscape.</p> <p>Fences are low, visually transparent and are generally appropriate for the period of development. Privacy is provided by thick garden plantings, not suburban style statement fencing with elaborate gateposts et cetera.</p> <p>There is relatively little evidence of gentrification or inappropriate reworking of historic fabric.</p>
Gardens	<p>The quality of the gardens of Wentworth Falls is one of its most important and significant attributes.</p> <p>The generous lot sizes allow houses to be set well back from all boundaries and read as the front part of a much larger estate. They also allow the growth to maturity of tall trees that rise above and frame views of the buildings from the public domain, enriching the spatial qualities of the cultural landscape.</p> <p>Most gardens are formed in the Anglo-Australian tradition and feature exotic and cool climate plantings which have been established with sufficient space to allow them to grow to full maturity of</p>	<p>Many properties, both large and small, have planted and maintained gardens that are now well-established and are now essential elements in establishing and maintaining the quality of Wentworth Falls streetscapes.</p> <p>Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.</p> <p>Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)</p>

Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		<p>form.</p> <p>Some of the garden hedges are particularly notable.</p> <p>Even the more modest houses sited on smaller properties are characterised by the quality and maturity of their gardens which also contribute to the aesthetic value of the village of Brasfort.</p> <p>The quality of the streetscapes in autumn in particular is excellent and plays an important role in establishing the special character of the Blue Mountains in the wider community.</p>	
<p>Criterion D: The Area has a strong or special association with a particular community or cultural group for social, cultural or spiritual reason:</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The Wentworth Falls area is likely to have been important for many people as a place of relaxation and retreat. Its association with the meanings and reasons for these activities continues to exist in the wider community's imagination.</p>			
	Social meaning (potential: not confirmed)	<p>The town continues to be associated with weekend relaxation and retreat from the pressures of urban lifestyles.</p> <p>The traditional 'summer retreats' and holiday cottages continue to provide evidence of the cultural behaviour of affluent families for over 100 years.</p>	The range of accommodation and entertainment facilities from a 100 year period continue to provide excellent evidence of the community's changing priorities when seeking a place for meaningful relaxation and social interaction.
<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>N/A (noted)</p>			
	Research potential	<p>The archaeological potential of this area is untested and no significant earlier uses by European settlers are known to have existed in the Area.</p> <p>This study does not address the potential for archaeological evidence related to Aboriginal occupation.</p>	

### 10.2.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE VILLAGE OF BRASFORT AT WENTWORTH FALLS

The village of Brasfort in the town of Wentworth Falls is of heritage significance to the Blue Mountains area as a substantially intact Lands Department Village Plan which still demonstrates each of the main distinguishing characteristics including a strict grid with wide road reservations and a central area reserved for open space. It also includes a network of narrow lanes that bisect the street blocks and, due to the quality and density of planting of the rear gardens of the adjacent properties, demonstrate excellent aesthetic qualities that complement the main streetscapes with their broad planted verges and substantial houses and gardens to encapsulate the historic qualities of the area.

Although the significance of the village plan extends over the whole subdivision, the historic and aesthetic qualities of the area are best demonstrated by the streetscapes of Falls Road, Langford Road, Pritchard Street (south of Parkes Street), and the east-west streets of Backhouse, Fletcher and Wentworth Streets. The other parts of the village also include original (pre 1943) houses but many streetscapes are dominated by much later infill and it is more difficult to read the original qualities of the cultural landscape.

The buildings of the village, particularly those in the south and eastern sub-precincts make a significant contribution to the aesthetic and historic heritage values of the village, and include a high proportion of substantial homes built as private residences or as domestic-style guesthouses for



tourists. The lack of large commercial hotels demonstrates the focus of the recreation opportunities in Wentworth Falls on healthy activities such as bushwalking rather than the passive sightseeing and casual commercialised amusements to be found in towns such as Katoomba.

The architecture of many of the early buildings provides evidence of the historic traditions of settlement in the Blue Mountains, being clearly inspired by the traditional 'hill station' retreat, with most of the substantial buildings notable for their traditional bungalow form and mature garden setting. Most buildings read as being substantially intact, although closer inspection reveals that many have been added to over the years and some properties show evidence of adaptation for different types of residential use. In most cases these alterations have been generally consistent with the original built form and can be considered to be consistent with the patterns of development of the town.

The village is sited on one of the most level plateaus of any of the upper mountains towns and the densely planted streetscapes mean that although surrounded by the steep valleys and escarpments of the Blue Mountains, there is little opportunity to appreciate this from within the public domain. The open-ended design of the plan allows ready access to the surrounding natural landscape if desired.

The village of Brasfort and the development that has been undertaken over the years since it was released is representative of the NSW Department of Lands' subdivision practice in the closing years of the 19th Century. The development of the village demonstrates the main phases in the patterns of settlement in the upper Blue Mountains, including private summer retreats for wealthy and influential families, guesthouses and low-key accommodation for visitors, holiday cottages for visiting families and a range of permanent accommodation for local workers and commuters to Sydney.

The streetscape qualities of the network of lanes in the southern and eastern parts of the town are rare in the Blue Mountains, and due to the unique qualities of the Blue Mountains within NSW; potentially rare within NSW as well (though not necessarily to the level required to establish State heritage values).

### 10.2.4 RECOMMENDED VILLAGE OF BRASFORT HERITAGE CONSERVATION AREAS

The Village of Brasfort is significant for its historic subdivision qualities that remain clearly evident in the streetscapes of the area today. Much of the development is however of negligible heritage value, although the central core and some streetscapes demonstrate very high aesthetic and historic values in addition to the underlying qualities imparted by the subdivision.

Each needs to be protected and conserved, but given their overlap it is recommended that two heritage conservation areas be adopted as shown in Figure 8.6 below:

1. the village subdivision within the area shown dotted in Figure 8.6 (including the subdivision pattern, public domain and streetscape qualities) ; and
2. the area shown shaded in Figure 8.6 which has additional heritage significance due to the quality and cohesiveness of the buildings and gardens and should be conserved through targeted controls.

The areas could be identified as "Village of Brasfort subdivision" and "Village of Brasfort- Core area" or similar.

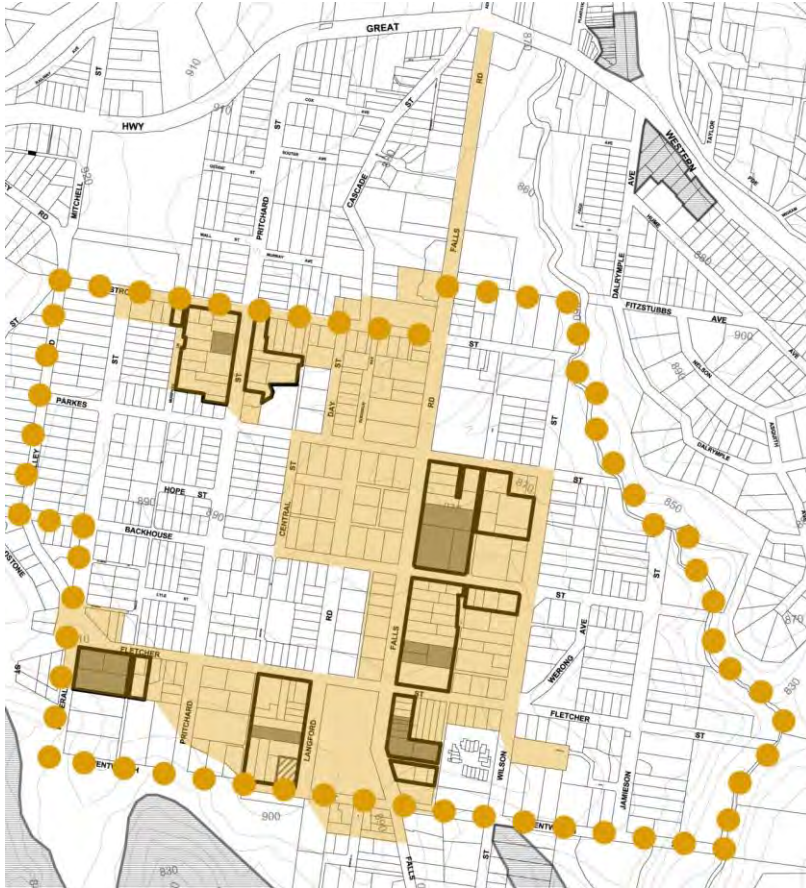


Figure 10.6

The recommended Village of Brasfort heritage conservation area has two parts: the village plan (the whole of the area within dotted line) and the area shown shaded which possesses additional heritage values due to the qualities of the buildings, gardens and streetscapes.

### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE VILLAGE OF BRASFORT HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of the traditional streetscapes of the Village of Brasfort is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The proposed heritage conservation area is a significant cultural landscape that provides evidence of the development of the village as part of the town of Wentworth Falls. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character, and any heritage listing, particularly of a large area such as a heritage conservation area, needs to recognise that cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places, and is not necessarily degraded by the presence of 'modern' buildings.

In the case of the Blue Mountains, analysis of historic aerial photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses. The main Brasfort village area demonstrates patterns of development that are representative of the usual patterns of development in the Blue Mountains, with many 'original' houses from different periods in each streetscape, late 20thC project houses, and other lots still vacant.

This characteristic is part of the pattern of development of Wentworth Falls and does not mean that the historic integrity of the settlement has been lost.



The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development regardless of within which sub-precinct a site may fall.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The gently undulating character of the plateau on which the town was situated and the extensive interface with the surrounding bushland on all sides, with limited access to extensive views from within the village area.
- Close visual and physical links with the surrounding native vegetation. The presence of a defined edge to the village area is important in protecting the setting of the area, and the open ends to the streets allow ready access to the surrounding natural landscape.
- The mature garden setting of properties irrespective of the age of the house. Even relatively recent properties commonly have maturing gardens that will contribute positively to the aesthetic values of the area in the future.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- The density and maturity of deciduous trees that create a spectacular streetscape display in autumn and early winter and provide important and cooling shade to the streetscape and private gardens in summer.

### Subdivision and public domain elements:

- The disciplined street and subdivision pattern.
- The width of streets (50% wider than most private speculative development)
- The aesthetically distinctive laneways
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house. No 'statement' gates.
- Privacy is provided by hedges and dense planting, not fences.
- Driveways and driveway crossings (where present) are generally simple gravelled surface and without formal finishes.

### Land use elements

- Detached, very low density residential development with minimal non-residential or overtly 'tourist' structures.
- Lack of commercial facilities such as retail or service industries.

### Built elements

- A range of built forms from the late 1880's to contemporary.
- Negligible tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains but include a high proportion of substantial houses from the period 1890-1940.
- Some excellent individual examples can be found.
- Buildings are generally modest in scale and form, even when on large lots, reflecting their original purpose as a holiday house.
- Although many houses have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such but generally sit comfortably as a new layer on the original.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the mid-late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences and gates are simple and appropriate for the period of the residence.

Elements that detract from the heritage values

- Individual examples of inappropriate infill development or additions.
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations such as the creation of garages as part of the main elevation of the house, and several examples of second storey additions.
- Suburban style 'statement' gates and fences.
- Cleared or minimalist gardens.

SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of the village of Brasfort in the town of Wentworth Falls should focus on the conservation of the physical, spatial and aesthetic qualities of the town plan; and on protecting original (pre 1950) fabric and building forms, gardens and the street presentation of dwellings. The area has a tradition of a variety in its built forms and this should continue providing that these built forms are consistent with the essential attributes of existing development in the streetscape, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape. Particular care will need to be taken if larger scaled tourist development is proposed.*

- Include the areas in the LEP as a heritage conservation area with an overlay sub-precinct covering the core area that demonstrates additional historic, landscape and cultural values;
- Retain the very low density of development and the lack of non-residential uses.
- Retain the existing street layout and in particular the quality and character of the laneways at the southern end;
- Retain the existing subdivision pattern;
- Encourage the retention and conservation of significant buildings, gardens and garden elements;

Additional recommendations for the 'core' area:

- Ensure that any additions are of a form, scale, location and detailing compatible with the original built forms;
- Adapt built forms to the natural topography. If sited on a slope, ensure the roof line steps in a rhythm consistent with the remainder of the streetscape. Do not use cut and fill in new work; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.



### 10.3 WENTWORTH FALLS SUB-PRECINCT 2: WESTBOURNE AVENUE

The Westbourne precinct is a small group of 32 properties situated on either side of Westbourne Avenue on the northern side of Wentworth Falls. The character of the group is interesting, and like most streetscapes in the Blue Mountains it includes houses from a wide range of architectural periods and styles. The western end of the precinct includes a very good group of early 20<sup>th</sup> Century houses with excellent gardens and streetscape qualities on the northern side of Westbourne and extending into Henderson Road (set below Blaxland Road); with a more mixed streetscape on the southern side which includes a range of early to mid-20<sup>th</sup> Century cottages and houses. The eastern end is dominated by a group of five (originally) identical small timber weatherboard cottages on the northern side and a variety of houses and cottages set in a semi-bushland setting on the southern side of the road. The density of vegetation means that it is difficult to see several of the houses. The two halves of the precinct are linked by a dog-leg in the road. This dog-leg effectively severs the two sections from each other since the space is open, to provide access to the bushland behind. The connectivity is also effectively prevented by the two mid-1970s project homes that terminate the main view along the streetscape when travelling east and obstruct all views between the two sections.

The 1943 aerial photographs do not extend over this area, so the traditional belief that the set of cottages was relocated to the site is difficult to assess without access to the fabric including roof and sub-floor spaces. An extensive collection of historic images of Mort's Dock at Balmain (where the houses are reputed to have originated) was searched but no evidence of the cottages in their original location was found.

Most of these cottages are substantially intact, although each has undergone different levels and approaches to intervention. They remain however a historically, technologically and aesthetically cohesive group of buildings in a setting that allows their special characteristics to be appreciated without visual confusion or competition from surrounding buildings.

The group of houses on the southern side of Westbourne Avenue opposite the cottages include one good example of a very modest timber cottage at 2-6 Wood Street (with a second frontage to Westbourne Avenue) which is a listed heritage item; and six very modest cottages from the early-mid 20<sup>th</sup> Century, one of which was very difficult to see from the public domain, with the remainder having undergone varying levels of alteration and modification to the extent where it was challenging to appreciate the original built form. The overall streetscape aesthetic of this group was however pleasing due to the narrow road and densely planted front gardens and verges.

The western end of the streetscape is also dominated by the public domain, particularly on the southern side where the prominent bend in the road is lined by vegetation and high quality front gardens to most of the houses. The precinct also extends slightly into Bourne Street, which in this section is a very narrow lane with the houses set on small lots close to the road. The character of this streetscape is dominated by the back fence and unadorned gardens of the properties to the north (which face Westbourne Street and are set several metres higher than those in Bourne Street). The built forms of this streetscape include several heavily layered cottages, an intact mid-20<sup>th</sup> Century fibro cottage and one house with a simple but low-pitched gabled roof that could not be seen clearly from the street.

The houses on the northern side of Westbourne Street are a very good group of bungalows from the early decades of the 20<sup>th</sup> Century, and include Edwardian, Interwar and early post-War styles of domestic architecture. Each appears to be substantially intact and/or has been extended in sympathetic manner and has retained its original garden setting, which are now mature and play an important role in the local streetscape. The three houses that extend north along Henderson Road (created from a lower level of the busy Blaxland Road) are similarly intact and demonstrate high quality streetscape values. The garages of several of these cottages are not located in the position traditionally found in the Blue Mountains (being set at the front property boundary) but they are traditional in their form and detailing and contribute positively to the group in the context of this streetscape, where only the roofs are visible from the level of Blaxland Road.

In summary, the properties on the northern side located at the two ends of the streetscape of Westbourne Street demonstrate (separate) cohesive and unified qualities that are not seen on the southern. It is recommended that the detailed analysis of heritage significance focus on the streetscape values of the public domain and the fabric seen on this side of the PHA only.

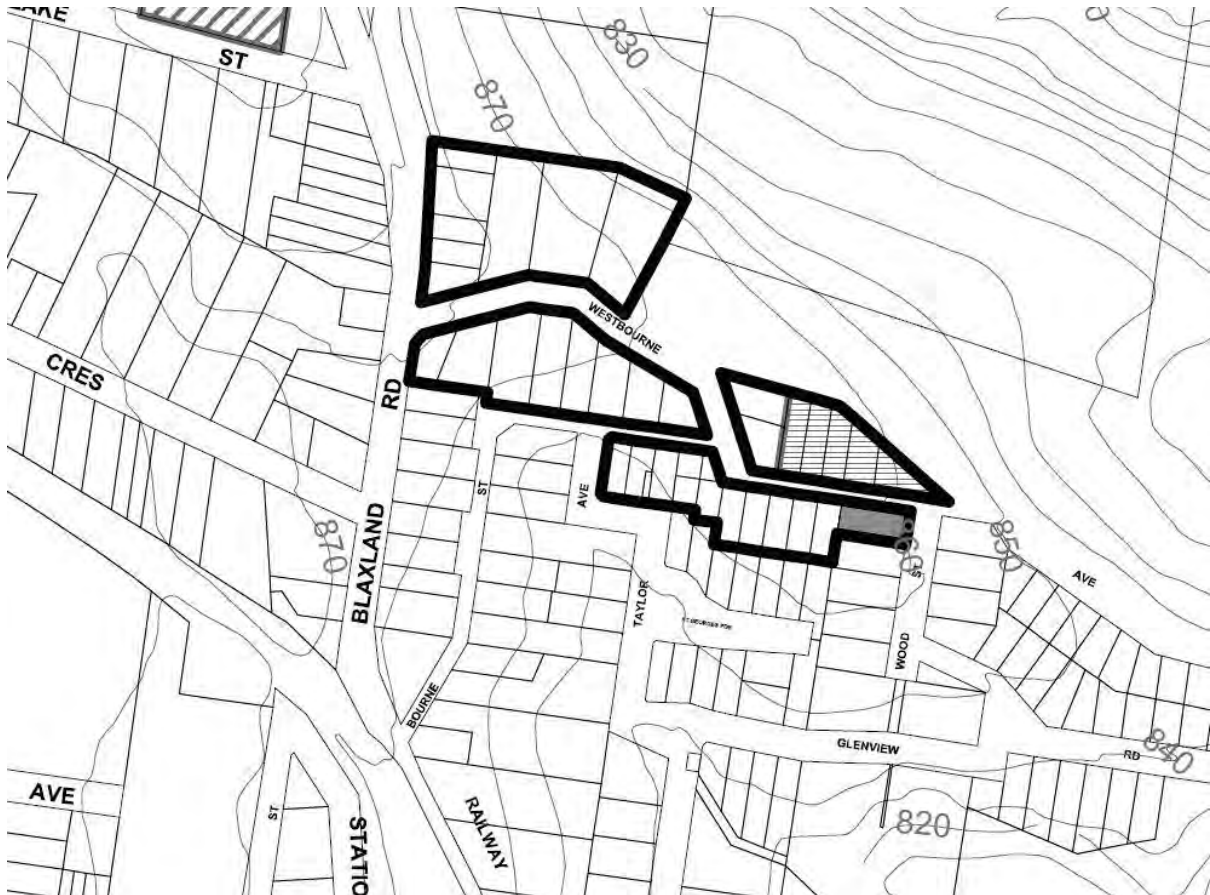


Figure 10.7

The Westbourne Avenue PHA. The shaded lot is an existing heritage item and the hatched lots are the Westbourne Cottages Heritage Item Group.



Figure 10.8

The Westbourne Avenue PHA in 2012 ((c) Google maps)



### 10.3.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS – WESTBOURNE AVENUE

The fieldwork included the identification of the contributory heritage values and physical qualities of the streetscapes of Westbourne, Bourne and Henderson Road. The streetscape quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). Streetscapes with a 'standard' suburban character are also identified (S).

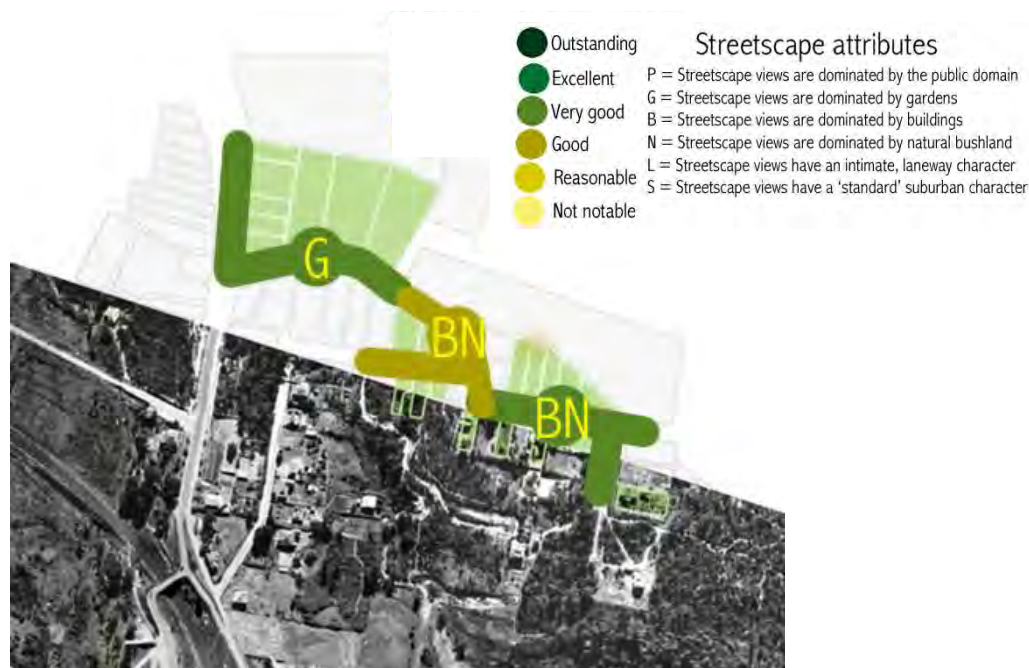


Figure 10.8.

The streetscape quality of Westbourne Avenue and Henderson Road is very good, with the narrow carriageway and planting on the verges (most of which is natural) directing the eye along the road. The quality of the centre section where the road bends is of a noticeably lower quality, the visual continuity interrupted by the sudden prominence of the two late 20<sup>th</sup> Century cottages, neither of which has significant garden plantings to ameliorate their impact. The streetscape also includes a gap in the buildings which allows the bushland setting immediately behind the precinct to be appreciated.



















### 10.3.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: WESTBOURNE AVENUE PRECINCT, WENTWORTH FALLS

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

The group of cottages that form the focus of the Westbourne Cottages heritage conservation area is a very rare example of a group of (originally) identical cottages in the Blue Mountains. Even if their provenance can never be confirmed, they remain locally significant as individual items, as a group of identical items and as an important part of the Westbourne Avenue precinct.

