



Figure 3.13 Fox Valley Road
54A Fox Valley Road, a battleaxe development



Figure 3.14 Fox Valley Road
66 Fox Valley Road – intrusive modern development



Figure 3.15 Fox Valley Road
101 Fox Valley Road – heavily modified house



Figure 3.17 Fox Valley Road

97 Fox Valley Road – a characteristic Inter War House



Figure 3.18 Fox Valley Road

47 Fox Valley Road - a characteristic Inter War House



Figure 3.19 Fox Valley Road

35 Fox Valley Road, *Rothiemay* – an important Inter War house on an original lot of the subdivision

4.0 HERITAGE CONTROLS

4.1 NATIONAL TRUST

Part of the Study area is classified on the Register of the National Trust of Australia (NSW) as an Urban Conservation Area and there are several properties that are classified individually.

4.2 HERITAGE BRANCH OF THE NSW OFFICE OF ENVIRONMENT AND HERITAGE

State Heritage Register

Under the Heritage Act 1977 (amended 1998), the Heritage Branch of the NSW Office of Environment and Heritage administers and maintains the State Heritage Register (SHR), a register of items and places that are considered to have heritage significance at a state level. Two properties in the Study Area are listed on the State Heritage Register:

Listing No.	Address	Details
00708	1526 Pacific Highway	<i>Mahratta</i>
00184	16 Fox Valley Road	<i>Purulia</i>

Development at these sites would require the consent of the NSW Heritage Office.

Heritage Database

The Heritage Branch also compiles the Heritage Database, a collated database of all places listed on statutory heritage lists, including Local Environmental Plans. Several properties in the Expanded Study Area are listed on the Database:

Database No.	Address	Details
1880113	16 Fox Valley Road	<i>Purulia</i>
1880105	30 Fox Valley Road	
1880089	38 Fox Valley Road	<i>Alueria</i>
1880090	40 Fox Valley Road	
1880091	33 Fox Valley Road	
1880087	35 Fox Valley Road	<i>Rothiemay</i>
1880088	47 Fox Valley Road	<i>Somerset</i>
188083	97 Fox Valley Road	
1880081	97 Lucinda Avenue	

Listing on the database has no statutory implications for development at the place but reflects the listing on the KPSO. The listing sheets for the items contain little information on the properties.

4.3 LOCAL AUTHORITY

The local authority for the area is Ku-ring-gai Council. Part of the Study Area is identified as a conservation area of the *Ku-ring-gai Planning Scheme Ordinance* (as amended) (KPSO) as the Mahratta Conservation area (C4).

The conservation area was part of an amendment to the KPSO, *Local Environmental Plan 218 Amendments to the Ku-ring-gai Planning Scheme Ordinance*, (DLEP 218) to incorporate provisions for Biodiversity and Riparian Land and that created additional conservation areas.

The Expanded Study Area contains heritage items listed in Schedule 7 Parts 1 and 2 of the amended KPSO:

Schedule 7 Part 1 - Buildings and Works with Significant Interiors

Database No.	Address	Details
	1526 Pacific Highway, Warrawee	<i>Mahratta</i>

Schedule 7 Part 2 – Other Heritage Items

Database No.	Address	Details
1880113	16 Fox Valley Road	<i>Purulia</i>
1880105	30 Fox Valley Road	
1880089	38 Fox Valley Road	<i>Alueria</i>
1880090	40 Fox Valley Road	
	62 Fox Valley Road	
1880091	33 Fox Valley Road	
1880087	35 Fox Valley Road	<i>Rothiemay</i>
1880088	47 Fox Valley Road	<i>Somerset</i>
188083	97 Fox Valley Road	
1880081	97 Lucinda Avenue	

The Study Area is not within one of the Local Centres that are identified in the *Ku-ring-gai Local Environmental Plan (Local Centres) 2012* (LCLEP).

Council has prepared a *Draft Ku-ring-gai Local Environmental Plan 2013* (DLEP). Part of the Study Area is identified as a conservation area in Schedule 5 Part 2 of the DLEP as the Mahratta Conservation area (C4) and the Expanded Study Area contains heritage items listed in Schedule 5 Parts 1:

Reference No.	Address	Details
I910	10 Fox Valley Road	Dwelling house
I911	14 Fox Valley Road	Dwelling house
I912	16 Fox Valley Road	<i>Purulia</i> Dwelling house
I914	30 Fox Valley Road	Dwelling house
I917	38 Fox Valley Road	<i>Alueria</i> Dwelling house
I918	40 Fox Valley Road	Dwelling house
I922	58 Fox Valley Road	<i>Malnic House</i> Dwelling house
I923	62 Fox Valley Road	<i>Grey Gunyah</i> Dwelling house
I924	88 Fox Valley Road	Dwelling house
I913	25 Fox Valley Road	<i>Mahratta</i>
I915	33 Fox Valley Road	Dwelling house
I916	35 Fox Valley Road	<i>Rothiemay</i> Dwelling house
I919	47 Fox Valley Road	<i>Somerset</i> Dwelling house
I920	49 Fox Valley Road	<i>West Taring</i> Dwelling house
I921	51 Fox Valley Road	Dwelling house
O925	93 Fox Valley Road	Dwelling house
I926	97 Fox Valley Road	Dwelling house
I958	97 Lucinda Avenue	Dwelling house

The heritage provisions of the KPSO would apply to development in the area.



Figure 4.1 Local Environmental Plan 218 – Heritage Map

Only the property *Mahratta* falls within the Study Area

Development in the area may also be the subject of the provisions of the *Ku-ring-gai Residential Design Manual Development Control Plan No. 38 2002* (DCP) and the *Heritage Conservation in Ku-ring-gai: Guidelines for Development* that contains detailed guidelines for development of heritage items and in conservation areas.

5.0 DISCUSSION OF SIGNIFICANCE

5.1 GENERALLY

The discussion of significance relates to the Expanded Study Area. The area forms part of Brown's estate that was the primary subdivision of the area.

The Expanded Study Area is closely linked to the development of Brown's estate, though much of the current built pattern relates to later subdivisions that reduced lot sizes. Most of the houses in the Expanded Study Area were built in the Inter War period though there are some examples of Federation and Edwardian dwellings.

5.2 HISTORICAL SIGNIFICANCE

Fox Valley Road is one of the earliest in Ku-ring-gai and was indicated on the Wells County Map of Cumberland of 1840 and also identified in Mitchell's Parish Map of Gordon in 1835.

The Study Area is an example of a late Victorian subdivision by the Brown family (the trustees of the will of John Brown) that was carried out in 1896. In 1854 John Brown, a timber merchant, purchased a large portion of the land granted to Thomas Hyndes in 1838 that saddled Fox Valley Road. Brown progressively cleared the land and planted the area with orchards. He is reputed to have built a house at the corner of Lane Cove Road (Pacific Highway) called *Mahratta*⁵. This was the earliest built development of the land and Brown later sold the lot to Francis Gerard.

The subdivision of the Brown estate was for large lots but few of these appear to have been developed. Only the property at 35 Fox valley Road retains its original lot size and the early subdivision pattern of the area is not now evident. Subsequent subdivisions reduced the lot sizes and the major phase of development appears to have been in the Edwardian and Inter War periods (1900-1941), though there are some Federation houses. Even by 1943 some areas of the Expanded Study Area were undeveloped (See Figure 5.1).

The area is closely associated with John Brown and his descendants who carried out the early development of the area and subdivided the estate. Though Brown is reputed to have built a house in Fox Valley Road, it is not known if any other family members constructed houses on the estate.

The area also has associations with Thomas Hyndes who was granted a large parcel of land in the area in 1838 for timber getting.

The area also has some historical connections with architects of note including:

Item	Address	Architect	Date
<i>Mahratta</i>	15 Fox Valley Road	Douglas S. Agnew	1941
<i>Purulia</i>	16 Fox Valley Road	William Hardy Wilson	1916
<i>Alueria</i>	38 Fox Valley Road	Bruce Dellit	1928
	40 Fox valley Road	Wilson Neave & Berry	
<i>Rothiemay</i>	35 Fox Valley Road	F. Glynn Gilling	
	49 Fox Valley Road	F. Glynn Gilling	1936

Hardy Wilson and Gilling lived in the houses they designed.

Architects may also have been involved in the design of others of the more distinguished houses.

⁵ The Davies Review suggests that the name *Mahratta* was from the later development of the site



LUCINDA AVENUE TO ADA AVENUE



ADA AVENUE TO THE PACIFIC HIGHWAY

Figure 5.1 Aerial view of Fox Valley Road in 1943

Development is concentrated along the major roads

Source: RTA, *From the Skies* CD Rom

5.3 AESTHETIC SIGNIFICANCE

The Study Area has a fine collection of Inter War houses in various styles built largely in brick or render and terracotta tiles that have similar characteristic in terms of scale, form and detail. *Mahratta* is an outstanding example of a late, Inter War, Art Deco style house but the most notable examples are in the Inter War Georgian Revival style. The Expanded Study Area also contains a good collection of more modest Federation, Edwardian and Inter War houses. There are good examples of Federation style houses at 30 and 33 Fox Valley Road.

The houses are generally recognisable from the period 1900 to 1941 (i.e. Inter War) though some the early houses follow the Federation/Edwardian form with a projecting gable to the front and a side verandah. The houses vary considerably in quality with some very fine examples of each style. The houses are reasonably consistent in terms of materials and there is use of decorative joinery. Some of the face brick houses have been painted and many have been altered to the point that they would be classed as *uncharacteristic*.

There are many houses from the characteristic building period that are of little quality and there is a Post War and late 20th Century overlay of development, particularly to the battle axe blocks, where there are some examples of Sydney School style dwellings. There is some uncharacteristic development where original houses have been replaced with modern, two storey dwellings.

The street does not have a consistent character in terms of verges and street plantings. The houses generally have well planted front and rear gardens and some retain original brick fences. Some of the larger properties, and particularly *Mahratta* and *Purulia*, have outstanding period gardens. Many of the houses have high brick fences to the street that impinge on its general character.

The area has an extensive tree canopy and may contain remnant native trees pre-dating the original subdivision.

5.4 SOCIAL SIGNIFICANCE

The Expanded Study Area would have no special associations with any particular group, though the area contains some very good examples of Inter War dwellings designed by architects of note that are held in high regard by the local and architectural community.

5.5 TECHNICAL/SCIENTIFIC SIGNIFICANCE

On the majority of sites in the study area there do not appear to have been any previous buildings and the archaeological potential of the place is low.

Some of the houses (*Mahratta* and *Purulia*) would be of technical merit being outstanding and influential examples of their respective styles.

6.0 ASSESSMENT OF SIGNIFICANCE

6.1 CRITERIA FOR ASSESSMENT

The Heritage Office of New South Wales has issued guidelines as part of the NSW Heritage Manual regarding the assessment of heritage significance.

An item will be considered to be of State (or) local significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria.

Criterion (a)	<i>An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
	The Study Area is an example of a late Victorian subdivision by the Brown family (the trustees of the will of John Brown) that was carried out in 1896 and that was subsequently re-subdivided for development
	Local Significance
Criterion (b)	<i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
	The area is closely associated with John Brown and his descendants who carried the early development of the area and subdivided the estate
	The area also has associations with Thomas Hyndes who was granted a large parcel of land in the area in 1838 for timber getting
	The place also has associations with several architects of note including, Douglas S. Agnew, William Hardy Wilson, Bruce Dellit, Wilson Neave and Berry and F. Glynn Gilling
	Local Significance
Criterion (c)	<i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)</i>
	The study area contains a cross section of single and two storey, Federation, Edwardian and Inter War style houses that have some consistency of scale, form and materials though there are many uncharacteristic buildings resulting from later development
	The study area contains buildings of very high quality including <i>Mahratta</i> , <i>Purulia</i> , <i>Aleuria</i> and <i>Rothiemay</i>
	The study area contains associated gardens of very high quality including those at <i>Mahratta</i> and <i>Purulia</i>
	Does not meet the criterion
Criterion (d)	<i>The item has strong or special association with a particular community or cultural group in NSW (or the local area) for social or spiritual reasons</i>
	The place has no associations with any particular group
	Does not meet the criterion
Criterion (e)	<i>An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
	The archaeological potential of the site is low
	The Study Area contain some outstanding examples of Inter War dwellings but these are not in sufficient numbers to provide a defining character to the area
	Does not meet the criterion
Criterion (f)	<i>An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
	The subdivision and subsequent development is not rare in Ku-ring-gai
	Is not rare. Does not meet the criterion
Criterion (g)	<i>An item is important in demonstrating the principal characteristics of a class of NSW's Cultural or natural places; or Cultural or natural environments</i>
	The Study Area is an example of a late Victorian subdivision that was subsequently re-subdivided for development
	Does not meet the criterion at a State level
	(or a class of the local area's: Cultural or natural places; or Cultural or natural environments)
	The Study Area is an example of a late Victorian subdivision and that was subsequently re-subdivided for development
	Representative Historically Locally

6.2 STATEMENT OF SIGNIFICANCE

The Study Area is an example of a late Victorian subdivision by the Brown family (the trustees of the will of John Brown) that was carried out in 1896 and that was subsequently re-subdivided for development.

The area is closely associated with John Brown who purchased Hyndes land in 1854, and who carried the early development of the area, and his descendants who subdivided the estate. The area also has associations with Thomas Hyndes who was granted a large parcel of land in the area in 1838 for timber getting. The area also has associations with several architects of note including, Douglas S. Agnew, William Hardy Wilson, Bruce Dellit, Wilson Neave and Berry and F. Glynn Gilling.

The study area contains a cross section of single and two storey, Federation, Edwardian and Inter War style houses dating from the characteristic building period (1900-1941) that have some consistency of scale, form and materials and contains some buildings of very high quality including *Mahratta*, *Purulia*, *Aleuria* and *Rothiemay*. The study area contains associated gardens of very high quality including those at *Mahratta* and *Purulia*.

The area has an extensive tree canopy and may contain remnant native trees pre-dating the original subdivision.

The subject area is of **moderate significance** at a **local** level.

7.0 HERITAGE ASSESSMENT

7.1 METHODOLOGY

The following methodology has been used in this report.

7.1.1 Defining Conservation Areas

The Heritage Office and the Department of Urban Affairs and Planning have published a guide (*The Guide*) to defining and establishing conservation areas that provides measures for the assessment of conservation area.

Several definitions for conservation areas exist.

NSW Heritage Act 1977

The NSW Heritage Act 1977 uses the term *heritage precinct* to mean:

An area which contains one or more buildings, works, relics or places which are items of environmental heritage and which have a character which should be conserved

National Trust of Australia (NSW)

The National Trust defines an urban conservation area as:

An area of importance within whose boundaries controls are necessary to retain and enhance its character

It classifies these areas as if they are of *aesthetic, historic, scientific or social significance or other special value* for future generations as well as for the present community.

Factors to be assessed can include:

- Historical development
- Subdivision layout
- Pattern of development
- Parks
- Landscaping and gardens
- Buildings of various styles
- Forms
- Types and functional uses
- Historical or symbolic sites
- Streetscapes and skylines
- Landmarks
- Internal and External views

It is accepted that the fact that some items in a heritage area may have little or no heritage value does not diminish the value of the area.

7.1.2 Building Contributions

The Davies Review determined the rankings of buildings as follows.

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

This study has followed this methodology and ranking assessment and has determined that the key historical period is 1900 – 1941.

7.2 ASSESSMENT OF FOX VALLEY PRECINCT

7.2.1 Study Area and Expanded Study Area

The Study Area is the houses each side of Fox Valley Road from the Pacific Highway to Lucinda Avenue. The Area forms part of the subdivision of Brown's estate that covered a large area to the north and south of Fox Valley Road. The subdivision pattern to the areas outside of the Study Area would suggest that the development of the whole estate (apart from the commercial area close to the Pacific Highway) followed much the same pattern as the Study Area.

The areas in the Expanded Study Area followed a similar pattern of subdivision and development as the study area though there were few houses or other elements of note in the Expanded Area that would suggest that there was a wider area for consideration.

7.2.2 Assessment of the Potential Conservation Area

Using the above factors the area can be assessed as follows.

Historical development	The Study Area does not have a well defined pattern as it was part of a much larger estate and the original subdivision is not apparent in the built form
	Fox Valley Road is one of the earliest in the LGA
Subdivision layout	The subdivision pattern was formed partly in 1896 but only one property retains its boundary from the original subdivision that has been overlaid with smaller subdivisions that continued till the late 20 th Century and that includes battleaxe blocks
Pattern of development	The area was largely developed within a distinct time frame (1900-1941)
Parks	The Study Area has a small park at its western end
Landscaping and gardens	There is no distinct pattern of street plantings but most of the houses have gardens front and rear with mature plantings. Some houses retain original front boundary walls and fences but many have been replaced with high, unsympathetic fences
	There appear to be remnant trees dating from before the subdivision of the estate
Buildings of various styles	The house types are generally Edwardian and Inter War with some earlier Federation houses. There is considerable later development particularly to the battle axe blocks
Forms	Characteristic dwellings are single and two storey with hipped and gabled roof forms
Uncharacteristic elements	There are some uncharacteristic elements and features (painted brickwork, garages and carports) and many uncharacteristic dwellings that detract from the period the character of the area
Types and functional uses	The sites are dwellings
Historical or symbolic sites	None
Streetscapes and skylines	The study area is low scale and is characterised by its leafy canopy of trees
Landmarks	<i>Mahratta</i> and gardens
Internal and External views	Views are limited by the topography, the low scale of development and extensive plantings. There are long views along Fox Valley Road to the east and west

7.2.3 Building Contributions

The Building Contributions Map for the Study Area is shown below:

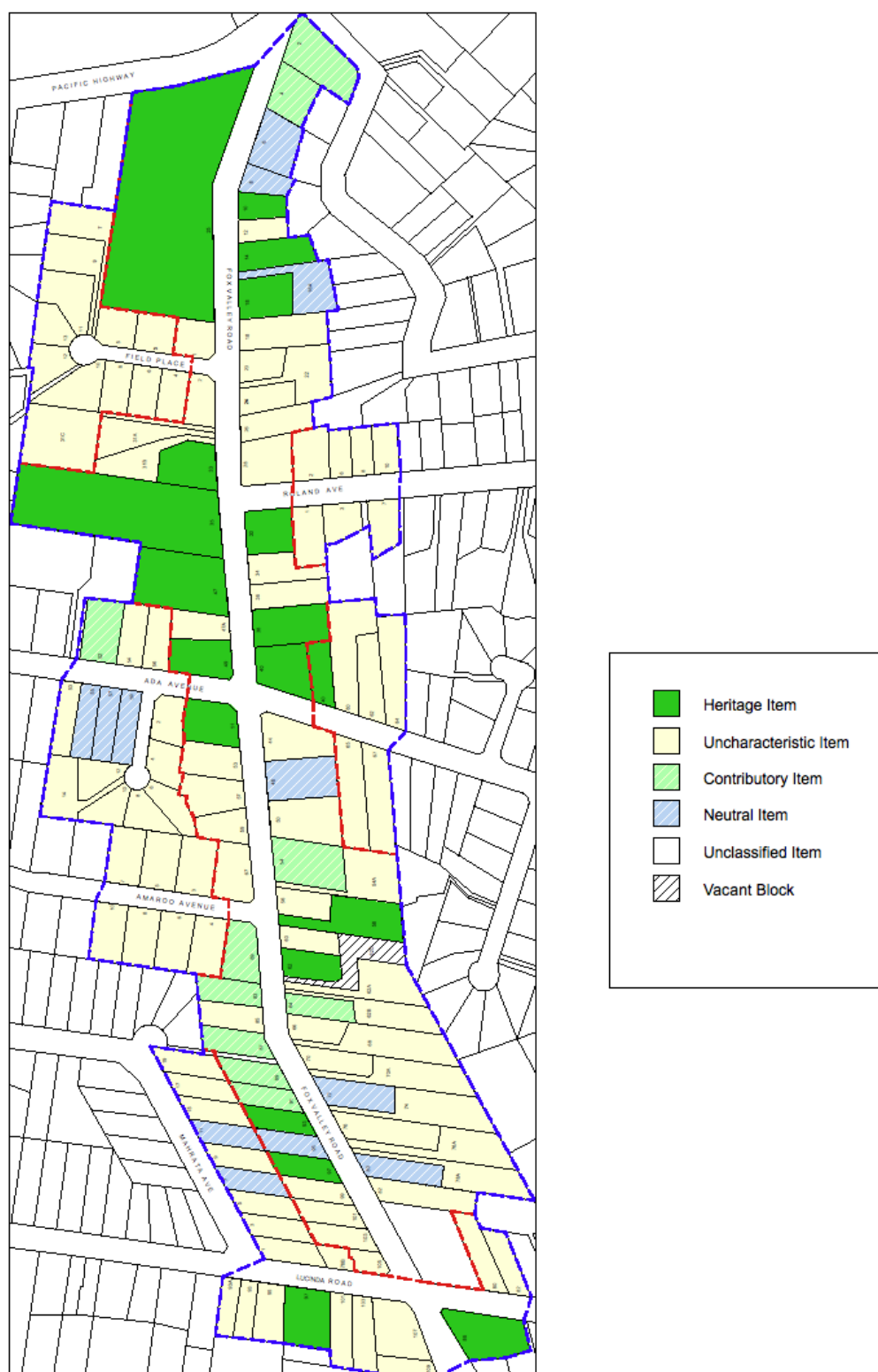


Figure 7.1 Building Contributions Map – Expanded Study Area

7.3 CONCLUSION AND RECOMMENDATIONS

7.3.1 Study Area

It can be seen that the majority of items (39) in the Study Area are considered to be *uncharacteristic*. There are (15) heritage items and (10) contributory items that would give a total of (25) contributory buildings. There are (7) neutral items that are from the key historical period but that have been altered to a degree that precludes their inclusion in the contributory ranking though they play a role in the character of the area.

