

The background of the page features a grayscale image of a city skyline with several tall buildings. Overlaid on this image are numerous white wireframe cubes of various sizes, some of which are partially obscured by a large, dark blue diagonal shape that serves as a backdrop for the title text.

Heritage Impact Statement


St Luke's Grammar School

800 Pittwater Road, Dee Why and 224 Headland Road,
Curl Curl

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

NOVEMBER 2019

REPORT REVISION HISTORY

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Disclaimer

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1. BACKGROUND

1.1. Introduction

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.

City Plan Heritage (CPH) has been engaged by Midson Group to assess the likely impact the proposed works may have on the known heritage values of 800 Pittwater Road and 224 Headland Road (subject site).

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, streetscape presentation, 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 sawtooth roof, colour scheme and horizontality.

This Heritage Impact Statement (HIS) has been prepared as part of the required assessments to accompany a State Significant Development Application (SSDA) made under State Environmental Planning Policy (State and Regional Development) 2011. The proposed development has been assessed under the provisions of the Warringah Local Environment Plan (LEP) 2011 and the Warringah Development Control Plan (DCP) 2011. 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 accessed from 800 Pittwater Road (Figure 1). 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 20).

The Sydney central business district (CBD) is located approximately 14.5 km to the south-west of the subject site (Figure 19). For a more detailed description of the site and its context, see Section 2 - Site Description and Context.



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

1.3. Legal Description

The subject site comprises the following lots:

- Lot 6 / DP523299 (800 Pittwater Road)
- CP / SP45082 (224 Headland Road)

1.4. Heritage listing

The subject site includes the heritage item listed as follows:

Environmental Planning and Assessment Act, 1979
Warringah Local Environmental Plan (LEP) 2011, Part 1 Heritage items
'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. I49

The subject site is also located in proximity to the following heritage items:

Environmental Planning and Assessment Act, 1979
Warringah Local Environmental Plan (LEP) 2011, Part 1 Heritage items
'Bus Shelter', 800 Pittwater Road, item no. I5

Warringah LEP 2011, Part 2 Heritage conservation areas

'Stony Range Flora Reserve', 802 Pittwater Road, C6

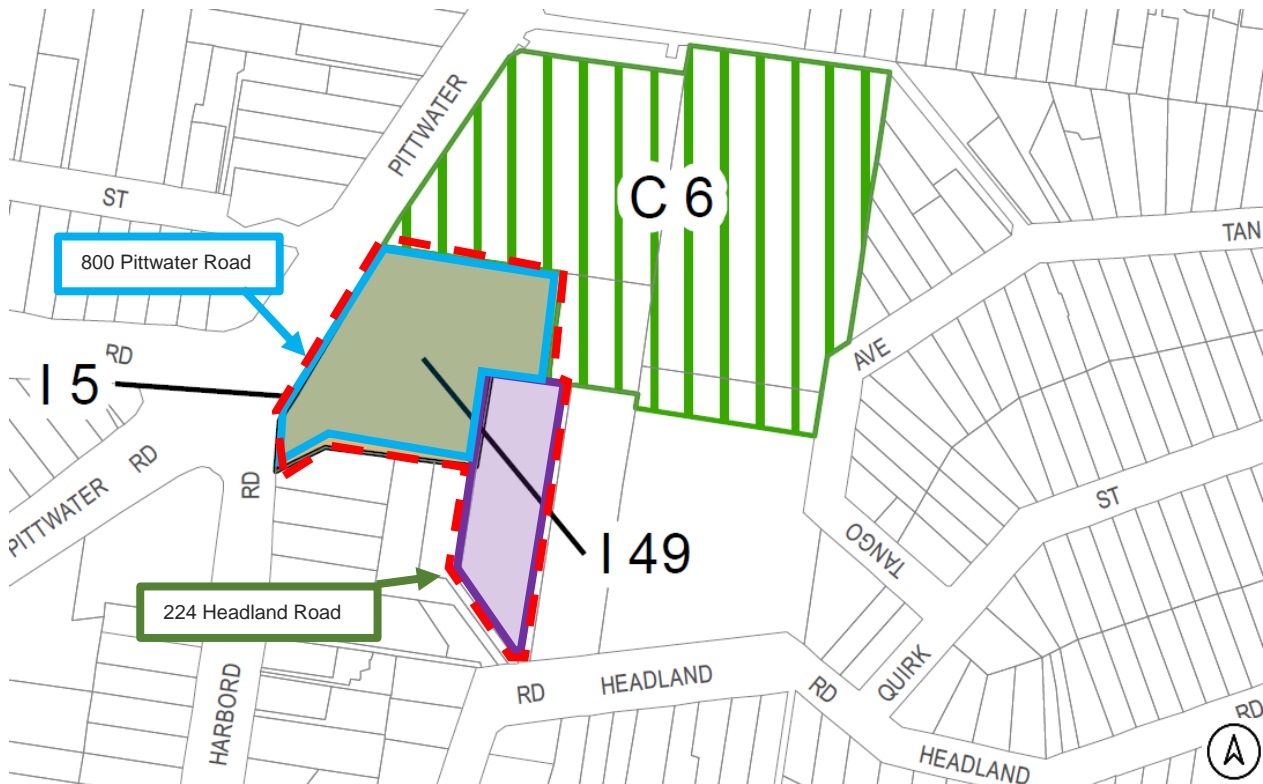


Figure 2: Cadastral map showing the 'Former Wormald Building (front entrance, tower and curved former canteen only)' (item no. 149) in relation to the approximate location of the subject site (indicated in red). Proximal heritage items 'bus shelter' (item no. 15) and the 'Stony Range Flora Reserve' HCA (item no. C6) are also visible) (Source: Warringah LEP 2011, Heritage Map 10A).

1.5. Proposal

The following information related to the proposal has been extracted from the Architectural Design Report *St. Luke's Grammar School - Dee Why: New Senior School Campus* developed by TZG Architects in September 2019, with permission by TZG and Midson.

The following summary of the proposal has been extracted from the Architectural Design Report¹, with permission by TZG and Midson.

1.5.1. 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.

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

- 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...

1.5.2. 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:

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

3	800 Pittwater Road	30 April 2029 (Officeworks)	<ul style="list-style-type: none"> Internal refurbishment of Officeworks as per Architectural drawings New extension to south of existing building as per Architectural drawings Temporary spaces in Stage 2 reconfigured as per Architectural drawings Landscaping to remainder of site as per Landscape design Front parking area to be reconfigured to accommodate bus and kiss and drop area Basement carpark reconfigured, entrance to carpark located to South
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See Figure 3 for overview of the stages involved in the masterplan. Additional images have been included at Figure 4 to Figure 13 to provide an overview of the proposed works. However further reference should be made to the architectural plans.