Note that no detailed historical analysis is known to have been undertaken for these properties or this precinct, and detailed fabric research (of the set of cottages) and land title searches or similar investigation of all properties may well reveal new information to inform the understanding of the historical values of this precinct further.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
	<p><i>Guideline for inclusion satisfied:</i></p> <p>The cultural landscape of the Westbourne Avenue precinct provides evidence of the pattern of development in the Blue Mountains., including both purpose-built and relocated groups of houses</p> <p>Historic themes:</p> <p><i>Accommodation: permanent accommodation, relocating and reusing houses</i></p> <p><i>Living on the edge of the bush</i></p>	

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Historical role in the development of the Blue Mountains	<p>The Westbourne Avenue residential precinct demonstrates two separate aspects of the pattern of development of the towns of the Blue Mountains.</p> <p>The group of houses at the Western end of the precinct provides evidence of the trend towards permanent residential settlement in the villages and towns of the upper Blue Mountains in the early years of the 20th century.</p> <p>The group of cottages at the eastern end provides evidence of the traditional Blue Mountains practice of relocating timber buildings from site to site.</p>	<p>Through the quality and variety of styles and built forms within what reads as a highly cohesive group of similar houses (Western group)</p> <p>Through the identical original form of the group of timber cottages that can still be read even though each has undergone alterations and additions in the years since they were re-erected in Westbourne Avenue.</p> <p>The distinctive group of cottages at the eastern end of the precinct have the potential to provide evidence of the popular Blue Mountains practice of relocating timber houses from site to site as required.</p>
Consistency and quality of built forms	<p>The Western end of the precinct demonstrates a harmonious and consistency of streetscape presentation through the similarity of the type and scale of the houses in the way that they draw from a similar (within a 40 year) architectural period and styles that share many common characteristics even though the detailing and even roof forms vary considerably. You</p> <p>The cottages at the eastern end demonstrate a very high level of consistency, being based on the same building pattern, an effect which is enhanced through the identical setback of each property from the front boundary.</p>	<p>Most of the properties at the Western end of this precinct have undergone minimal alteration and addition. The roof form of the property at 2 Westbourne Avenue suggests that it has undergone a significant addition to the rear but the street elevation confirms that the impact of this addition on the heritage value of the group has been minimal.</p> <p>Although the group of cottages at the eastern end are identical in their underlying form and detailing, all except one have undergone some degree of alteration and/or addition. This has had some impact on their significance as a group of identical cottages, but each of the additions is reasonably modest in scale and impact on the original fabric, mainly consisting of extensions to the rear. The streetscape today can be interpreted as providing an interesting case study on the impact of different types of addition on the overall built form of a cottage.</p>
Patterns of infill development	<p>Later infill development can be clearly read as such.</p>	<p>Project homes and other dwellings built in the latter part of the 20th century to a standard plan were built on the sites that had remained vacant after the main development of the area in the early 20th century and in the bushland lots on the edges of the town.</p> <p>Although these houses also form part of the pattern, or evolution of development in the Blue Mountains, in the context of this precinct they have a significantly intrusive impact. This impact could however be readily softened by Street tree planting and or the planting of vegetation within the garden of each property that will help to screen its impact, particularly when travelling east along Westbourne Avenue.</p>
Land uses	<p>The land use of all occupied properties in this precinct is residential. The street frontage also includes a wide opening to provide access to the bushland in the gully to the rear of the properties, where bush fighting equipment is stored.</p> <p>This provides evidence of the inherent danger of building within a bushfire prone area, and the importance that the community places on the protection of property.</p>	<p>Through the domestic character of houses, their mature gardens and lack of evidence of commercial activity.</p> <p>Through the fire fighting equipment stored in the space between the two groups of properties and the presence of dense bushland behind the cleared area.</p>
Criterion C: The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains		



Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
<i>Heritage Council Guideline for Inclusion satisfied:</i>		
The area provides evidence of the importance placed on the aesthetic qualities and values of houses and their setting in the Blue Mountains.		
Streetscape qualities	<p>The unusual 'dog-leg' alignment of Westbourne Avenue is the result of the original pattern of land grants as shown on early plans of Wentworth Falls.</p> <p>This pattern has had the effect of splitting the streetscape into two distinctly different halves, but also enhances its aesthetic quality by creating an intimacy and sense of interest to the streetscapes of each half.</p> <p>The streetscapes present a cohesive aesthetic character, with an overall consistency in the scale, form and siting of individual buildings, particularly the group at the eastern end of the precinct.</p> <p>The aesthetic quality of the streetscape is enhanced by the narrowness of the road and the dense but informal planting along the roadside verges, particularly on the southern side of Westbourne Avenue.</p> <p>Verges are soft without formal footpaths or other infrastructure associated with urban development.</p> <p>Although the properties on the southern side of Westbourne Avenue do not demonstrate the architectural integrity of those on the northern side, where visible they generally make a positive contribution to the streetscape of Westbourne Avenue.</p>	<p>The almost universal single storey building heights mean that even when the roof forms vary according to the style of the house, the streetscape demonstrates a strong rhythm and aesthetic quality.</p> <p>The aesthetic qualities of the two halves of the precinct are consistent within themselves and relate sympathetically to each other through their overall scale, form and siting.</p> <p>The consistency demonstrated by the eastern group is particularly high. Even though most have gone undergone some degree of alteration or addition they continue to read clearly as a highly cohesive group.</p>
Characteristics of the built form	<p>Although the cottages at the eastern end appear on first inspection to be standard, symmetrical Victorian era are workers' cottages, closer inspection reveals that they are rare and atypical examples of their style, being asymmetrical in their primary elevation, with the front door set off centre and the roof of the veranda finished differently at each end.</p> <p>The houses at the western end were not inspected in detail, but from the street each reads as a good-very good and substantially intact example of its architectural style.</p>	Through the buildings.
Gardens	<p>The quality of the garden setting to the group of houses at the Western end of the precinct is very high, with most showing evidence of a high level of care and commitment to the establishing and maintaining a typical 'Blue Mountains' garden with a wide variety of exotic species mixed in places with natives.</p> <p>The lynch gate to the house on the corner is an original feature and is an</p>	<p>Many of the houses within the area have very good gardens which make a positive contribution to the streetscapes of both Westbourne Avenue and Henderson Road/Blaxland Road.</p> <p>The size of the lots facing Henderson Road/Blaxland Road is not large but the residents have managed to establish particularly good gardens to this elevation.</p> <p>Henderson Road is separated from the parallel Blaxland Road by a substantial retaining wall which has also been planted with garden plants and reinforces the attractive and intimate quality of the setting of these</p>

Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		<p>accurate interpretation of the traditional lynch gate at the entrance to a church graveyard.</p> <p>The natural landform falls away relatively steeply in this part of the precinct and the gardens have been designed to accommodate and exploit this feature.</p> <p>Gardens at the eastern end are less prominent within the streetscape, the houses being set close to the front boundary, which allows space for only a small amount of planting. Several of the cottages have negligible amounts of planting which does allow their unusual design to be appreciated, but is atypical in the context of the cultural landscape of Wentworth Falls.</p>	houses.
<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>The group of cottages at the eastern end has the potential to add to understanding of the development and patterns of settlement in the Blue Mountains and also the practice and implications of relocating cottages to new sites.</p>			
	Research potential	<p>The primary area of research potential relevant to this precinct is to determine with a high degree of certainty the provenance of these cottages, and whether they were relocated from the state significant TS Mort's Dock at Balmain.</p> <p>The archaeological potential of this area is untested and no significant earlier uses by European settlers are known to have existed in the Area.</p> <p>This study does not address the potential for archaeological evidence related to Aboriginal occupation.</p>	<p>The fabric of the buildings is likely to provide important evidence of the relocation, particularly in the subfloor and ceilings spaces. Council records may also provide information that may assist in this process, as may the records of the dock (if extant), contemporary media etc.</p> <p>Even if the cottages are not found to have originated at Mort's Dock, but from elsewhere, or if the provenance cannot be confirmed, they are still a significant group that demonstrate the values required for heritage listing.</p>

### 10.3.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE WESTBOURNE AVENUE PRECINCT AT WENTWORTH FALLS

The Westbourne Avenue precinct is of local heritage significance because it demonstrates the principal characteristics of the patterns of residential development and built forms in the Blue Mountains in the early years of the 20th century. It includes both good quality and substantially intact houses and gardens that are very good representative examples of their architectural style set in mature gardens within a cohesive and high-quality streetscape setting.

The aesthetic quality of the precinct is enhanced by the narrow, winding path of the road and the dense planting on the southern verge.

It also includes a very rare example of a group of identical and architecturally unusual timber weatherboard workers' cottages that are understood to have been relocated to Westbourne Avenue from TS Mort's Dock at Balmain on Sydney Harbour. Further research is required to confirm this, including a detailed investigation of the fabric of both roof and subfloor spaces and specialised documentary research. Even if the provenance of the cottages cannot be determined, but the fabric investigation confirms that they have been relocated, they are an excellent example of the surprisingly common historic practice of relocating buildings in the Blue Mountains. Such practice provides evidence of the community's commitment to historic fabric, appreciation of the energy embodied in an existing building and the efficiency of reusing the building and commitment to the time, expense and resources required to achieve such a move. The relocation of a group of identical buildings and retaining their context as a group is rare. In the context of the patterns of development in the Blue Mountains, the presence of a group of identical houses of any style is uncommon.



The architectural design of the group of cottages is also significant as an atypical example of the normally strictly symmetrical design of the Victorian worker's cottage. In the case of the Westbourne Avenue group, the central feature of the facade, the front door, has been placed off centre to allow for an enlarged boxroom. The roof over the verandas is also asymmetrical.

The precinct also includes two examples of late 1970s project houses that provide evidence of forms of development popular in the Blue Mountains in the last quarter of the 20th century. At present they are prominent and not sympathetic elements of the streetscape, particularly when travelling east along Westbourne Avenue where they obstruct views to the cottage group, but their impact on the streetscape as a whole could be softened by a strategic planting policy either within the properties or on the streetscape. The adjacent gap in the houses allows ready access to the bushland behind and the bush firefighting equipment stationed there provides evidence of the fragile relationship between human settlement and the volatile natural bushland that surrounds the towns and villages of the Blue Mountains.

The western end of the precinct includes a small group of dwellings, most of which are from the early 20th Century. The design and detailing of each varies, but those on the northern side of Westbourne Avenue include some particularly aesthetically significant examples of early 20th Century domestic architecture. The lynchgate to the property on the corner is a rare example of the traditional churchyard form translated relatively correctly into a domestic scale. The built forms on the southern side of Westbourne Avenue demonstrate a wider diversity of form and detailing, and are noticeably less substantial than those to the north. They do however play an important role in the aesthetic integrity of the streetscape as an early 20th century urban form, demonstrating the evolution of the towns and villages of the Blue Mountains for a wide range of residents and visitors over the years.

The mature Eucalyptus in the gully behind enhance views over the cottages in particular because their setting close to the road has prevented the growth of softening vegetation in the front garden spaces although one property has achieved good screening through simple boundary plantings.

#### 10.3.4 RECOMMENDED WESTBOURNE AVENUE HERITAGE CONSERVATION AREA

It is recommended that the precinct be identified and managed as a single conservation area, with a priority being placed on the protection and conservation of the streetscape values on the way that the traditional properties continue to relate to each other and to the local area. It is also recommended that the superficially unsympathetic later 20th century houses that separate the two ends of the Street be included within the area due to their important position in the middle of the group, and, to a lesser extent, for their contribution as representative examples of the project home.



Figure 10.9 Recommended Westbourne Avenue heritage conservation area.

## ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE WENTWORTH FALLS HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of Westbourne Avenue in Wentworth Falls is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The proposed heritage conservation area is a significant cultural landscape that provides evidence of the development of the village as part of the town of Wentworth Falls. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character, and any heritage listing, particularly of a precinct or area such as a heritage conservation area, needs to recognise that cultural landscapes are formed by the accretion of buildings from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places, and is not necessarily degraded by the presence of 'modern' buildings.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses. The group of weatherboard cottages in Westbourne Avenue is rare.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- Close visual and physical links between the public domain and the surrounding native vegetation. The presence of a defined edge to the village area is important in protecting the setting of the area, and the open ends to the street and the break in the middle allow ready access to the surrounding natural landscape.
- The mature garden setting of the properties at the Western end of the precinct.
- The large lot sizes of the properties at the western end of the precinct with frontage to Westbourne Avenue and the relatively modest built forms with wide setbacks that have allowed large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- The three-dimensional spatial qualities of the cultural landscape can be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)
- The density and maturity of deciduous trees that create a spectacular streetscape display in autumn and early winter and provide important and cooling shade to the streetscape and private gardens in summer.

### Subdivision and public domain elements:

- The winding path of Westbourne Avenue.
- The relatively narrow carriageway and verges dominated by informal planting that direct the eye around the path of Westbourne Avenue
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house. No 'statement' gates.
- The rare early example of a lynch gate of correct proportions being used in a residential setting
- Privacy is provided by hedges and dense planting, not fences.
- Driveways and driveway crossings (where present) are generally simple gravelled surface and without formal finishes.
- Traditional and modestly scaled garages set close to Henderson Road.
- Planting on the retaining wall between Henderson Road and Blaxland Road
- the split level carriageway between Henderson Road and Blaxland Road

### Land use elements

- Detached, low density residential development.

### Built elements

- The group of (potentially) relocated Victorian worker's cottages that have retained their integrity as a group without any intervening structure within streetscape views.
- A range of built forms from the late 1880's to contemporary.
- Negligible tradition of demolition: infill development occurs on previously undeveloped land.



- Building typologies are representative of those found in the maturing towns of the Blue Mountains.
- Some excellent individual examples can be found.
- Buildings are strictly domestic in scale and form.
- Although several of the houses have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.
- Major additions, where undertaken, are readily visible as such but generally sit comfortably as a new layer on the original.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets. Brick and tile construction is also used.
- Timber-framed windows.
- Garages and car parking is provided in a separate structure towards the rear of the lot except those properties with access only to Henderson Road, where several early garages have been built on the street frontage. This has had minimal impact on the streetscape quality due to the very modest scale and form of the garage and the topographic configuration of the lot in relation to the surrounding area which means that the structure is barely visible from Blaxland Road.
- Front fences and gates are simple and appropriate for the period of the residence.

Elements that detract from the heritage values

- Individual examples of inappropriate infill development or additions.
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.

#### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of the Westbourne Avenue conservation area should focus on the conservation of the physical, spatial and aesthetic qualities of the streetscape; and on protecting original (pre 1950) fabric and building forms (including the timber cottages), gardens and the street presentation of dwellings. Wentworth Falls has a tradition of a variety in its built forms and this should continue providing that these built forms are consistent with the essential attributes of existing development in the streetscape, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the area in the LEP as a heritage conservation area;
- Retain the very low density of development and the lack of non-residential uses.
- Retain the existing street layout;
- retain the natural quality of roadside verges and planting;
- Retain the existing subdivision pattern;
- Encourage the retention and conservation of significant buildings, gardens and garden elements;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original built forms;
- Adapt built forms to the natural topography. If sited on a slope, ensure the roof line steps in a rhythm consistent with the remainder of the streetscape. Do not use cut and fill in new work; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.





## 11.0 LAWSON



### 11.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF LAWSON

The cultural landscape of the Lawson study area has evolved in response to the commitment and action of one of its most important citizens in the late 19th century, Joseph Guillermo Hay. Hay had been born in Chile, South America and migrated to Australia as a teenager. He was a local landowner and developer, but was also a committed environmentalist who was responsible for the early management of the pair of nature reserves at either end of San Jose and Santa Cruz Avenues, where he also subdivided and sold the adjoining lands.

These two reserves had been established on the recommendation of the Hon. John Macintosh MLA in light of concerns of the activities of developers purchasing large areas of land in environmentally sensitive areas throughout the mountains. A report was prepared by surveyor John Williams Deering and was forwarded to the Minister for Lands which included the following:

#### *Blue Mountain*

*At this spot in convenient proximity to the railway platform are many beautiful waterfalls hitherto unreserved. On the north side of the railway I beg to propose to reserve of 360 acres [sic] to include three waterfalls and on the south side a reserve of 480 acres, to include five waterfalls with a road access to each from the railway platform two chains in width. A small sum would enable these roads of access to be planted as avenues.... on the north side a small foot-track leads to these from the first down a narrow gorge.... on the south side a small foot track leads to the first and nearest one." (anon (Deering), letter to the Minister for Lands 1876. Quoted in *Joseph Hay: One of Lawson's Pioneers* by Brian Fox. Blue Mountains History Journal 1. 2010)*

The Minister approved the request and the two reserves were established. Hay worked at the Lands Department and named the northern reserve 'San Jose Park' and the southern reserve 'Santa Cruz Park'. He didn't purchase land in Lawson until 1878, when he became one of the local Management Trustees for the reserves. Although the earlier report to the Minister had described the need for a link to the reserves from the station, this appears not to have been constructed until separate approval was obtained for the two

chain wide (36.5 m) road. The width of the road caused considerable local controversy due to the clearing associated with it but Hay made it clear that the purpose of the wide road reservation was to plant an avenue of ornamental shade trees for the comfort of visitors. The available histories relating to Hay's activities do not mention whether he was also seeking to provide a wildlife corridor between the two parks.

Hay had also acquired over 256 ha of land in the area by 1890, including the land adjacent to the two avenues (he purchased the land on the southern side from his sister in 1881) which he then subdivided and sold for residential development.

Much of the land adjoining San Jose Avenue (on the northern side of the highway) has already been identified as a heritage conservation area for its association with Hay and another landowner/developer Robert Fitz Stubbs, who owned the original parcel on the eastern side of the Avenue. See the State Heritage Inventory form for a more detailed analysis of the development of the land within this conservation area. The land investigated for the current study consists of those properties in the PHAs that were not included in the original heritage conservation area on the western side of San Jose Avenue, and a small group of properties on the north-eastern corner of the intersection of Badgery Crescent and Frederica Street at the eastern end of the existing heritage conservation area. The latter group were not investigated in detail because it is already included within the boundary of the San Jose Heritage Conservation Area. A third small Period Housing Area is situated on the other side of Frederica Street behind the properties that abut Badgery Crescent.

It is not known whether Hay's double planted ornamental Avenue was ever established, but the precinct today reads as a natural wildlife corridor between the two reserves, albeit bisected by the highway and railway line. The carriageway is divided by a broad median style strip of open space into the main trafficable route and a narrower access drive to the adjoining houses. Planting on the median is primarily natural eucalypt regrowth.

On the southern side of the Great Western highway, Hay's corridor was dedicated into a more formal memorial avenue to honour the local men killed during World War I, but it retained its essential form as a 'green' space. This section has now been listed as a conservation area in the LEP in recognition of its aesthetic, historical and social significance. The existing period housing areas on the southern side extend between Honour Avenue and Waratah Street and from Orient Street to John Street. The 'period housing areas' do not include retail or commercial areas, but this restriction does not apply when considering a heritage conservation area and the whole of the streetscape, including the non-residential properties with frontage to Honour Avenue was investigated for this study.

The houses lining the avenues are mixed in their streetscape quality, but include good examples of late 19<sup>th</sup>/early 20<sup>th</sup> century cottages and houses, and others that contribute little to the quality of the landscape.

In recognition of the likely complex and multi-layered heritage values of the period housing areas as part of a wider cultural landscape, fieldwork was not limited to the identified period housing areas, particularly on the southern side, but rather extended the full length of the 2-chain wide Avenue.

The period housing areas are shown in Figure 9.1.

The brief for the study did not include additional historical research so it is not possible to provide details of land transactions or individual owners to complement the above summary.





Figure 11.1

Plan of Lawson: showing the location of the existing Period Housing Areas (shaded yellow). The properties shaded darker yellow are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005.

The area shaded light grey is the existing San Jose (north of the Highway) heritage conservation area, which includes a small Period Housing Area abutting Frederica Street; and the Honour Avenue Heritage Conservation Area (south of the Highway).

This base map does not show the location of local heritage items situated outside the Period Housing Areas.

(base map provided by Blue Mountains City Council)







Figure 11.2 (previous) and 11.3 (above). Aerial photographs taken in 2012(previous) and 1943 (above) showing the evolution of the town over this time. The dual carriageway form of the San Jose and Santa Cruz avenues can be seen. There is little evidence of formal Avenue planting, although the carriageway does appear to be lined by native eucalypts planted at irregular spacings.



Figure 11.4

Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished. (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).

Of the six PHA properties on the western side of San Jose Avenue that had been built by 1943, two have been demolished and two have been subject to substantial alterations. The pace of development on the southern side was considerably slower but once again almost half of the buildings that existed in 1943 have been significantly altered and several demolished. A similar pattern is seen at the small group of four properties on the north-eastern corner of Badgery Avenue and Frederica Road, where three of the four have been significantly altered. This closer image reveals the configuration of the avenues and adjacent development more clearly, with the formal planting of the Honour Avenue section is clearly evident.

#### OTHER STREETSCAPES IN THE VICINITY WITH SIMILAR CHARACTERISTICS

All streetscapes in the vicinity of the Period Housing Area were investigated and those that were found to demonstrate similar values were also investigated for possible heritage significance. This included the shops that also form an edge to Honour Avenue and the institutional uses on the northern side of Honour Avenue.



## EXISTING HERITAGE LISTINGS

Two heritage conservation areas have previously been identified in the vicinity of the study area: the San Jose Avenue and Badgery's Crescent Cottages Conservation Area (which has been assessed as being of State heritage significance, although it has not been included on the State Heritage Register) and the Honour Gardens Conservation Area (which includes only the central planted area within the road reservation). The existing period housing area also includes 16 locally significant houses and other properties, including Honour Avenue and the North Lawson (San Jose) Park.

Address	Name	LEP reference
4 Benang Street	Residence	LN052
9 Benang Street	Residence	LN051
11 Benang Street	Residence	LN048
15 Benang Street	Residence	LN050
Honour Avenue	Honour Gardens Conservation Area	LN014
Honour Avenue	Horse trough	LN016
1–7 Honour Avenue	Staples Store group	LN077
4 Honour Avenue	Grand Hotel—archaeological site	LN078
9 Honour Avenue	Cottage	LN012
13 Honour Avenue	Emmanuel Church of England Hall	LN013
16–18 Honour Avenue	Masonic Lodge	LN015
24 Honour Avenue	“Vera”	LN062
25 Honour Avenue	“Wallawa”	LN023
26 Honour Avenue	“Creswell”	LN063
29–41 Honour Avenue	House	LN022
33 San Jose Avenue	North Lawson Park	LN032
2 Waratah Street	House	LN021
San Jose Avenue and Badgery's Crescent	San Jose Avenue and Badgery's Crescent Cottages Conservation Area	LN030
1-7 Loftus Street	Former Blue Mountain Shire Office	LN027
Loftus Street	Former Shire Electricity Sub Station	LN031
1-2 Badgerys Crescent	“Lyttleton” shop and residence	LN001
1-2 Badgerys Crescent	“Lyttleton” shop and residence	LN002
3 Badgery's Crescent	Badgery's Café and Gallery	LN029
Great Western Highway	Lawson Railway Station	LN010
4-10 Frederica St	“Myee” gatekeepers cottage	LN007
Great Western Highway	Entry Arch to Bellevue Park	LN049
284 Great Western Highway	Community Hall	LN043

## 11.1.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS: LAWSON

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be ‘read’ in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many

houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N).

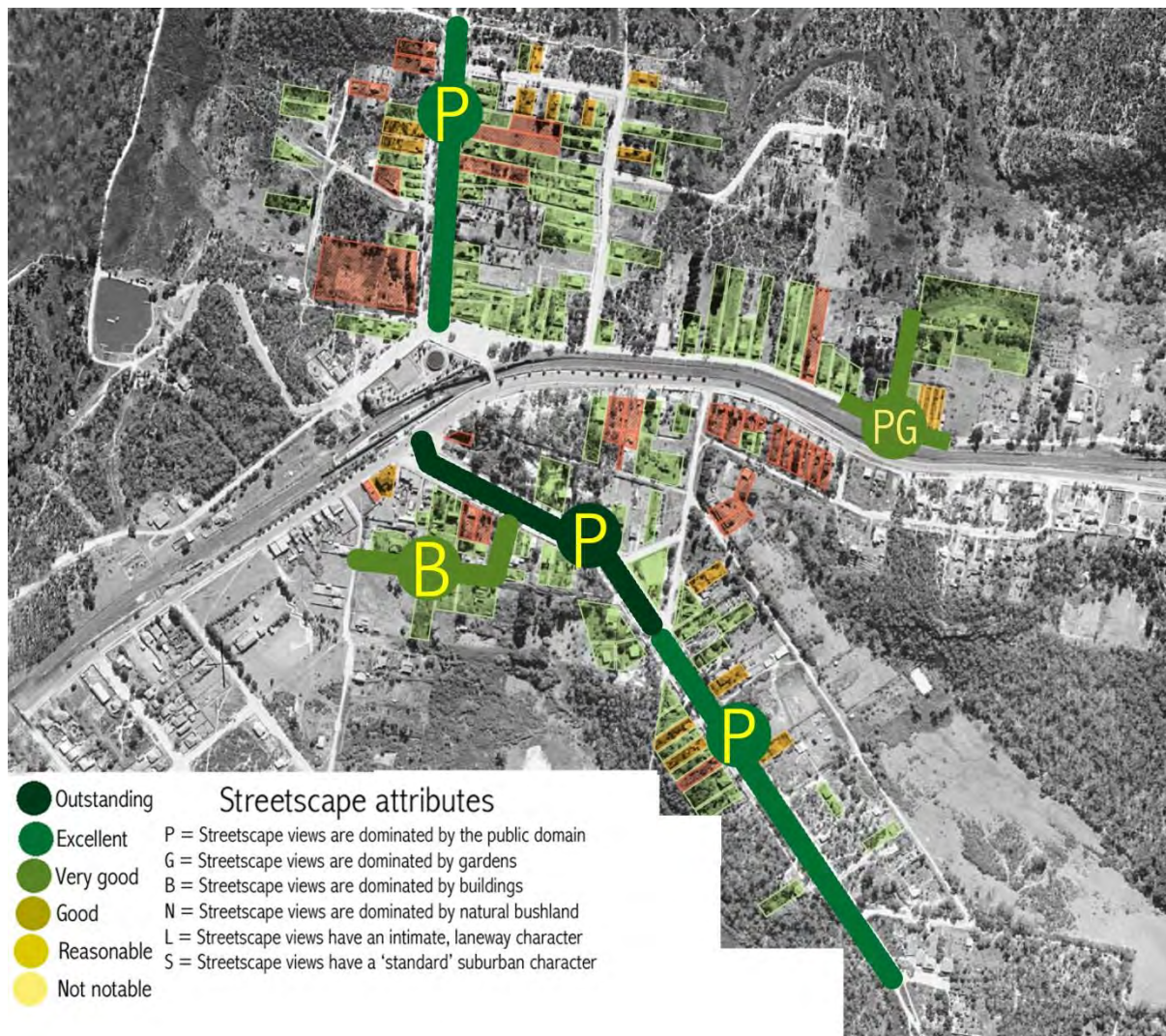


Figure 11.5. Streetscape qualities and contributory values - Lawson



SAN JOSE AVENUE (NORTHERN END)









CENTRAL AREA



(Google Maps image)



(Google Maps image)



(Google Maps image)



HONOUR AVENUE (SOUTHERN END)



















### 11.1.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE: LAWSON

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the contemporary cultural landscape.

