



# **Non-Indigenous Archaeological Assessment**

800 Pittwater Road, Dee Why  
& 224 Headland Road, Curl Curl NSW

Submitted to Midson Group  
On Behalf of St Luke's Grammar School

November 2019

## REPORT REVISION HISTORY

Revision	Date Issued	Revision Description		
01	30/09/2019	Draft		
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### Certification

This report has been authorised by City Plan Heritage P/L, with input from a number of other expert consultants. To the best of our knowledge the accuracy of the information contained herein is neither false nor misleading. The comments have been based upon information and facts that were correct at the time of writing.

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## **1. INTRODUCTION**

### **1.1. Background**

Tonkin Zulaikha Greer (TZG) Architects have prepared a master plan for the redevelopment of St Luke's Grammar School located at 210 Headland Road, Dee Why. St Luke's Grammar School was founded in February 1993, following the amalgamation of three Sydney Anglican Schools Corporation schools on Sydney's Northern Beaches: Roseby Preparatory (Junior) School, Peninsula Grammar (Boys) School and St Luke's Anglican School for Girls (Founded 1961). The master plan outlines the expansion of the existing Dee Why campus to incorporate 224 Headland Road as a sports centre and 800 Pittwater Road as a Senior School campus. As part of the planning process for the Masterplan, a State Significant Development application (SSDA) was lodged with the Department of Planning, Industry and Environment. A Pre-Lodgement meeting was held with Northern Beaches Council on 16 May 2019 in which the Concept Design and SEARS Report were presented. The feedback from this meeting stipulated that the design ensure that the building at 800 Pittwater Road retain its architectural integrity and that alterations to the forecourt and elevations not detract from its heritage values. In March 2019 CPH prepared a heritage letter for the Secretary's Environmental Assessment Requirements (SEARS) to accompany the SSDA. This document identified the heritage values of the site and how these would be incorporated within the proposal.

Since February 2019 CPH has provided ongoing heritage advice in relation to various aspects of the design for the proposed expansion, including the height and scale, finishes and sensitivity to proximal heritage items. Specifically, in relation to building at 800 Pittwater Road, CPH has advised on strategies by which the historical appearance of the building could be reinterpreted in the proposed design, including the saw tooth roof, colour scheme and horizontality.

This Archaeological Assessment report has been prepared as part of the required assessments to accompany a SSDA under the Environmental Planning & Assessment Act 1979 (EP&A Act). All recommendations are made in accordance with statutory requirements and cultural heritage best practice.

Note: On 9 September 2019 a separate DA was lodged with Northern Beaches Council (DA2019/977) for a proposed stairway connecting the Headland Road footpath and the driveway on 224 Headland Road, providing a link between 224 Headland Road and the existing campus on 210 Headland Road. This proposal was not part of the SSDA.

### **1.2. The Site**

The subject site is located in the suburb of Dee Why, within the Local Government Area (LGA) of the Northern Beaches Council and approximately 16 kilometres north-east of the Sydney CBD.

The subject site encompasses 800 Pittwater Road and 224 Headland Road, Dee Why. The site is bounded by the Stony Range Regional Botanic Garden to the north, Tango Avenue to the east, Headland Road to the south, residential development to the south-west and Pittwater Road to the north-west (Figure 1).

The real property description of the subject site is Lot 6 DP 523299 and SP 45082.



Figure 1: Location of subject site (outlined in red), which encompasses 800 Pittwater Road and 210, 222 & 224 Headland Road, Dee Why (Source: SIX Maps 2019)

### 1.3. Heritage Listing

The subject sites include a local heritage item listed under Part 1 of Schedule 5 of the Warringah LEP 2011 as 'Former Wormald Building (front entrance, tower and curved former canteen only)' (item no. I49) and within proximity of local heritage item 'Bus Shelter' (item no. I5) (Figure 2). The subject site is also located within proximity of 'Stony Range Flora Reserve' Heritage Conservation Area (HCA) (C6), listed under Part 2 of Schedule 5 of the Warringah LEP 2011.

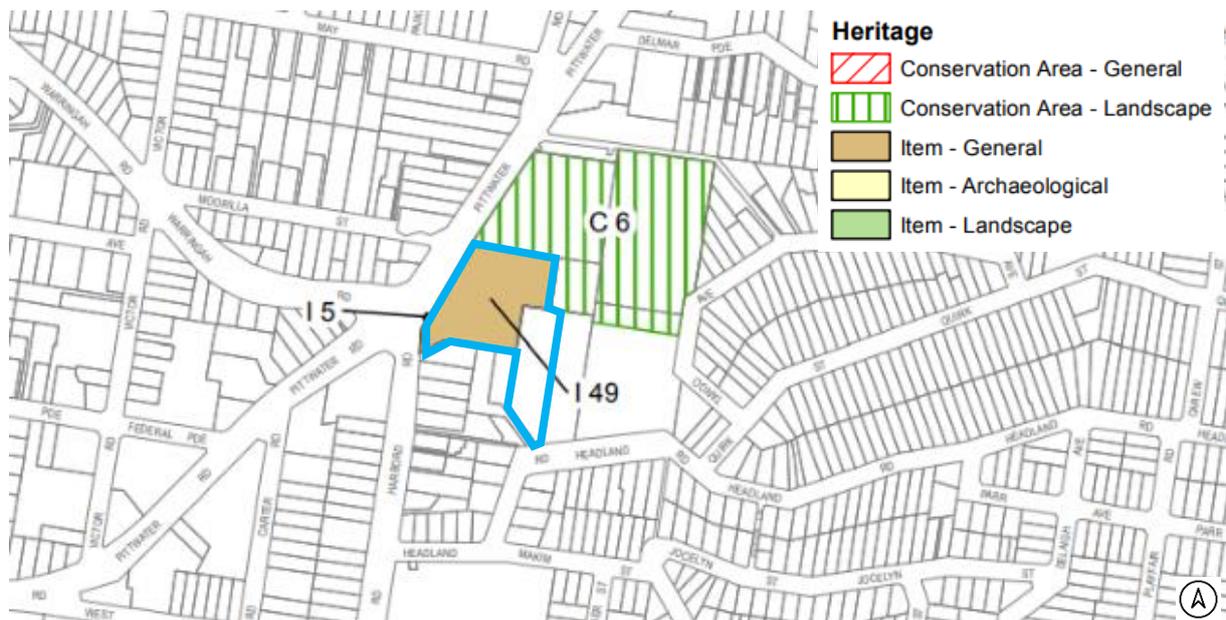


Figure 2: Location of subject site (outlined in blue) relative to heritage item no.s I5 and I49 and 'Stony Range Flora Reserve' Heritage Conservation Area (C6) (Source: Heritage Map - Sheet HER\_010A, Warringah LEP 2011)

## 1.4. Proposal

The following summary of the proposal has been extracted from the Architectural Design Report<sup>1</sup>, with permission by TZG and Midson.

### 1.4.1. Project Brief

*The scope of the project is to provide:*

- *a new senior school campus for St Luke's Grammar School located at 800 Pittwater Road with sporting facilities at 224 Headland Road and an indoor pool at 800 Pittwater Road.*
- *accommodation for the growing number of students. Total St Luke's school enrolment to have 1,600 students, with 600 students on 800 Pittwater Road and 1000 on 210 Headland Road.*
- *a senior campus with an adult learning environment that can support diverse paedagogical approaches and allow collaborative and inter-disciplinary learning in flexible learning spaces.*
- *a vertical connection linking 224 Headland Road and 800 Pittwater Road.*
- *a staged development to suit the availability of the site sections.*
- *an ideal delivery solution that will allow staging of the school development as the surrounding residential population grows and enrolment demand is generated...*

### 1.4.2. Project Stages

*A staged development approach is proposed to accommodate for the individual lease agreements for the current tenancies of Fitness First, iMED and Office Works on 800 Pittwater Road.*

*The first space to become available is the building on 224 Headland Road. The northern section of the building was upgraded in 2016 by St. Luke's School to accommodate a Half-Basketball Court with amenities and a teacher training space. In Stage 1 the remainder of the building will become available to develop the entire building into a new Sports Centre and a School Clothing Shop for the School.*

*In Stage 2 the current iMED and Fitness First tenancies become available while Office Works will remain to occupy the southern part of the building on 800 Pittwater Road. The northern part of the building will be developed into a fully self-sufficient reduced size senior campus with a pool and a direct connection to 224 Headland Road.*

*In Stage 3 the remainder of 800 Pittwater Road will become available and the senior campus will be extended to it's full size to accommodate 600 Students. The need to re-configure spaces in Stage 3 has been kept to a minimum.*

TZG's Architectural design report provides the following overview of the three stages:

---

<sup>1</sup> St. Luke's Grammar School - Dee Why: New Senior School Campus, September 2019, TZG Architects

Stage	Location	Lease end	Scope Summary
1	224 Headland Road	30 June 2022	<ul style="list-style-type: none"> <li>▪ Remove existing internal walls to create large open space for two basketball courts within footprint of former units 2 - 6 of 224 Headland Road</li> <li>▪ In stage 2 Basketball courts will also be used as Dance Studio and Multi Purpose Hall</li> </ul>
2	800 Pittwater Road	31 August 2024 (IMED) 30 June 2025 (Fitness First)	<ul style="list-style-type: none"> <li>▪ Internal refurbishment of IMED and Fitness First tenancies as per Architectural drawings</li> <li>▪ Landscaping to Northern portion of site as per Landscape design</li> <li>▪ Accessible path to main entrance of school as per Architectural and Landscape drawings</li> <li>▪ Basement North carparking reconfigured</li> <li>▪ Basement South carparking reconfigured</li> <li>▪ New pedestrian path from Officeworks Basement carparking to Officeworks entrance</li> <li>▪ Reconfiguration of the southern on-grade car park to include a drop-off / pick-up area and bus turning path</li> <li>▪ New infill building between 224 Headland Road and 800 Pittwater Road to provide an accessible vertical connection</li> </ul>
3	800 Pittwater Road	30 April 2029 (Officeworks)	<ul style="list-style-type: none"> <li>▪ Internal refurbishment of Officeworks as per Architectural drawings</li> <li>▪ New extension to south of existing building as per Architectural drawings</li> <li>▪ Temporary spaces in Stage 2 reconfigured as per Architectural drawings</li> <li>▪ Landscaping to remainder of site as per Landscape design</li> <li>▪ Front parking area to be reconfigured to accommodate bus and kiss and drop area</li> <li>▪ Basement carpark reconfigured, entrance to carpark located to South</li> </ul>

### 1.4.3. Excavation Works

The following excavation works would be undertaken in association with the following aspects of the proposal:

- **800 Pittwater Road:**
  - carpark, carpark supply lift and stairs at Level 0 (Figure 3)
  - garbage room and maintenance store at Level 0 (Figure 3)
  - carpark entry and goods and services lift at Level 0 (Figure 3)
  - lift and stairs at Levels 0, 1 and 2 (Figure 3 - Figure 7)
- **224 Pittwater Road:**
  - Minor demolition works (Figure 9 & Figure 10)

#### 1.4.4. Documentation

This archaeological assessment has assessed the following information provided by Tonkin Zulaikha Greer Architects. To aid an understanding of the proposal, relevant plans and photomontages have been included at Figure 3 - Figure 9.

Tonkin Zulaikha Greer Architects			
Date	Title	Drawing No	Revision
October 2019	Cover Page	A-000	A
October 2019	Legend	A-001	A
October 2019	Site Plan	A-002	A
October 2019	Staging Overview	A-003	A
October 2019	Signage Plan	A-004	A
October 2019	Level 0 Existing Plan_224	A-010	A
October 2019	Level 1 Existing Plan_224	A-011	A
October 2019	Existing Roof Plan_224	A-012	A
October 2019	Existing Elevations_224	A-013	A
October 2019	Level 0 Existing Plan_800	A-020	A
October 2019	Level 1 Existing Plan_800	A-021	A
October 2019	Level 2 Existing Plan_800	A-022	A
October 2019	Level 3 Existing Plan_800	A-023	A
October 2019	Level 4 Existing Plan_800	A-024	A
October 2019	Existing Elevations 1_800	A-025	A
October 2019	Existing Elevations 2_800	A-026	A
October 2019	Level 0 Demolition Plan_800	A-030	A
October 2019	Level 1 Demolition Plan_800	A-031	A
October 2019	Level 2 Demolition Plan_800	A-032	A
October 2019	Level 3 Demolition Plan_800	A-033	A
October 2019	Level 4 Demolition Plan_800	A-034	A
October 2019	West + North Demolition Elevations_800	A-035	A
October 2019	East + South Demolition Elevations_800	A-036	A
October 2019	Level 0 Demolition Plan_224	A-040	A
October 2019	Level 1 Demolition Plan_224	A-041	A
October 2019	Roof Demolition Plan_224	A-042	A
October 2019	Demolition Elevations – 224 Headland Road	A-043	A
October 2019	Level 0 Plan_224	A-100	A
October 2019	Level 1 Plan_224	A-101	A
October 2019	Roof Plan_224	A-102	A
October 2019	Level 0 Plan – Stage 2_800	A-110	A

**Tonkin Zulaikha Greer Architects**

Date	Title	Drawing No	Revision
October 2019	Level 1 Plan – Stage 2_800	A-111	A
October 2019	Level 2 Plan – Stage 2_800	A-112	A
October 2019	Level 3 Plan – Stage 2_800	A-113	A
October 2019	Level 4 Plan – Stage 2_800	A-114	A
October 2019	Level 5 Plan – Stage 2_800	A-115	A
October 2019	Level 0 Plan – Stage 3_800	A-116	A
October 2019	Level 1 Plan – Stage 3_800	A-117	A
October 2019	Level 2 Plan – Stage 3_800	A-118	A
October 2019	Level 3 Plan – Stage 3_800	A-119	A
October 2019	Level 4 Plan – Stage 3_800	A-120	A
October 2019	Level 5 Plan – Stage 3_800	A-121	A
October 2019	Elevations_224	A-200	A
October 2019	Elevations West + North_800	A-210	A
October 2019	Elevations East + South_800	A-211	A
October 2019	Sections 1_224	A-300	A
October 2019	Sections 1_800	A-310	A
October 2019	Sections 2_800	A-311	A
October 2019	Sections 3_800	A-312	A
October 2019	Typical Wall Sections_800	A-313	A
October 2019	GFA + FSR Calculation_224	A-400	A
October 2019	GFA + FSR Calculation_800	A-401	A
October 2019	Open Space Calculation	A-402	A
October 2019	Accommodation Schedule_224	A-403	A
October 2019	Accommodation Schedule – Stage 2_800	A-404	A
October 2019	Accommodation Schedule – Stage 3_800	A-405	A
October 2019	Car Parking Schedule	A-406	A
October 2019	Shadow Diagrams – 21 June	A-500	A
October 2019	Shadow Diagrams – 21 June	A-501	A
October 2019	Shadow Diagrams – Neighbours	A-502	A
October 2019	Materials Schedule	A-600	A
October 2019	Exterior Perspective	A-601	A
October 2019	Interior Perspective	A-602	A

