Statement of Heritage Impact

Science & Tutorial Building

for

Knox Grammar School, Wahroonga

Science & Tutorial Building from Borambil Street

Prepared by:

Archnex Designs

Wentech Pty Ltd (ABN 310 735 41803) trading as Archnex Designs.

November 2013

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Knox Grammar School
(Science & Tutorial Building)

Statement of Heritage Impact
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Appendix: **Documents**

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(iii) C2/ HCA 25 Maps (Review copy)

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(v) C2/HCA 25- Inventory sheets (Exhibition Copy)

Archnex Designs

Nominated Architect: Greg Patch (Reg. No. 4820)
Wentech Pty Ltd (ABN 310 735 41803) trading as Archnex Designs.
Architects, Heritage Building Consultants, Interior Designers

STATEMENT OF HERITAGE IMPACT [SoHI]:

Date:	18 November 2013
Premises:	**1495-1499 Pacific Highway, Wahroonga**
Property Description:	**Lot 10, DP 875542; Lot 1, DP 934321; Lot 3, DP 567065; Lot 1, DP 928128; Lots 1& 2, DP 204768;**
Prepared By:	Greg Patch B Sc Arch, B ARCH (Hons), M Herit Cons (Hons), AIA 14 Winchcombe Ave, Haberfield NSW 2045
For:	**Knox Grammar School**

A. PURPOSE OF STATEMENT

This statement has been prepared to assess potential heritage impacts of the proposed refurbishment of the Science and Tutorial building at Knox Grammar School on heritage items in the vicinity and a draft conservation area.

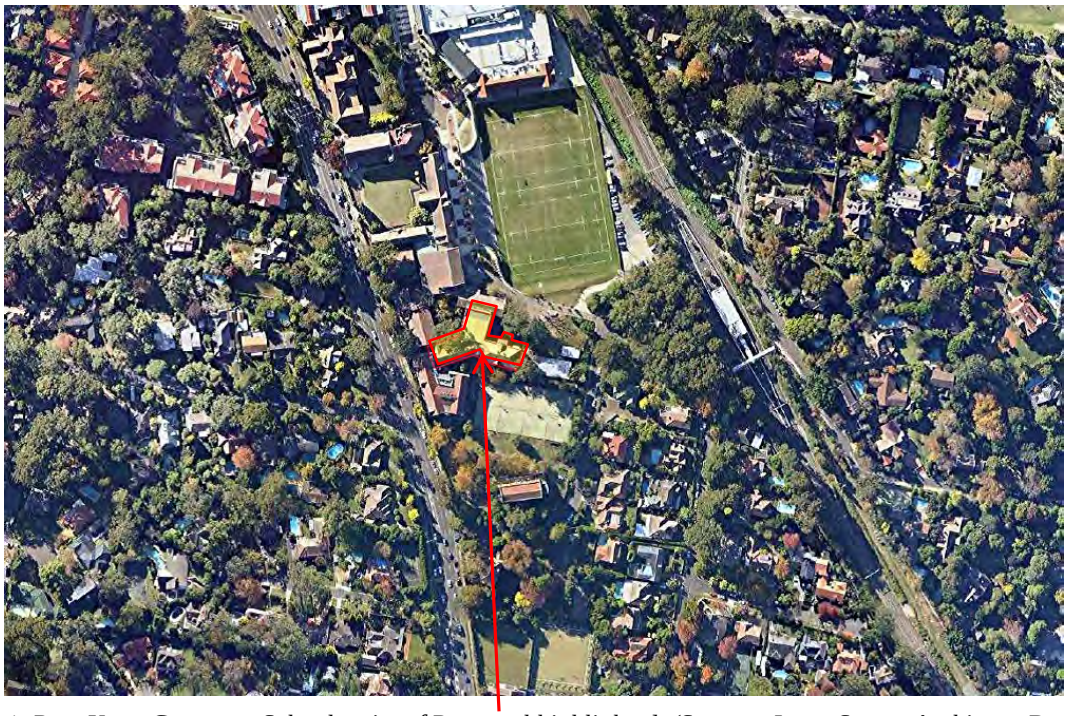
B. GROUNDS OF STATEMENT

2 Borambil Street and 1485-1493 Pacific Highway are listed as heritage items. This has been established through a search of Schedule 7 of the Ku-Ring-Gai Planning Scheme Ordinance [KPSO] and Schedule 5 of Draft Ku-Ring-Gai LEP 2013. Knox Grammar School is also within a Conservation Area under the latter.

C. LIMITS OF STATEMENT

This statement is based on SHI data sheets 1880190, 1880186, C2 Commentary and an inspection of the site and environs in October 2011 and late November 2013.

D. LOCATION



1. Part Knox Grammar School – site of Proposal highlighted. (Source: Jones Sonter Architects Dwg. DA0.01)

E. CONTEXT

E1. DOCUMENTARY

Knox Grammar School: Subdivision & Acquisition

The parcel of land on which Knox Grammar School developed was acquired in various stages from the northern portion adjacent Woodville Ave down to the land adjacent Borambil Ave.

Certificate of Title 2559-95 shows that what is now Lot 3, DP 567065 was transferred from George Tawyer, orchardist of Warrawee to Charles Kinnaird Mackellar, Marion Mackellar, Eric Buckland Mackellar and Malcolm Mackellar in December 1918, and thence to "The Trustees of the Presbyterian Church of Australia in the State of New South Wales" in September 1923.

Lot 10 DP 875542 was similarly transferred from Tawyer to Lady Marion Mackellar, wife of Sir Charles Kinnaird Mackellar in August 1923 following conversion to Real Property under PA 21989. This was transferred to the "The Trustees of the Presbyterian Church of Australia in the State of New South Wales" also in September 1923.

Lot 1 in DP 934321 was transferred to the Trustees in August 1935 (by way of transfer of mortgage).

Lot 2, DP 204768 was transferred to the Trustees in December 1955.

The majority of the land had, then, been acquired by the college by 1935, with the southern portion fronting Borambil Street by the mid-1950s.

Historical Aerial

2. 1943 Aerial- "From the Skies" NSW RTA series. Knox Grammar School (Source: http://imagery.map.nsw.gov.au).

As can be seen in the above image, the school had been established along the Pacific Highway frontage, with a playing field adjacent the railway and with remnant houses/ house lots to the southern portion of what is now the college property fronting Borambil Street at that time.

Heritage Items in the Vicinity

2 Borambil Street, Warrawee

The description, modification and dates of this item are given as:

Substantially intact. Historical period: 1994-1960. [sic]

Its significance is stated as:

Reasons for listing; cultural, architectural, municipal significance

An image is provided:

Item 2 Borambil Street, Warrawee

Image Type:	*Photograph*
Image Number:	*09:085*
Image Year:	*30 Nov 86*
Image By:	*Robert Moore, Penelope Pike, Helen Proudfoot*
Image Copyright Owner:	*Ku-Ring-Gai Council*

1485-1493 Pacific Highway, Wahroonga ("Inglewood")

This item is described as:

Designer/Maker: *H. Joseland*

Modifications and Dates: *Altered or extended sympathetically*

Historical Notes: Historical period: 1901-1920.

