

STATEMENT OF HERITAGE IMPACT

Proposed demolitions:
1 AVON ROAD, PYMBLE
and
5 AVON ROAD, PYMBLE

to facilitate proposed development under Part 3A -
EP&A Act, 1979



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1.0 INTRODUCTION

This report was prepared by Paul Rappoport of Rappoport Pty. Ltd. - Heritage Consultants in conjunction with Nicola Ross, Heritage Consultant. The subject sites at 1 Avon Road, Pymble and 5 Avon Road, Pymble ('the subject sites' or 'the subject properties') are situated in the Ku-ring-gai Municipal Council area.

The subject matter of this report concerns the proposed demolition of two heritage listed dwellings at 1 Avon Road, Pymble and 5 Avon Road, Pymble. The proposed demolitions would be required in order to facilitate a proposed multi unit housing development on Site 2 of the six major sites in Ku-ring-gai specified in Schedule 4 to *State Environmental Planning Policy No 53* ('SEPP 53'), of which the subject sites are part. Site 2 comprises the land at numbers 1A, 1, 5 and 7 Avon Road, number 1 Arilla Road, number 12 Mayfield Avenue and numbers 2 -8 Beechworth Road, Pymble ('Site 2'). The development proposal (described in Section 5), which would necessitate the proposed demolitions on the subject sites, is for all of the properties scheduled in Site 2 with the exception of 7 Avon Road, 12 Mayfield Avenue and numbers 2 and 6 Beechworth Road, Pymble.

The context of the subject sites in particular, and Site 2 in general, is described in Section 3 of this report.



Figure 1: Aerial view of the location of the subject sites at 1 Avon Road, Pymble (to the right) and 5 Avon Road, Pymble (to the left) – respectively indicated by the red arrows. (Source: www.maps.google.com).

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Within Site 2, both of the subject properties as well as 6 Beechworth Road, Pymble are heritage items under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*. Details of the heritage status of 1 Avon Road, Pymble and 5 Avon Road, Pymble are as follows:

- 1 Avon Road, Pymble and 5 Avon Road, Pymble are listed heritage items under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*;
- The subject properties are situated in *Urban Conservation Area 18– Avon Road, Pymble*, an area identified and classified by The National Trust of Australia (NSW) in c. 1997 as a significant urban conservation area. *Urban Conservation Area 18– Avon Road, Pymble* is not, however, listed as a heritage conservation area under the *Ku-ring-gai Planning Scheme Ordinance*¹;
- The subject sites are situated within the *Avon Road Urban Conservation Precinct*, which precinct is an Indicative Place on the Register of the National Estate;
- The subject properties are not listed on the National Heritage List, the Commonwealth Heritage List or the State Heritage Register; and
- 1 Avon Road, Pymble and 5 Avon Road, Pymble are not listed as heritage items in the *Draft Ku-ring-gai Local Environmental Plan (Town Centres) 2008* which, if gazetted, will alter Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance* by removing these properties as a heritage items. Nor are the subject properties situated within a conservation area on the heritage map attached to the *Draft Ku-ring-gai Local Environmental Plan (Town Centres) 2008*.

As well as taking into consideration the fact that the subject sites are heritage items situated in *Urban Conservation Area 18– Avon Road, Pymble* and the *Avon Road Urban Conservation Precinct*, this report will take into account that there are several local heritage items listed in Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance* in the immediate vicinity of 1 Avon Road, Pymble and 5 Avon Road, Pymble, as follows:

- *Macquarie Cottage*, 11 Avon Road, Pymble is a listed heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*. Designed by Hardy Wilson, this Colonial Georgian Revival cottage is registered on the Register of the National

¹ The Australian Council of National Trusts has declared this precinct and all other Urban Conservation Areas within Ku-ring-gai to be endangered places according to Perumal Murphy Alessi, *Review of Potential Heritage Items in the Ku-ring-gai Local Government Area*, Final Report, April 2006 (and October 2006 Revisions).

Estate and is also situated within the *Avon Road Urban Conservation Precinct* and *Urban Conservation Area 18*;

- *Caprera Cottage*, 19 Avon Road, Pymble is a listed heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance* and is situated in the *Avon Road Urban Conservation Precinct* and *Urban Conservation Area 18*;
- 11 Arilla Road, Pymble is a listed heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance* and is situated in the *Avon Road Urban Conservation Precinct* and *Urban Conservation Area 18*;
- 6 Beechworth Road, Pymble is a listed heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance* and is situated in the *Avon Road Urban Conservation Precinct* and *Urban Conservation Area 18*;
- 9 Beechworth Road, Pymble is a listed heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance* and is situated in the *Avon Road Urban Conservation Precinct* and *Urban Conservation Area 18*; and
- 1202 Pacific Highway, Pymble is a substantial house, also known as I Clydesdale Place, Pymble. The property is a listed heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*.

It is considered that the heritage properties below, situated along the western side of the Pacific Highway, Pymble ridge between Livingstone Avenue, Pymble and Beechworth Road, Pymble, do not have significant established view corridors to either 1 Avon Street, Pymble or 5 Avon Street, Pymble and nor do the subject properties have views to these Pacific Highway sites. These sites, although situated within the vicinity of the subject properties, appear to have had their views to the subject sites screened by other built environment or by tall, established stands of trees adjacent to the railway corridor for a significant period of time. In our opinion the proposed demolitions would not have a material adverse impact on the heritage significance of these properties or on the views to or from them. These heritage items are located at: 1082 Pacific Highway, Pymble – Uniting Church; 1116 Pacific Highway, Pymble – Pymble Police Station; 1134 Pacific Highway, Pymble – Pymble Hotel; 1178 Pacific Highway, Pymble – *Grandview*; 1186 – 1188 Pacific Highway, Pymble – Sacred Heart Church/Town Hall; 1190 Pacific Highway, Pymble – house; and 1228 Pacific Highway, Pymble – *Mountview*.

It is also noted that *Pymble Ladies College*, which lies opposite the subject sites on Avon Road, Pymble, while situated within *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct* is not a heritage item under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*.² As the purpose of this report is to assess the potential heritage impact of the proposed demolitions on the heritage items at 1 and 5 Avon Road, Pymble, the potential views which may exist between the above Pacific Highway sites and the subject properties should the overall proposal for the development of Site 2 be approved is beyond the scope of this report. The above Pacific Highway, Pymble heritage items are not, therefore, considered to warrant specific discussion in Section 6 of this report.

The impact of the proposed demolitions on the subject sites, to facilitate the development proposal of Site 2, will be discussed in Section 6 of this report. This report has been prepared on behalf of the owner of the subject sites to satisfy part of the Director-General's Requirements for the construction of multi unit housing at Site 2. It is required to ascertain whether or not the proposed demolitions as part of the overall development proposal for Site 2 would have a negative, neutral or positive impact upon the heritage significance of the subject sites, *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, or applicable listed items in the vicinity.

The scope of this report is limited as follows:

- Although Section 6 of this report does contain comments on the potential heritage impact of the overall development proposal for Site 2 (which is depicted in Section 5), the scope of this report is to assess whether or not the proposed demolitions to the heritage items at 1 and 5 Avon Road, Pymble would have a negative, neutral or positive impact upon the heritage significance of the subject sites, *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, or applicable listed items in the vicinity;

² Although PLC is not a heritage item under Schedule 7 of the *Ku-ring-gai Scheme Planning Ordinance*, it is contained in the State Heritage Inventory at http://www.heritage.nsw.gov.au/07_index.htm. While within *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, PLC is not a heritage item or situated in a designated Conservation Area under the *Draft Ku-ring-gai Local Environmental Plan (Town Centres) 2008*.

- The architectural drawings for Stage 1 of the proposal, which would be the erection of the first building in the approximate position of the property at 5 Avon Road, Pymble, have been provided to us while detailed architectural drawings have not been provided for any of the other proposed multi unit buildings including the building which would substantially cover the property at 1 Avon Road, Pymble;
- In completing this report Rappoport Pty Ltd was not able to gain access to the dwelling at 5 Avon Road, Pymble which is surrounded by a chain wire fence and appears to be dilapidated and structurally unsound as described in Section 3 of this report. Little or no interior fabric, original or otherwise, appears to remain *in situ*. A heritage and fabric assessment of 5 Avon Road, Pymble, undertaken by N B R S & P Architects in c. 1994, contains a survey of the modifications to the dwelling which has been relied upon where relevant³;
- Ku-ring-gai Council does not have a Significant Tree Register and generally trees are not included as heritage items in Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*. Although it is generally accepted that there may be some remnant Blue Gum high forest on Site 2, its precise location on Site 2 and in relation to the subject sites is not known to us. It is beyond the scope of this report to comment on the impact on any threatened species of the proposed development on Site 2, or the proposed demolitions at the subject sites; and
- The proposed demolitions and development proposal for Site 2 as it relates to the subject properties is not, to our knowledge, sited on any known or potentially significant archaeological site. However it is beyond the scope of this report to discuss the probability of sub-surface deposits. It is our understanding that a group of Councils on the North Shore have, in recent years, conjointly investigated potential Aboriginal archaeological sites on parts of the north Shore. We are advised that they have not found any Aboriginal archaeological sites to exist in the land incorporated in the draft *Ku-ring-gai Local Environmental Plan (Town Centres) 2008* which encompasses the Pymble town centre, of which the subject properties would be part if gazetted.⁴

³ The owner of the subject properties has advised that the date of the Heritage Assessment of 5 Avon Road, Pymble was c. 1994.

⁴ Personal communication with strategic planner at Ku-ring-gai Council, 10/11/2009. The heritage map attached to the *Draft Ku-ring-gai Local Environmental Plan (Town Centres) 2008* does not indicate any items of Aboriginal Heritage.

The methodology used in this Statement of Heritage Impact is consistent with *Statements of Heritage Impact* and *Assessing Heritage Significance* contained in the Heritage Branch of the NSW Department of Planning published materials and has been prepared in accordance with the principles contained in the most recent edition of the *Burra Charter* (ICOMOS Australia).

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2.0 HISTORICAL CONTEXT

2.1 General Historical Context

Located approximately 17 kilometres north-west of Sydney, the suburb of Pymble is situated in the Municipality of Ku-ring-gai, 1.5 kilometres north-west of Gordon. Ku-ring-gai is predominantly a residential area of 85 square kilometres stretching from Roseville to Wahroonga. Pymble is located within the early 19th century land grants to Robert Pymble and DD Mathew, to the east of the Pacific Highway, Pymble and to Archibald McCole, William Wright, Richard Wall and William Lysett, to the west of the Pacific Highway.

To the west of the Pacific Highway, Pymble the land was initially settled around Richard Porter's *Grandview* which was built on William Wright's 1821 land grant. Built in c.1880s *Grandview* is a two storey stone residence on Wright's Hill, now known as Pymble Hill, and one of the oldest buildings in the Ku-ring-gai Municipality. Following its occupation by members of the Porter family, *Grandview* became the first bank in the Ku-ring-gai district. Early settlement of land also occurred around Beechworth Road, Pymble and Livingstone Avenue, Pymble.⁵



Figure 2: c.1890s; the stone residence of the Porter family, *Grandview*, which is situated on Pymble Hill and was used as a bank by The Australian Joint Stock Bank.
(Source: Cook, *The Railway came to Ku-ring-gai*, p. 180)

⁵ Godden Mackay Logan, 2000, *Residential Development Strategy*, p. 389.

Due to the climate and topography of the Ku-ring-gai district, there were stands of strong, straight timbers, notably Blackbutt and Sydney Blue Gum, in the early years of the Colony. The first industry in the area was timber getting, from c. 1805 to c. 1840. By the late 19th century, Pymble, and the Ku-ring-gai district was known for fine orchards. Timber, and later fruit, was transported along the high ridge road which was known as the Lane Cove Road and then as the Gordon Road by the turn of the 20th century. Eventually by the time of the opening of the Sydney Harbour Bridge in 1932, it became known as the Pacific Highway.⁶

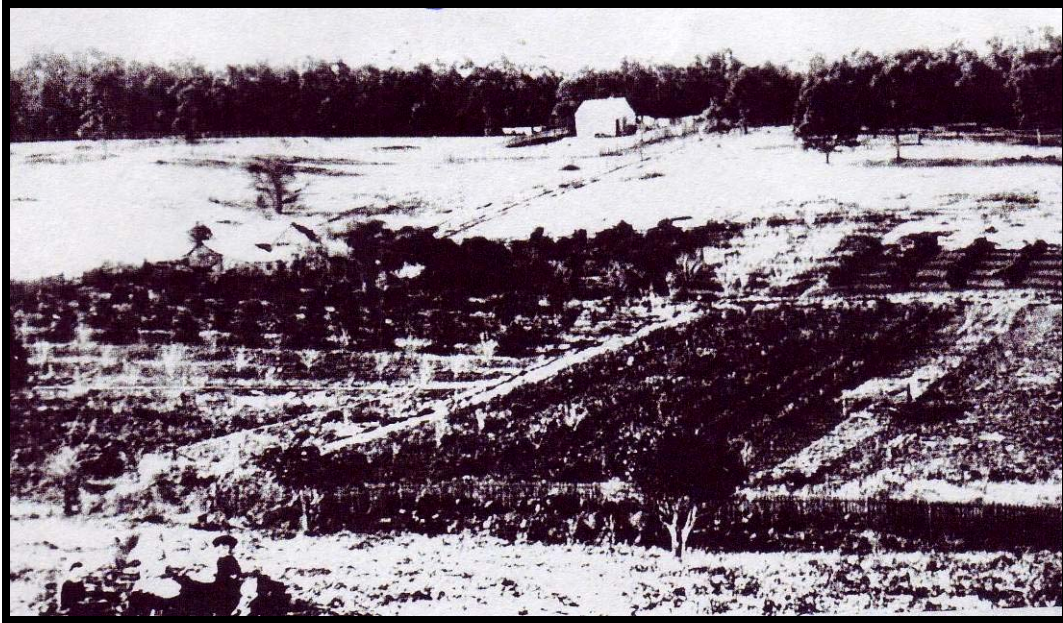


Figure 3: c.1885; An orchard in Pymble.
(Source: Curby and MacLeod, *Under the Canopy*, Ku-ring-gai Council)

The remoteness of the Ku-ring-gai district led residents to petition for a railway from the c.1870s and the first stage of the North Shore railway line, from Hornsby to St Leonards, was opened in 1890. By 1893 the line had been extended south to Milson's Point, adjacent to the harbour crossing, and trains began to run on Sundays. With the arrival of the railway line a proliferation of the subdivision of orchards occurred. This fed a new found demand for an ideal suburbia. The ideal was for individual homes with gardens

⁶ Ku-ring-gai Historical Society Inc, 1996, *Focus on Ku-ring-gai: The story of Ku-ring-gai's growth and development*, pp. 15 – 17.

where vegetables could be grown, rather than for the confined space of inner city terraces close to employment.⁷

Between 1879 and 1900 major subdivision of orchards occurred and many of the estates offered before 1900 were reoffered until c. 1910. After 1910 there was a re-subdivision of some of the larger allotments which had been set aside following the first subdivisions.⁸ The first shopping centres were at the intersection of Telegraph Road, Pymble and the Pacific Highway, Pymble as well as on Pymble Hill, near to *Grandview*.⁹

With the increased population in Pymble more shops were built around the Pymble railway station. Between 1910 and 1930 the electricity sub-station, the police station and the fire station were built on the Pacific Highway near to the railway station. Pymble Ladies College was opened in 1916 and a new hotel was built on Pymble Hill in 1939. Further subdivision of larger lots resulted in more homes being built after 1925, 1940 and 1950. In the 1970s and 1980s many homes were demolished to make way for a business centre, in the area of the Pacific Highway and Ryde Road intersection, at which time the Pymble Shopping Centre retracted. This was followed by medium density development and the demolition of some landmark buildings including: Peterson's Store, c.1904; Pymble's Community Centre, c.1956; Pymble Post Office, c.1890; Pymble Community Hall, c.1901; and the demolition of part of the Pymble Police Station.¹⁰

In the early to mid 1990s, The National Trust of Australia (NSW) conducted a survey of much of NSW to identify the extent and the quality of Inter-War housing and estate housing. The result of the survey was that the National Trust found that certain housing between 1918 and 1942 is of State heritage significance due to the considerable visual impact that these Inter-War homes have had on the form of the contemporary built environment in suburbs and towns. The National Trust's 1996 report, *Housing in NSW: Between the Wars*, recommended 28 precincts in Ku-ring-gai for possible heritage listing because they contained some of the most intact Inter-War housing areas in NSW. All 28 precincts, of which Avon Road, Pymble is one, were classified by the National Trust in 1997. In 2000, recognising the value of the 28 areas, the Australian Council of National Trusts declared these Ku-ring-gai precincts to be endangered places. Some of the precincts

⁷ Ku-ring-gai Historical Society Inc, 1996, *Focus on Ku-ring-gai*, pp. 13 – 14 and Curby, Pauline and MacLeod, Virginia, 2006, *Under the Canopy*, Ku-ring-gai Council.