The general characteristics of the Study Area are not sufficiently pronounced to merit identification of the Study Area as a conservation area as the general street features can be found in many of the suburbs in Ku-ring-gai. The original subdivision pattern has been overlaid to an extent that it is no longer readable.

Due to the large number uncharacteristic items the Study Area does not merit inclusion in the KPSO or the Draft LEP as a conservation area.

The heritage items identified in the Draft LEP adequately protect the most important buildings in the Study Area but there are some recommendations in regard to potential heritage items (see below).

7.3.2 Conservation Area Boundaries

Buildings in the Expanded Study Area are generally uncharacteristic and the area does not add to the quality of the Study Area for an expanded conservation area boundary.

The heritage items and contributory items are spread throughout the Study Area but there is a cluster of heritage, contributory and neutral items at the eastern end of Fox Valley Road (2-16 Fox Valley Road) that could be included in the existing Mahratta Conservation Area.

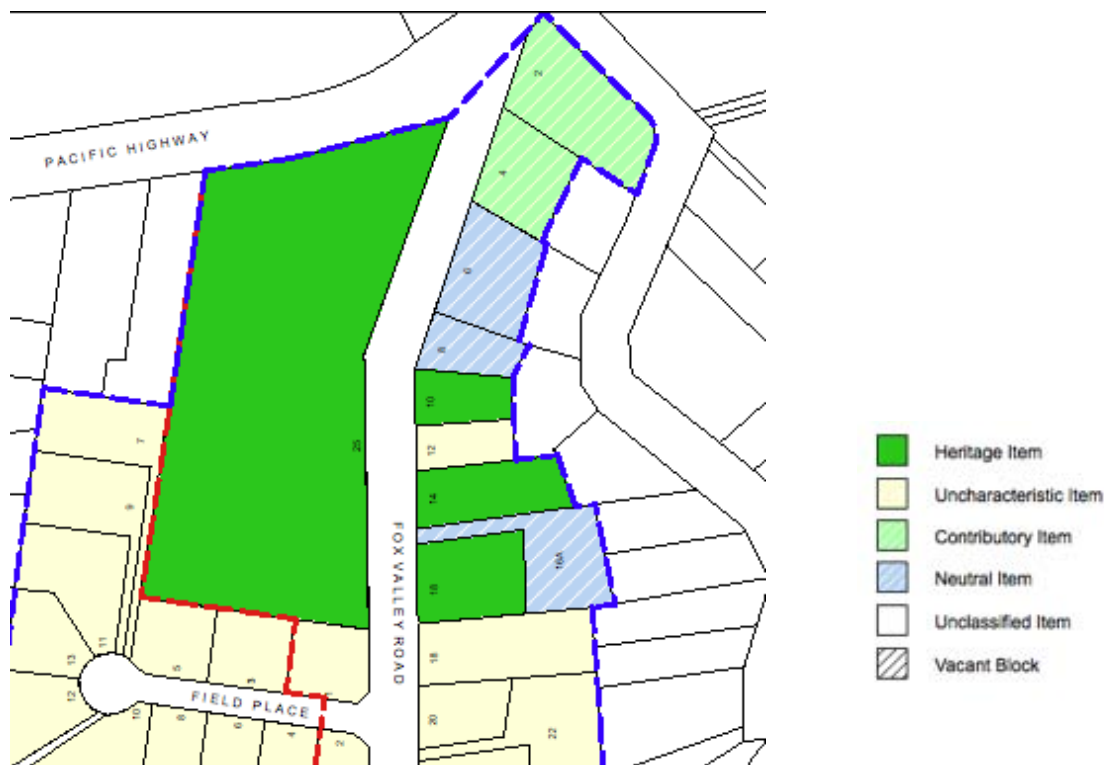


Figure 7.2 Cluster of characteristic items at the eastern end of Fox Valley Road

7.3.3 Potential Heritage Items

The various reviews of the Study Area have identified relevant heritage items and these have been included in the Draft LEP. Other potential heritage items identified in this study are:

	Address	Item
1	54A Fox Valley Road	Single storey, late Twentieth Century, Sydney School style house in face brick with flat metal roofs on a battleaxe block
2	47A Fox Valley Road	Two storey, late Twentieth Century house in the Brutalist style in face brick with a pitched, concrete tile roof with metal flat roofs. The house was built on a subdivision of 49 Fox Valley Road (a house designed and occupied by architect Glynn Gilling). The front fence piers were retained in the subdivision.
3	69 Fox Valley Road	Post War English cottage style house in face brick with stone dressings and a gabled terracotta tile roof. The house does not appear on the 1943 aerial

The two modern houses have been identified as uncharacteristic, though they are likely to be architect designed.

69 Fox Valley Road was identified as a contributory item. Though it is outside of the characteristic building period it has many of the qualities of the earlier houses.

7.3.4 Listing Sheets

The listing sheets for the heritage items in the Study Area contain scant information on the properties and these should be the subject of further research and assessment and the listing sheets upgraded accordingly.

8.0 SUMMARY AND RECOMMENDATIONS

8.1 SUMMARY

In summary, we consider that:

- Council should not proceed to formalise the area's listing as a heritage conservation area in the *Ku-ring-gai Planning Scheme Ordinance* or the *Draft Ku-ring-gai Local Environmental Plan 2013*

8.2 RECOMMENDATIONS

We would recommend that:

- Council should consider including the cluster of heritage, contributory and neutral items at the eastern end of Fox Valley Road (2-16 Fox Valley Road) in the existing Mahratta Conservation Area in the *Draft Ku-ring-gai Local Environmental Plan 2013*
- Further investigation be carried out as to the following items for potential identification as heritage items:
 - 54A Fox Valley Road
 - 47A Fox Valley Road
 - 69 Fox Valley Road
- The listing sheets for the heritage items in the Study Area should be the subject of further research and assessment and the listing sheets upgraded accordingly.

JOHN OULTRAM

9.0 APPENDIX B – SHI LISTING SHEET FOR THE MAHRATTA HCA

ITEM DETAILS						
Name of Item	Mahratta Heritage Conservation Area (HCA C4)					
Other Name/s Former Name/s						
Item type (if known)						
Item group (if known)						
Item category (if known)						
Area, Group, or Collection Name	Heritage conservation area					
Street number	See attached map for extension to the boundary of the HCA					
Street name						
Suburb/town	Wahroonga				Postcode	2076
Local Government Area/s	Ku-ring-gai Municipal Council					
Property description						
Location - Lat/long	Latitude				Longitude	
Location - AMG (if no street address)	Zone		Easting		Northing	
Owner	Various					
Current use	Residential/civic					
Former Use	Residential/civic					
Statement of significance	The Mahratta Heritage Conservation Area is of historical and aesthetic significance for its largely intact fabric (houses, gardens, street layout) dating from the 1890s through to the inter war period into the 1940s. The area is of aesthetic significance as it encompasses the State Heritage Listed Mahratta built 1941 on the corner of the Pacific Highway and Fox Valley Road with its substantial gardens designed by Paul Sorenson; the 1924 subdivision of Myall Avenue as a rare early cul-de-sac design, distinctive for its Inter war period housing and circular planting bed; the 1912 subdivision of the eastern end of Gilda Avenue, with its collection of Federation period to inter-war period housing. The area is of historical significance as one of the earliest areas of housing development on the western side of the Pacific Highway at Wahroonga, encompassing the 1896 Brown's Estate that covered a large portion of the area, the 1912 Warrawee View Estate (eastern end of Gilda Avenue) and the Myall Avenue (a subdivision of part of Toohey's Estate). The 1943 aerial photo of the area shows the eastern end of Gilda Avenue with unified formal street tree plantings (likely brush box), indicating the influence of the Wahroonga Progress Association in the early 20th century. The area has associations with John Brown who owned and cleared a large portion of land to the north and south of Fox Valley Road and whose descendants subdivided and developed the land from 1896 onwards. The area also has associations with Thoma Hyndes who was granted a large parcel of land at Wahroonga in 1838 that he used for timber getting.					
Level of Significance	State ☐			Local X		

DESCRIPTION						
Designer	Douglas S. Agnew (<i>Mahratta</i> – 1526 Pacific Highway) William Hardy Wilson (<i>Purulia</i> – 16 Fox Valley Road)					
Builder/ maker	Various					
Physical Description	The Mahratta Heritage Conservation Area encompasses the heritage item Mahratta (built 1941) at its southern end, and includes all of Myall Avenue, Nos.1536 to 1576 Pacific Highway 1A-9 and Nos. 2A-8 Gilda Avenue. The area encompasses housing from the Federation period to the 1940s: Mahratta constructed in 1941, housing in Myall Avenue being Inter-war to 1940s, housing along the Pacific Highway being predominantly Federation period; and housing at the eastern end of Gilda Avenue dating from the Federation period through to the 1940s. The adjusted area includes the properties at 2-16 Fox valley Road. Myall Avenue is a cul-de-sac accessed from the Pacific Highway, with a central circular bed with tree planting at the circular western end. Myall Avenue has concrete kerbing and guttering, mature street trees which are a mixture of native species set in grassed verges. Many houses have no front fences. Housing is predominantly Inter-war (1920s to 1930s) with some later housing. The Pacific Highway frontage of the heritage conservation area features many fine houses: “Yamba”, 1544 Pacific Highway, a 2 storey Federation house, “Kyeamba” 1548 Pacific Highway, a fine c. 1930s house, 1566 Pacific Highway - a two storey Inter War Old English style house, 1568 Pacific Highway, a Federation Queen Anne style house, “Rosemorán”, 1576 Pacific Highway - a two storey Federation period house, Purulia – a single storey, Inter War, Georgian Revival style house. High front fences along the Pacific Highway and Fox valley Road frontages, built for privacy, obscure views of many of these houses. The eastern end of Gilda Avenue features a number of Federation period and Inter war houses, with some later housing on subdivided blocks. Gilda Avenue is a wide street which features grassed verges, some soft edges, some concrete kerbing and guttering, and tall remnant blue gum high forest trees as street trees. Contributory housing in the area varies in style and period and includes Federation Queen Anne, Inter War California Bungalow, Inter-war Art Deco, Inter War Georgian Revival and Inter-war Old English styles. Housing is varied in style and materials, however brickwork predominates: either face brick or red texture brick depending on period and style of housing. Roofs are generally slate or unglazed terracotta. Windows are usually timber-framed, however later (1940s) style also often feature glass brick panels. Generally, some roof additions, some later cement rendering of walls. Some earlier houses have been replaced with more modern houses, and later subdivisions have resulted in later infill housing (eg 1A Gilda Avenue).					
Physical condition and Archaeological potential	Housing is generally in good condition.					
Construction years	Start year	1896	Finish year	1940	Circa	☐
Modifications and dates						
Further comments						

HISTORY	
Historical notes	Pre-contact and early contact Aboriginal history The name Ku-ring-gai comes from the Kuringgai or Guringai Aboriginal language group of the people who inhabited the area from Port Jackson north across Broken Bay and beyond Brisbane Water. The name has been adopted for both the Local Government area and the adjacent National Park to the north. There were two bands of the Guringai in what is now the Ku-ring-gai Local Government area: the Garrigal or Carigal people, who lived around West Head, and the Terramerragal, who lived in the Turramurra area. A ridge-top pathway made by the Guringai people was the route followed by what is now the Pacific Highway through Ku-ring-gai. Within six weeks of the arrival of the British First Fleet in Sydney in 1788, Governor Phillip went exploring around Broken Bay, and commented on the friendliness of the Aboriginal people. However, when he returned a year later, all except those too sick with smallpox fled from him. By 1790, over half of the Guringai nation had been wiped out by smallpox. By the 1840s, most of the Aboriginal people had disappeared from Pittwater and their traditional lands had been taken over by white settlers. Some Guringai survivors of the small pox epidemic formed what was known to the British colonists as the Broken Bay tribe led by Bungaree, who was notable for completing the first circumnavigation of Australia with Matthew Flinders in 1801-02. Another notable Guringai person in the early contact period was Bennelong's wife, Barangaroo, who was noted in colonist's records for her strong personality. Today, there are over 800 culturally significant Aboriginal sites found in Ku-ring-gai National Park, including rock engravings, rock shelter drawings, paintings and stencils, axe grinding grooves and shell middens, and Aboriginal people live throughout Sydney metropolitan area. There are around 100 recorded Aboriginal sites in the Ku-ring-gai LGA and large areas are considered to have high potential for unrecorded sites. These sites are still important to Aboriginal people living in the region and there are many Aboriginal people and local residents actively working to protect these sites and promote the rich Aboriginal heritage of the area. European settlement in the Ku-ring-gai area The earliest European settlement in Ku-ring-gai was along the major roads, and was generally rural in nature. During the 19th century, timber getting and orchards were major activities, and a few villas were built which are still extant (for example in the 1880s Grandview on Pymble Hill, 1178 Pacific Highway, the former orange orchard of which now forms part of the grounds of PLC school). Robert Pymble (commemorated in the suburb name), was an early timber-getter and orchardist who settled in Pymble in the 1820s and Robert McIntosh (commemorated in McIntosh Street Gordon) as another notable early orchardist of Ku-ring-gai. The North Shore Railway line was established in 1890, and subdivision of orchards and large estates for residential development near the railway stations proceeded thereafter. The location of stations along the railway defined the focus of the neighbourhood areas (with the exception of St. Ives, which developed on Mona Vale Road at a later stage). The railway line was duplicated in 1909, electrified in 1928. The subsequent opening of the Sydney Harbour Bridge in 1932 led to a major shift of Sydney's elite (the business owners and managers, the doctors, solicitors, architects, artists, politicians) to the north shore, and particularly Ku-ring-gai, from other areas of Sydney (particularly Ashfield, Burwood and Strathfield). Development of the Mahratta Area Governor Darling made a 640 acre (259ha) 1838 grant to emancipated convict, Thomas Hyndes. Hyndes had been in possession of the land since 1830, working it with convict labour and supplying timber to the colony. The land encompassed the area now bounded by the Pacific Highway, Fox Valley Road and Hewitt Avenue. Hyndes built a home for himself in Wahroonga. In 1840 Hyndes sold the land and in 1854 it was again sold, to John Brown, timber merchant. This land extended from Pearce's Corner, Wahroonga, fronting Lane Cove Road (now Pacific Highway) to a short distance beyond its junction with Fox Valley Road and extending to the boundary of the Lane Cove River. Brown aspired to own a square mile of land. This was a magnificent forest area then. Brown cleared land for an orchard and felled forest trees for timber. His expanding interests led to the name 'The Squire'. The names of Brown's sons and daughters have been perpetuated in the names of Lucinda, Ada and Roland Avenues, Wahroonga, in the vicinity. No real subdivision was effected until 1893, when Francis Gerard purchased 'The Foxground Estate' from John Brown, later re-offered for sale (c. 1900) as Brown's Estate. The earlier subdivisions were closer to the Pacific Highway and Fox Valley Road.

	The land at the corner of Fox Valley Road and Lane Cove Road (Pacific Highway), Wahroonga became the site of Mahratta -it was known as 'Brown's Paddock'. It passed through several hands until a Mr Allen became owner and named it 'Mahratta' which comes from two Indian words: Maha Ratcha meaning 'The Great Kingdom'. It was sold again, to Mr Joynton Smith (who was proprietor of the Carrington Hotel, Katoomba in 1918), who in turn sold in 1932 to T.A.Field. In 1940 Field demolished the existing house and in 1941 built the present house Mahratta to a design by architect Douglas S. Agnew in 1941 (Thorne, 1968, 53-7, 143-4). The insertion of smaller streets, avenues and closes within the Brown's Estate subdivision continued through the early 20th century -subdivisions of this period prior to 1925 included Gilda Avenue and Myall Avenue. Myall Avenue was offered for sale in 1925 as "7 choice home sites" as part of the "Warrawee Toohey's Estate". The subdivision of this cul-de-sac included the circular planting bed at the end of the street, and a pedestrian walkway into an adjacent reserve. A covenant attached to the subdivision required housing to be more that 1000 pounds in cost. Land at the eastern end of Gilda Avenue was offered for sale by Richardson & Wrench in 1912 as the Warrawee View Estate. At the time Gilda Avenue was a close off Lane Cove Road (Pacific Highway) and did not continue through to Ada Avenue. The Warrawee View Estate was a re-subdivision of Lots 10, 11, 12 and part Lot 9 of Brown's Estate. These lots were nearly 10 acres in area. Gilda Avenue formed part of Lot 9 of Brown's Estate, which had been purchased by Alicia Maher, wife of Sydney physican William Odillo Maher, who had built a house Goondee on the land in 1897 (1574-1576 Pacific Highway, now Rosemoran). Houses of interest in the section of Gilda Avenue included in the Mahratta HCA are: Malaya, No. 1 Gilda Avenue built for Ellen Cropper in 1923; Jelllamalong/Ashdene, 3 Gilda Avenue built in 1912 for Charles Vider, an auctioneer (the first house built in Gilda Avenue); Te Kainga, 7 Gilda Avenue, built 1913 for widow Florence Burnett (who remarried and became Florence Cowan by 1920, being then the wife of Ku-ring-gai's first Mayor William Cowan). 1943 aerial photos show most of Myall Avenue and the eastern end of Gilda Avenue developed at this time, with generous including in some cases tennis courts. Both the eastern end of Gilda Avenue and Myall Avenue have formal street tree planting at this time (possibly brush box), and Myall Avenue features a single tree planted in the circular planter bed at the western end of the street.
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THEMES

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

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The Mahratta Heritage Conservation Area is of historical significance as one of the earliest areas of housing development on the western side of the Pacific Highway at Wahroonga, encompassing the 1912 Warrawee View Estate (eastern end of Gilda Avenue) and Myall Avenue (a 1924 subdivision of part of Toohey's Estate). Myall Avenue was developed with a covenant requiring housing to be more than 1000 pounds in cost.
Historical association significance SHR criteria (b)	The area is closely associated with John Brown and his descendants who carried out the early development of the area and subdivided the estate. Brown is reputed to have built a house in Fox Valley Road. A number of houses within the area have historical associations with specific persons: for example No. 7 Gilda Avenue has association with first Ku-ring-gai Mayor William Cowan and his wife Florence. 16 Fox Valley Road (<i>Purulia</i>) is associated with notable architect William Hardy Wislon who designed and lived at the house
Aesthetic significance SHR criteria (c)	The HAC is of aesthetic significance as an area encompassing housing and streetscapes from the 1890s through to the inter war period and into the 1940s. The area encompasses the State Heritage Listed Mahratta built 1941 on the corner of the Pacific Highway and Fox Valley Road with its substantial gardens designed by Paul Sorenson; the 1924 subdivision of Myall Avenue as a rare early cul-de-sac design, distinctive for its Inter war period housing developed under a covenant and circular planting bed; the 1912 subdivision of the eastern end of Gilda Avenue, with its collection of Federation period to inter-war period housing; substantial houses along the Pacific Highway, many from the Federation period and retaining large gardens. A 1943 aerial photo of the area shows the eastern end of Gilda Avenue and Myall Avenue with unified formal street tree plantings (likely brush box), indicating the influence of the Wahroonga Progress Association on the area in the early 20th century.
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	Myall Avenue, developed 1924, is considered rare as an early cul-de-sac developed under a covenant requiring housing to be over 1000 pounds in value. Several of the houses in the area are considered to be very fine examples of their type including <i>Mahratta</i> (Inter War Art Deco) and <i>Purulia</i> (Inter War Georgian Revival)
Rarity SHR criteria (f)	
Representativeness SHR criteria (g)	Representative significance as a highly intact area developed in the early twentieth century / Interwar and post-war periods. The area is representative of suburban development in Ku-ring-gai the period 1890-1940s.
Integrity	High level of integrity of the building stock.