1.5.3. Documentation

The following architectural plans have been provided for assessment by Midson and have been prepared by TZG Architects.

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
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

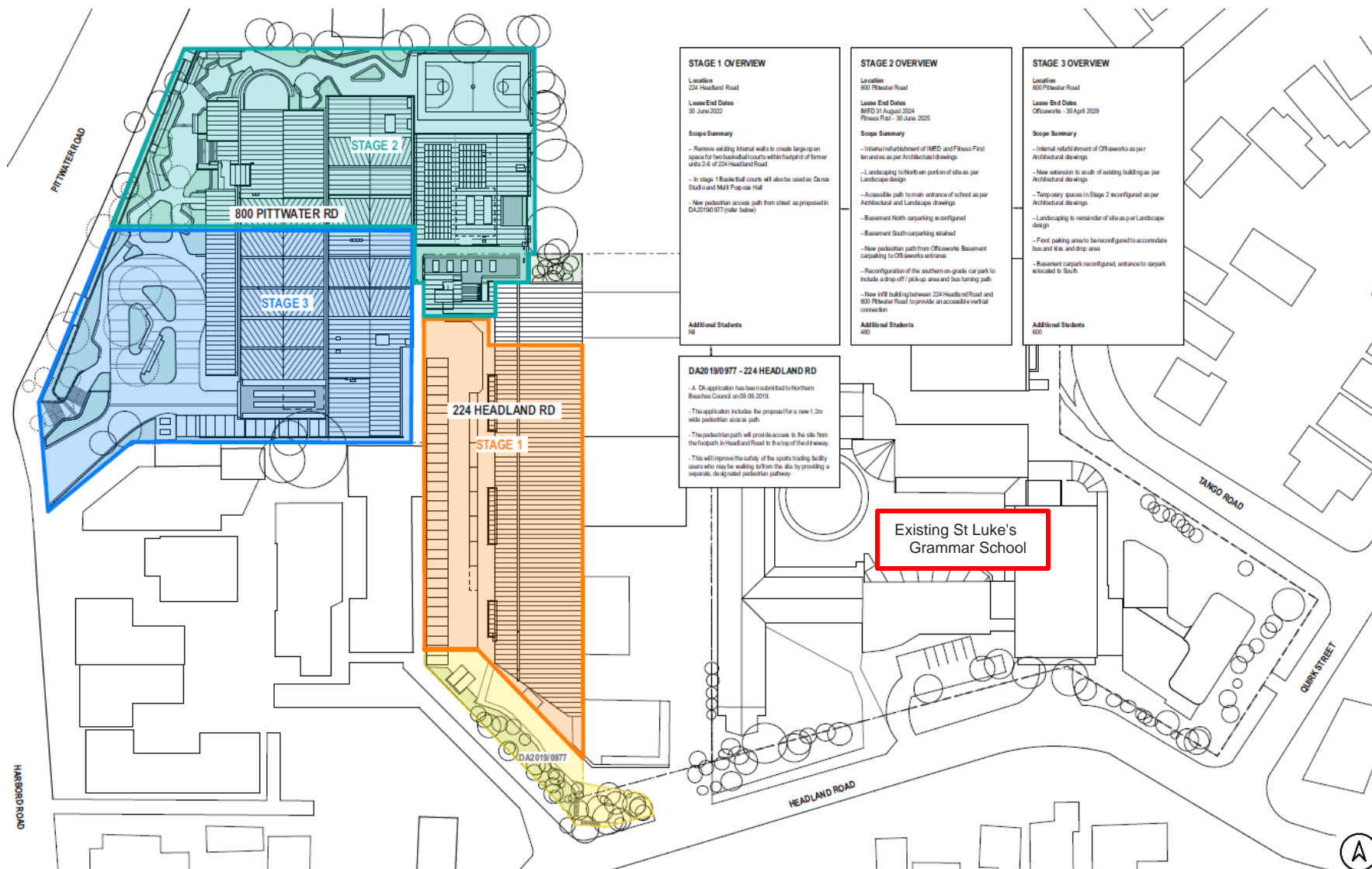


Figure 3: Overview of the three work stages within the proposal, extracted from the Staging Overview (Source: TZG Architects, A-003, Revision A, October 2019).

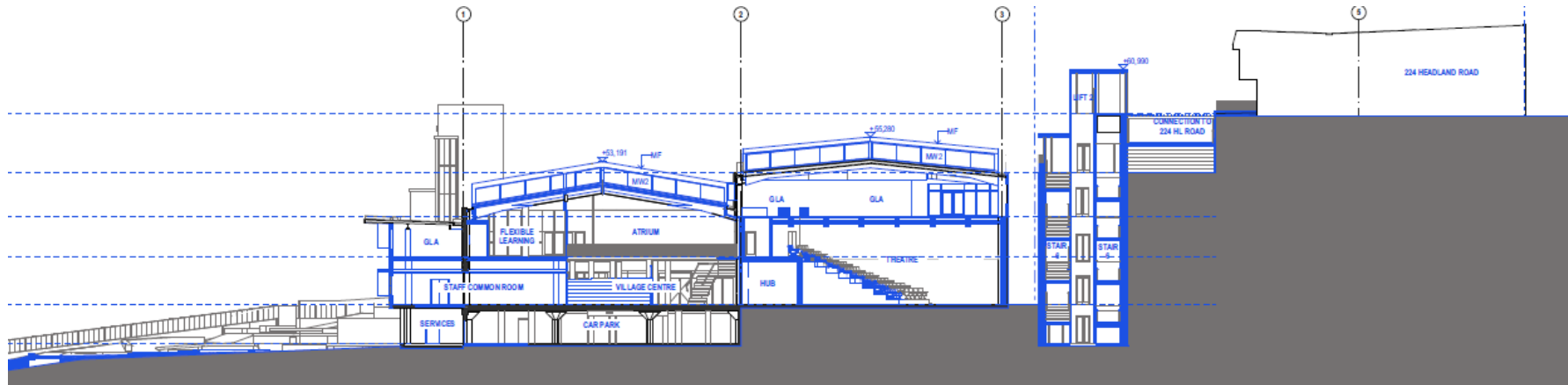


Figure 4: Sections 1_800, looking north (Source: TZG Architects, A-310, Revision A, October 2019)