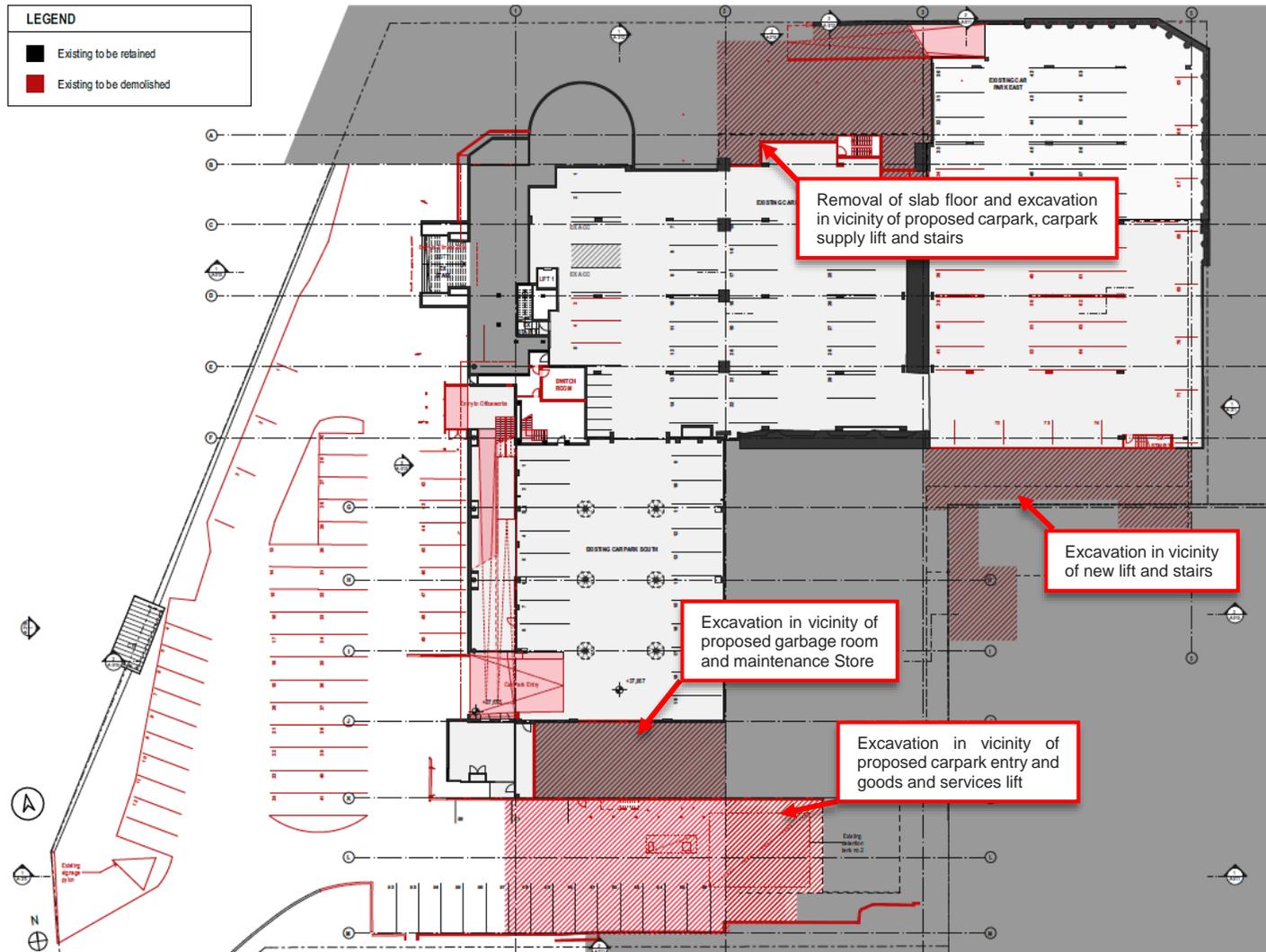


Figure 3: Extent of proposed excavation works at Level 0, 800 Pittwater road (Source: Level 0 Demolition Plan\_800, A-030, Rev A, 29/10/2019, Tonkin Zulaikha Greer Architects)

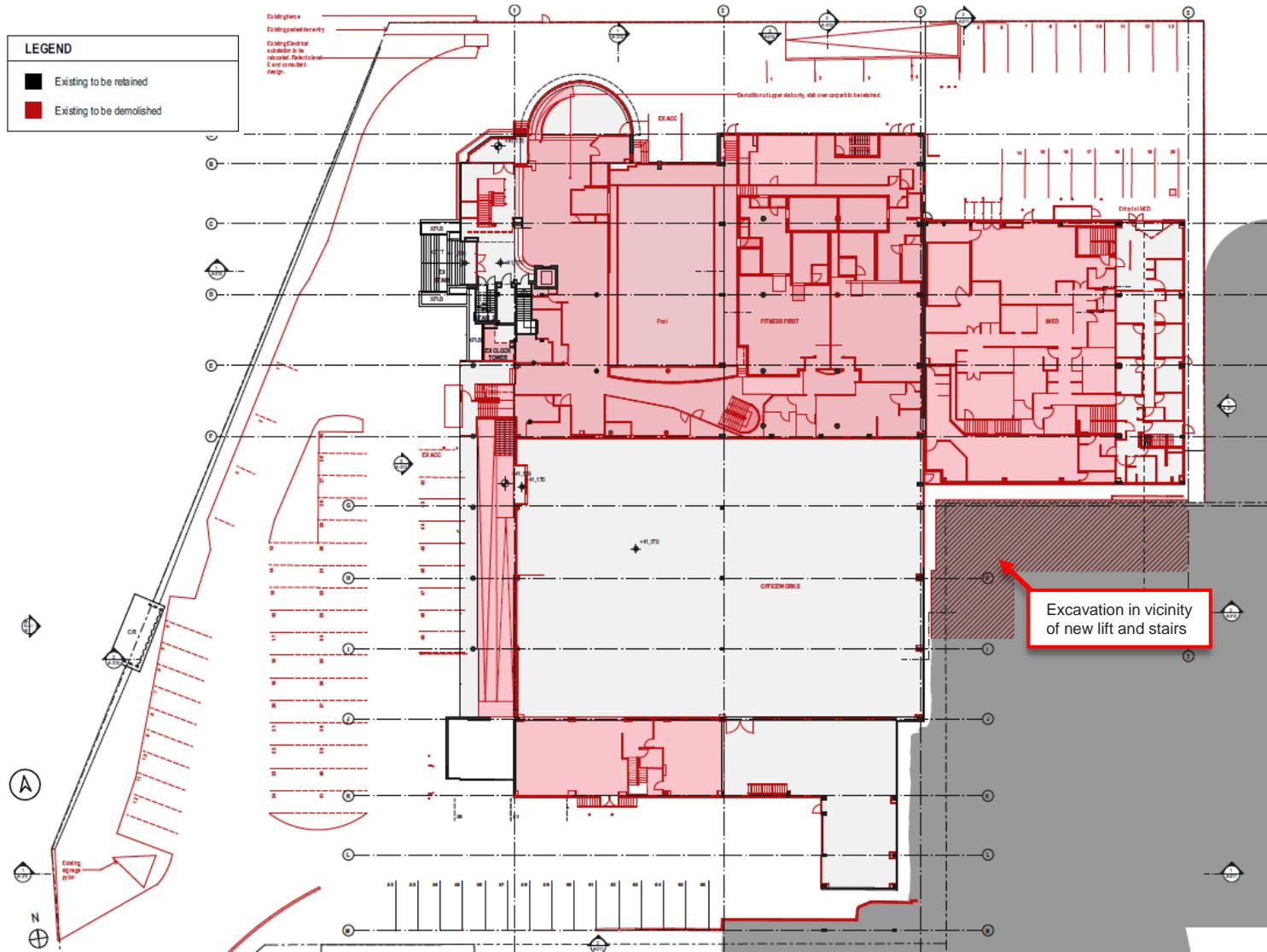


Figure 4: Extent of proposed excavations at Level 1, 800 Pittwater Road (Source: Level 1 Demolition Plan\_800, A-031, Rev A, 29/10/2019, Tonkin Sulaikha Greer Architects)

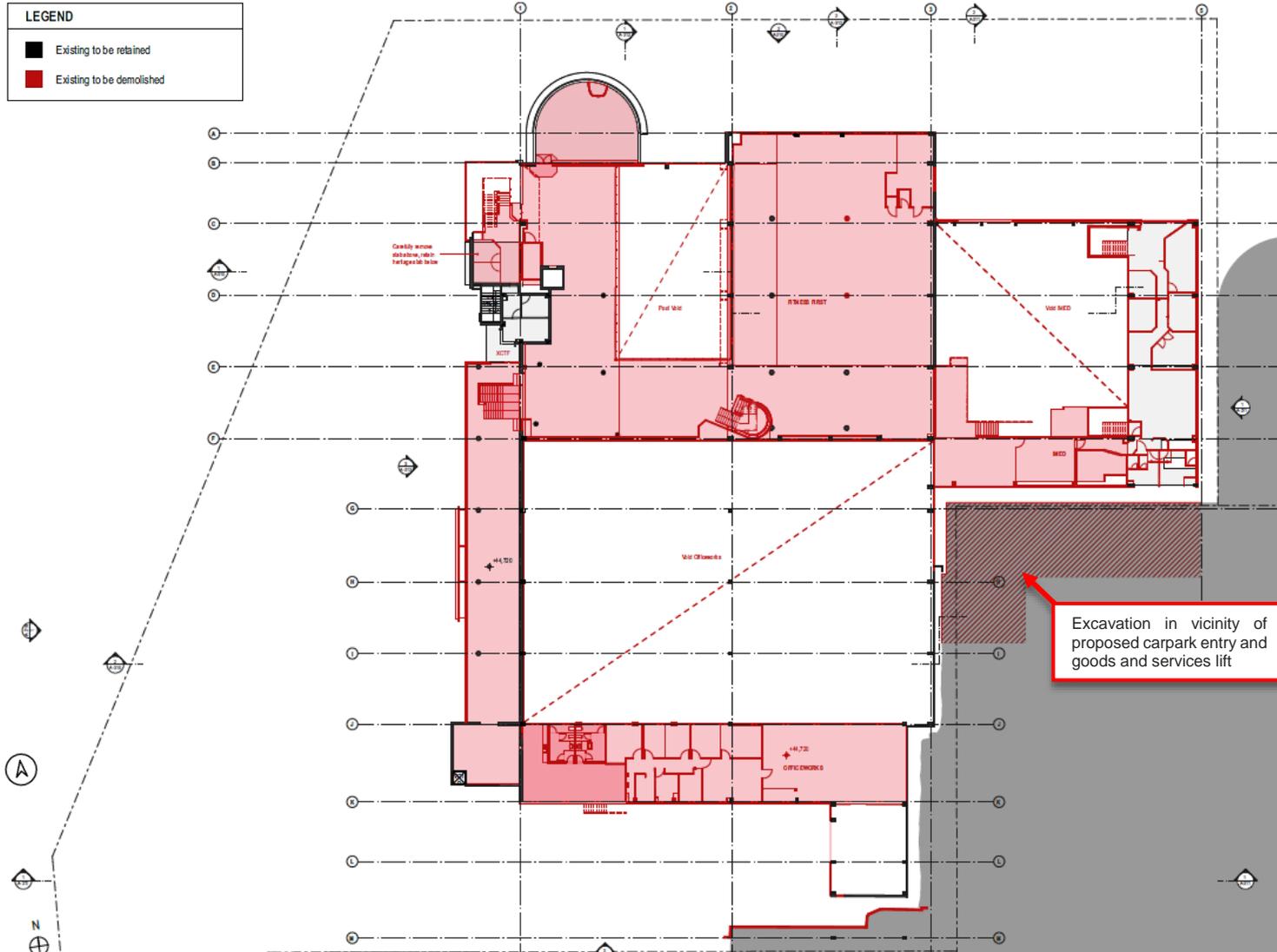


Figure 5: Extent of proposed excavations at Level 2, 800 Pittwater Road (Source: Level 2 Demolition Plan\_800, A-032, Rev A, 29/10/2019, Tonkin Zulaikha Greer Architects)

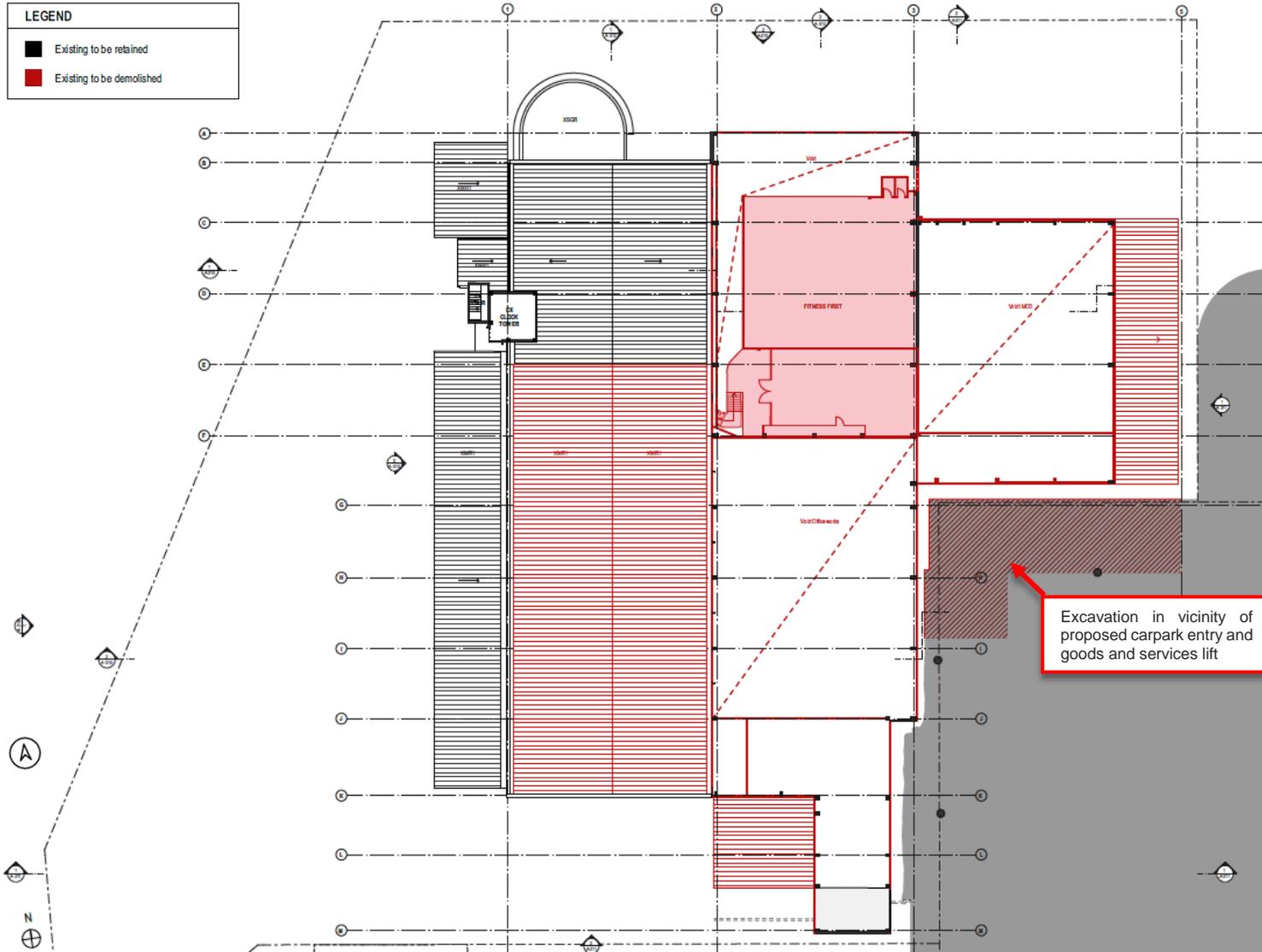


Figure 6: Extent of proposed excavations at Level 3, 800 Pittwater Road (Source: Level 3 Demolition Plan\_800, A-033, Rev A, 29/10/2019, Tonkin Zulaikha Greer Architects)