HERITAGE LISTINGS	
Heritage listing/s	Identified as part of a National Trust Urban Conservation Area in 1996.
	Two properties are listed on the State Heritage Register (<i>Mahratta</i> 1526 Pacific Highway & <i>Purulia</i> , 16 Fox Valley Road). There are two items listed on the Heritage Database of the NSW Office of Environment and Heritage (<i>Mahratta</i> 1526 Pacific Highway & <i>Purulia</i> , 16 Fox Valley Road)
	There is one property listed in Schedule 7 Part 1 of the Ku-ring-gai Planning Scheme Ordinance (<i>Mahratta</i> 1526 Pacific Highway). There are two properties listed in Schedule 7 Part 2 of the Ku-ring-gai Planning Scheme Ordinance (<i>Purulia</i> , 16 Fox Valley Road & 1548 Pacific Highway)
	There are ten properties listed in Schedule 5 Part 1 of the Draft Ku-ring-gai Local Environmental Plan 2013 (10, 14 & 14 Fox Valley Road) (1526, 1536, 1544, 1548, 1564 & 1566 Pacific Highway) (3 Gilda Avenue)

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
Report	Godden Mackay Logan	Ku-ring-gai Urban Conservation Areas Study Stages 2 and 2(a)	2002	Ku-ring-gai Municipal Council
Report	Moore R., Pike, P., Proudfoot, H. and Tropman, L.	Municipality of Ku-ring-gai Heritage Study	1987	Ku-ring-gai Municipal Council
Report	Godden Mackay Logan	Ku-ring-gai Urban Conservation Areas Study Stage 3	2005	Ku-ring-gai Municipal Council
Report	Godden Mackay Logan	Ku-ring-gai Urban Conservation Areas Study Stage 4	2005	Ku-ring-gai Municipal Council
Report	Paul Davies Pty Ltd	Ku-ring-gai Town Centres – Heritage Conservation Area Review	2008	Ku-ring-gai Municipal Council
Report	Godden Mackay Logan Keys Young	Ku-ring-gai Heritage and Neighbourhood Character Study Research	2000	Ku-ring-gai Municipal Council
Report	M.A. Schell & Associates	Street by Street Assessment of Visual Character of Ku-Ring-Gai September 1999	1999	Ku-ring-gai Municipal Council
Report	Jennifer Harvey	"Gilda Avenue and the Warrawee View Estate", The Historian, Vol 35, No 1, Oct	2006	Ku-ring-gai Municipal Council
Map		Subdivision maps	1890s – 1930s	Ku-ring-gai Library, Mitchell Library, Dept of Land and Property Information

RECOMMENDATIONS	
Recommendations	Council should proceed to formalise the extension of the Mahratta HCA to include 2-16 Fox Valley Road in the Ku-Ring-Gai Local Draft Local Environmental Plan 2013

SOURCE OF THIS INFORMATION			
Name of study or report	Fox Valley Road Conservation Areas Review	Year of study or report	2013
Item number in study or report			
Author of study or report	John Oultram Heritage & Design		
Inspected by	John Oultram		
NSW Heritage Manual guidelines used?		Yes ☒	No ☐
This form completed by	Robin Hedditch, Ku-ring-gai Council	Date	2013

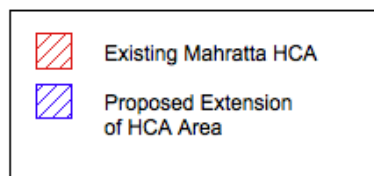
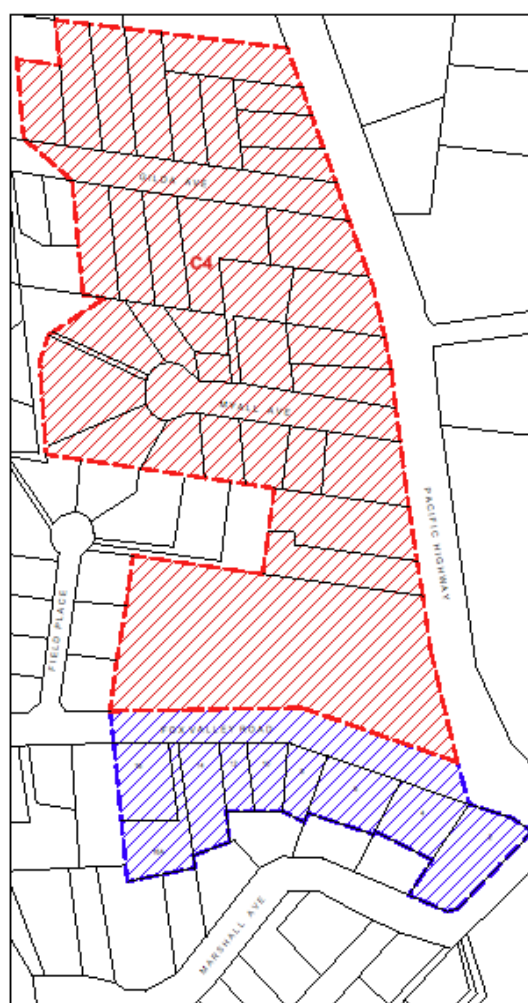
IMAGES - 1 per page

Image caption	Figure 1: Aerial view of the proposed extension to the Mahratta HCA				
Image year	2006	Image by		Image copyright holder	Google Earth



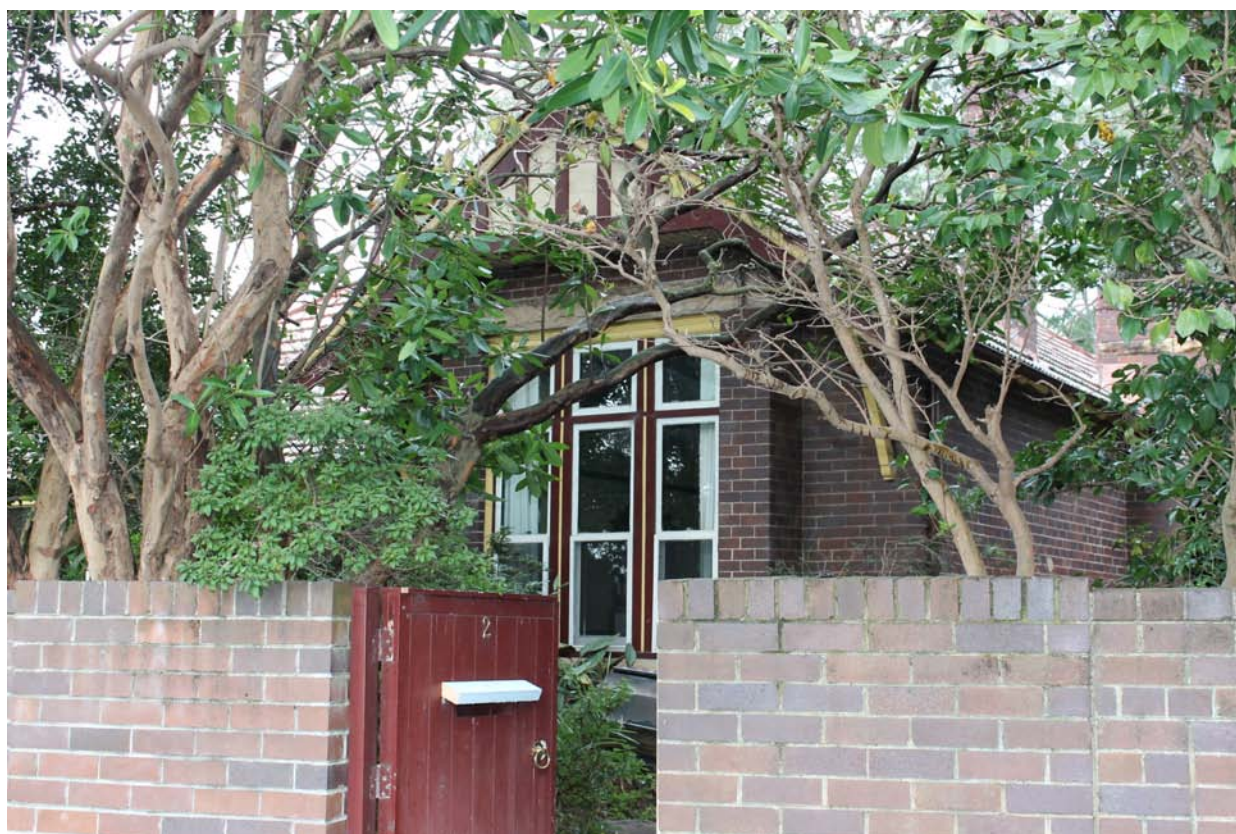
IMAGES - 1 per page

Image caption	Figure 2: Potential Expansion to the Heritage Conservation Area Boundary				
Image year	2013	Image by	JODH	Image copyright holder	



IMAGES - 1 per page

Image caption	Figure 3: 2 Fox Valley Road – modified late Federation style house				
Image year	2013	Image by	Tracy Loveridge	Image copyright holder	John Oultram Heritage & Design



IMAGES - 1 per page

Image caption	Figure 4: 4 Fox Valley Road – modified Inter War Arts and Crafts style house				
Image year	2013	Image by	Tracy Loveridge	Image copyright holder	John Oultram Heritage & Design



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Image caption	Figure 5: 8 Fox Valley Road – modified Post War house				
Image year	2013	Image by	Tracy Loveridge	Image copyright holder	John Oultram Heritage & Design



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Image caption	Figure 6: 10 Fox Valley Road – modified late Federation style house				
Image year	2013	Image by	Tracy Loveridge	Image copyright holder	John Oultram Heritage & Design



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Image caption	Figure 7: 14 Fox Valley Road –Federation style house				
Image year	2013	Image by	Tracy Loveridge	Image copyright holder	John Oultram Heritage & Design



IMAGES - 1 per page

Image caption	Figure 8: 16 Fox Valley Road – Intact Inter War Georgian Revival style house				
Image year	2013	Image by	Tracy Loveridge	Image copyright holder	John Oultram Heritage & Design



APPENDIX C –

Gilroy Avenue Turramurra Heritage Conservation Area (HCA) Inventory Sheet

NSW State Heritage Inventory form

ITEM DETAILS							
Name of Item	Gilroy Road, Turramurra Proposed Heritage Conservation Area.						
Other Name/s Former Name/s	Gilroy and Bungalow Estates Turramurra						
Item type (if known)	Heritage Conservation Area (proposed)						
Item group (if known)							
Item category (if known)	Cultural Landscape, Heritage Conservation Area.						
Area, Group, or Collection Name							
Street number							
Street name	Gilroy Road						
Suburb/town	Turramurra					Postcode	2074
Local Government Area/s	Ku-ring-gai Municipal Council						
Property description							
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner	Various						
Current use	Residential lands/dwellings						
Former Use	As above						
Statement of significance	Whilst the nearby Ku-ring-gai Avenue HCA contains large houses individually designed for the late 19th century well-to-do, Gilroy Road represents an early example of a more modest subdivision deliberately designed to cater for the evolving upwardly mobile middle class at the beginning of the 20th century. The Gilroy Road subdivision demonstrates the 'Garden Suburb' philosophy of regular lot sizes (around the 19th century church lands) consistent front and side setbacks and single storey houses sited on their lots to enable access to 'natural light' and 'fresh air'. Some also show evidence of early provision for the motor car with drive way wheel strips and 'motor homes' behind the footprint of the house. Gilroy Road is an early example in Ku-ring-gai LGA of the application of the garden suburb philosophy and together with its early 20th century building stock, it also demonstrates the application of architectural pattern book styles made accessible by major department stores for use by both small builders and home owners. The bulk of the housing stock dates from the Federation and interwar eras. The southern end nearest to the Pacific Highway ridge through to the gully midway along the street is more intact. Within the study are consistent 'groups', e.g. n°s 19-29, 45-47 and 2-10. The street retains a high degree of integrity in planting, layout and residential allotment and building detail, character and form and is representative of a planned "garden suburb" setting in the Ku-ring-gai area.						
Level of Significance	State ☐				Local ☒		

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DESCRIPTION						
Designer	Unknown					
Builder/ maker	Various					
Physical Description	Gilroy Road traces a northern sloping ridge spanning from the north of the shopping strip of Turramurra business district in Rohini Street to its termination at Karuah Oval passing across Brentwood Avenue. The study area lay between Brentwood Avenue and the rear of the shopping strip. The street edge is defined by kerb and gutter with a bitumen footpath on the western side and a concrete pathway on the eastern side. There are a range of gutter and footpath crossings varying from concrete to concrete wheel strips and paving in between to bitumen with concrete transitions. Property edges are fenced with little consistency in form and type including timber picket fences, some pool type fences and brick dwarf walls with composite brick and metal / timber fences. Street tree planting is likewise variable, however the regularity of street tree planting provides some visual continuity. What lay beyond the street edge is a coherent collection of interwar dwellings representing architectural pattern book styles made accessible by major department stores for use by both small builders and home owners. The bulk of the housing stock dates from the Federation and interwar eras. The southern end nearest to the Pacific Highway ridge through to the gully midway along the street is more intact than the northern end. Within the study are consistent 'groups', e.g. n's 19-29, 45-47 and 2-10 reflected in the Gilroy Study Area Built Contribution maps contained in the accompanying report and Indicative Built Area Era map.					
Physical condition and Archaeological potential	There is a regular pattern of low scale inter war bungalows with architectural treatments that emphasise their horizontality. The buildings sit square on their allotments which are all of a regular size and arrangement. There is a consistency in the materiality and finishes with preponderance of dark face brickwork and gable roofed cottages incorporating decorative embellishments such as battened sheet finishes and vent grilles. Many of the older housing incorporate verandahs facing the street frontage. Many of the newer buildings adopt a similar pattern. Driveways are located at one side of the residences and lead to rear or side positioned single car garages. The fences to street frontages, whilst variable in form define the street edge and the simple front gardens. The former church lands contain the most uncharacteristic infill development. Otherwise there are only a few recent i.e. post c.2000 replacement house forms considered to be detracting, and it is most unfortunately that these involve two of the earliest houses built in Gilroy Road.					
Construction years	Start year	1912	Finish year	onwards	Circa	☒



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Heritage
Office

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Modifications and dates	
Further comments	The bulk of the housing stock dates from the Federation and interwar eras.
HISTORY	
Historical notes	From 1815, the Turramurra area was a timber getting area. Gilroy Rd is situated on land granted to John Terry Hughes in 1842 and together with the 1822 grant to Thomas Hyde, forms the 2000 acres <i>Big Island Estate</i>. John BRODIE [1832-1911] purchases land from John Brown in 1860. Brodie applies for his land to be converted to Torrens Title in 1874. It becomes Lots 2 and 3 Section 1 of the <i>Big Island Estate</i> containing 50 acres 2 rods 37 perches. John Brodie was born in Fifshire Scotland and migrated to Australia via New York aged 22 (1854). From 1840 to 1880, the central part of Turramurra was a farming area comprising orchards and market gardens. In 1876 the <i>Big Island Estate</i> subdivided by Burns, Withers & Burdell Smith – lots were sold off in large portions to be later re-subdivided for residential development. August 4, 1879 John Gilroy married Mary Ellen BRODIE [d. July 1929] who have 10 children (6 daughters and 4 sons) between 1880-1904. In 1880 John & Mary Gilroy acquire part of the <i>Big Island Estate</i> from John & Ellen Brodie, being all the land fronting Rohini Street and Lane Cove Rd (Pacific Hwy), and abuts the <i>Brodie</i> and <i>Fifshire</i> estates. By 1891, the population of Turramurra had reached 142 (from Census records). "Peter Gilroy's dairy in central Turramurra catered for the growing population" (Godden McKay Logan and Keys Young 'Ku-ring-gai and neighbourhood character study' ch26 Turramurra p367). It in this 1890s period that churches, private schools and hospitals were established in Turramurra. October 7, 1897- the <i>Brodie Estate</i> (DP3422) contains 44 one acre lots bounded by east side of future Gilroy Rd to Ku-ring-gai Avenue. A re-subdivision of part of this becomes the <i>Fifshire Estate</i>, and includes east side of Gilroy Rd. It is around this time that Mary Gilroy builds 2 houses ; <i>Hope</i> and <i>Alluera</i> (extant in 2013) at n° 17 and 19-21 Eastern Rd, which she initially rents. The <i>Sands Directory</i> records Peter Gilroy as living in <i>Alluera</i> from 1898 to 1912 after which the family moves into <i>Hope</i> (19 Eastern Rd) until 1924. <i>Hope</i> was demolished 1928 to make way for a church. By 1900 Peter Gilroy is recorded as owning 16 acres in Gilroy Rd vicinity and a further 6 acres of unenclosed land on [Great] Eastern road The Nov 5, 1900 Act of NSW Parliament assents to empower Mary Gilroy to sell the lands settled by John and Ellen Brodie. In that same year the Wahroonga Progress Association undertakes street beautification planting Camphor laurel trees. Some of these trees appear to survive as extremely large individuals in Gilroy Road.