Characteristic	Description of heritage value	Some of the ways in which the value can be seen in the area today
Criterion A : The Area is important in the course and pattern of the Blue Mountains' cultural history		
	<p><i>Guideline for inclusion satisfied:</i></p> <p>The cultural landscape of the Leura area provides evidence of the pattern of development in the Blue Mountains, including both very early examples of attempts by government and the community to protect the environmental quality of the landscape and the memorialisation of the sacrifices of the local community in WW1.</p> <p>Historic themes:</p> <p><i>Servicing the community: school, shops, parks etc.</i></p> <p><i>Cultural and social life: churches, halls, meeting places, theatres, meeting places for creativity, cafes, restaurants</i></p> <p><i>Memorialisation</i></p> <p><i>Environmental conservation movement</i></p>	
Historical role in the development of the Blue Mountains	<p>The close connection between the cultural and natural landscapes through the purposeful creation of nature reserves linked by a broad avenue that preserved the natural qualities is expressed clearly through the buildings and streetscapes of San José and Santa Cruz Avenues.</p> <p>The formalisation of the centre of this landscape to create Honour Avenue, together with the significant changes made in the vicinity of the highway mean that the physical link has been overwritten, but the layers of meaning are still able to be read and interpreted</p>	The subdivision patterns, streetscape qualities and most built forms are still able to be read, having survived without significant alterations.



Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
		in the landscape today.	
	Consistency and quality of built forms	A good representative collection of houses, shops and public infrastructure has survived in intact or substantially intact form.  The Area also includes a range of significant individual buildings and places of landscape significance.	Not all of the houses that existed in 1943 (where known from the fabric or aerial photos) have survived in substantially intact form. The area has experienced an unusually high rate of demolition when compared to towns in the upper Blue Mountains. Many have been demolished or substantially altered over the years, particularly in the outlying sections near the nature reserves.  The public domain that is the core significance of this area is substantially intact.
	Patterns of infill development	Later infill development can be clearly read as such.  The area also includes a range of infill development that demonstrates the changing availability of housing types in the latter part of the 20th century.	Project homes and other dwellings built in the latter part of the 20th century to a standard plan were built on the relatively few sites left vacant after the main development of the area in the early 20th century and in the bushland lots on the edges of the town.  Infill development can be found throughout the area and in most cases its distinctly different built forms and materials allow it to read as a separate layer.
	Land uses	The land uses seen today are broadly consistent with those of the early subdivision plan and demonstrate the range of activities found in a small town such as Lawson.	The town centre is compact, with residential development in close proximity. The northern side of Honour Avenue is mainly used by service and community organisations that access their properties from Yileena Avenue meaning that few of these buildings address Honour Avenue in any meaningful way.
<p>Criterion B: the area has a strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The Area demonstrates a strong association with one of the most important figures in the early settlement of the Blue Mountains; Frederick Clissold.</p>			
	Association with significant person	San Jose and Santa Cruz Avenues, together with the nature reserves at North and South Lawson are strongly associated with local developer and environmentalist Joseph G. Hays.	Through the subdivision pattern, presence of the avenues and the naming of the streets.
<p>Criterion C: The form and fabric of the Area demonstrates the important aesthetic characteristics of the historic cultural landscapes of the Blue Mountains</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>Provides physical evidence of the early nature conservation movement and the proactive efforts made by local residents to protect the environmental qualities of the town, including by dedicating a very broad nature strip to connect the two reserves.</p>			
	Subdivision pattern	The subdivision pattern demonstrates the principles identified first by John Williams Deering and later by Joseph Hays of ensuring that a very wide road be created to connect the two reserves.  The subdivision pattern of the adjacent residential development is reasonably regular, leading to a consistency of built forms.	Through the creation and retention of the two chain wide road.

Characteristic		Description of heritage value	Some of the ways in which the value can be seen in the area today
	Streetscape qualities	<p>The streetscapes present a cohesive aesthetic character, with an overall consistency in the scale, form and siting of individual buildings.</p> <p>Verges are generally soft with a footpath on one side of the street only.</p> <p>The prevailing quality of the streetscapes creates a strong sense of place that helps to define the aesthetic character of Lawson.</p>	The wide central median provides evidence of Deering and Hays' plans for a vegetated link between the two reserves.
<p>Criterion D: The Area has a strong or special association with a particular community or cultural group for social, cultural or spiritual reason:</p> <p><i>Heritage Council Guideline for Inclusion satisfied:</i></p> <p>The conservation and protection of the natural environment is an important priority to the community of the Blue Mountains.</p>			
	Social meaning (potential: not confirmed)	<p>(not confirmed)</p> <p>the form and location of the avenues and the parks that they link to provides physical evidence of one of the earliest initiatives by government in the Blue Mountains to protect the environmental quality of the natural landscape from the impact of development</p>	
E	<p>Criterion E: the Area has the potential to yield information that will contribute to the understanding of the layers of occupation and settlement of the Blue Mountains.</p> <p><i>Heritage Council Guideline for inclusion satisfied:</i></p> <p>N/A (noted)</p>		
	Research potential	<p>The archaeological potential of this area is untested and no significant earlier uses by European settlers are known to have existed in the Area.</p> <p>This study does not address the potential for archaeological evidence related to Aboriginal occupation.</p>	

### 11.1.3 ADDITIONAL COMMENTS

The reason that the nine properties located in north-western corner of San Jose Avenue were excluded from the earlier listing of the San Jose precinct as a heritage conservation area is not known, but it is likely to be due to the relatively small amount of surviving early fabric and the lack of outstanding architectural merit of the houses on these properties. The existing listing focuses on the nature of development along the Avenue rather than the significance of the Avenue itself. This is a valid approach, but in the context of the current study is considered somewhat limited because it does not acknowledge the underlying structure that informed and enabled the building of the various significant individual properties.

For the purposes of reference, the significance of the existing San Jose and Badgerys Crescent Cottages precinct is described as follows:

*This entire precinct has many outstanding features and is in toto of state significance. The precinct of buildings on San Jose Avenue, Park Street and Badgerys Crescent at Lawson is a rare grouping of early cottages and associated buildings most of*



*which were built within a period of thirty years and exhibit characteristics of a range of building styles from within that period. The group includes a typical late Victorian village post office, shop, workers cottages, bakery and houses for the wealthier merchants and more powerful members of the developing village making an important and interesting streetscape. This precinct has high historic significance. Its development is associated with a range of people significant nationally (Joseph Hay, environmentalist, philanthropist and surveyor) and locally (the commercial and real estate entrepreneur, John Geggie and his wife) through to Dr. King in the last forty years. It presents legible layers of land use from the earliest land-grants to subdivision, resubdivision, and later infill. It embraces significant commercial residential and educational buildings that are important in their own right. Within the group are a number of smaller groups of cottages. The three houses from 1 to 5 San Jose Avenue is a coherent group of late nineteenth century cottages which appear to have been built by the same owner for rental accommodation. At 14 to 18 San Jose Avenue is a group of three Inter-war California bungalow style cottages which also display a coherence of form and detail which make an important contribution to the streetscape. The pair of houses at 13 to 14 Badgerys Crescent are a representative example of Victorian filigree cottages with their fretwork bargeboards and decorative frieze panels to the verandahs making them more elaborate members of the precinct.*

The properties within the Period Housing Area cannot be considered as architecturally significant as those that have been identified in the above statement of significance. Most are simple, ordinary houses that are more representative of the 20th century layer of development in Lawson, although some very good examples of their type can also be found. They do however address the reserve appropriately and have allowed it to retain its breadth and native tree plantings; and in this they support its significance as a link corridor. It is recommended that the existing heritage conservation area remain unaltered and a second area that focuses on the environmental qualities and values of the two reserves and the roads that link them be recognised.

The sub-precincts at the eastern end were also inspected and their heritage values assessed. One group of houses (on the Western side of Frederica Street) is located within the existing heritage conservation area, and furthermore the aerial photographs suggest that there was no structure on the site in 1943. The small group of properties at the eastern corner of the intersection of Badgerys Crescent and Frederica Street are aesthetically pleasing and form part of the general local streetscape when travelling east, but several have been heavily altered and the group as a whole does not read as being either part of the adjacent San Jose/Badgerys Crescent heritage conservation area, nor demonstrate the heritage values required for listing as a separate heritage conservation area.

#### 11.1.4 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE LAWSON NATURE RESERVES LINK CONSERVATION AREA

The two reserves known as North Lawson and South Lawson nature reserves, together with the Avenue that links them, are of local heritage significance for the way that they demonstrate one of the earliest examples of government acting proactively to prevent the alienation and development of some of the most important ecological and scenic sites in the Blue Mountains. The focus in the original report that argued for the creation of the reserves provides early (1876) evidence of the community's emerging interest in protecting and interacting with the natural environment of the Blue Mountains. This interest was pursued with enthusiasm by local developer Joseph G. Hays, who was both a trustee of the reserves and the developer of the land adjoining both them and the avenue that links them. His personal motives at the time are not known but could potentially be uncovered as a result of additional research. Hays became committed to the principles of the Gould League, an organisation committed to the protection of the environment and in particular birdlife. His original intention to create a formal avenue of exotic trees between the two nature reserves does not appear to have come to fruition, the earliest available aerial photographs (1943) suggesting that the natural corridor dominated by native plants may have been the original form of this link. More research is required to confirm the original form of the Avenue planting and if possible the reason that the current pattern was in place by 1943. The central part of the link was adapted for reuse and reinterpretation as an avenue of Honour following World War I. The works associated with this were undertaken by well-known architect Sir John Sulman and provide a very good example of cultural layering as well as being a prominent example of the typical Blue Mountains response to a significant cross fall in the streetscape by splitting the level of the two parts of the carriageway and separating them by a planted area supported by a retaining wall.

The nature of the development adjoining the avenues varies from the high quality and historically significant structures described in the statements of significance for the existing heritage conservation area and the formal area of the WW1 Honour Memorial, but most of the houses and shops that line its route are modest representative examples of the built forms typical of the Lawson area. In contrast to this, several very good examples of individual properties, both residential and commercial, are found in Honour Avenue, Waratah Street and Benning Road.

#### 11.1.5 RECOMMENDED LAWSON NATURE RESERVES LINK HERITAGE CONSERVATION AREA

The period housing areas included three main sections: the main avenues and their alignment; the houses lining these two avenues and a small sub-precinct at the eastern end of the existing heritage conservation area.

It is recommended that the proposed new heritage conservation area be known as the Lawson Nature Reserves Link heritage conservation area; and that it include the reserves themselves as well as the linking avenues and significant associated development, such as the Lawson Hotel, shops with frontage to Honour Avenue and the houses behind the shops (that are in the existing PHA) in Benang Street. Most of the latter are already listed as heritage items, but inclusion in the heritage conservation area will help to ensure that any future development continues to respect the environmental principles that underpinned the development of this area.



Figure 11.6. Recommended Lawson Nature Reserves Link heritage conservation area . The Area includes the two historic reserves at the northern and southern ends of the Avenues and the central civic and commercial core that links the two sections.



## ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE LAWSON NATURE AVENUE AREAS HERITAGE CONSERVATION AREA

The table above outlines the ways in which the heritage significance of the two nature reserves and the natural corridor linking them is expressed through the fabric and patterns of the contemporary cultural landscape. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The proposed heritage conservation area is a significant cultural landscape that provides evidence of the development of the town of Lawson. One of the most important features of a cultural landscape is that not all elements must be 'old' or even necessarily have any notable historic character. Any heritage listing, particularly of a large area such as a heritage conservation area, needs to recognise that cultural landscapes are formed by the accretion of buildings and other elements from different periods and built for different reasons, and the significance comes from the story of the evolution of the community that can be 'read' from the places that exist and the spaces in between these places, and is not necessarily degraded by the presence of 'modern' buildings.

One of the most important examples of this in the villages and towns of the Blue Mountains, for example, can be seen in the way that most towns contain very few 'groups' of historic houses, rather, the earlier buildings are spread widely with either large gardens or more recent infill development between the earlier structures. As noted above, this does not mean that many houses have been demolished and the historic integrity of the settlement has been lost. In the case of the Blue Mountains, analysis of historic aerial photographs reveals that these spaces between houses were undeveloped, and the infill development has been simply another layer in the pattern of settlement in the town or village.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and ensuring that new development responds to the principles, patterns and forms that were used in its original development.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the area as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The natural landscape including the bushland at each end of the avenues and the native trees and shrubs that survive in the wide avenue planting
- The close visual and physical links with the surrounding landscape.
- The mature garden setting of properties irrespective of the age of the house. Even relatively recent properties commonly have maturing gardens that will contribute positively to the aesthetic values of the area in the future.
- Large lot sizes and modest built forms with wide setbacks that allow large plants and trees to grow to maturity in the front and rear gardens (and often in the side setback areas as well) of private properties.
- Large lot sizes and good setbacks allow the three-dimensional spatial qualities of the cultural landscape to be appreciated readily (including the depth of blocks and trees behind the house rising above rooflines)

### Subdivision and public domain elements:

- the form of the avenues ; including both the two chain wide avenue reserves with their natural, unformed footprint and native plantings and the more formal quality of Honour Avenue which is dominated by exotic planting.
- The street and subdivision pattern that responds to the local topography.
- The design of Honour Avenue including the management of the cross fall
- Simple, low and visually transparent front fences and gates built in a style appropriate to the original house.
- Privacy is provided by hedges and garden planting, not fences.
- Driveways and driveway crossings (where present) are generally simple gravelled surface and without formal finishes.

### Land use elements

- Detached, low density suburban residential development with shops and a major landmark hotel.

### Built elements

- A range of built forms from the late 1880's to contemporary.
- Building typologies are representative of those found in the villages of the Blue Mountains but include a high proportion of modest houses.
- Some excellent individual examples can be found including significant commercial and civic buildings.
- Although many houses have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.

- Major additions, where undertaken, are readily visible as such but generally sit comfortably as a new layer on the original.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the mid-late 20<sup>th</sup>C are often of brick/tile construction.
- Garages and car parking are provided in a separate structure towards the rear of the lot.
- Front fences and gates are simple and appropriate for the period of the residence.

#### Elements that detract from the heritage values

- Individual examples of inappropriate infill development or additions.
- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure.
- Alterations that have removed original features or fabric.
- Visually intrusive or stylistically incongruous alterations such as the creation of garages as part of the main elevation of the house, and several examples of second storey additions.
- Suburban style 'statement' gates and fences.
- Cleared or minimalist gardens.

#### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of this part of Lawson should focus on the conservation of the public domain elements, with the main consideration for new work on private land being to ensure that it will be designed and sited in such a way that will sit comfortably and be a 'good neighbour' in the streetscape.*

- Include the areas and the southern reserve in the LEP as a heritage conservation area; (the north is already listed as a heritage item)
- Retain the 'duplicated' road layout. Do not cut new vehicular accesses across the central planted zone.
- Retain the very low density of development and the lack of non-residential uses.
- Encourage the conservation and active use of the shops in Honour Avenue.
- Retain the existing subdivision pattern;
- Encourage the retention and conservation of significant buildings, gardens and garden elements;
- Ensure that any additions are of a form, scale, location and detailing compatible with the streetscape;
- Adapt built forms to the natural topography. If sited on a slope, ensure the roof line steps in a rhythm consistent with the remainder of the streetscape. Do not use cut and fill in new work; and
- Do not allow infill development of unsympathetic scale, form, materials or siting.



## 12.0 HAZELBROOK

### 12.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF HAZELBROOK



Figure 12.1(above) and 12.2 (left)

Hazelbrook: showing the location of the currently identified Railway Parade Heritage Conservation Area (top, shaded light grey) and Period Housing Area (bottom). The HCA includes a Period Housing Area within its boundary. The properties shaded dark grey are locally significant heritage items listed in the current LEP. (source: BMCC)



The village of Hazelbrook includes one heritage conservation area (the Railway Parade Conservation Area) near the station and a second area identified as a Period Housing Area which is situated further to the south-east on Railway Parade between Orama and Valley Roads, and extending to Forbes Road at the rear.

#### NORTHERN AREA- PART HERITAGE CONSERVATION AREA AND PART PHA



Figure 12.3. and 12.4. Comparison of aerial photographs of the heritage conservation area taken in 1943 (above) and 2010 (below) confirms both that the streetscape was unusually closely settled for a village in the Blue Mountains soon after its establishment; and also that most of the buildings that existed in 1943 have survived in a substantially intact form. Note the contrast in density with the properties to the south (Landseer Road) and north of the railway line, which included orchards and small scale rural uses. (source: NSW Department of Lands SIX viewer (copyright))







Figure 12.5.

Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished.

All of the existing lots in the western precinct had been developed by 1943; and of these, 88% have substantially retained their original (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).



## SOUTHERN AREA – EXISTING PHA



Figure 12.6 and 12.7. Development in the Period Housing Area (to the south east of the heritage conservation area) between 1943 and 2011 was more typical of that found throughout the villages of the Blue Mountains, with a considerable proportion of lots remaining undeveloped until relatively recent years. Many of these lots were originally used for orcharding, such as those along Forbes Road, which is now dominated by contemporary development with minimal evidence of its earlier character. (source: NSW Department of Lands SIX viewer (copyright))



Figure 12.8..

Analysis of changes to the built forms in the PHA since 1943.

Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style (note that the additions may be at the front of the property and the original house is difficult to see from the street). Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original house cannot be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished.

Only 62% of the existing lots in the eastern precinct had been developed by 1943; and of these, 43% have substantially retained their original form.

(Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).

The previous analysis of the precinct focused on the history of the individual federation houses within the existing HCA, with no useful contextual information available in the listings. The brief did not provide for additional historical research, which has prevented a better understanding being available of the historic development of the precinct, particularly the properties at the eastern and western ends, to inform the assessment.



The existing Heritage Conservation Area is a small one, extending along Railway Parade between Addington Road and number 51 (including the battle-axe property at 50 which includes a well planted and very mature garden). The precinct sits atop the main dividing ridgeline followed by the railway and highway and is prominent in local views. The streetscape is defined on its northern side by the railway line, and curves gently to follow the alignment of the line.

It contains a small group of single-storey shops, including a very good example of a timber weatherboard cottage shop (which is understood to have been relocated within the precinct). Although there is negligible street tree planting, the private gardens spill into the verge area and soften the view as the streetscape unfolds along Railway Parade. This view is dominated by the late 19<sup>th</sup> and early 20<sup>th</sup> Century residences that form a consistent and cohesive group despite their architecture varying from the simple symmetrical Victorian cottage to substantial Inter-War bungalows. The group also includes several early Post-War cottages and houses. All except one of the houses that existed in 1943 have retained the qualities of their original built form, and continue to 'read' as good examples even though most have undergone some form of change, including both alterations and additions. The only development that has not been generally consistent with the traditional character of the precinct is the infill house at 52 Railway Parade, the scale, form and materials of which are intrusive.

The precinct also includes a small commuter car parking area, which, although it performs an important function for the contemporary community, contributes little to the aesthetic qualities of the streetscape. Its impact is however minimised by its long, narrow shape set at 90 degrees to the street and could be further reduced by planting at the street frontage.

### OTHER STREETSCAPES IN THE VICINITY WITH SIMILAR CHARACTERISTICS

The early development of Hazelbrook extended along Railway Parade to the south, and a second precinct has also been identified as a Period Housing Area. It extends to include the properties on the northern side of Forbes Road. This area was also assessed to determine whether it has local heritage significance. It was found to demonstrate a similar range of built forms and general streetscape characteristics, including several very good individual properties with high quality and mature gardens. It also includes a variety of inconsistent and visually intrusive infill development that has had an adverse impact on the quality of the local streetscape. Alterations that have been carried out to several properties in the streetscape have also been considerable and have led to the loss of their integrity as examples of their original architectural style and streetscape value to the extent that they have affected the integrity of the streetscape as a cohesive one.

The streetscape of Forbes Road is now dominated by contemporary development.

The existing Period Housing Area does not demonstrate the cohesiveness or values required to satisfy the NSW Heritage Council's criteria for listing as a heritage conservation area,

#### 12.1.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS - HAZELBROOK

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. Points were allocated in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N).



Figure 12.9 and 12.10. The streetscape quality of the existing heritage conservation area is good, with a balance of public domain, private gardens and built elements. The quality of the PHA is also good, although not as notable as that of the HCA.

#### WESTERN GROUP (THE EXISTING HERITAGE CONSERVATION AREA):











EASTERN GROUP (ORAMA AVENUE TO VALLEY ROAD):









#### EASTERN END – FORBES ROAD (BEHIND RAILWAY PARADE)





### 12.1.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE RAILWAY PARADE HAZELBROOK

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the urban fabric and natural landscape that is seen today.