⁸ Godden Mackay Logan, *Residential Strategy*, p. 389.

⁹ Godden Mackay Logan, *Residential Strategy*, p. 389.

¹⁰ Godden Mackay Logan, *Residential Strategy*, p. 390.

identified by the National Trust research, including the Avon Road area, have been listed as Indicative Places on the Register of the National Estate.

The turn of the 21st century planning instruments which have governed the planning and development strategies for Pymble and the Municipality of Ku-ring-gai are discussed under Section 2.2 of this report.

2.2 Specific Historical Development

2.2.1 William Wright's 100 Acre Grant – 1821 – c. 1870s/1880s

The land on which the subject properties are situated is part of an 1821 grant by Governor Lachlan Macquarie to William Wright of 100 acres (40.469 hectares). The grant was of land to the west of the Pacific Highway, Pymble and now contains *Pymble Ladies College*, Arilla and Avon Roads, Pymble. It is likely that the grantee was Private William Wright of the NSW Corps. Acquired by Thomas Hyndes in 1822, the land changed ownership several times before it was transferred in 1855 to Richard Porter. Richard Porter planted an orange and apricot orchard on the 100 acre allotment.¹¹ Immediately to the north of the Wright grant was McCole's 80 acre grant on which the Beechworth Road, Pymble sites which are part of Site 2 are situated.

In the 1870s and 1880s, Richard Porter divided the 100 acre Wright grant roughly equally between his five sons. Richard Porter's oldest son, Richard Joseph Porter, was granted a portion of Wright's grant which today contains the subject property at 1 Avon Road, Pymble as well as 1A Avon Road, Pymble, 1 Arilla Road, Pymble and 12 Mayfield Avenue, Pymble, all of which are part of Site 2. Richard's (senior) second son, Thomas Robert Porter, received a parcel of land on which the subject site at 5 Avon Road, Pymble is located as well as 7 Avon Road, Pymble which is also part of Site 2. The portion granted to Richard Joseph Porter containing 1 Avon Road, Pymble is the area shaded black in Figure 6 below. 5 Avon Road, Pymble and the heritage listed properties at 11 Avon Road, Pymble and 19 Avon Road, Pymble are situated on the upper section of the portion marked 'Thomas', to the east of Richard Joseph Porter's allocation.

¹¹ Jennifer Harvey, 'William Wright's 100 Acre grant', *The Historian*, Vol 38 No 1, Ku-ring-gai Historical Society Inc, Sydney, pp. 34 – 35.

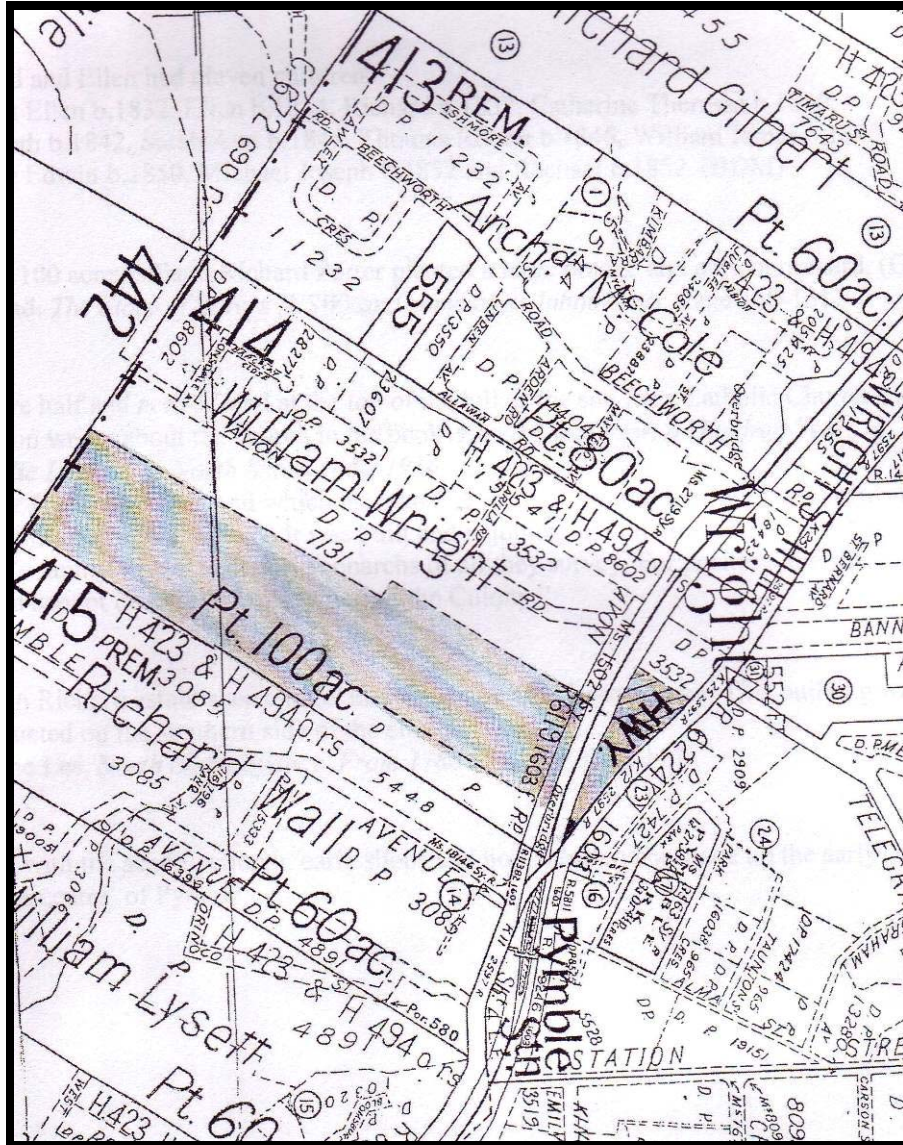


Figure 4: Part of a Parish Map of Gordon depicting the grant to William Wright which is bounded by grants to Richard Wall to the south and Archibald McCole to the north. Wright's Hill is marked on the map where today's Pymble Hill is situated. (Source: *The Historian*, Vol 38 No 1, p 35)

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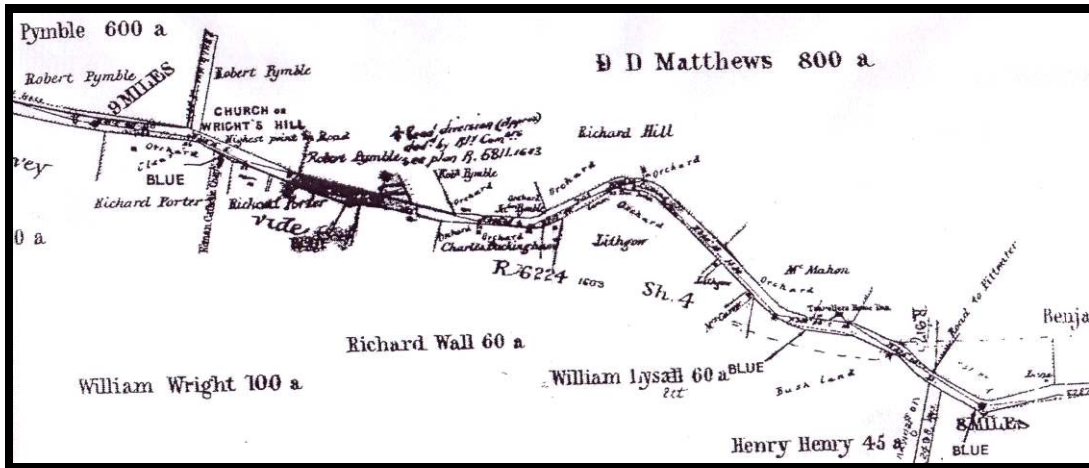


Figure 5: 15 July, 1862; Detail, Map R290.1603: Survey of the road from St Leonards to Pennant Hills. The reference to Richard Porter (the father) and to the Roman Catholic Church that he erected on Wright's grant is below the words: 'CHURCH on WRIGHT'S HILL Highest point in Road'.
(Source: Folder of Subdivision Maps, Pymble and Gordon, Ku-ring-gai Historical Society Inc)

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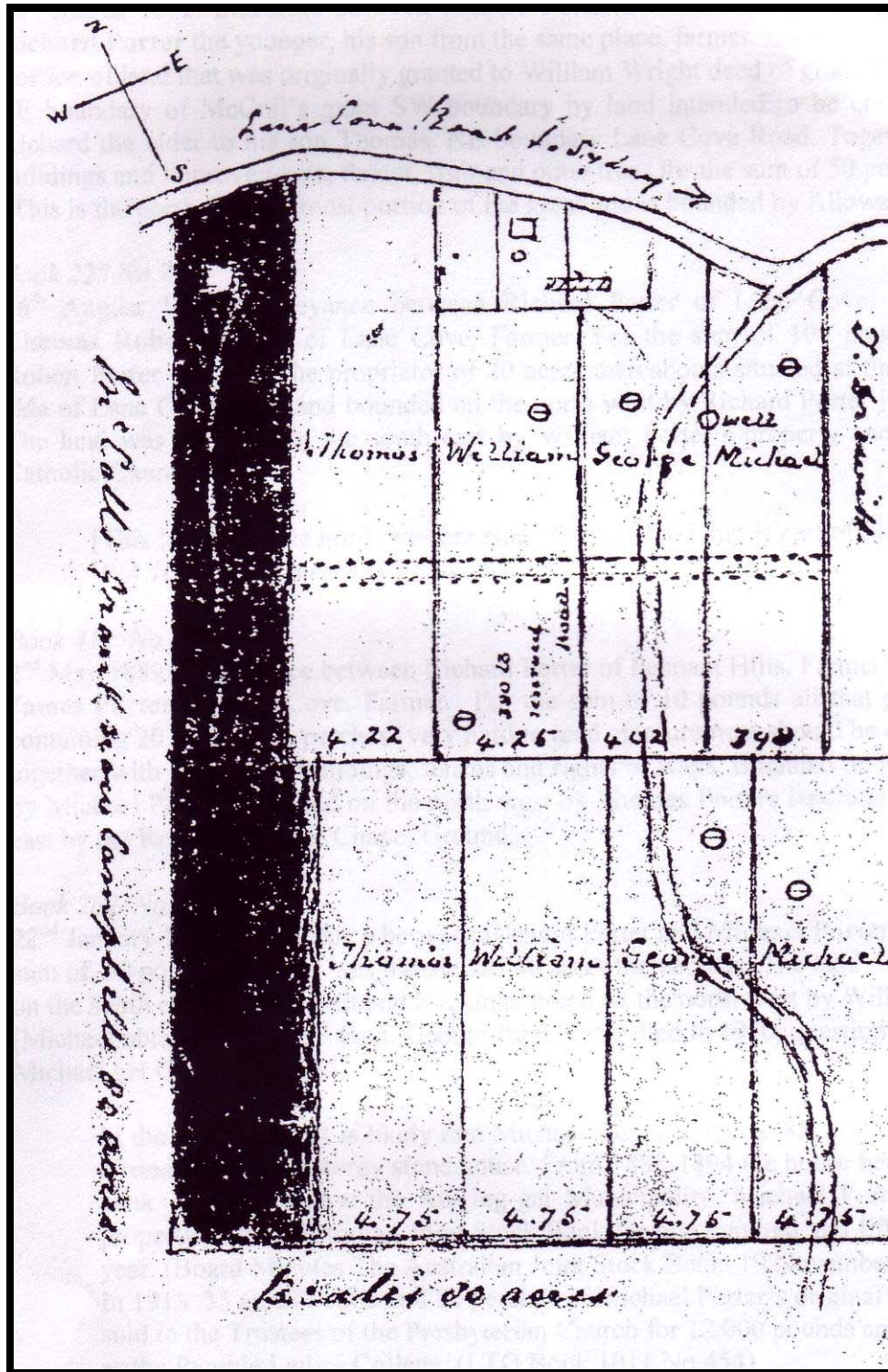


Figure 6: Detail from map depicting the subdivision of Richard Porter's land between his sons. (Source: Book 129 No 621 – LPI, *The Historian*, Vol 38 No 1, p 36)

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2.2.2 1 Avon Road, Pymble - Richard Joseph Porter's Portion of Wright's Grant

c.1872 - c. 1920: The Lamb Subdivision – the cottage Langdale

In 1872 Richard Joseph Porter acquired a portion of the 1821 Wright grant from his father for 50 pounds. The property contained buildings and improvements, fences and fruit trees.¹² This portion adjoined McCole's grant, which lay to the north-west, and his brother's (Thomas) portion to the south-east. The Pacific Highway, known then as Lane Cove Road, formed the northern boundary. The property appears from Figure 6 to have included a building on the high ground in the northern part of the allotment near to where the North Shore railway line was eventually built. In 1888 the Railway Commissioners acquired a parcel of three roods 26 perches for the then proposed North Shore railway line.¹³

Certificate of Title 1565/138 records the October 1904 acquisition by Edmund James Lamb of 18 acres two roods and 12 perches which was part of Macquarie's 100 acre grant to Wright.¹⁴ The plan attached to Certificate of Title 1565/138 demonstrates that the part of Wright's grant which Lamb acquired was Richard Joseph Porter's share of his father's estate, less the land subsumed by the North Shore railway line. This parcel of land lay immediately to the north-west of the parcel of land which Thomas Robert Porter acquired, along which Avon Road, Pymble today forms its south-eastern boundary, and is the land on which the house at 1 Avon Road, Pymble is situated.

From entries contained on Certificate of Title 1565/138 it is evident that Lamb went on to subdivide the land in c. 1915, the plan of which is contained in Figure 8. It appears that Lamb's first sales of these allotments took place after World War I in November 1919 (lots 12 and 13) and March 1920 (Lot 16). The valuation records for 1916 – 1927, 1940 and 1955 make reference to the Lamb subdivision and 1 Avon Road, Pymble is described as Lot 16 of the Lamb subdivision containing 3 acres 2 roods and 5 perches.

From entries in the *Sands Directory* it appears that Lamb built and occupied a dwelling at 1 Avon Road, Pymble called *Langdale*, from c. 1906 until c. 1920.¹⁵

¹² Harvey, 'William Wright's 100 Acre grant', p. 35.

¹³ Harvey, 'William Wright's 100 Acre grant'. p. 35.

¹⁴ Certificate of Title 1565/138.

¹⁵ The first record in the *Sands Directory* for E.J. Lamb at *Langdale*, appears in 1908.