Its significance is stated as:

Reasons for listing; cultural, architectural, municipal significance Note: fine fence, gates, garden

An image is provided:

Image Type:	*Photograph*
Image Number:	*09:081*
Image Year:	*30 Nov 86*
Image By:	*Robert Moore, Penelope Pike, Helen Proudfoot*
Image Copyright Owner:	*Ku-Ring-Gai Council*

Inglewood 1485-1493 Pacific Highway, Wahroonga

There are also heritage items at 30 & 34 Heydon Ave, but having inspected them in relation to the subject works to Knox College, they are deemed to be outside the visual catchment of these items.

E2. PHYSICAL

A photographic survey of Knox Grammar School was undertaken in September 2011* and November 2013 and included a traverse through the school grounds, along Pacific Highway and down Borambil Street to ascertain what extent of visual connexion may be apparent between the site of the proposed works and the items in the vicinity.

*3. Entry to Knox Grammar School on Woodville Ave.**

4. Main thoroughfare towards main school buildings.

5. Main thoroughfare- adjacent sports field concourse.

*6. Main thoroughfare adjacent main school building.**

7. View towards Borambil Street from main thoroughfare.

8. 2 Borambil St from Knox Borambil St entry.

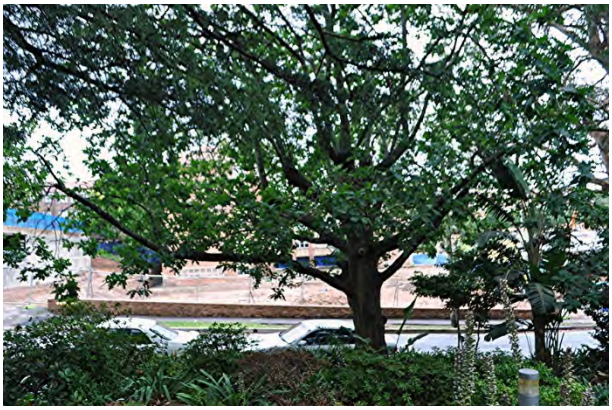
*9. View towards Warrawee Station group.**

10. Science and Tutorial building from pathway.

11. Science & Tutorial building from near entry.

12. Science & Tutorial building- KSSA excavation

13. KSSA site (left) – and playing field/ school.



14. KSSA/ subject site from in front of 2 Borambil St.

15. Subject building/ KSSA site from rear 2 Brambil St.

16. Rear, 2 Borambil.

17. Knox Chapel and subject building beyond.

18. "Inglewood" from Borambil St .

The southern area of the Knox campus tends to be well treed with relatively mature/ advanced specimens- to the point whereby the foliage obscures much of the built form to that area.

*19. Sign at Borambil St/ Pacific Highway corner**

*20. Borambil St- view towards subject site.**

*21. Roof of subject building/ Chapel to right. **

*22. "Ingleside"- Pacific Highway frontage.**

As can bee seen in the above survey, the proposed works to the Science and Tutorial building will be of minimal visibility from outside the site, including the heritage items in the vicinity. The subject building is well-screened by the KSSA & Chapel buildings or existing intervening foliage of the many mature trees and shrubs to the southern area of the site. What will be seen will be greatly improved in any event, given the compatibility of the proposed external materials finishes and colours.

F. PROPOSED DEVELOPMENT

I have examined drawings N^{os}: 130801/ DA0.01A/ DA1.01A; -/DA2.01A; -/ DA3.03A; -/ DA3.04A; -/DA3.05A; -/DA3.06A; -/DA3.12A; -/DA3.13A;-/DA3.14A;-/DA3.15A; -/DA5.01A; -/DA5.02A; -/DA6.01A; -/DA6.02A; -/DA6.10B; -/DA6.11B; prepared by Jones Sonter Architecture + Urbanism, dated 25-10-2011 [A] & 12-11-13 [B]

They depict a proposed refurbishment of the Science and Tutorial building, including:

1. *New brick facades to North of New Science and East of Tutorial Building*
2. *New roofs over Level 4 of New Science and Tutorial Building to match the KSSA and in doing so fully enclose Level 4 of Tutorial Building. This may necessitate the demolition of the existing walls to the whole of Level 4 of Tutorial Building;*
3. *Complete refurbishment and refit of Levels 2, 3 and 4 of New Science for which Levels 2 and 3 are to continue the existing use as Science Labs, while Level 4 is to adopt a new use as Business Studies; and*
4. *Fitout of new Level 4 of Tutorial Building to extend the Business Studies use from Old Science.*

Proposed external materials, finishes and colours (as advised by Jones Sonter) are to match those approved for the Knox Seniors Studies Academy [KSSA] to be erected adjacent. These are depicted on the drawings as:

External materials, finishes and colours as depicted on Jones Sonter drawing 130801/ DA6.11B.

As can be seen in the photographic survey, the palette is consistent with that used predominantly throughout the school and the intent is to bring what is considered an anomalous building into some conformity with those to the rest of the campus.

G. HERITAGE IMPACT OF THE PROPOSED DEVELOPMENT

Ku-Ring-Gai PSO Heritage Listings.

Schedule 7- Heritage Items

Part 2 - Other heritage Items
(Numbers refer to street numbers unless otherwise specified)

- *Borambil Street, 2.*
- *Pacific Highway, 1485-1489*

The relevant provision of the Ku-Ring-Gai PSO [July 2103] in relation to potential heritage impact of the proposed development is:

Development in the vicinity of heritage items

61E The Council shall not grant consent to an application to carry out development on land in the vicinity of a heritage item unless it has made an assessment of the effect the carrying out of that development will have on the heritage significance of the item and its setting.

Comment: The impact on the significance setting of the items in the vicinity includes views to and from 2 Borambil Street, and 1485-1489 Pacific Highway ('Ingleside').

As has been shown above, the views of and from "Ingleside" will not be affected as the proposal will be screened by the existing vegetation and the Knox Chapel building.

The significance of this item is stated as:

Substantially intact. Historical period: 1994-1960. [sic]

The subject two-lot property was transferred following subdivision in 1929 (Lots 13 & 14, DP 16271) to Ethel Maude Packer, wife of Robert Clyde Packer, who purchased the land in 1933. It would appear from a September 1936 covenant endorsement to CT 4563-191 that the existing building on the subject property was built in the latter part of the Interwar period for Universal Investment Limited who owned the property from 1936 to 1942. The Uniting Church in Australia Property Trust (NSW) purchased the property in 1998, and it is currently in use as the Knox Uniform Shop, as mentioned above.

As can be seen in the images at 25, 29 & 30 above (pp 7-8), it is of a late "Interwar" style, with seemingly composite Functionalist (glazing bars/ balcony massing)/ English vernacular (pronounced eaves, chimney, hipped roof/ cat-slide roof) influences in a light face brick with green roof tiles and white concrete columns and painted timber windows/ doors . It was set on the land to address the north, and presents its western/side elevation and service areas to the KSSA site. The area to the south-western portion of the property has been adapted to provide carparking for patrons of the Knox Uniform School.

Impacts on *setting* are generally understood to revolve around the comparative bulk, and appearance of new development to be placed within the visual catchment of an item, together with amenity considerations such as overshadowing, and physical affects such as undermining etc.

In this instance, the subject item and Science & Tutorial Building site are separated by the Borambil Street road reserve, and will be largely screened by the KSSA building.

The purpose of the proposed works is to bring the subject building to an expression that is consistent with the remainder of the Knox Grammar campus, with relatively steeply pitched dark-clad roofs, dry-pressed brick walls, expressed voussoirs and keystones, soldier course headers and the school logo used as a decorative feature to the gable glazing.