	Characteristic	Heritage Value	How the value can be seen in the area today
<p>A : The Area is important in the course, or pattern, of the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guidelines for inclusion satisfied:</i></p> <p>The Railway Parade, Hazelbrook precinct is important in the course and pattern of the Blue Mountains' cultural history.</p> <p>The Railway Parade Area demonstrates the principal characteristics of development associated with speculative subdivision in close proximity to railway stations in the latter part of the 19<sup>th</sup> Century.</p> <p><i>Historic Themes: (developed from the themes identified in the earlier historical studies (NB: these earlier studies are not exhaustive))</i></p> <p>European expansion and settlement: alignment of adjacent railway along main east-west ridge identified by European explorers as first viable route across the Mountains.</p> <p>Transport: road and rail links</p> <p>Establishment of towns: planned village</p> <p>Local industry: orcharding (ancillary)</p> <p>Accommodation – permanent</p> <p>Servicing the community: shops,</p>			
	Range of built forms and types	<p>The groups of houses and shops built in Railway Parade between 1890 and 1960 provide evidence of the early subdivision and ongoing settlement of the Hazelbrook township.</p> <p>No. 46 has also significance for being used as the Post Office for 30 years.</p>	<p>Through the surviving original fabric of houses and shops and their setting, including gardens and open spaces.</p> <p>The subdivision pattern is simple, with the narrow road carriageway set as close to the railway reservation as possible and lots set at 90 degrees to the street.</p> <p>Street tree planting is minimal, which is a characteristic of many speculative developments of the latter years of the 19<sup>th</sup> Century. It may also provide evidence of the siting of the development on the ridgeline where overflow and runoff to sustain the growth of large street trees may be limited.</p>
	Patterns of development	<p>The form and layout of the precinct provides evidence of the priorities of the speculative developer in the late 19<sup>th</sup> Century, being to attract buyers and sell all lots. Access to transport, services and views have been maximised, but the subdivision pattern itself is simple in layout.</p>	<p>Although the precinct is small, the sale of land in this release appears to have resonated with the target market and almost all lots were developed within a relatively short time. This is a notable difference to the patterns of development seen across the other towns and villages of the mid and upper Blue Mountains, which still contain a high proportion of vacant lots.</p>
	Integrity of built forms	<p>The integrity of the streetscape is high, with almost all of the original lots developed by 1943 and only two properties having been demolished since this time (one for the commuter carpark).</p>	<p>Through the variety and integrity of original buildings and materials; including those buildings that have been altered or added to in a sympathetic manner and/or where the works could be removed and the original form or fabric revealed.</p>
<p>C: The Area is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the Blue Mountains</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The form and fabric of the Railway Parade heritage conservation area demonstrates the important aesthetic characteristics of the historic</p>			

Characteristic	Heritage Value	How the value can be seen in the area today
cultural landscapes of the Blue Mountains		
Aesthetic qualities of built forms	It includes very good examples of late 19 <sup>th</sup> and early-mid 20 <sup>th</sup> Century cottages and houses and a small group of modest, single storey local shops, one of which is a rare surviving example of a weatherboard shop with traditional shopfront.	Most properties are notable for their modest scale and early 20 <sup>th</sup> Century built forms. Almost all of the houses that existed in 1943 have survived in substantially intact form. Additions are mostly generally consistent with the traditional form of the house affected. The precinct includes several small shops including a rare example of a weatherboard shop with original display windows and posted verandah. Alterations and additions are generally relatively modest.
Cohesive streetscape quality	The cohesiveness of the streetscape is further enhanced by the consistent single-storey scale of development as it presents to the street.	All original houses and cottages read as single storey from the street, although the land falls away steeply and many are likely to include an undercroft level at the rear.
Importance of gardens	Gardens are traditional in character and most contribute strongly to the aesthetic qualities of the streetscape. Gardens are mature and include a range of cool-climate and native species.	Although the lot sizes in the Area are not particularly large by the standard of other towns in the upper Blue Mountains, they have been sufficient to allow the establishment of good quality gardens to most properties, with particularly good examples found in some properties. In most cases these have matured to provide a valuable setting for the house and continue to contribute significantly to the quality of the local streetscape. The configuration and use of the rear garden areas is also consistent with traditional patterns of development in country towns, with most either extensively planted, or having a range of small sheds and structures around the perimeter of a large grassed area.
Aesthetic qualities of the group of shops	The small group of shops at the northern end are typical of those found in the smaller villages and towns of the Blue Mountains and contribute to the village character of Hazelbrook, being simple in form and a single storey in height.	The form of the weatherboard shop and annex at the northern tip marks the edge of the Precinct in a distinctive and positive manner. The remainder of the shops are contributory in their overall form, being a single storey in height and simply detailed. The recent introduction of roller-shutters to the facades of these shops has had a significant adverse impact on their streetscape presentation, but in terms of their long-term heritage impact, may be reversible.
Streetscape quality	The streetscape of Railway Parade also contributes to the aesthetic integrity of the Area, being that of a semi-rural town, with narrow carriageway and footpath.	The curving alignment of Railway Parade allows views of the streetscape to evolve when travelling through the Area. Private gardens spill through the visually transparent fences into the public domain and integrate the two.
Subdivision patterns	The pattern of subdivision is typical of speculative development in the late 19 <sup>th</sup> Century/early 20 <sup>th</sup> . One unusual characteristic of the built form of the Area arises from the topographic character of the site, with	Minimal area is devoted to roads and road reservation and lots are arranged simply. Smaller lots are sited close to the entrance to the railway station, presumably to catch passing trade.  The subdivision is sited prominently at a high point adjacent to the railway station. The houses are notable for either being sited close to the ridgeline or well below the ridge.



	Characteristic	Heritage Value	How the value can be seen in the area today
		houses set either toward the rear of their lots (i.e. near the ridgeline) or close to the road (possibly to minimise exposure to the harsh south-westerly winds that these sites would be particularly exposed to.	No other development is visible behind the houses facing Railway Parade. The visual skyline is dominated by the roofscape.
	Siting of the subdivision on the main ridge	The siting of the subdivision on the top of the main ridgeline and adjacent to the railway station is likely to have been a deliberate choice in order to maximise the aesthetic qualities of the lots (i.e. views) for potential purchasers; and continues to provide evidence of the enduring importance of this value to the community over the years.	The siting of the Railway Parade Area plays an important role in the aesthetic qualities of the village of Hazelbrook. Outlook continues to play an important role in site planning and development today.
	Views	The local undulations in topography mean also that views are available over the roofs of the properties at the southern end of the Precinct to the hills in the distance, a characteristic that is surprisingly rare near the centre of most of the towns and villages of the Blue Mountains and which emphasises the relationship between the settled area and the scale of the surrounding wilderness landscape.	The Area is situated atop the main east-west ridgeline that divides the Blue Mountains, with the land falling clearly from this ridge to both the north-east and south-west. This exposed location is likely to have affected the ability of surrounding trees to grow to the heights and maturity seen in most of the residential landscapes of the towns and villages and even though the lot sizes are mostly generous, few trees rise above the ridgelines of the houses, allowing the roof forms and their prominent chimneys to dominate local streetscape views, including from the adjacent railway line. Although most of the land within the Area rises to its highest point at or behind the rear of the house, at the southern end in particular it is possible to see over the roofs of the houses to the panorama beyond from the railway line, and in places at street level.
	Rare cohesive group	The group of houses between 46 and 51 Railway Parade, Hazelbrook is a also particularly good quality and cohesive group of federation houses, and is rare in the Blue Mountains for the consistency of built forms and construction within a relatively short period of time, leading to minimal later infill development, which is an unusual departure from the usual pattern of development in the Blue Mountains.	
G	<p>Criterion G: The Area is important in demonstrating the principal characteristics of a class of the Blue Mountain's cultural or natural places or cultural or natural environments.</p> <p>Heritage Council guideline satisfied: The Railway Parade heritage conservation area has characteristics representative of those of a class, or type, of development in the Blue Mountains.</p>		
	Area is representative of small settlements in the	The Railway Parade Area is a good and substantially intact	

	Characteristic	Heritage Value	How the value can be seen in the area today
	Blue Mountains Fine group of Federation houses.	group of late 19 <sup>th</sup> and early- mid 20 <sup>th</sup> Century houses and shops that are representative of the early patterns of development along the main ridgeline traversing the Blue Mountains from east to west. The Area includes a particularly group of federation houses which are representative of the early character of Hazelbrook.	
F	<p>The area possesses uncommon, rare or endangered aspects of the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council's guideline for inclusion satisfied:</i></p> <p>The Railway Parade heritage conservation area has characteristics that are rare in the Blue Mountains.</p>		
	Siting on the main ridgeline.	The Railway Parade Area is sited on the top of the main ridge followed by the road and railway between Sydney and the west. The ridge is very narrow at this point and the low height of buildings and fall of land at the southern end of the Area allow uninterrupted views from this main ridge to the distant hills and escarpments of the natural landscape to the south from the railway line. This is surprisingly rare within the towns and villages of the Blue Mountains.	

### 12.1.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE RAILWAY PARADE, HAZELBROOK HERITAGE CONSERVATION AREA

The State Heritage Inventory form existing Railway Parade heritage conservation area describes its heritage significance as follows:

*Criterion (a): Historic*

*The group of houses built in Railway Parade between 1890 and 1912 are a significant early part of the subdivision of Hazelbrook township. No 46 has also significance as the Post Office for 30 years.*

*Criterion (c): Aesthetic*

*The group of houses between 46 and 51 Railway Parade, Hazelbrook is an important and cohesive group of federation houses. Located near the top of the hill on the southern side of the railway line, the group is important in the townscape and contributes to the early twentieth century character of this precinct of Hazelbrook.*

*Criterion (g): Representative*

*The Railway Parade group is a good intact group of federation houses which is representative of the early character of Hazelbrook.*

The following Statement has been developed from this earlier summary statement and takes into account the heritage values of the south-eastern group:

The Railway Parade heritage conservation area is of local heritage significance because it provides high quality evidence of the patterns of settlement in the small villages of the Blue Mountains in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries. The Area includes two



groups of houses and associated uses that are separated primarily by bushland. It is set atop the ridgeline, allowing the buildings within the group to read as prominent elements in the local streetscape and to play an important role in the early 20<sup>th</sup> Century character of the Area.

This siting emphasises the strong relationship between the topography and the early patterns of exploration and settlement by Europeans in the 19<sup>th</sup> Century, with the spine dominated by the highway and railway line falling away steeply on each side.

The area includes very good and aesthetically cohesive groups of late 19<sup>th</sup> and early 20<sup>th</sup> Century residential architecture, most of which have also retained traditional garden plantings that have now matured and add to the aesthetic quality of the streetscape. The group of Federation dwellings in the western half of the Area is particularly notable. Gardens throughout the Area are generally of good quality, with mature cool-climate plantings and mature specimen trees.

Although some of the later infill development makes a less positive contribution to the aesthetic qualities of the Area, it provides evidence of the evolutionary patterns of development of Hazelbrook in later years.

The small group of shops at the northern end are typical of those found in the smaller villages and towns of the Blue Mountains and contribute to the village character of Hazelbrook, being simple in form and a single storey in height. One of the houses adjoining the shops (no.46) formed part of the village centre for many years, being used as the local post office for 30 years in the early years of settlement.

The Hazelbrook Scout Hall is situated at the edge of the south-eastern precinct and is a representative example of functional community building design in the second half of the 20<sup>th</sup> Century, being a simple, single storey concrete block building set well back from the property boundary and therefore not intruding nor competing with the quality of the local streetscape. The hall also has the potential to be of social heritage value to members of the local community.

#### 12.1.4 RECOMMENDED RAILWAY PARADE HAZELBROOK HERITAGE CONSERVATION AREA –

The two properties at 53 and 54 Railway Parade are not within the existing HCA but are also substantially intact (although 54 has had alterations such as the creation of a room in the area of the return verandah, the underlying form is that of the pre 1943 building) and it is recommended that the area be extended to include them. This will also lead to the inclusion of the unsympathetic property at 52 within the area, but over time and maturity of the surrounding garden, its impact on the streetscape will reduce.

The part of the eastern PHA addressing Railway Parade is also recommended for inclusion in the heritage conservation area. The heritage values are consistent, as is the quality of the streetscapes. The Scout Hall should also be included since it is likely to have social values to the local community and also is situated in a visually prominent position that 'reads' as part of the streetscape. The PHA also includes the properties to the south-west of Railway Parade (with frontage to Orama Avenue, Forbes Road and Valley Road). These have very different streetscape, architectural, garden and aesthetic values to Railway Parade and neither contribute to its heritage significance nor have significance as a stand-alone group. It is recommended that the heritage conservation area not include these properties.



Figure 12.11.

Recommended boundary: Railway Parade Heritage Conservation Area (shaded yellow). The light grey shading shows the existing heritage

conservation area and the dark grey existing heritage items.

## ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE RAILWAY PARADE PRECINCT'S CULTURAL LANDSCAPE

The table above outlines the ways in which the heritage significance of the Precinct is expressed through the fabric and patterns of the contemporary cultural landscape.

Two sub-precincts were investigated as part of this study: the northern 'Railway Parade' heritage conservation area and the southern period housing area. Following analysis of each precinct it was found that the existing heritage conservation area (the northern of the two) continues to demonstrate heritage values that satisfy the Minister's criteria for listing as a locally significant heritage conservation area; and also that the existing Period housing area (between Orana and Valley Roads), does not. Furthermore, the fieldwork revealed that the boundary of the heritage conservation area should be amended slightly to include the small group of traditional buildings at the southern edge because they also contribute to the area's heritage values.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and that new development responds to the principles, patterns and forms that were used in its original development. In the case of the Railway Parade precinct this is largely a result of the simple, yet good quality, vernacular built forms and the streetscape values of the group. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the Railway Parade precinct as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The undulating natural topography dominated by the primary ridgeline which provides prominence to the area and affords opportunities for accessible views over the town and the surrounding landscape
- The narrow roadside verges into which private gardens can overflow.
- The mature garden setting of properties irrespective of the date the house was constructed.
- Gardens include either or both exotic and native species.

### Subdivision and public domain elements:

- The simple linear street and subdivision pattern.
- Simple, low and visually transparent front fences and gates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.

### Land use elements

- Detached, low density residential development
- Small group of traditional shops at the northern end of the precinct.

### Built elements

- A range of built forms from c1890s to late 20<sup>th</sup> Century.
- No tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the villages of the Blue Mountains.
- Buildings are modest in scale and form.
- Single storey built forms.
- Most properties are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are appropriate to the original building typology.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the later 20<sup>th</sup>C are of brick/tile construction.
- Garages and car parking are provided in a separate structure sited towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

Elements that have the potential to detract from the heritage values



- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure, for example the roller shutters that have been added to several shopfronts and the two storey infill dwelling at no.52.
- Visually intrusive or stylistically incongruous alterations.
- Alterations that have removed or obscured original features or fabric.
- Development that results in the loss of area available for deep soil planting or introduces structures that will threaten or prevent the growth of mature trees and plants that would otherwise form part of the cultural landscape of Hazelbrook. This includes development that may lead to a reluctance by future occupants to plant or maintain trees that may drip/shed or otherwise affect structures in the vicinity of the canopy.

#### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

***Note that the conservation of the heritage values of the subdivision should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.***

- Include the significant streetscape and adjacent properties as a heritage conservation area in the LEP.
- Retain low density zones;
- Encourage the conservation of significant fabric and built forms.
- Do not demolish pre 1943 houses or shops, including fabric of the facades, roof forms or chimney stacks. Retain and conserve the form, fabric and detailing of the weatherboard shop.
- Ensure that any new development will make a positive contribution to the traditional values of the Area by being simple in form and of a scale, proportion and materials that will allow it to sit comfortably and be consistent with the streetscape.
- Protect existing glimpses and more extensive views between and over dwellings to the views beyond.
- All new development should be a single storey in height and be designed and sited to not obstruct existing views from the public domain to the landscape beyond.
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house;
- Adapt built forms to the natural topography.
- Do not introduce cut and fill in new work.
- Encourage the integration and softening of the interface between the public and private domains through planting and use of transparent and open fences.
- Do not build high suburban style security fences and walls to the street elevation or install roller shutters.
- Encourage the removal of the roller shutters to the other shops and seek alternative solutions that will not alienate and downgrade the quality of the group as part of the streetscape.





## 13.0 SPRINGWOOD

### 13.1 INTRODUCTION TO THE CULTURAL LANDSCAPE OF SPRINGWOOD

The area now known as Springwood was first identified by the early Colonial Europeans when Governor Lachlan Macquarie camped in the area during his crossing of the Blue Mountains in 1815. Like each of the towns of the Blue Mountains, the settlement was slow to develop and was limited to an inn and a few small businesses to service travellers during their journey over the mountains until the railway arrived in 1867. Within two years the population had grown so rapidly that a school was required, followed by a police station and then a post office. Springwood was one of the most popular towns for the location of summer retreats in the latter part of the 19<sup>th</sup> Century since it was both high enough in altitude to enjoy a less humid summer climate than Sydney and significantly closer to the city than other towns such as Katoomba.

Six Period Housing Areas are located in Springwood.

Although most of the centre of the town has been destroyed through either fire or demolition, one of the most prestigious and significant streetscapes in the Blue Mountains has survived along Macquarie Road in the fine group of Victorian, Edwardian and interwar houses. The core of this group has been listed in the current LEP as the Macquarie Road heritage conservation area in recognition of its historic, aesthetic and social values. The boundary of this area includes the land on the northern side of Macquarie Road where the bowling club and the former Catholic Church, now a retirement development, are sited. The PHA includes the dwellings within the conservation area and also extends to the east as far as the recent medium-density developments at 48 Macquarie Road. This part of the PHA now reads as a small (five property) group of cottages from a range of periods. The most distinctive is the single-fronted cottage with encircling verandah at no.64. The remainder are typical examples of styles found throughout the towns and villages of the Blue Mountains. The setting of the group terminates abruptly at the series of large medium-density developments that have been constructed at the eastern end of the PHA. The main role of the original cottages therefore is to provide a separation and transition between the encroachment of higher density development and the significant streetscape of the heritage conservation area to the west; but they do not demonstrate the qualities or heritage values required to either be included within the Macquarie Road heritage conservation area or to be designated a separate area.

The second period housing area is the lozenge shaped group bounded by the Great Western Highway and Railway Parade, also at the eastern end of the town. This group has a very mixed character and includes one of the most outstandingly eccentric properties in the Blue Mountains, the romantic Victorian Tudor-style castle Bunda and two high-quality sandstone cottages that were constructed for engine drivers on the railway line. These properties are listed as heritage items in the LEP. The PHA includes these items and extends to the north to include a small group of mid-late 20<sup>th</sup> Century cottages, several of which have minimal aesthetic or streetscape value. The curve of the roads directs the eye away from the buildings when travelling around the edges of the precinct meaning that it is difficult to read them as part of the group even though the individual items demonstrate high quality heritage values and significance.

The third period housing area considered was the very small group of three early 20<sup>th</sup> Century cottages at the Western end of Ferguson Road near where it turns to meet the Great Western Highway. Although the overall form of these cottages were still readable, they have been significantly adapted for commercial uses, with the gardens replaced by carparking areas, extensive signage applied, and, most significantly, changes to the fabric that read as unsympathetic layers to two of the cottages. The group no longer read as a residential precinct and the impacts of the adaptive re-use have been so intrusive that they do not demonstrate the heritage values that they would have held previously.

The fourth area was the row of houses between Lomatia Lane and Park Avenue. It is not known why these were identified as a Period Housing Area since only one modest cottage existed in the area in 1943 and this has now been demolished. Site inspection did not reveal any significant historic features or streetscape character. The brief for the study did not include additional historical research so it is not known whether the precinct has historical or archaeological significance, or possibly ecological significance associated with the adjacent heritage item Lomatia Park. If this is the case it should be assessed as an individual heritage item rather than as a heritage conservation area.

The fifth area considered was the group of properties on the northern side of the Great Western Highway centred around Moorcroft Avenue and including Charles Street and Boomerang Street. This was found to be a good quality residential area which, although located close to the highway, has a protected and enclosed streetscape character that was worthy of further investigation.

The final area considered was the area between Crane Street and Homedale Street on the southern side of the railway line along Macquarie Road. This area included two groups of heritage items, one at each end, being the group of three sandstone cottages at 14 to 16 Homedale Street and then the properties known as Stanway and Varunna and their garden at the western end of the precinct

on Macquarie Road. It also includes a historical marker commemorating Governor Macquarie's campsite which is a local heritage item. The existing period housing area extends to include the northern side of Pitt Street and both sides of Valley Road.

Figure 13.1 shows the location of the Period Housing Areas.



Figure 13.1.

Plan of Springwood: showing the location of the existing Period Housing Areas (shaded yellow). The properties shaded darker yellow are those within the Period Housing Areas that have been listed as heritage items in the Blue Mountains LEP 2005.

This base map does not show the location of local heritage items situated outside the Period Housing Areas.

(base map provided by Blue Mountains City Council)





Figure 13.2 and 13.3.

Aerial photographs taken in 2012 (top) and 1943 (above) showing the evolution of Springwood over this time. Considerable development has taken place through both infill of the many vacant sites shown on the 1943 aerial and through the development of new subdivisions.

## EXISTING HERITAGE LISTINGS

The Springwood PHAs include 16 individual heritage items and the boundary of the Macquarie Road PHA overlaps part of the already listed Macquarie Road Heritage Conservation Area.

14–18 Holmedale Street

Cottage group

SP050

86–88 Macquarie Road	“The Knoll”	SP053
90–92 Macquarie Road	“Nirvana”	SP054
94–96 Macquarie Road	“Caberfeagh”	SP055
100 Macquarie Road	“Danebury” and grounds	SP023
331a Macquarie Road	Historical marker	SP020
352 Macquarie Road	“Stanway”, “Vueuna” and gardens	SP028
1–10 Railway Parade	Bunda Antiques Gallery “Eringath”	SP030
14 Railway Avenue	Stone cottage	SP042
16 Railway Parade	House	SP048
14 and 16 Railway Parade	Pair of houses	SP047

### 13.2 SPRINGWOOD SUB-PRECINCT 1 – MACQUARIE ROAD (EAST)

This small PHA overlaps the Macquarie Road heritage conservation area and extends to the east along Macquarie Road to No.46. The buildings within the heritage conservation area are a fine group of substantial late Victorian, Edwardian and Inter-War homes, each of which is also listed as a heritage item on LEP 2005 for its individual heritage significance. The remainder of the PHA includes several good examples of early buildings, but the integrity of the streetscape has been seriously compromised by the highly intrusive infill development (much of which has occurred following demolition of original houses) for medium density development that has occurred within the PHA in recent years.



Figure 13.4.

1943 aerial photograph showing the properties in the vicinity of the Macquarie Road PHA (outlined in small yellow dots) and the existing heritage conservation area (large pink dots).

Properties shaded green are intact in their form, or have undergone additions that have retained the original form and/or are generally consistent with the traditional form of extensions for the original style. Properties shaded orange have undergone more extensive additions, and although the original form can still be interpreted from the aerial image, it is of a form that is not sympathetic with the original house and/or the house has been overwhelmed by the new work (for example, a re-pitched roof with dormer windows). Red indicates that the original structure cannot (cont over...) be interpreted from the existing fabric visible on the aerial or from the street – in most cases it has been demolished.

92% of the existing lots in the PHA had been developed by 1943; and of these, 81% have substantially retained their original built forms.

(Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).



## 13.2.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS - MACQUARIE ROAD (EAST)



Figure 13.5.

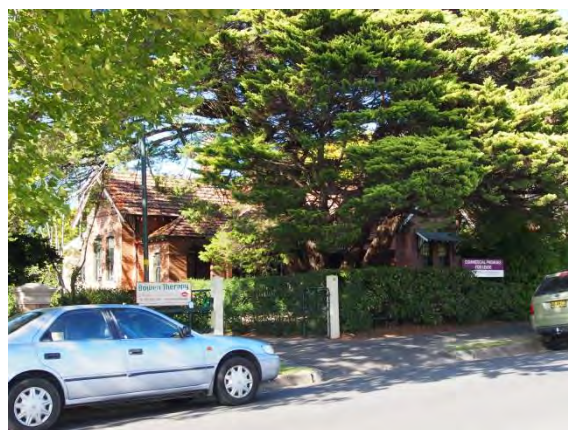
The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings dominate views, direct the eye and make it difficult to see the houses, or where the topography determines/defines views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B).

The yellow dotted line shows the boundary of the period housing area and the pink outline shows the already listed heritage conservation area.

## PROPERTIES WITHIN THE MACQUARIE ROAD HERITAGE CONSERVATION AREA (ALSO WITHIN THE PHA)







PROPERTIES WITHIN THE PHA TO THE EAST OF THE EXISTING HERITAGE CONSERVATION AREA







### 13.2.2 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE MACQUARIE ROAD (EAST) HERITAGE CONSERVATION AREA

The existing Heritage Inventory Sheet for the Macquarie Road Heritage Conservation Area describes the following significance for the area:

*Categories (a): Historic, (b): Persons and (c): Aesthetic*

*The area around the Macquarie Road frontage of the Lawson and Frazer estates in the late Victorian period uniquely preserves the buildings and atmosphere of Springwood before World War I. The four Lawson houses and their plantings, especially Braemar and Glen Lawson (Danebury), give distinction to the south side of the road as a residential precinct, while the open space of park, war memorial and bowling greens on the north side preserves the essential features of the environment which attracted both the Lawson and the Frazer families to Springwood over a century ago. The importance of these two self-made men, John Frazer and James Lawson, in metropolitan trade and manufacturing is substantial at the state level. The close connection of this area with the Presbyterian Church and the philanthropic endeavours of the two businessmen and their families is striking and gives a piquancy to the establishment of a Catholic enclave within old Silva Plana. As the gateway to Springwood on the old western road and still today the main entry to the commercial centre from the east, the Lawson-Frazer area along Macquarie Road is of especial importance to the township and has state significance because of its visible origins as part of the country retreats of highly important Sydney businessmen, because of its close affiliations with Presbyterianism and because of the integrity of the Lawson houses within their surviving context of open space.*

*(NSW State Heritage Inventory data sheet)*

This Statement is supported.

As noted above, the streetscape immediately to the east of the existing heritage conservation area includes a good group of cottages, but the change in the alignment of Macquarie Road, their placement lower than the road and their much more modest qualities mean that they do not demonstrate the same heritage values as the properties to the west. The eastern end of the Period Housing Area has undergone substantial development including medium density housing and does not satisfy or contribute to the Criteria for heritage

listing. Similarly, the scale, form and density of the development on the western corner of Macquarie and Hawkesbury Road mean that it does not contribute to the heritage significance of the existing area, and should be excluded.