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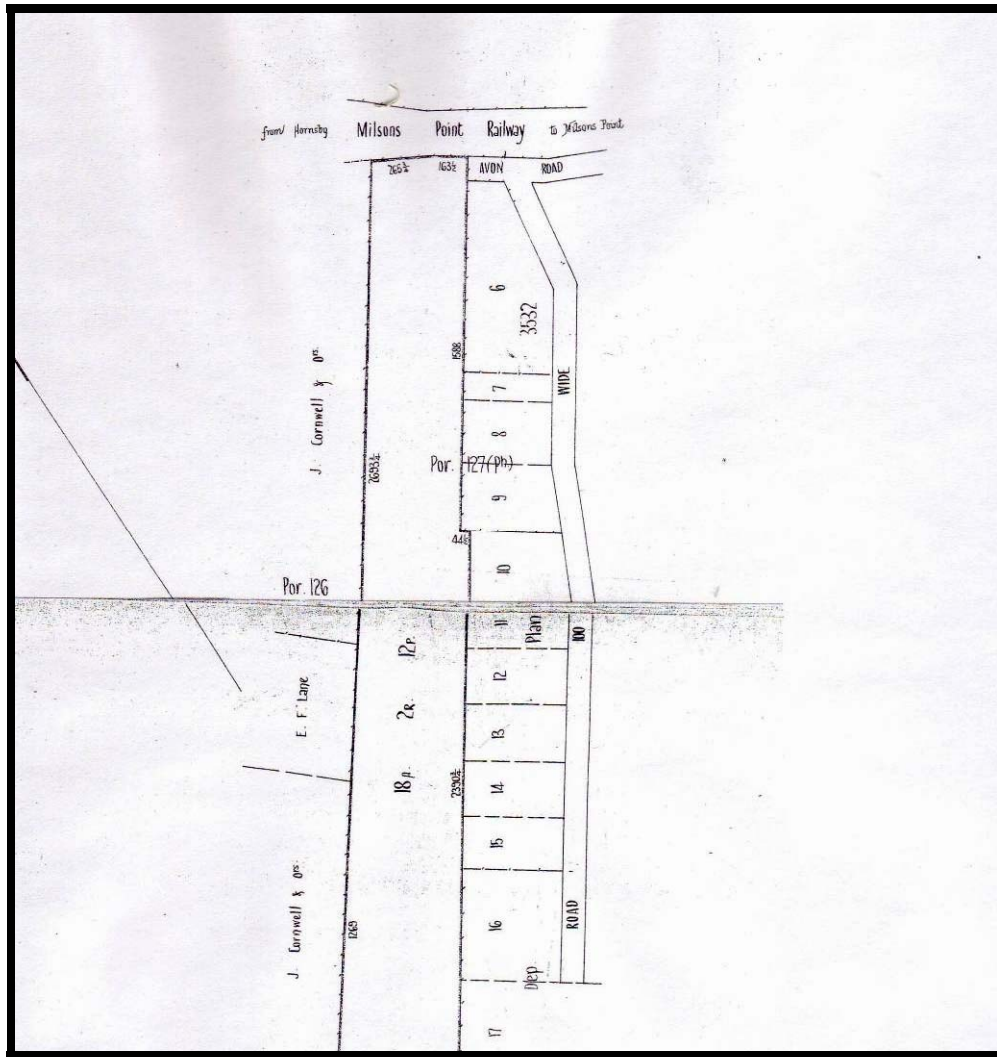


Figure 7: October 1904; Detail from plan attached to Certificate of Title 1565/138, depicting the land Lamb acquired in c. 1904 containing approximately 18 acres. (Source: Porter family File, Local Studies, Ku-ring-gai Library, Gordon Branch)

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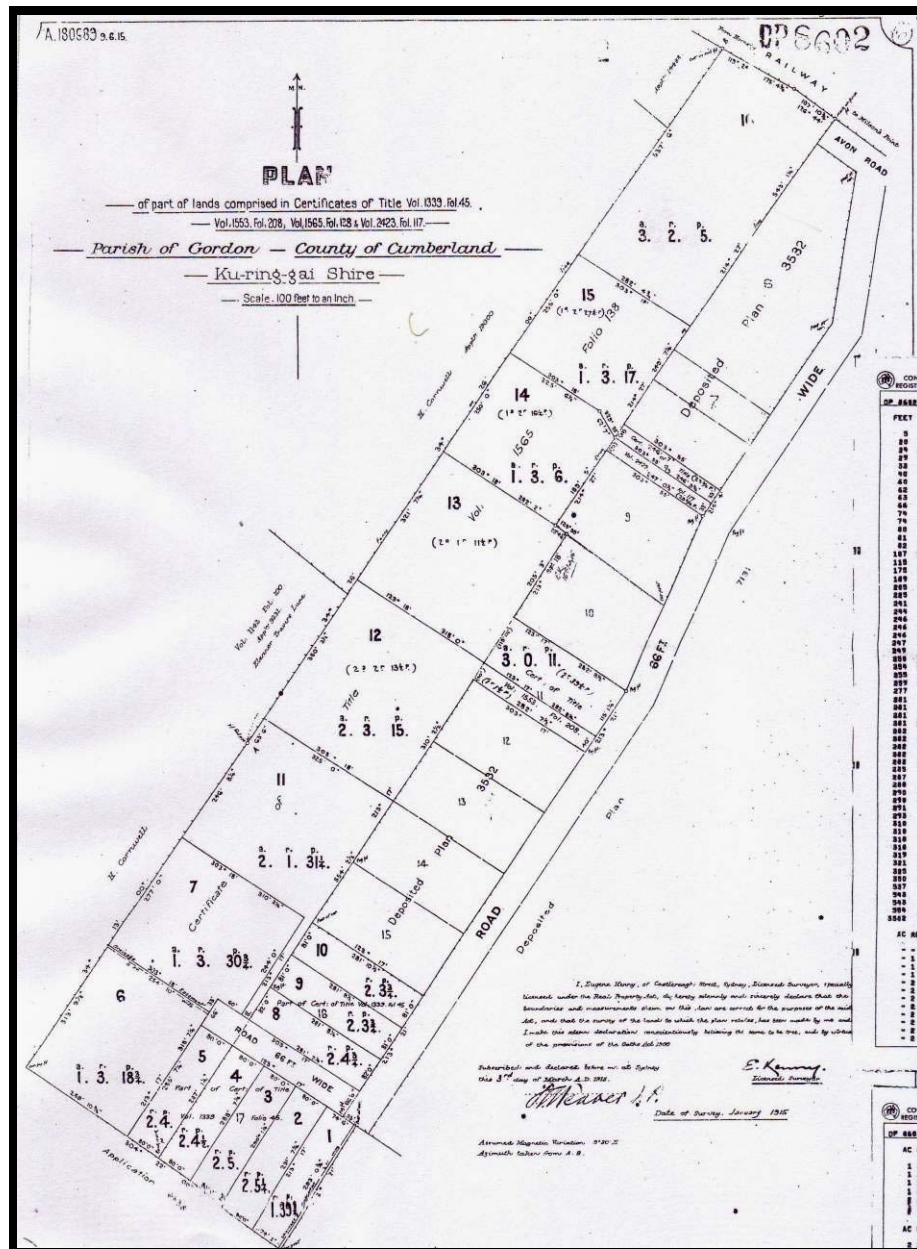


Figure 8: January 1915; Deposited Plan 8602 depicting the subdivision of the Lamb estate contained in Certificate of Title 1565/138, as well as some adjacent land. The subject property at 1 Avon Road, Pymble was part of lot 16 on DP 8602 (top l.h.s.). (Source: Porter family File, Local Studies, Ku-ring-gai Library)

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c.1920 - mid 1930s: Modifications/Langdale is renamed Braemar then Arnprior

1 Avon Road, Pymble continued in the ownership of Edmund James Lamb until transferred to Albert Ernest Alexander Newlands in March 1920.¹⁶ The *Sands Directory* for 1921 for 1 Avon Road, Pymble records: 'Newlands A. E. "*Braemar*"' which suggests that when Newlands acquired the property in 1920 he immediately renamed the dwelling *Braemar*. It is possible that he also altered the dwelling, although it is noted that he only owned the property for approximately three years and building records do not verify any modifications.

According to the 1916 – 1927 valuation records, the cottage *Braemar* at 1 Avon Road, Pymble was sold to James Fraser, the Chief Commissioner for Railways, in July 1923 for 2575 pounds.¹⁷ James Fraser became the NSW Transport Commissioer in 1931 – 1932. Building application records demonstrate that a September 1923 application by Fraser to make additions in Avon Road, Pymble was approved.¹⁸ In April 1924, valuation records describe the dwelling as a brick on stone cottage with a slate roof containing six rooms and a kitchen.¹⁹ Fraser renamed the property *Arnprior* which appears as the name on the next valuation record of 1927. The 1930 valuation records do not appear to include a reference to 1 Avon Road, Pymble however the *Sands Directory* for 1930 and 1932/33 notes that *Arnprior* continued to be occupied by Fraser.

Mid 1930s – c. 1960s: Alterations and Additions to the cottage Arnprior

In the mid to late 1930s 1 Avon Road, Pymble was acquired by Arthur Ernest Dent. A 1938 building application record for the property, by Dent, is for alterations and additions incorporating brick walls and roof tiles. Valuation records for 1940 and 1955 record the property continued to be called *Arnprior* and was owned by Dent. It contained a cottage and two garages. Anecdotal evidence suggests that Dent was responsible for the stone

¹⁶ As recorded on Certificate of Title 1565/138.

¹⁷ Ku-ring-gai Local History Collection, Ku-ringai Library, Gordon Branch, Valuation Records File, Fiche 2, B Riding, Valuation Card 52.

¹⁸ Building application records do not give a number in Avon Road, Pymble for the application but logically the application relates to 1 Avon Road, Pymble. B.A. records, Ku-ring-gai Local History Collection, Ku-ring-gai Library.

¹⁹ Valuation Records File, Fiche 2, B Riding, Valuation Card 52. Other parts of the description on this card have not been deciphered.

walling on the northern boundary and in the gardens which is said to reflect the style of the stone work at the Northern Suburbs Crematorium where Dent worked.²⁰

c. 1960s – c. 1987: Subdivision, Further Additions and Alterations, Heritage Listing

After the sale of 1 Avon Road, Pymble by Dent, there were a series of owners until its acquisition by James Woodward Neale and Carol Joan Neale in the late 1970s.

Records note applications to subdivide the land at 1 Avon Road, Pymble by T. Copes in 1973 and by Carino Pty Ltd in 1974.²¹ The Neales subdivided Lot 16 on DP 8602 of the Lamb subdivision, the property of which 1 Avon Road, Pymble was part, in c. late 1970s.²² From this time the land was divided into: 1 Avon Road, Pymble containing 2356 square metres on which the subject dwelling is situated, now Lot 1 on Deposited Plan 583803; and 1A Avon Road, Pymble containing 1.193 hectares, now Lot 2 on Deposited Plan 583803. The subdivision of the lot of land on which the 1 Avon Road house is situated was subdivided in the late 1960s.

²⁰ According to the advice of the current owner, J. Neale, on 3/11/09.

²¹ Computer database, Ku-ring-gai Local History Collection, Ku-ring-gai Library.

²² Telephone advice by section 12 officer, Ku-ring-gai Council, 19/11/2009. The date of the relevant subdivision plan was unable to be deciphered accurately by the officer. It is noted the subdivision plan is attached to the building specifications lodged for 1 Avon Road, Pymble under BA 87/02537 in 1987 and that the date is unclear on the plan.

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AND 5 AVON ROAD, PYMBLE

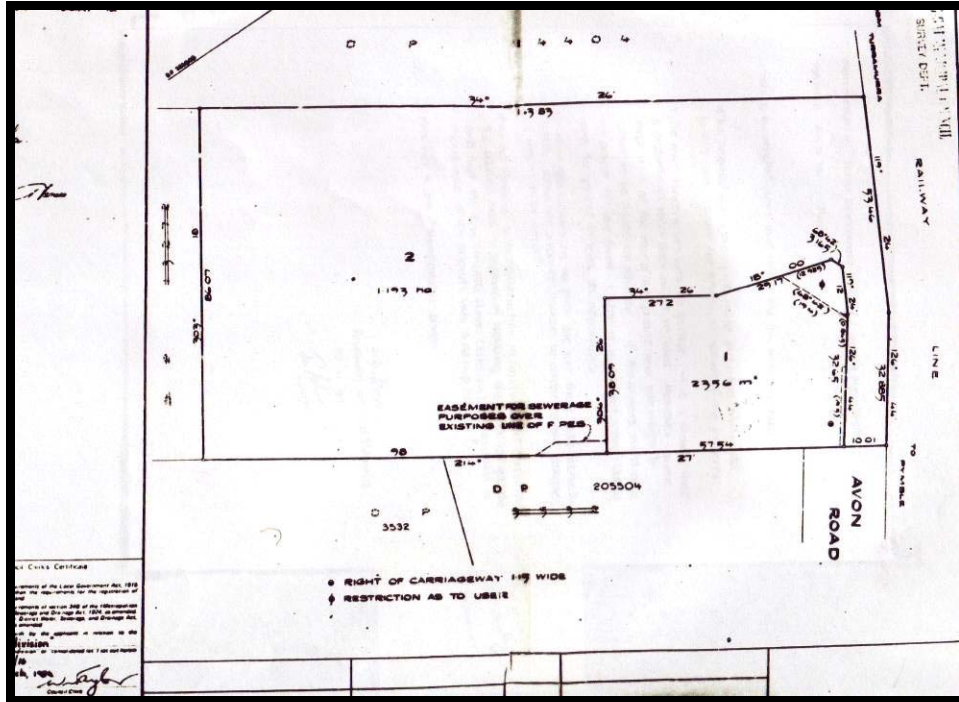


Figure 9: c. 1980s (date unclear); Detail from subdivision Plan of Lot 16 on DP 8602 of the Lamb Estate. The subject property at 1 Avon Road, Pymble is Lot 1 on the plan. (Source: Local Studies, Ku-ring-gai Library, Gordon Branch)

In 1987 the property was noted as a local heritage item in the *Municipality of Ku-ring-gai Heritage Study*,²³ and it was and still is included as a heritage item in the *Ku-ring-gai Planning Scheme Ordinance*. As part of *Urban Conservation Area 18 – Avon Road, Pymble*, the precinct containing 1 Avon Road, Pymble was classified by the National Trust in 1997 and is an Indicative Place on the Register of the National Estate. In 2006 a recommendation was made that this precinct, which had been condensed, be reduced further in size.²⁴

A building application²⁵ was lodged by the Neales in 1987, the specifications for which demonstrate the application incorporated a proposal to: reconfigure the upper level bedroom and bathroom areas and add a bathroom; change windows and doors internally; modify the kitchen area; re roof the upper deck over the downstairs living and billiard rooms; repair slate roofing; add a Jetmaster firebox; and add a gazebo to the cabana area. From these specifications it appears that the construction of the cabana area, and the

²³ The authors were Robert Moore, Penelope Pike, Helen Proudfoot and Lester Tropman & Associates.

²⁴ Perumal Murphy Alessi, *Review of Potential Heritage Items in the Ku-ring-gai Local Government Area*, Vol I, Final Report, April 2006 (and October 2006 Revisions).

²⁵ BA 87/02537.

extension of the lower ground floor to add living and billiard rooms, predate 1987. It appears from the application that there were two garages (as described in the 1940 and 1955 valuation record for Lot 16 on DP 8602) on the boundary between 1 and 1A Avon Road, Pymble which caused delay with the building application.²⁶ The garages appear in a survey attached to the specifications in the approximate position of the extant garage but this work was not ever carried out. The property was transferred into the name of James Woodward Neale in 2008.

Schedule 4 to SEPP 53 describes 1 Avon Road, Pymble as part of Site 2.

2.2.3 5 Avon Road, Pymble - Thomas Robert Porter's Portion of Wright's Grant

c.1881 - c. 1984: Subdivision – the cottage Selcote - Modifications

In 1881 Thomas Robert Porter acquired a portion of the 1821 Wright grant from his father for 100 pounds. The portion was bounded by present day Avon Road, Pymble on the south-eastern perimeter. As with his brother's (Richard) portion of Wright's grant, in 1888 the Railway Commissioners acquired a parcel of three roods 7 perches for the then proposed North Shore railway line. In 1896, under Primary Application 10215, Porter brought the property containing approximately 20 acres under the Real Property Act²⁷ before subdividing it under Deposited Plan 3532. Future valuation records of the land contained in this plan referred to the T R Porter Estate subdivision.

²⁶ From correspondence found among specifications in Council's microfilm records of BA 87/02537 at Local Studies, Ku-ring-gai Library.

²⁷ Harvey, 'William Wright's 100 Acre grant', p. 35.

STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

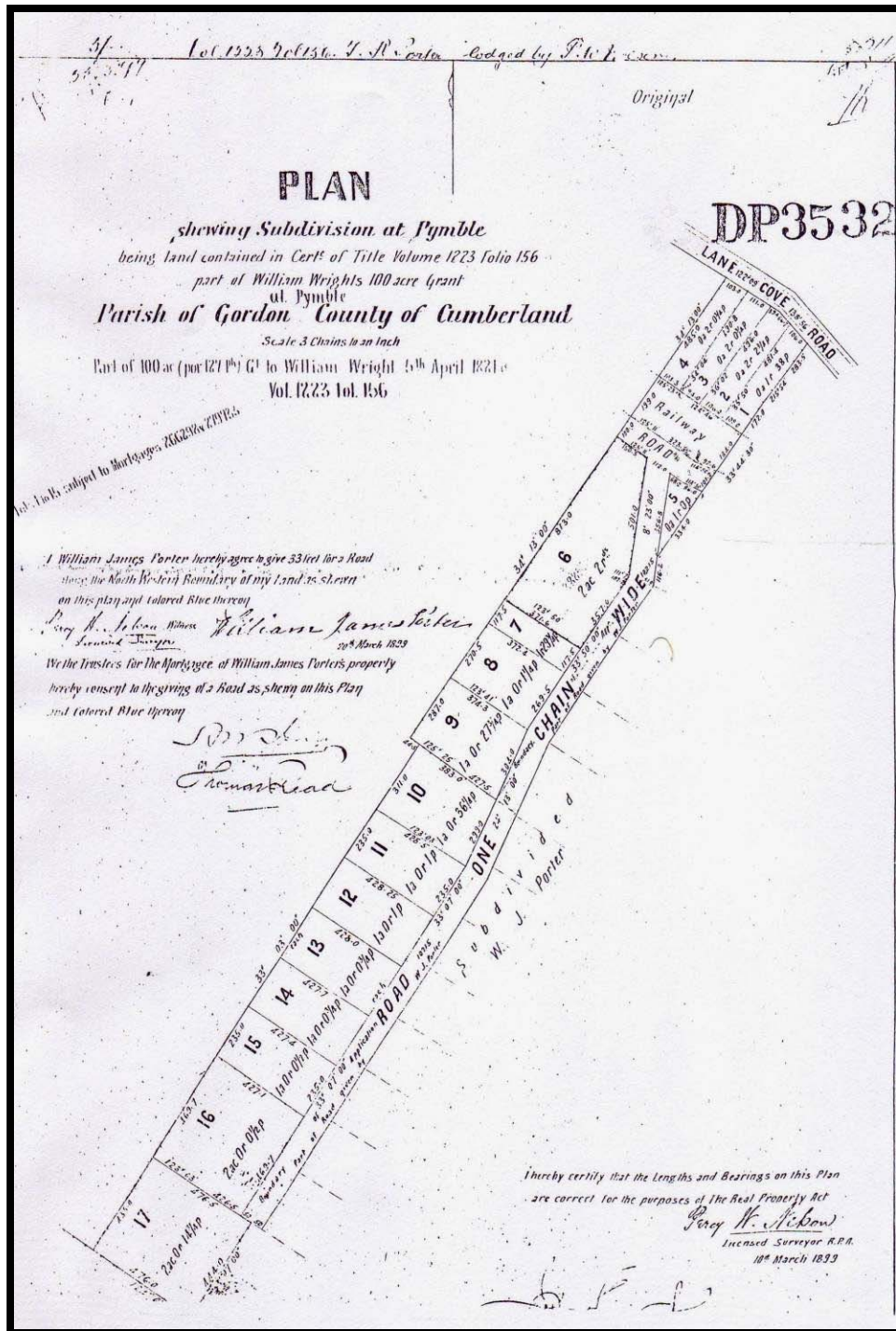


Figure 10: 10 March, 1899; Detail from Deposited Plan 3532 depicting the subdivision of the portion of the Wright grant acquired by Thomas Robert Porter in 1881.
(Source: Porter family File, Local Studies, Ku-ring-gai Library, Gordon Branch)

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In January 1898 Thomas Porter sold part of his land to an insurance clerk, Archibald Dunlop Stobo,²⁸ which appears from valuation records to have been part of lot 6 on Deposited Plan 3532.²⁹ From the information contained in the *Sands Directory*, valuation records and building application records it appears that Stobo owned the property for over 40 years from c.1900 to c. 1942, the dwelling was named *Selcote* by c. 1900³⁰ and the property was eventually numbered 5 Avon Road, Pymble.

The 1916 – 1927 valuation record describes *Selcote* as a weatherboard cottage with six rooms, a kitchen, tile roof and two back rooms. A building application to add a brick garage was lodged by Stobo in 1932. No other building application records for the property have been traced in Council records. Despite the lack of building application records, *Selcote* underwent substantial brick additions in the early 1920s when a southern portion was added to the original weatherboard dwelling.³¹ A 1983 survey of the dwelling at 5 Avon Road, Pymble, which forms part of a heritage assessment conducted by N B R S & P Architects in c. 1994, demonstrates that the addition to the southern portion of the dwelling approximately doubled the size of the original cottage. The 1940 property valuation notes the owner of *Selcote* as Stobo and that the property contained a garage and tennis court.³² However no mention is made of a tennis court in the 1955 valuation for the property. The tennis court to which the valuation refers is most likely the tennis court now located on No. 1A Avon Road.

²⁸ Harvey, 'William Wright's 100 Acre grant', p. 37.

²⁹ See 1940 Valuation Record, Gordon Ward, Microfiche 1, Local Studies, Ku-ring-gai Library.

³⁰ The *Sands Directory* record for 1903 notes that *Selcote* in Avon Road, Pymble was occupied by Stobo.

³¹ According to the heritage assessment conducted by N B R S & P Architects in c. 1994. .

³² A 1951 aerial photograph (Lands Photo Broken Bay Run 5 no 413 May 1951) containing the subject properties depicts a tennis court in what was the garden of 1 Avon Road, Pymble at that time. The court is to the rear of *Selcote* and may have been incorrectly deemed to have been part of 5 Avon Road, Pymble.

STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

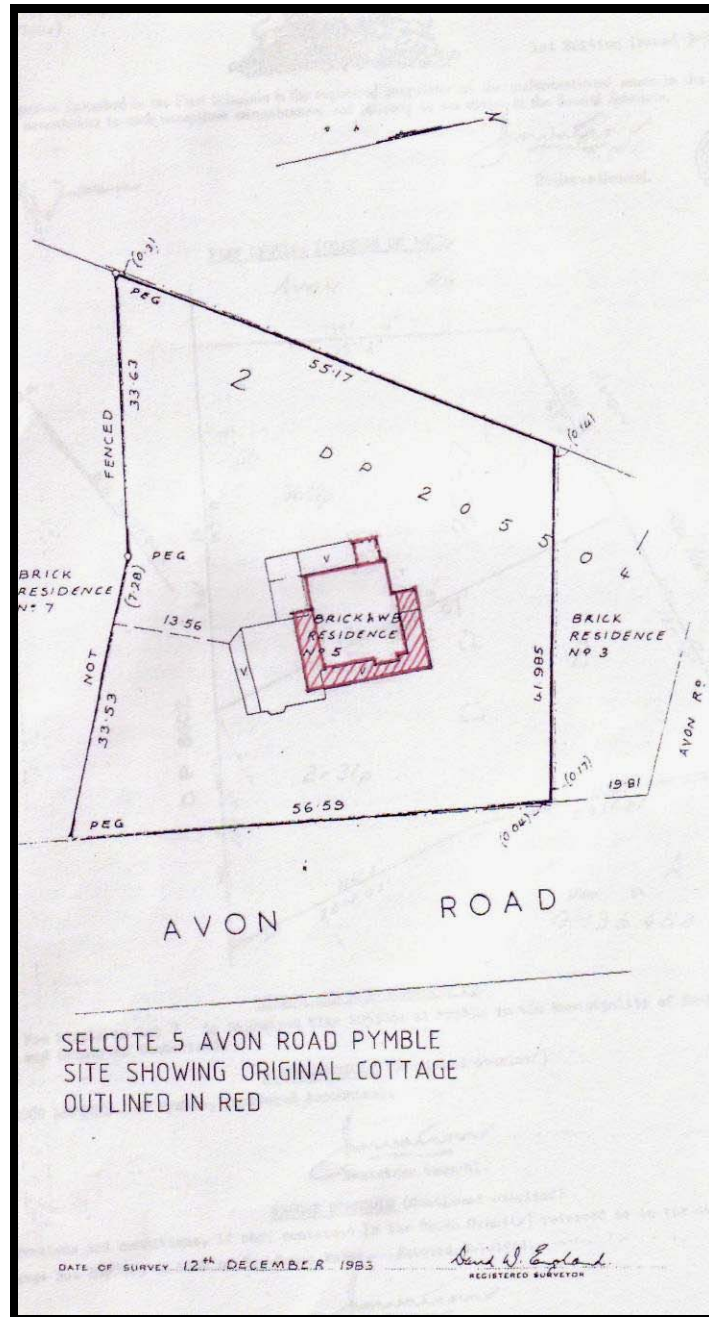


Figure 11: 12 December, 1983; Survey of *Selcote* at 5 Avon Road, Pymble showing the original cottage outlined in red. (Source: N B R S & P Architects, c. 1994, *Selcote 5 Avon Road, Pymble Heritage Assessment*)

From c. 1942 until 1984 *Selcote* was owned by Frank Gordon Langwill.³³

³³ N B R S & P Architects, c. 1994, '*Selcote*' 5 Avon Road, Pymble Heritage Assessment, p. 3.

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c.1984 – to present: Change of Ownership, Heritage Listing and Incorporation within Site 2 of SEPP 53

The property, now described as Lot 2 on Deposited Plan 205504³⁴, was acquired by James Woodward Neale and Carol Joan Neale in c. 1984 and has subsequently been transferred into the name of James Woodward Neale.

In 1987 the property was noted as a local heritage item in the *Municipality of Ku-ring-gai Heritage Study*,³⁵ and it is today included as a heritage item in the *Ku-ring-gai Planning Scheme Ordinance*. As part of *Urban Conservation Area 18 – Avon Road, Pymble*, the precinct containing 5 Avon Road, Pymble was classified by the National Trust in 1997 and is an Indicative Place on the Register of the National Estate. In 2006 a recommendation was made that this precinct, which had been condensed, be reduced further in size.³⁶

Schedule 4 to SEPP 53 describes 5 Avon Road, Pymble as part of Site 2.

2.2.4 Planning Instruments c.1997 – 2009

The *Ku-ring-gai Planning Scheme Ordinance* ('KPSO'), as amended to 31 October 2008, is the planning instrument which lists heritage items in the Ku-ring-gai Council area in schedule 7. The subject properties were listed as heritage items under the KPSO in the c. 1980s and they are also contained within *Urban Conservation Area 18*, which is not a conservation area under the KPSO.

The KPSO itself contains various LEPs, one of which is *Local Environmental Plan No 194* introduced in 2004. This LEP which rezoned some land in the vicinity of the railway/Pacific Highway corridor and St Ives centre as residential C1, residential C2 and residential D3 with a view to freeing up that land to facilitate the development of multi-unit housing and increase housing choice. The subject properties were not part of this 2004 rezoning having been called in by the Minister under SEPP 53. Under the KPSO the subject properties are zoned 2C, or Residential C.

³⁴ Legal description contained in heritage sheet for 5 Avon Road, Pymble, Robert Moore, Penelope Pike, Helen Proudfoot and Lester Tropman & Associates, *Municipality of Ku-ring-gai heritage study 1987*, Sydney.

³⁵ The authors were Robert Moore, Penelope Pike, Helen Proudfoot and Lester Tropman & Associates.

³⁶ Perumal Murphy Alessi, *Review of Potential Heritage Items in the Ku-ring-gai Local Government Area*, Vol I, Final Report, April 2006 (and October 2006 Revisions).

Residential development strategies drawn up by Ku-ring-gai Council for the Department of Planning in April 1996 and February 1997 were rejected by the Minister of Planning. SEPP 53, which commenced in September 1997, contains policies proposed by the Minister and addresses matters of State significance, in this case the creation of higher residential densities within the Sydney. In 1998, Ku-ring-gai Council attempted again to produce a residential development strategy but eventually discarded it before a new Council was elected in 1999. After extensive community consultation and independent professional advice over the years and the further rejection of Council's residential development strategies by the Minister in 2001, Council submitted the draft of the abovementioned *Local Environmental Plan No 194* to the Minister in November 2002. By rezoning tracts of land to facilitate the development of multi-unit housing, it appears that this LEP attempted to incorporate some of the residential development strategies the Minister had invoked in SEPP 53.³⁷

The Minister announced in January 2002 his intention to rezone six major sites in Ku-ring-gai under Part 4 of SEPP 53. The six sites were gazetted in May 2003. The subject properties are part of one of the six sites described in Schedule 4 (1) (b) of SEPP 53, referred to as Site 2 (described in Section 1 of this report). Thus SEPP 53 allows for the subject properties and the adjoining land within Site 2 to be developed for the purpose of multi unit housing, with development consent, despite the provisions of the KPSO or any other LEPs applying to the subject site. Under SEPP 53 any such development would have to comply with the design guidelines contained in the October 2002 *Development Controls and Design Guidelines: Six SEPP53 Sites in Ku-ring-gai*, as amended in January 2003 ('the Ku-ring-gai Sites Report'). Under SEPP 53, the Minister for Planning is the consent authority for any such development.

Under a draft LEP prepared by the Ku-ring-gai Council Planning Panel, the *Draft Ku-ring-gai Local Environmental Plan (Town Centres) 2008* ('Town Centres LEP'), the subject properties would be rezoned R4 – High Density Residential. Further the heritage status of the subject land would be altered by this Town Centres LEP, if gazetted, as the heritage map attached to it would alter the schedule 7 heritage items under the KPSO by removing both 1 and 5 Avon Road, Pymble as heritage items.

Ku-ring-gai Council has started to prepare for an LEP to be known as the *Principal LEP* which is required to be gazetted by 2011.

³⁷ The information contained in this paragraph came largely from Ku-ring-gai Residents Alliance, *Not So High in Ku-ring-gai*, http://notsohigh.org.au/history_2.html.

2.2.5 The Ku-ring-gai Council Planning Panel

In 2008 of the *Environmental Planning and Assessment Act 1979* was amended to allow for the Minister to take control of State significant sites under Part 3A and to allow for planning panels to be appointed to carry out the planning functions of councils. In terms Schedule 4 (3) of Amendment No 7 to SEPP 53, the Minister has become the relevant consent authority for development for the purpose of multi unit housing, subdivision or demolition related to multi unit housing (including the demolition of a heritage item) on Site 2, of which the subject properties are part.

In March 2008 the Minister appointed the Ku-ring-gai Council Planning Panel to undertake a significant proportion of Council's planning functions. The Planning Panel adopted the draft Town Centres LEP in May 2009, despite strong community dissention. The Town Centres LEP has since been appraised by the NSW Department of Planning and is with the Minister for approval. It appears that the gazettal of the LEP by the Planning Minister is imminent.³⁸ If the Town Centres LEP is adopted, then the rezoning and heritage provisions in respect of the subject properties will supersede those of the KPSO and the subject sites will not continue as local heritage items. The provisions of SEPP 53, which potentially allow development of multi unit housing at the subject sites with Ministerial approval, supplants the provisions of the KPSO in any event.

³⁸ According to information provided by the strategic planning arm of the Ku-ring-gai Council on 10/11/09.

3.0 PHYSICAL ANALYSIS AND SETTING

3.1 Site Context

Situated on the southern side of a dominant ridge containing the North Shore railway/Pacific Highway corridor, and immediately to the north of Pymble Ladies College on the opposite side of Avon Road, the subject sites are partly abutting. The land in this vicinity slopes steeply away, generally southward, from the ridge landform of the Pacific Highway. However, it must be borne in mind that this land under the ownership of Dent in the 1930s constituted a garden with no natives in it except a stand of Blue Gums.

As part of *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, the subject sites are integral components of the homogenous streetscape of mainly one and some two storey detached Federation and Inter-War period residential dwellings in their environs. These residences and the subject dwellings have generous setbacks from the street and their neighbouring properties. The dwellings are situated on well landscaped, relatively large allotments which contain tall indigenous and exotic trees with broad canopies. These properties which tend to be situated behind street plantings also contain views to the west, south and east across the adjacent bushy gullies towards the Blue Mountains and the city. Immediately to the north of 1 Avon Road, Pymble, on the higher land of the ridge on the opposite side of the railway corridor, there is a greater density of the built environment. A proliferation of multi unit residential blocks is apparent, one of which at the bottom of Clydesdale Place, Pymble dominates the view from the entrance of 1 Avon Road, Pymble northward. Adjacent to the subject sites, at the bottom of a gully which runs north to south across 1 A Avon Road, Pymble, lies a riparian zone which supports a considerable tract of trees with an extremely high canopy.