There is then, an apparent conscious intent to adopt an architectural expression that is sympathetic to, and compatible with, that of the older buildings to the school without necessarily aping them.

There will also be no impact on the significance of the substantial intactness of the item, as there will be no direct physical effects.

Conservation Area CA25- Heydon Ave, Warrawee

CA25 is identified under the Ku-Ring-Gai Council DCP 55 which relates to Multi-Unit Housing and gives the following description:

• *The Ku-ring-gai Urban Conservation Area (Heydon Avenue, Warrawee Precinct) consists of an area of large single-storey 1920s and 1930s bungalows as well as some large 1940s houses. The uniform appearance of the area stems from its well established landscape.*

• *The Heydon Avenue, Warrawee Precinct epitomises the area and era in both the excellent, intact nature of its houses, their gardens and street plantings.*

Since the proposal is not "Multi-Unit Housing" there would appear to be little relevance in addressing the matters contained in DCP55, except in terms of general character of the area.The map from the review is, however useful in establishing the proximity of heritage items- see Appendix.

This Conservation Area does not appear to be mapped under LEP 218 which amended the PSO.

Approx. Location of Heydon Ave Conservation Area. (LEP 218 Map).

Nor does it appear at Part 3, Heritage conservation areas at Schedule 7 of the PSO.

Draft Ku-Ring-Gai LEP 2013 [DKLEP2013]

The heritage items referred to above are listed at:

Schedule 5 Environmental heritage

Part 1 Heritage Items

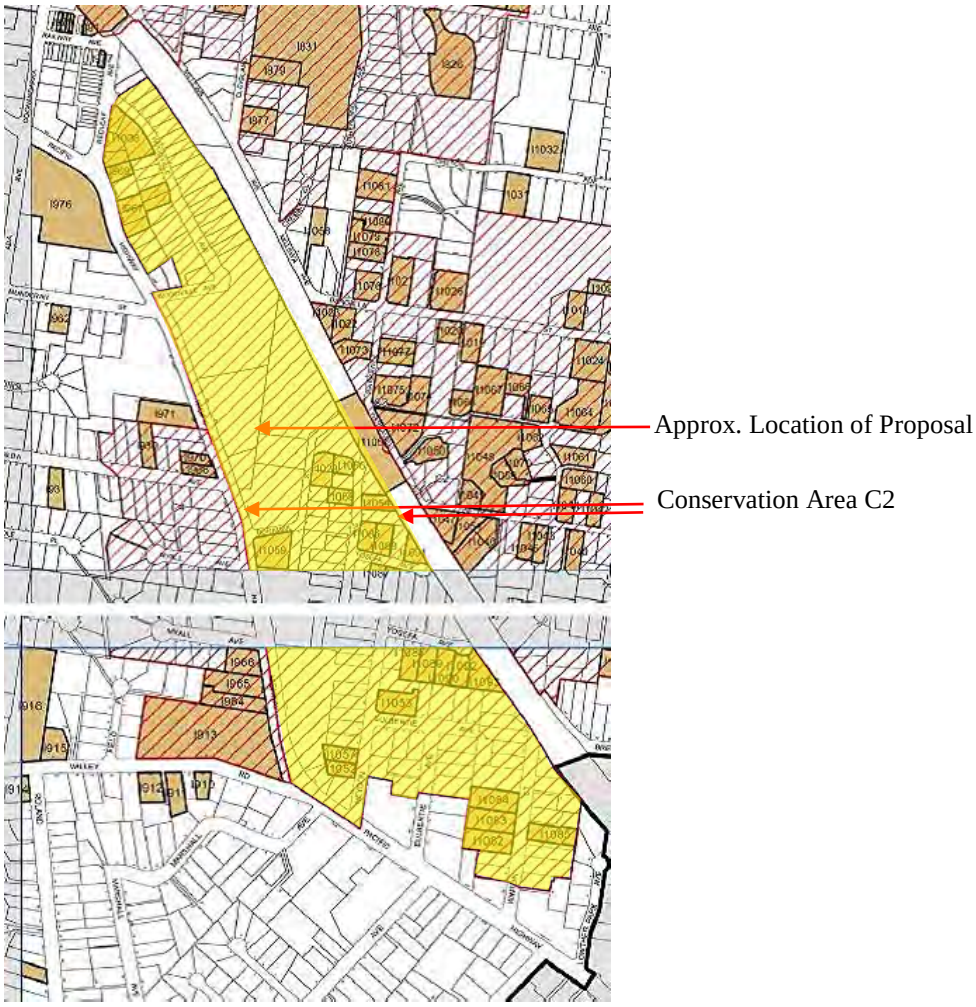
Suburb	*Item name*	*Address*	*Property description*	*Significance*	*Item No*
Warrawee	*Dwelling house*	*2 Borambil Street*	*Lots 13 &14 DP16271*	*Local*	*I1028*
Warrawee	*"Inglewood" Dwelling house*	*1485 Pacific Highway*	*Lot 11 DP 1009885*	*Local*	*I1059*

The erstwhile CA25 is listed under the DKLEP2013 at:

Part 2 Heritage Conservation Areas

Description	***Identification on Heritage Map***	***Significance***
Heydon Avenue, Warrawee/Woodville Avenue, Wahroonga Conservation Area	*Shown by red hatching and labelled "C2"*	*Local*

They are mapped as:



C2 Conservation Area- Part Maps HER_6 & HER_7 DKLEP

The significance of Conservation Area C1 is stated as (see inventory material at the Appendix):

> *A distinctive residential area of historical and aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including Redleaf and Inglewood, both designed by Howard Joseland. Significantly, the area retains its oldest house, Reaycroft at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.*

The relevant provisions of KLEP2013 are:

5.10 Heritage conservation

Note. *Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5.*

Clause	**Comment**
(1) ***Objectives***	
The objectives of this clause are as follows: *(a) to conserve the environmental heritage of Ku-Ring-Gai*	

(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, *(c) to conserve archaeological sites,* *(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.*	
(2) ***Requirement for consent***	
Development consent is required for any of the following: *(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):* *(i) a heritage item,* *(ii) an Aboriginal object,* *(iii) a building, work, relic or tree within a heritage conservation area,* *(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,* *(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,* *(d) disturbing or excavating an Aboriginal place of heritage significance,* *(e) erecting a building on land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,* *(f) subdividing land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*	The proposal is for work to a building within a conservation area.
(3) ***When consent not required***	
However, development consent under this clause is not required if: *(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:*	

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and *(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or* *(b) the development is in a cemetery or burial ground and the proposed development:* *(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and* *(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or* *(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or* *(d) the development is exempt development.*	
(4) ***Effect of proposed development on heritage significance***	
The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).	The proposed development will render the subject building more compatible with the prevalent architectural treatment of buildings on the Knox Grammar School campus and will hence enhance the primarily "Interwar" character of the Heydon- Woodville Ave Conservation Area, as discussed in the Paul Davies Pty Ltd commentary on the conservation area CA25/C2. (see Appendix).
(5) ***Heritage assessment***	
The consent authority may, before granting consent to any development: *(a) on land on which a heritage item is located, or* *(b) on land that is within a heritage conservation area, or* *(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),* *require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*	This document has been prepared having general regard to the guideline document "Statements of Heritage Impact" as published by the Heritage Branch of the NSW Office of Environment & Heritage.
(6) ***Heritage conservation management plans***	
The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage	The works are to a building of a nature that does not warrant the preparation of a

conservation management plan before granting consent under this clause.	conservation management plan.
(7) ***Archaeological sites***	
The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies): *(a) notify the Heritage Council of its intention to grant consent, and* *(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*	The place is not identified as an archaeological site.
(8) ***Aboriginal places of heritage significance***	
The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance: *(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and* *(b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.*	The place is not identified as being of Aboriginal heritage significance.
(9) ***Demolition of nominated State heritage items***	
The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item: *(a) notify the Heritage Council about the application, and* *(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*	The place is not identified as being a State heritage item.
(10) ***Conservation incentives***	
The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that: *(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and* *(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and* *(c) the consent to the proposed development would require that all necessary conservation work identified*	It is not sought to use the heritage incentive provisions.