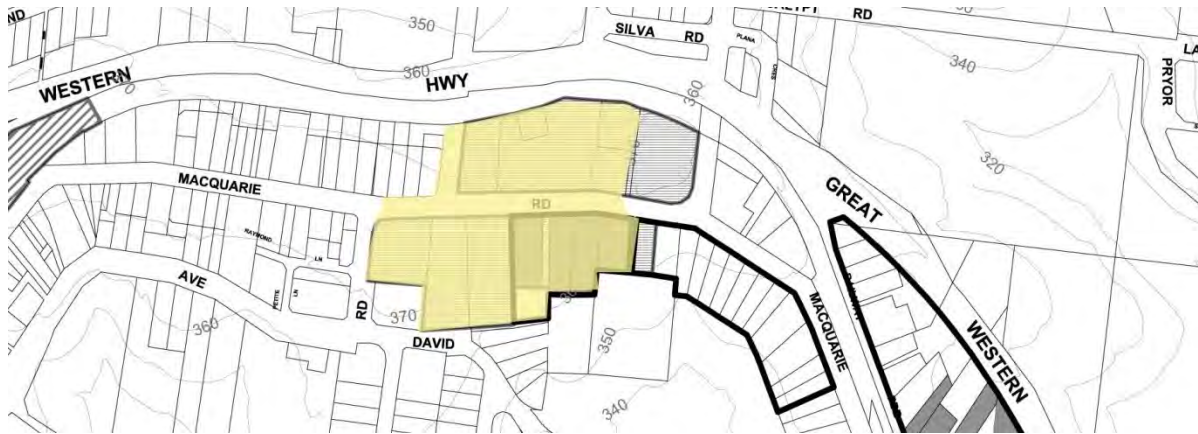


Figure 13.6 Recommended boundary of the Springwood Macquarie Road Heritage Conservation Area (shaded yellow)

### 13.3 SPRINGWOOD SUB-PRECINCT 2 - RAILWAY PARADE AND THE GREAT WESTERN HIGHWAY

This lozenge-shaped Period Housing Area includes some highly significant individual heritage items but the cohesive qualities required to satisfy the NSW Heritage Council's requirement for listing as a heritage conservation area are not strongly expressed. Bunda for example is set well back on its property and is difficult to see from Railway Parade and the speed of travel along the highway prevents more than a glimpse for most travelling along the highway. The Railway engine drivers' cottages are very good examples of the sandstone cottage and are unusually substantial for their type. All three properties are listed as local heritage items in the current LEP.

The Area also includes several other houses that existed prior to 1943 and which have survived intact, or substantially intact, since that time. Some are showing evidence of significant gentrification. Other houses have been significantly altered or demolished (most likely for roadworks). Infill development has been less sympathetic than is found in most of the towns and villages of the Blue Mountains, and is prominent in local views.

One of the issues with the streetscape is that the alignment of the roads curves around the outside of the lozenge shaped island which naturally draws the viewer's eye away from the group and the streetscape.

The small size of the precinct with its range of buildings from the baronial castle-style of Bunda to nondescript examples of late 20<sup>th</sup> century project house development mean that there is little sense of cohesive or collective significance. This is exacerbated by the local road pattern, with the precinct surrounded by very busy transport corridors and roads that curve outward, drawing the eye away from the properties within the lozenge.

Although many of the properties within this precinct demonstrate a high level of individual heritage significance, the precinct does not 'read' as a precinct or cohesive area to the level required for listing as a heritage conservation area. The existing individual and group heritage item listings should remain the primary heritage control over these properties.

(Note: no specific historical research was available to inform the assessment of heritage significance for this precinct. Targeted research may reveal additional heritage values and aspects of heritage significance.)





Figure 13.6.

1943 aerial photograph showing the properties in the Railway Parade PHA. Only 58% of the existing lots in the Railway Parade PHA had been developed by 1943; although 81% of these have substantially retained their original built forms. (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).

### 13.3.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS - RAILWAY PARADE AND THE GREAT WESTERN HIGHWAY

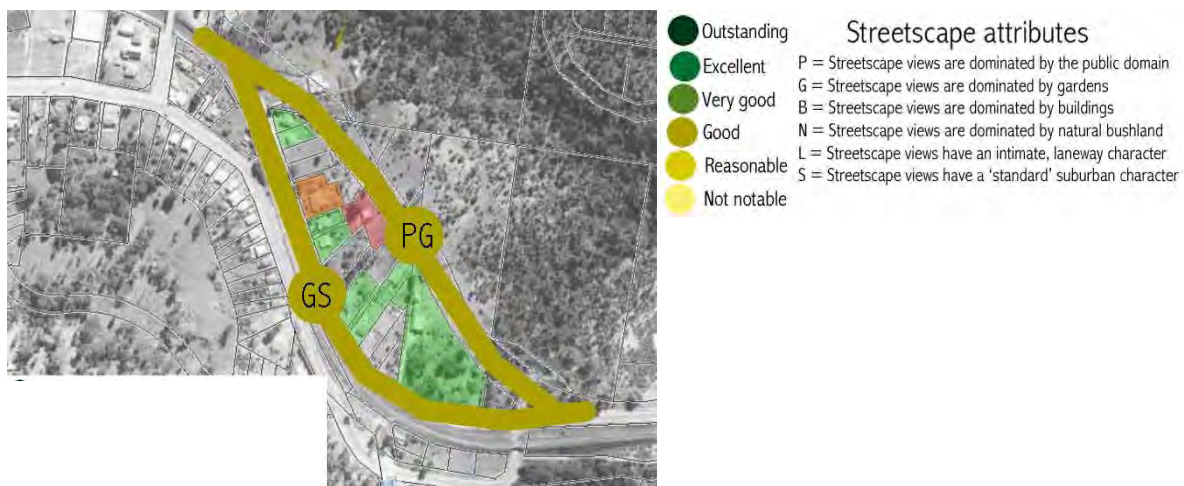


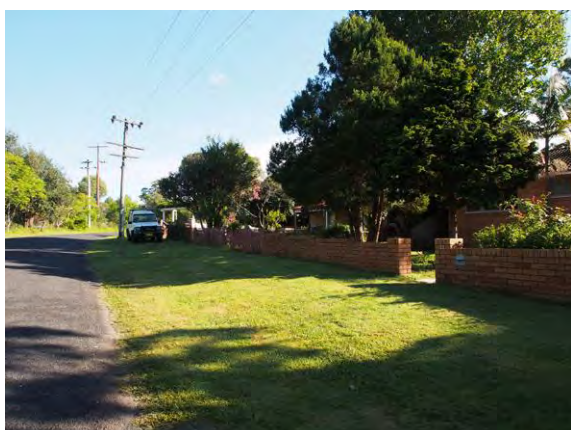
Figure 13.7.

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N). The streetscapes of this precinct are of a reasonably good quality, but do not demonstrate heritage significance other than the values expressed by the individual items.













### 13.4 SPRINGWOOD SUB-PRECINCT 3 – WESTERN END OF FERGUSON ROAD

The third period housing area considered was the very small group of three modest cottages at the western end of Ferguson Road near where it turns to meet the current alignment of the Great Western Highway. Ferguson Road was part of the original alignment of the main western road and was identified as significant in the 2002 Heritage Assessment<sup>4</sup> because it preserved more of Springwood's between-the-wars character than the main commercial sector, which was largely destroyed twice by fire and then by layers of demolition and redevelopment.

The cottages are clearly commercial in land use, with extensive changes to the fabric of each (including varying degrees of aesthetic and fabric intrusion) to accommodate these new uses.

Although the overall form of these buildings as pre WW2 residential cottages is still readable, and two in particular have good streetscape qualities, each has been significantly adapted for commercial uses and the group has lost the essence of its original integrity as a residential precinct. The changes associated with the adaptive re use have varied for each property, with the eastern two retaining much of their original form and detailing, together with an indicative garden (a plain grassed area) that provides clear evidence of the original residential forms and use. The western property has retained much of its original built form, but it has undergone extensive gentrification and cosmetic alteration that is not consistent with the form or detailing of a traditional Blue Mountains cottage.

Other changes to each property have included the replacement of garden areas with concreted carparks, which when at the rear of the property (i.e. hidden by the building) may be difficult to see from the street, although the extent of paving has meant that the garden areas are largely bare of the trees and plantings that characterise the traditional residential areas in the towns of the Blue Mountains. Each property has a visually prominent free-standing signboard at the street alignment. This has helped to minimise the impact of commercial signage on the fabric of the houses, but has a significant impact on the character of the streetscape. The signs are however readily reversible. The western cottage is occupied by a sign company and includes extensive advertising on its façade.

<sup>4</sup> Springwood, Blaxland and Hazelbrook Core Village Areas Heritage Assessment: Draft report. Ian Jack Heritage Consulting in association with Pamela Hubert, Colleen Morris and Siobhan Lavelle. June 2002.



The property to the west of the group (at the intersection of Ferguson Road and the Great Western Highway) also has a traditional residential built form and is aesthetically consistent with the PHA but it is not included in the Area. The structure is not evident on the 1943 aerials and may have been relocated to the site more recently.

The cumulative impact of the physical changes associated with the adaptive re-uses has been significant and the three cottages have been visually and spatially isolated from the other early buildings along Ferguson Road by large commercial, industrial and residential developments which have compromised the potential of the area to 'read', or be appreciated, as a representative early residential area. The group is also sited within a commercial area on the main access to the town centre from the Great Western Highway and are surrounded by carparking areas etc. They are unlikely ever to return to residential use given their location between the two transport modes and at the main entrance point to Springwood's commercial centre.

The significance of the individual buildings is not greater than that of the group as a whole and the small number of properties (a total of three) in the existing PHA also lacks the critical mass and streetscape qualities required of a heritage conservation area. The cottages are therefore not recommended for listing as a heritage conservation area.

Although they do not demonstrate the qualities of a heritage conservation area, the cottages provide an aesthetically positive entrance to the town centre, particularly through their modest footprints and some semblance of a front garden, with mature trees etc. The retention of traditional residential detailing to two of the properties also makes a pleasing contribution to the streetscape and the retention of this quality in any future development is encouraged if possible.

(Note: no specific historical research was available to inform the assessment of heritage significance for this precinct. Targeted research may reveal additional heritage values and aspects of heritage significance.)

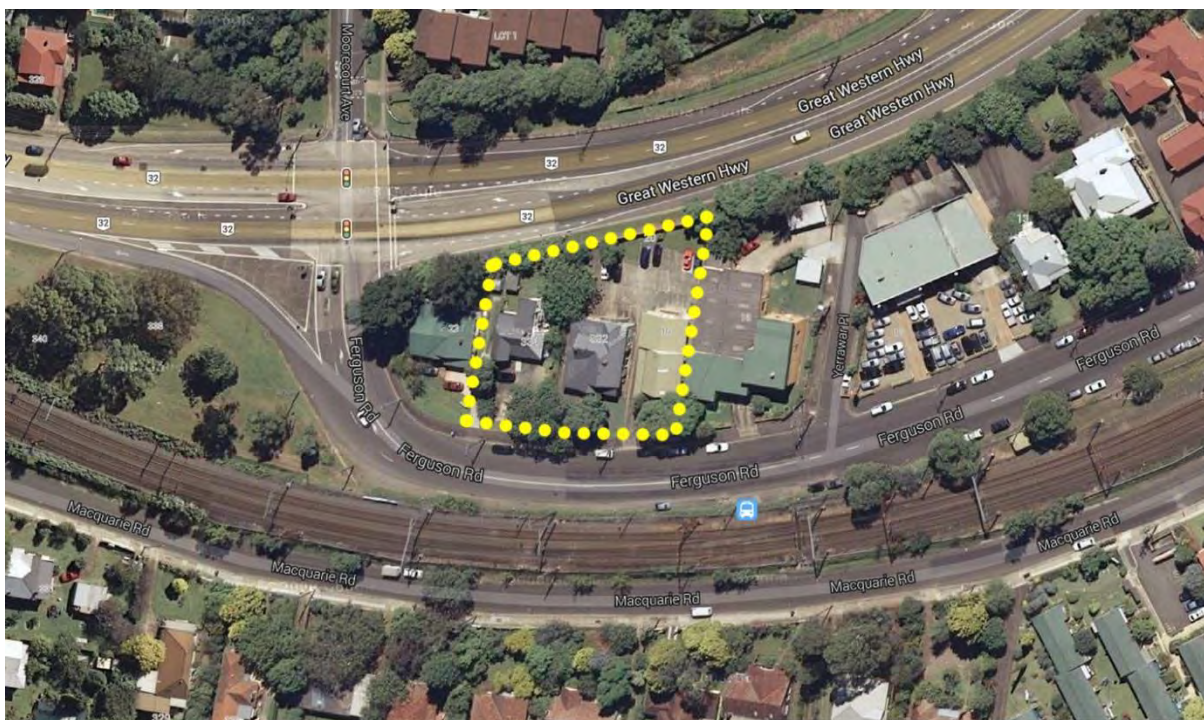




Figure 13.7 (top) and 13.8 (above, left).

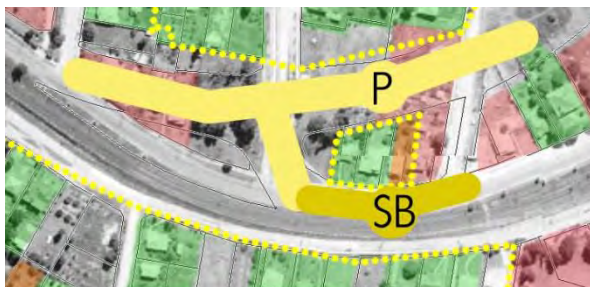
Location of the Ferguson Road Period Housing Area in Springwood. The group is situated at one of the main entrances to the Springwood town centre from the Great Western Highway and has a commercial character, although the built forms are residential.



Figure 13.9.

This photograph of the area taken in 1943 reveals that all three cottages existed at that time and that they had a traditional residential character with domestic gardens that extended to the north into the area now occupied by the Great Western Highway. Two have retained their original form (with some additions) and the eastern-most has undergone extensive additions to the rear. The front garden of 21 and the rear gardens of 19 and 20 Ferguson Road have been paved and are now used for carparking. No house is evident on the adjacent land to the west.

#### 13.4.1 STREETScape ATTRIBUTES AND BUILT FORMS – FERGUSON ROAD



Streetscape attributes	
● Outstanding	P = Streetscape views are dominated by the public domain
● Excellent	G = Streetscape views are dominated by gardens
● Very good	B = Streetscape views are dominated by buildings
● Good	N = Streetscape views are dominated by natural bushland
● Reasonable	L = Streetscape views have an intimate, laneway character
● Not notable	S = Streetscape views have a 'standard' suburban character

Figure 13.10.

The streetscape character of the Highway (along the northern boundary of the PHA) is utilitarian and although the rear of the properties can be seen between the trees, particularly where the rear yards have been paved, their streetscape character is not particularly notable from this direction. The streetscape character along Ferguson Road is of a higher quality, even though the three cottages play a minor role in the group as a whole.







(above) The former cottage immediately to the west of the PHA reads as part of the group, but was not included in the original Area, likely because it has been relocated to the site (which is vacant in the 1943 aerial photo).

### 13.5 SPRINGWOOD SUB-PRECINCT 4: LOMATIA LANE/PARK AVENUE

This precinct consists of the row of houses between Lomatia Lane and Park Avenue. It is not known why the precinct was identified as a Period Housing Area since only one modest cottage existed in the area in 1943, and this structure has now been demolished and a new house built on the site.<sup>5</sup> The precinct does not contain any individually listed heritage items, nor is it known to have European or Aboriginal archaeological potential (although it should be noted that the brief for the study did not include targeted historical research).

Site inspection of the precinct revealed that it has a pleasant streetscape character, with the southern boundary overlooking Lomatia Park across Lomatia Lane. The two areas are visually and physically separated by a tall woven wire fence erected along the park's boundary with Lomatia Lane to prevent stray balls leaving the park. Lomatia Park is a locally significant heritage item, an area of 2.8

<sup>5</sup> NSW Department of Lands SIX viewer, 1943 and 2012 images (<http://maps.six.nsw.gov.au>)

hectares (7 acres) north of the Great Western Highway and west of Bland Road. It was proclaimed a recreation reserve in 1887 and formally gazetted as Lomatia Park in 1895 'for the purpose of a public park'. The name reflects the two rare native shrubs that were found in the area, *Lomatia myricoides* and *Lomatia silaifolia*. The park also has local significance both historically and socially through this evidence of Victorian-era recognition of two native shrub colonies and also for its use as a landscaped cricket ground throughout the entire twentieth century. The setting of the cricket oval almost surrounded by bush is also noted as being aesthetically significant. In 1985 the Heritage Council requested the City Council 'to give consideration to the landscape setting of Lomatia Park and its historic association with cricket in the Blue Mountains in any future proposals for the area'. This advice remains sound, and although the reference to landscape setting is likely to have referred to the surrounding bushland, it may have been the reason that the properties abutting the park were identified as a 'Period Housing Area'.

The precinct has a relaxed quality due to its narrow streets and dominance of gardens in local views (together with the views over the Park) and both Park Avenue and Lomatia Lane read as pleasant streetscapes. It does not however demonstrate the historic, aesthetic, social or research values required for listing as a heritage conservation area in its own right.

The lack of houses built prior to 1943 mean that the area should not be designated a heritage conservation area. The original bushland in the precinct (including any Lomatia plants) has been overwritten by gardens and buildings and, although it forms the visual edge to the Park, the houses and gardens read as part of the suburban landscape and do not demonstrate the natural heritage values that would be required for the precinct to be included within the curtilage of the heritage item.

It is recommended that the Heritage Council's 1985 comments about the need to protect the landscape setting of the Park in any future development proposal would best be managed through the main planning controls, and in particular the DCP. An environmentally-focused zone may be appropriate, and retaining existing minimum lot sizes, single storey building heights and the inclusion of a planted strip (possibly encouraging the planting of Lomatia) should be encouraged in the DCP.



Figure 13.11 and 13.12.

(left) Location of the Lomatia Lane/Park Avenue Period Housing Area in Springwood.

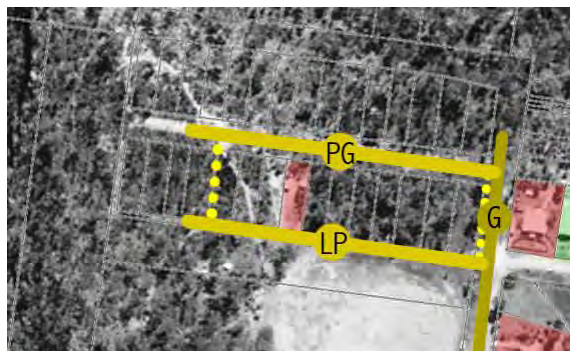
(right) This photograph of the area taken in 1943 reveals that most of the precinct was undeveloped bushland at that time with the oval dominating the area. Only one small cottage/shed had been built within the PHA (which has since been demolished). (Properties highlighted green have retained their original roof form, or if additions have been carried out, these are in a form that is traditional for that style of house; those highlighted orange have retained the core of the original house but have had extensive additions which are of a form not traditional for that style of house; and those highlighted red have been demolished.) (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).





Figure 13.13.  
The PHA today. (Image Google Maps 2013)

### 13.5.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS



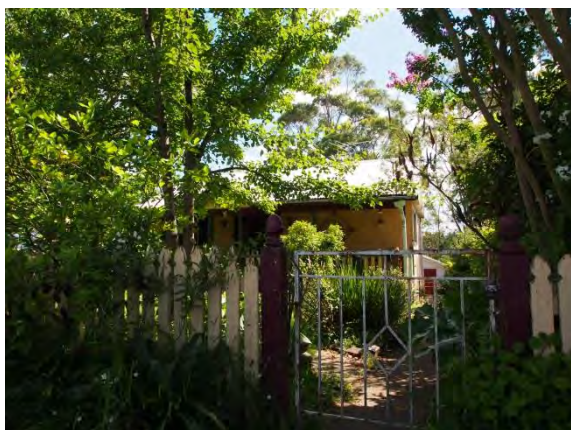
- Streetscape attributes**
- Outstanding
  - Excellent
  - Very good
  - Good
  - Reasonable
  - Not notable
- P = Streetscape views are dominated by the public domain  
 G = Streetscape views are dominated by gardens  
 B = Streetscape views are dominated by buildings  
 N = Streetscape views are dominated by natural bushland  
 L = Streetscape views have an intimate, laneway character  
 S = Streetscape views have a 'standard' suburban character

Figure 13.14.

The streetscape qualities of Park Avenue and Lomatia Lane are quite different. Park Avenue has a very wide road reservation and narrow carriageway, allowing generous verges and a spacious streetscape character due to the very wide setbacks of buildings, which is emphasised by the siting of most of the houses within the precinct close to Lomatia Lane. The streetscape character of Lomatia Lane is intimate, with a narrow carriageway and minimal verge, being a narrow footway on the northern side and a grassed embankment on the southern. The character is enclosed further by the tall steel wire mesh fence that has been erected to protect the residents from stray cricket balls, but which also serves to separate the residential area from the park.

The photograph above also shows the carefully manicured character of the oval area today, with little sense of the original bushland reserve evident except through the surrounding bushland to the east and south.











### 13.6 SPRINGWOOD SUB-PRECINCT 5 - MOORECOURT AVENUE

The Moorecourt Avenue PHA is a good quality suburban residential landscape that includes Moorecourt Avenue, Charles Street and the properties on the inside alignment of Boomerang Road. It is situated on a small hill that rises above the highway and overlooks the bushland reserve and gully to the north. Although the Anglican Church is located at the western end of Charles Street, it addresses the highway and is not within the study area.

The precinct demonstrates strong streetscape values with a range of built forms from the early 20<sup>th</sup> Century.

Houses are almost all a single storey in height and set a consistent distance back from the boundary. Most houses were built in the early-mid 20<sup>th</sup> Century and many remain intact, or substantially intact, although some have undergone significant alterations such as the addition of a second storey. The relatively modest lot size, narrow verges and setbacks and the formed kerbing and guttering means that this precinct has a much more 'suburban' character than is found in many of the towns and villages of the upper Blue Mountains.

Private gardens are mature and contribute to the quality of the streetscape. Fences are low and transparent in character, allowing gardens to dominate streetscape views. Charles Street has a similar streetscape quality to Moorecourt Avenue. The western end of Charles Street and Sylvania Avenue, which links Charles Street to the highway, has a superficially similar streetscape quality, but closer inspection reveals that many of the houses have either been replaced or have been subjected to unsympathetic alterations that have harmed their original form.

Street tree plantings are simple, with the diversity of species suggesting that a number were planted by local residents rather than as part of a cohesive Council planting program. The character of the streetscape in Boomerang Road differs from that of Moorecourt Avenue and has a more 'bushland edge' quality to local views, particularly at the northern end.

Both Moorecourt Avenue and Boomerang Road have direct access to the Great Western Highway, but the properties fronting Boomerang are much more visible, particularly when travelling west along the Highway. The view into the precinct from this direction has been recently affected by the unsympathetic scale and form of recent development close to the intersection. Notwithstanding this, the remainder of houses are intact, or substantially intact.

The edges of the significant streetscape are defined by the patterns of surviving early houses and also influenced by the visual catchment and quality of local streetscape views.

No heritage items or heritage conservation areas are located within the precinct.



Figure 13.15.  
Location of the Moorecourt Avenue Period Housing Area





Figure 13.16 and 13.17.

1943 aerial photograph showing the properties in the Moorecroft PHA. 78% of properties had been developed by 1943, with 58% of these substantially retaining their original built forms. ). (Properties highlighted green have retained their original roof form, or if additions have been carried out, these are in a form that is traditional for that style of house; those highlighted orange have retained the core of the original house but have had extensive additions which are of a form not traditional for that style of house; and those highlighted red have been demolished.) (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images). (Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).