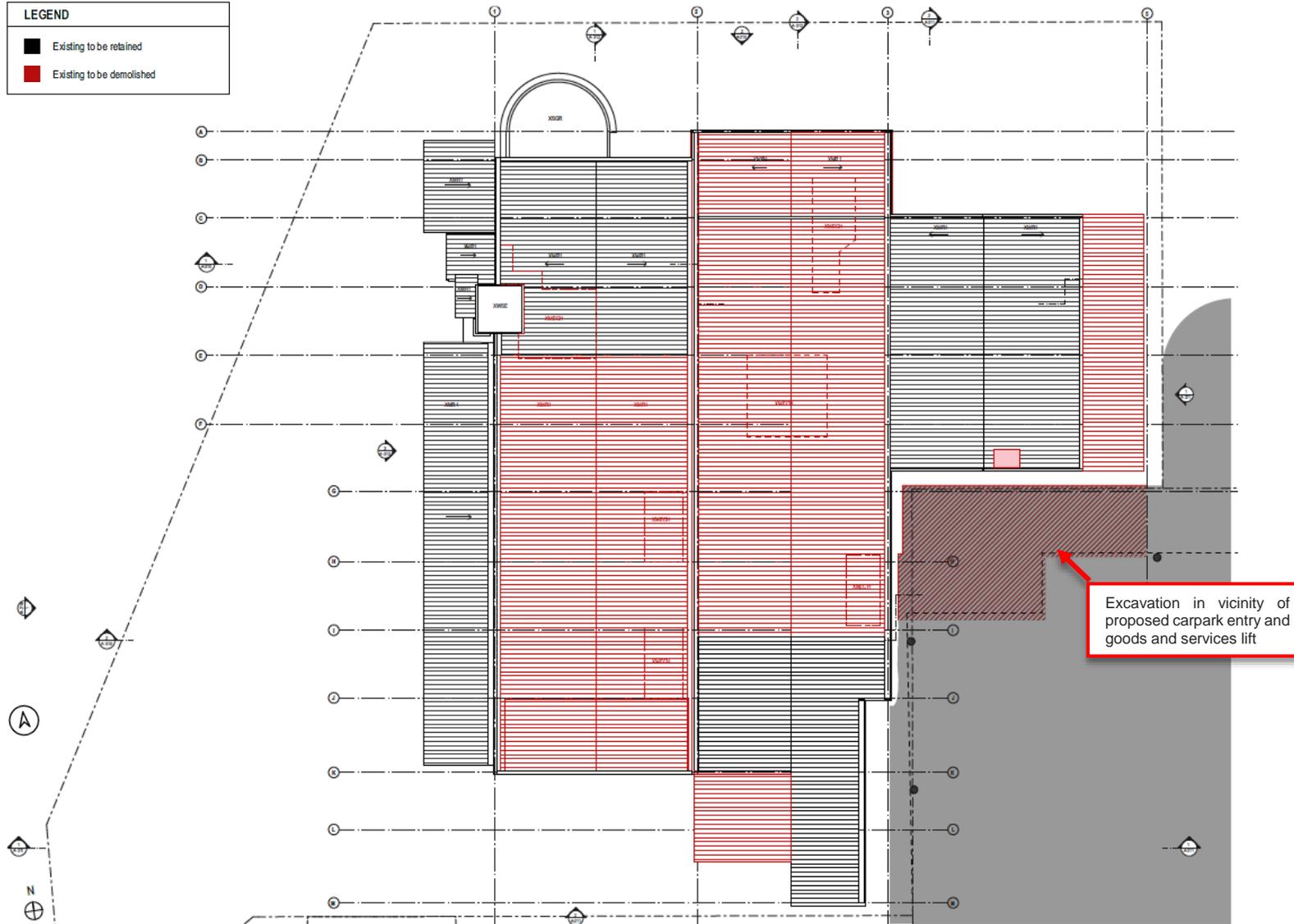


Figure 7: Extent of proposed excavations at Level 4, 800 Pittwater Road (Source: Level 4 Demolition Plan\_800, A-034, Rev A, 29/10/2019, Tonkin Zulaikha Greer Architects)

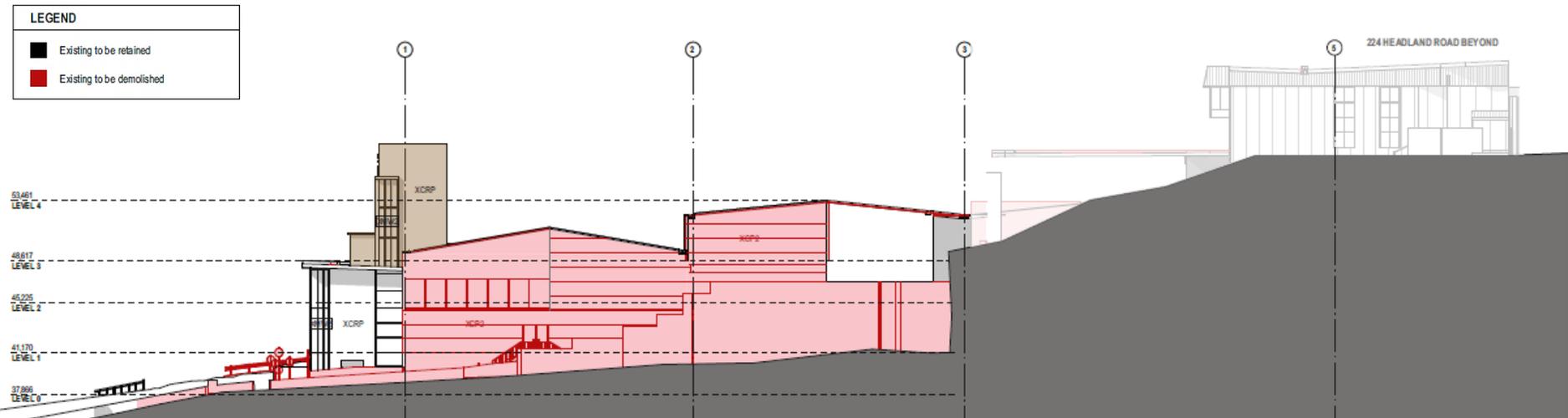
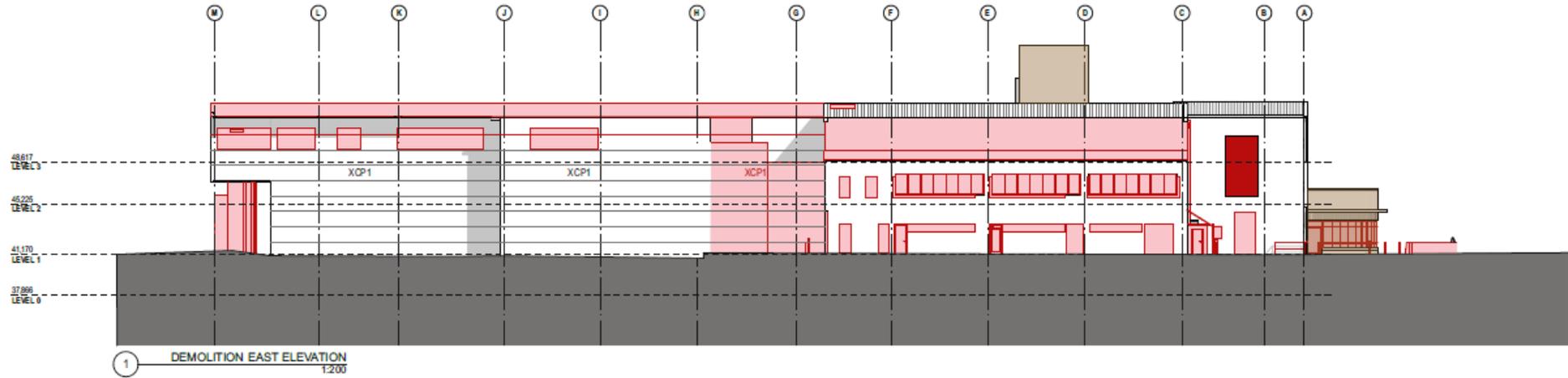


Figure 8: Extent of proposed excavations at 800 Pittwater Road, eastern (above) and southern (below) elevations (Source: East + South Demolition Elevations\_800, A-036, Rev A, 29/10/2019, Tonkin Zulaikha Greer Architects)

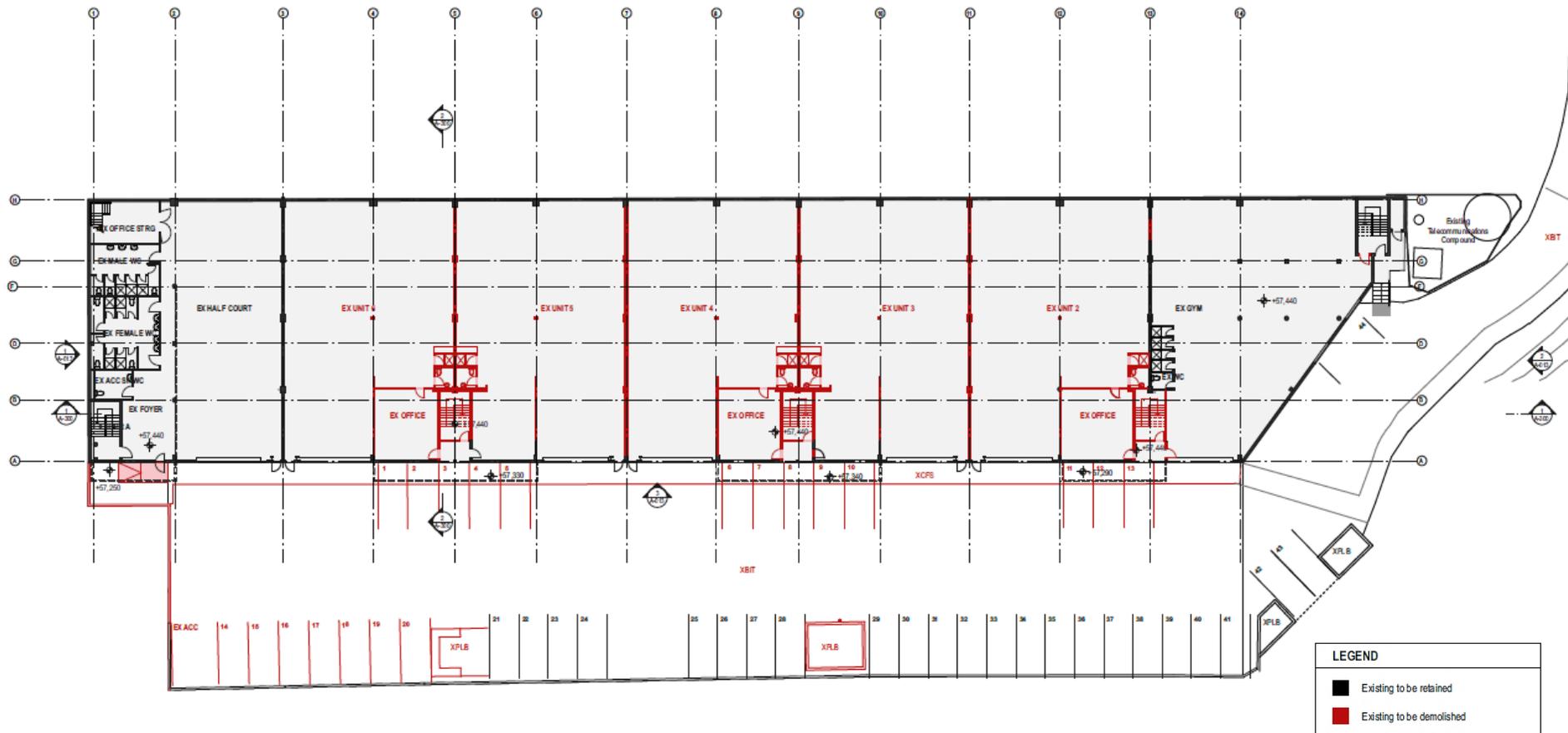


Figure 9: Extent of proposed excavations at 224 Headland Road (Source: Level 0 Demolition Plan\_224, A-040, 29/10/2019, Rev A, Tonkin Zulaikha Greer Architects)

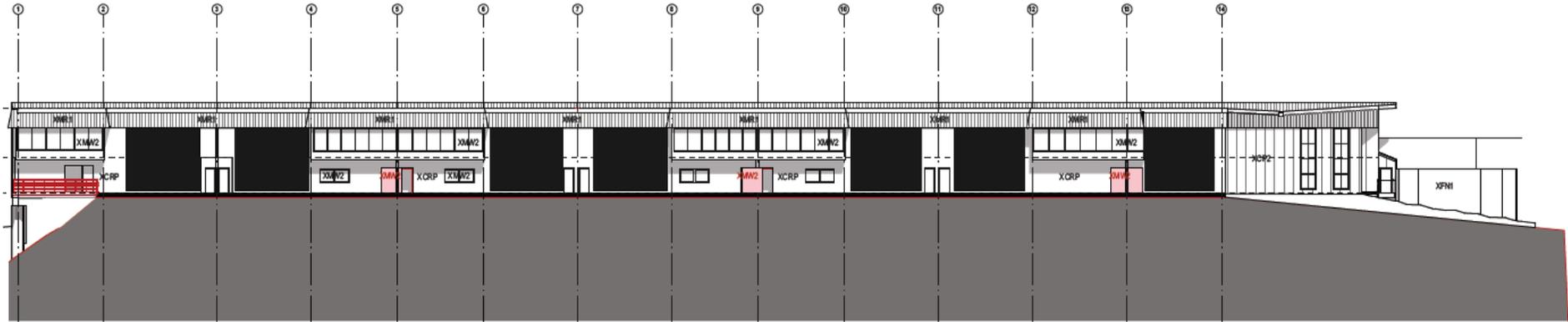


Figure 10: Extent of proposed excavations at 224 Headland Road, western elevation (Source: Demolition Elevations – 224 Headland Road, A-043, Rev A, 29/10/2019, Tonkin Zulaikha Greer Architects)

## **1.5. Methodology**

This Archaeological Assessment has been prepared in accordance with the Heritage NSW, Community Engagement, Department of Premier & Cabinet (former NSW Heritage Division) publications, *Statements of Heritage Impact, 2002* and *Assessing Heritage Significance, 2001*. It is also guided by the philosophy and processes included in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter). The subject proposal has been assessed in relation to the relevant controls and provisions contained within the Warringah LEP 2011 and the Warringah DCP 2011.