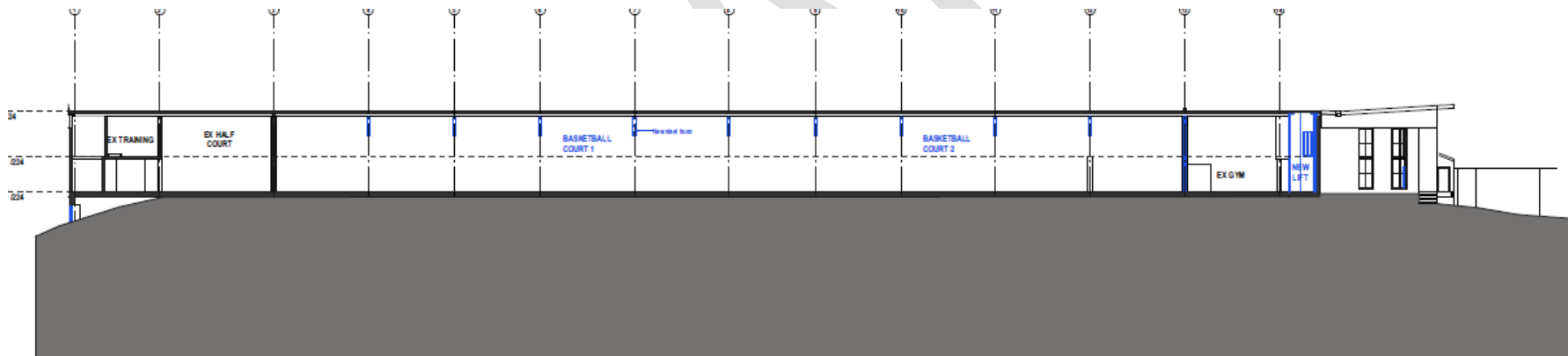


Figure 5: Sections 1_224, looking east (Source: TZG Architects, A-300, Revision A, October 2019)

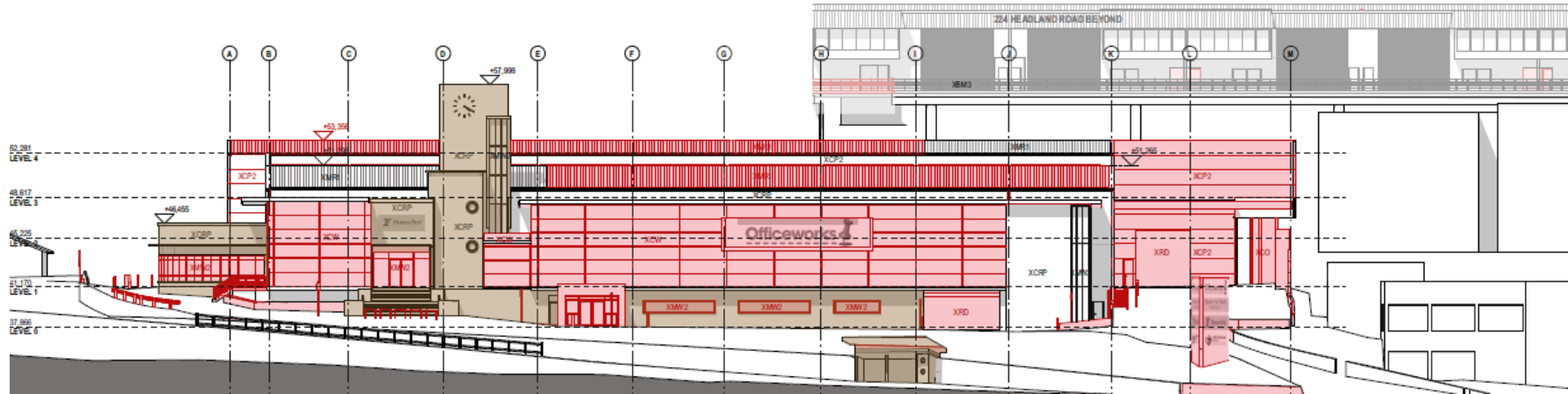


Figure 6: West Elevation demolition plan (Source: TZG Architects, A-035, Revision A, October 2019)

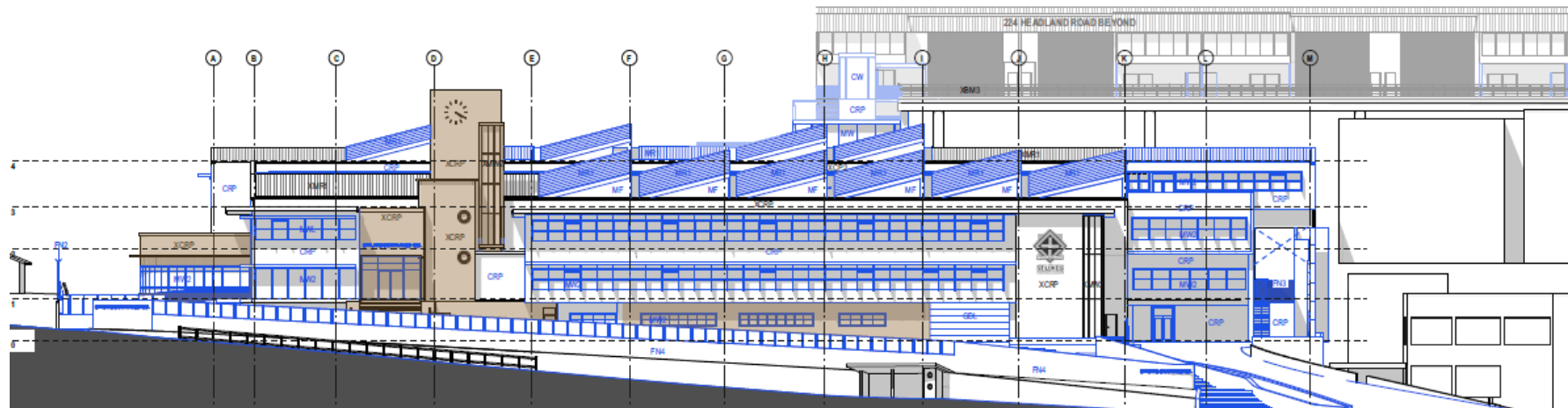
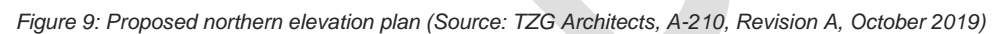
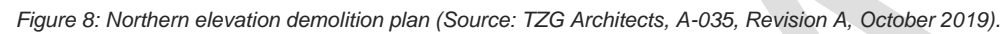