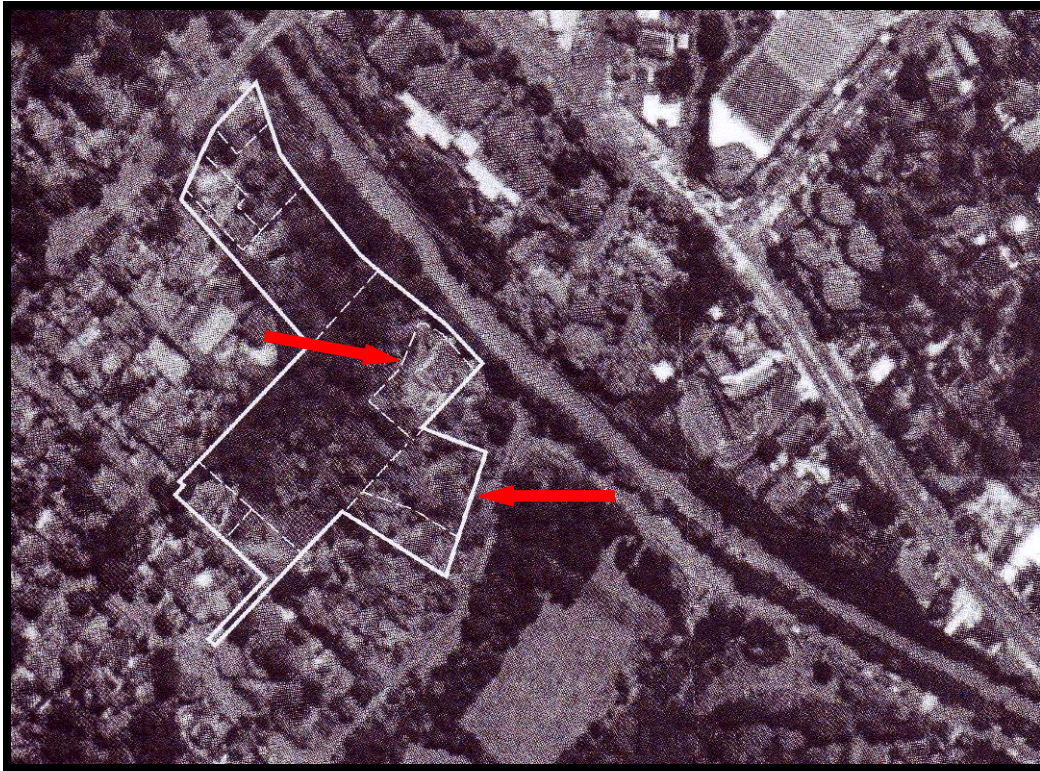


Figure 12: Aerial view of the locality of Site 2 of the six Ku-ring-gai sites in Schedule 4 of SEPP 53. The subject sites at 1 Avon Road, Pymble (to the north) and 5 Avon Road, Pymble (to the south) – respectively indicated by the red arrows.
(Source: Urban Design Advisory Service for Planning NSW, October 2002
Development Controls and Design Guidelines: Six SEPP53 Sites in Ku-ring-gai, p. 24).

3.2 1 Avon Road, Pymble

Originally constructed as the cottage *Langdale* in c. 1906, the subject dwelling at 1 Avon Road, Pymble has undergone substantial additions and alterations, particularly in the mid 1920s, the late 1930s as well as in the late 20th century as set out in Section 2.2 of this report and described below.³⁹ Despite these modifications, the exterior of this substantial dwelling is largely intact. Overall, the house presents as a generous brick house with slate roofs, situated on a sandstone base, built in the early 1900s. While the unusual stone framed fenestration and stone archways to the brick, parapeted entrance area are more

³⁹ Building application records at both the local history section of the Ku-ring-gai library and the Ku-ring-gai Council do not contain copies of or references to the building plans for the various modifications of either 1 or 5 Avon Road, Pymble. Building applications are briefly described in data bases. Building plans generally have not been archived by Council in the past and plans, if any, deposited by Council at State Archives are not cross referenced on building application records.

Gothic in style, the visually prominent roofs of the three street-facing gables typify bungalows of the Inter-War period. Hallmarks of the architectural style of the subject dwelling are: taper-cut bargeboards; wide eaves overhang; exposed roof timbers; gables with ventilators, rough-cast and battening; tall, flat top chimneys; rough-cast rendered walls (to the southern portion); and geometric pattern leadlight glazing. The sizable dwelling has three chimney stacks and several intact fireplaces, six bedrooms and many examples of fine leadlight glazing.

The modifications appear to have been constructed in two portions. The two storey southern portion is of rough-cast rendered walls while the northern, single storey entrance portion is constructed of brick. Both portions have slate roofs. The southern portion, containing the downstairs kitchen, is likely to be the part developed by Fraser in c. 1924 and may incorporate the original fabric of the c. 1906 cottage *Langdale*, briefly renamed *Braemar*. Remnant fabric suggests this portion contained a projecting veranda supported by timber brackets on the southern and eastern elevations to take advantage of the extensive views to the Blue Mountains and the city. The c. 1970s addition of the downstairs living and billiard rooms, to the south of the kitchen as described below, has largely taken away the appearance of the original projection of the upstairs veranda. The northern portion, while constructed in the Inter-War period, appears to be the addition that Dent made to the dwelling in c.1938. The only garage is of brick construction and situated adjacent to the entrance. The architectural features of the garage appear to mimic those of the northern portion of the dwelling and its construction appears to be contemporaneous with the development of that part of the house. The conjunction of both Inter-War portions of the dwelling is camouflaged by another parapet section, south of the entrance parapet, on the eastern elevation. The sandstone block wall at the gateway and the garden appear to be a feature of the c.1924 southern portion, while the sandstone walling adjacent to the garage typifies the sandstone added to the property during the late 1930s modifications.

Prominent additions and alterations subsequent to the Inter-War construction of the north and south portions appear to be:

- The mid to late 20th century addition of the brick cabana to the Avon Road elevation (Figure X);
- The mid to late 20th century extension of the lower level of the southern portion, underneath the earlier upstairs veranda area, to incorporate the living and billiard rooms. This addition has created a substantial, uncovered balcony area adjacent to some upper level bedrooms and a music room, all of which occupy the original

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veranda space. These modifications pre date the c. 1988 alterations by the Neale family. The addition of the cabana and the downstairs extension of the southern portion do not appear to have happened contemporaneously as the face brick of the Cabana does not match that of the extension; and

- The c.1988 reconfiguration of the entrance level of both portions including: the enclosing of the upper level return veranda to the southern portion to provide an enclosed music room as well as additional bedroom and bathroom space; the refurbishing of and addition of a bathroom on the upper level; the replacing and addition of windows to the veranda and other facades; the kitchen fit out; and the modification of a fireplace. Although the pool is not mentioned in the relevant 1988 building specifications, it appears to be of a similar era or possibly from the Kelly modifications in the 1960s and is largely intact.

There have been many additions and alterations to the house some of which have been sympathetic to the Inter-War character of the building while other additions, such as the cabana and the extension of the lower level of the southern portion, have not. Internally the subject dwelling is only partially intact. The c. 1988 reconfiguration of the entrance level has confused a clear interpretation of the layout of the Inter-War period. Some fenestration, joinery, ceilings and cornices have been removed and replaced in the second half of the 20th century. Nevertheless, some early 20th century and Inter-War period fabric remains intact including: turned timber handrails, balusters and mule posts; tongue and groove ceilings to the enclosed veranda space; timber skirtings, architraves, picture rails and panelled doors; and timber framed fenestration.



Figure 13: View to the entrance of 1 Avon Road, Pymble from the gateway. Note the gothic sandstone archways in the parapet section of the entrance portico. The three, street facing gables with slate roofs are in view (although the third is obscured by the pine tree, left hand side of the frame). (Source: Photography by Rappoport Pty Ltd, 2009)

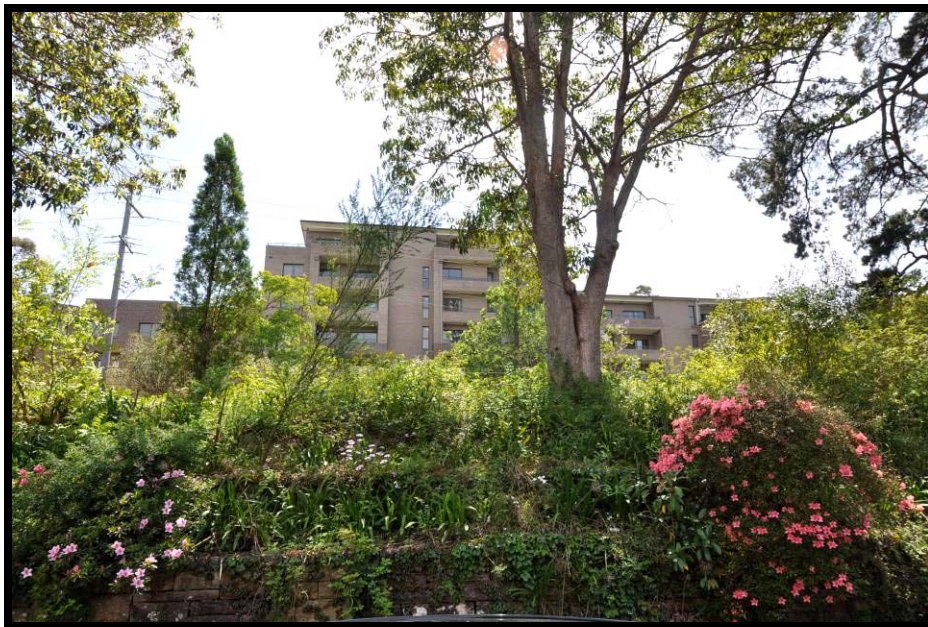


Figure 14: View to the north from the entrance. The tall residential flat building is located at the end of the Clydesdale Place, Pymble, on the opposite side of the railway line. (Source: Photography by Rappoport Pty Ltd, 2009)

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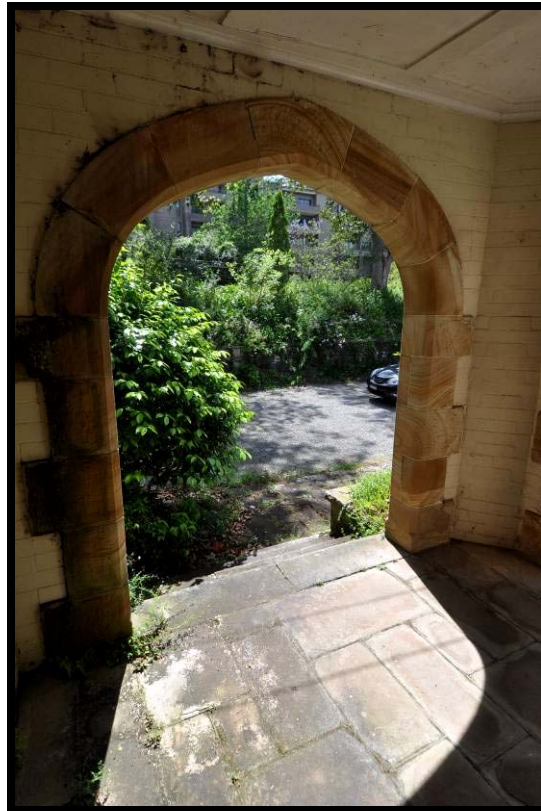


Figure 15: View to the north from the entrance. The residential flat building in the background dominates and is located at the end of the Clydesdale Place, Pymble.
(Source: Photography by Rappoport Pty Ltd, 2009)



Figure 16: The enclosed veranda of the earlier southern portion. Note the stucco render to this portion. The balcony is created by the later 20th century addition of the downstairs living and billiard rooms which were inserted under the early, projected, upstairs veranda.
(Source: Photography by Rappoport Pty Ltd, 2009)

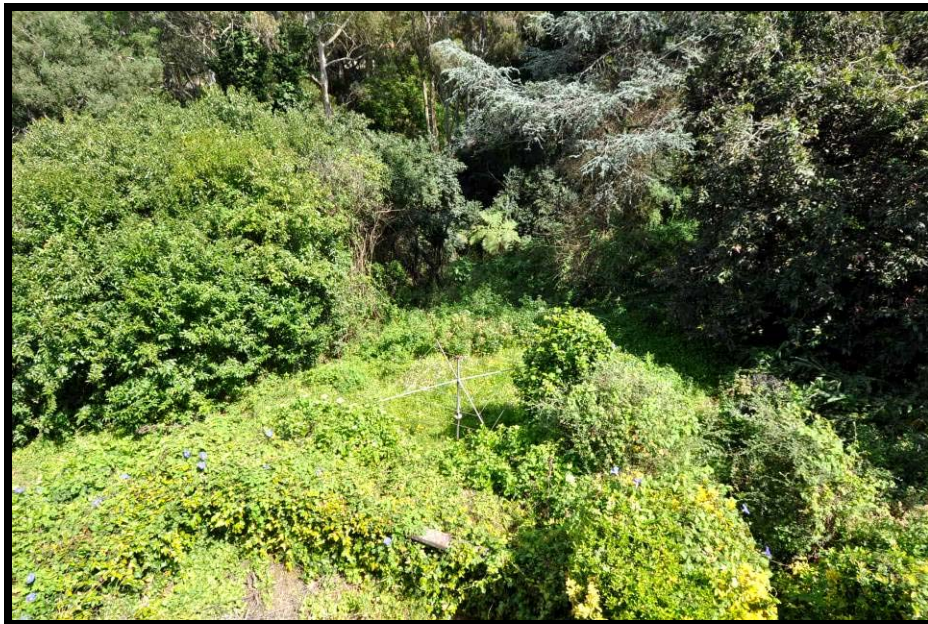


Figure 17: View to the west from the upstairs balcony across the steep gully contained in the subject site and 1A Avon Road, Pymble.
(Source: Photography by Rappoport Pty Ltd, 2009)

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Figure 18: The cabana and pool are in the foreground, behind which the Inter-War house sits above the later downstairs addition which created the balcony area. Note that the bricks of the cabana do not match those of the downstairs addition, all of which are mid to late 20th century modifications. (Source: Photography by Rappoport Pty Ltd, 2009)



Figure 19: The only garage appears to be of the same era as the later Inter-War, northern entrance portion of the dwelling. Note the sandstone walling which appears to be later than that at the gateway to the property. (Source: Photography by Rappoport Pty Ltd, 2009)

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Figure 20: Depicted is an example of the early sandstone block walls at the subject property.
(Source: Photography by Rappoport Pty Ltd, 2009)



Figure 21: Depicted is the entrance hall with columns and a fireplace on the left, and a bedroom on the right. The entrance level layout has been reconfigured in the late 20th century when the fireplace was modified. (Source: Photography by Rappoport Pty Ltd, 2009)

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Figure 22: Some of the leadlight glazing which remains intact.
(Source: Photography by Rappoport Pty Ltd, 2009)



Figure 23: Different styles of joinery, such as the contrasting panelled, timber doors as well as late 20th century plaster ceilings and cornices are typical indicators of the modifications which have occurred to the interior during the mid to late 20th century.
(Source: Photography by Rappoport Pty Ltd, 2009)

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Figure 24: The rooms on the left and the right are part of the enclosed, upper level veranda space in the southern portion of the dwelling.
(Source: Photography by Rappoport Pty Ltd, 2009)



Figure 25: Part of the enclosed veranda space, with tongue and groove ceilings, within the early southern portion of the dwelling. (Source: Photography by Rappoport Pty Ltd, 2009)

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Figure 26: Early 20th century turned timber handrails, balusters and mule posts in the southern portion of the Inter-War dwelling lead downstairs to the kitchen, living and billiard rooms. (Source: Photography by Rappoport Pty Ltd, 2009)



Figure 27: View to the south-west from the lower level kitchen area through to the living area, added in the mid to late 20th century. (Source: Photography by Rappoport Pty Ltd, 2009)



Figure 28: The billiard room, on the lower level of the southern portion, is a mid to late 20th century addition. The roof of this room has created a balcony area above, adjacent to the early veranda of the southern portion. (Source: Photography by Rappoport Pty Ltd, 2009)

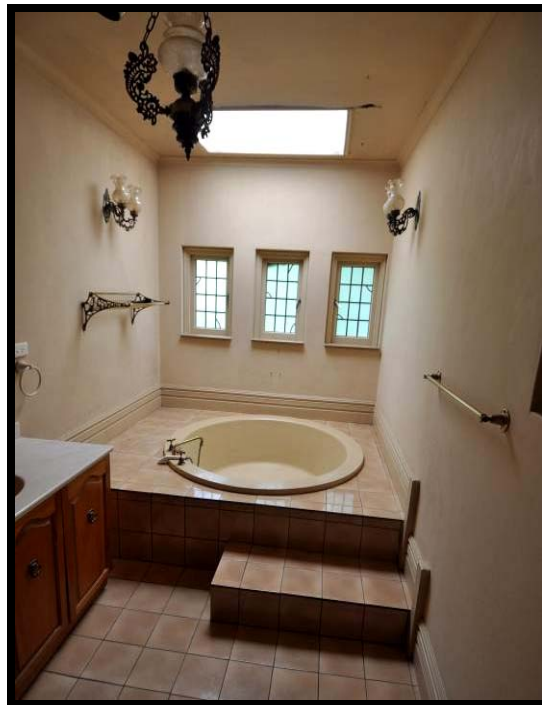


Figure 29: This bathroom on the entrance level was created by the reconfiguration of internal space when the property was modified in c. 1987. (Source: Photography by Rappoport Pty Ltd, 2009)

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3.3 5 Avon Road, Pymble

Originally constructed as the cottage *Selcote* in c.1900, the subject dwelling at 5 Avon Road, Pymble is a one storey, weatherboard cottage with attic rooms and a return veranda built in the Federation Bungalow style of architecture. The dwelling has undergone a substantial, early 1920s face brick addition to its southern and rear elevations which modification appears to have almost doubled its size, while being sympathetic to the Federation architectural style of the original cottage. Two substantial palm trees, which are conspicuous in their surroundings, are situated on the Avon Road frontage of the subject property.

