

Heritage Data Form

ITEM DETAILS							
Name of Item	Pymble Heights Heritage Conservation Area (HCA C8A, C8B)						
Other Name/s Former Name/s							
Item type (if known)							
Item group (if known)							
Item category (if known)							
Area, Group, or Collection Name	Heritage conservation area						
Street number	See attached map for boundary of HCA.						
Street name							
Suburb/town	Pymble				Postcode		
Local Government Area/s	Ku-ring-gai Municipal Council						
Property description							
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting			Northing	
Owner	Various						
Current use	Residential/civic						
Former Use	Residential/civic						
Statement of significance	<p>A largely intact portion of the 1892 Pymble Heights Estate subdivision encompassing 18 listed heritage items, with particularly intact Victorian, Federation and Inter-war period housing. The HCA is of aesthetic significance for its fine groups of Victorian, Federation period and Inter war period houses, outstanding groups including the group of heritage items at Nos. 35-45 Grandview Street and 2 Wellesley Road (corner of Grandview Street) which illustrate the transition from Victorian to Federation period architectural styles; and the group of heritage items at 19-33 Church Street, an impressive group of high quality houses built from the 1890s on a ridge top affording district views: these Church Street houses were particularly prominent in historic photos c. 1900 taken from Grandview or King Edward Streets looking north. The Pymble Heights heritage conservation area is of historical significance as it represents the high quality housing development for wealthy families which followed closely on the opening of Pymble railway station on 1 January 1890. Both Hoffbank at 33 Church Street and Kiewa at 29 Church Street, were constructed for the wealthy woolbroker Duncan Carson.</p>						
Level of Significance	State <input type="checkbox"/>				Local <input checked="" type="checkbox"/>		

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DESCRIPTION					
Designer					
Builder/ maker					
Physical Description	<p>Grandview Street: runs parallel to the railway. Wide street, with the railway on the southern side, concrete kerbing on both sides. Slopes down from intersection with Pacific Highway. View of railway platform from the street. The retail/commercial section of the street (western end) is predominantly 2 storey c. 1920s shops, in various states of alteration, plus two larger commercial buildings, c. 1980s. The eastern end is dominated by a group of late 19th century and early 20th century heritage-listed houses.</p> <p>Station Street: Relatively wide steep street, concrete kerbing both sides, footpath only on western side, scattered street trees.</p> <p>Church Street, King Edward Street, Mocatta Avenue, Wellesley Street: relatively wide streets with concrete kerbing both sides, scattered and mixed street trees. Church Street is elevated, particularly on its northern side, and houses afford district views, particularly from upper levels.</p> <p>Built character: The area encompasses groups of heritage items in Grandview Street and Church Street, which include large late 19th century houses, and a number of substantial Federation-period heritage items in Station Street, Church St and Wellesley Road, along with larger numbers of interwar period houses and a small number of late 20th century houses. The southern side of Church Street includes two listed heritage items.</p> <p>Late 19th century dwellings in Grandview Street have rendered brick walls, later housing predominantly brick walls. Roofs are variously slate, unglazed terracotta tiled or concrete tiled, with unglazed terracotta tiling predominant. Windows are timber-framed either casements or double hung, except to late 20th century housing, which often feature aluminium framed windows.</p> <p>Materials The designated area is largely intact in representing the key historical development periods Victorian, Federation and Inter-war.</p>				
Physical condition and Archaeological potential	<p>Some housing within the area has been replaced with modern housing particularly along the southern side of Church Street, between 3 and 9, 4 and 8, and 15 and 23 King Edward Street and 24 to 24A Wellesley Road.</p> <p>Some Federation and Inter-war houses are now inappropriately roofed in concrete roof tiles.</p>				
Construction years	Start year		Finish year		Circa <input type="checkbox"/>
Modifications and dates					

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Further comments	
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HISTORY	
Historical notes	<p>Pre-contact and early contact Aboriginal history</p> <p>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.</p> <p>A ridge-top pathway made by the Guringai people was the route followed by what is now the Pacific Highway through Ku-ring-gai.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>European settlement in the Ku-ring-gai area</p> <p>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.</p> <p>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).</p> <p>Development of the Pymble Heights Area</p> <p>Station Street was the western boundary of D.D. Mathew's 800-acre land grant of 1838 and of the</p>