Figure 7: Proposed western elevation plan (Source: TZG Architects, A-210, Revision A, October 2019)



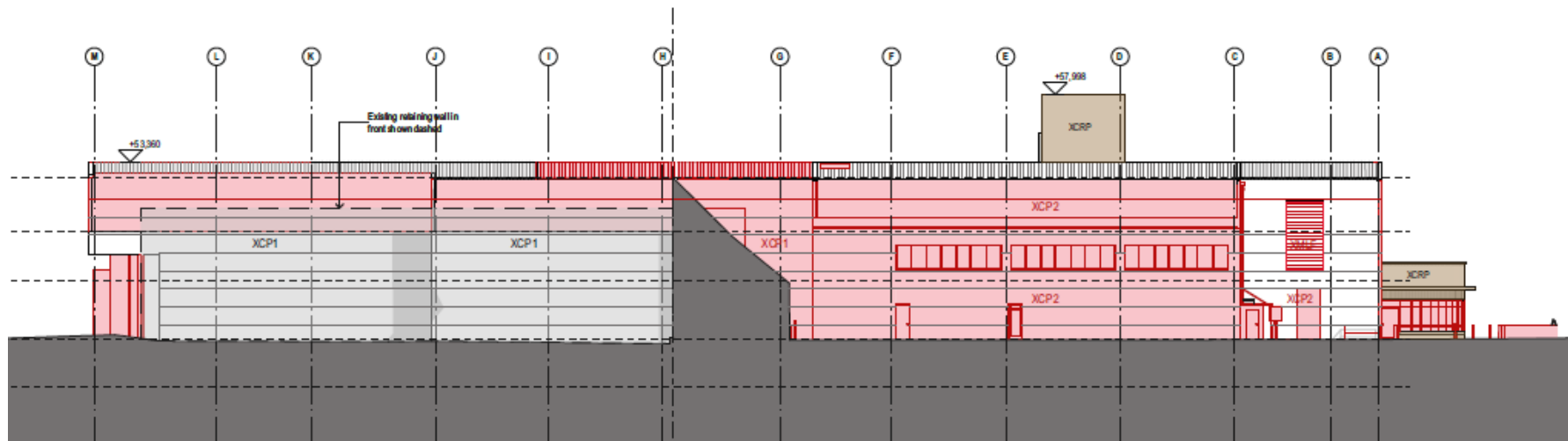


Figure 10: Eastern elevation demolition plan (Source: TZG Architects, A-036, Revision A, October 2019)

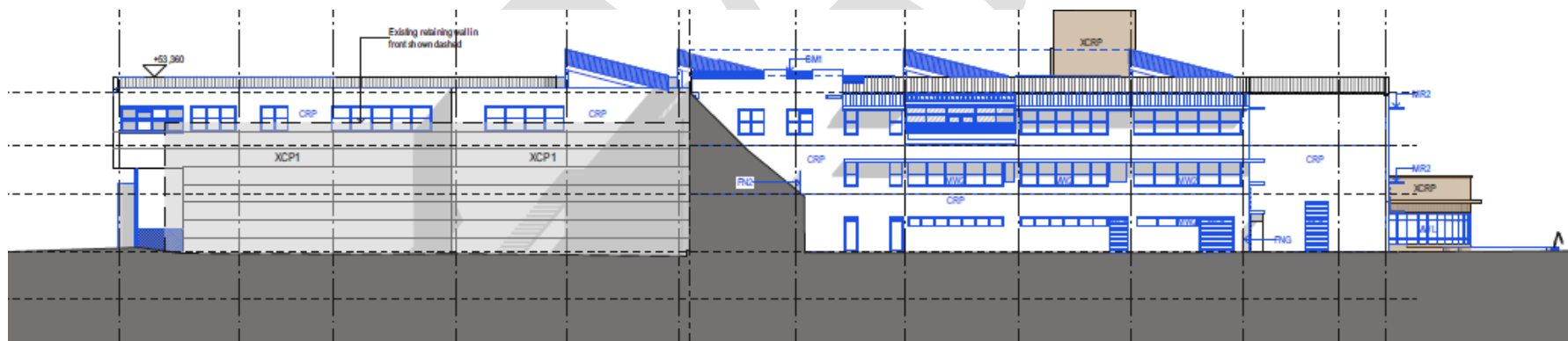


Figure 11: Proposed eastern elevation plan (TZG Architects, A-211, Revision A, October 2019)

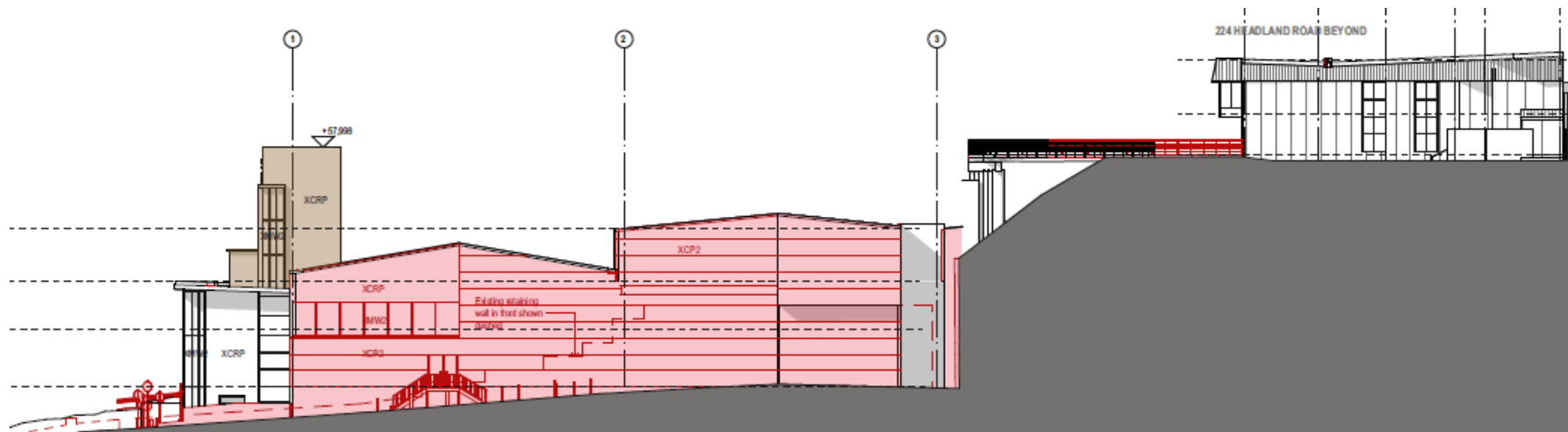


Figure 12: Southern elevation demolition plan (Source: TZG Architects, A-036, Revision A, October 2019)