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	The 1901 population of Turramurra is recorded as 1,306, representing a tenfold increase over a period of ten years. In 1901, Richard Stanton & Son Auctioneers and Estate Agents advertise the <i>Gilroy Estate</i> subdivision of 31 half acre lots, 63 feet wide by between 362 feet and 372 feet deep (or in blocks to suit purchasers) fronting onto Eastern Rd through to rear boundaries that would later become Gilroy Road; two houses shown on the plan being <i>Alluera</i> and <i>Hope</i>, and land on the northern side of Land Cove Road [Pacific Highway], now the shopping strip. The Blocks were described as having Auction held on 11 October 1902 under the old systems title. The blocks were advertised being "...planted with well grown fruit trees." (See Figure 2). This coincided with Stanton's release of his Haberfield Estate in Ashfield, which proof not only highly popular but also financially very successful. Stanton was by then a leading advocate of the 'garden suburb' concept and a founding member of the Town Planning Association with John Sulman. He was well connected in the business world and member of well renowned an select men's clubs. Stanton went onto to also found the Real Estate Institute and was charged with the resumption of land to create Martin Place. January 2, 1902 Surveyor Samuel Chatfield prepares a plan for Gilroy Road. 27th April 1903 Mary Gilroy converts 15 acres 2 rods and 29 perches of land to Torrens Title as Lot 4 Section 1 DP 6494 of the former <i>Big Island Estate</i>. In 1903 within the Brodie Estate, Ku-ring-gai Ave becomes the location of significant homes on lots greater than 1 acre: by 1903 16 are recorded in the Sands Directory. By 1905, Turramurra is a thriving small business and shopping centre. March 2, 1912, the <i>Gilroy Estate</i> subdivision is re-advertised by Raine & Horne but with changed layout containing 71 smaller lots and new streets – Gilroy Rd and Brentwood Ave. <i>Alluera</i> and <i>Hope</i> continue to be shown plus the Post Office (1901 as lot 4 : 1912 as lots 6&7) and a building on lots 11-13, both fronting onto Cherry St (Rohini St) (See Figure 3). 29 lots were sold at auction. NOTE that the east side of Gilroy Rd which belonged to the <i>Fifshire Estate</i> was excluded. In 1912, Gilroy transfers his dairy to Chase Rd with three large cut out cows advertising <i>Horlicks Malted Milk</i>. These remained well into the Inter-war era. Gilroy builds a steam sawmill on the site of the c2008 Westpac Bank, which survived there until 1940s. Gilroy allows circuses to set up on the present site of the Baby Health Centre. Peter Gilroy has a high profile in the Turramurra area during this period. [source: Focus on Turramurra p82] The 1913 Lighting Rates for Turramurra shows: • 2 houses owned by Mary Gilroy called <i>Alluera</i> and <i>Hope</i> in Eastern Rd. <i>Alluera</i> occupied / rented by John Barnard, Marine Engineer • Gilroy Rd show 5 houses built : n°30 <i>Soliel</i> on lot 38, n°32 <i>Kingston</i> lot 57, Lot 44 and n°46 lot 50, and on south side of the lane n°1-5 <i>Koloma</i> on lots 17 & 18. • Gilroy Rd n°7 Lot 16 was owned by Martin Gilroy described as land, he later builds the
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	house <i>Grafton</i> (2013 extant). October 30 1915, lots 3-11 of <i>Fifshire Estate</i> were re-subdivided as the <i>Neal's Bungalow Court Estate</i> (13 lots) so that the back portion of former <i>Fifshire Estate</i> lots that fronted onto Turramurra Ave, now front Gilroy Rd, and includes four "Artistic Bungalows" on lots 3-6 in Gilroy Rd. and nine land parcels (Lots 7 to 14). (See Figure 4). Nov 18, 1918 the balance of the <i>Gilroy Estate</i> was offered for sale by Raine & Horne with an average lot size 50 x 140 feet with frontages to Eastern Rd, Gilroy and Cherry Street (now Rohini Street) The sale was scheduled for 27 November 1918. In the 1920s, the Eastern Road component of the Stanton Gilroy Estate saw construction substantially complete. The 1921 Valuation Books record: • n^o24 Lot 61 of Gilroy Estate and nos 35 (re-subdivision lot 6 DP11993 lot 3), 37 (lot 6 DP11993 lot 2) & 39 (lot 6 DP11993 lot 1) of <i>Fifshire Estate</i> described as low land containing a shallow watercourse. • n^o46 cnr Brentwood Lot 50 <i>Karuah</i> weatherboard cottage. • Lots 44, 45 & 46 being purchased from Mary Gilroy by Ku-ring-gai Municipal Council for <i>Karuah Park</i>. The Sands Directory of 1924 records 24 houses existing in Gilroy Road. In 1925 the Turramurra League was formed to resist development, but promoting shops in Rohini Street and to promote a strong community spirit. July 1926, land at 17A Eastern Road purchased by the Trustees of the Presbyterian Church. St Margaret Presbyterian Church opened 27 November 1927 In 1928 two blocks at n^{os}18-22 Gilroy Rd Lots 63 & 62 were purchased by Margaret Gillespie. She was the daughter of Mr (later Sir) Robert Gillespie, elder of the Wahroonga Church, who donates them to the Church. The 1932 Sands Directory shows 32 houses existing in Gilroy Road. February 22, 1932 Peter Gilroy died at age 76 years whilst living at 11 Devonshire Street, Chatswood. In the 1940s, Ku-ring-gai Municipal Council replaced the Camphor laurel trees with Brushbox (<i>Tristaniaopsis</i>). Between 1990 and 2000, Ku-ring-gai Council purchased 3 houses (nos 2,4 and 6 Gilroy Road for use as a Park. LEP 194 gazetted in 2004 proposed rezoning of land under LEP 194 and the Town Centres LEP permitted a scale and intensity of commercial and residential development that vastly exceeds the guidelines for growth contained in the Metropolitan Strategy and is inconsistent with the Key Directions of the Strategy which are to 'protect the natural environment of the subregion' and protect the cultural and heritage elements of the subregion.' (McMillan. Jane in Submission for the Planning System Review: Planning in Ku-ring-gai- a case study p5 - http://www.planningreview.nsw.gov.au/LinkClick.aspx?fileticket=TZfeHGN-7H0%3D&tabid=105&mid=516)
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THEMES	
National historical theme	Peopling Australia. Developing Local, Regional and national Economies. Building Settlements Towns and Cities.
State historical theme	Development of Towns Developing Local Economies

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The resumption of Brodie lands by the Railway Commissioners (to build the Turramurra portion of the North Shore Line), was followed by a protracted legal action which was only solved by the Act of Parliament in 1900. This coincided with the first offering of the Gilroy Estate by Richard Stanton. Why choose Stanton in 1901? This coincided with Stanton's release of his Haberfield Estate in Ashfield, which proved not only highly popular but also financially very successful. Stanton was by then a leading advocate of the 'garden suburb' concept and a founding member of the Town Planning Association with John Sulman. He was well connected in the business world and member of well renowned select men's clubs. Stanton went on to also found the Real Estate Institute and was charged with the resumption of land to create Martin Place. Lots indicatively failed to sell because of the lack of certainty about title to the land and proof of ownership traced back to the original grant under Old Systems Title. Subsequently the land was converted to Torrens Title thereby enabling the Gilroy Estate to be re-advertised for sale in 1912. The re-release of the Gilroy Estate in 1912 was just before the advent of World War 1. Records imply sale of land only picked up after the conclusion of the War from c1918 onwards and the subdivision was fully built upon by the mid-1920s.
Historical association significance SHR criteria (b)	Associated with early Ku-ring-gai settler, Peter GILROY and his wife Mary (nee Brodie), whose father was a partner to the subdivision of the land grants that formed the <i>Big Island Estate</i>. On arrival in Australia from Ireland Peter Gilroy settled in Turramurra initially as a farmer, dairyman and later a fuel and produce merchant in Rohini St. He took an active part in the organisation agitating for the building of the Sydney Harbour Bridge and in the foundations of Turramurra. The original Gilroy Estate subdivision of 1901 was promoted by Richard STANTON, the founder of Haberfield Garden Suburb.
Aesthetic significance SHR criteria (c)	The bulk of the housing stock dates from the Federation and interwar eras and most remain in an intact state, despite the disparate street edge treatments, there is an overall sense of consistency in the presentation to the public domain.
Social significance SHR criteria (d)	The Estate demonstrates the application of architectural pattern books' styles made accessible by major department stores for use by both small builders and home owners. It is an example of the developing trend of marketing driven stylistic trends and striving for presentation of social "position".
Technical/Research significance SHR criteria (e)	Richard Stanton developed Australia's first specifically laid-out 'garden suburb' of Haberfield in 1901, which was based on these principles, and his subsequent developments such as those in Strathfield and Mosman also display these characteristics. Gilroy Road is an example of his garden suburb philosophy with clear evidence linking him to the impending development of the Estate. The later release of the Bungalow Estate included house and land packages which may have led the way of the development of the final character of Gilroy Road.



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Rarity SHR criteria (f)	N/A
Representativeness SHR criteria (g)	The street is representative of the iconic planned "garden suburb" streetscape of the Ku-ring-gai area. Gilroy Road is an early example in Ku-ring-gai LGA of the application of the garden suburb philosophy and together with its early 20 th century building stock, it also demonstrates the application of architectural pattern book styles made accessible by major department stores for use by both small builders and home owners.
Integrity	The street retains a high degree of integrity in planting, layout and residential allotment and building detail, character and form with minimal intrusive built interventions.

HERITAGE LISTINGS

Heritage listing/s	There are no LEP heritage items listed on the State Heritage register, State Heritage Inventory, Ku-ring-gai Local Environmental Plan (Local Centres) 2012 nor Schedule 7 of the Ku-ring-gai Planning Scheme Ordinance.

INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
Report – Study	Godden Mackay Logan – Keys Young	"Ku-ring-gai Heritage and Neighbourhood Character Study"	2000	Ku-ring-gai Council
Report/Study	Godden Mackay Logan	<i>Ku-ring-gai Urban Conservation Area Study</i>	2002	Ku-ring-gai Council
Report/Study	Paul Davies Pty Ltd	<i>Ku-ring-gai Conservation Areas North Review,</i>	2010	Ku-ring-gai Council

RECOMMENDATIONS

Recommendations	In line with the Godden Mackay Logan – Keys Young "Ku-ring-gai Heritage and Neighbourhood Character Study" the Inter war housing in the Gilroy Estate as defined in the attached Figure 5, deserves recognition as a Potential Heritage Conservation Area.
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SOURCE OF THIS INFORMATION

Name of study or report	Empirical Review by Stephen Booker and Susan Jackson Stepowski. Peer Review draft Heritage Conservation Areas Ku-ring-gai North by Paul Davies	Year of study or report	2012
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Item number in study or report			
Author of study or report	Stephen Booker and Sue Jackson Stepowski		
Inspected by	Stephen Booker and Sue Jackson Stepowski		
NSW Heritage Manual guidelines used?	Yes ☒	No ☐	
This form completed by	Stephen Booker	Date	3/06/13



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IMAGES - 1 per page

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

Image caption	Figure 1: Aerial view of the study area				
Image year	2006	Image by		Image copyright holder	Google Earth

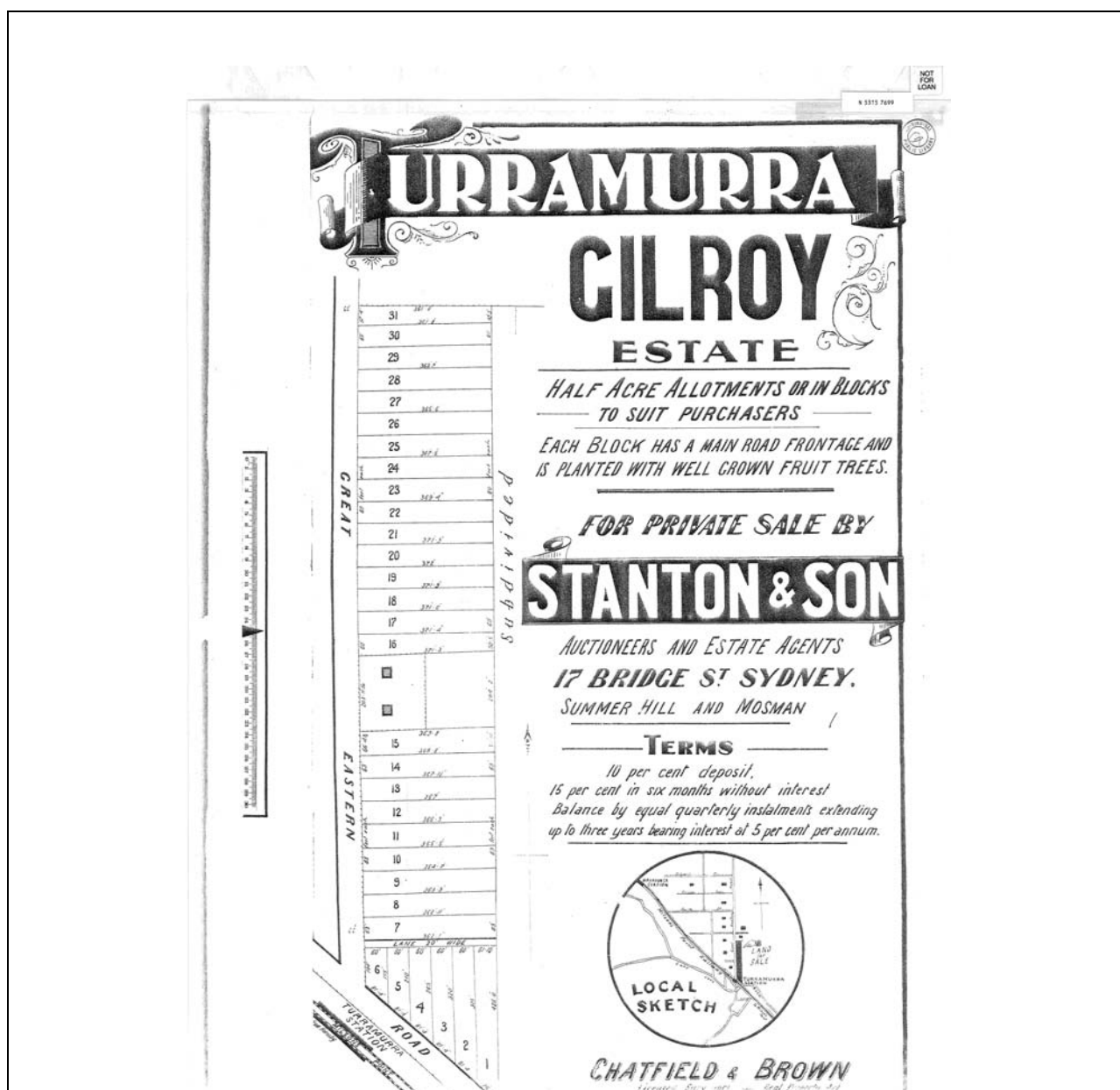


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IMAGES - 1 per page

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

Image caption	Figure 2: 1901 Stanton Subdivision Plan.				
Image year		Image by		Image copyright holder	

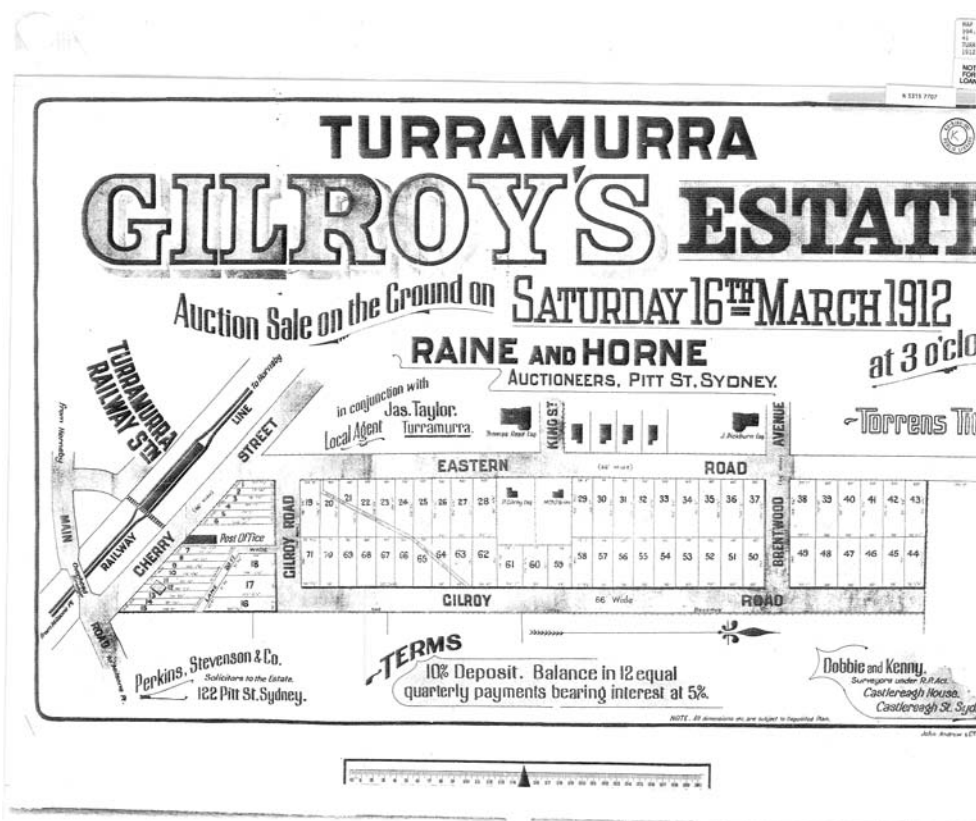


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IMAGES - 1 per page

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

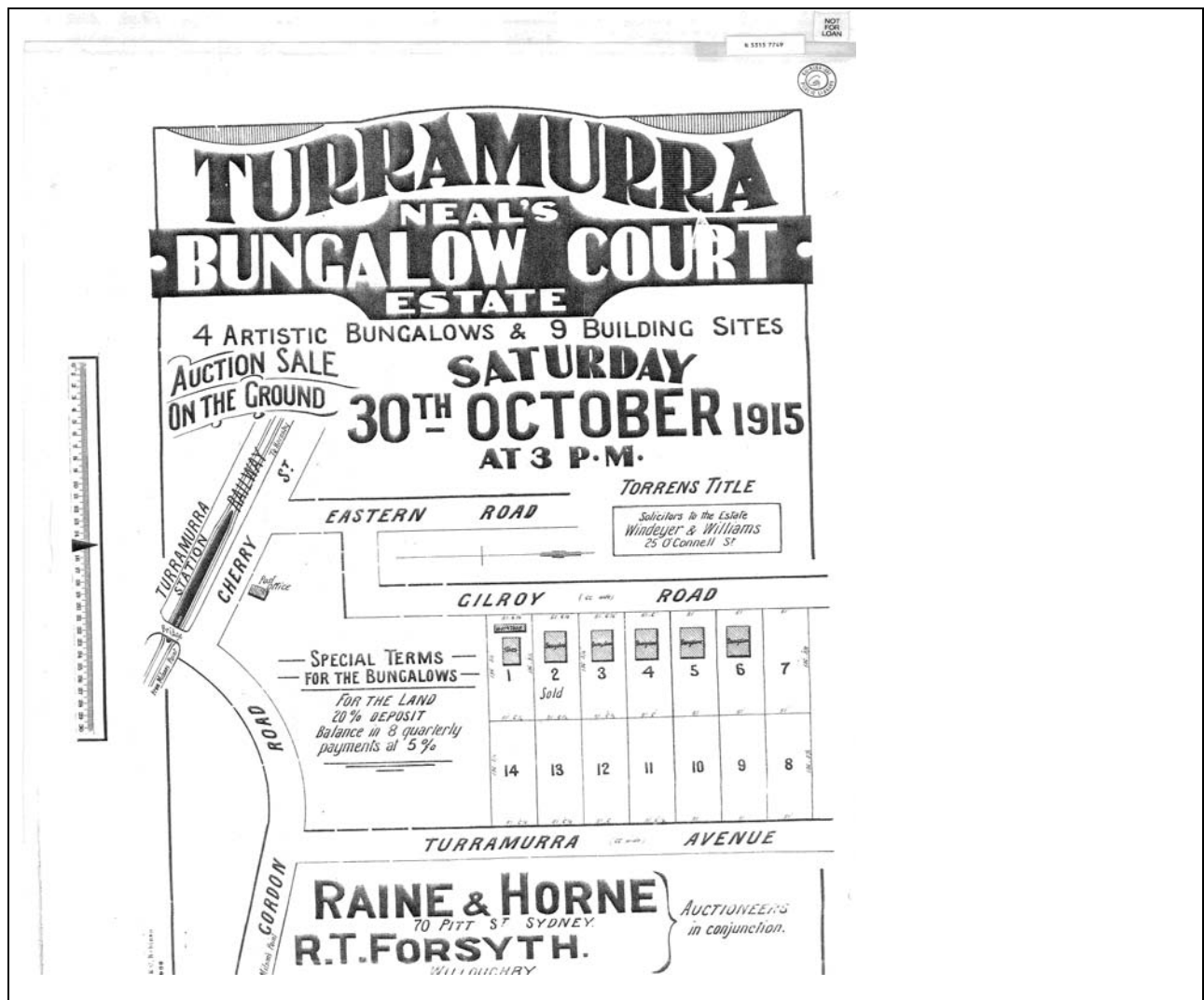
Image caption	Figure 3: 1912 Subdivision Raine and Horne				
Image year		Image by		Image copyright holder	