The dwelling is surrounded by a chain wire fence and appears to be dilapidated and structurally unsound. While the exterior fabric of the dwelling is partially intact, very little interior fabric, original or otherwise, appears to remain in situ. Intact exterior fabric which demonstrates the Federation Bungalow style of architecture includes: awning like roof; wide eaves with exposed rafters; a deep, shady veranda; lined soffit veranda roof supported by simple square posts with decorative timber brackets; and wall hung timber shingles.

From the perimeter of the fence it appears that there has been a fire which has destroyed parts of the roof and much of the interior fabric. In the southern portion the roof seems to have caved in. The dwelling may also have been vandalised. Being open to the elements, it appears that the interior has been substantially destroyed and the structure may be on the verge of collapsing. Although some of the interior debris which remains in situ may constitute original fabric, including bricks which are possibly from the original chimneys, *Selcote* has been more than temporarily degraded.



Figure 30: View towards the Avon Road façade of the original timber framed portion of the dwelling. One of two tall palm trees is in view in the foreground on the leafy street setback. (Source: Photography by Rappoport Pty Ltd, 2009)



Figure 31: View of part of the northern elevation and part of the chain wire fence which surrounds the dwelling. The roof and the interior of the attic appear to have collapsed. (Source: Photography by Rappoport Pty Ltd, 2009)

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4.0 ASSESSMENT OF SIGNIFICANCE

4.1 Application of Significance Criteria

In order to make an assessment of whether or not the proposed demolitions of the subject properties, to facilitate a proposed multi unit housing development on Site 2, would have either a negative, neutral or positive impact upon the heritage significance of the subject sites, *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, or applicable listed items in the vicinity, it is necessary first to ascertain the nature of the significance of the subject sites. The assessment is based upon seven separate criteria established by the Heritage Branch of the NSW Department of Planning.

4.2 1 Avon Road, Pymble

Criterion (A) – Historical Significance

An item is important in the course, or pattern, of NSW's cultural or natural history (state significance); OR it is important in the course, or pattern of the local area's cultural or natural history (local significance).

Response - The subject dwelling has historical links to Wright's 1821 land grant of which it was once part before it was subdivided for residential allotments in the early 20th century. The house is part of the Lamb subdivision and one of the earliest suburban residential developments south west of the North Shore railway line. Situated on a large, well landscaped section with a generous set back from Avon Road, the dwelling evidences the town planning philosophy of the 20th century in the Ku-ring-gai area. The dwelling has undergone numerous modifications over the course of the twentieth century and so documents not only the increasing suburban expansion but also the prosperity of the middle class in Pymble throughout the 20th century.

Criterion (B) – Associational Significance

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (state significance); OR it has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area (local significance).

Response – The subject property was owned by James Fraser in the 1920s through to the mid 1930s. James Fraser was the NSW Commissioner for Railways (1917 – 1929) and the NSW Transport Commissioner (1931 – 1932).⁴⁰

Criterion (C) – Aesthetic Significance

An item is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in NSW (state significance); OR it is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in the local area (local significance).

Response – While there has been substantial modifications and the replacement of original interior fabric to bring the dwelling in line with various 20th century lifestyle expectations, the subject dwelling at 1 Avon Road, Pymble is a partly intact example of a house built largely in the Inter-War Californian Bungalow style of architecture. The significance of the dwelling is enhanced by the elements of that style which it has retained, namely: visually prominent roofs with street-facing gables; taper-cut bargeboards; wide eaves overhang; exposed roof timbers; gables with ventilators, rough-cast and battening; tall, flat top chimneys; rough-cast rendered walls; geometric pattern leadlight glazing; turned timber handrails, balusters and mule posts; tongue and groove ceilings to the enclosed veranda space; timber skirtings, architraves, picture rails and panelled doors; and timber framed fenestration.

There have been many additions and alterations to the house. Some of the modifications have been sympathetic to the Inter-War character of the building while others, such as the addition of the cabana and the reconfiguration of the entrance level, have not and have somewhat confused a clear interpretation of the early floor plan. Nevertheless the dwelling has retained its essential period character and is set on a generous, well landscaped section well back from the street. Accordingly the dwelling is an integral part of *Urban Conservation Area 18 – Avon Road, Pymble* and the *Avon Road Urban Conservation Precinct* and contributes to the homogenous, early to mid 20th century streetscape of its environs.

⁴⁰ *Australian Dictionary of Biography – Online Edition*, Fraser, James (1861 – 1936).

Criterion (D) – Social Significance

An item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (state significance); OR has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (local significance).

Response – There are no known special associations with any community or cultural group for social, cultural or spiritual reasons. Accordingly, the subject item does not, in our opinion, attain the requisite standard of significance under this criterion.

Criterion (E) – Technical/Research Significance

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (state significance); OR has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).

Response – There is no evidence to suggest that the subject building has any technical significance beyond that contained in the common building practice of the relevant era of construction.

Criterion (F) – Rarity

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (state significance); OR possesses uncommon, rare or endangered aspects of the area's cultural or natural history (local significance).

Response – Twentieth century, Inter-War Bungalow style houses are not currently rare in Sydney and there are many examples in the Pymble area. Accordingly, the subject item does not, in our opinion, attain the requisite standard of significance under this criterion.

Criterion (G) – Representativeness

An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (state significance); OR is important in demonstrating the principal characteristics of a class of the area's cultural or natural places or cultural and natural environments (local significance).

Response – The subject item is a substantial dwelling which displays key characteristics of the Inter-War Californian Bungalow style of architecture which proliferated in the Pymble area during the first half of the 20th century. It is an integral part of and contributes to the

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streetscape of *Urban Conservation Area 18 – Avon Road, Pymble* and the *Avon Road Urban Conservation Precinct*.

Statement of Cultural Significance – 1 Avon Road, Pymble

The dwelling at 1 Avon Road, Pymble is a representative example of an Inter-War Californian bungalow which is associated with James Fraser, a former NSW Commissioner for Railways and Transport Commissioner. The subject property demonstrates historical and aesthetic significance at a local level. As part of an early subdivision adjacent to the North Shore railway line the modified dwelling demonstrates 20th century town planning ideals in the Ku-ring-gai area and so documents both the increasing suburban expansion as well as the prosperity of the middle class in Pymble during the course of the 20th century. The dwelling has retained its essential Inter-War period character and in its setting is an integral part of the streetscape in the Avon Road environs.

4.3 5 Avon Road, Pymble

Criterion (A) – Historical Significance

An item is important in the course, or pattern, of NSW's cultural or natural history (state significance); OR it is important in the course, or pattern of the local area's cultural or natural history (local significance).

Response - The subject dwelling has historical links to Wright's 1821 land grant of which it was once part before it was subdivided for residential allotments at the turn of the 20th century. The house is part of the T. R. Porter subdivision, one of the earliest suburban residential developments south west of the North Shore railway line. Situated on a large, well landscaped section set well back from the street, the dwelling evidences the town planning philosophy of the 20th century in the Ku-ring-gai area. The dwelling has been added to and developed over the course of the twentieth century and although dilapidated documents, to an extent, not only the increasing suburban expansion but also the prosperity of the middle class in Pymble over the course of the 20th century.

Criterion (B) – Associational Significance

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (state significance); OR it has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area (local significance).

Response – There are no known associations with any people of prominence or importance. Accordingly the subject item does not, in our opinion, attain the requisite standard of significance under this criterion.

Criterion (C) – Aesthetic Significance

An item is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in NSW (state significance); OR it is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in the local area (local significance).

Response – The subject dwelling at 5 Avon Road, Pymble appears to be a structurally unsound example of the Federation Bungalow architectural style, some elements of which style it retains in its exterior fabric, which may enhance its significance. However, being largely open to the elements it appears that the interior has been substantially destroyed. Accordingly *Se/cote* has been more than temporarily degraded and we are of the opinion that while the external fabric may achieve the requisite degree of aesthetic significance, internally the dwelling has lost much and probably all of its significance.

Although it appears to be unstable, the dwelling has retained its essential period character and is set on a generous, well landscaped section well back from the street. Accordingly the dwelling is an integral part of its setting in the conservation precinct in which it is located and contributes to the homogenous, early to mid 20th century streetscape there.

Criterion (D) – Social Significance

An item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (state significance); OR has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (local significance).

Response - There are no known special associations with any community or cultural group for social, cultural or spiritual reasons. Accordingly, the subject item does not, in our

opinion, attain the requisite standard of significance under this criterion.

Criterion (E) – Technical/Research Significance

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (state significance); OR has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).

Response - There is no evidence to suggest that the subject building has any technical significance beyond that contained in the common building practice of the relevant era of construction.

Criterion (F) – Rarity

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (state significance); OR possesses uncommon, rare or endangered aspects of the area's cultural or natural history (local significance).

Response – Early twentieth century, Federation Bungalow style timber houses are not currently rare in Sydney and there are examples in the Pymble area. Accordingly, the subject item does not, in our opinion, attain the requisite standard of significance under this criterion.

Criterion (G) – Representativeness

An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (state significance); OR is important in demonstrating the principal characteristics of a class of the area's cultural or natural places or cultural and natural environments (local significance).

Response - The subject item appears to be structurally unsound and contains little, if any, original interior fabric. Accordingly, although the dwelling may retain some aesthetically significant exterior fabric, it is a poor example of a Federation bungalow because of its degradation and instability. Accordingly, the subject item does not, in our opinion, attain the requisite standard of significance under this criterion.

Statement of Cultural Significance – 5 Avon Road, Pymble

The dwelling at 5 Avon Road, Pymble demonstrates historical and aesthetic significance at a local level. The dwelling is part of an early subdivision adjacent to the North Shore railway line which demonstrates 20th century town planning ideals in the Ku-ring-gai area and also documents not only the increasing suburban expansion but also the prosperity of the middle class in Pymble during the course of the 20th century. While the interior of the house has been largely destroyed, the exterior façade retains key elements of the Federation Bungalow style of architecture. In its setting the dwelling remains an integral part of the streetscape in the Avon Road environs.

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5.0 DESCRIPTION OF PROPOSED WORK

The proposed development is for the staged erection of five apartment buildings containing 203 apartment modules and 350 apartments on Site 2, which contains the subject properties at 1 and 5 Avon Road, Pymble respectively. Five buildings, which would be six to ten floors above ground level, would be located adjacent to the riparian zone (described in Section 3) while buildings one and two, which would be adjacent to Avon Road, Pymble, would be smaller in scale and would contain four to seven floors. Parking would be provided in subterranean, multi level garages which would connect the buildings with the exception of building 5 which would be situated on the western side of the riparian zone.

The proposed development, which would necessitate the demolition of the heritage listed dwellings at 1 and 5 Avon Road, Pymble respectively, is for all of the properties scheduled under SEPP 53 as Site 2 with the exception of 7 Avon Road, 12 Mayfield Avenue and numbers 2 and 6 Beechworth Road, Pymble. Other non heritage listed dwellings currently on Site 2 at 1 Arilla Road, Pymble as well as 4 and 8 Beechworth Road, Pymble would also require demolition if the overall development proposal is approved.

Stage 1 of the development proposal would be the erection of a six level building in the approximate position of the subject property at 5 Avon Road, Pymble. Access to the Stage 1 building would be from Avon Road, Pymble.

The overall concept plans for the development proposal at Site 2 are set out below in Figures 32 - 45. The architectural drawings for the proposed Stage 1 building are set out below in Figures 46 - 57.

STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

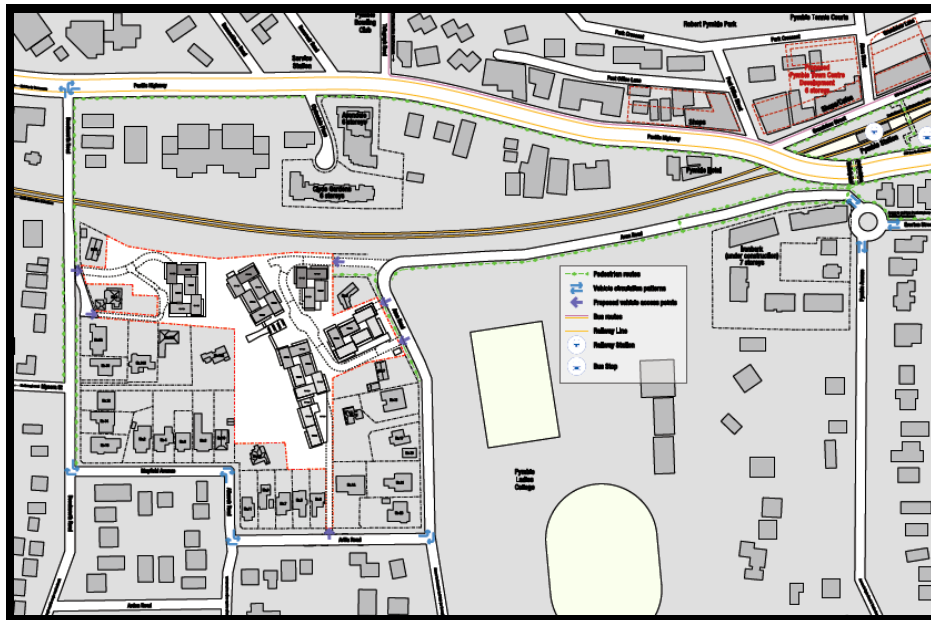


Figure 32: Locality/Context Plan. (Source: Anchor Mortlock Woolley, 2009)

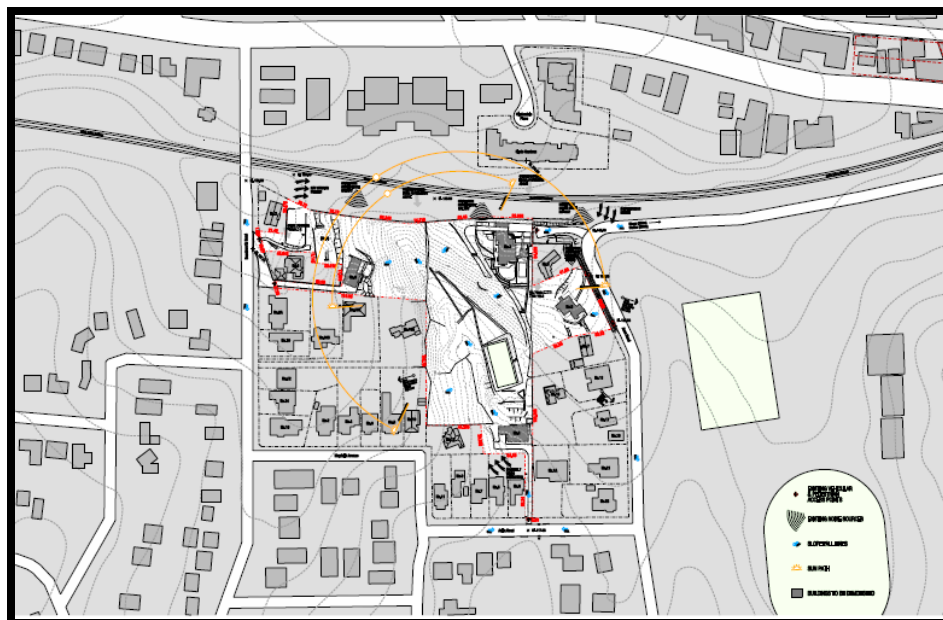


Figure 33: Site Analysis Plan. (Source: Anchor Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE



Figure 34: Site Concept Plan. (Source: Anchor Mortlock Woolley, 2009)