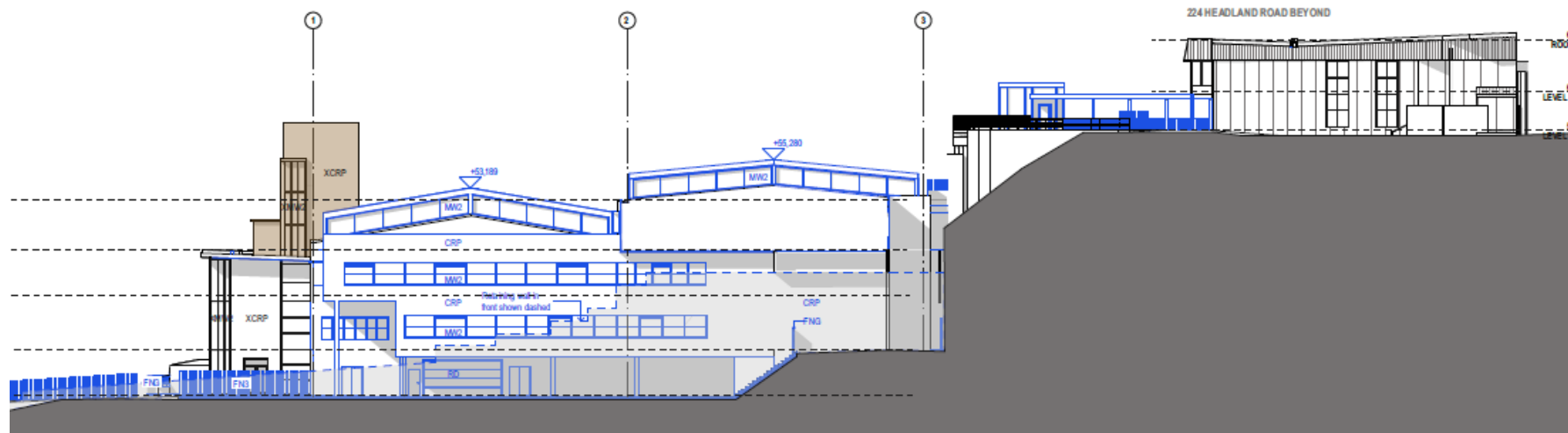


Figure 13: Proposed southern elevation plan (TZG Architects, A-211, Revision A, October 2019)

1.6. Methodology

This HIS relates to the redevelopment of St Luke's Grammar School. It has been prepared in accordance with the Heritage NSW, Community Engagement, Department of Premier & Cabinet (former Heritage Division of Office of Environment & Heritage) 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. It forms one of a collection of specialist reports.

Research for this HIS has adopted a two-stepped approach. Step 1 comprised a desktop assessment and Step 2 was a site survey. This document provides the combined findings and recommendations resulting from this approach.

Step 1

Research into the early development of the site was undertaken to get a better understanding of the place. In addition, the Aboriginal Heritage Information Management System (AHIMS) was searched to establish the location and background information on any Aboriginal objects or Aboriginal Places that are known to have special significance with respect to Aboriginal culture. Further, the Warringah LEP 2011 and the SHR were examined to determine the known heritage values of the subject sites.

Step 2

A survey of the subject sites and surrounding context was carried out by Carole-Lynne Kerrigan and Kerime Danis of CPH on 8 February 2019 with the purpose of photographing and understanding the place. A secondary inspection was carried out by Alexandra Ribeny on 20 September 2019. All results are presented in Section 2 - Site Context and Description

Unless otherwise acknowledged, all images included in this report have been taken by CPH.

1.7. Constraints and limitations

- During the site inspections by CPH access to the interior of 224 Headland was not available as it is private property and permission was not able to be attained. This is considered sufficient for the purposes of this report and has not restricted the assessment;
- Accurate measured drawings do not form part of this assessment;
- This report does not include a heritage landscape assessment;
- This report does not form part of the building consent process;
- This report relates to the proposed works and documentation described in Section 1.5 Proposal and Section 1.6 Methodology. It does not relate to any additional or revised documentation by any party;
- This report does not include an assessment of Aboriginal values. An assessment of the Aboriginal cultural significance of an area can only be made by Aboriginal communities;
- Only a visual assessment of the subject site was carried out. Intrusive methods were not employed;
- This assessment does not include for the provision of a title search for the subject site.

1.8. Author Identification

The following report has been prepared by Samara Allen (*Assistant Heritage Consultant*), Jacob Gwiazdzinski (*Graduate Heritage Consultant*) and Alexandra Ribeny (*Heritage Consultant*). Carole-Lynne Kerrigan (*Associate - Director*) and Kerime Danis (*Director - Heritage*) have reviewed and endorsed its content.

2. SITE CONTEXT AND DESCRIPTION

2.1. Landscape and Geology

The subject site and surrounds are located on a section of the Hawkesbury sandstone escarpment (Figure 14) 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 15). 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 16). The site steps up steeply to the north-east (Figure 17). The eastern component of the subject site sits on a sandstone outcrop with views over Dee-Why (Figure 18).



Figure 14: 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).