IMAGES - 1 per page

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

Image caption	Figure 4: 1915 Neal's Bungalow Court Estate Subdivision				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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

Image caption	Figure 5: Potential Heritage Conservation Area Plan				
Image year	2013	Image by	SRB	Image copyright holder	Carste STUDIO pty ltd



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IMAGES - 1 per page

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

Image caption	Figure 6: 27 Gilroy Rd. Typical of the Californian Bungalow buildings and setting				
Image year	2012	Image by	Google	Image copyright holder	Google Earth



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IMAGES - 1 per page

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

Image caption	Figure 7: 27 Gilroy Rd. Typical of the Californian Bungalow buildings and setting				
Image year	2012	Image by	Google	Image copyright holder	Google Earth

IMAGES - 1 per page

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

Image caption	Figure 6: 27 Gilroy Rd. Typical of the Californian Bungalow buildings and setting				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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

Image caption	Figure 7: 53 Gilroy Road. Typical pattern book residence.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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IMAGES - 1 per page

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

Image caption	Figure 8: 57 Gilroy Road. Newer 1960s building at the northern end. Building form is still compatible with the general stree character whilst the property edge is lacking the definition of the earlier building stock.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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IMAGES - 1 per page

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

Image caption	Figure 9: 2 Gilroy Road. A property earmarked for demolition to make way for a park. It is a good example of its type and fitting in the setting despite having been rendered. It should be retained and occupied.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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

Image caption	Figure 10: 4 Gilroy Road. Despite the car port addition, the overall form of the buildings retains the essence of elements characterising the streetscape				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski





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IMAGES - 1 per page

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

Image caption	Figure 11: 10 Gilroy Road. Another example of the form and materiality consistent in the higher proportion of the buildings in the street.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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IMAGES - 1 per page

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

Image caption	Figure 12: 18 Gilroy Road. St Margarets Village. A development that in form and scale is the principal intrusive element in the streetscape.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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IMAGES - 1 per page

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

Image caption	Figure 13: 30 Gilroy Road. Development of buildings and denuding of landscape frontages is to be avoided in the street to retain its integrity				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning





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IMAGES - 1 per page

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

Image caption	Figure 14: 36 Gilroy Road. One of the older remaining buildings in the street from the Federation era.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning



IMAGES - 1 per page

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

Image caption	Figure 15.:28 Gilroy Road, retaining its form and layout with the Motor Home located at the rear of the property in a simple grassed and garden setting.				
Image year	2012	Image by	SJS	Image copyright holder	Sue Jackson Stepowski Planning



APPENDIX D –

Hillview HCA Inventory Sheet



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A8 Hillview Precinct State Heritage Inventory Form

ITEM DETAILS							
Name of Item	Hillview Heritage Conservation Area						
Other Name/s Former Name/s							
Item type (if known)							
Item group (if known)							
Item category (if known)							
Area, Group, or Collection Name							
Street number	1362,1360,1358,1356,1340-1334 Pacific Highway, 8,6,4,2 Kissing Point Road, 1/4,2/4,6 Boyd Street						
Street name	Pacific Highway, Kissing Point Road, Boyd Street						
Suburb/town	Turramurra				Postcode		
Local Government Area/s	Ku-ring-gai						
Property description							
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner							
Current use							
Former Use	<i>Hillview</i> –Health Retreat, Guest House Commercial Residential – single units						
Statement of significance	The Hillview Heritage Conservation Area displays a layering of history of the North Shore. The precinct is an historical record of the growth of the North Shore, its attractiveness as a retreat from the inner city of Sydney and the building of the railway which encouraged this growth. The whole records the subdivision of land (Section 3) and the speculative investment by the Port Jackson Land and Investment Company (c1885) in land originally used for farming and orchard use as part of the grant to Thomas Boyd in 1832. The current subdivision pattern of <i>Hillview</i> and surrounding properties display the continued investment by smaller business owners and wealthy businessmen. These latter included Ivan Auprince and Edmund Sheffield Willoughby Paul who purchased <i>Hillview</i> and surrounding land. <i>Hillview</i> operated prior to and during Auprince's time as a Health Resort and was developed by Paul with a new grand Guest House. Other parts of the subdivision included smaller lots than <i>Hillview</i> and fronted the Pacific Highway, Kissing Point Road and Boyd Street. The shopfronts and former Commonwealth Bank on the Pacific Highway record the development of the Pacific Highway (formerly called Lane Cove Road) as a main thoroughfare and the commercial centre of Turramurra that grew around the Railway Station. Kissing Point Road records the residential development with the building of both cottages and larger houses. The building of the "Paisley" flats has diminished this earlier historical record, though it represents the later development of flats in the commercial centres of the North Shore. Boyd Street provides a frontage for <i>Hillview</i> and also records the earlier subdivision of this land into smaller lots. Similarly this						

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	has been altered with a later flat development that has diminished the significance. Boyd Street is assessed as retaining adequate significance to represent the historical layers of the development. The whole of the Hillview Conservation Area is significant within Ku-ring-gai as a precinct that displays values such as a mature landscape setting, varied topography that creates vistas and distant views framed by trees and a predominant built form that contributes in scale and form to the streetscape. The buildings within <i>Hillview</i> are significant examples of Federation style architecture from the earlier Queen Anne Federation style with elaborate and decorative details to the simpler garage building. The dominant siting of <i>Hillview</i> for display and to experience panoramic views enhance the architectural significance of these buildings. The mature trees and garden setting that is partially retained today also contributes to the setting and aesthetic significance of the <i>Hillview</i> complex. The Commonwealth Bank is a rare example of an intact Art Deco style bank building. The shopfront on 1360 Pacific Highway is a rare example of an intact shopfront with leadlight windows. <i>Hillview</i> is a representative example of a late Victorian and early Federation residence and later Guest House complex. The conservation of a part of the grounds and curtilage of <i>Hillview</i> has conserved its significant setting and siting with views towards Sydney contributing to its representative qualities as a place of retreat. <i>Hillview</i> is used by the community as a health service, its grounds are accessible to the public and it is valued by the local community of Ku-ring-gai.	
Level of Significance	State ☐	Local ☒

DESCRIPTION	
Designer	na
Builder/ maker	na
Physical Description	The following includes a description and assessment of the degree of contribution to the streetscape. Hillview Conservation Area is bounded to the north by the Pacific Highway, to the west by Kissing Point Road, to the south by Boyd Street and to the east by the North Shore Railway Line. The precinct drops to the south and has panoramic views from the northern parts of the Hillview site towards Sydney, Botany and the Kurrajong Mountain Ranges. Hillview Hillview contains a number of buildings that include a residence with a north frontage to the Pacific Highway and extensive views to the south and south-east. The house was built between 1884-1893 and is Federation in style. It is face brick with a terracotta tiled roof and has elements of the Federation style such as projecting gables and tall brick chimneys. It has been altered with later additions to the south and decorative details may have been removed. These additions include east and west wings constructed with terracotta blocks. The building is currently used by the Hornsby and Ku-ring-gai Hospital. A larger house is located to the south which was built in c1913. This takes full advantage of views to the south. It is Federation Queen Anne in style with an impressive Classical portico and is built as two to three storey in face brick with a terracotta roof. Other elements include decorative chimneys turned timber columns, timber valances, balustrades and brackets on large verandahs and asymmetrical and varied massing with projecting gables. The garage is located to the west of the site. It was built in c1915 in Federation style to appear similar in form to a coach house and stables. The building includes six garages with a residence on the upper

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	floor. It is built in face brick with a steep pitched terracotta tiled roof. The building is symmetrical in design with a central large gable and two surrounding bays. Each bay contains a garage door opening which have been replaced with roller doors on the two outer bays. The central bay retains timber ledged and braced hinged doors. The building to the east c1960s and is known as "Rotary Cottage". It is referred to as a Kindergarten facility and is currently used by the Hornsby and Ku-ring-gai Hospital for Occupational Therapy. It is a cream face brick building with a flat metal roof. The site includes mature trees such as deodars and camphor laurels, the latter which were planted as hedges and have been left to grow. The garden also includes a remnant croquet lawn, and terraced lawn areas and driveways. The original cast iron gates are located in the northern garden area. The stone fence and gateposts have been relocated due to road widening on the Pacific Highway. <i>Hillview forms an historical complex with aesthetic and architectural significance. The buildings are a dominant element within the site and as viewed from the Pacific Highway and Boyd Street. The gardens and mature trees further enhance the Hillview site itself and views from outside the site. The two former residences, garage, stone fence, garden and terraces, remnant croquet lawn and mature trees are assessed as contributing to the streetscape of the Pacific Highway and Boyd Street, the Hillview complex and the Hillview Heritage Conservation Area.</i> Pacific Highway The section of the Pacific Highway within the Hillview Heritage Conservation Area includes Hillview (described above) and number 1362, 1360, 1358 and 1356. Numbers 1360 to 1340 form a typical hard-edge shop frontage to the Highway. 1362 Pacific Highway This is a two-storey building setback from the Pacific Highway and located on the corner of the Highway and Kissing Point Road and has a frontage to both streets. It is a Federation style building with painted brick walls, terracotta roof and angled projecting gable bay, timber shingle gable infill, exposed eaves and timber casement windows. <i>The house retains its form and style and is an imposing corner building with its projecting gable bay. The double garage and steel fence should be removed. The house and the mature garden and jacaranda trees contribute to the streetscape.</i> 1360 and 1358 Pacific Highway These buildings form an attached shopfront built in face brick with a slate roof and decorative brick and plastered chimneys. The brick is tuck pointed with horizontal contrasting brick courses and plastered parapets to each gable end. Number 1360 retains its original shopfront with leadlight glass highlight windows above a bronze shopfront window. The shopfronts are Federation style with the decorative elements including, shopfront windows and highlights, brickwork banding, tuck pointing, render work, engaged piers and rendered banding on chimneys. <i>The shopfronts numbers 1360 and 1358 contribute to the streetscape of the Pacific Highway as Federation shopfronts that retain elements of this building type including the original shopfront windows on number 1360.</i> 1356 Pacific Highway The Commonwealth Bank is a rendered masonry building in the inter-War Art Deco style built in c 1930. It displays elements of this style including the stepped parapet roof, horizontal and vertical banding, the latter which form fins and stepped recesses. The building is currently used as a Salon and Spa. <i>The Commonwealth Bank contributes to the streetscape of the Pacific Highway in its style and</i>
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	<i>building type as an early and representative example of the inter-War Art Deco style used by the Commonwealth Bank. It records the commercial growth of Turramurra.</i> Kissing Point Road 2 Kissing Point Road This is a detached single storey dwelling built in brick with a tiled roof. The house is a Federation Queen Anne style building with a projecting gable and tall brick chimney. The building has been altered with painted brickwork, new tiled roof, enclosed verandah and hard paved carparking to entire street frontage. <i>The house at 2 Kissing Point Road contributes to the streetscape in form and style. The alterations are assessed as reversible and the enclosed verandah and hard paved carparking should be removed.</i> 6 Kissing Point Road "Paisley" Flats This is a two-storey unit development built with cream face brick and concrete tiled roof, with projecting balconies. The roof is hipped form. The parking is located below ground with a garden frontage and setback from the street. The flats were built in c1970s and replaced two earlier cottages. <i>The flats are assessed as neutral within the streetscape. The garden setting, setback from the street, discrete carparking below ground, two-storey height and the hipped roof form all mitigate the potential detracting scale and style of this development.</i> Boyd Street 1 Boyd Street / 8 Kissing Point Road This is a two-storey detached house built with brick and terracotta tiled roof. The house is Federation style built in c1900 with projecting gables and has been altered with additions to the upper floor and a carport and painted brickwork. The mature trees and high timber fence obscure the visibility of the house from the street. <i>The house, though altered is assessed as contributing to the streetscape of Kissing Point Road and Boyd Street in style and scale. The fence, mature garden and discreet carport all contribute to the street.</i> 2 and 4 Boyd Street This is a single-storey and two-storey duplex built in brick with a terracotta tiled roof. The duplex has been altered with painted brickwork. It is a Federation style building with projecting gables, timber shingles to gables, exposed eaves and grouped casement windows and little decorative detail. The carparking is discreetly sited to the rear and the street frontage includes mature trees and garden. <i>The duplex is assessed as contributing to the streetscape of Boyd Street in style and scale. The garden and mature trees and discreet carparking all add to the positive impact of this building in the streetscape of Boyd Street.</i> 6 Boyd Street Three- storey flat building with face brick walls and projecting balconies. Built c1970s it replaced an earlier cottage that was built to the rear of the site. The building is setback from the street with a garden frontage and driveway and garages to the east side boundary. <i>The building is assessed as neutral in the streetscape of Boyd Street. Its height, setback from the street, narrow driveway and discreet garages minimise the potential negative impact of this building.</i> Hillview Refer above for description and assessment.
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Physical condition and Archaeological potential	The site has been subjected to considerable change, development, adaptations and disturbances. The array of buildings are extensively layered in this respect. The archaeological potential has not been assessed in this work.					
Construction years	Start year	na	Finish year	na	Circa	☐
Modifications and dates	The site is a layered group of buildings and the dates and modifications to the site have been included in the History.					
Further comments						