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	<p>Pymble Heights subdivision of 1892, a later re-issue of an earlier subdivision.</p> <p>On 21 September 1883 Thomas Walker Esq. of Concord lodged a Primary Application for 15 acres of land fronting Lane Cove Road adjacent to Edward Hacking's farm. Section A was subdivided into 23 lots as the Roseville Estate, many of the lots accessed by the newly formed Roseville Avenue (later renamed Wellesley Road).</p> <p>"The first land transaction of the subdivision was on 1 November 1892 when William McKeown sold lots 5 to 15 to the Rev. Paul Clipsham. This meant that Rev. Clipsham owned all the land in the subdivision on the western side of Roseville Avenue (now Wellesley Road) from Grandview to Church Street. The Rev. Clipsham was living in the immediate area from at least 1893: he was included in the Wesleyan Church records for Pymble from 1893 and was listed on the electoral roll in Roseville Avenue (now Wellesley Road) from 1894." (Harvey, Jennifer, unpublished draft article Pymble)</p> <p>Between 1904 and 1905 four houses were listed in the Sand's Directory in Roseville Avenue (now Wellesley Road) including Aldboro (now No. 2 Wellesley Road), on the corner of Grandview Street, constructed c. 1893.</p> <p>"In November 1892 William Henry McKeown subdivided the remainder of his land and advertised it for sale as the Pymble Heights Estate....The boundaries were Station Street to the west and the earlier Roseville Estate and Stoney Creek Road to the east....When the subdivision was first promoted only Hope and Church Streets serviced the area. Church Street had been named after the Methodist Church, which was located on the eastern side of Stoney Creek Road. By 1895 seven of the ten lots south of Church Street had been reconfigured to make twenty-four smaller lots. Edwards and Emily Streets were formed: these were later known as King Edward Street....By 1898 the Sand's directory listed five households in the area." (Harvey, Jennifer, unpublished draft article Pymble).</p> <p>The houses developed in the Pymble Heights estate 1892 subdivision for wealthy families are epitomised by the groups of heritage listed late Victorian and Federation period houses at 35-45 Grandview Street and 19-33 Church Street.</p>
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THEMES	
<i>National historical theme</i>	Building settlements, towns and cities
<i>State historical theme</i>	State Historic Theme 1: Towns, suburbs and villages State Historic Theme 2: People

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APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The Pymble Heights Heritage Conservation Area is of historical significance as a late 19th century subdivision which retains largely intact development from the 1890s through to the Inter-war period.
Historical association significance SHR criteria (b)	Some houses within the area have historical associations, such as Hoffbank, 33 Church Street and Kiewa, 29 Church Street, both built for woolbroker Duncan Carson.
Aesthetic significance SHR criteria (c)	Of aesthetic significance for its collection of late 19th century to Federation period heritage items, particularly the continuous group of heritage items from 35-45 Grandview Street and 2 Wellesley Road (corner Grandview Street), and the group at 19-33 Church Street, and its largely intact streetscapes of Federation to Inter war period housing, which occupy hilly topography rising steeply from Grandview Street to Church Street.
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	The Pymble Heights Heritage Conservation Areas contains a rare intact and continuous group of late 19th Century to Federation period heritage items at Nos. 35-45 Grandview St and 2 Wellesley Road (corner Grandview Street), and another significant group of predominantly heritage listed fine houses at 19-33 Church Street.
Representativeness SHR criteria (g)	The Pymble Heights Heritage Conservation Area is representative of residential development for wealthy families following the opening of Pymble Railway Station in 1890 to the Inter-war period.
Integrity	

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HERITAGE LISTINGS	
Heritage listing/s	Identified as part of a National Trust Urban Conservation Area in 1986.

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
Map		Subdivision maps	1890s – 1930s	Ku-ring-gai Library, Mitchell Library, Dept of Land and Property Information

RECOMMENDATIONS	
Recommendations	

SOURCE OF THIS INFORMATION			
Name of study or report	Ku-ring-gai North Conservation Areas Review	Year of study or report	2010
Item number in study or report			
Author of study or	Paul Davies Pty Ltd		

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report			
Inspected by	Chery Kemp		
NSW Heritage Manual guidelines used?	Yes X	No <input type="checkbox"/>	
This form completed by	Ku-ring-gai Council	Date	2013 revised 2018

IMAGES - 1 per page

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

Image caption					
Image year		Image by		Image copyright holder	

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IMAGE

photograph, sketch, map