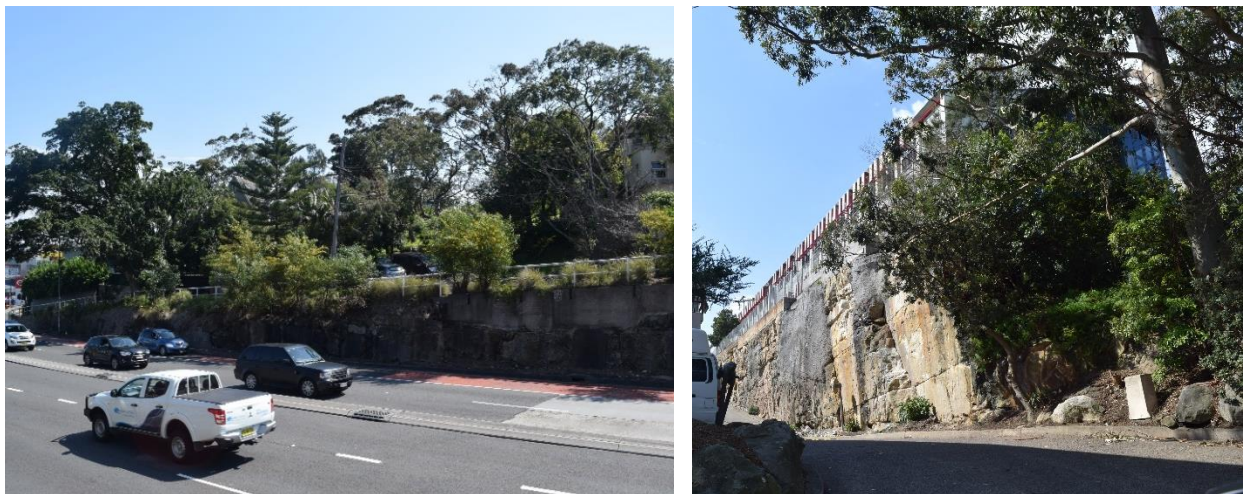


Figure 15: The subject site and surrounds are located on a section of the Hawkesbury sandstone escarpment, which has been extensively excavated in areas, resulting in a topographically varied landscape.



Figure 16: The landscape slopes to the south-west where it becomes level with Pittwater Road.



Figure 17: The landscape steps up sharply to the north-east.



Figure 18: 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 19). 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 20). The subject site is situated on the eastern side of Pittwater Road, north of the intersection with Warringah and Harbord Roads (Figure 20).

Pittwater Road is a major thoroughfare that extends from the Northern Beaches to Manly Wharf (Figure 20 and Figure 21). Pittwater Road features a mixture of light industry and commercial retailers (south, south-west) and residential homes (north-west, north and east) (Figure 22, Figure 23 & Figure 26). Harbord Road intersects with Pittwater Road to the west of the subject site (Figure 20) and leads to the Northern Beaches Secondary College Manly Campus (south of the subject site) (Figure 22 & Figure 26). Headland Road runs from east to west, directly south of the subject site (Figure 20). 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 27 & Figure 28).

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 20). St Luke's Grammar School is bounded by Headland Road (south), Quirk Street (south-east), and Tango Avenue (east) (Figure 20).

The subject site is within proximity of heritage item 'Bus Shelter' (item no. I5), 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. I5) (Figure 30) 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. 1949.² 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 31), to the north of the subject site, is a '*skilfully and aesthetically designed, laid out and planted cultural landscape which has a combination of scientific, research and educational functions...*'³ 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.⁴

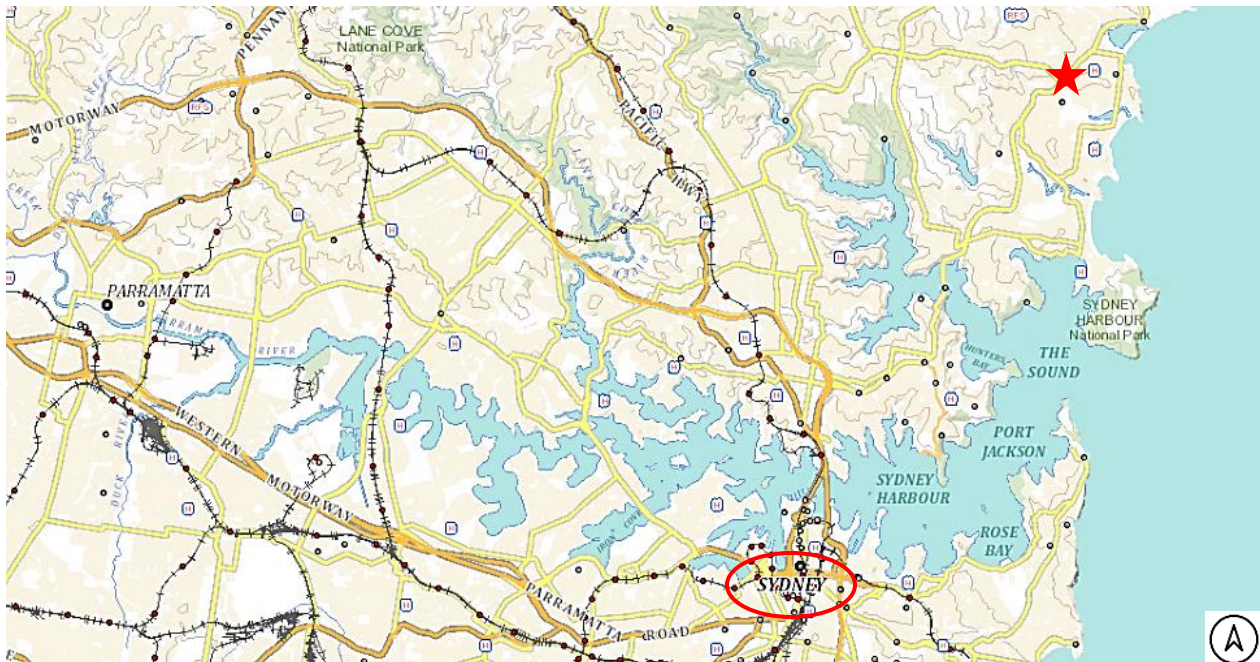


Figure 19: Location of subject site (indicated with star) in relation to the Sydney CBD (circled) (Source: SIX Maps 2019).

² '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>

³ '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>

⁴ Ibid



Figure 20: 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).