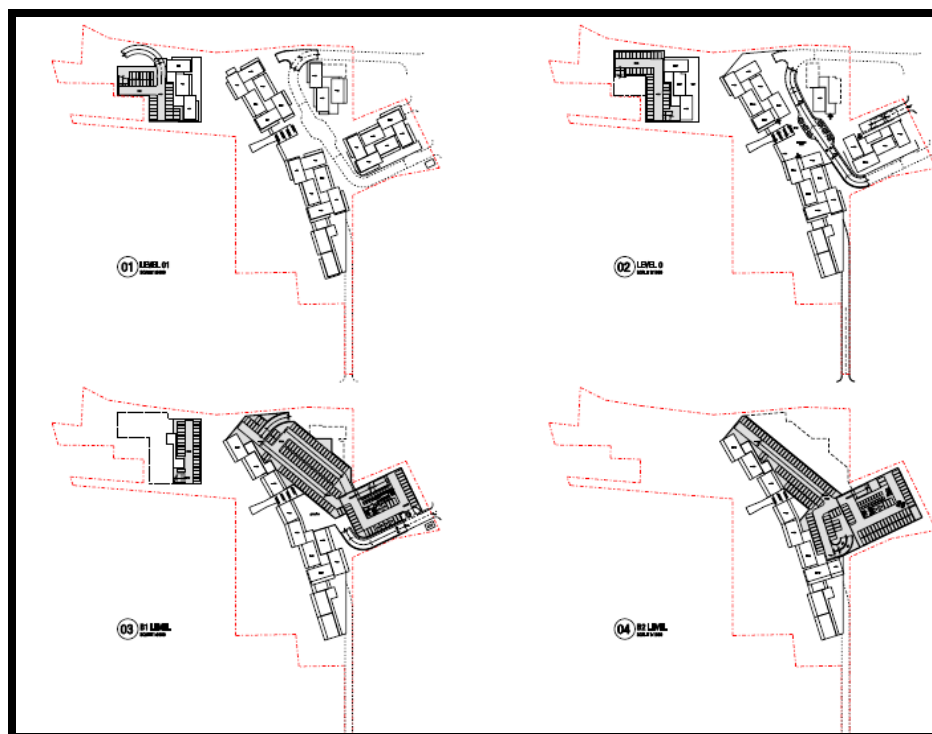


Figure 35: Indicative Carpark Levels 01 – B2. (Source: Anchor Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

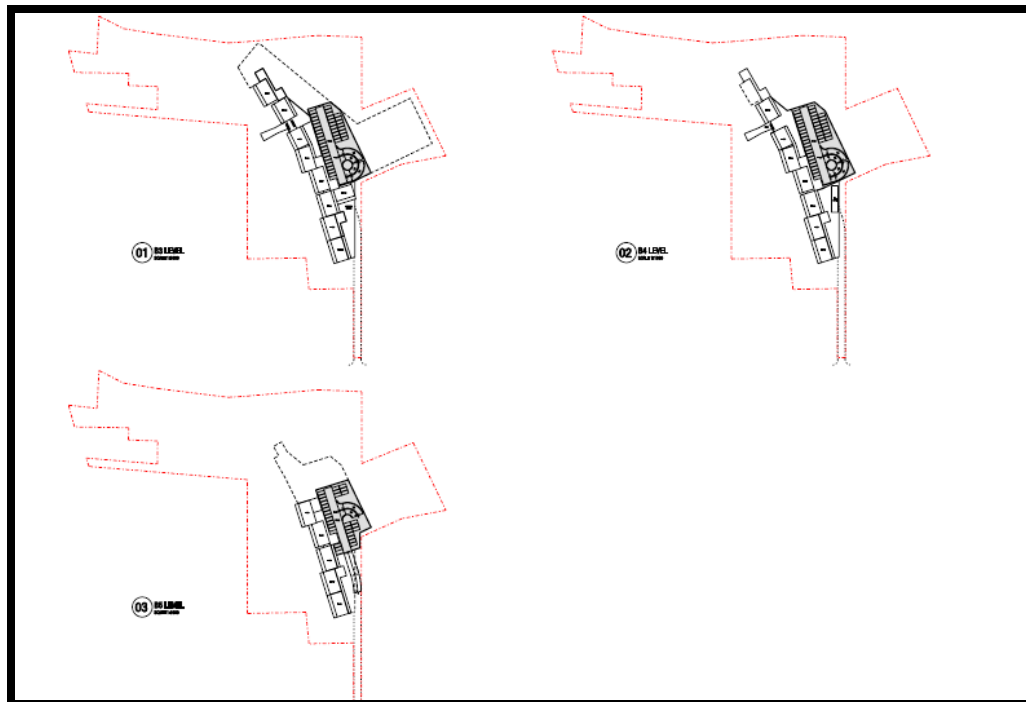


Figure 36: Indicative Carpark Levels B3 – B5. (Source: Ancher Mortlock Woolley, 2009)

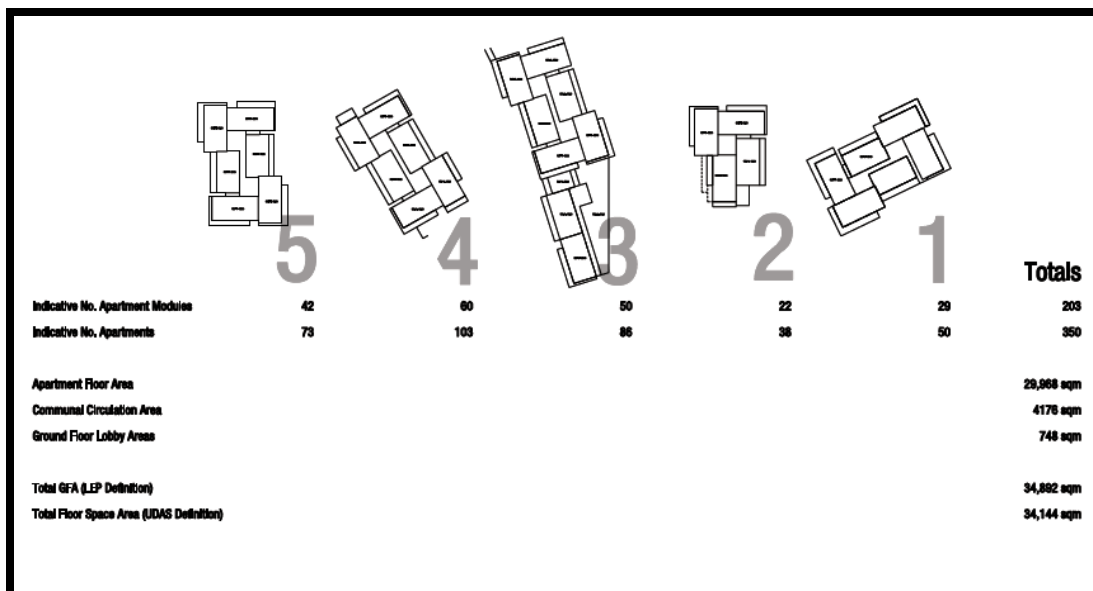


Figure 37: Area Calculations. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

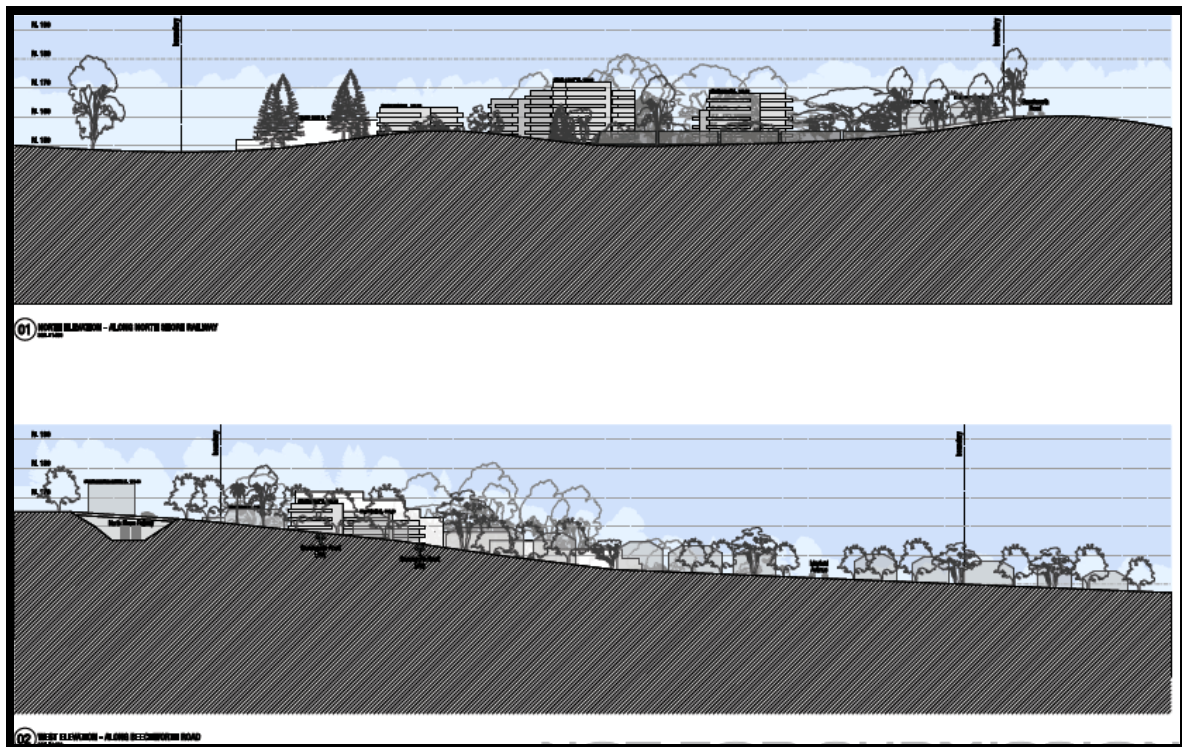


Figure 38: Indicative Elevations – North & West. (Source: Ancher Mortlock Woolley, 2009)



Figure39: Indicative Elevations – South & East. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

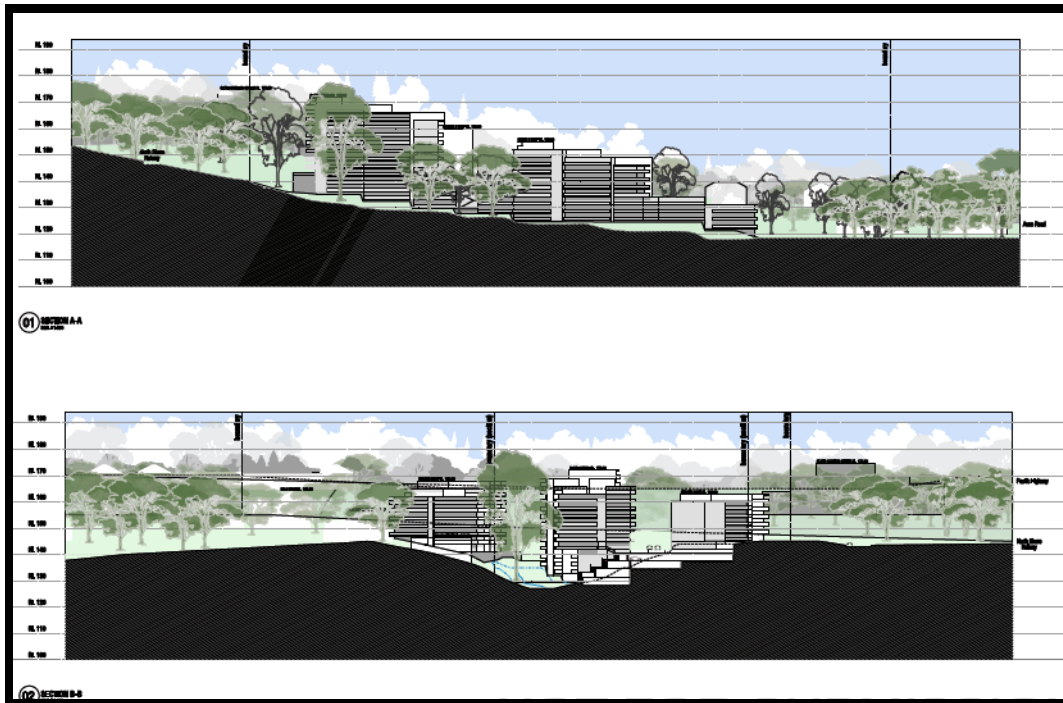


Figure 40: Indicative Sections. (Source: Ancher Mortlock Woolley, 2009)



Figure 41: Shadow Diagrams – Summer Solstice. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE



Figure 42: Shadow Diagrams – Winter Solstice. (Source: Anchor Mortlock Woolley, 2009)



Figure 43: Shadow Diagrams – Equinox. (Source: Anchor Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
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Figure 44: View Analysis Location Plan. (Source: Ancher Mortlock Woolley, 2009)



Figure 45: 3D Perspectives. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE

The architectural drawings for the proposed Stage 1 building are set out below in Figures 46 - 57.

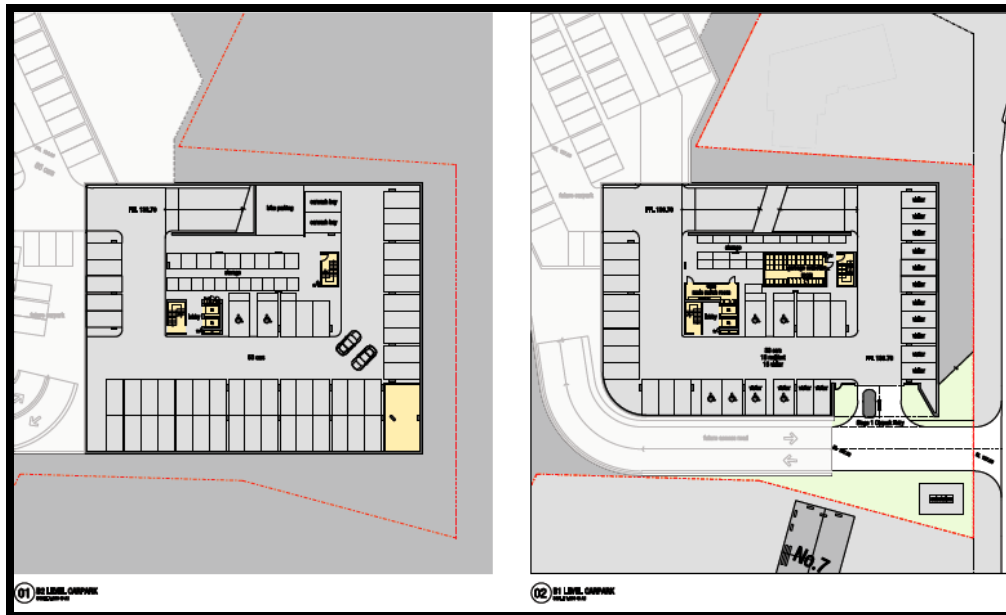


Figure 46: B2 Level Carpark & B1 Level Carpark. (Source: Anchor Mortlock Woolley, 2009)

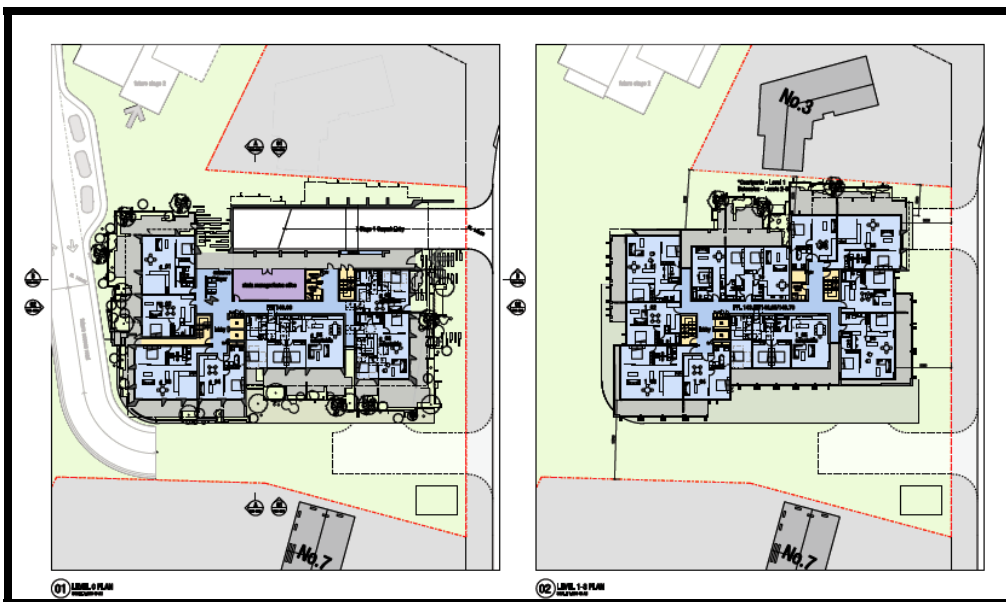


Figure 47: Level 0 Plan & Level 1 – 3 Plan. (Source: Anchor Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
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Figure 48: Level 4 Plan & Level 5 Plan. (Source: Ancher Mortlock Woolley, 2009)



Figure 49: Roof Plan. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
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Figure 50: Area Calculations. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
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Figure 51: Elevations – North & West. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE



Figure 52: Elevations – South & East. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE



Figure 53: Section A-A and Section B-B. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
AND 5 AVON ROAD, PYMBLE



Figure 54: Shadow Diagrams - Summer Solstice. (Source: Ancher Mortlock Woolley, 2009)



Figure 55: Shadow Diagrams - Winter Solstice. (Source: Ancher Mortlock Woolley, 2009)

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STATEMENT OF HERITAGE IMPACT – 1 AVON ROAD, PYMBLE
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Figure 56: Shadow Diagrams - Equinox. (Source: Ancher Mortlock Woolley, 2009)



Figure 57: 3D Perspectives. (Source: Ancher Mortlock Woolley, 2009)

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6.0 HERITAGE IMPACT STATEMENT

This assessment is based upon: the Statements of Cultural Significance (refer to Sections 4.2 and 4.3 of this report); in the case of 1 Avon Road, Pymble, the physical inspection of the subject site and for both properties the graphic evidence (refer to Section 3 of this report); and a review of the pertinent planning instruments (refer to Sections 1 and 2.2 of this report).