An inspection of the subject site and its surrounding context was undertaken by Alexandra Ribeny (Heritage Consultant) on 21 September 2019. Unless otherwise acknowledged, all images included in this report have been taken by CPH

## **1.6. Limitations**

This Archaeological Assessment contains a desktop analysis of Non-Indigenous archaeological significance only.

## **1.7. Author Identification**

The following report has been prepared by Alexandra Ribeny (Heritage Consultant / Archaeologist). Carole-Lynne Kerrigan (Associate Director - Heritage) has reviewed and endorsed its content.

## 2. SITE CONTEXT AND DESCRIPTION

### 2.1. Landscape and Geology

The underlying geology of the subject site is comprised of Hawkesbury Sandstone<sup>2</sup> (Figure 12). The subject site is located within the Gymea soil landscape, in which:

*...soils are derived from Hawkesbury Sandstone and consist of medium-to-coarse-grained quartz sandstone with minor shale and laminate lenses.<sup>3</sup>*

Geotechnical investigations identified three subsurface units within the subject site (Figure 11). They established that the subject site sits above medium - high-strength sandstone at depths of 0.4 - 2.9 mBGL across the site and which steps down to the west. Above the sandstone is a layer of shallow fill at 0.4 - 1.5 mBGL, which is concentrated in the developed portions of 800 Pittwater Road and beneath the concrete slab and carpark at 224 Headland Road.<sup>4</sup> Finally, some loose grading to dense clayey sand, is deposited in the northern undeveloped portions of the site at 1.0 - 2.9 mBGL.

<u>Unit A:</u>	Fill comprising medium dense clayey sand and sand, encountered to between approximately 0.4 mBGL (BH101) and 1.5 mBGL (BH103). This unit is likely to be encountered in the western and southern portions of 800 Pittwater Road, i.e. beneath the concrete slab as well as beneath the asphalt covered slab on ground driveway / carpark in 224 Headland Road, placed for site levelling purposes. It is assumed to have been placed under "uncontrolled" conditions for the purpose of this report.
<u>Unit B:</u>	Residual loose grading to dense clayey sand was only encountered in BH102 beneath Unit A, between approximately 1.0 mBGL and 2.9 mBGL (possibly extremely weathered rock below 2.2 mBGL). This unit is expected to overlie Unit C in some portions of the site, such as undeveloped (northern) portion as well as the natural slope below the suspended slab of 224 Headland Road. shallower residual soil profiles are expected to be present in the eastern steeper portion of the site. Residual soil thickness is likely to increase within the flatter (western) portion of the site.
<u>Unit C:</u>	Weathered and inferred low to medium strength sandstone from between approximately 0.4 mBGL (BH101) and 2.9 mBGL (BH102) up to TC-bit refusal and investigation termination depths of between 0.45 mBGL (BH101) and 3.3 mBGL (BH102). Rock level across the site is expected to step down towards the west. For the purpose of this report, sandstone below TC-bit refusal is assumed to be of medium to high strength with possible lower strength bands, which should be confirmed / revised by further assessment, as necessary.

Figure 11: Subsurface units identified during geotechnical investigations of the subject site (Source: Preliminary Geotechnical Assessment: Propose St Luke's Grammar School Senior School and Sports Centre - 800 Pittwater Road, Dee Why and 224 Headland Road, North Curl Curl NSW, p.7)

The subject site and surrounds are located on a section of the Hawkesbury sandstone escarpment, which has been extensively excavated in areas, including along the northern and eastern boundaries and basement levels of 800 Pittwater Road and northern boundary of 224 Headland Road. This has resulted in a topographically varied landscape (Figure 13). The historically steep topography of the site is attested by a number of sandstone shelves and outcrops. The subject site descends to the south-west where it becomes level with Pittwater Road (Figure 14). The site steps up steeply to the north-east (Figure 15). The eastern component of the subject site sits on a sandstone outcrop with views over Dee-Why (Figure 16).

<sup>2</sup> Tozer, M. 'The native vegetation of the Cumberland Plain, western Sydney: systematic classification and field identification communities', 2003, Cunninghamia 8(1)

<sup>3</sup> Hazelton PA and Tille PJ, 1990, Soil Landscapes of the Wollongong-Port Hacking 1:100,000 Sheet map and report, Soil Conservation Service of NSW, Sydney.

<sup>4</sup> Preliminary Geotechnical Assessment: Propose St Luke's Grammar School Senior School and Sports Centre - 800 Pittwater Road, Dee Why and 224 Headland Road, North Curl Curl NSW, p.7



Figure 12: Location of subject site (indicated in red) within the Hawkesbury Sandstone of the Sydney Basin (Source: Rust & Jones, 1987, *Journal of Sedimentary Research*, Vol. 57, No. 2: 222-333)



Figure 13: The subject site and surrounds are located on a section of the Hawkesbury sandstone escarpment, which has been extensively excavated in areas, resulting in a topographically varied landscape



*Figure 14: The landscape slopes to the south-west where it becomes level with Pittwater Road*



*Figure 15: The landscape steps up sharply to the north-east*



Figure 16: The eastern component of the subject site at 224 Headland Road sits at an elevated location above a sandstone outcrop

## 2.2. Site Context

The subject site is located in Dee Why, a suburb within the Northern Beaches local government area (LGA) approximately 14.5 km north-east of the Sydney CBD (Figure 17). The subject site is approximately 1.7 km west of Dee Why Beach.

The subject site is bounded by the 'Stony Range Flora Reserve' HCA (C6) (north), Pittwater Road (north-west), Harbord Road (west), Headland Road and properties at 226, 228 and 275 Harbord Road (south-west) and St Luke's Grammar School (east) (Figure 18). The subject site is situated on the eastern side of Pittwater Road, north of the intersection with Warringah and Harbord Roads (Figure 18).

Pittwater Road is a major thoroughfare that extends from the Northern Beaches to Manly Wharf (Figure 18 and Figure 19). Pittwater Road features a mixture of light industry and commercial retailers (south, south-west) and residential homes (north-west, north and east) (Figure 20, Figure 21 & Figure 24). Harbord Road intersects with Pittwater Road to the west of the subject site (Figure 18) and leads to the Northern Beaches Secondary College Manly Campus (south of the subject site) (Figure 20 & Figure 24). Headland Road runs from east to west, directly south of the subject site (Figure 18). It is a single lane road, providing access to 222 - 224 Headland Road and the existing St Luke's Grammar School (210 Headland Road) (Figure 26 & Figure 27).

The current extent of St Luke's Grammar School (lot 210 Headland Road, including 2 - 4 Tango Avenue) includes a dual campus to accommodate students in kindergarten to year 12. It includes a multi-purpose hall, administration office, library resource centre, four-storey multi-purpose centre with basketball and tennis courts, class and function rooms, green areas and a two-storey car-park (Figure 18). St Luke's Grammar School is bounded by Headland Road (south), Quirk Street (south-east), and Tango Avenue (east) (Figure 18).

The subject site is within proximity of heritage item 'Bus Shelter' (item no. 15), listed under Part 1 of Schedule of the Warringah LEP 2011. The subject site is also within proximity of the 'Stone Range Flora Reserve' HCA (C6), listed under Part 2 of Schedule 5 of the Warringah LEP 2011.

Heritage item 'Bus Shelter' (item no. 15) (Figure 28) is situated to the west of the subject site on Pittwater Road. It is a cement rendered Post-War International style structure with a skillion roof constructed in c.

1949.<sup>5</sup> It is set into the rock retaining wall that separates the subject site from Pittwater Road and has been constructed in the same style as the building on the subject site (see Section 2.3 - Site Description).

The 'Stony Range Flora Reserve' HCA (C6) (Figure 29), to the north of the subject site, is a '*skillfully and aesthetically designed, laid out and planted cultural landscape which has a combination of scientific, research and educational functions...*'<sup>6</sup> The site consists of approximately 3.6 hectares of fenced bushland and contains a caretaker's cottage, meeting hall, shade houses, nursery compound and garage, with stone and gravel paths leading throughout. The Reserve has developed as a rainforest since the 1950s with several species of ferns and palms including Cedar and Coachwood.<sup>7</sup>

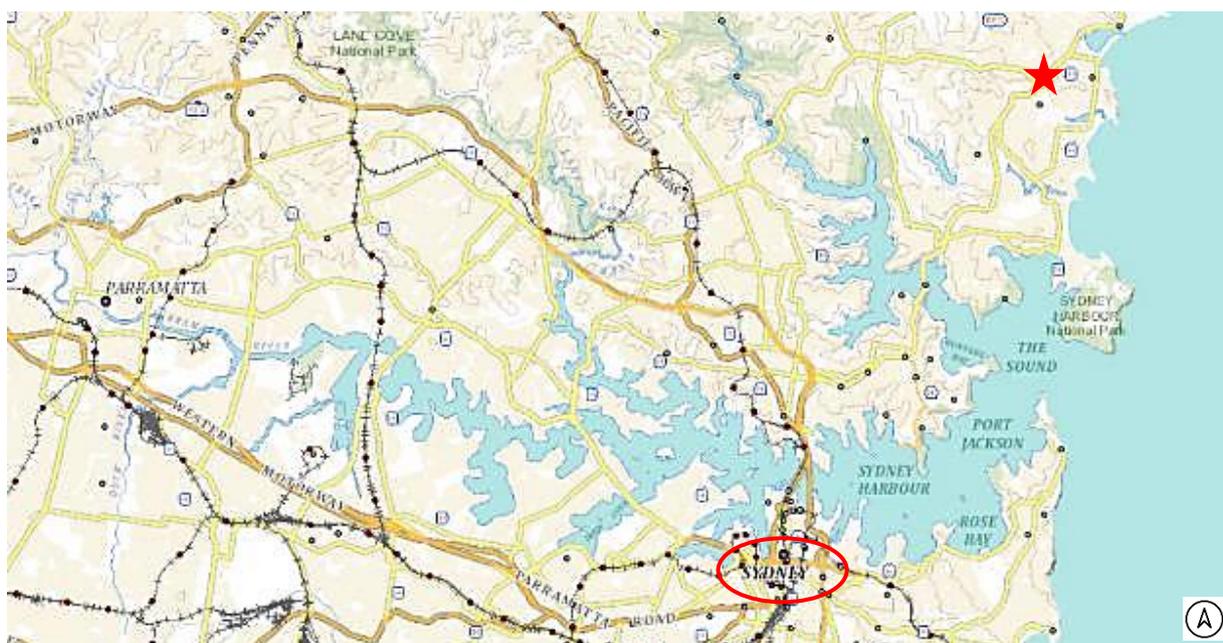


Figure 17: Location of subject site (indicated with star) in relation to the Sydney CBD (circled) (Source: SIX Maps 2019)

<sup>5</sup> 'Bus Shelter', database no. 2610056, State Heritage Inventory (SHI) form, Office of Environment and Heritage, NSW Government, website accessed August 2019 via <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2610056>

<sup>6</sup> 'Stone Range Flora Reserve Conservation Area', database no. 2610089, State Heritage Inventory (SHI) form, Office of Environment and Heritage, NSW Government, website accessed August 2019 via <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2610089>

<sup>7</sup> Ibid



Figure 18: Aerial image showing the subject site (indicated in red) and the surrounding context. The subject site is comprised of 800 Pittwater Road (indicated in green) and 224 Headland Road (indicated in blue) (Source: SIX Maps 2019)

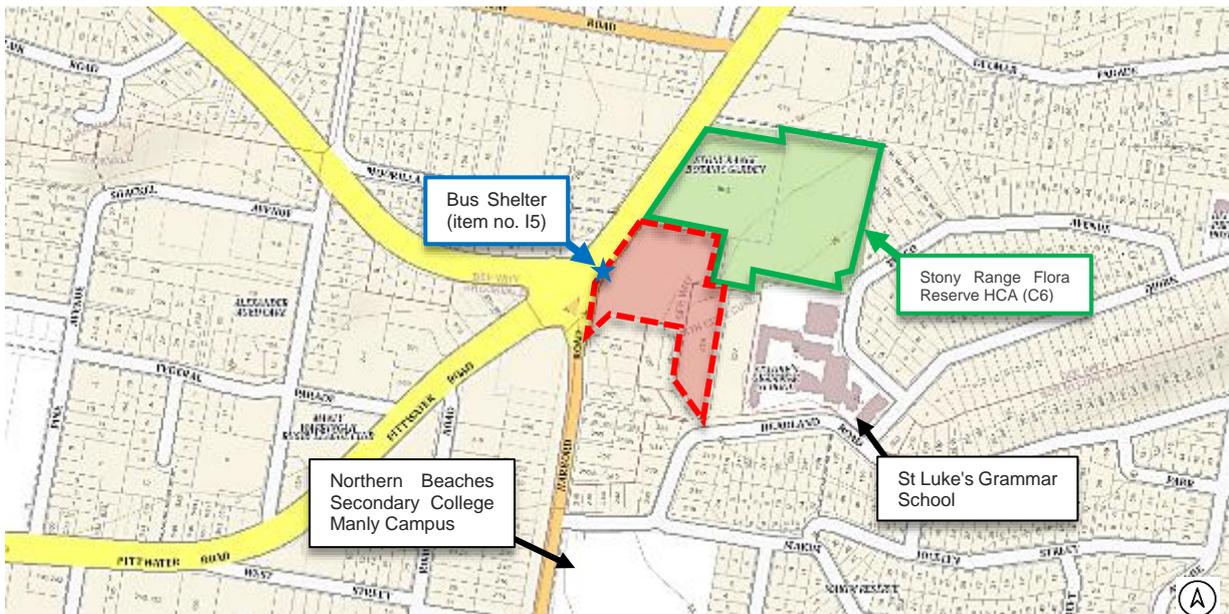


Figure 19: Cadastral map showing the subject site (indicated in red) in relation to the 'Stony Range Flora Reserve' HCA (C6) to the north-east and the 'Bus Shelter' (item no. 15) to the west (Source: SIX Maps 2019)



Figure 20: Looking west from the subject site towards the southern corner of Pittwater Road and Warringah Road. Note: Harbor Road is visible in the bottom-left corner of the image.