HISTORY

Historical notes	History The Hillview Conservation Area is bounded by the Pacific Highway, Kissing Point Road, Boyd Street and the North Shore Railway Line. It is Section 3 of Thomas Boyd's grant and orchard and includes later subdivisions within Section 3 of this estate. Thomas Boyd had served as a Lieutenant in the Royal Veteran's Corp and was granted 100 acres of land in Lane Cove in the parish of Gordon. He called the property "Toulouse Farm" after the battle of Toulouse in which he had fought during the Napoleonic Wars. Thomas cleared the land, built a cottage and developed the land as an orchard and in the 1880s. It became known as "Boyd's Orchard." A cottage and stables (now demolished) located on the Government Road to Kissing Point (subdivision Lot 7 now location of "Paisley flats") is evident on the 1900 plans and these may be associated with Thomas Boyd. In 1856 Thomas Boyd transferred ownership of the land to his son James Errol. The original grant was subdivided in 1884 (The CMP 1997 dates this subdivision as 1885). Section 3 of the 1884 subdivision was bounded by Lane Cove Road (Pacific Highway) and two roads that were later to be named Kissing Point Road and Boyd Street. The major purchaser of Section 3 was the Port Jackson Land and Investment Co. which bought the land in two stages. The dates recorded vary in the sources: in 1884 the Company purchased lots 1 to 6 and then in 1893 Port Jackson Land and Investment Company purchased Lots 6,7,8. (CMP 1997 date these purchases as 1885 and 1902). The upper North Shore's attractions to city workers improved with the opening of the railway on the 1st January 1890 between Hornsby and St Leonards and soon after in 1893 its extension to Milsons Point. In 1893 Ivan AuPrince purchased Lots 1 and 2 Section 3 from Port Jackson Land and Investment Co. A part of this land bounded the rail corridor and was later resumed for use of the railway on the boundary of Lots 1,15 and 16 of Section 3. This land included a cottage which later became part of Hillview and is extant on this site. The cottage is likely to have been built by the Port Jackson Land and Investment Co Ltd. This site had extensive views to South Head, Botany Bay and the Kurrajong Mountains. Ivan AuPrince had lived in Randwick (1893-1894). He was a Wigmaker and also listed as a Merchant and Dermatologist. In 1899 AuPrince purchased Lot 3 from John Boyle and then purchased lots 11-15 in 1902. The first mention of the name "Hillview" is in this year and Mrs E Burton is listed in Sands as operating a health resort. In 1905 AuPrince leased Hillview, and its orchard, tennis court and land Nos 1,2, and 3 of Section 3 of Boyd Orchard to Jean Murray for 2 years. (This included the Land on which the existing buildings of "Hillview" now stand.) 1905-1913 AuPrince leased to Jean Murray who operated "Hillview" boarding house for 2 and a half years. In 1907 Edmund Sheffield Willoughby Paul purchased Lots 11 to 15 and in the same year purchased
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	Lots 1 to 3 "Hillview" from Ivan AuPrince. ESW Paul continued to consolidate his land and purchased Lot 10 from W.H Watson also in 1907. In 1913 ESW Paul purchased Lots 4 and 9 (a shed known as Weise's shed had been removed from Lot 4 by this date.) ESW Paul was a successful businessman in Sydney and Managing Director of Schweppes Ltd and Chairman of APA Insurance and a member of the Board of Ampol. ESW Paul developed the property building a grand two storey building in c 1913 taking full advantages of the panoramic views. He built a six car garage (1915) that is extant on the property and converting "Hillview" from a Guest House into flats (c1923) and in 1928 Paul took up residence in part of the House. During his residency in the 1920s-1930s the eastern landscape was altered from vegetable gardens, chook runs and cow pasture to terraced garden. In 1935-1936 the DMR resumed land on northern boundary and relocated a portion of the existing fence and gates. E.S.W. Paul died in 1951 and the estate passed to his nephew and niece Martyn Threlfall and Annie Paul and in the following year the estate was passed in at auction and Martyn Threlfall became the sole owner. Martyn Trefall obtained approval in 1951 for the subdivision of the Hillview into 6 allotments. This did not proceed and only the residential blocks on the south-eastern corner of the site fronting Boyd Street were sold and houses constructed in 1963-1964. Martin Trelfall died in 1966 and the property passed to his widow and sons Dr Nicholas and Michael Threlfall. The Threlfall family vacated Hillview in 1973. In 1973 (1974, CMP 1997) Ku-ring-gai Council purchase Hillview and the property was leased to the Health Commission and used as Hillview and Community Health Resource and Information Centre. The gates on the Pacific Highway entrance were removed and relocated within the garden. In 1980 Hillview was purchased by Hornsby and Ku-ring-gai Hospital. Chronology of Hillview and surrounds: Boyd's Orchard and Hillview 1832 - 24th February Thomas Boyd purchased 100 acres and called this "Toulouse Farm". He built a cottage and planted an orchard. Known as 'Boyd's Orchard'. 1838- 28th July – applied and received deeds to property 1832- Thomas Boyd 20th February – grant- Hillview is a portion of this original 100 acre grant. 1856- Thomas Boyd conveyance the property to his son James Errol. 1884 (1885 CMP 1997) - subdivided 100 acre grant. Major purchaser was Port Jackson Land and Investment Company. Purchased lots 1 to 6. 1890 1st January – railway service commenced between Hornsby and St Leonards 1893- railway extended to Milsons Point 1900- remaining lots sold and again major purchaser was Port Jackson Land and Investment Company. 1893 or 1900 Port Jackson Land and Investment Company purchase Lots 6,7,8. According to CMP 1997 these remaining lots were bought by Port Jackson Investment Co. in 1902. 1893 – Ivan AuPrince purchased Lots 1 and 2 Section 3 from Port Jackson Land and Investment Company. House stood on this land. 1899- Ivan AuPrince purchased Lots 3 from John Boyle 1902- Lots 11 to 15 purchased by Mr AuPrince from Port Jackson Land and Investment Company 1902-1903 – first mention of the name "Hillview". Operated by Mrs E Burton as Health Resort. Date of operation unknown. 1905- Ivan AuPrince leased the house, orchard, tennis court and land Nos 1,2, and 3 of Section 3 of Boyd Orchard to Jean Murray for 2 years. Land on which the buildings of "Hillview" now stand. 1907- April, ESW Paul purchased Lots 11 to 15. October, Edmund Sheffield Willoughby Paul purchased Lots 1 to 3 Hillview from Ivan AuPrince. November ESW Paul purchased Lot 10 from W.H Watson. 1905-1913 AuPrince leased to Jean Murray who operated "Hillview" boarding house for 2 and a half years. 1913-ESW Paul purchased Lots 4 and 9. Weise's shed had been removed for Lot 4 by this date. c1913- building of two storey building by ESW Paul behind original cottage 1915-1923 (1924, CMP 1997) – E.S.W.Paul's land leased to Gertrude Haddy
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	1915- ESW Paul built six car garage. 1923 (1924, CMP 1997) – E.S.W. Paul converted boarding house into flats 1928- E.S.W. Paul commenced permanent residence at Hillview. 1920s – 1930s eastern landscape altered from vegetable gardens and chook runs and cow pasture to terraced garden. 1935-1936 – DMR resumed land on northern boundary and relocated a portion of the existing fence and gates. (CMP 1997:1931- Fence on Pacific Highway demolished and reconstructed). 1951- E.S.W. Paul died and estate passed to his nephew and niece Martyn Threlfall and Annie Paul 1952- Hillview auctioned but passed in and Martyn Threlfall owner. 1955 – Ku-ring-gai Council approve subdivision of Hillview into 6 allotments. 1963-1964 – Sale of residential blocks on south-eastern corner of site on Boyd Street and houses constructed. 1966 – Martin Trelfall dies and property passed to his widow and sons Dr Nicholas and Michael Threlfall. 1973 – Threlfall family vacate Hillview 1973 (1974? CMP 1997)– 14 December Ku-ring-gai Council purchase Hillview. Property leased to the Health Commission and used as Hillview and Community Health Resource and Information Centre. 1973- Council purchased Hillview and gates removed. 1980- Hillview purchased by Hornsby and Ku-ring-gai Hospital. Kissing Point Road 1893 or 1900 Port Jackson Investment purchase Lots 6,7,8. 1901 – F.L. Poole and A.L. Holmes purchase Lots 6,7,8 1902- all 5 houses including “Mayfield” existed on Lots on Kissing Point Road between Lane Cove Road and Boyd Street. The chemist of the corner of Lane Cove Road is evident in a c1900 photo. Adjoining house in Kissing Point Rd also evident in c1900 photograph. 5 houses on Kissing Point Rd were rented. 1913 – Lots 6,7,8 further subdivided . Lot 6 owner shown Godfrey and Poole. Lot 7 Valentine and Poole. Lot 8 Hurts and McKune. No 2 Kissing Point Road: 1902-1903 T. Hooper occupant of “Amberley” 1904-1908 Rev. G.D. Hilder (C of E) 1909 C. Peterson 1910 H (M?) Abbot 1911-1912 D.A Clark 1913-1919 Mrs F.M Armstrong occupied “ Mavis” 1918-1919 M.O Callaghan 1921 Mrs A. Schran occupied “Meallough” 1922 A. Brown 1923 R. McEnally 1925-1933 A. Brown occupied “Poziers” No 4 Kissing Point Road: Footprint of cottage on site shown in CMP 1997 figure 1.3.4. 1902-1909 Miss EA Boylon occupant 1910-1933 H.P. Valentine occupant of “Mokoan” No 6 Kissing Point Road: Footprint of cottage on site shown in CMP 1997 figure 1.3.4. 1902-1908 J. Berwick occupant 1909 Mrs F. Roberts occupant 1910-1911 J. Smith occupant 1914 C.O. Zeitler occupant
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	1915-1918 Miss Sweeney occupant 1919-1933 Mrs E.L. Warburton occupant Nos 4 and 6 Kissing Point Road: c1970s- cottages demolished and "Paisley" flats constructed (4 -6 Kissing Point Road). Location of Boyds House and stables – date of demolition unknown. Reference CMP 1997, Figure 1.3.4 No 8 Kissing Point Road "Mayfield": c1900- "Mayfield" built on Lot 8 1905-1907 (1909)- G.Hurst owner of Part of Lot 8. (8 Kissing Point Road) 1910-1933 – Miss Hurst occupies "Mayfield" 1912 A Reid occupant 1913 Miss Hann occupant Boyd Street 1902- the duplex existed by this date and may have been built earlier. 1907- November ESW Paul purchased Lot 10 from W.H Watson. 1913 - ESW Paul purchased Lot 9. Lots 9 and 10 according to photographic evidence appear to have remained undeveloped before purchase by ESW Paul. c1970s -flats constructed in Boyd St No 2 Boyd Street: 1902-1903 K. Vaughan " Mona" 1902-1909 T. Jago 1906—1907 C.D. Clarke, Baker 1908 J.W. Melver , Sadler 1910 D.A Clarke 1911 W MCane 1912 W. Stronach 1913-1915 A.Shortland 1916-1919 C. Risby " Wycombe" 1920 W. J. Taylor " Wycombe" 1921-1924 Mrs Nicholls 1925-1933 Mrs A. Nichols, "Walmai" No 4 Boyd Street: 1902-1905 J. Nash, Gardener " Nashville" 1907-1909 Mrs Burton " Mona" 1911 B, Gates " Bellaire" 1913 W. McKune 1914-1920 R. Newton " Elba" 1921-1923 Used as Police Station, Constable G. Wright 1924-1930 Constable J.W. McGrath 1931 W. Leonard Pacific Highway 1340 Pacific Highway: c1900- Herman Weise store evident in plans from this date. 1904-1912 H. Weisse 1913 J. W Reid Storekeeper 1902-1903 H. Butcher Storekeeper 1356 Pacific Highway
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	1909-1910 C. McPherson ? Estate Agent 1914-1925 Mrs Parkinsons Refreshment Rooms 1926 W.S Murray c1930 - Commonwealth Bank 1358 Pacific Highway: 1911-1920?T. P Swindale Chemist 1917-1920 Govt Savings Bank 1921-1922 A.E Sharpe Chemist 1922-1923 G. A Rose 1924 A. Willis, boot repairer 1925-1926 G.C Purnell Rustic Furniture 1928 Wilson Refreshments 1929-1933 Misses Scheitzer Refreshments 1360 Pacific Highway: 1912-1916 C Brack Upholsterer 1917 Mrs M Roden ,Refreshment Rooms 1918 C. A White 1919 Mrs F. J. Simpson , Refreshment Room 1920-1922 J Priest, Confectioner 1923 W. Freestone 1924-1926 Mrs A. Hudson, Confectioner 1929-1931 Murphy's Pharmacy 1932-1933 Jay's Millinery and Mrs M. Tod, Dressmaker 1362 Pacific Highway: 1902-1911, 1918-1933 – O.P. Godfrey occupant as Chemist and residence "Bonnie Brae" 1912- Mrs E.P. Bobbards occupant 1914- John Gwinne occupant 1917- Mrs A. Carrig occupant 1924-1932 Dr E. H. Besic, Dentist - occupant The history and chronology has been compiled primarily by reference to: Hudson, Jill, The History of Hillview 1832-1983, July 1983 and the CMP 1997 prepared by Design 5 Architects in 1997.
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THEMES	
National historical theme	4. Settlement-Building settlements, towns and cities. 3. Economy-Developing local, regional and National economies
State historical theme	4.Accommodation-Activities associated with the provision of accommodation and particular types of accommodation. 4.Tenure- Activities associated with identifying forms of ownership and occupancy of land and water, both Aboriginal and non- Aboriginal. 4.Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages. 4.Utilities-Activities associated with the provision of services, especially on a communal basis. 3.Health- Activities associated with preparing and providing medical assistance and/or promoting or maintaining the wellbeing of humans. 3.Commerce-Activities related to buying, selling and exchanging goods and services.

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APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The Hillview Heritage Conservation Area displays a layering of history of the North Shore. The precinct is an historical record of the growth of the North Shore, its attractiveness as a retreat from the inner city of Sydney and the building of the railway which encouraged this growth. The precinct as a whole records the subdivision of land (Section 3) and the speculative investment by the Port Jackson Land and Investment Company (c1885) in land originally used for farming and orchard use as part of the grant to Thomas Boyd in 1832. The current subdivision pattern of <i>Hillview</i> and surrounding properties display the continued investment by smaller business owners and wealthy businessmen. These latter included Ivan AuPrince and Edmund Sheffield Willoughby Paul who purchased <i>Hillview</i> and surrounding land. <i>Hillview</i> operated prior to and during AuPrince's time as a Health Resort and was developed by Paul with a new grand Guest House (c1913) and large garage. Other parts of the subdivision included smaller lots than <i>Hillview</i> and fronted the Pacific Highway, Kissing Point Road and Boyd Street. The shopfronts and former Commonwealth Bank on the Pacific Highway record the development of the Pacific Highway (formerly called Lane Cove Road) as a main thoroughfare and the commercial centre of Turramurra that grew around the Railway Station. Kissing Point Road records the residential development with the building of both cottages and larger houses. The building of the "Paisley" flats has diminished this earlier historical record, though it represents the later development of flats in the commercial centres of the North Shore. Boyd Street provides a frontage for <i>Hillview</i> and also records the earlier subdivision of this land into smaller lots. Similarly this has been altered with a later flat development that has diminished the significance. Boyd Street is assessed as retaining adequate significance to represent the historical layers of the development.
Historical association significance SHR criteria (b)	The precinct as a whole records the subdivision of land (Section 3) and the speculative investment by the Port Jackson Land and Investment Company (c1885) in land originally used for farming and orchard use as part of the grant to Thomas Boyd in 1832. The current subdivision pattern of <i>Hillview</i> and surrounding properties display the continued investment by smaller business owners and wealthy businessmen. These latter included Ivan AuPrince and Edmund Sheffield Willoughby Paul who purchased <i>Hillview</i> and surrounding land. <i>Hillview</i> operated prior to and during AuPrince's time as a Health Resort and was developed by Paul with a new grand Guest House.
Aesthetic significance SHR criteria (c)	The whole of the Hillview Conservation Area is significant within Ku-ring-gai and as a precinct that displays values such as a mature landscape setting, varied topography that creates vistas and distant views framed by trees and a predominant built form that contributes in scale and form to the streetscape. The buildings within <i>Hillview</i> are significant examples of Federation style architecture from the earlier Queen Anne Federation style with elaborate and decorative details to the simpler garage building. The dominant siting of <i>Hillview</i> for display and to experience panoramic views enhance the architectural significance of these buildings. The mature trees and garden setting that is partially retained today also contributes to the setting and aesthetic significance of the Hillview complex.
Social significance SHR criteria (d)	Hillview is used by the community as a health service, its grounds are accessible to the public and it is valued by the local community of Ku-ring-gai.
Technical/Research significance SHR criteria (e)	

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Rarity SHR criteria (f)	The Commonwealth Bank is a rare example of an intact Art Deco style bank building. The shopfront on 1360 Pacific Highway is a rare example of an intact shopfront with leadlight windows.
Representativeness SHR criteria (g)	Hillview is a representative example of a late Victorian and early Federation residence and later Guest House complex. The conservation of a part of the grounds and curtilage of Hillview has conserved its significant setting and siting with views towards Sydney contributing to its representative qualities as a place of retreat.
Integrity	The site is a layered group of buildings and the dates and modifications to the site have been included in the History. The Pacific Highway displays the layered history of this site from c1905. This includes the earlier <i>Hillview</i> building used as a boarding house from c1905 and the larger <i>Hillview</i> guest house and garage 1913. The Commonwealth Bank is a rare example of an intact Art Deco style bank building. The shopfront on 1360 Pacific Highway is a rare example of an intact shopfront with leadlight windows. The site of <i>Hillview</i> is a representative example of a late Victorian and early Federation residence and later guest house complex. The conservation of a part of the buildings, grounds and curtilage of <i>Hillview</i> has conserved its significant setting and siting with views towards Sydney contributing to its representative qualities as a place of retreat. The earlier <i>Hillview</i> house c1905 is extant with a frontage to the Pacific Highway. The later <i>Hillview</i> house c1913 is extant with a frontage to Boyd Street. The garage c1913 to <i>Hillview</i> house is also extant and visible from the Pacific Highway. The building of the "Paisley" flats in Kissing Point Road has diminished this earlier historical record, though it represents the later development of flats in the commercial centres of the North Shore. Kissing Point Road retains sufficient integrity to record the residential development of this street with the building of both cottages and larger houses. Boyd Street provides a street frontage for <i>Hillview</i> and also records the earlier subdivision of this land into smaller lots. This street has been altered with a later flat development that has diminished the significance. Boyd Street is assessed as retaining adequate significance to represent the historical layers of the development.

HERITAGE LISTINGS

Heritage listing/s	

INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
Article	Hudson, Jill, July 1983	The History of Hillview 1832-1983	1983	
Report	Design 5 Architects	Hillview Garages and Historic Precincts, Conservation Plan	1997	Department of Urban Affairs and Planning. Design 5 Architects

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RECOMMENDATIONS

Recommendations	The indicative sketch plan prepared by carste STUDIO attached in images indicates areas for potential future development within Hillview. It allows for the constraints and opportunities identified in the Conservation Plan (Hillview Garages and Historic Precincts, Conservation Plan, prepared by Design 5 Architects, 1997.) These include the significant views, significant buildings, trees and hedges, terraced areas, driveways and garden areas that are shown in the sketch plan. The Conservation Plan should be referred to for significant views and identification and ratings of these elements (relevant plans in the Conservation Plan include: Figure 4.1,4.2, Figure 5.1, Figure 3). The sketch plan shows all those areas identified in the Conservation Plan for future development though it differs from the Conservation Plan in the addition of the area to the east of the site on which is located a 1960s building, "Rotary Cottage". This site and building appears to have little significance and appropriate development should be allowed that does not detract from significant views. The footprint, scale and height of any new development should be assessed in a Statement of Heritage Impact for each potential site shown on the indicative sketch plan.
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SOURCE OF THIS INFORMATION

Name of study or report	The History of Hillview 1832-1983 Hillview Garages and Historic Precincts, Conservation Plan	Year of study or report	1983 1997
Item number in study or report			
Author of study or report	Hudson, Jill, Design 5 Architects		
Inspected by	Elizabeth Evans		
NSW Heritage Manual guidelines used?	Yes ☒ No ☐		
This form completed by	Elizabeth Evans	Date	July 2012

IMAGES - 1 per page

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

Image caption	Map of the Reviewed Area of Hillview and surrounds.				
Image year	2012	Image by	Elizabeth Evans	Image copyright holder	carste STUDIO



Legend

- STUDY AREA
- TOWN CENTRE LEP BOUNDARY
- LEP HERITAGE CONSERVATION AREAS
- HERITAGE LISTED PROPERTIES

Heritage Conservation Area
Proposal 2012 Review

 Hillview Group

** Proposed Heritage Item

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IMAGES - 1 per page

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

Image caption	1362 Pacific Highway (cnr of Pacific Highway and Kissing Point Road) (IMG_4271.jpg)				
Image year	2012	Image by	EE	Image copyright holder	carste STUDIO



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IMAGES - 1 per page

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

Image caption	2 and 4 Boyd Street. Federation style duplex. (IMG_4277.jpg)				
Image year	2012	Image by	EE	Image copyright holder	carste STUDIO



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Image caption	1 Boyd Street / 8 Kissing Point Road (IMG_4276.jpg)				
Image year	2012	Image by	EE	Image copyright holder	Carste STUDIO



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Image caption	Hillview viewed from Boyd Street (IMG_4281.jpg)				
Image year	2012	Image by	EE	Image copyright holder	Carste STUDIO



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Image caption	Hillview viewed from Boyd Street (IMG_4290.jpg)				
Image year	2012	Image by	EE	Image copyright holder	carste STUDIO



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Image caption	Hillview viewed from the Pacific Highway (IMG_4293.jpg)				
Image year	2012	Image by	EE	Image copyright holder	carste STUDIO



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Image caption	1356 (former Commonwealth Bank) 1358 and 1360 Pacific Highway (IMG_4301.jpg)				
Image year	2012	Image by	EE	Image copyright holder	Carste STUDIO



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Image caption	Hillview garage building (IMG_4310.jpg)				
Image year	2012	Image by	EE	Image copyright holder	Carste STUDIO





carste STUDIO pty ltd
1/a
stephen booker architect
34 Clarke Street
WALLSEND NSW 2207

APPENDIX E –

Combined Mona Vale Road HCA (1, 2, 3 and 5) Inventory Sheets

NSW State Heritage Inventory form

ITEM DETAILS							
Name of Item	Mona Vale Road Highlands Heritage Conservation Area 1 (HCA1)						
Other Name/s Former Name/s							
Item type (if known)	Conservation Area						
Item group (if known)	Landscape - Cultural						
Item category (if known)	Other - Landscape - Cultural						
Area, Group, or Collection Name	Mona Vale Road Highlands Heritage Conservation Area 1						
Street number							
Street name	Mona Vale Road						
Suburb/town	Ku-ring-gai					Postcode	
Local Government Area/s	Ku-ring-gai						
Property description							
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner	Private						
Current use							
Former Use							
Statement of significance	The historical layers of European history and development of the area of HCA1 are displayed in the current subdivision which has been dictated in layout by the existing location of Stoney Creek Road (Mona Vale Road) and the boundaries of the earlier orchards and the 1896 Highlands Estate. HCA 1 is located within the area of earlier orchards c1840-70, though the only known evidence of this previous use are the roads such as Knowlman and Narelle that mark the boundaries of the former orchards. The proposed railway from its early stages in 1887 to the completion of the link between St Leonards and Hornsby in 1890 was the impetus for subdivisions and the middle class movement to this area. <i>Glengariffe</i> house, 1903 was built for by the Brown family who were successful retailers and is a record of the development of this land for use by middle class professionals as a retreat from urban areas of inner Sydney. The later Inter-War subdivision and development of this area is evident in the houses. 35 Mona Vale Road is representative of an Inter-War style house with face brick curved bays and 29 Mona Vale Road is an Inter-War style Californian Bungalow built with sandstone and face brick. The 1970s widening of Mona Vale Road has resulted in retaining walls to 27 Mona Vale Road and C. Bowles Thystlethwayte Reserve. Vegetation including mature trees and rebuilding of fences has reduced the impact to an extent. Where front gardens have been reduced, fences have been replaced with sandstone or low brick fences that are uniform in appearance and do not detract from the housing style.						