Although this Section does contain comments on the potential heritage impact of the overall development proposal for Site 2 (which is depicted in Section 5), the scope of this report is to assess whether or not the proposed demolitions to the heritage items at 1 and 5 Avon Road, Pymble would have a negative, neutral or positive impact upon the heritage significance of the subject sites, *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, or listed items in the vicinity. We are required to address the queries raised in the Heritage Branch of the NSW Department of Planning guidelines for the preparation of Statements of Heritage Impact. In respect of the demolition of a building and new development adjacent to a heritage item, we are required to address the following, which we have done below in respect of both of the subject properties:

- *Have all options for retention and adaptive re-use been explored?*
- *Can all the significant elements of the heritage item be kept and any new development be located elsewhere on the site?*
- *Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?*
- *Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?*
- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*
- *Why is the new development required to be adjacent to a heritage item?*
- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*
- *Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*

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- *Will the additions visually dominate the heritage item? How has this been minimised?*
- *Will the public, and users of the item, still be able to view and appreciate its significance?*

The subject sites at 1 and 5 Avon Road, Pymble respectively are listed heritage items under Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*. These properties are situated in *Urban Conservation Area 18 – Avon Road, Pymble*, an area identified and classified by The National Trust of Australia (NSW), as well as the *Avon Road Urban Conservation Precinct*, which is an Indicative Place on the Register of the National Estate. This report provides the necessary information for the consent authority to make an assessment of the proposal on heritage grounds.

The Statements of Cultural Significance contained in Sections 4.2 and 4.3 of this report have determined that both of the subject properties have local historical and aesthetic significance and that 1 Avon Road, Pymble is a representative example of an Inter-War Californian bungalow which is associated with a former NSW Commissioner for Railways who became a Transport Commissioner. Locally listed items in the general vicinity of the subject sites relevant to this assessment (see Section 1) of this report, are: 11 Avon Road, Pymble, 19 Avon Road, Pymble, 11 Arilla Road, Pymble, 6 Beechworth Road, Pymble, 9 Beechworth Road, Pymble and 1202 Pacific Highway, Pymble. This assessment must measure the impact, if any, that the proposed demolitions to the subject sites would have upon: the subject properties; *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct* conservation areas; and the above heritage items in the vicinity. In order to do this the following observations have been made:

- As described in Section 2.2 of this report if, as appears likely, the Town Centres LEP is adopted then not only will the rezoning of the subject properties to allow multi unit housing be gazetted, but also the heritage schedule of the KPSO will be superseded so that the subject sites will no longer be listed heritage items and they will not be contained within a Heritage Conservation Area under that LEP. The provisions of SEPP 53 potentially allow development of multi unit housing at the subject sites, with Ministerial approval, and this SEPP supplants the provisions of the KPSO in any event. While the subject properties would continue to be contained within *Urban Conservation Area 18* and the *Avon Road Urban Conservation Precinct*, these classifications carry no statutory implications. It appears to us that the relevant authority has, by approving in principle the

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- development of Site 2 for a multi unit residential flat complex, considered the heritage impact that the proposed demolitions may have on the subject properties and the surrounding Avon Road heritage precinct and deemed the demolitions appropriate;
- The proposal is that the subject dwellings be demolished. In fact these dwellings have already been nominated as items to be demolished on the building envelope control drawings for Site 2 contained in the Ku-ring-gai Sites Report.⁴¹ Thus it appears that the relevant authority has already considered the potential heritage impact and decided that multi unit housing is going to be a feature of the built environment in Ku-ring-gai and also that there will, in the future, be an alteration of traditional views and a new juxtaposition between the typical Inter-War single dwellings prevalent in Ku-ring-gai and the anticipated residential flat buildings. In our opinion, that juxtaposition already exists to a degree in the Pymble area. Nevertheless it is our opinion that the proposed demolitions, the Stage 1 development and indeed the overall development of Site 2 would alter the views to the subject properties from Avon Street as well as views from the subject properties to each other and to the other heritage items in their vicinity. Thus the proposal may, in our opinion, have some impact on the heritage significance of the subject properties because their significance is considerably shaped by the in situ built and natural features of their setting and their surrounding streetscape, as recognised by The National Trust of Australia (NSW). However, as No.3 and No. 7 Avon Road would most likely develop in similar fashion to that proposed for Stage 1, the entire residential area ought to be considered as being in transition under which all heritage properties will succumb to a variation in setting and visual curtilage;
 - The overall development proposal for Site 2, which the proposed demolitions would make way for, appears to allow for the three planned taller buildings to be situated on the lower lying land which falls away towards the gully within Site 2. The two proposed lower rise buildings would substantially occupy the higher land on Site 2 generally located around 1 Avon Road, Pymble and 5 Avon Road, Pymble. It appears that the proposed Stage 1 building would substantially occupy 5 Avon Road, Pymble while the concept drawings suggest that the proposed Stage 2 building would occupy 1 Avon Road, Pymble. To that extent it is our opinion that the overall proposal for Site 2 would take advantage of the topography of Site 2

⁴¹ Urban Design Advisory Service for Planning NSW, October 2002 *Development Controls and Design Guidelines: Six SEPP53 Sites in Ku-ring-gai (As amended by Development controls and design guidelines – six SEPP 53 sites in Ku-ring-gai – Schedule dated January 2003)*, Sydney, pp. 28 – 30.

- by attempting to minimise the impact of the height of the taller buildings on the subject properties and the surrounding streetscape;
- While the proposed Stage 1 building at 5 Avon Road, Pymble would be situated back from Avon Road, the setback to the street would not be as deep as that of the subject dwelling at 5 Avon Road, Pymble nor commensurate with those of surrounding Avon Road properties, and in particular its neighbouring properties at 3 Avon Road and 7 Avon Road. The proposed set back of Stage 1 is less than that of No. 3 and 7 Avon Road as existing, however, the setback of Stage 1 is commensurate with other development in the immediate vicinity such as 19, 21 and 23 Avon Road and further, No.3 and No.7 have the potential to achieve a density of that proposed for the Stage 1 subject development. In order to achieve the full planning potential allowed, their setbacks would be equivalent to that proposed for Stage 1.
 - The proposed Stage 1 building at 5 Avon Road, Pymble, although containing six levels of apartments overall, would on the Avon Road elevation be progressively stepped back from the street and in our opinion would present a lower scale form to the Avon Road frontage. The southernmost level 4 (the fifth above ground level) street facing apartment would be stepped back from the levels 0 – 3 apartments below. Both street facing apartments on level 4 would contain adjoining, deep verandas to the Avon Road frontage. The apartment which would address the Avon Road frontage on the top level (level 5) of the proposed Stage 1 building would be substantially set back from the Avon Street elevation of the apartments below it. The apartments on level 5 would have an overall footprint of approximately 50% of that of the apartments on the five levels below. The bulk of the proposed building would, in our opinion, be anchored to the ground by the lower above ground levels on the east (Avon Road) elevation. This would, in our opinion, serve to modulate the Avon Road façade and reduce the apparent bulk and scale of the building when viewed from the street;
 - The length of the facades of the proposed Stage 1 building would be shorter on the east (Avon Road) and west elevations. All elevations would contain a variety of elements including verandas, awnings, balconies, vertical and horizontal fenestration, sun shading, roof gardens and eaves overhangs which would, in our opinion, assist in the modulation of the facades. This design would avoid long expanses of flat walls. The design would thus, in our opinion, reduce the apparent bulk and scale of the building. Further, this variety of building elements would, in our opinion, tend to give the proposed Stage 1 building some sort of cross reference to the architectural features and particularly the verandas and eaves overhangs

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- contained in the Inter-War architectural styles of the surrounding built environment;
- The built environment surrounding the subject properties in Avon Road generally contains architectural styles ranging from pre 1920 to 1945 – 1968. The architectural elements utilised in these dwellings creates a pattern of horizontal and vertical forms which, in our opinion, appears to be a model for the variety of elements contained in the proposed Stage 1 building facades;
 - The vertical stratification of building materials from heavy masonry and stone elements at ground level, textured render and balcony forms in the middle layer and lighter balcony forms at high levels would, in our opinion, tend to lighten the proposed Stage 1 building at the top levels. The proposed use of brick, stone and rendered finishes would, in our opinion, bear some relationship to the existing surrounding built environment;
 - The proposal for the Stage 1 building contains roof gardens on the top two levels. In our opinion these gardens tend to reduce the apparent scale and bulk of the building by blurring and softening the edges of these higher apartments as they tend to blend with the surrounding landscape and the high canopy, much of which appears to be retained. These gardens would, in our opinion, help to integrate the proposal within its surrounding context;
 - The use of materials and colours may, in our opinion, achieve a natural colour palette because it includes shades of sandstone and various greys which would tend to respond to the landscape within the subject properties and their surrounding streetscape;
 - As discussed above, it seems to us that the relevant authority appears to have embraced a corruption of traditional view lines in Ku-ring-gai by supporting a juxtaposition between the predominately Inter-War single dwellings there and the multi unit housing which it has potentially facilitated. While acknowledging that such a juxtaposition may become the dominant form of the built environment in Ku-ring-gai over time, it is our opinion that the proposed demolitions and development proposal would be within the visual catchment of 11 Avon Road, Pymble (Macquarie Cottage), 19 Avon Road, Pymble (Caprera Cottage) and 11 Arilla Road, Pymble and would therefore alter the viewscape of these sites. While the development would not, in our opinion, be within the primary views from these properties, the scale of the proposed development would be such that it may affect the views to these heritage places, however, the proposed screening landscape elements and the large existing trees on the site would mitigate the impact;

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- It is considered that the proposed demolitions and development proposal for the Stage 1 building and the overall development of Site 2 may be visible and within the primary view corridor of 6 Beechworth Road, Pymble. However, the primary façade which faces across the gully on 1A Avon Road, Pymble towards Avon Road and the subject properties would be minor. Subsequent stages may have a greater impact in this regard although proposed landscape elements in combination with the existing established mature trees would mitigate this.⁴² The significance of this property is, in our opinion, considerably shaped by its landscape setting which would be marginally altered by the proposal;
- Although primary views from the heritage item at 11 Beechworth Road, Pymble are towards Site 2, the property lies on low land in a gully below the level of Beechworth Road. It appears that neither the proposed demolitions nor the properties which are proposed to be developed as part of Site 2 would be visible from 11 Beechworth Road, Pymble. Thus the proposal would not, in our opinion, have an adverse impact on the heritage significance of this place;
- The dwelling at 1202 Pacific Highway, Pymble lies elevated above the subject sites on the high part of the ridge. The multi unit development at the bottom of Clydesdale Place, Pymble (see Figures 14 and 15) appears to screen the subject properties from the dwelling itself at 1202 Pacific Highway, Pymble. The dwelling at 1202 Pacific Highway, Pymble appears to have primary views over the top of the multi unit development towards the Blue Mountains. It is possible that views from the low point at the rear of the steep garden of this place towards the subject properties may not be screened by the multi unit development. These views to the subject sites would, in our opinion, constitute secondary views and therefore the proposed demolitions would not have a material adverse impact on the significance of this place nor the primary views to and from it. Accordingly the proposal would not, in our opinion, negatively impact the heritage significance of 1202 Pacific Highway, Pymble; and
- The proposed demolitions and development proposal for Site 2 is not, to our knowledge, sited on any known or potentially significant archaeological site. However it is beyond the scope of this report to discuss the probability of sub-surface deposits.

Finally, to complete this assessment, we are encouraged by the Heritage Branch of the Department of Planning to address the following three questions;

⁴² 6 Beechworth Road, Pymble is one of the properties designated as part of Site 2 by SEPP 53 but which is not incorporated in the overall development plan for Site 2.

- *What aspects of the proposal respect or enhance the heritage significance of the item or conservation area?*

The overall development proposal for Site 2, which would necessitate the proposed demolitions, appears to have taken into account the topography of Site 2 by placing the proposed higher buildings on the lower ground of the site. This would tend to lessen the impact of the taller buildings on the surrounding streetscape.

The progressive stepping back of the Avon Road façade and the modulation of the facades with a variety of building elements so as not to have long expanses of flat walls would, in our opinion, reduce the apparent bulk and scale of the proposed Stage 1 building, especially from Avon Road. The pattern of horizontal and vertical architectural elements within the facades would, in our opinion, go some way towards relating the proposed building to the surrounding built environment. The proposed roof gardens would tend to further reduce the apparent scale and bulk of the building by blurring and softening the edges of the higher apartments. The materials and colour palette of the proposed Stage 1 building appears, in our opinion, to be appropriate to the surrounding streetscape as discussed above.

- *What aspects of the proposal could detrimentally impact on the heritage significance of the item or conservation area?*

As mentioned, the authority which facilitated the potential development of Site 2 for a multi unit development in the heart of Pymble must have considered the potential heritage impact of such a development which would necessitate the proposed demolitions and so, by implication, condoned a new juxtaposition in the built environment of Ku-ring-gai between predominantly Inter-War housing and residential flat buildings. While it is our opinion that the established historic views to and from the subject sites would be irreversibly altered by the proposed demolitions, which would have a negative impact on the heritage significance of the subject sites, the above action by the relevant authority is noted.

- *What sympathetic solutions have been considered and discounted and for what reasons?*

Rappoport was not involved in the design/development phase of the proposal for the subject properties or Site 2.

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7.0 CONCLUSION AND RECOMMENDATION

We are of the opinion that the authority which implemented the inclusion of Site 2 under SEPP 53 would have considered the potential heritage impact of the demolition of the subject dwellings as a precursor to the development of a multi unit housing complex there. This is borne out by the production of the development controls and design guidelines contained in the Ku-ring-gai Sites Report.⁴³ In terms of the Sites Report and the building envelope drawings contained in it, the subject dwellings are nominated as items to be demolished. In order to respect the de facto heritage significance which remains in the subject properties and their environs, it is, in our opinion, essential that high-quality design principles be implemented for any development proposal for the subject sites. It is our opinion that the design proposal by Ancher Mortlock Woolley achieves that requisite level of design.

We recommend photographic archival recording is undertaken prior to demolition, in accordance with the guidelines established by the Heritage Branch of the NSW Department of Planning. Whatever de facto significant fabric remains on the subject sites should be gathered and recorded. It is also recommended that the approval of any development for the subject sites should be conditional upon the implementation of an appropriate interpretation strategy.

⁴³ Urban Design Advisory Service for Planning NSW, October 2002 *Development Controls and Design Guidelines: Six SEPP53 Sites in Ku-ring-gai (As amended by Development controls and design guidelines – six SEPP 53 sites in Ku-ring-gai – Schedule dated January 2003)*, Sydney, pp. 28 – 30.

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