Figure 21: Looking north-west from the subject site towards the northern corner of Pittwater Road and Warringah Road.



*Figure 22: Looking west towards commercial and light industrial buildings on the southern corner of Warringah Road and Pittwater Road.*



*Figure 23: Looking north-east along Pittwater Road towards the Bus Shelter (item no. 15).*



Figure 24: Looking south from the roof of 800 Pittwater Road (Former Wormald Building, item no. 149) towards the commercial and industrial buildings.



Figure 25: Looking south along Harbord Road from the intersection with Pittwater Road. Note: the eastern side of the road features residential buildings, with light industry and commercial retailers to the west.



*Figure 26: Looking south west along Headland Road from the southern axis of 224 headland road.*



*Figure 27: Looking east along Headland Road towards the primary access to St Luke's Grammar School (Source: TZG Architects, February 2019).*



*Figure 28: Northern façade and interior to the Bus Shelter (item I5).*



*Figure 29: View north into the Stony Range Flora Reserve (C6) from the subject site.*

## **2.3. Site Description**

### **2.3.1. 800 Pittwater Road**

The following image details the layout of the existing building at 800 Pittwater Road.

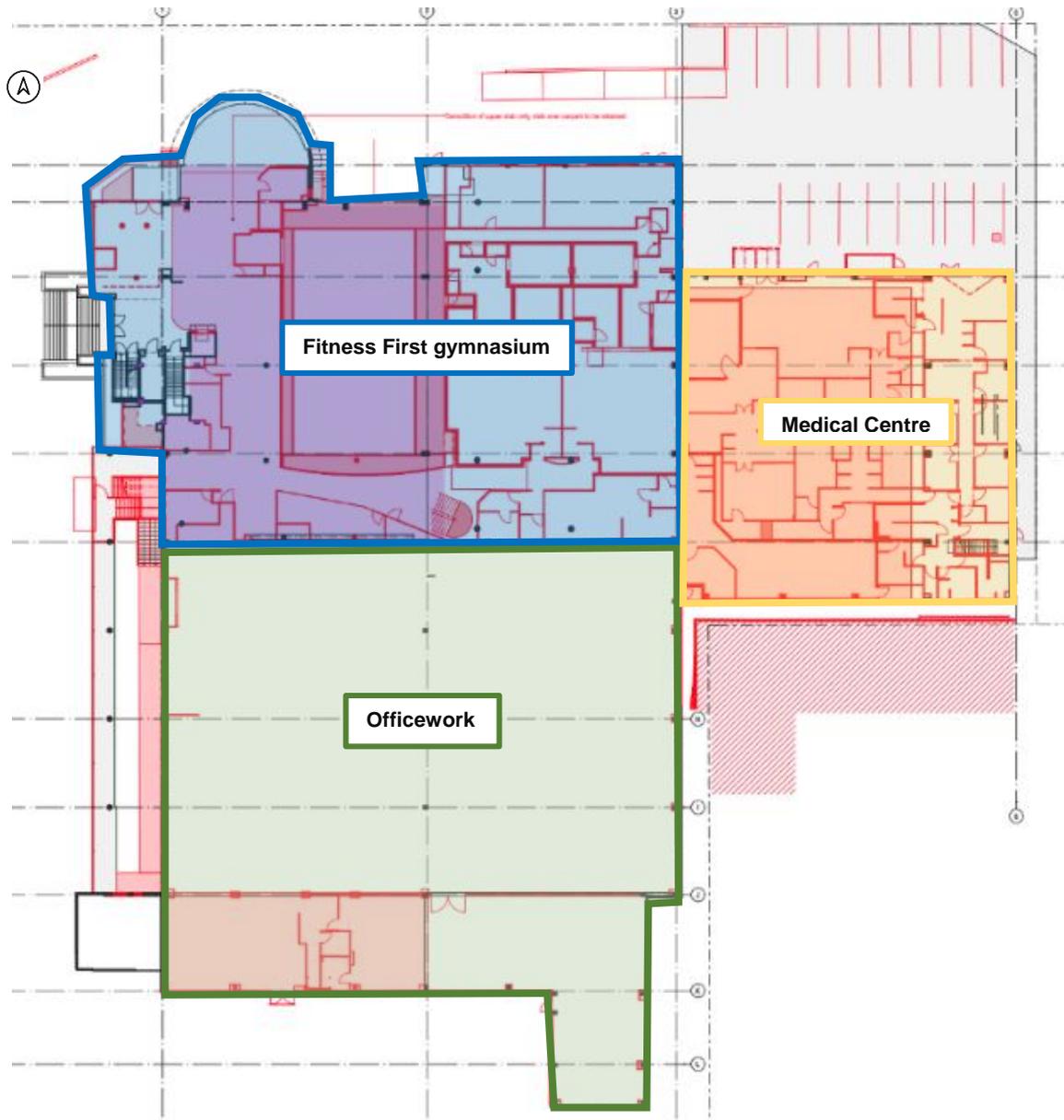


Figure 30: Excerpt from Level 1 Demolition Plan\_800 showing the retail and commercial tenancies within 800 Pittwater Road (Source: Tonkin Zulaikha Greer, drawing no. A-041, 23.08.2019).

The site is an irregular shape with an approximate area of 1.00 hectares (Figure 30). It has a primary frontage and elevation to Pittwater Road, which in turn provides access into the site. The subject site is orientated from north to south with a gradual slope descending toward the south-west (Figure 31).

The subject building comprises the majority of the lot. A concrete paved customer carpark bounds the subject building to the north, west and south, accessed via Pittwater Road in the south-western corner of the site (Figure 32).

A large triangular sign marks the entrance to the carpark, with metal fencing and vegetation bounding the site from Pittwater Road (Figure 32 & Figure 33). The subject site is obscured when viewed from Pittwater Road to the east.



Figure 31: Looking northeast toward the western façade of the subject building within 800 Pittwater Road, from the south-west corner of the site.



Figure 32: Looking north from the south-west corner of the subject site. Note: the subject site is obscured from Pittwater Road by the vegetation that borders the site to the west.



*Figure 33: Looking south from the northern corner of the subject site towards the carpark. Note: the land slopes down from the subject building towards Pittwater road*

## The Exterior

The subject building is an example of 'post-war factory architecture', with light-coloured rendered masonry walls and a prominent off-centre clocktower (Figure 34). The building 'steps up' to the east, in unison with the topography, with 3-4 storeys at the Pittwater frontage and a single-storey warehouse at the rear, which currently houses 'Officeworks'.

Entrance to the building is gained from the Pittwater frontage (western façade) (Figure 35). The northernmost entry provides access to the Fitness First gym via a set of steps and the southern entrance provides access to Officeworks, which is accessed directly from the ground level via the carpark. An undercover carpark is also accessible from the south with an exit located at the south-western corner.

The Pittwater frontage (western façade) (Figure 35) comprises a flat, overhanging roof. Beyond the Pittwater frontage the building steps up gradually in relation to the site contours.

The northern (Figure 36) and southern facades are similar in style, featuring the same aluminium-framed windows. The northern façade is unique and includes a curved 'former canteen' fitted with windows of the same design (Figure 37).

The tower is located in the northern half of the subject building. The tower is comprised of the same rendered masonry finish as the northern (Fitness First) entrance, with a large clock face on the western façade. Steel-framed windows bound the south-western corner.



Figure 34: Looking east towards the northern portion of the western façade of the subject building and entrance to the Fitness First gym complex (Source: CPH 2019)



Figure 35: The southern section of the western facade of the building contains a flat overhanging roof



*Figure 36: Looking towards the northern façade of the subject building. This portion of the building is currently occupied by the Fitness First gym*



*Figure 37: Looking west towards Pittwater Road and the curved former canteen*



Figure 38: The clock tower is comprised of the same rendered masonry finish as the rest of the building, with a large clock face on the western façade

### The Interior

The interior of the subject building at 800 Pittwater currently comprises three retail and commercial tenancies (Officeworks supply store, Fitness First gymnasium and a medical centre) (Figure 30) and has been greatly altered since its initial construction.

**Officeworks:** The Officeworks tenancy is accessed via the ground floor with access to the store itself by both a set of stairs and supplementary ramp (Figure 39). Both ramp and stairs are bound by metal bannisters with non-slip treads along each riser. The store is entered via a set of automatic glass doors with aluminium-framed on either side (Figure 40).

Internally the Officeworks tenancy features a large, open-plan warehouse with exposed trusses, hanging lights and concrete walls (Figure 41). The fitout is standard for the Officeworks brand and features a series of stock aisles, cashiers and metal shelving throughout.

**Fitness First:** The Fitness First tenancy is accessed via a separate entry staircase to the reception which comprises a split level. To the north of the reception area is a café and seating area which make use of the existing former canteen and rounded design to the northern façade (Figure 42). The café and reception area feature a suspended ceiling. The gymnasium is located down a set of stairs to the south (Figure 43).

The Fitness First gymnasium is comprised of three storeys and contains weights and cardio training sections, a cycle studio, and group exercise space on the top floor (Figure 44). Staff offices and internal tenancies, including a hair salon, are situated in the southern axis of the first floor (Figure 45). The swimming pool is directly behind reception and central to the layout of the gymnasium (Figure 46).

**Medical Centre:** The medical centre comprises the eastern-most (rear) extension accessed from the north.

Note: Internal access to the medical centre was not obtained by CPH and supplementary photographs have not been provided by the client.

**Clocktower:** The interior of the clocktower is accessed through the Fitness First reception area (Figure 47). Corner windows provide views from the second and third floors. A timber staircase affixed to the walls provides access to the roof of the clocktower (Figure 48 & Figure 49). The second and third floor

of the clocktower feature exposed concrete and surface mounted conduits. Walls are graffitied in some sections (Figure 50).

The roof to the clocktower is comprised of an open area with a wooden viewing platform (Figure 51). The roof provides views toward 224 Headland Road (Figure 52) to the south-east and Pittwater Road to the west (Figure 53).

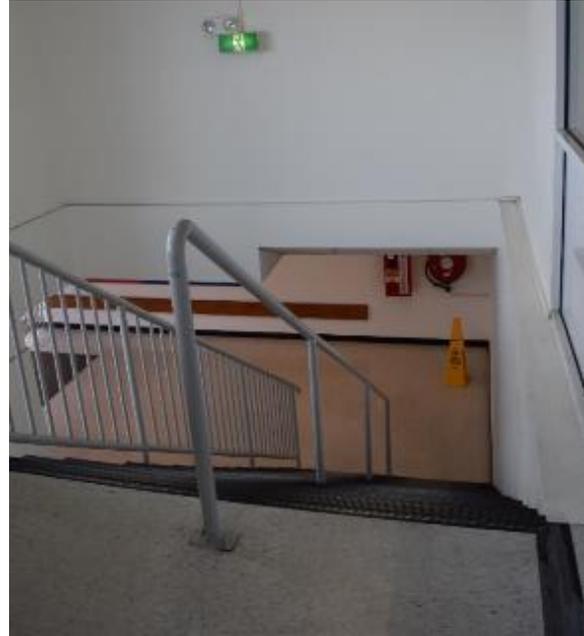


Figure 39: Looking south within the subject building. Note: the accessibility ramp provides entry to the Officeworks

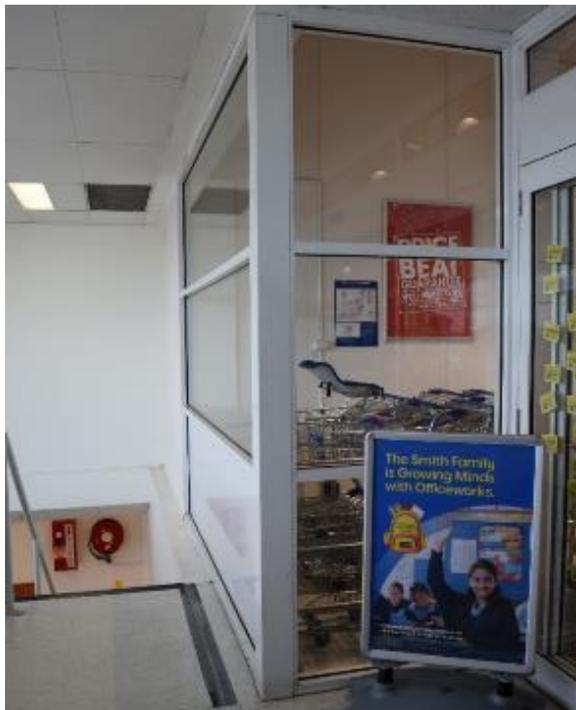


Figure 40: The store is entered via a set of automatic glass doors (left). Internal fitout (right)



*Figure 41: The fitout is standard for the Officeworks brand and features a series of stock aisles, cashiers and metal shelving throughout*



*Figure 42: Café and seating area which make use of the existing former canteen and rounded design to the northern façade*



Figure 43: Looking towards the reception for the Fitness First gym. Note: the café area within the northern portion of the subject building is to the left