## 13.6.1 STREETScape ATTRIBUTES AND BUILT FORMS

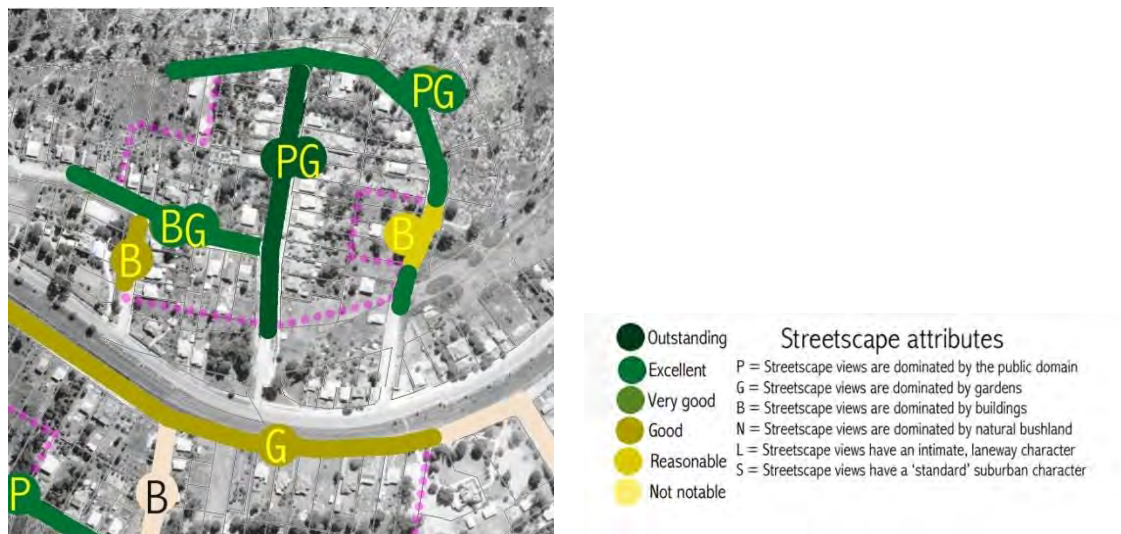
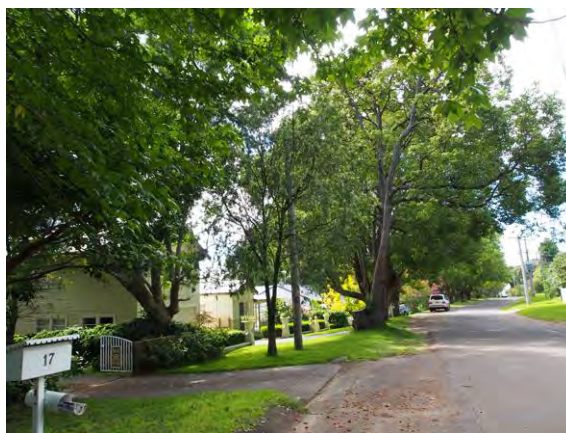


Figure 13.18.

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The streetscapes quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B). Streetscapes with a strong natural bushland quality are also identified (N).



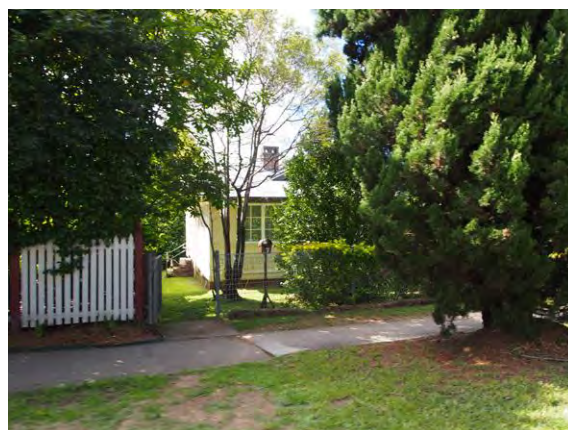
13.6.2 MOORECOURT AVENUE AND THE EASTERN END OF CHARLES STREET













## BOOMERANG ROAD



## 13.6.3 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE MOORECOURT AVENUE PHA, SPRINGWOOD

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the urban fabric and natural landscape that is seen today.

Characteristic	Heritage Value	How the value can be seen in the area today
<p>A : The Area is important in the course, or pattern, of the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guidelines for inclusion satisfied:</i></p> <p>The Moorecourt Avenue, Springwood precinct is important in the course and pattern of the Blue Mountains' cultural history.</p> <p>The Moorecourt Avenue Area demonstrates the principal characteristics of development associated with residential suburban subdivision in the first half of the 20<sup>th</sup> Century.</p> <p><i>Historic Themes: (developed from the themes identified in the earlier historical studies (NB: these earlier studies are not exhaustive))</i></p> <p>European expansion and settlement: alignment of adjacent railway along main east-west ridge identified by European explorers as first viable route across the Mountains.</p> <p>Transport: road and rail links</p> <p>Establishment of towns: residential development</p> <p>Accommodation – permanent</p>		
Range of built forms and types	The houses built in this precinct provide evidence of the growing patterns of	Through the surviving original fabric of houses and their setting, including gardens and the public domain and open spaces.



	Characteristic	Heritage Value	How the value can be seen in the area today
		subdivision and development of one of the larger towns of the Blue Mountains.	The subdivision pattern is simple, with lots set at 90 degrees to the narrow carriageway.
	Patterns of development	The form and layout of the precinct provides evidence of the priorities of the speculative developer in the early 20 <sup>th</sup> Century.	Although the precinct is small, the sale of land in this release appears to have resonated with the target market and almost all lots were developed within a relatively short time. This is a notable difference to the patterns of development seen across the other towns and villages of the mid and upper Blue Mountains, which still contain a high proportion of vacant lots.
	Integrity of built forms	The integrity of the streetscape is high, with almost all of the original lots developed by 1943 and only four properties having been demolished since this time (and four substantially altered).	Through the variety and integrity of original buildings and materials; including those buildings that have been altered or added to in a sympathetic manner and/or where the works could be removed and the original form or fabric revealed.
<p>C: The Area is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the Blue Mountains</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The form and fabric of the Moorecourt Avenue, Springwood heritage conservation area demonstrates the important aesthetic characteristics of the historic suburban cultural landscape of the Blue Mountains</p>			
	Aesthetic qualities of built forms	It includes good examples of early-mid 20 <sup>th</sup> Century houses.	<p>Most properties are of modest scale.</p> <p>Almost all of the houses that existed in 1943 have survived in substantially intact form. Additions are mostly generally consistent with the traditional form of the house affected.</p> <p>Alterations and additions are generally relatively modest, although some have undergone substantial changes such as additional storeys.</p>
	Cohesive streetscape quality	The cohesiveness of the streetscape is enhanced by the consistent scale and siting of structures on the lot.	
	Importance of gardens	<p>Gardens are traditional in character and most contribute strongly to the aesthetic qualities of the streetscape.</p> <p>Gardens are mature and include a range of cool-climate and native species.</p>	<p>Although the lot sizes in the Area are not particularly large by the standard of other towns in the upper Blue Mountains, they have been sufficient to allow the establishment of good quality gardens to most properties, with particularly good examples found in some properties. In most cases these have matured to provide a valuable setting for the house and continue to contribute significantly to the quality of the local streetscape.</p> <p>The configuration and use of the rear garden areas is also consistent with traditional patterns of development in country towns, with most well-planted.</p> <p>Infrastructure to provide car parking (such as garages and carports) is generally located at the rear of the lot.</p>
	Subdivision patterns	The pattern of subdivision is typical of speculative development in the early 20 <sup>th</sup> Century.	Minimal area is devoted to roads and road reservation and lots are arranged simply.
	Views	The local undulations in topography mean that limited local views are available over the bushland to the north.	
G	<p>Criterion G: The Area is important in demonstrating the principal characteristics of a class of the Blue Mountain's cultural or natural places or cultural or natural environments.</p> <p><i>Heritage Council guideline satisfied:</i></p>		

	Characteristic	Heritage Value	How the value can be seen in the area today
	The Moorecourt Avenue, Springwood heritage conservation area has characteristics representative of those of a class, or type, of development in the Blue Mountains.		
	The Moorecourt Avenue precinct is a representative small suburban subdivision and development in the cultural landscape of the Blue Mountains.	The precinct includes good examples of Edwardian, Interwar and mid-later 20 <sup>th</sup> Century domestic architecture. Most are of a comfortable scale that provides evidence of the needs of families in the 20 <sup>th</sup> Century.	
F	<p>The area possesses uncommon, rare or endangered aspects of the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council's guideline for inclusion satisfied:</i></p> <p>The Moorecourt Avenue, Springwood heritage conservation area does not satisfy this criterion</p>		

#### 13.6.4 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE MOORECOURT AVENUE, SPRINGWOOD HERITAGE CONSERVATION AREA

The Moorecourt Avenue heritage conservation area is of local heritage significance because it demonstrates the patterns of settlement seen in the non-tourist towns of the Blue Mountains in the early 20<sup>th</sup> Century. The subdivision pattern is simple, with lots typical of their era, although smaller than the traditional size seen in earlier layers of development.

Built forms include a range of domestic styles, with several good examples to be found. Regardless of the architectural qualities, most are a single storey in height with good setbacks from all boundaries, and a wider setback on one side allowing access for a vehicle to the rear garden area.

The aesthetic qualities of the streetscapes demonstrate the principle characteristics of suburban development in the towns of the Blue Mountains with local views dominated by exotic plantings and towering conifers planted in verges and front gardens. Front fences are low and transparent in design, resulting in an intimate character to streetscape views. Where desired, privacy is provided by garden plantings, not high fences.

(Note: no specific historical research was available to inform the assessment of heritage significance for this precinct. Targeted research may reveal additional heritage values and aspects of heritage significance.)

#### 13.6.5 RECOMMENDED MOORECOURT AVENUE, SPRINGWOOD HERITAGE CONSERVATION AREA

The boundary recommended for the Moorecourt Avenue heritage conservation area reflects the former PHA with the addition of the group of properties on the eastern side of Sylvania Avenue, which demonstrate heritage values consistent with those of Charles Street and Moorecourt Avenue.



Figure 13.19.  
Recommended boundary: Moorecourt Heritage Conservation Area (shaded yellow)



## ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE MOORECROFT AVENUE PRECINCT'S CULTURAL LANDSCAPE

The table above outlines the ways in which the heritage significance of the Precinct is expressed through the fabric and patterns of the contemporary cultural landscape.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and that new development responds to the principles, patterns and forms that were used in its original development. In the case of the Moorecroft Avenue precinct this is largely a result of the modest, yet good quality, early 20<sup>th</sup> Century built forms and the streetscape values of the group.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the precinct as a historic cultural landscape and should be protected in any new development:

### Landscape elements

- The natural topography dominated by the gentle slope to the high point near the intersection of Moorcroft Avenue and Charles Street which provides prominence to the area in local views and allows limited views over surrounding bushland to the north.
- The mature garden setting of properties irrespective of the date the house was constructed.
- Gardens include either or both exotic and native species.

### Subdivision and public domain elements:

- The simple linear street and subdivision pattern.
- Simple, low and visually transparent front fences and gates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.

### Land use elements

- Detached, low density residential development

### Built elements

- A range of built forms from c1900 to the late 20<sup>th</sup> Century.
- Minimal tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the settled towns of the Blue Mountains.
- Buildings are modest in scale and form.
- Single storey built forms.
- Most properties are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are appropriate to the original building typology.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the later 20<sup>th</sup>C are of brick/tile construction.
- Garages and car parking are provided in a separate structure sited towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

### Elements that have the potential to detract from the heritage values

- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure, for example the demolition of original homes to erect standard 'off the shelf' suburban designs.
- Visually intrusive or stylistically incongruous alterations.
- Alterations that have removed or obscured original features or fabric.
- Development that results in the loss of area available for deep soil planting or introduces structures that will threaten or prevent the growth of mature trees and plants that would otherwise form part of the cultural landscape of Springwood. This includes development that may lead to a reluctance by future occupants to plant or maintain trees that may drip/shed or otherwise affect structures in the vicinity of the canopy.

**SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:**

*Note that the conservation of the heritage values of the Subdivision should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms within a modest building envelope and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the significant area as a heritage conservation area in the LEP.
- Retain low density zones;
- Encourage the conservation of significant fabric and built forms.
- Do not demolish pre 1943 houses or shops, including fabric of the facades, roof forms or chimney stacks.
- Ensure that any new development will make a positive contribution to the traditional values of the Area by being simple in form and of a scale, proportion and materials that will allow it to sit comfortably and be consistent with the streetscape.
- Protect existing glimpses and more extensive views between and over dwellings to the views beyond.
- All new development should be a single storey in height and be designed and sited to not obstruct existing views from the public domain to the landscape beyond.
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house;
- Adapt built forms to the natural topography.
- Do not introduce cut and fill in new work.
- Encourage the integration and softening of the interface between the public and private domains through planting and use of transparent and open fences.
- Do not build high suburban style security fences and walls to the street elevation or install roller shutters.
- Encourage the removal of the roller shutters to the other shops and seek alternative solutions that will not alienate and downgrade the quality of the group as part of the streetscape.



### 13.7 SPRINGWOOD SUB PRECINCT 6 – MACQUARIE ROAD WEST

The Macquarie Road (west) PHA extends along the street block adjacent to the railway line between Homedale (not including the Church or Seniors' Housing development) and Crane Streets. The precinct has a settled, mature character with a good variety of residential styles that are representative of the development of Springwood from the late 19<sup>th</sup> Century to the present day. The streetscape character of the precinct is good, particular to the east of Short Street, with Macquarie Road presenting as a mature suburban landscape and Valley Road/Pitt Street (parallel to Macquarie Road) having a strongly vegetated 'bushland living' quality which includes both native and cool-climate plants. The density of gardens means that many houses are difficult to see from the public domain other than along the openings for driveways, meaning that the prevailing character of the Valley Road streetscape in particular is an enclosed, intimate one.

It includes the sandstone marker erected by the Royal Australian Historical Society to commemorate the reputed location of Governor Lachlan Macquarie's campsite and the naming of Springwood during his trip across the mountains in 1815-1816 as well as being the location of the 1816 Military Depot for this section of the Bathurst Road. The Marker is a local heritage item described<sup>6</sup> as:

*A square rockfaced sandstone pier approximately 1.5m high with a sandstone plinth and a marble plaque set into the sloping top. The plaque reads*

*'GOVERNOR MACQUARIE AND HIS PARTY,*

*CAMPED HERE ON THEIR WAY TO BATHURST ON APRIL 27, 1815,*

*AND NAMED THE PLACE "SPRINGWOOD"*

*WILLIAM COX ERECTED HERE A MILITARY DEPOT EARLY IN 1816*

*R.A.H.S. 1938"*

*A source of good water was essential for early camping places and later settlement. The overnight stay of Governor and Mrs Macquarie on 26 to 27 April 1815 resulted in the governor naming the place Spring-Wood. The No.1 military depot was moved from Glenbrook Lagoon to Springwood in 1816. The plaque erected in 1938 is one of many initiated by the Royal Australian Historical Society to commemorate surveying and early travel in the mountains.*

Its heritage significance is described as follows:

*The events of 1815-6 are highly significant in the recognition of the suitability of Springwood for settlement and the plaque is a suitable testimony. It is also testimony to historical preoccupations with origins and early settlement in the inter-war years. The Springwood historic marker at 331A Macquarie Road is an intact representative example of a local monument commemorating an historic event. It is one of a number of such markers which have been erected by the Royal Australian Historical Society as well as some local history societies.*

Other heritage items are the houses Stanway and Varunna and their shared garden (located to the west of the intersection of Macquarie Road and Stanway Avenue), and a group of three sandstone cottages in Homedale Street.

The fieldwork revealed considerable diversity and range in the character of the streetscapes within the PHA, with a significantly higher proportion of demolished or unsympathetically altered homes to the west of Short Street than to the east, even though Stanway/Varunna is situated at the western edge of the PHA.

The consistency and quality of development east of Short Street provides a range of good examples of the different suburban built forms that are characteristic of Springwood in the early-mid 20 century. Houses are almost all a single storey and are built mostly of lightweight materials such as weatherboard with corrugated iron roofs, although some are brick with tiled roofs, and three properties in Homedale Street are constructed of sandstone, a rare building material for otherwise modest turn of the 20<sup>th</sup> Century cottages in the Blue Mountains. The consistency of form and streetscape quality extends slightly beyond the current PHA into the top part of Bee Farm Road and the western half of Springwood Road. Their form includes several simple 4-roomed symmetrical and L-shaped cottages from the early 20<sup>th</sup> Century and Interwar and post-war bungalows that are characteristic of their style.

<sup>6</sup> NSW State Heritage Inventory Database. Item 1170153. Entry dated 1999.

The character of the public domain is dominated by private gardens, with few street trees. Gardens are densely planted, and in the case of properties fronting the railway/highway corridor in particular are so thickly screened that it is difficult to see the house behind other than glimpses down driveways or over rooftops. These views are also well vegetated, with the canopies of the trees behind, both in back garden areas and in the gardens of the houses fronting Pitt Street providing a backdrop to views over and through the properties on Macquarie Road. Other streets such as Valley road are characterised by narrow carriageways and verges with soft edges and unformed kerbing which reinforce their intimate, informal character whilst Homedale Street has formed kerbs and a footpath in the upper section and less formal edges in the southern.

Fieldwork revealed that the streetscapes west of Short Street (also within the PHA) include some very good examples of mid 20th Century houses with mature and appropriate gardens; but most of the development in this part of the PHA is nondescript in both individual heritage value and its contribution to the heritage values of the local streetscape. This observation was supported by the analysis of the changes to individual properties between 1943 and 2011/12 (see Figure 11.21).



Figure 13.20.  
The Macquarie Road (west) Period Housing Area



Figure 13.21.  
1943 aerial photograph showing the properties along the western end of Macquarie Road (south of the railway/highway) PHA. (can't overleaf)



Properties marked green have survived in intact, or substantially intact form, with any additions either consistent with those traditional for the original style or carried out in such a way that the original remains clearly evident. Those shaded orange are partially intact but have undergone additions that are clearly not consistent with those of the original form, whilst those marked red show no surviving evidence of the original fabric or have been demolished. It should be noted that this analysis is based on comparison of historic aerial photography and does not identify changes such as re-cladding of walls, enclosure of verandahs or the replacement of elements such as windows or doors.

69% of the existing lots in the western Macquarie Road PHA had been developed by 1943; and of these, 54% have substantially retained their original built forms. It should be noted however that all except one of the houses in the PHA east of Short Street that were built pre 1943 have survived in original or near original form, with significantly more demolished or substantially altered west of Short Street. (96.4% of pre 1943 houses in the PHA east of Short Street are substantially intact; but only 61.2% of those west of Short Street have not been significantly altered or demolished).

(Source: NSW Department of Lands SIX viewer (c), 1943 and 2012 images).

### 13.7.1 STREETScape VALUES AND BUILT FORMS: MACQUARIE ROAD (WEST)

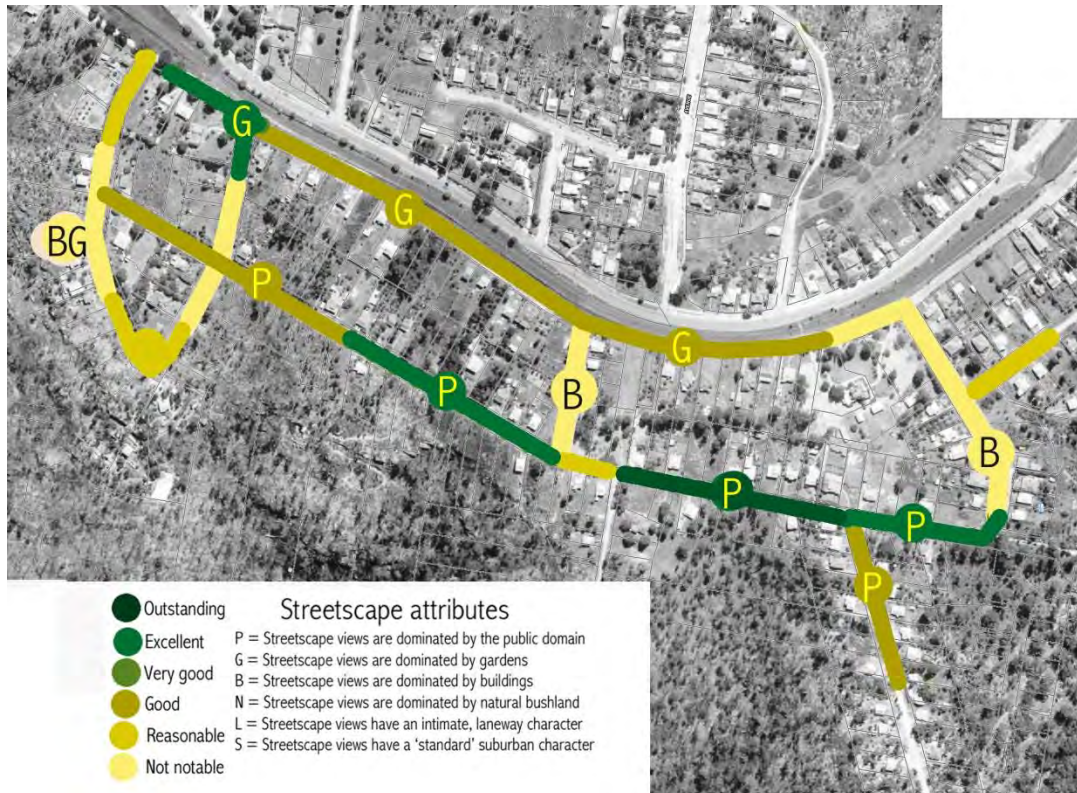


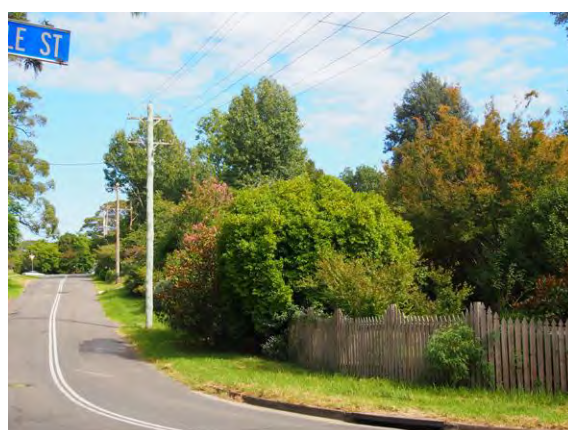
Figure 13.22. Streetscape qualities and values.























### BEE FARM ROAD





### 13.7.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE (MACQUARIE ROAD (WEST))

	Characteristic	Heritage Value	How the value can be seen in the area today
<p>A: The Area is important in the course, or pattern, of the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guidelines for inclusion satisfied:</i></p> <p>The Macquarie Road (west) precinct in Springwood is important in the course and pattern of the Blue Mountains' cultural history.</p> <p>The precinct includes physical evidence of the historical understandings and community value placed on the earliest stage of European settlement in the Blue Mountains.</p> <p>It demonstrates the principal characteristics of development associated with residential suburban subdivision in the first half of the 20<sup>th</sup> Century.</p> <p><i>Historic Themes: (developed from the themes identified in the earlier historical studies (NB: these earlier studies are not exhaustive))</i></p> <p>European expansion and settlement: alignment of adjacent railway along main east-west ridge identified by European explorers as first viable route across the Mountains.</p> <p>Transport: road and rail links</p> <p>Establishment of towns: residential development</p> <p>Accommodation – permanent</p>			
	Range of built forms and types	The houses built in this precinct provide evidence of the growing patterns of subdivision and development of one of the larger towns of the Blue Mountains.	Through the surviving original fabric of houses and their setting, including gardens and the public domain. Most major stylistic periods are well represented through the development in the area, and it includes some excellent examples of some (for example the rare Edwardian bungalows constructed of sandstone on the eastern side of Homedale Street).
	Patterns of development	The form and layout of the precinct provides evidence of the priorities of the speculative developer in the early 20 <sup>th</sup> Century.	The subdivision pattern is simple, with lots set at 90 degrees to the road alignment. The road layout is a simple grid that responds to the alignment of the adjacent transport corridor.  The evidence of the fabric and historic aerial photographs reveals that this was a popular early subdivision in Springwood, with almost all lots sold and developed prior to WW2.
	Integrity of built forms	The integrity of the streetscape is high, with almost all of the original lots developed by 1943 and only one having been demolished since this time (and one substantially altered).	Through the variety and integrity of original buildings and materials; including those buildings that have been altered or added to in a sympathetic manner and/or where the works could be removed and the original form or fabric revealed.
B	<p>The area has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area.</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>Is associated with the traditional understanding of the location of a significant event associated with a significant person and group of persons.</p>		
	Historical marker	The wider Springwood area is associated with important figures in the early history of settlement of NSW; including Governor and Mrs Lachlan Macquarie and William Cox. The group is reputed to have camped overnight within the precinct during the Governor's inspection of Cox's newly formed road across the mountains in 1815. The marker was	The sandstone historical marker erected beside the roadside at 331A Macquarie Road provides evidence of the reputed campsite used by Governor and Mrs Macquarie when crossing the Blue Mountains, and then the location of Cox's convict stockade and depot. It should be noted that the historical accuracy of these associations have not been confirmed by physical or documentary research as part of this Review; but regardless of the location of these activities within the area, the marker commemorating them is located within the precinct and in itself has heritage value for its association with the events and also through its ability demonstrate the level and manifestation of community esteem for the events.