NSW State Heritage Inventory form

	The section of Mona Vale Road in the vicinity of Narelle Avenue with Inter-War style houses and a landscaped reserve forms a small precinct that is visible from Mona Vale Road. Mature gardens and trees are predominant along the length of Mona Vale Road and the landscaped reserve on Narelle Avenue and C. Bowles Thystlethwayte Reserve further contribute with an increased density of vegetation and mature trees that form a high tree canopy. The spacing and pattern of subdivision has retained the historical Inter-War subdivision pattern.	
Level of Significance	State ☐	Local ☒

DESCRIPTION						
Designer						
Builder/ maker						
Physical Description	HCA1 is located on the east of Mona Vale Road and forms a residential precinct. The layout of this area has been determined by Mona Vale Road and early 20th century and Inter-War development. It includes a Federation Style Bungalow that is set back from Mona Vale Road behind C. Bowles Thystlethwayte Reserve. The widening of Mona Vale Road is evident in this area with the retaining walls and particularly in the area of the Reserve. The reserve area of Narelle Avenue and the C. Bowles Thystlethwayte Reserve includes mature trees. The significant houses in the area include: <i>Glengariffe</i> is representative of a Federation Style Bungalow with a wide roof overhanging a verandah with exposed rafters and simple timber decoration and gables. 29 Mona Vale Road is representative of a Californian Bungalow with sandstone dressing and face brick and a low pitched roof. 35 Mona Vale Road is representative of an Inter-War style house with face brick walls and curved bays.					
Physical condition and Archaeological potential						
Construction years	Start year		Finish year		Circa	☐
Modifications and dates						
Further comments						

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HISTORY	
Historical notes	Chronology of the Development of Mona Vale Road (Refer to extracts below from the chronology and other sources for history that is relevant to this conservation area). Mona Vale Road runs along a ridge dividing the watershed on the south east via the Pymble Valley to Middle Harbour and north to Cowan Creek towards Broken Bay, and towards the Lane Cove River catchment. It is likely to have been formed in the path of an Aboriginal route. One of the first roads defined as a route to Pitt Water. 1788 believed Governor Phillip and his party reach the highest point along the MV route (now called Robyn Hill) on their exploration of the north shore from Manly Cove. 1805 date first land grants are measured and route already identified as a 'spine.' 1800-1840 timber getters after bluegum, blackbutt, stringybark, turpentine and ironbark. 1822 Daniel Dering Mathew petitions for another land grant at 'Hunters Hill' on which to erect a sawing machine recently arrived from England; 400 acre lease issued in 1824 'Clanville'; 1825 advised lease would be converted to 800 acre grant once the saw mill was in operation. Evidence by 1922 residing on his Pymble lease 'Rosedale' and mill operational by 1827 but by 1841 to be in decline. circa 1827 DD Mathews refers to sample from his mill: 1831 Sydney Gazette "the Cowan sawmill." 1820-40s Mona Vale Road used an easier route to higher land, initially followed by itinerate timber getters. MV Rd marks Matthew's access road to his early mechanised sawmill on Cowan Rd, St Ives. Telegraph Rd marks the main timber getting route through Pymble and Matthews grants towards Stoney Creek Rd (MV Rd). 1831 Mathews disputes Surveyor Mitchell's northern boundary of his Cowan mill site (correctly) but which already granted to Ayers. 1832 Post Office directory noted location of Mathew's mill driven by oxen. 1838 eventual gazettal of disputed 'Rosedale' grant 800 acres to DD Mathew (including former Clanville?) extending from Lane Cove Rd (Pac Hwy) to Killeaton St., St Ives, and includes MV Rd .To north 1871 parish map names John Ayres owner of 320 acres. Mathew was a well connected Englishman, initially studied medicine at Cambridge but drawn to Scottish model of mill wrighting (modern mechanical engineer). 1838 Thomas Brown, orchardist and timber merchant, buys 52 acres of DD Mathew's land on both sides of Stoney Creek (MV) Rd with one side adjoining Brown's Forest and Dalrymple Hay Nature Reserve. <i>Greenwood</i> (nº121 MV Rd) built in 1870 but curtilage reduced to 1 ¼ acres by 1973-4 when MV Rd widened. 1843 & 1848 Mathew unsuccessfully attempts to sell the Cowan Mill : ad in SMH "still running after 16 years": 1856 SMH ad deceased sale of <i>Rosedale</i> house contents and land sale 'lot 4 of 100 acres, 10 fenced as an orchard ... various buildings ... old mill ... out of repair.' 1848 aborted sale notice of Mathew's <i>Rosedale Estate</i> subdivided into farms. 1850-70s orchards established resulting in subdivision of early grants. 1854 Anthony L Bartho, lawyer acquires 21 acres from DD Mathews, between Andrew Bromley's 16 acres to the north and Edwin Booker 11 acres to the south on Stoney Creek (MV) Rd. (approx. Highlands to Bromley). Between 1870 and 1888 Bartho progressively subdivides. 1867 Thomas Brown, local orchardists and timber merchant buys 52 acres from F&E Arthur of part of DD Mathew Rosedale estate, builds <i>Greenwood</i> in 1871. 1871 Parish map shows major landholders as orchardists William McKeown (who called his house 'Roseville' which was in vicinity of Macquarie Lane) and James McMahon, and allotments extending along both sides of Stoney Creek Rd (MV Rd). Whole of KRG then known as Lane

NSW State Heritage Inventory form

	Cove. Roads marking boundaries between orchards c1840-70 include Alma, Station, Church, Fern and to east of MV Rd, Woodlands, Bromley, Knowlman, Narelle, and Riddle. 1880s a larger portion of KRG population lived along the route of MV Rd 1890 opening of the St Leonards to Hornsby railway line - impetus for residential subdivisions 1890s Wahroonga solicitor Benjamin F Parker buys large acreage with frontage to Stoney Creek (MV) Rd (southern end) and on north side of Highlands Ave, and builds a brick cottage villa with attic rooms designed by architects Slatyer & Cosh with entrance gates to Highlands Ave. 1891 subdivision of Walker lands. 1891 First subdivision of McKeown lands was <i>Roseville Estate</i>, which created Roseville Ave (now Wellesley). 2nd subdivision extended residential lots through to Stoney Creek Rd (MV Rd) and Church to newly created Hope St. 1900 a further re-subdivision created Edward and Emily Streets (both later joined as King Edward St) and Mocatta St and lots in Grandview St. Section B. DATE <i>Hillside Estate</i> created large lots along Fern St: 1910 re-subdivision as <i>Fern Estate</i> into smaller lots (nos 42-46 MV Rd and 14-26 Fern St). 1892 reoffer and redefined 2nd Roseville Estate marketed as <i>Pymble Heights Estate</i> included deep lots along Stoney Creek Rd (lots 18-20 being nos 50-64 MV Rd) through to a lane running along a creek (later called Orana Ave and Orana Reserve) that lead to another McKeown house (now no 25 Orana) that remains on its own large lot (nos 66-74 MV Rd). Also created large 3 lots onto Stoney Creek (MV) Rd either side of newly created Hope St (now nos 8-84 and 88-92 MV Rd). 1904 Lane Cove Road (Pacific Highway) to Telegraph called Stoney Creek (MV) Rd North of Telegraph Rd called Pittwater Road. Lane Cove Rd to Woodlands Ave (then Plum St) was Gordon, Woodlands to Telegraph was Pymble, north of Telegraph was St Ives [Historian 2004]. 1904 a section from Lane Cove Road (Pac Hwy) to Telegraph Rd known as Stoney Creek Road and north of Telegraph called Pittwater Road. 1912 Brown builds two workers cottages (no 18 & 20 Stoney Creek Rd) on his <i>Highlands</i> property : land subdivided in 1973 creating battle axe lots. 1913 printer Frederick Pratten buys 5 acres on Stoney Creek (MV) Rd frontage 650 feet, and corner to Telegraph Rd: 1914 builds <i>Stapleton</i> on the top of the highest point along the MV route, Robyn Hill, with panoramic views over entire Sydney basin. 1916 Stoney Creek Rd within Pymble, North of Telegraph still called Pittwater Rd [Historian 2004]. 1917 Sands Directory lists 58 households along Stoney Creek (MV) Rd, 12 being fruit growers, 10 living north of Telegraph Rd. 1919-1920 entire length from Lane Cove Rd (Pac Hwy) called Pittwater Road [Historian 2004]. 1920-24 golf is played on Browns Orchard lands; When 90 acre <i>Golf Links Estate</i> proposed a co-operative formed to buy the land; 1924 prospectus issued with design by Dan Soutar and Carneige Clark; 1925 water laid on to greens and temporary club house; 1928 full 18 holes; 1932 amalgamated with Hunter's Hill Golf Club; 1940 members lounge built. 1929 entire length known as Pittwater Road: Sands Directory 65 households, 13 orchardists all north of Telegraph Rd and Pymble section as prime residential. 1933 Architect Alan Raymond Taylor and his wife buy 8 lots in the <i>Superb View Estate</i> DP16670 and design the house <i>Robyn Hill</i> set over 3 lots fronting onto MV Rd Taylors also acquire adjoining property in 1936-46 was called <i>Peace Hill</i> 1934 land between Forest & Pentecost 13 lot <i>Brown's Forest</i> subdivision offered: 5 lots to Pittwater Rd (no 121 (noted as stone cottage <i>Greenwood</i>), 127-139 (battle-axe to 2012 42A&B&C Pentecost). NOTE: sandstone block retaining wall supporting formed roadway along north side of gully to no 42C MV Rd 1937- SMH and NSW Contractor records 123 tender sites along Pittwater (MV) Rd :eg. Peddle Thorpe & Walker, Bolot, Ward, Fitzgerald, MacKillar & Partidge, Brewster & Manderson, Bohringer & Assocs, Kenworthy
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	1944-46 KRG Council resume and plans 20 acre <i>Rosedale Garden Suburb</i> c 1945 <i>Greenwood</i> (nº121 MV Rd): 52 acres subdivided and house lots reduced to 0.5ha. 1973-74 MV Rd frontage strip resumed for road widening. Since WW2 c1945 little subdivision: exceptions are * triangular area bounded by MV Rd, Grandview * rear of lots facing Fern * Stapleton Pl, Heyden Cl. & Royston Cl, and * Anatol Cl and Highlands c1952 Full length of road re-named <i>Mona Vale Rd</i>. [Historian 2004 + KRG cncl files] 1954 NSW Housing Commission acquired land in St Ives and builds weatherboard homes for immigrants and returned servicemen 1957 <i>Stapleton</i> 5 acres subdivided into 10 lots DP28176 and creates <i>Stapleton Place</i> 1960 KRG Council consent to build <i>St Ives Shopping Centre</i> 1962 KRG Council sets aside 37 acre of bushland for <i>St Ives wild flower garden</i> 1965 <i>Highlands</i> and <i>Glengarriff</i> sold to Trans Realities, <i>Highlands</i> demolished, lands subdivided in 18 lots, create <i>Anatol Close</i>, and about the same time as MV Rd being widened into six lanes resulting on <i>Glengarriff</i> now known as 12 <i>Anatol Cl</i> (lot11 DP228739) and front former garden as <i>C Bowles Thystlethwayte Reserve</i> 1973-74 Dept of Main Roads resume MV Rd frontages for widening to 6 lanes (and erect retaining walls & fences, some in sandstone) [Historian 2004] Highlands Conservation Area – area of HCA1 (relevant extracts from Chronology of Mona Vale Road) Earlier house is this area <i>The Highlands</i> formerly at nºs 1-29 MV Rd. 1886 AJ Bartho sold 10 acres (south of Bromley's land) to surveyor, Joseph Walker and his Land Co of Australasia Ltd but company liquidated in 1896. In 1896 bought by Wahroonga solicitor Benjamin Frederic Parker, who buys large acreage with frontage to <i>Stoney Creek (MV) Rd</i>. Parker also buys adjoining 11 acres of Thomas Mazlin's land. A total of 20 acres. Parker builds on north side of <i>Highlands Ave</i> a brick cottage villa designed by architects Slatyer & Cosh with entrance gates to <i>Highlands Ave</i>. <i>Highlands House</i> enlarged three times and later 1915 additions by architect John Reid. Nº7 <i>Stoney Creek (MV) Rd</i> bought in 1901 by retailers Ernst and Harriette (nee McCathie) Brown (unrelated to pioneer Browns of the district). E. Brown builds 2 workers cottages at nº18-20 <i>Stoney Creek (MV) Rd</i>. 1903: Brown family buy adjoining nº9 <i>Stoney Creek (MV) Rd</i> to build cottage villa <i>Glengarriff</i> for widowed Harriette: 1903: a daughter Eleanor & Herbert FitzSimons build dark brick bungalow <i>Glen Merville</i> (31 <i>Highlands Ave</i>). 1965: <i>Glengarriff</i> still extant and located at 12 <i>Anatol Cl</i> lot1, DP228739, sold to Trans Realities; <i>Highlands House</i> demolished, lands subdivided into 18 lots and to create <i>Anatol Close</i>. <i>Glengarriff</i> loses its front garden which became <i>C. Bowles Thystlethwayte Reserve</i>. 1968: <i>Glen Merville</i> (nº31 <i>Highlands Ave</i>) the other Brown Family house sold, demolished for residential subdivision and to create <i>Wilton Close</i>. (sources inc: Anthony Leonard Bartho's 21 acres in <i>Stoney Creek Road</i>, Gordon by Lorna Watt, 2010 KRG His Soc). Roads marking boundaries between orchards c1840-70 to east of MV Rd, <i>Woodlands</i>, <i>Bromley</i>, <i>Knowlman</i>, <i>Narelle</i>, and <i>Riddle</i>.
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NSW State Heritage Inventory form

THEMES	
National historical theme	4. Settlement: Building Settlements Towns and Villages
State historical theme	Towns, Suburbs and Villages: Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The historical layers of European history and development of the area of HCA1 are displayed in the current subdivision which has been dictated in layout by the existing location of Stoney Creek Road (Mona Vale Road) and the boundaries of the earlier orchards and the 1896 Highlands Estate. HCA 1 is located within the area of earlier orchards c1840-70, though the only known evidence of this previous use are the roads such as Knowlman and Narelle that mark the boundaries of the former orchards. In 1896 a large acreage with a frontage to Stoney Creek Road was bought by a Wahroonga solicitor Benjamin Frederic Parker. Parker built a large house known as Highlands which was demolished in 1965 and there is no known evidence of this house. This records the development of this land for use by middle class professionals as a retreat from urban areas of inner Sydney. The proposed railway from its early stages in 1887 to the completion of the link between St Leonards and Hornsby in 1890 was the impetus for subdivisions and the middle class movement to this area. <i>Glengariffe</i> house, 1903, is evidence of this middle class development of Ku-ring-gai. Glencariife was built for by the Brown family who were successful retailers. The Inter-War subdivision and development of this area is evident in the houses located at 35 and 29 Mona Vale Road. 35 Mona Vale Road is an Inter-War style house with face brick curved brick walls. 29 Mona Vale Road is an Inter-War style Californian Bungalow built with sandstone and face brick. A 1965 layer of development resulted in further subdivision of this area. This is evident in the forming of C. Bowles Thystlethwayte Reserve in the garden frontage to <i>Glengariffe</i> on Mona Vale Road and the altered access to <i>Glengariffe</i> from the cul-de-sac Anatol Place. In 1973-74 the Department of Main Roads resumed the Mona Vale Road frontages for widening to 6 lanes resulting in the reduction in size of front gardens and new fences and retaining walls. The mature trees and gardens, including backdrops of trees and street trees, large suburban lots and the older housing stock and homogeneity of housing are elements that make Kur-ring-gai desirable and are valued by the local community.
Historical association significance SHR criteria (b)	
Aesthetic significance SHR criteria (c)	The section of Mona Vale Road in the vicinity of Narelle Avenue with Inter-War style houses and its landscaped reserve forms a small precinct that is visible from Mona Vale Road. The retaining walls in this area have been concealed by vegetation and the fence to 29 rebuilt in brick and sandstone in the style of the house. The 1970s widening of Mona Vale Road has resulted in retaining walls to 27 Mona Vale Road and C. Bowles Thystlethwayte Reserve. Vegetation including mature trees and rebuilding of fences has reduced the impact to an extent. Where front gardens have been reduced, fences have been

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	replaced with sandstone or low brick fences that are uniform in appearance and do not detract from the housing style. Mature gardens and trees are predominant along the length of Mona Vale Road and in some areas create a backdrop of dense bushland and tree canopy. The spacing and pattern of subdivision has retained the historical subdivision pattern.
Social significance SHR criteria (d)	The mature trees and gardens, including backdrops of trees and street trees, large suburban lots and the older housing stock and homogeneity of housing are elements that make the Upper North Shore desirable and are valued by the local community.
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	
Representativeness SHR criteria (g)	<i>Glengariffe</i> is representative of a Federation Style Bungalow with a wide roof overhanging a verandah with exposed rafters and simple timber decoration and gables. 29 Mona Vale Road is representative of a Californian Bungalow with sandstone dressing and face brick and a low pitched roof. 35 Mona Vale Road is representative of an Inter-War style house with face brick walls and curved bays.
Integrity	

HERITAGE LISTINGS

Heritage listing/s	Planning Scheme Ordinance (as amended 30 March 2012), Schedule 7, Mona Vale Road: 24, 29

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INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
Report	Paul Davies Pty Ltd Architects Heritage Consultants	Potential Heritage Conservation Areas North Review	2012	Ku-ring-gai Council
Report		KRG Heritage & Neighbourhood Character Study	2000	
Report		KRG Urban conservation area study	2002	
Booklets	KRG Historical Society	The Historian	- 2010 v39n1 - 2009 - 2004	

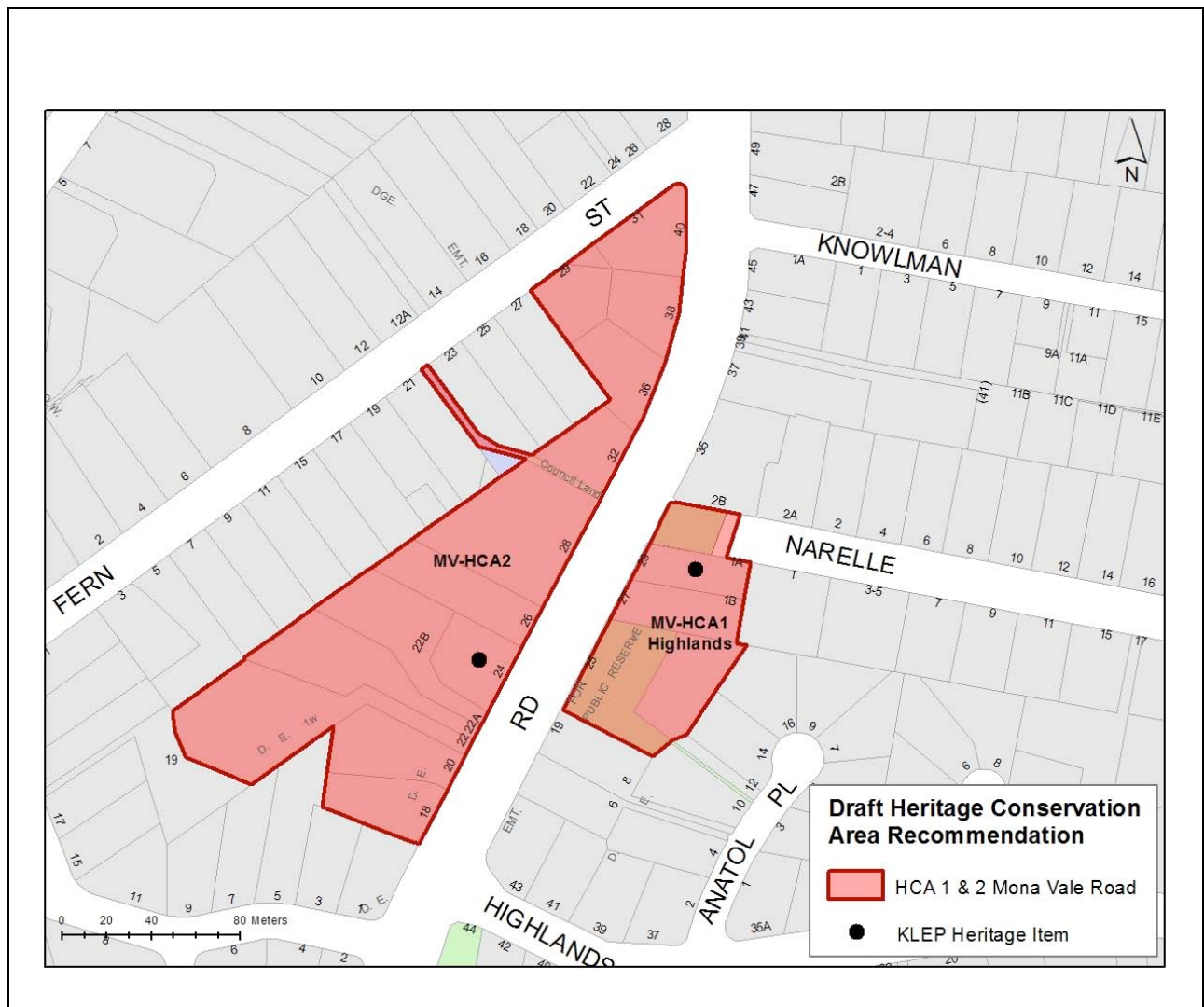
RECOMMENDATIONS	
Recommendations	That this area be listed as a Heritage Conservation Area.