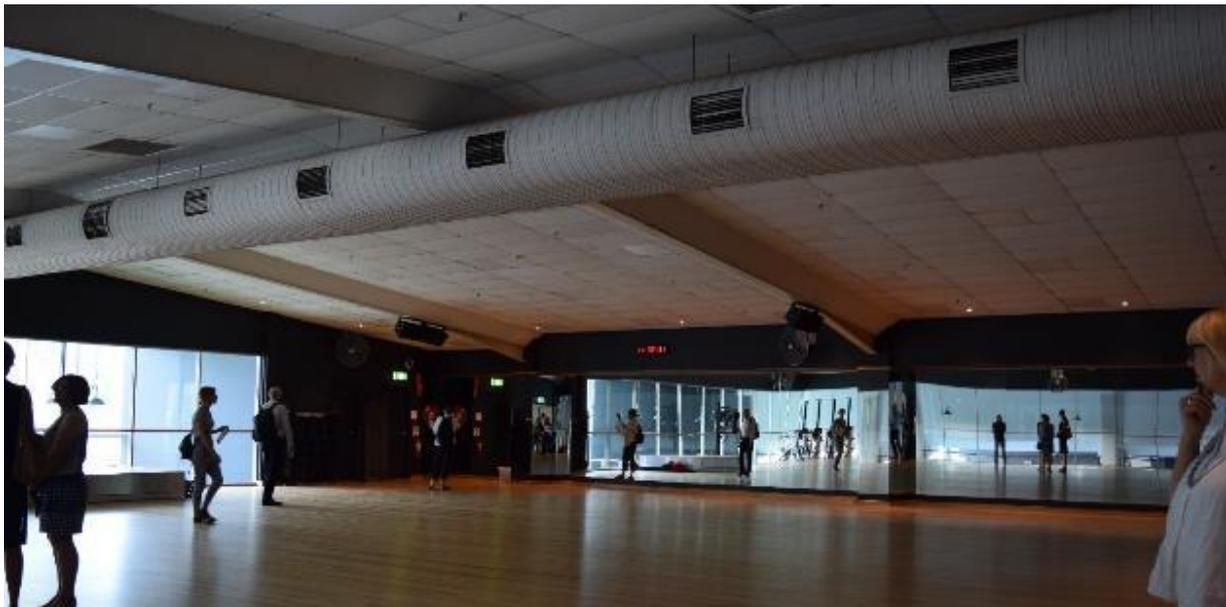


Figure 44: Looking into the group exercise room within the Fitness First gym



*Figure 45: Staff offices and internal tenancies, including a hair salon, are situated in the southern axis of the first floor*



*Figure 46: The swimming pool is directly behind reception and central to the layout of the gymnasium*

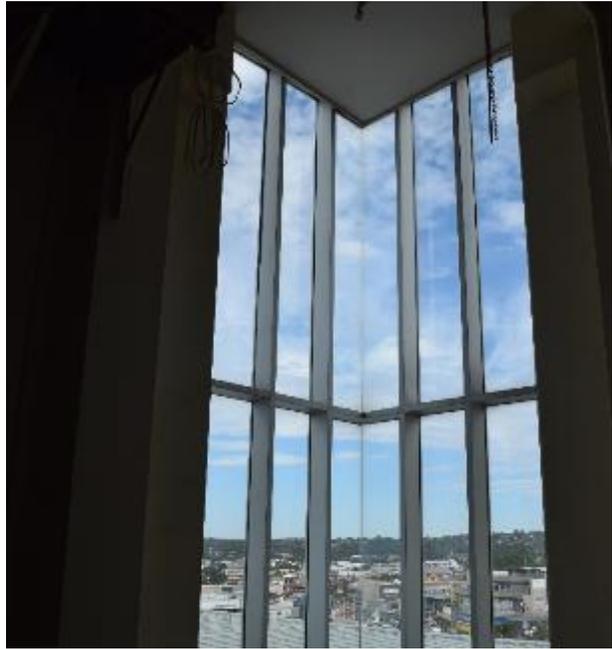


Figure 47: Looking from the gym entry towards the stairs providing access to upper levels of the building (left). Looking out from the window located on the south-western corner of the clock tower (right)



Figure 48: Looking towards timber staircase leading up towards the roof within the clock tower (left). Stairs providing access to the upper and roof levels (right)



Figure 49: Looking upwards within the clocktower towards the roof.



Figure 50: Looking towards the top-floor window within the clocktower. Note: Interior graffiti to the internal walls and rising/falling damp.



*Figure 51: Image showing the condition of the roof-top of the clocktower including wooden platform and surface mounted conduits (left)*



*Figure 52: Looking south-east from the roof-top of the clocktower towards adjacent lot, 222-224 Headland Road*



*Figure 53: Looking from the roof-top of the clocktower towards the west toward Pittwater Road*

### **2.3.2. 224 Headland Road**

#### **Exterior**

224 Headland Road consists of a multi-storey commercial building, which is roughly rectangular in shape and oriented north-south. The building sits on a sandstone outcrop and is elevated in relation to the commercial premises located to the west (Figure 54). The building is supported by large columns.

The primary entrance to the building consists of a concrete driveway, which extends from Headland Road to the south-east (Figure 56 & Figure 57) and continues around to a carpark on the western side of the building (Figure 58). The building is divided into a number of bays, separated by metal garage roller doors, which front the carpark to the west. The building features a corrugated metal roof with cladding and painted panel clad walls (Figure 59).

The perimeter of the carpark to the west is bordered by a metal guardrail and fence (Figure 60). The roof of the adjacent commercial premises is located immediately to the west (Figure 60). The height of the sandstone ledge upon which the building sits can be observed from the western side of the building (Figure 61).



Figure 54: The building sits on a sandstone outcrop and is elevated in relation to the commercial premises to the west (Source: TZG Architects, 2019)



Figure 55: The building is supported by large columns (Source: TZG Architects, 2019)



Figure 56: The entrance to 224 Headland Road contains a driveway which continues to the west of the building (Source: TZG Architects, 2019)



Figure 57: The primary entrance to 224 Headland Road (Source: TZG Architects, 2019)



Figure 58: The above-ground carpark which is located on the western side of the building (Source: TZG Architects, 2019)



Figure 59: The building contains a corrugated metal roof with painted panel clad walls



Figure 60: The perimeter of the carpark to the west is bordered by a metal guardrail and fence (left). Views to the west include the roof of the adjacent commercial premises and over Dee Why (right)



Figure 61: The extent of the sandstone cut can be viewed from the western side of the building (Source: TZG Architects, 2019)



Figure 62: The remainder of the building is supported on columns above a densely-vegetated and steep section of the hillside (Source: TZG Architects, 2019)

## Interior

Note: Internal access to 224 Headland Road was not obtained by CPH and the photographs have been provided by the client.

The interior of the building at 224 Headland Road is configured as a large open warehouse with a set of three mezzanine levels, which are accessed by staircases positioned along the western wall.

The ground level consists of a number of basketball courts (Figure 63) with change room facilities located at the northern end of the building. A number of spaces are currently used for storage purposes (Figure 64 & Figure 65).

The interior walls of the building are concrete block.



Figure 63: The ground level consists of a number of basketball courts (Source: TZG Architects, 2019)



Figure 64: A number of spaces are currently used for storage purposes (Source: TZG Architects, 2019)



Figure 65: A number of spaces are currently used for storage purposes (Source: TZG Architects, 2019)

### 3. HISTORY

#### 3.1. Brief Suburb History

*The following history of Dee Why has been extracted from The Book of Sydney Suburbs:<sup>8</sup>*

*Between Collaroy and Curl Curl on the Barrenjoey Peninsula north of Sydney, Dee Why has a fine ocean beach, a saltwater pool, and a lagoon rich in bird life. The origin of the suburb's name is not clear. It could have been derived from an Aboriginal word, 'Diwai', applied to a bird that frequented the lagoon. The historical claim, however, is that James Meehan (1774 - 1826), who surveyed the area in 1818, recorded on his map 'DY Beach, marked a honeysuckle near beach'. The 'DY' could be an abbreviation for the Greek word 'dyspropositos' which means 'difficult to reach', a feasible explanation since the beach would have been shielded by thick undergrowth and swamp surrounding Dee Why lagoon.*

*In the 1820s and 1830s Dee Why was part of James Jenkin's property... In 1900 this land passed to the Salvation Army and in about 1906 they subdivided the area between Pacific and Dee Why Parades. Harper's estate was also subdivided in 1906, and once these two estates were broken up, the area began to develop. The Salvation Army has homes in the area, and it periodically sells some of its land.*

*A peaceful seaside suburb until after the Second World War, when it became a residential area and a rash of high-rise unit buildings increased the population dramatically, Dee Why is now heavily populated. The shopping centre on both sides of the main road, Pittwater Road, flowed into side streets and now it offers a wide range of merchandise. A good bus service connects Dee Why with Sydney, an important factor for people who live here.*

*A beauty spot well worth a visit, especially in spring, is the Stony Range Flora Reserve. Situated on Pittwater Road just south of Dee Why, it has a collection of native flora in a controlled but natural bush garden.*

*On 27 September 1979, a small area on the south-east side of Dee Why Lagoon was dedicated as the James Meehan Reserve. Meehan worked as a surveyor in New South Wales and Van Dieman's Land from the time of his arrival in Sydney in 1800 until his retirement in 1823. The park honours the claim that Meehan, a former convict, put Dee Why's name 'on the map' and was one of the first white men to explore the area.*

#### 3.2. History of the Subject Site

The landscape surrounding the subject site was noted by early colonialists to be heavily forested, however most of the area was cleared for lumber before 1889.<sup>9</sup> The subject site is located along a stretch of Pittwater Road which was originally part of the original Old Pittwater Road<sup>10</sup>, which was constructed in 1826 by convict James Jenkins with the aid convict labourers (Figure 65).<sup>11</sup> Jenkins was also responsible for the construction of 13 bridges along the route.<sup>12</sup> One undated map suggests that the road even ran through the area now occupied by the subject site (Figure 67).

By 1831 the pastoralist James Wheeler had purchased one of the first properties in the area, a 90 hectare holding directly to the north of the subject site, while a Mathew Charlton occupied part of the site to the south (Figure 67).<sup>13</sup> The site was apparently subdivided between 1881 and 1886 into the Lots 367 - 371, according to the 1886 Cumberland County plan.<sup>14</sup> From 1886 Lots 370 and 371 were occupied by a Jane Malcom, however the site remained undeveloped until as recently as 1943. By 1914 Lot 368 had

<sup>8</sup> Pollen, F., *The Book of Sydney Suburbs*, Harper Collins, 1988

<sup>9</sup> C. B. PITTWATER. (1889, January 12). 'There is a society where none intrudes By the deep sea, and music in its roar.' *Freeman's Journal* (Sydney, NSW : 1850 - 1932), p. 17. Accessed 24 September 2019 via: <<http://nla.gov.au/nla.news-article115380870>>.

<sup>10</sup> Plan 352 portions at Harbord, Parish Manly Cove, County Cumberland: within the Sydney population area proclaimed 22nd April 1886 / sale on the ground on Saturday the 21st and 28th August 1886 Land & Water Conservation Map, Plan 352, accessed 24 September 2019 via: <<https://nla.gov.au/nla.obj-230211686/view>>.

<sup>11</sup> Roads to Pittwater: the Pittwater Road 2018 Pittwater online News, Accessed 24 September 2019 via: <<http://www.pittwateronlinenews.com/roads-to-pittwater---the-pittwater-road.php>>.

<sup>12</sup> Roads to Pittwater: the Pittwater Road 2018 Pittwater online News, Accessed 24 September 2019 via: <<http://www.pittwateronlinenews.com/roads-to-pittwater---the-pittwater-road.php>>.

<sup>13</sup> Parish of Manly Cove County of Cumberland Cove, Land & Water Conservation Map 140776, available at [hlrv.nswlrs.com.au](http://hlrv.nswlrs.com.au)

<sup>14</sup> Plan 352 Harbord, Parish Manly Cove, County Cumberland, accessed 24 September 2019 via: <<https://nla.gov.au/nla.obj-230211686/view>>.

been subdivided into 368 and 2112.<sup>15</sup> Part of the subject site (Lot 369) was originally land put aside for 'public reservation'.<sup>16</sup> Most of this Lot is comprised of the Stony Range Regional Botanic Garden which was established in 1957 (Figure 69).<sup>17</sup> Originally this was the site of the Dee Why Hill (or alternatively Cable Hill<sup>18</sup>) quarry, which produced ballast for the construction of the Narrabeen tramway (Figure 69).<sup>19</sup>

In 1950 the Top Dog factory was constructed on the subject site for the clothing company Sargood Gardiner Ltd as a building designed to be 'worker friendly'<sup>20</sup> (Figure 70). The building was designed by the architectural firm Spencer, Spencer & Bloomfield and was awarded the prestigious Sir John Sulman Medal for architecture the same year<sup>21</sup> (Figure 71-Figure 74). The judges commented that 'we consider this building extremely well designed, planned and executed and that it adds a valuable contribution to industrial architecture.'<sup>22</sup> One of the architects involved, Frank l'Anson Bloomfield, was renowned for his work in NSW during the Inter-War and Post-War periods. Most notably, a number of buildings of his design are included on the Australian Institute of Architects register of Significant Buildings, including Craigend House in Darling Point and the Northern Suburbs Crematorium.<sup>23</sup> The building was a source of employment for Italian migrant women who staffed the factory as machinists.<sup>24</sup> Sargood Gardiner operated the factory until 1957 It was then sold it to Bonds who operated there from 1958 to 1972.<sup>25</sup>

The building was owned and operated by Wormald International from 1972 until its subdivision and occupation by a gymnasium in 1993.<sup>26</sup> In 1996 large parts of the building were demolished leaving only the facade and tower. The building was subsequently occupied by Officeworks, Fitness First and a radiography business. In 2013 the building was bought by St Luke's Grammar School, although the existing leases don't expire until 2028.<sup>27</sup>

<sup>15</sup> Parish of Manly Cove County of Cumberland metropolitan Land District. Accessed 24 September 2019 via: <hlrv.nswlrs.com.au>.

<sup>16</sup> 1886 plan of subject site. Accessed 24 September 2019 via: <http://nla.gov.au/nla.obj-230211686/view>.

<sup>17</sup> Stony Range Regional Botanic Gardens, accessed 24 September 2019 from: <https://www.anbg.gov.au/chabg/bg-dir/101.html>.

<sup>18</sup> Merchant, B. The Manly Tramways - NSW 1903-1939, Trolley Wire 1984 25(6):6.

<sup>19</sup> TRAMWAY CONNECTION WITH NARRABEEN. (1912, March 6). The Sydney Mail and New South Wales Advertiser (NSW: 1871 - 1912), p. 35. Accessed 24 September 2019 via: <http://nla.gov.au/nla.news-article164295089>.

<sup>20</sup> Morcombe, J. October 1 2015 'There's still a lot of life in the old Top Dog building.' Manly Daily, available at <https://www.dailytelegraph.com.au/newslocal/northern-beaches/theres-still-a-lot-of-life-in-the-old-top-dog-building/news-story/4cdd5d7dd2e37864bbe5656782f44e00>.

<sup>21</sup> Merchant, B. The Manly Tramways - NSW 1903-1939, Trolley Wire 1984 25(6):6.

<sup>22</sup> Sulman Medal to Industrial Building, Building and engineering - October 24 1951.

<sup>23</sup> RAIA NSW Chapter Register of Significant Buildings, April 2018, accessed 24 September 2019 via: <https://repository.architecture.com.au/download/notable\_buildings/nsw/raia-nsw-chapter-register-of-significant-buildings-july-2018-lr.pdf>.

<sup>24</sup> Graham, T. 2008 Dee Why accessed 24 September 2019 via: <https://dictionaryofsydney.org/entry/dee\_why>.