	Characteristic	Heritage Value	How the value can be seen in the area today
		erected to commemorate the event in 1938 <sup>7</sup> and thus also provides physical evidence of the contemporary understandings of the importance of the places associated with historical events in the Blue Mountains.	
C	<p>The Area is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the Blue Mountains</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The form and fabric of the Macquarie Road (west) heritage conservation area demonstrates the important aesthetic characteristics of the historic suburban cultural landscape of the Blue Mountains</p>		
	Aesthetic qualities of built forms	It includes very good examples of early-mid 20 <sup>th</sup> Century houses that together form streetscapes with high aesthetic values.	<p>Most properties are of modest scale.</p> <p>Almost all of the houses that existed in 1943 have survived in substantially intact form. Additions are mostly generally consistent with the traditional form of the house affected.</p> <p>Alterations and additions are generally relatively modest. Where additions have been extensive the new work has generally been sited and of a form sympathetic to the original fabric and composition.</p>
	Cohesive streetscape quality	The cohesiveness of the streetscapes in the Area are enhanced by the consistent scale and siting of structures on the lot and quality of gardens and fencing.	
	Importance of gardens	<p>Gardens are traditional in character and most contribute strongly to the aesthetic qualities of the streetscape.</p> <p>Gardens are mature and include a range of cool-climate and native species.</p> <p>Planting is used to provide visual privacy where desired by residents.</p>	<p>Although the lot sizes in the Area are not particularly large by the standard of other towns in the upper Blue Mountains, they have been sufficient to allow the establishment of good quality gardens to most properties, with particularly good examples found in some properties. In most cases these have matured to provide a valuable setting for the house and continue to contribute significantly to the quality of the local streetscape.</p> <p>The configuration and use of the rear garden areas is also consistent with traditional patterns of development in country towns, with most well-planted.</p> <p>Infrastructure to provide car parking (such as garages and carports) is generally located at the rear of the lot.</p> <p>Many properties fronting Macquarie Road have very densely planted front garden areas that make it difficult to see the dwelling beyond.</p>
	Streetscape quality	The streetscape of Railway Parade also contributes to the aesthetic integrity of the Area.	<p>The curving alignment Macquarie Road allows views of the streetscape to evolve when travelling through the Area.</p> <p>The undulating topography of Valley Road allows different unfolding view quality in this part of the Area.</p> <p>Private gardens spill through the visually transparent fences into the public domain and integrate the two.</p> <p>Bee Farm Road has a good bushland living aesthetic quality.</p>
	Subdivision patterns	The pattern of subdivision is typical of speculative development in the early 20 <sup>th</sup> Century.	Minimal area is devoted to roads and road reservation and lots are arranged simply. This creates an intimacy of streetscape character, particularly in Valley Road.
	Views	The local topography and density of garden plantings have resulted in strongly directed and contained streetscape views.	
G	Criterion G: The Area is important in demonstrating the principal characteristics of a class of the Blue Mountain's cultural or natural places or		

<sup>7</sup> Marker stone at 331A Macquarie Road erected by the Royal Australian Historical Society in 1938



	Characteristic	Heritage Value	How the value can be seen in the area today
	cultural or natural environments. <i>Heritage Council guideline for inclusion satisfied:</i> The Macquarie Road (west) area has characteristics representative of those of a class, or type, of development in the Blue Mountains.		
	The Macquarie Road (west) precinct is a representative suburban subdivision and development in the cultural landscape of the Blue Mountains.	The precinct includes good examples of Edwardian, Interwar and mid-later 20 <sup>th</sup> Century domestic architecture set in mature and well-planted gardens. Most are of a comfortable scale that provides evidence of the needs of families in the 20 <sup>th</sup> Century.	
F	The area possesses uncommon, rare or endangered aspects of the cultural or natural history of the Blue Mountains. <i>Heritage Council's guideline for inclusion satisfied:</i> The Macquarie Road (west) area includes a group of three hand crafted sandstone houses built in the Edwardian period and style for local Railway workers. The use of sandstone for domestic construction was rare in the Blue Mountains in this period.		

### 13.7.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE MACQUARIE ROAD (WEST), SPRINGWOOD HERITAGE CONSERVATION AREA

The Macquarie Road (west) heritage conservation area is of local heritage significance because it clearly demonstrates the patterns of settlement that characterise the cultural landscape of the non-tourist towns of the Blue Mountains in the 19<sup>th</sup> and early 20<sup>th</sup> Century, and in particular the growth of permanent residential settlement. The streetscapes are characterised by mature houses set in well-planted gardens, many of which provide good screening to the house from the adjacent railway line. The local streetscapes are dominated by these dense plantings, creating a sense of aesthetic intimacy in this otherwise visually exposed location, with the main western railway line sited immediately adjacent on the northern side of Macquarie Road.

The built forms are traditional in design and are characteristic of the more modest towns of the Blue Mountains, with the architectural styles from the early 20<sup>th</sup> Century interpreted and adapted for construction in the popular lightweight materials such as timber weatherboards (in places fibro or other sheet cladding) with corrugated iron sheet roofs. The use of corrugated iron roofing means that many have a slightly lower roof pitch than is seen when terracotta tiles or slate roofing was used and adds to the distinctive aesthetic quality of the suburban streetscapes of the Blue Mountains. Some, but not all, of the later houses were built of brick with tiled roofs. The Area also includes a group of three cottages constructed of sandstone, a building material used only very rarely in the Blue Mountains at the time (turn of the 20<sup>th</sup> Century).

Most of the early (pre 1943) houses in the Area have retained their original built form, with the majority of alterations and additions being modestly scaled and sited to minimise their impact on the integrity of the original form sympathetic to that of the original when viewed from the public domain. Regardless of the architectural qualities, most are a single storey in height with good setbacks from all boundaries, and a wider setback on one side allowing access for a vehicle to the rear garden area.

The aesthetic qualities of the streetscapes demonstrate the principle characteristics of suburban development in the towns of the Blue Mountains with local views dominated by exotic plantings and towering conifers planted in verges and front gardens. Front fences are low and transparent in design, resulting in an intimate character to streetscape views. Where desired, privacy is provided by garden plantings, not high fences.

The Area is also associated with one of the most important figures in the early history of settlement of NSW and includes the historical marker installed in 1938 to mark the location of Governor and Mrs Lachlan Macquarie's camp site when he crossed the Blue Mountains in April 1815<sup>8</sup>

Built forms include a range of domestic styles, with several aesthetically notable examples to be found.

(Note: no specific historical research was available to inform the assessment of heritage significance for this precinct. Targeted research may reveal additional heritage values and aspects of heritage significance.)

<sup>8</sup> Marker stone at 331A Macquarie Road erected by the Royal Australian Historical Society in 1938

### 13.7.4 RECOMMENDED MACQUARIE ROAD (WEST), SPRINGWOOD HERITAGE CONSERVATION AREA

The boundary recommended for the Macquarie Road (west) heritage conservation area includes the parts of the existing PHA and some of the immediately adjoining streets such as the northern end of Bee Farm Road, Homedale Street and the western end of Springwood Road that together form a precinct that demonstrates the heritage values identified above to the level required to satisfy local heritage significance.

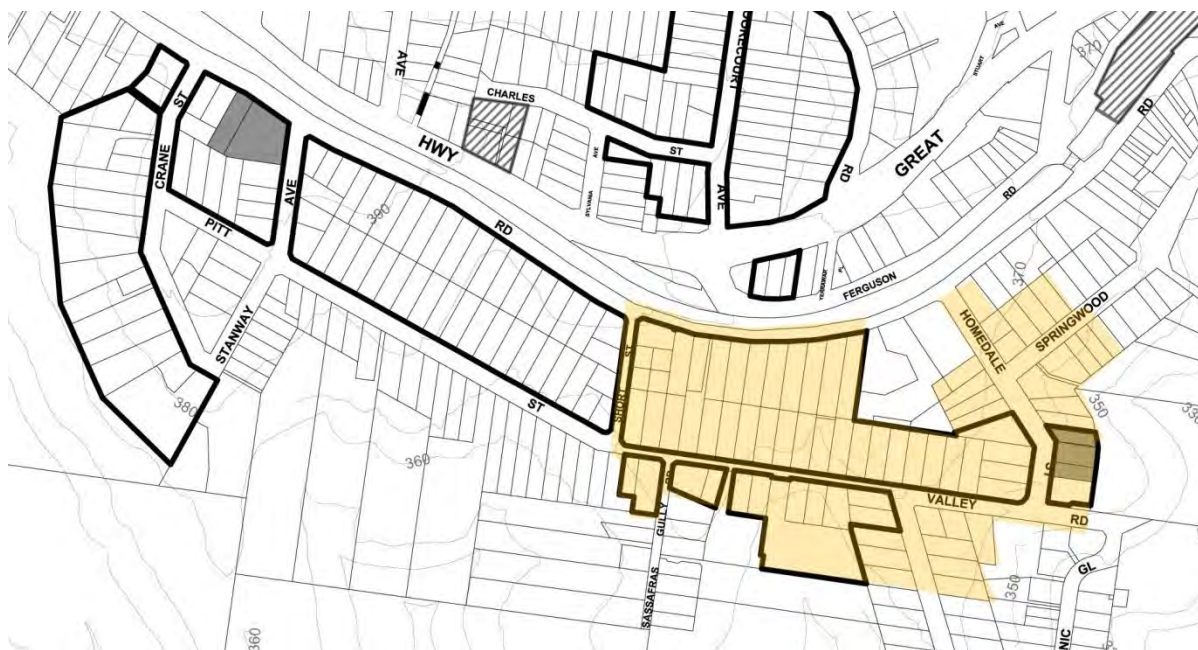


Figure 13.23.

Recommended boundary: Macquarie Road (west) Heritage Conservation Area (shaded yellow)

#### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE MACQUARIE ROAD (WEST) PRECINCT'S CULTURAL LANDSCAPE

The table above outlines the ways in which the heritage significance of the area is expressed through the fabric and patterns of the contemporary cultural landscape.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and that new development responds to the principles, patterns and forms that were used in its original development. In the case of the Macquarie Road (west) precinct this is largely a result of the modest, yet good quality, early 20<sup>th</sup> Century built forms and the streetscape values of the group. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the precinct as a historic cultural landscape and should be protected in any new development:

##### Landscape elements

- The natural topography dominated by the parallel roadforms set to follow the local topography as it falls away from the main ridgeline.
- The mature garden setting of properties irrespective of the date the house was constructed.
- Gardens include either or both exotic and native species.
- The remnant early (pre settlement?) native trees that are located along the rear boundary lines of properties.

##### Subdivision and public domain elements:

- The simple linear street and subdivision pattern.
- Simple, low and visually transparent front fences and gates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.



#### Land use elements

- Detached, low density residential development

#### Built elements

- The historical monument
- The range of built forms from c1900 to the late 20<sup>th</sup> Century.
- Minimal tradition of demolition: infill development occurs on previously undeveloped land.
- Building typologies are representative of those found in the settled towns of the Blue Mountains.
- Buildings are modest in scale and form.
- Single storey built forms.
- Most properties are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are appropriate to the original building typology.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the later 20<sup>th</sup>C are of brick/tile construction.
- Garages and car parking are provided in a separate structure sited towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

#### Elements that have the potential to detract from the heritage values

- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure, for example the demolition of original homes to erect standard 'off the shelf' suburban designs.
- Visually intrusive or stylistically incongruous alterations.
- Alterations that have removed or obscured original features or fabric.
- Development that results in the loss of area available for deep soil planting or introduces structures that will threaten or prevent the growth of mature trees and plants that would otherwise form part of the cultural landscape of Springwood. This includes development that may lead to a reluctance by future occupants to plant or maintain trees that may drip/shed or otherwise affect structures in the vicinity of the canopy.

#### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

***Note that the conservation of the heritage values of the Macquarie Road (west) heritage conservation area should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms within a modest building envelope and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.***

- Include the significant area as a heritage conservation area in the LEP.
- Conserve the historical monument to Governor Macquarie in accordance with expert historical and archaeological advice.
- Retain low density zones.
- Encourage the conservation of significant fabric and built forms.
- Do not demolish pre 1943 structures, including fabric of the facades, roof forms or chimney stacks.
- Ensure that any new development will make a positive contribution to the traditional values of the Area by being simple in form and of a scale, proportion and materials that will allow it to sit comfortably and be consistent with the streetscape.
- Protect existing mature trees sited along the rear property boundaries between Macquarie and Valley Roads.
- Protect existing glimpses and more extensive views between and over dwellings to the views beyond.
- All new development should be a single storey in height and be designed and sited to not obstruct existing views from the public domain to the landscape beyond.
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house;
- Adapt built forms to the natural topography.
- Do not introduce cut and fill in new work.
- Encourage the integration and softening of the interface between the public and private domains through planting and use of transparent and open fences.
- Do not build high suburban style security fences and walls to the street elevation or install roller shutters.

## SPRINGWOOD: SUMMARY OF RECOMMENDED HERITAGE CONSERVATION AREAS

The following figure provides an overview of the recommended heritage conservation areas in the Springwood area:



Figure 13.22. Summary of recommended heritage conservation areas in the Springwood area.



## 14.0 WARRIMOO

### 14.1 INTRODUCTION TO THE WARRIMOO PERIOD HOUSING AREA

The Warrimoo Period Housing Area is a small precinct of 49 houses that follows the alignment of a ridge that extends south from the Great Western Highway and includes The Avenue, Arthur Street and Florabella Street. Florabella Street terminates in the Florabella Reserves and Walking Track, which leads to Glenbrook, and which was a significant local walking track promoted by real estate developer Sir Arthur Rickard in the sale of his subdivisions in the area.

The character of the area is intimate and relaxed, with the very narrow streets lined by a variety of housing styles and periods. Much of the eastern side of Florabella Street is occupied by Warrimoo Public School which is modest in scale and generally consistent with the streetscape character of the residential precinct (it is not included in the PHA). The streetscape of The Avenue is wider and more typically 'bushland suburban' in its character, with the houses set under mature trees and views available over roofs and between buildings to the bushland beyond. Only nine of the houses that existed in 1943 have survived, and five of these have been altered to such an extent that they are difficult to still perceive as early 20<sup>th</sup> Century cottages.

Most of the houses are mid-20<sup>th</sup> Century vernacular cottages and are mainly constructed of brick and tile or asbestos cement sheeting. Few have been gentrified. Several houses appear to have been owner-built, being of very basic, functional design. Gardens are generally very simple, with a wide variety of native and exotic plantings evident. Fences are generally low and constructed of timber, although the many examples of aluminium fences in light coloured powdercoat finishes are prominent in Florabella Street in particular.

The PHA is within the area of Rickard's Station Gates development at Warrimoo, which included design features such as the combination of residential-scaled lots along the street frontage and larger blocks to the rear, which Rickard promoted as a feature of his subdivision:

*About every fourth lot has attached at the rear a large area, which in the hands of a man of taste can be made a romantic adjunct to the home site proper. These additional areas vary from 1 ½ to 3 acres.* (The Sydney Morning Herald (NSW : 1842 - 1954) Saturday 27 October 1923, page 8, accessed via Trove (<http://trove.nla.gov.au>))

This does not appear to have been a successful promotion, with only two of these large lots being occupied in 1943. One was a chicken farm and the other (on the site now occupied by the school) was a house and garden that the aerial photographs suggest may have included garden areas that took advantage of Rickard's suggestions.

The precinct does not contain any individually listed heritage items, nor is it known to have European or Aboriginal archaeological potential (although it should be noted that the brief for the study did not include targeted historical research). No specific historical research was available to inform the assessment of heritage significance for this precinct. Targeted research may reveal additional heritage values and aspects of heritage significance, for example it may determine that the subdivision pattern (the street layout and lot boundaries, not necessarily the houses themselves) may have heritage significance through its links to Rickard and his innovative approach to subdivision and development across NSW in the early 20<sup>th</sup> Century.

The lack of a 'foundation layer' of original Rickard-era residential development (i.e. early houses) scattered throughout the area means that the subdivision has minimal connection with the current building stock and therefore that the houses seen today are not a significant layer in understanding and appreciating the heritage values of Rickard's work. In particular, most of the houses could be replaced by similarly scaled and sited (sympathetically designed) contemporary dwellings with negligible adverse impact on Rickard's development principles.

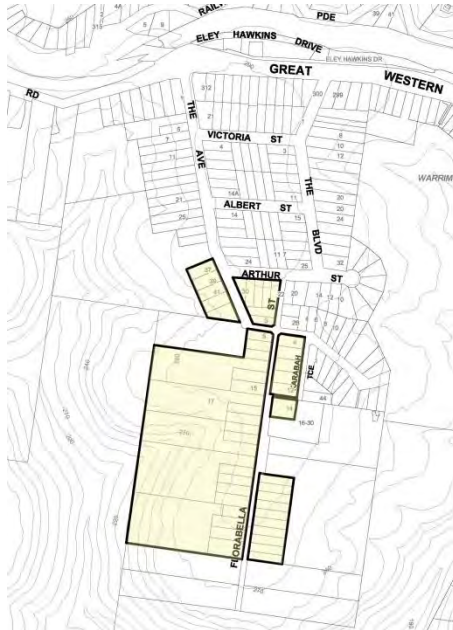
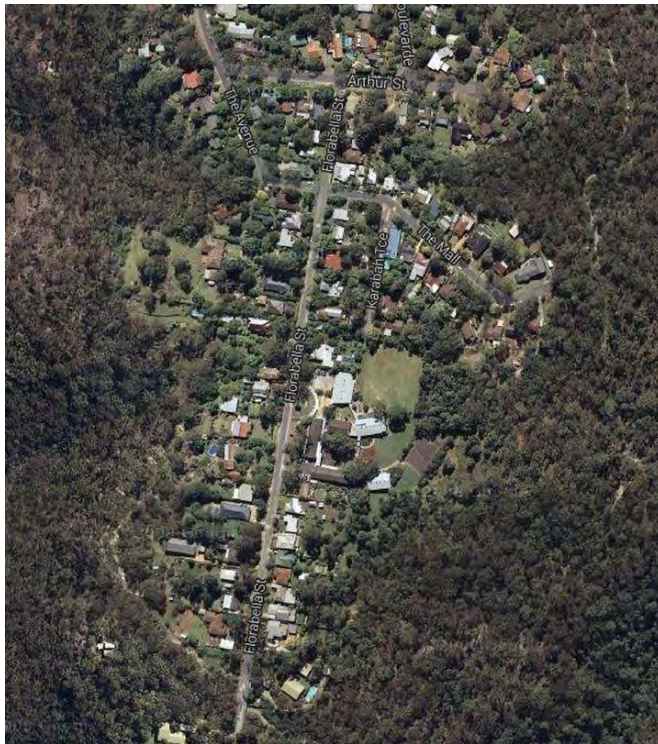


Figure 14.1. (Left) Location of the Warrimoo Period Housing Area. The Area extends along one of the prominent narrow plateaus that extend south from the transport corridor.

Figure 14.2. (Right) This photograph of the area taken in 1943 reveals that that precinct had been settled by a mix of residential-sized and small productive lots, with 16 of the 49 properties that exist today developed. The precinct was then, and remains, surrounded by dense bushland. Of the houses that existed in 1943, only 25% have survived intact or substantially intact (shaded green), and a further 31% have survived but have undergone extensive additions and alterations (orange). The remainder, or 43%, of the properties that existed in 1943, have been demolished (red).

Figure 14.3. (below) The area today remains surrounded by bushland and has retained most of its original edges, the steep topography limiting potential for further urban development. This has played an important role in defining the streetscape character of the precinct, with bushland visible in the distance of many local views.





#### 14.1.1 STREETSCAPE VALUES AND BUILT FORMS - WARRIMOO



Figure 14.4.

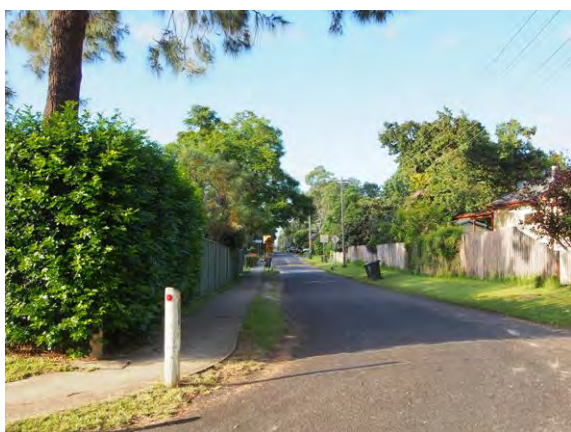
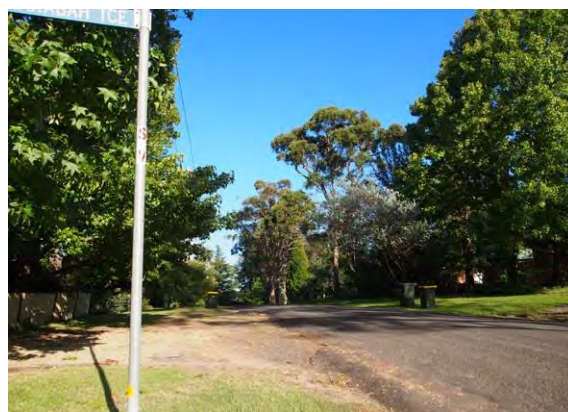
The streetscape qualities of the area are generally reasonable, being dominated by the narrow, intimate scale of Florabella Street which reads as a country laneway. Building setbacks vary from negligible to generous, with consequent variety in the scale of the front garden area and aesthetic qualities of the streetscapes.

The narrow road reservation has also limited the potential for street tree planting, which, together with the modest setbacks of many properties, has led to a surprisingly densely developed streetscape character in places.





The Avenue



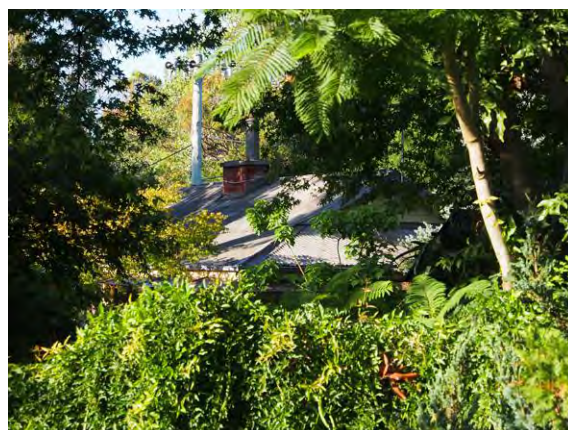
Florabella Street



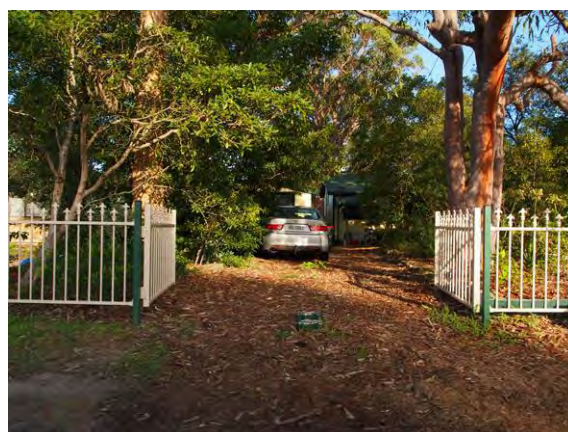
Florabella Street looking north



















## 15.0 GLENBROOK



Figure 15.1. The streetscapes of the Glenbrook PHA have a timeless quality, with a high quality range of modest houses nestling beneath tall eucalypts.

### 15.1 INTRODUCTION TO THE GLENBROOK PHA

The Glenbrook PHA is a small precinct located south of Wascoe Street (the Great Western Highway) and between Cowdery and Hunt Streets. It includes eight properties listed as heritage items in the current LEP, although two of these have been demolished since listing and one unsympathetically altered.