in the heritage management document is carried out, and *(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and* *(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*	

H. CONCLUSION

The above research, inspection, analysis and assessment reveals that Knox Grammar School was initially established on the land to the north of the subject site in the early/ mid-1920s with the purchase of "Earlston", now Gillespie Boarding House, and its opening as a Presbyterian Boys' School in 1924. The subsequent buildings and facilities (with some exceptions) have developed from this time to the south towards Borambil Street following what is essentially an "Interwar"-influenced architectural expression.

The Science and Tutorial Building is something of an uncharacteristic building in terms of the general style of those to the Knox Grammar School, and the proposed works seek to redress this.

In my opinion, the impacts on the conservation area will be positive, the affects on the significance and setting of the heritage items in the vicinity negligible, and the proposal is eminently supportable in terms of potential heritage impacts.

Prepared by

Greg Patch
Architect/Heritage Consultant

Appendix: Documents

Item

Item

Name of Item: Item

Type of Item: Built

Primary Address: 2 Borambil Street, Warrawee, NSW 2074

Local Govt. Area: Ku-Ring-Gai

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
-	-	-	-	-

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
2 Borambil Street	Warrawee	Ku-Ring-Gai			Primary

Statement of Significance

Reasons for listing; cultural, architectural, municipal significance

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Modifications and Dates: Substantially intact

History

Historical Notes: Historical period: 1994-1960.

Assessment Criteria

Items are assessed against the **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan			04 Nov 89		
Heritage study					

Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
Ku-ring-gai Heritage Study	1987	09:085	Robert Moore, Penelope Pike and Helen Proudfoot	RM	Yes

References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

(Click on Thumbnail for Full Size Image and Image Details)

Data Source

The information for this entry comes from the following source:

Name: Local Government

Database Number: 1880190

Item

Item 2 Borambil Street, Warrawee

Image Type:	Photograph
Image Number:	09:085
Image Year:	30 Nov 86
Image By:	Robert Moore, Penelope Pike, Helen Proudfoot
Image Copyright Owner:	Ku-Ring-Gai Council

Item

Boundary Sketch

Image Type:	Map / Plan
Image Number:	09:085
Image Year:	30 Nov 86
Image By:	Robert Moore, Penelope Pike, Helen Proudfoot
Image Copyright Owner:	Ku-Ring-Gai Council

Inglewood

Item

Name of Item: Inglewood

Type of Item: Built

Group/Collection: Residential buildings (private)

Category: House

Primary Address: 1485-1493 Pacific Highway, Wahroonga, NSW 2076

Local Govt. Area: Ku-Ring-Gai

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
-	-	-	-	-

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
1485-1493 Pacific Highway	Wahroonga	Ku-Ring-Gai			Primary

Statement of Significance

Reasons for listing; cultural, architectural, municipal significance Note: fine fence, gates, garden

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker: H. Joseland

Modifications and Dates: Altered or extended sympathetically

History

Historical Notes: Historical period: 1901-1920.

Assessment Criteria

Items are assessed against the **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

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References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

(Click on Thumbnail for Full Size Image and Image Details)

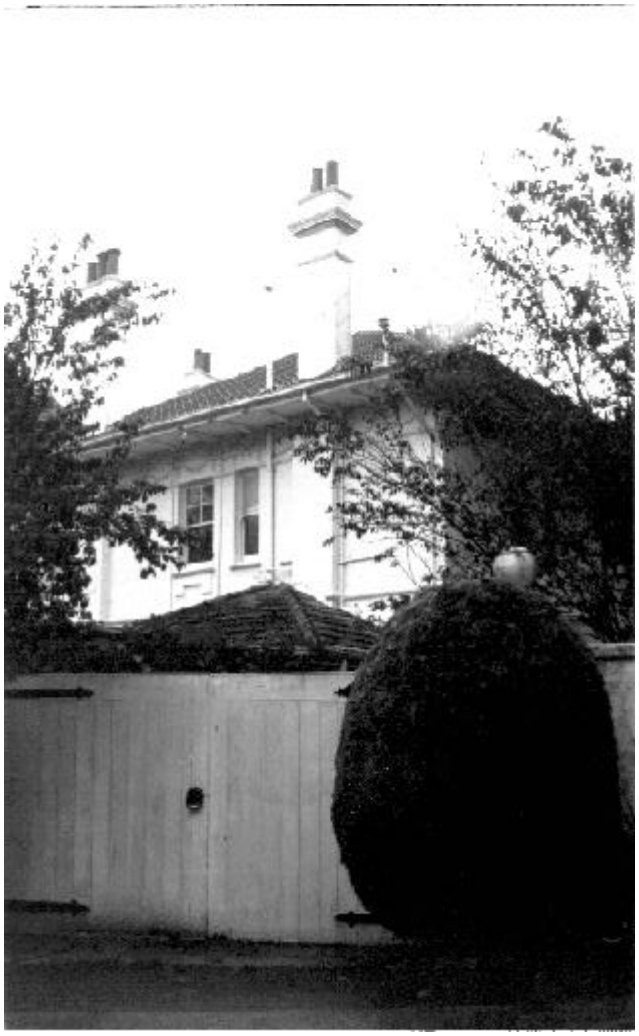
Data Source

The information for this entry comes from the following source:

Name: Local Government

Database Number: 1880186

Inglewood



Inglewood 1485-1493 Pacific Highway, Wahroonga

Image Type: Photograph

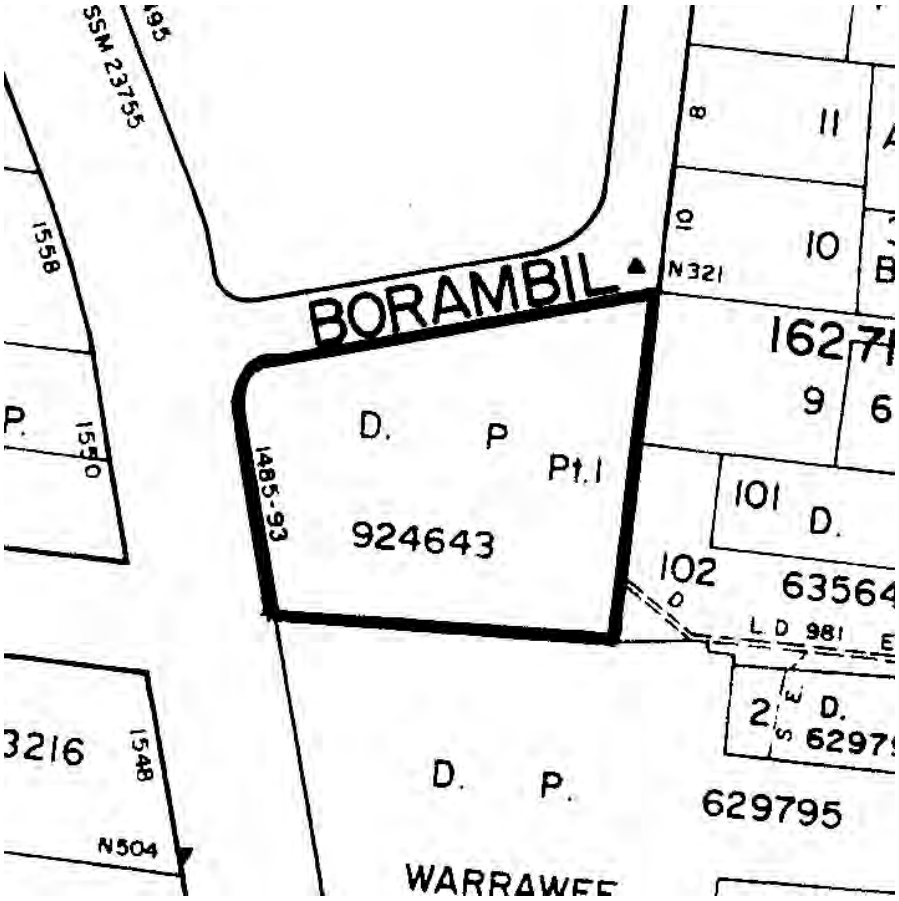
Image Number: 09:081

Image Year: 30 Nov 86

Image By: Robert Moore, Penelope Pike, Helen Proudfoot

Image Copyright Owner: Ku-Ring-Gai Council

Inglewood



Boundary Sketch

Image Type:	Map / Plan
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Image Copyright Owner:	Ku-Ring-Gai Council

HEYDON AVENUE - WARRAWEE/WOODVILLE AVENUE - WAHROONGA
Draft Proposal - Heritage Conservation Area

Ku·ring·gai Council

3.11 HCA 25 - HEYDON AVENUE, WARRAWEE

History

The following history is summarised from the *Ku-ring-gai Urban Conservation Area Study*, Godden Mackay Logan, 2002 and from the history section of Zeny Edwards' book *The Architectural Gems of Warrawee.*

Warrawee was a prime timber-getting location from circa 1815, dominated by the holdings of timber contractor Thomas Hyndes to the east and west of Lane Cove Road (now the Pacific Highway). Hyndes' land included vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Hyndes had formally leased the 2000 acres (809ha) to the east of Lane Cove Road by 1822 and in 1840 the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the western border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant. As the timber was removed, the cleared land was converted to use as orchards and market gardens.

Lands to the east of Lane Cove Road were totally contained within the 1876 subdivision of *The Big Island Estate.* The nucleus of the estate was bought, and in turn marketed by a group of politicians – Burns, Withers and Burdett Smith – in 1878, promoted as the *Vanceville Estate*. The *Vanceville Estate* was bounded by Cleveland Street to the west, Great Eastern Road (now Eastern Road) to the east, Burns Road to the north, and east-west cross streets were Hastings Road, Smith Street (later Bangalla), Gordon Lane (later Chilton Parade), and Billyard Avenue. Forty-one blocks, varying in size between four and seven acres (1.6-2.8ha) were sold to orchardists and market gardeners, who took up occupation.

Plans for the North Shore railway line were announced as early as 1882, and the *Vanceville Estate* was further subdivided into lots of around 5 acres each. However, when the line opened in January 1890 there was no station at Warrawee, the nearest stations being Wahroonga and Turramurra. The result was a delay in subdivision for further residential development.

Warrawee began to develop as an exclusive residential district with no shops, no post office, no public school, no churches, and no railway station until 1900. The railway commissioners were lobbied to construct a railway station at Warrawee by local residents including J.C. Remington, the second owner of *Pibrac.* Despite initial resistance from the railway commissioners due to the short distance between this location and the next station, Wahroonga, the lobbying prevailed and Warrawee Station was opened on 1 August 1900.

The exclusive residential character of the area became more pronounced after the opening of the railway station, as prominent wealthy residents, particularly Joseph Beresford Grant (manager of Atlas Assurance Co. and later Raine & Horne) gazumped commercial developers by buying up every site with a possibility for commercial use and building houses on the sites. One of these houses is *Woodcourt*, 34 Heydon Avenue designed by architect Leslie Wilkinson (within HCA25). The house was built to block a row of shops destined for the site. Grant was responsible for the construction of a number of substantial residential dwellings in Warrawee, Pymble and Killara, many by well-know architects.

In 1907, the Ku-ring-gai Recreation Company, which included members of the Progress Society, purchased four and a half acres (1.82 ha) of land fronting Lane Cove Road (Pacific Highway) in Warrawee. The club was later renamed the Warrawee Bowling Club, and is the oldest bowling club in Ku-ring-gai.

The high reputation of the area for its residential character was sometimes used in promoting sales of land in new subdivisions, for example the 1914 sale of the *Winton Estate*, with ten lots offered for sale in Winton Avenue, advertised the area as "The District of Beautiful Houses". Further, most land sales were subject to covenants specifying building materials and the cost of new houses, for example lots in the *Blytheswood Estate* in 1908 had a covenant specifying that any building erected must be worth more than 300 pounds in value and must be fenced.

HCA25 developed its character and form during the 1920s and 1930s. A large portion of the area was taken up by Knox Grammar School, established in 1924. The school had initially conducted itself from *Innisfail* (aka *Ewan House*) the home of brewer John Toohey in Wahroonga (now part of the Knox Preparatory School).

To the east of Knox Grammar School, Heydon Avenue (originally Beaufain Avenue, renamed after Judge C.G. Heydon who lived there) was largely developed in the 1920s and 1930s following subdivision of Judge Heydon's estate *Reaycroft* at 17 Heydon Avenue: *Reaycroft* was built in 1895 to a design by Castleton and Lake in the Federation Queen Anne style, and is the area's oldest home.

Eulbertie Avenue, Winton Street and Borambil Street were subdivided and developed between 1900 and 1908.

Yosefa Avenue, named after Judge Heydon's wife, who built the house *Yosefa* in the 1890s, was laid out in 1924, with the house demolished for the subdivision. Yosefa Avenue contains ten houses, four designed by architect Augustus Aley including *Innisfree* at No. 8, which he designed for himself in 1920 and *Santos* at No. 11, also designed by Aley for his own use in 1929.

At the northern end of the area, the heritage-listed house *Redleaf*, on the site encompassing four blocks at 28-30 Woodville Avenue, at the corner of Redleaf Avenue, was completed in 1899 to the design of Howard Joseland for solicitor Walter Parish of the Sydney legal firm Parish Patience and McIntyre. In the 1920s, Ku-ring-gai Council successfully re-planned the area around the approaches to Wahroonga Station, resuming land encompassing *Redleaf* in 1926 and forming a new roadway, Redleaf Avenue. *Redleaf* house was originally set within an extensive garden of five acres. By 1915 the property was owned by Arthur Crane of the Tap Manufacturers G.E. Crane and Sons. After the property was resumed in 1926 by Ku-ring-gai Council to provide better access to Wahroonga Railway Station, the Council subdivided the property in 1929; the subdivision being called the *Ku-ring-gai Council's Model Town Subdivision*. At that time the house was purchased by the Sisters of Mercy and converted into a nursing home, a use which continued until the mid 1960s. *Redleaf* has been a private residence since 1966.