<sup>25</sup> Betteridge, C., Betteridge, M., Phillips, P., Burge, R. and Hutton, M. 2016 Bonds Factory Site, Dunmore Road, Wentworthville Conservation Management Plan. Unpublished conservation management plan prepared for JST (NSW) Pty Ltd.

<sup>26</sup> Short, K. 2017 Development Application Assessment Report, 800 Pittwater Road DEE WHY NSW 2099 Accessed 24 September 2019 via: < https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Public/XC.Track/SearchProperty.aspx?id=128956>.

<sup>27</sup> 'There's still a lot of life in the old Top Dog building', 1 October 2015, The Daily Telegraph, available at <https://www.dailytelegraph.com.au/newslocal/northern-beaches/theres-still-a-lot-of-life-in-the-old-top-dog-building/news-story/4cdd5d7dd2e37864bbe5656782f44e00>



Figure 66: Sketch of Old Pittwater Road c. 1860 (Source: 'A view through the trees', c. 1860, William Andrews from album 'Sketches of Sydney and environs', Image No. c12837 0021, State Library of NSW, available at <http://www.pittwateronlinenews.com/roads-to-pittwater---the-pittwater-road.php>)



Figure 67: undated, pre 1886 map showing subject site beneath Wheeler estate (Source: Parish of Manly Cove County of Cumberland Cove, Land & Water Conservation Map 140777, accessed 24 September 2019 via: <http://nla.gov.au/nla:obj-230211686/view>).



Figure 68: 1886 (left) and 1890 (right) parish maps of the subject site (indicated in red) indicating that the land had been subdivided by this time (Source: Left - Source: Plan 352 Parish Manly Cove, County Cumberland, 1888, available at <https://nla.gov.au/nla.obj-230211686/view>; Right - Parish Manly Cove, County Cumberland, Map 151, available at <http://nla.gov.au/nla.obj-229917580/view>)

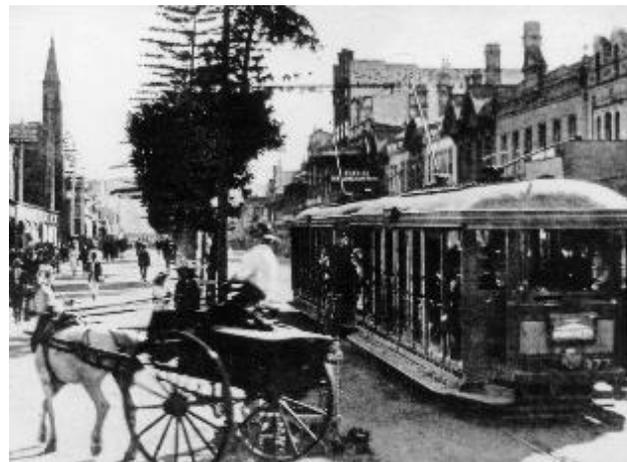


Figure 69: Stony Range Flora Reserve c.1980 (left); the Narrabeen tramway c.1913 (right) (Source: Left - Stony Range Flora Reserve, Dee Why, c.1980, available at <https://trove.nla.gov.au/work/162271178?q=stony+range+res+dee+why&c=picture&versionId=176852317>; Right - Narrabeen Tram, 15 December 1913, *The Sydney Morning Herald*, p.10)



Figure 70: Advertisement for Top Dog Men's Wear promoting the National Savings Bonds and War Savings Certificate, c. 1943 (Source: Smith's Weekly, 26 June 1943, accessed August 2019 via <http://www.hibeach.net/topdog.html>).



Figure 71: The Top Dog Men's Wear production centre designed by Spencer, Spencer and Bloomfield photographed by Ted Hood with the James' service station and Sydney bus in the foreground, c. 1951 (Source: Warringah Local Studies).



Figure 72: Looking north-east towards the 'Top Dog' production centre, c. 1956 (Source: State Library of New South Wales, reference 230301, IE2187481).



Figure 73: Looking south-east towards the 'Top Dog' production centre, c. 1956 (Source: State Library of New South Wales, reference 230302, IE 2200760).



Figure 74: Looking towards the western façade of the 'Top Dog' production centre, c. 1956 (Source: State Library of New South Wales, reference 224315, IE 2081993).

Table 1 below provides a summary of the history of the subject site.

Table 1: Summary history of the subject site.

Date	Event
Pre-1788	Dee Why was, and continues to be, part of the traditional land of the Aboriginal people we have come to call the Guringai.
1826	Old Pittwater Road (now Pittwater Road) was constructed by James Jenkins with the aid of convict labourers
1831	James Wheeler purchased 90 hectares including the subject sites, with Mathew Charlton similarly occupying part of the area to the south.
1881 - 1886	Subject sites subdivided into Lots 367 - 371, with Lot 369 set aside for 'public reservation'
1886	Jane Malcolm occupied Lots 370 and 371
1914	Lot 368 subdivided into Lots 368 and 2112
1927	F.J Sargood and William Garddiner merged businesses to create Sargood Gardiner Ltd, soon opening offices in every Australian state
1940s	Previous office and warehouse sold with the intention to build a new factory at the subject site
1949 - 1951	First factory opens at the subject site to provide a 'worker-friendly' warehouse for Top Dog Men's Wear designed by Spencer, Spencer & Bloomfield
1957	Top Dog products ceased production and the factory building was sold to Bonds The Stony Range Regional Botanic Garden was established north of the subject sites, previously the site of the Dee Why Hill (also known as 'Cable Hill') quarry
1958 - 1972	The factory remained under the ownership of Bonds
1970s - 1990s	Factory owned by Wormald International until its sale and internal subdivision to accommodate a gymnasium
1993 - 1997	Building saw major additions and alterations with only the tower and façade retained
2013	Subject sites purchased by St Luke's Grammar School

## 4. ARCHAEOLOGICAL POTENTIAL

Archaeological potential refers to the probability of archaeological relics to survive at a site. An assessment of the potential for a site to contain archaeological remains is made on the basis of previous scholarship of relevance to the site, an understanding of the formation processes of the site and available historical information.

### 4.1. Analysis of Historical Maps and Photographs

An 1881 parish map (Figure 75) indicates that the subject site was located to the south of James Wheeler's 1831 land grant of 90 acres. The location of the subject site is further confirmed by the elevated topography, which is indicated by radial lines on the map. An undated parish map (Figure 76) indicates that the subject site was partially located within Matthew Charlton's land grant of 100 acres. A section of the road, which is located in the north-western component of Matthew Charlton's land and within the curtilage of the subject site, may have been part of Old Pittwater Road, which had been constructed by 1826 at this location.<sup>28</sup> A bridge located at the northern termination of this section of road is likely to have been one of the 13 bridges which was constructed by convict James Jenkins and other convict labourers when the road was established. It is also of note that the land to the east and west remained undeveloped at this time.

Parish maps dating to 1886 and 1890 (Figure 77) indicate that the land had been further subdivided by this time. Pittwater Road, Harbord Road and Headland Road had also been established. A 1923 parish map (Figure 78) indicates that the road configuration and subdivision pattern remained unchanged.

A 1943 aerial photograph (Figure 79) shows that the landscape within and surrounding the subject site had been heavily modified and levelled by this date. Residential development had been established to the south-west of the subject site, whereas the site itself is vegetated and devoid of structures at this time (Figure 80). A number of track lines are apparent throughout the subject site.

A 1951 aerial photograph (Figure 81) depicts the Top Dog Men's Wear production centre, which had been erected in the western component of the subject site. This would have involved the excavation and removal of a significant quantity of sandstone. A contemporary photograph of the Top Dog Men's Wear production centre shows that significant excavation or grading works had been undertaken in order to establish minor entrance roads to the site. Comparison with the 1943 aerial photograph (Figure 79) suggests that the eastern component of the site, which equates to 224 Headland Road, remained densely vegetated and unchanged at this time.

A 1953 parish map (Figure 82) indicates that the western component of the subject site, which contained the Top Dog Men's Wear production centre, as well as the land to the immediately south, had come into the ownership of a Jane Malcolm by this time. Headland Road, which today forms the southern boundary of the subject site, had also been constructed by this time.

Photographs of the top Dog Men's Wear production centre dating to 1956 (Figure 83) indicate that landscaping works to the west of the building had been completed by this time. The eastern component of the subject site appears both densely vegetated and elevated (Figure 83).

Parish maps dating to the 1970's (Figure 84 & Figure 85) indicate that the land immediately to the north-west of the subject site had been designated as the 'Stoney Range Flora Reserve' by this time. This land has remained a public reserve and is today the 'Stoney Range Regional Botanic Garden'.

An aerial photograph from 2019 (Figure 86) shows the extent of commercial development within the subject site. The eastern component of the subject site is today St Luke's Grammar School. Significant grading and excavation works were undertaken in the late 20<sup>th</sup> century in order to establish the relatively flat topography which characterises the site today.

<sup>28</sup> Roads to Pittwater: the Pittwater Road 2018 Pittwater online News, Accessed 24 September 2019 via: <<http://www.pittwateronlinenews.com/roads-to-pittwater---the-pittwater-road.php>>.

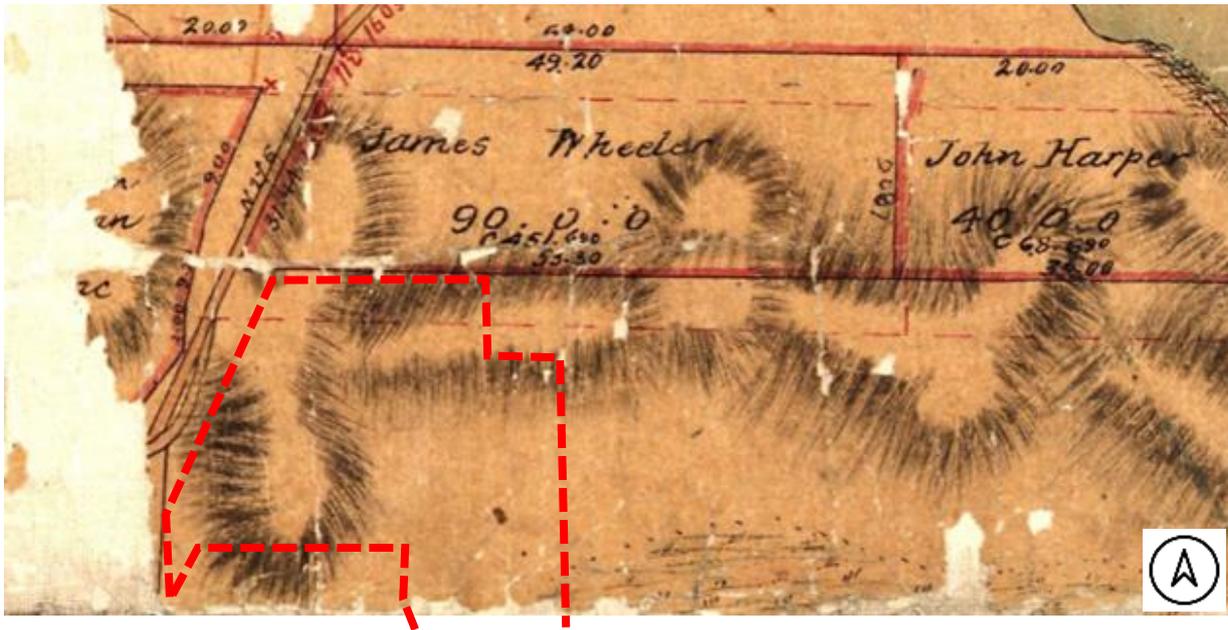


Figure 75: 1881 parish map showing the location of the subject site (indicated in red) (Source: Parish Manly Cove, County Cumberland, 1881, Map Sheet 8, 14077602.jp2, available at <https://hlrv.nswlrs.com.au/>)



Figure 76: Undated parish map with approximate location of subject site (indicated in red) south of James Wheeler's 1831 land grant and partially within Matthew Charlton's 1831 land grant. Note that a section of Old Pittwater Road and a bridge (circled) are also located within the curtilage of the subject site (Source: Parish of Manly Cove (Sheet 6), undated, 14077701.jp2, HLRV)

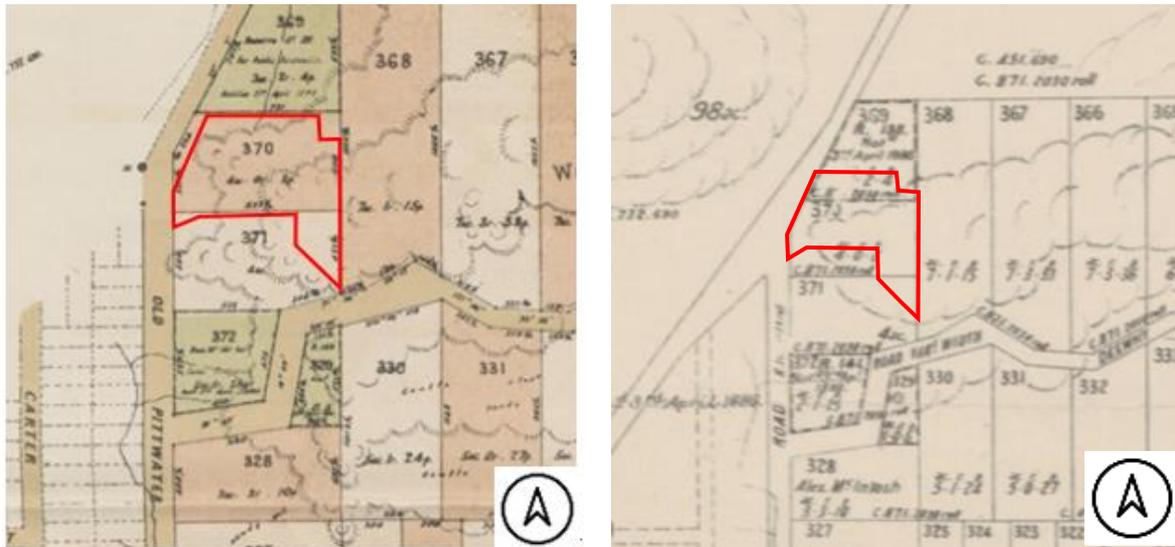


Figure 77: 1886 (left) and 1890 (right) parish maps of the subject site (indicated in red) indicating that the land had been subdivided by this time (Source: Left - Source: Plan 352 Parish Manly Cove, County Cumberland, 1888, available at <https://nla.gov.au/nla.obj-230211686/view>; Right - Parish Manly Cove, County Cumberland, Map 151, available at <http://nla.gov.au/nla.obj-229917580/view>)



Figure 78: 1923 parish map with subject site indicated in red (Source: Parish of Manly Cove, 1923, 14041802.jp2, HLRV)



Figure 79: 1943 aerial photograph of subject site (indicated in red) with residential development to the south-west (Source: SIX Maps 2019)



Figure 80: 1943 aerial photograph of subject site (indicated in red) shows an absence of structures at this time (Source: SIX Maps 2019)



Figure 81: 1951 aerial photograph indicating that the subject site (indicated in red) had been developed by this time (Source: 'Narraweena, Dee Why & Brookvale 1951 - Sydney aerial photo', Andy Brill, flickr, available at <https://www.flickr.com/photos/angeljim46/11267157883/in/photostream/>)



Figure 82: 1953 map of the surrounding area showing the approximate location of the subject site (indicated in red) in association with the name Jane Malcolm (Source: Parish of Manly Cove, County of Cumberland, Land & Water Conservation Map 140425).