As Professor Ian Jack noted in his 2000 study of the historical development of Glenbrook, it is a town unlike the others along the main ridgeline-bound transport corridor, it is not 'focused' in terms of its road layout and location of facilities, on the railway station. This was due to the railway halt (later the station) and main road being moved over 1km north and then south twice since the line was first opened in the 1860s, with what is now the Glenbrook PHA located favourably between the final alignments of these two corridors, a favourable location as is evidenced by the fact that two of the village's most important facilities, the Post Office and sweet shop, were sited on Hunt Street for many years.

The land in the PHA was offered for sale in two separate subdivisions: the area east of Mann Street in 1898 (the Second Subdivision of the Glenbrook Estate) and the western half between Cowdery and Mann Streets which was subdivided at an unknown time prior to

## 15. GLENBROOK

1943.<sup>9</sup> The development of the two areas within a relatively short period means that they read as a single precinct and have been reviewed on this basis.

This PHA includes one of the highest proportions of heritage items within its boundaries of any PHA in the Blue Mountains, with eight of the 22 properties identified as significant at the time of the last heritage study. These include the local Post Office and early sweet shop, the site of other early shops and a range of significant individual houses. One property (5 Wascoe Street) is mainly significant for historical and archaeological reasons (i.e. not due to the existing fabric) and two have been significantly altered in recent years. Notwithstanding this, the precinct has a cohesive character due to the characteristic Blue Mountains streetscapes with a range of built forms, mainly from the early 20<sup>th</sup> Century, but also more recent, each set within a mature, cool climate garden with the street views dominated by the vegetation of the front gardens and many houses almost fully screened from casual view.

The houses on the southern side of Park Street were constructed in the post-WW2 period, although their streetscape character is consistent with the earlier period. The properties on the western side of Mann Street extend through to Cowdery Street, and fieldwork revealed that the streetscapes of Woodville Road and Cowdery Street, and the two properties fronting Wascoe Street to the west of Cowdery Road are aesthetically consistent with the remainder of the precinct even though three recent homes have been constructed at the corner of Woodville Road and Cowdery Street. The comparative analysis of 1943 and contemporary photographs confirmed that of the nine houses that existed in this western area in 1943, six remain in substantially intact/contributory condition. The southern side of Woodville Road is abutted by Glenbrook Primary School which was constructed in the 1960s on the site of the earlier Woodville Estate.

Streetscapes are generally of a good quality, with the narrow carriageways, soft verges and substantial eucalypts towering above the generally well-tended and mature cool climate gardens below. Verges are wide, especially in Mann Street, and the streetscape character of Park Street in particular has an intimacy and undulating form that is characteristic of the streets aligned parallel with the transport corridor in the mid-lower Blue Mountains in particular.

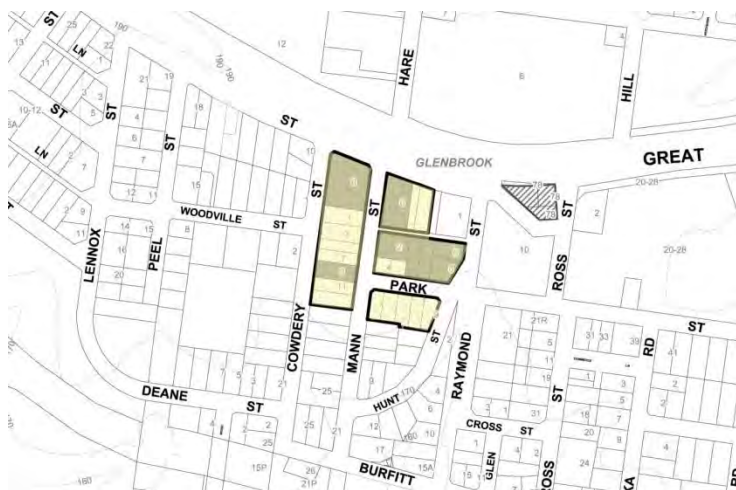
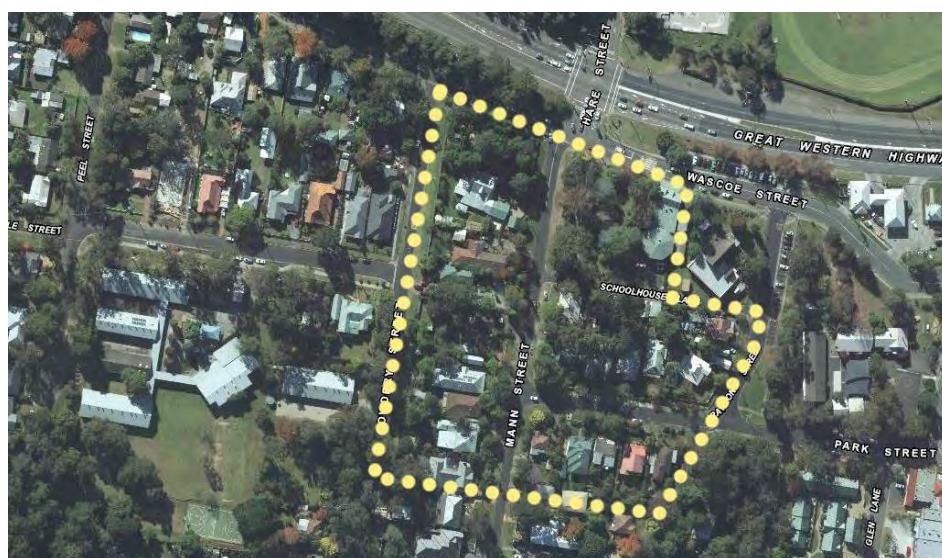


Figure 15.2

Location of the Glenbrook PHA. The shaded properties are existing heritage items (the map does not show items located beyond the boundaries of the precinct.

Figure 15.3. The boundary overlaid on a contemporary aerial photo.



<sup>9</sup> R. Ian Jack for the University of Sydney. Heritage Assessment of Glenbrook Village Centre. June 2000.





Figure 15.4. 59% of the existing lots in the Glenbrook PHA had been developed by 1943; and of these, only 54% have substantially retained their original built forms. Of the area not within the PHA but which has consistent streetscape and built form values (shown outlined in red), 90% had been developed by 1943 and two-thirds have survived in substantially unaltered form.

Properties marked green have survived in intact, or substantially intact form, with any additions either consistent with those traditional for the original style or carried out in such a way that the original remains clearly evident. Those shaded orange are partially intact but have undergone additions that are clearly not consistent with those of the original form, whilst those marked red show no surviving evidence of the original fabric or have been demolished. It should be noted that this analysis is based on comparison of historic aerial photography and does not identify changes such as re-cladding of walls, enclosure of verandahs or the replacement of elements such as windows or doors.

Figure 15.5 (below) Aerial of the wider Glenbrook area in 1943 showing the scattered pattern of development and the concentration of surviving early houses and within the PHA and its immediate vicinity to the west.





## 15.1.1 STREETSCAPE ATTRIBUTES AND BUILT FORMS

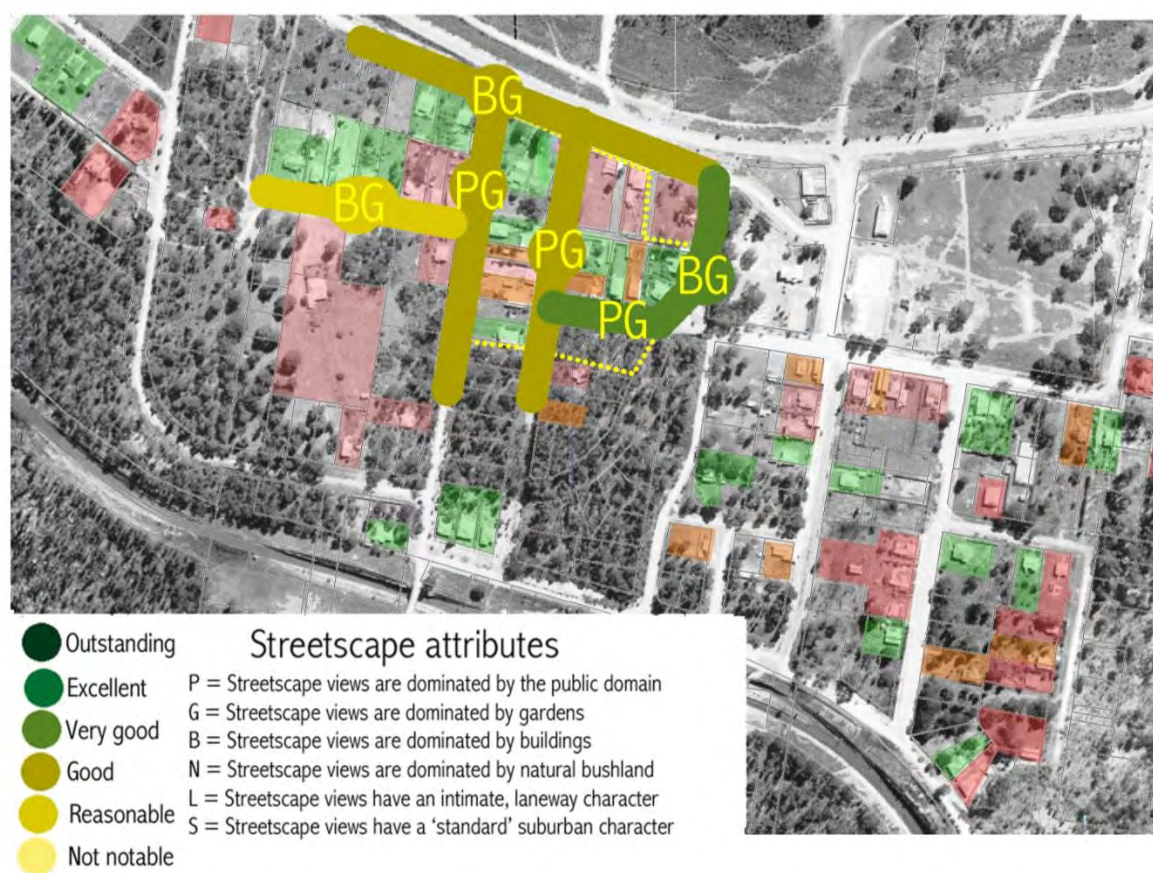


Figure 15.6.

The fieldwork included the identification of the contributory heritage values and physical qualities of each of the streetscapes in the study area. The Woodville Road streetscape was also assessed. The streetscape quality was ranked in recognition of how readily the preliminary heritage values that had been identified for that area (in the earlier stages of fieldwork) can be 'read' in the streetscape; and for the relative contribution of the elements that make up the streetscape to the overall quality of the streetscape and area. The overall character of each streetscape was also identified as being dominated by the public domain (P) (for example where the street tree plantings direct the eye and make it difficult to see the houses, or where the topography dominates views etc.); by private gardens (G) (again, where it is difficult to see many houses due to the density and maturity of gardens), and those dominated by buildings and other structures (B).









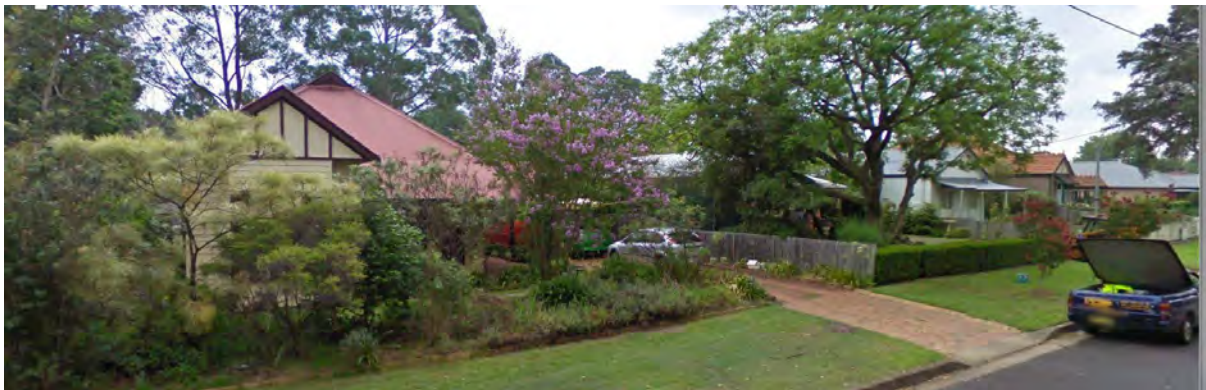






## WOODVILLE ROAD

(note: original fieldwork images damaged, Google map images shown)





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(Below: looking to the rear of properties that lie between Cawdery and Mann Streets from Woodville Road)



### WASCOE STREET

(note: original fieldwork images damaged, Google map images inserted shown)





### 15.1.2 HERITAGE VALUES AND THE HERITAGE COUNCIL'S CRITERIA FOR LOCAL HERITAGE SIGNIFICANCE - GLENBROOK

The following table identifies the NSW Heritage Council's criteria for listing that have been satisfied, the relevant heritage value and how these values are demonstrated through the urban fabric and natural landscape that is seen today.

	Characteristic	Heritage Value	How the value can be seen in the area today
<p>A: The Area is important in the course, or pattern, of the cultural or natural history of the Blue Mountains.</p> <p><i>Heritage Council guidelines for inclusion satisfied:</i></p> <p>The Glenbrook heritage conservation area is important in the course and pattern of the Blue Mountains' cultural history.</p> <p>The Area demonstrates the principal characteristics of development associated with residential suburban subdivision in the first half of the 20<sup>th</sup> Century.</p> <p><i>Historic Themes: (developed from the themes identified in the earlier historical studies (NB: these earlier studies are not exhaustive))</i></p> <p>European expansion and settlement: alignment of adjacent railway along main east-west ridge identified by European explorers as first viable route across the Mountains.</p> <p>Transport: road and rail links</p> <p>Establishment of towns: residential development</p> <p>Accommodation – permanent</p>			
	Range of built forms and types	The houses built in this precinct provide evidence of the evolving patterns of subdivision and development of one of the larger towns of the Blue Mountains.	Through the surviving original fabric of houses and their setting, including gardens and the public domain.
	Patterns of development	The form and layout of the precinct provides evidence of the priorities of speculative developers in the early 20 <sup>th</sup> Century.	Although the precinct is small, the sale of land appears to have resonated with the target market and almost all lots were developed within a relatively short time. This is a notable difference to the patterns of development seen in the Area and elsewhere in Glenbrook, the other areas having a much more scattered development density evident in the 1943 aerial photographs and provides evidence that although the alignment of both the railway line and main road shifted several times during the release period, the location of the area between the two corridors was a successful one.
	Integrity of built forms	The integrity of the streetscapes are high, with almost all of the original lots developed by 1943 and only four houses (and two shops on Wascoe Street) having been demolished since this time (and four substantially altered).	Through the variety and integrity of original buildings and materials; including those buildings that have been altered or added to in a sympathetic manner and/or where the works could be removed and the original form or fabric revealed.
<p>C: The Area is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the Blue Mountains</p> <p><i>Heritage Council guideline for inclusion satisfied:</i></p> <p>The form and fabric of the Glenbrook heritage conservation area demonstrates the important aesthetic characteristics of the historic suburban cultural landscape of the Blue Mountains</p>			
	Aesthetic qualities of built forms	It includes good examples of early-mid 20 <sup>th</sup> Century houses.	<p>Most properties are of modest scale.</p> <p>Almost all of the houses that existed in 1943 have survived in substantially intact form. Additions are mostly generally consistent with the traditional form of the house affected.</p> <p>Alterations and additions are generally relatively modest.</p> <p>The use of sandstone for the construction of the house on the property 6 Wascoe Street is not a common material in the Blue Mountains and its well-integrated re-use of stone from a demolished hotel in Penrith provides evidence of the technological skills and aesthetic priorities of mid-20<sup>th</sup>-Century residents.</p> <p>The small shop in the front garden of 8 Raymond Street is a prominent local landmark and may also have social significance to any early residents who can</p>

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	Characteristic	Heritage Value	How the value can be seen in the area today
			recall visiting the shop (and Post Office) as a child.
	Cohesive streetscape quality	The cohesiveness of the streetscape is enhanced by the consistent scale and siting of structures on the lot.	Streetscapes are linked by the consistent scale and general form of the houses and the dense gardens that link the diverse building styles when travelling through the precinct.  The streetscape quality of the public domain is also high throughout the Area, although that of Woodville Road is noticeably under-planted.  Infrastructure to provide car parking (such as garages and carports) is generally located at the rear of the lot.
	Importance of gardens	Gardens are traditional in character and most contribute strongly to the aesthetic qualities of the streetscape.  Gardens are mature and include a range of cool-climate and native species.	Although the lot sizes in the Area are not particularly large by the standard of other towns in the upper Blue Mountains, they have been sufficient to allow the establishment of good quality gardens to most properties, with particularly good examples found in some properties. In most cases these have matured to provide a valuable setting for the house and continue to contribute significantly to the quality of the local streetscape.  The configuration and use of the rear garden areas is also consistent with traditional patterns of development in country towns, with most well-planted.
	Subdivision patterns	The pattern of subdivision is typical of speculative development in the early 20 <sup>th</sup> Century.	Minimal area is devoted to roads and road reservation and lots are arranged simply.
	Views	The local undulations in topography mean that limited local views are available over the bushland to the south.	
G	<p>Criterion G: The Area is important in demonstrating the principal characteristics of a class of the Blue Mountain's cultural or natural places or cultural or natural environments.</p> <p>Heritage Council guideline satisfied:</p> <p>The Glenbrook heritage conservation area has characteristics representative of those of a class, or type, of development in the Blue Mountains.</p>		
	The Glenbrook heritage conservation area is a representative small suburban subdivision and development in the cultural landscape of the Blue Mountains.	The precinct includes good examples of late Victorian, Edwardian, Interwar and mid-later 20 <sup>th</sup> Century domestic architecture. Most are of a comfortable scale that provides evidence of the needs of families in the 20 <sup>th</sup> Century.	

### 15.1.3 SUMMARY OF THE HERITAGE SIGNIFICANCE OF THE GLENBROOK HERITAGE CONSERVATION AREA

The Glenbrook heritage conservation area is of local heritage significance because it demonstrates the patterns of settlement seen in the towns and villages of the lower Blue Mountains in the early 20<sup>th</sup> Century. The subdivision pattern is simple, with lots typical of their era, although smaller than the traditional size seen in earlier layers of development. The street pattern and relative success of the settlement within the wider Glenbrook area despite the alignment of both main the railway and highway being relocated in the early years of settlement demonstrate the importance of proximity to transport links in establishing and maintaining the town.

Built forms include a range of domestic styles, with several good examples of most of the styles popular in the early-mid 20<sup>th</sup> Century Blue Mountains towns to be found. Regardless of the architectural qualities, most dwellings are a single storey in height with good setbacks from all boundaries, and a wider setback on one side allowing access for a vehicle to the rear garden area.

The aesthetic qualities of the streetscapes demonstrate the principle characteristics of suburban development in the towns of the Blue Mountains with local views dominated by exotic plantings and towering native eucalypts with examples of the conifer also common



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along boundary lines. Front fences are low and transparent in design, resulting in an intimate character to streetscape views. Where desired, privacy is provided by garden plantings, not high fences.

(Note: no specific historical research was available to inform the assessment of heritage significance for this precinct. Targeted research may reveal additional heritage values and aspects of heritage significance.)

### 15.1.4 RECOMMENDED GLENBROOK HERITAGE CONSERVATION AREA –

The boundary recommended for the Glenbrook heritage conservation area reflects the former PHA with the addition of the group of properties in Woodville Road and the original houses to their north on Wascoe Street. The properties on the south side of Park Street have been excluded because although their gardens and general streetscape character is good, these properties are all of relatively recent construction and standard (i.e. not notable) design; and as a group they do not demonstrate the heritage values that are demonstrated by the areas recommended for inclusion. The real estate agency on Wascoe Street has also been excluded.



Figure 15.7. Recommended boundary: Glenbrook Heritage Conservation Area (shaded yellow)

### ELEMENTS THAT CONTRIBUTE TO THE HERITAGE SIGNIFICANCE OF THE GLENBROOK HERITAGE CONSERVATION AREA'S CULTURAL LANDSCAPE

The table above outlines the ways in which the heritage significance of the Precinct is expressed through the fabric and patterns of the contemporary cultural landscape.

The ongoing management of the heritage values of a significant area relies on those attributes that provide evidence of the historic patterns of settlement being protected, and that new development responds to the principles, patterns and forms that were used in its original development. In the case of the Glenbrook heritage conservation area this is largely a result of the modest, yet good quality, early 20<sup>th</sup> Century built forms and the streetscape values within the area. It also reflects the individual and contributory heritage values of the heritage items within the precinct.

The following physical attributes of the landscape were identified as contributing to the heritage significance of the precinct as a historic cultural landscape and should be protected in any new development:

#### Landscape elements

- The natural topography is gentle and each property has the potential to contribute equally to the quality of the streetscape.
- The mature garden setting of properties irrespective of the date the house was constructed.
- Gardens include either or both exotic and native species.

#### Subdivision and public domain elements:

- The simple linear street and subdivision pattern.
- Simple, low and visually transparent front fences and gates.
- Privacy is provided by planting, not fences.
- Driveways and driveway crossings are simple and traditional.

#### Land use elements

- Detached, low density residential development
- The evidence of the early sweet shop (and potentially the adjoining Post Office)

### Built elements

- A range of built forms from c1900 to the late 20<sup>th</sup> Century.
- Minimal tradition of demolition except on Wascoe and Woodville Road's eastern ends, where several properties have been demolished and replaced/are currently being replaced.
- Building typologies are representative of those found in the settled towns of the lower Blue Mountains.
- Buildings are modest in scale and form.
- Single storey built forms.
- Most properties are substantially intact, and although many have been altered and added to over the years, these changes have generally been consistent with the typology of the original building period.
- Roof forms are generally appropriate to the original building typology.
- Building materials are mostly lightweight, including timber weatherboards on walls and corrugated iron roof sheets.
- Timber-framed windows.
- Buildings from the later 20<sup>th</sup>C are of brick/tile construction.
- Garages and car parking are provided in a separate structure sited towards the rear of the lot.
- Front fences are simple and appropriate for the period of the residence.

### Elements that have the potential to detract from the heritage values

- Alterations and additions to buildings that do not respect or respond to the design principles or form of the original structure, for example the demolition of original homes to erect standard 'off the shelf' suburban designs.
- Visually intrusive or stylistically incongruous alterations.
- Alterations that have removed or obscured original features or fabric.
- The demolition of original cottages to erect 'standard' project home designs.
- Development that results in the loss of area available for deep soil planting or introduces structures that will threaten or prevent the growth of mature trees and plants that would otherwise form part of the cultural landscape of Glenbrook. This includes development that may lead to a reluctance by future occupants to plant or maintain trees that may drip/shed or otherwise affect structures in the vicinity of the canopy.

### SUMMARY OF HOW THE HERITAGE VALUES CAN BE PROTECTED THROUGH THE CONSERVATION PLANNING PROCESS:

*Note that the conservation of the heritage values of the HCA should focus on the public domain and the street presentation of dwellings. The area has a tradition of a variety of built forms within a modest building envelope and this should continue providing that these built forms are consistent with the essential attributes of existing housing, and are designed and sited in such a way that they will sit comfortably and be 'good neighbours' in the streetscape.*

- Include the significant area as a heritage conservation area in the LEP.
- Retain low density zones;
- Encourage the conservation of significant fabric and built forms.
- Do not demolish pre 1943 houses or shops, including fabric of the facades, roof forms or chimney stacks.
- Ensure that any new development will make a positive contribution to the traditional values of the Area by being simple in form and of a scale, proportion and materials that will allow it to sit comfortably and be consistent with the streetscape.
- Protect existing glimpses and more extensive views between and over dwellings to the views beyond.
- All new development should be a single storey in height and be designed and sited to not obstruct existing views from the public domain to the landscape beyond.
- Encourage the retention and conservation of significant buildings and gardens;
- Ensure that any additions are of a form, scale, location and detailing compatible with the original house;
- Adapt built forms to the natural topography.
- Do not introduce cut and fill in new work.
- Encourage the integration and softening of the interface between the public and private domains through planting and use of transparent and open fences.
- Do not build high suburban style security fences and walls to the street elevation or install roller shutters.
- Encourage the removal of the roller shutters to the shops and seek alternative solutions that will not alienate and downgrade the quality of the group as part of the streetscape.