The *Ku-ring-gai Council Model Town Subdivision* of 1929, not only formed Redleaf Avenue, but also extended Woodville Avenue north to intersect with Redleaf Avenue.

"The Council had commissioned real estate agents to auction the *Redleaf* estate in October 1929, just a little over two weeks before the Wall Street Stock Exchange crash."[14]

Due to the timing of this subdivision, the northern end of this area, with the exception of *Redleaf*, is dominated by housing built from 1929 into the 1930s and 1940s. Despite the Wall Street Stock Exchange crash and the subsequent commencement of the Great Depression, it is worth noting that this subdivision near Wahroonga Railway Station, in a wealthy area of Sydney where unemployment was low, took place at a time when the completion of the Sydney Harbour Bridge (completed 1932) was anticipated.

HCA 25 includes the site of Warrawee Public School on the western side of the Pacific Highway. The land on which Warrawee Public School stands was originally part of George Wood's land grant, later acquired by Reginald Finlay, who built a large single storey house *Blytheswood* on the land.

On June 1905, the Department of Public Instruction purchased part of the land to build Warrawee Public School, and the remaining property, including the residence, was purchased by Mr. William Quigley.

The original Warrawee Public School building was built at 1486 Pacific Highway in 1906, on the corner of Blytheswood Avenue. The public school's foundation stone was laid by Mrs C.G. Wade, wife of the Premier of NSW, on 2 June 1906, and the school officially opened in mid November 1906 with 108 pupils. The school building was extended in 1935. In 1950, the NSW Education Dept. purchased the property *Blytheswood* plus three other blocks of land (now 1482 Pacific Highway), and the Blytheswood house was demolished for new classrooms for the Infants Department of the school. New Infants school buildings were constructed in 1981-1982, and the original 1906 school building, with later extensions, remains at 1486 Pacific Highway.

[14] p. 96, Curby, Pauline, and Macleod, Virginia, *Under the Canopy: A centenary history of Ku-ring-gai Council* Ku-ring-gai Council, 2006

Figure 306: Northern section of HCA 25 in 1943 (Knox Grammar at bottom of photo). Pacific Highway to west, railway line to east.

Figure 307: Southern section of HCA 25 in 1943 (Knox Grammar at top of photo, Lowther Park Avenue cul-de-sac outline at bottom). Defined by the Pacific Highway to the west, the railway to the east.

Description

Topography and Streetscape

The area generally has sloping streets falling away from the Pacific Highway, and kerbing and guttering to streets and informal street tree plantings. Access to the area is only available at a few points off the Pacific Highway or from the east via Redleaf Avenue. The north and south sections of the area are completely separated by the Knox Grammar School site, and the site is bordered by the Pacific Highway and the North Shore Railway Line, with the exception of the Warrawee Public School site on the western side of the Pacific Highway. The majority of the local retail shopping area in Redleaf Avenue is outside the HCA.

The alignment of Heydon Avenue, and the rear property lines of allotments facing Lowther Park Avenue and Winton Street evidence the early subdivisions which broke up John Terry Hughes' land grant into the *Vanceville Estate*.

Figure 308: Woodville Avenue streetscape

Figure 309: Borambil Street streetscape

Figure 310: Heydon Avenue Streetscape

Figure 311: Yosefa Avenue streetscape

Figure 312 : New residential flats at 2 Eulbertie Ave

Figure 313: Winton Street streetscape looking north

Figure 314:

(left) Lowther Park Avenue looking south, note new residential flats on right (2 Lowther Park Avenue/1389-1397 Pacific Highway)

Built Form

Housing throughout the area is detached, single and two storeys, with a predominance of single storey housing.

Two grand Federation-period residences remain on substantial grounds within the HCA: *Redleaf* designed by architect Howard Joseland at 28-30 Woodville Avenue; and *Inglewood,* also designed by Howard Joseland, at 1485-1493 Pacific Highway. Judge Heydon's 1895 house *Reaycroft,* which is not heritage-listed, remains at 17 Heydon Avenue.

From the Inter-war period, fine heritage-listed houses within HCA 25 are: *Woodcourt*, 34 Heydon Avenue designed by Professor Leslie Wilkinson in 1934 for J. Beresford Grant; *Chantreys*, 32 Heydon Avenue, designed by architect John Brogan for Professor Charles Fawsitt, Professor of Chemistry, University of Sydney c. 1934;

Woodville Avenue, the northern end of which was subdivided as part of the *Ku-ring-gai Council Model Town Subdivision*, includes a number of particularly fine 1930s and 1940s Inter-war Mediterranean style houses on the eastern side, including Nos. 41 and 35; and the heritage items *Redleaf* and a fine Inter-war Old English style house at 18 Woodville Avenue/1551 Pacific Highway (a large site with two street frontages) on the western side of Woodville Avenue.

Eulbertie Avenue includes a fine group of intact single storey Inter-war California bungalows at Nos. 9-17.

Winton Street includes a number of fine Federation period single storey houses on the western side, and a fine heritage listed Inter-war Old English style house (No. 7) on the eastern side.

Lowther Park Avenue appears to be a 1960s subdivision, with modest 1960s single storey housing, set well back from the street and without front fences.

Figure 315: Heritage Item at 18 Woodville Avenue

Figure 316: 2 Heydon Avenue

Figure 317: 5 Yosefa Avenue

Figure 318: 11 Yosefa Avenue

Figure 319: 11 Eulbertie Avenue – one of a number of intact Inter-war bungalows 1920s-1930s

Figure 320: House in Winton Street, contributory, not heritage listed

Figure 321: Typical 1960s house in Lowther Park Avenue

Figure 322: 1906 Warrawee Public School building

Discussion of Significance

HCA 25 retains fabric integrity except at the edges. The streetscapes within the defined area are fine streetscapes of Inter-war housing, with the exception of Winton Street, which contains a number of significant Federation period houses. The proposed HCA boundaries exclude Lowther Park Avenue, a 1960s cul-de-sac, and various modern residential flat buildings along the Pacific Highway. Warrawee

Public School is also excluded, however the 1906 building and its site are recommended as a potential heritage item.

Statement of Significance

A distinctive residential area of historical and aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including *Redleaf* and *Inglewood*, both designed by Howard Joseland. Significantly, the area retains its oldest house, *Reaycroft* at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.

Recommendation

This area is recommended for listing as a Heritage Conservation Area, with boundary adjustments as follows:

- Exclude Warrawee Public School on the western side of the Pacific Highway (note: 1906 school building proposed to be investigated as a potential heritage item)
- Exclude Lowther Park Avenue (modest 1960s development which does not reflect the overall period of the HCA)
- Exclude sites along the Pacific Highway which have recently been developed for residential flat buildings out of scale with other development in the HCA
- Exclude the service station at the north-western corner of Redleaf Avenue and the Pacific Highway
- Exclude two sites at the north-eastern corner of Redleaf Avenue and Woodville Avenue which have modern development on them
- Include the north-western end of Woodville Avenue, in particular to include the modest Federation period house on the corner of Woodville Avenue and the Pacific Highway (1533 Pacific Highway)

As the area encompasses a portion of Wahroonga as well as Warrawee, it is suggested to be renamed the *Heydon Avenue, Warrawee/Woodville Avenue, Wahroonga HCA*, which would reflect the names of both the major roads within the area, and both the suburbs covered by the area.