Figure 83: Looking south-east towards the 'Top Dog' production centre, c. 1956 (Source: State Library of New South Wales, reference 230302, IE 2200760).



Figure 84: 1970's parish map with location of subject site indicated in red (Source: County of Cumberland (Sheet 6), Parish of Manly Cove, 1970's, phManly\_Cove-Sheet\_6-Cumberland.jp2, HLRV)



Figure 85: 1971 parish map with location of subject site indicated in red (Source: Parish of Manly Cove, 1971, 14030802.jp2, HLRV)



Figure 86: The subject site (indicated in red) today contains commercial buildings and St Luke's Grammar School (Source: SIX Maps 2019)

## 4.2. Summary

The above assessment of non-Indigenous archaeological potential has established that the subject site was located to the south of James Wheeler's 1831 land grant and partially within Matthew Charlton's 1831 land grant. No sources have been obtained in relation to the use or development of the land during this period, however, given the steep sandstone topography of the subject site, it is difficult to imagine that it was exploited for agricultural purposes. Historical maps have also indicated that a section of Old Pittwater Road and a contemporary bridge were located within the curtilage of the subject site and what

is today 224 Headland Road. Given the significant excavation, landscape modifications and development which have taken place at this address since the late 20<sup>th</sup> century, the survival of these features is considered unlikely.

It does not appear that the subject site was subject to any development until after WWI, at which time the roads which currently bound the site were established and the land further subdivided. The western component of the subject site was subject to significant excavation and levelling works with the establishment of the Top Dog Men's production centre in the mid-20<sup>th</sup> century. The eastern component of the subject site, including the eastern component of 800 Pittwater Road, does not appear to have been subject to any development or major landscape alterations until the late 20<sup>th</sup> century.

This assessment has established that, with the exception of the early road and bridge, the non-Indigenous archaeological potential of the subject site is confined to mid-late 20<sup>th</sup> century development; perhaps owing to the challenging topography of the landscape. Structures erected in association with this period remain extant. Historical sources have not revealed any quarrying or excavation of sandstone on the site in association with any earlier period, although this cannot be ruled out entirely. On the basis of these considerations, the non-Indigenous archaeological potential of the subject site is identified as low.

## 5. ARCHAEOLOGICAL SIGNIFICANCE

Archaeological significance must be distinguished from archaeological potential. For example, whereas there may be a high potentiality for archaeological remains, they may be of low significance. Archaeological significance has implications for the management of archaeological resources (e.g. whether they be retained in situ).

### 5.1. NSW Heritage Criteria

The proposal is assessed below in response to the NSW Heritage Criteria for assessing Significance related to Archaeological Sites and Relics' contained in the Heritage Division publication *Assessing Significance for Historical Archaeological Sites and 'Relics'*.<sup>29</sup>

#### ***Archaeological Research Potential (current NSW Heritage Criterion E).***

The subject site has limited research potential on the basis that the above assessment of archaeological potential (Section 4.2) has established that there is low potential for non-Indigenous archaeological relics to be present.

The assessment of archaeological potential (Section 4.2) established that remnants of Old Pittwater Road and a contemporary bridge may have been located within the curtilage of the subject site at what is today 224 Headland Road. If remnants of either feature were relocated, these could be informative about early colonial bridge construction and transportation.

Historical sources have not revealed any quarrying or excavation of sandstone on the site in association with any earlier period, however, if such evidence were to come to light, this could provide evidence of historical quarrying techniques and technologies.

#### ***Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D).***

The assessment of archaeological potential (Section 4.2) established that remnants of Old Pittwater Road and a contemporary bridge may have been located within the curtilage of the subject site at what is today 224 Headland Road. Remnants of these features would have State significance for their association with convict labourer James Jenkins.

The subject site is associated with free settler, Matthew Charlton, who was granted the land in 1831. Analysis of historical sources (Section 4.2) has not, however, yielded any evidence of permanent structures or adaptations of the landscape in association with this period.

#### ***Aesthetic or technical significance (NSW Heritage Criterion C).***

No aesthetic or technical values have been identified for the subject site.

#### ***Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G).***

The above assessment of archaeological potential (Section 4.2) has established that the non-Indigenous archaeological potential of the subject site is confined to mid-late 20th century development. The subject site is not therefore demonstrative of any long-term historical process or use.

### 5.2. Summary

Historical research has established that the subject site has low potential to contain non-Indigenous archaeological relics on the basis that the development of the site was confined to the mid-late 20th century and has been subject to significant disturbance and development.

The historical Old Pittwater Road and a contemporary bridge may have been located within the curtilage of the subject site. Remnants of these features would have State significance for their association with

<sup>29</sup> 'Assessing Significance for Historical Archaeological Sites and 'Relics'', 2009, Heritage Branch, Department of Planning, p.11-13

convict Labourer James Jenkins. They would also have research potential as they would be informative about early colonial bridge construction and transportation in NSW.

Historical sources have not revealed any quarrying or excavation of sandstone on the site in association with any earlier period, however, given the rich sandstone source which characterises the site, it is considered likely that sandstone was mined at this location. Evidence of cuts and excavation which date to an earlier period could provide evidence of historical quarrying techniques and technologies.

The subject site does not therefore contain any known archaeological relics of either local or State significance.

## 6. ARCHAEOLOGICAL IMPACT ASSESSMENT

The following section assesses the proposal in relation to the statutory provisions which relate to non-Indigenous archaeology.

### 6.1. Statutory Context

#### National Legislation

##### *Environment Protection and Biodiversity Conservation Act 1999 (amended 2003)*

Under the EPBC Act an action will require approval from the minister if:

...the action has, will have, or is likely to have, a significant impact on a matter of national environmental significance.<sup>30</sup>

Specifically, in relation to archaeology:

... an action is likely to have a significant impact on historic heritage values of a National Heritage place if there is a real chance or possibility that the action will:

*permanently remove, destroy, damage or substantially disturb archaeological deposits or artefact in a National Heritage place.*

*A 'significant impact' is an impact which is important, notable, or of consequence, having regard to its context or intensity. Whether or not an action is likely to have a significant impact depends upon the sensitivity, value, and quality of the environment which is impacted, and upon the intensity, duration, magnitude and geographic extent of the impacts. You should consider all of these factors when determining whether an action is likely to have a significant impact on matters of national environmental significance.<sup>31</sup>*

The subject site does not contain any National Heritage places.

#### State Legislation

##### *Heritage Act 1977 (NSW)*

The *Heritage Act 1977* (NSW) has the purpose of conserving items of environmental heritage of NSW. Environmental heritage is broadly defined under Section 4 of the Act as consisting of the following items: 'those places, buildings, works, relics, moveable objects, and precincts, of State or Local heritage significance.'

The Act is designed to protect both known heritage items (such as standing structures) and items that may not be immediately obvious (such as potential archaeological remains or 'relics'). Different parts of the Act deal with these different situations and also provide a number of mechanisms by which items and places of heritage significance may be protected.

#### Archaeological Relics

Section 139 of the Act protects archaeological relics from being 'exposed, moved, damaged or destroyed' by the disturbance or excavation of land. This protection extends to the situation where a person has 'reasonable cause to suspect' that archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in New South Wales that is not included on the SHR.

In 2009 amendments made to the Act changed the definition of an archaeological relic under the Act. A relic is now an archaeological deposit, resource or feature that has heritage significance at a Local or State level. The definition is no longer based on age.

<sup>30</sup> 'Matters of National Environmental Significance', Department of the Environment, 2013, p.1, available from [https://www.environment.gov.au/system/files/resources/42f84df4-720b-4dcf-b262-48679a3aba58/files/nes-guidelines\\_1.pdf](https://www.environment.gov.au/system/files/resources/42f84df4-720b-4dcf-b262-48679a3aba58/files/nes-guidelines_1.pdf)

<sup>31</sup> Ibid, p.2

A relic is defined by the Act as:

*“Any deposit, object or material evidence:*

*(a) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*

*(b) which is of State or Local significance.”*

If a relic (including shipwrecks in NSW waters – that is rivers, harbours, lakes and enclosed bays) is located, the discoverer is required to notify the Heritage Council of NSW.

Section 139 of the Act requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a relic to first obtain an Excavation Permit from the Heritage Council of NSW (pursuant to Section 140 of the Act), unless there is an applicable Exception (pursuant to Section 139(4)).

Exceptions under Section 139(4) to the standard Section 140 process exist for applications that meet the appropriate criterion. An application is still required to be made.

The above assessment of archaeological potential (Section 3) has established that the subject site has low potential to contain non-Indigenous archaeological relics and/or sites. It is therefore recommended that an Excavation Exception Application be made under Section 139(4) of the *Heritage Act 1977* prior to the commencement of works.

If an Exception has been granted and, during the course of the development, substantial intact archaeological relics of State or Local significance, not identified in the archaeological assessment or statement required by this exception, are unexpectedly discovered during excavation, work must cease in the affected area and the Heritage Division be notified in writing in accordance with Section 146 of the Act. Depending on the nature of the discovery, additional assessment and, possibly, an excavation permit may be required prior to the recommencement of excavation in the affected area.

#### ***Environmental Planning and Assessment Act 1979***

Planning and development in NSW is carried out under the *Environmental Planning and Assessment Act 1979* and Environmental Planning and Assessment Regulation 2000. This legislation allows the making of Regional and Local Environmental Plans with provisions that protect heritage items, heritage conservation areas and archaeological sites.

Heritage items are protected under the provisions of the Warringah LEP 2011, Section 5.10. There is a requirement under Sub-section 2 that:

*Development consent is required for any of the following:*

*(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed*

Section 3 of this report has established that there is low potential for non-indigenous relics and/or sites to be present within the curtilage of the subject site.

There is also a specific requirement under Sub-Section 7:

*(7) Archaeological sites*

*The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):*

*(a) notify the Heritage Council of its intention to grant consent, and*

*(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*

This provision, however, is a requirement for council to undertake referral rather than the applicant.

Note: The Warringah Development Control Plan (DCP) 2011 does not contain any controls which relate specifically to archaeology. The impacts of the proposal have therefore been assessed only in relation to the relevant clauses of the Warringah LEP 2011 and the *Heritage ACT 1977*.

## **6.2. Discussion of Impacts**

### **Proposed works - 800 Pittwater Road**

Excavation would be undertaken at Level 0 in association with the proposed carpark, carpark supply lift and stairs in the northern component of the site (Figure 3). Excavation would also be undertaken within the southern component of the site at Level 0 in association with the proposed carpark entry and goods and services lift and, immediately to the north of these, the garbage room and maintenance store (Figure 3). This area is located within subsurface Unit A (Figure 11), which is comprised of fill at 0.4 - 1.5 mBGL. This fill was deposited in this location from the mid-20th century in association with the establishment of the Top Dog Men's Wear production centre and subsequent development and would therefore be culturally sterile. These works would also include the removal of sandstone bedrock (Unit C), which underlies Unit A, and which would likewise be culturally sterile.

Excavation works would be required in association with the proposed lift and stairs within the south-eastern component of the site at Levels 0, 1 and 2 (Figure 3, Figure 4 & Figure 5). This would involve the removal of a section of sandstone (Unit C), which currently steps up to the east and sits level with the existing roofline of the medical centre to the north and Officeworks to the west. The shallow soil profile which overlies Unit C has been subject to less disturbance than the remainder of the site.

### **Proposed works - 224 Headland Road**

No deep excavation works are currently proposed for this location, however, the works would include demolition of internal walls and stairs (Figure 9) and removal of the ground floor (Figure 10). This area is located within subsurface Unit A (Figure 11), which is comprised of fill at 0.4 - 1.5 mBGL. This fill was deposited beneath the concrete slab in this location in association with the construction of the existing commercial building on the site and would therefore be culturally sterile.

### **Summary**

The assessment of archaeological potential (Section 4) has established that the subject site has low archaeological potential on the basis that it was not developed until the mid-late 20<sup>th</sup> century and has been subject to significant disturbance in association with the erection of the existing buildings on the site. It also established that a section of Old Pittwater Road and a contemporary bridge were once located at 224 Headland Road. Given the significant disturbance of the site in the intervening years, however, the survival of these features is considered unlikely.

The assessment of archaeological significance (Section 5) established that the subject site does not contain any known archaeological relics of either local or State significance. It established that if remnants of the road and bridge were present on the site, these would be of State significance for their association with Convict labourer, James Jenkins.

If non-Indigenous archaeological relics, not anticipated in this report, were present on the subject site, it is unlikely that these would be impacted by the proposal on the basis that excavation works would be confined to the removal of culturally-sterile fill and sandstone. The only potential exception to this would be the removal of a shallow soil profile for the installation of the proposed lift and stairs at 800 Pittwater Road.

It is therefore considered on the basis of these observations that there is low potential for the proposal to impact non-Indigenous archaeological relics or sites.

## **7. CONCLUSION AND RECOMMENDATIONS**

### **7.1. Conclusion**

This assessment has established that the subject site has low archaeological potential on the basis that it was not developed until the mid-late 20<sup>th</sup> century and has been subject to significant disturbance in association with the erection of the existing buildings on the site. It has also established that the subject site does not contain any known archaeological relics of either local or State significance.

Historical research has revealed that a section of Old Pittwater Road and a contemporary bridge were once located at 224 Headland Road. If remnants of either feature were present on the site, these would be of State significance for their association with Convict labourer, James Jenkins. Given the significant disturbance and development of the site in the intervening years, however, the survival of these features is considered unlikely.

If non-Indigenous archaeological relics, not anticipated in this report, were present on the site, it is unlikely that these would be impacted by the proposal on the basis that excavation works would be confined to the removal of culturally-sterile fill and sandstone.

It is therefore considered on the basis of these observations that there is low potential for the proposal to impact on non-Indigenous archaeological relics or sites.

### **7.2. Recommendations**

- It is recommended that an Excavation Exception Application be made under Section 139(4) of the *Heritage Act 1977* prior to the commencement of works.
- If during the course of the excavation, substantial intact archaeological relics of State or Local significance are unexpectedly discovered, work must cease in the affected area and the Heritage Division be notified in writing in accordance with Section 146 of the Act.

CITY PLAN HERITAGE

November 2019