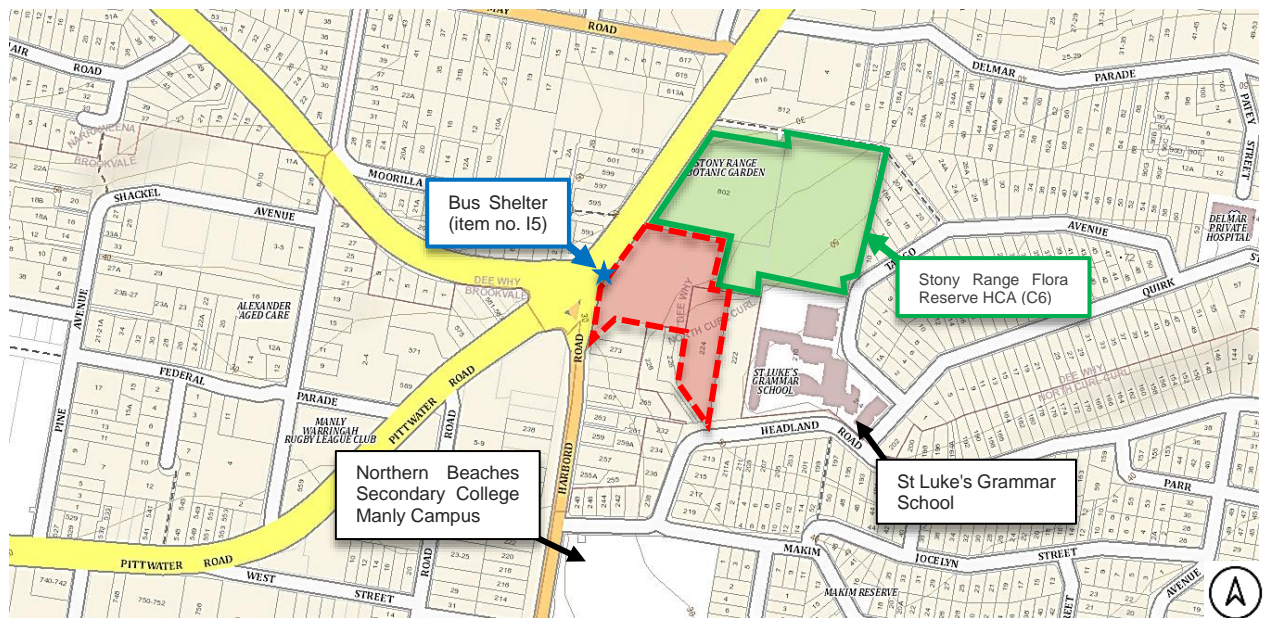


Figure 21: Cadastral map showing the subject site (indicated in red) in relation to the 'Stony Range Flora Reserve' HCA (C6) to the north-east and the 'Bus Shelter' (item no. I5) to the west (Source: SIX Maps 2019).



Figure 22: Looking west from the subject site towards the southern corner of Pittwater Road and Warringah Road. Note: Harbord Road is visible in the bottom-left corner of the image.



Figure 23: Looking north-west from the subject site towards the northern corner of Pittwater Road and Warringah Road.



Figure 24: Looking west towards commercial and light industrial buildings on the southern corner of Warringah Road and Pittwater Road.



Figure 25: Looking north-east along Pittwater Road towards the Bus Shelter (item no. 15).



Figure 26: Looking south from the roof of 800 Pittwater Road (Former Wormald Building, item no. 149) towards the commercial and industrial buildings.



Figure 27: 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 (Source: TZG Architects, February 2019).



Figure 28: Looking south-west along Headland Road from the southern axis of 224 Headland Road (Source: TZG Architects, February 2019).



Figure 29: Looking east along Headland Road towards the primary access to St Luke's Grammar School (Source: TZG Architects, February 2019).



Figure 30: Northern façade and interior to the Bus Shelter (item I5).



Figure 31: View north into the Stony Range Flora Reserve (C6) from the subject site.

2.3. Site Description

2.3.1. 800 Pittwater Road

The site is an irregular shape with an approximate area of 1.00 hectares. 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 33).

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 33).

A large triangular sign marks the entrance to the carpark, with metal fencing and vegetation bounding the site from Pittwater Road. The subject site is obscured when viewed from Pittwater Road to the east (Figure 34).

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. The building 'steps up' to the east, in unison with the topography, with 3-4 storeys at the Pittwater frontage (Figure 33) 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 33, Figure 35 and Figure 37). The northern-most entry provides access to the Fitness First gym via a set of steps (Figure 35 and Figure 37) and the southern entrance provides access to Officeworks, which is accessed directly from the ground level via the carpark (Figure 35). An undercover carpark is also accessible from the south with an exit located at the south-western corner (Figure 33).

The Pittwater frontage (western façade) comprises a flat, overhanging roof (Figure 35). Beyond the Pittwater frontage (western façade) the building steps up gradually in relation to the site contours (Figure 33).

The northern and southern facades are similar in style, featuring the same aluminium-framed windows (Figure 33 and Figure 36). The northern façade is unique and includes a curved 'former canteen' fitted with windows of the same design (Figure 36).

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 (Figure 37). Steel-framed windows bound the south-western corner (Figure 33).