Potential Heritage Items

The following properties are recommended for further investigation as potential heritage items:

- *Reaycroft*, 17 Heydon Avenue, Warrawee
- 2-2A Heydon Avenue, Warrawee
- 1499 Pacific Highway – Knox Grammar School – selected buildings only (not the whole site)
- 1486 Pacific Highway (not the whole site) – Warrawee Public School – 1906 building and 1935 extensions
- 4 Winton Street, Tarawa
- 5 Yosefa Avenue
- 7 Yosefa Avenue
- 11 Yosefa Avenue
- 8 Yosefa Avenue

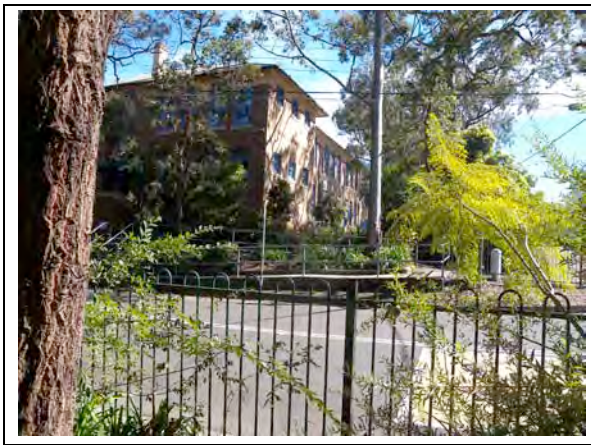
Note that previously identified potential items which are not recommended are:

- 1 Yosefa Avenue –a new house
- 3 Yosefa Avenue – an Inter-war Spanish Mission style house, which will be adequately protected by the HCA listing of the area
- 2 Yosefa Avenue – an Inter-war California bungalow, which will be adequately protected by the HCA listing of the area

- 4 Yosefa Avenue – an Inter-war Old English style house, which will be adequately protected by the HCA listing of the area
- 6 Yosefa Avenue – a new house

Table 13: Potential Heritage items in HCA 25

Group or item	Notes
17 Heydon Avenue, Warrawee	
	1895/Judge Heydon's house
Figure 323: 17 Heydon Avenue, "Reaycroft"	
2-2A Heydon Avenue, Warrawee	
	Previously identified potential heritage item, designed by architect John Shedden Adam. Large 2 storey 1920s house on a double block. Very intact.
Figure 324: 2 Heydon Avenue	
1499 Pacific Highway – Knox Grammar School – selected buildings only	
	Chapel (near Borambil Street); John Shedden Adam designed building, pre-1943 buildings on site
Figure 325: Knox Chapel (taken from Borambil Street)	
1486 Pacific Highway (not the whole site) – Warrawee Public School	

	1906 building and 1935 extensions
Figure 326: Warrawee Public School 1906 building	
4 Winton Street, Tarawa	
	c. 1907/Hugh Venables Vernon, architect, for himself
Figure 327: 4 Winton Street	
5 Yosefa Avenue, “Collingwood”	
	c. 1927/Peddle Thorp & Walker
Figure 328: 5 Yosefa Avenue	

7 Yosefa Avenue	
	1926/Augustus Aley
Figure 329: 7 Yosefa Avenue	
11 Yosefa Avenue, “Santos”	
	1929/Augustus Aley for himself
Figure 330: 11 Yosefa Avenue	
8 Yosefa Avenue, “Innisfree”	
	c. 1902/ August Aley for himself
Figure 331: 8 Yosefa Avenue	

Heritage Data Form

ITEM DETAILS						
Name of Item	Heydon Ave, Warrawee and Woodville Ave, Wahroonga Heritage Conservation Area (HCA)					
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	Warrawee/Wahroonga				Postcode	
Local Government Area/s	Ku-ring-gai Municipal Council					
Property description						
Location - Lat/long	Latitude			Longitude		
Location - AMG (if no street address)	Zone		Easting		Northing	
Owner	Various					
Current use	Residential/civic					
Former Use	Residential/civic					
Statement of significance	The Heydon Avenue Warrawee/Woodville Avenue Wahroonga Heritage Conservation Area is a distinctive residential area of historical and aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including Redleaf and Inglewood, both designed by Howard Joseland. Significantly, the area retains its oldest house, Reaycroft at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.					
Level of Significance	State ☐			Local X		

Heritage Data Form

DESCRIPTION						
Designer						
Builder/ maker						
Physical Description	The streetscapes within the heritage conservation area are fine streetscapes of Inter-war housing, with the exception of Winton Street, which contains a number of significant Federation period houses. The topography is gently sloping and the area, located between the Pacific Highway and the railway line, has limited access points and narrow streets, and a number of cul-de-sacs, giving an enclosed character. Allotments are generally regular in size, with notable exceptions such as the site of Redleaf. Mature mixed street trees and mature garden tree canopies overhanging streets provide an urban forest character. Architectural styles represented within the area include Federation Queen Anne, and Inter-war styles including Old English, Mediterranean, California Bungalow. Walls are usually brick or rendered brick, roofs are steeply pitched hipped and/or gabled, and clad in slate, terracotta tile or terracotta shingling. Windows are usually vertically proportioned and timber framed. The area contains a predominance of contributory sites, listed heritage items and potential heritage items. A number of sites have been redeveloped with recent housing in Eulbertie Avenue, Heyond Avenue, Borambil Street and Woodville Avenue.					
Physical condition and Archaeological potential						
Construction years	Start year		Finish year		Circa	☐
Modifications and dates	Woodville Road is largely a product of the Ku-ring-gai Council Model Town Subdivision of 1929, and Eulbertie Avenue and Yosefa Avenue of the 1920s subdivision of the former site of the house Yosefa. Significantly, the area retains its oldest house, Reaycroft at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.					
Further comments						

Heritage Data Form

Heritage Data Form

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 Warrawee/Wahroonga Area Warrawee was a prime timber-getting location from circa 1815, dominated by the holdings of timber contractor Thomas Hyndes to the east and west of Lane Cove Road (now the Pacific Highway).