SOURCE OF THIS INFORMATION			
Name of study or report	Empirical Review by Stephen Booker and Susan Jackson Stepowski. Peer Review draft Heritage Conservation Areas Ku-ring-gai North, Paul Davies	Year of study or report	2012
Item number in study or report			
Author of study or report	Susan Jackson-Stepowski, Stephen Booker and Elizabeth Evans		
Inspected by	Susan Jackson-Stepowski and Elizabeth Evans		
NSW Heritage Manual guidelines used?			Yes ☒
This form completed by	Elizabeth Evans	Date	27/11/2012

IMAGES - 1 per page

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

Image caption	Map showing extent of proposed Heritage Conservation Area				
Image year	2012	Image by	Ku-ring-gai Council	Image copyright holder	Ku-ring-gai Council



IMAGES - 1 per page

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

Image caption	35 Mona Vale Road, Inter- War revival style. (4407.jpg)				
Image year	2012	Image by	SJS	Image copyright holder	Carste STUDIO



IMAGES - 1 per page

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

Image caption	29 Mona Vale Road, Californian Bungalow. Listed in Planning Scheme Ordinance. (4408.jpg)				
Image year	2012	Image by	SJS	Image copyright holder	Carste STUDIO





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Image caption	12 Anatol Place, Glengarriffe (4411.jpg)				
Image year	2012	Image by	SJS	Image copyright holder	carste STUDIO



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ITEM DETAILS							
Name of Item	Mona Vale Road Heritage Conservation Area 2 (HCA2)						
Other Name/s Former Name/s							
Item type (if known)	Conservation Area						
Item group (if known)	Landscape - Cultural						
Item category (if known)	Other - Landscape - Cultural						
Area, Group, or Collection Name	Mona Vale Road Heritage Conservation Area 2						
Street number							
Street name	Mona Vale Road						
Suburb/town	Ku-ring-gai					Postcode	
Local Government Area/s	Ku-ring-gai						
Property description							
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner	Private						
Current use							
Former Use							
Statement of significance	The historical layers of European history and development of the area of HCA2 are displayed in the current subdivision which has been determined in layout by the existing location of Stoney Creek Road (Mona Vale Road) and the boundaries of the earlier orchards. This was the location of orchards c1840-70, though there is little evidence of this previous use. The gullies and creek line may reveal some evidence of earlier agricultural use and the sandstone banks could be associated with earlier layers of historical use. The settlement of this area in the late 19th Century is evident in the two workers cottages built by E. Brown at n°18-20 Stoney Creek (MV) Rd. These cottages are extant and within HCA2. These are likely to date from the late 19th or early 20th century as the Brown family is associated with the building of <i>Glengariffe</i> in 1903 (located on the east of MV Road). The cottages are The workers are rare surviving buildings in an area that is built predominantly with houses dating from the Inter-War and post war period. The gully of Stoney Creek has created a precinct that includes the riparian course of mature vegetation and high tree canopy that is visible from Mona Vale Road and built elements such as sandstone retaining walls and bridges in the gully. The vernacular workers cottages and post war subdivision for housing sited in the battleaxes, are a part of this gully precinct. The sub-division of this land in the Inter-War period is recorded by the houses on Mona Vale Road from numbers 24 to 40. Later layers of development and subdivision of larger blocks of land are evident in the battleaxe blocks behind the gully with the building of post war houses.						

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	In 1973-74 the Department of Main Roads resumed the Mona Vale Road frontages for widening to 6 lanes resulting in the reduction in size of front gardens and new fences and retaining walls. Mature gardens and trees are predominant along the length of Mona Vale Road and in some areas create a backdrop of dense bushland and tree canopy. The spacing and pattern of subdivision has retained the historical subdivision pattern of the Inter-War period.	
Level of Significance	State ☐	Local ☒

DESCRIPTION						
Designer						
Builder/ maker						
Physical Description	HCA2 is located to the west of Mona Vale Road and in the vicinity of Stoney Creek. The layout of this area has been determined by Mona Vale Road. The housing in this area includes two vernacular workers cottages dating from the late 19th of early 20th century. Later housing includes post war development in the battleaxe blocks and Inter-War housing along Mona Vale Road to the north. The gully area of Stoney Creek is a riparian landscape of thick vegetation and mature trees that forms a course of vegetation along the creek and a high tree canopy that is visible from Mona Vale Road. In 1973-74 the Department of Main Roads resumed the Mona Vale Road frontages for widening to 6 lanes resulting in the reduction in size of front gardens and new fences and retaining walls.					
Physical condition and Archaeological potential						
Construction years	Start year		Finish year		Circa	☐
Modifications and dates						
Further comments						

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HISTORY	
Historical notes	Chronology of the Development of Mona Vale Road (Refer to extracts below from the chronology and other sources for history that is relevant to this conservation area). Mona Vale Road runs along a ridge dividing the watershed on the south east via the Pymble Valley to Middle Harbour and north to Cowan Creek towards Broken Bay, and towards the Lane Cove River catchment. It is likely to have been formed in the path of an Aboriginal route. One of the first roads defined as a route to Pitt Water. 1788 believed Governor Phillip and his party reach the highest point along the MV route (now called Robyn Hill) on their exploration of the north shore from Manly Cove. 1805 date first land grants are measured and route already identified as a 'spine.' 1800-1840 timber getters after bluegum, blackbutt, stringybark, turpentine and ironbark. 1822 Daniel Dering Mathew petitions for another land grant at 'Hunters Hill' on which to erect a sawing machine recently arrived from England; 400 acre lease issued in 1824 'Clanville': 1825 advised lease would be converted to 800 acre grant once the saw mill was in operation. Evidence by 1922 residing on his Pymble lease 'Rosedale' and mill operational by 1827 but by 1841 to be in decline. circa 1827 DD Mathews refers to sample from his mill: 1831 Sydney Gazette "the Cowan sawmill." 1820-40s Mona Vale Road used an easier route to higher land, initially followed by itinerate timber getters. MV Rd marks Matthew's access road to his early mechanised sawmill on Cowan Rd, St Ives. Telegraph Rd marks the main timber getting route through Pymble and Matthews grants towards Stoney Creek Rd (MV Rd). 1831 Mathews disputes Surveyor Mitchell's northern boundary of his Cowan mill site (correctly) but which already granted to Ayers. 1832 Post Office directory noted location of Mathew's mill driven by oxen. 1838 eventual gazettal of disputed 'Rosedale' grant 800 acres to DD Mathew (including former Clanville?) extending from Lane Cove Rd (Pac Hwy) to Killeaton St., St Ives, and includes MV Rd .To north 1871 parish map names John Ayres owner of 320 acres. Mathew was a well connected Englishman, initially studied medicine at Cambridge but drawn to Scottish model of mill wrighting (modern mechanical engineer). 1838 Thomas Brown, orchardist and timber merchant, buys 52 acres of DD Mathew's land on both sides of Stoney Creek (MV) Rd with one side adjoining Brown's Forest and Dalrymple Hay Nature Reserve. <i>Greenwood</i> (n°121 MV Rd) built in 1870 but curtilage reduced to 1 ¼ acres by 1973-4 when MV Rd widened. 1843 & 1848 Mathew unsuccessfully attempts to sell the Cowan Mill : ad in SMH "still running after 16 years": 1856 SMH ad deceased sale of <i>Rosedale</i> house contents and land sale 'lot 4 of 100 acres, 10 fenced as an orchard ... various buildings ... old mill ... out of repair.' 1848 aborted sale notice of Mathew's <i>Rosedale Estate</i> subdivided into farms. 1850-70s orchards established resulting in subdivision of early grants. 1854 Anthony L Bartho, lawyer acquires 21 acres from DD Mathews, between Andrew Bromley's 16 acres to the north and Edwin Booker 11 acres to the south on Stoney Creek (MV) Rd. (approx. Highlands to Bromley). Between 1870 and 1888 Bartho progressively subdivides. 1867 Thomas Brown, local orchardists and timber merchant buys 52 acres from F&E Arthur of part of DD Mathew Rosedale estate, builds <i>Greenwood</i> in 1871. 1871 Parish map shows major landholders as orchardists William McKeown (who called his house 'Roseville' which was in vicinity of Macquarie Lane) and James McMahon, and allotments extending along both sides of Stoney Creek Rd (MV Rd). Whole of KRG then known as Lane Cove.

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	Roads marking boundaries between orchards c1840-70 include Alma, Station, Church, Fern and to east of MV Rd, Woodlands, Bromley, Knowlman, Narelle, and Riddle. 1880s a larger portion of KRG population lived along the route of MV Rd 1890 opening of the St Leonards to Hornsby railway line - impetus for residential subdivisions 1890s Wahroonga solicitor Benjamin F Parker buys large acreage with frontage to Stoney Creek (MV) Rd (southern end) and on north side of Highlands Ave, and builds a brick cottage villa with attic rooms designed by architects Slatyer & Cosh with entrance gates to Highlands Ave. 1891 subdivision of Walker lands. 1891 First subdivision of McKeown lands was <i>Roseville Estate</i>, which created Roseville Ave (now Wellesley). 2nd subdivision extended residential lots through to Stoney Creek Rd (MV Rd) and Church to newly created Hope St. 1900 a further re-subdivision created Edward and Emily Streets (both later joined as King Edward St) and Mocatta St and lots in Grandview St. Section B. DATE <i>Hillside Estate</i> created large lots along Fern St: 1910 re-subdivision as <i>Fern Estate</i> into smaller lots (n^{os} 42-46 MV Rd and 14-26 Fern St). 1892 reoffer and redefined 2nd Roseville Estate marketed as <i>Pymble Heights Estate</i> included deep lots along Stoney Creek Rd (lots 18-20 being n^{os}50-64 MV Rd) through to a lane running along a creek (later called Orana Ave and Orana Reserve) that lead to another McKeown house (now n^o25 Orana) that remains on its own large lot (n^{os} 66-74 MV Rd). Also created large 3 lots onto Stoney Creek (MV) Rd either side of newly created Hope St (now n^{os} 8-84 and 88-92 MV Rd). 1904 Lane Cove Road (Pacific Highway) to Telegraph called Stoney Creek (MV) Rd North of Telegraph Rd called Pittwater Road. Lane Cove Rd to Woodlands Ave (then Plum St) was Gordon, Woodlands to Telegraph was Pymble, north of Telegraph was St Ives [Historian 2004]. 1904 a section from Lane Cove Road (Pac Hwy) to Telegraph Rd known as Stoney Creek Road and north of Telegraph called Pittwater Road. 1912 Brown builds two workers cottages (n^o18 & 20 Stoney Creek Rd) on his <i>Highlands</i> property : land subdivided in 1973 creating battle axe lots. 1913 printer Frederick Pratten buys 5 acres on Stoney Creek (MV) Rd frontage 650 feet, and corner to Telegraph Rd: 1914 builds <i>Stapleton</i> on the top of the highest point along the MV route, Robyn Hill, with panoramic views over entire Sydney basin. 1916 Stoney Creek Rd within Pymble, North of Telegraph still called Pittwater Rd [Historian 2004]. 1917 Sands Directory lists 58 households along Stoney Creek (MV) Rd, 12 being fruit growers, 10 living north of Telegraph Rd. 1919-1920 entire length from Lane Cove Rd (Pac Hwy) called Pittwater Road [Historian 2004]. 1920-24 golf is played on Browns Orchard lands; When 90 acre <i>Golf Links Estate</i> proposed a co-operative formed to buy the land; 1924 prospectus issued with design by Dan Soutar and Carneige Clark; 1925 water laid on to greens and temporary club house; 1928 full 18 holes; 1932 amalgamated with Hunter's Hill Golf Club; 1940 members lounge built. 1929 entire length known as Pittwater Road: Sands Directory 65 households, 13 orchardists all north of Telegraph Rd and Pymble section as prime residential. 1933 Architect Alan Raymond Taylor and his wife buy 8 lots in the <i>Superb View Estate</i> DP16670 and design the house <i>Robyn Hill</i> set over 3 lots fronting onto MV Rd Taylors also acquire adjoining property in 1936-46 was called <i>Peace Hill</i> 1934 land between Forest & Pentecost 13 lot <i>Brown's Forest</i> subdivision offered: 5 lots to Pittwater Rd (n^o121 (noted as stone cottage <i>Greenwood</i>), 127-139 (battle-axe to 2012 42A&B&C Pentecost). NOTE: sandstone block retaining wall supporting formed roadway along north side of gully to n^o42C MV Rd 1937- SMH and NSW Contractor records 123 tender sites along Pittwater (MV) Rd :eg. Peddle Thorpe & Walker, Bolot, Ward, Fitzgerald, MacKillar & Partidge, Brewster & Manderson, Bohringer & Assocs, Kenworthy
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	1944-46 KRG Council resume and plans 20 acre <i>Rosedale Garden Suburb</i> c 1945 <i>Greenwood</i> (nº121 MV Rd): 52 acres subdivided and house lots reduced to 0.5ha. 1973-74 MV Rd frontage strip resumed for road widening. Since WW2 c1945 little subdivision: exceptions are * triangular area bounded by MV Rd, Grandview * rear of lots facing Fern * Stapleton Pl, Heyden Cl. & Royston Cl, and * Anatol Cl and Highlands c1952 Full length of road re-named <i>Mona Vale Rd</i>. [Historian 2004 + KRG cncl files] 1954 NSW Housing Commission acquired land in St Ives and builds weatherboard homes for immigrants and returned servicemen 1957 <i>Stapleton</i> 5 acres subdivided into 10 lots DP28176 and creates <i>Stapleton Place</i> 1960 KRG Council consent to build <i>St Ives Shopping Centre</i> 1962 KRG Council sets aside 37 acre of bushland for <i>St Ives wild flower garden</i> 1965 <i>Highlands</i> and <i>Glengarriff</i> sold to Trans Realities, <i>Highlands</i> demolished, lands subdivided in 18 lots, create <i>Anatol Close</i>, and about the same time as MV Rd being widened into six lanes resulting on <i>Glengarriff</i> now known as 12 <i>Anatol Cl</i> (lot11 DP228739) and front former garden as <i>C Bowles Thystlethwayte Reserve</i> 1973-74 Dept of Main Roads resume MV Rd frontages for widening to 6 lanes (and erect retaining walls & fences, some in sandstone) [Historian 2004] Conservation Area – area of HCA2 (relevant extracts from Chronology of Mona Vale Road) Nº7 <i>Stoney Creek (MV) Rd</i> bought in 1901 by retailers Ernst and Harriette (nee McCathie) Brown (unrelated to pioneer Browns of the district). E. Brown builds 2 workers cottages at nº18-20 <i>Stoney Creek (MV) Rd</i>. 1903: Brown family buy adjoining nº9 <i>Stoney Creek (MV) Rd</i> to build cottage villa <i>Glengarriff</i> for widowed Harriette: 1903: a daughter Eleanor & Herbert FitzSimons build dark brick bungalow <i>Glen Merville</i> (31 <i>Highlands Ave</i>). 1968: <i>Glen Merville</i> (nº31 <i>Highlands Ave</i>) the other Brown Family house sold, demolished for residential subdivision and to create <i>Wilton Close</i>. (sources inc: Anthony Leonard Bartho's 21 acres in <i>Stoney Creek Road</i>, Gordon by Lorna Watt, 2010 KRG His Soc). Roads marking boundaries between orchards c1840-70 to east of MV Rd, <i>Woodlands</i>, <i>Bromley</i>, <i>Knowlman</i>, <i>Narelle</i>, and <i>Riddle</i>.
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THEMES	
National historical theme	4. Settlement: Building Settlements Towns and Villages
State historical theme	Towns, Suburbs and Villages: Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages

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APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The historical layers of European history and development of the area of HCA2 are displayed in the current subdivision which has been determined in layout by the existing location of Stoney Creek Road (Mona Vale Road) and the boundaries of the earlier orchards. This was the location of orchards c1840-70, though there is little evidence of this previous use. The gullies and creek line may reveal some evidence of earlier agricultural use and the sandstone banks could be associated with earlier layers of historical use. The settlement of this area in the late 19th Century is evident in the two workers cottages built by E. Brown (date unknown) at n°18-20 Stoney Creek (MV) Rd. These cottages are extant and within HCA2. These are likely to date from the late 19th or early 20th century as the Brown family is associated with the building of <i>Glengariffe</i> in 1903. The sub-division of this land in the Inter-War period is recorded by the houses on Mona Vale Road from numbers 24 to 40. Later layers of development and subdivision of larger blocks of land are evident in the battleaxe blocks to the west of Stoney Creek with the building of post war houses. In 1973-74 the Department of Main Roads resumed the Mona Vale Road frontages for widening to 6 lanes resulting in the reduction in size of front gardens and new fences and retaining walls.
Historical association significance SHR criteria (b)	Association with the activities of the Brown family in the late 19th century.
Aesthetic significance SHR criteria (c)	Mature gardens and trees are predominant along the length of Mona Vale Road and in some areas create a backdrop of dense bushland and tree canopy. This is evident in the gully of Stoney Creek on the east of Mona Vale Road. The spacing and pattern of subdivision has retained the historical subdivision pattern of the Inter-War period. The gully of Stoney Creek has created a precinct that includes the riparian course of mature vegetation and built elements such as sandstone retaining walls to the gully and bridges. The vernacular workers cottages and post war subdivision for housing sited in the battleaxes, are a part of this gully precinct to the east of Mona Vale Road.
Social significance SHR criteria (d)	The mature trees and gardens, including backdrops of trees and street trees, large suburban lots and the older housing stock and homogeneity of housing are elements that make the Kur-ring-gai desirable and are valued by the local community.
Technical/Research significance SHR criteria (e)	
	The workers cottages at 18 and 20 Mona Vale Road are rare surviving buildings in an area that is built

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Rarity SHR criteria (f)	predominantly with houses dating from the Inter-War and post war period.
Representativeness SHR criteria (g)	
Integrity	

HERITAGE LISTINGS

Heritage listing/s	Planning Scheme Ordinance (as amended 30 March 2012), Schedule 7, Mona Vale Road: 24, 29
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INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
Report	Paul Davies Pty Ltd Architects Heritage Consultants	Potential Heritage Conservation Areas North Review	2012	Kur-ring-gai Council
Report		KRG Heritage & Neighbourhood Character Study	2000	
Report		KRG Urban conservation area study	2002	
Booklets	KRG Historical Society	The Historian	- 2010 v39n1 - 2009 - 2004	

RECOMMENDATIONS

Recommendation	That this area as defined in the attached map be listed as a Heritage Conservation Area.
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SOURCE OF THIS INFORMATION

Name of study or report	Empirical Review by Stephen Booker and Susan Jackson Stepowski. Peer Review draft Heritage Conservation Areas Ku-ring-gai North, Paul Davies	Year of study or report	2012
Item number in study or report			
Author of study or report	Susan Jackson-Stepowski, Stephen Booker and Elizabeth Evans		
Inspected by	Susan Jackson-Stepowski and Elizabeth Evans		
NSW Heritage Manual guidelines used?	Yes ☒ No ☐		
This form completed by	Elizabeth Evans	Date	27/11/2012



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Image caption	Map of Proposed Heritage Conservation Area HCA2				
Image year	2012	Image by	Ku-ring-gai Council	Image copyright holder	Ku-ring-gai Council