	Hyndes' land included vast stands of cedar, mahogany, turpentine, ironbark and blue gum. Hyndes had formally leased the 2000 acres (809ha) to the east of Lane Cove Road by 1822 and in 1840 the land was re-leased to John Terry Hughes, a prominent merchant and brewer, to whom a deed of grant was made out in 1842. The grant was measured from the Lane Cove Road, with the western border of the estate extending along the line of what became Woonona Avenue to Junction Road, thence further west into Hornsby Shire, the northern border being the present Boundary Road, and the eastern border extending to the borders of Robert Pymble's grant. As the timber was removed, the cleared land was converted to use as orchards and market gardens. Lands to the east of Lane Cove Road were totally contained within the 1876 subdivision of The Big Island Estate, The nucleus of the estate was bought, and in turn marketed by a group of politicians – Burns, Withers and Burdett Smith – in 1878, promoted as the Vanceville Estate. The Vanceville Estate was bounded by Cleveland Street to the west, Great Eastern Road (now Eastern Road) to the east, Burns Road to the north, and east-west cross streets were Hastings Road, Smith Street (later Bangalla), Gordon Lane (later Chilton Parade), and Billyard Avenue. Forty-one blocks, varying in size between four and seven acres (1.6-2.8ha) were sold to orchardists and market gardeners, who took up occupation. Plans for the North Shore railway line were announced as early as 1882, and the Vanceville Estate was further subdivided into lots of around 5 acres each. A number of these lots were purchased by Eccleston Du Faur, statesman and philanthropist, who built a substantial house Pibrac (1889), now with the address 11 Pibrac Avenue. However, when the North Shore railway line opened in January 1890 there was no station at Warrawee, the nearest stations being Wahroonga and Turramurra. The result was a delay in subdivision for further residential development. Warrawee began to develop as an exclusive residential district with no shops, no post office, no public school, no churches, and no railway station until 1900. The railway commissioners were lobbied to construct a railway station at Warrawee by local residents including J.C. Remington, the second owner of Pibrac. Despite initial resistance from the railway commissioners due to the short distance between this location and the next station, Wahroonga, the lobbying prevailed and Warrawee Station was opened on 1 August 1900. The exclusive residential character of the area became more pronounced after the opening of the railway station, as prominent wealthy residents, particularly Joseph Beresford Grant, gazumped commercial developers by buying up every site with a possibility for commercial use and building houses on the sites. One of these houses is Woodcourt, 34 Heydon Avenue designed by architect Leslie Wilkinson. The house was built to block a row of shops destined for the site. Grant was responsible for the construction of a number of substantial residential dwellings in Warrawee, Pymble and Killara, many by well-known architects. In 1907, the Ku-ring-gai Recreation Company, which included members of the Progress Society, purchased four and a half acres (1.82 ha) of land fronting Lane Cove Road (Pacific Highway) in Warrawee. The club was later renamed the Warrawee Bowling Club, and is the oldest bowling club in Ku-ring-gai. The high reputation of the area for its residential character was sometimes used in promoting sales of land in new subdivisions, for example the 1914 sale of the Winton Estate, with ten lots offered for sale in Winton Avenue, advertised the area as "The District of Beautiful Houses". Further, most land sales were subject to covenants specifying building materials and the cost of new houses, for example lots in the Blytheswood Estate in 1908 had a covenant specifying that any building erected must be worth more than 300 pounds in value and must be fenced. The HCA developed its character and form during the 1920s and 1930s. A large portion of the area

	was taken up by Knox Grammar School, established in 1924. The school had initially conducted itself from Innisfail (aka Ewan House) the home of brewer John Toohey in Wahroonga (now part of the Knox Preparatory School). To the east of Knox Grammar School, Heydon Avenue (originally Beaufain Avenue, renamed after Judge C.G. Heydon who lived there) was largely developed in the 1920s and 1930s following subdivision of Judge Heydon's estate Reaycroft at 17 Heydon Avenue: Reaycroft was built in 1895 to a design by Castleton and Lake in the Federation Queen Anne style, and is the area's oldest home. Eulbertie Avenue, Winton Street and Borambil Street were subdivided and developed between 1900 and 1908. Yosefa Avenue, named after Judge Heydon's wife, who built the house Yosefa in the 1890s, was laid out in 1924, with the house demolished for the subdivision. Yosefa Avenue contains ten houses, four designed by architect Augustus Aley including Innisfree at No. 8, which he designed for himself in 1920 and Santos at No. 11, also designed by Aley for his own use in 1929. At the northern end of the area, the heritage-listed house Redleaf, on the site encompassing four blocks at 28-30 Woodville Avenue, at the corner of Redleaf Avenue, was completed in 1899 to the design of Howard Joseland for solicitor Walter Parish of the Sydney legal firm Parish Patience and McIntyre. In the 1920s, Ku-ring-gai Council successfully re-planned the area around the approaches to Wahroonga Station, resuming land encompassing Redleaf in 1926 and forming a new roadway, Redleaf Avenue. Redleaf house was originally set within an extensive garden of five acres. By 1915 the property was owned by Arthur Crane of the Tap Manufacturers G.E. Crane and Sons. After the property was resumed in 1926 by Ku-ring-gai Council to provide better access to Wahroonga Railway Station, the Council subdivided the property in 1929; the subdivision being called the Ku-ring-gai Council's Model Town Subdivision. At that time the house was purchased by the Sisters of Mercy and converted into a nursing home, a use which continued until the mid 1960s. Redleaf has been a private residence since 1966. The Ku-ring-gai Council Model Town Subdivision of 1929, not only formed Redleaf Avenue, but also extended Woodville Avenue north to intersect with Redleaf Avenue. "The Council had commissioned real estate agents to auction the Redleaf estate in October 1929, just a little over two weeks before the Wall Street Stock Exchange crash." Due to the timing of this subdivision, the northern end of this area, with the exception of Redleaf, is dominated by housing built from 1929 into the 1930s and 1940s. Despite the Wall Street Stock Exchange crash and the subsequent commencement of the Great Depression, it is worth noting that this subdivision near Wahroonga Railway Station, in a wealthy area of Sydney where unemployment was low, took place at a time when the completion of the Sydney Harbour Bridge (completed 1932) was anticipated. The HCA includes the site of Warrawee Public School on the western side of the Pacific Highway. The land on which Warrawee Public School stands was originally part of George Wood's land grant, later acquired by Reginald Finlay, who built a large single storey house Blytheswood on the land. On June 1905, the Department of Public Instruction purchased part of the land to build Warrawee Public School, and the remaining property, including the residence, was purchased by Mr. William Quigley. The original Warrawee Public School building was built at 1486 Pacific Highway in 1906, on the corner of Blytheswood Avenue. The public school's foundation stone was laid by Mrs C.G. Wade, wife of the Premier of NSW, on 2 June 1906, and the school officially opened in mid November 1906 with 108 pupils. The school building was extended in 1935. In 1950, the NSW Education Dept. purchased the

	property Blytheswood plus three other blocks of land (now 1482 Pacific Highway), and the Blytheswood house was demolished for new classrooms for the Infants Department of the school. New Infants school buildings were constructed in 1981-1982, and the original 1906 school building, with later extensions, remains at 1486 Pacific Highway.

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

Heritage Data Form

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The Heydon Avenue Warrawee/Woodville Avenue Wahroonga Heritage Conservation Area is a distinctive residential area of historical significance. The area retains its oldest house, Reaycroft at 17 Heydon Avenue, built in the Federation Queen Anne style in 1895 to a design by architects Castleton and Lake for Judge Heydon, after whom Heydon Avenue is named.
Historical association significance SHR criteria (b)	The area has strong historical association with Knox Grammar School, established within the area in the Inter-war period and the Warrawee Bowling Club, established in 1907.
Aesthetic significance SHR criteria (c)	The Heydon Avenue Warrawee/Woodville Avenue Wahroonga Heritage Conservation Area is a distinctive residential area of aesthetic significance for its fine Federation and Inter-war period streetscapes, including Yosefa Avenue, which contains houses designed by architect Augustus Aley. The area contains a number of heritage items by notable architects including Redleaf and Inglewood, both designed by Howard Joseland.
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	Rare for its concentration of fine architect designed houses within the three key periods of historical significance for the area (1890-1960).
Representativeness SHR criteria (g)	The area is an intact representative area of predominantly Federation and Inter-war period housing.
Integrity	High level of integrity of the building stock.

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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
Written		The Historian, Vol 38, No 1, Oct	2009	Ku-ring-gai Library
Written	Edwards, Zeny	The Architectural Gems of Warrawee	2000	
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			

Heritage Data Form

study or report			
Author of study or report	Paul Davies Pty Ltd		
Inspected by	Chery Kemp		
NSW Heritage Manual guidelines used?		Yes X	No ☐
This form completed by	Robin Hedditch, Ku-ring-gai Council	Date	2013

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