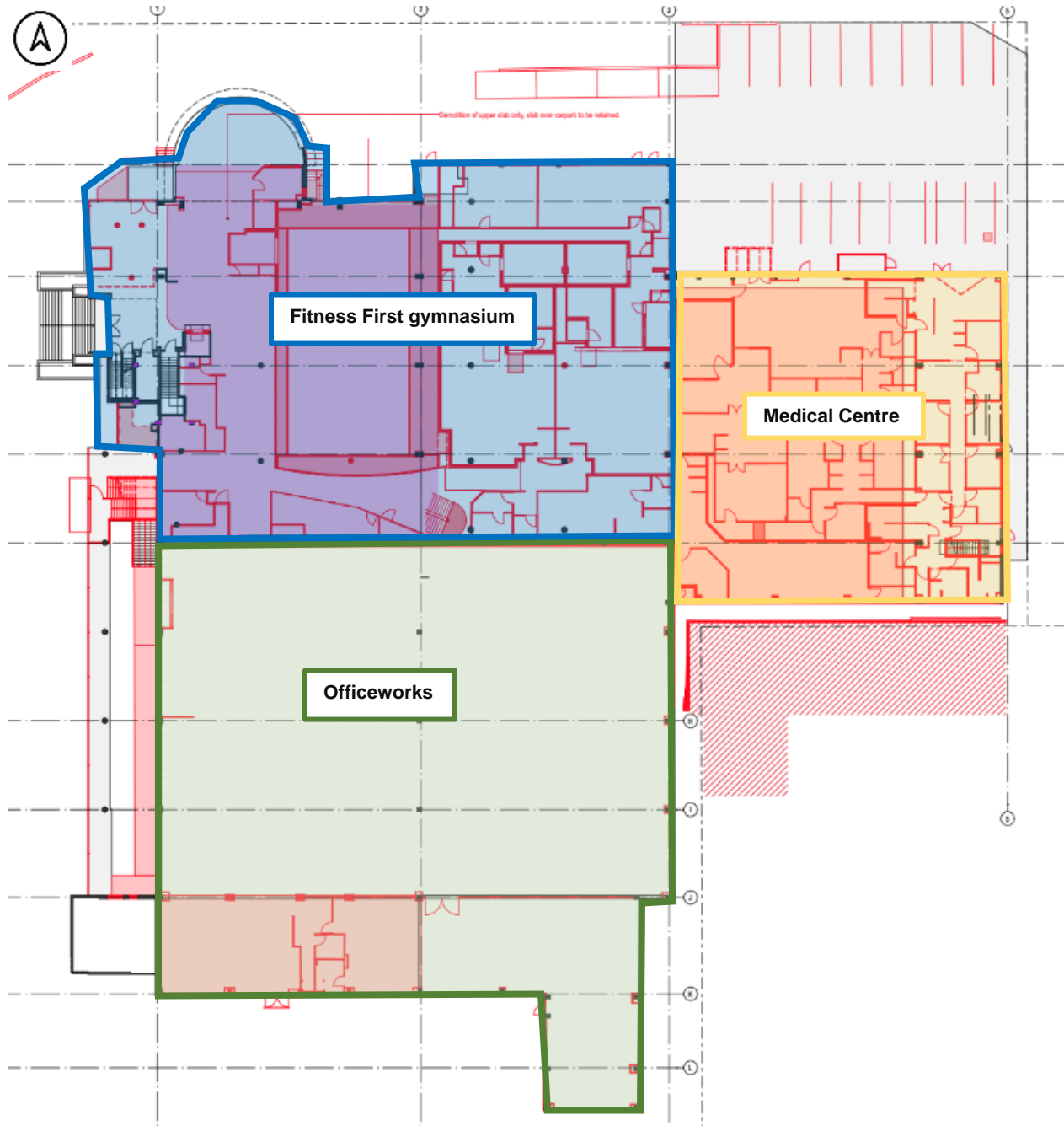


Figure 32: Excerpt from Level 1 Demolition Plan_800 showing the retail and commercial tenancies within 800 Pittwater Road (Source: Tonkin Zulaikha Greer, drawing no. A-041, 23.08.2019)



Figure 33: Looking northeast toward the western façade of the subject building within 800 Pittwater Road, from the south-west corner of the site. Note: The area identified as heritage fabric is indicated in red. Original fabric (building footprint) along the western elevation includes the structure below the glazing.



Figure 34: 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.



Figure 35: The western elevation of the building contains a flat overhanging roof. The building footprint retains original fabric. This includes the base of the building and columns.



Figure 36: Looking toward the northern elevation Pittwater Road and the curved former canteen. Note: The area identified as heritage fabric is indicated in red.

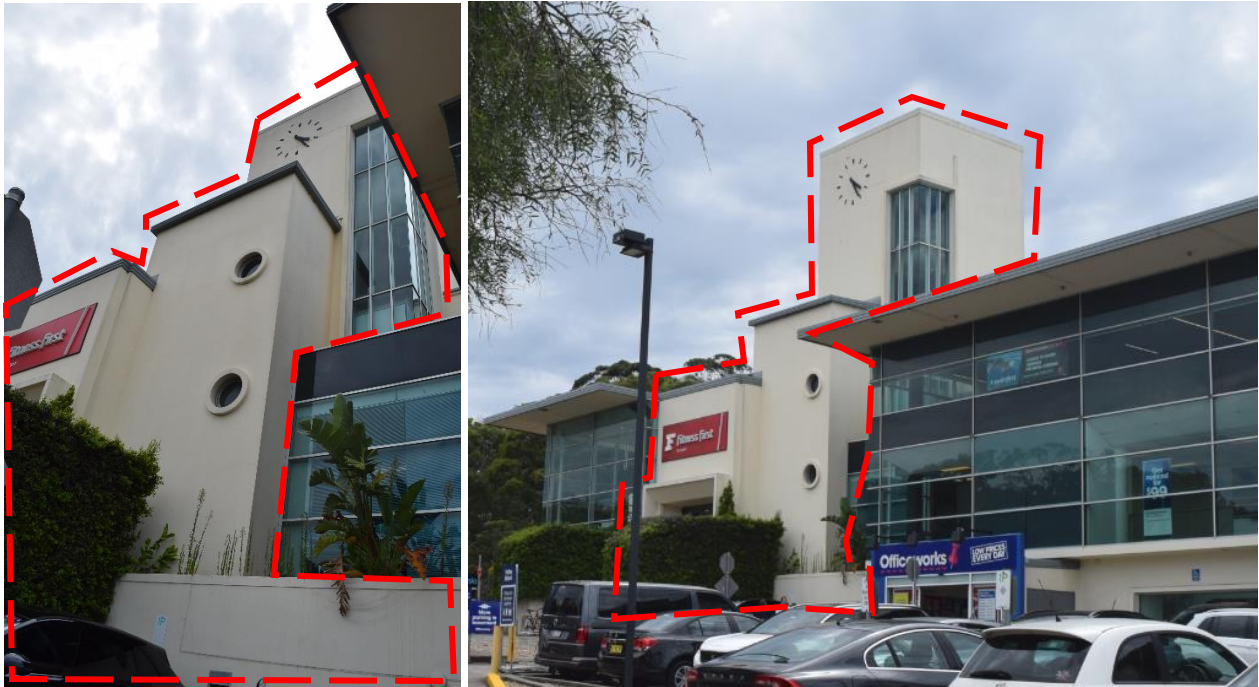


Figure 37: The clock tower is comprised of the same rendered masonry finish as the northern (Fitness First) entrance, with a large clock face on the western façade. Note: original fabric is indicated in red.

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) and has been greatly altered since its initial construction (Figure 32).

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 38). 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 39).

Internally the Officeworks tenancy features a large, open-plan warehouse with exposed trusses, structural beams, hanging lights and concrete walls. The fitout is standard for the Officeworks brand and features a series of stock aisles, cashiers and metal shelving throughout (Figure 39 & Figure 40).

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 41). The café and reception area feature a suspended ceiling (Figure 42). The gymnasium is located down a set of stairs to the south.

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 43). Staff offices and internal tenancies, including a hair salon, are situated in the southern axis of the first floor (Figure 44). The swimming pool is directly behind reception and central to the layout of the gymnasium (Figure 45).

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 46). Corner windows provide views from the second and third floors (Figure 46). A timber staircase affixed to the walls provides access to the roof of the clocktower (Figure 47). The second and third floor of the clocktower feature exposed concrete and surface mounted conduits. Walls are graffitied in some sections (Figure 48).

The roof to the clocktower is comprised of an open area with a wooden viewing platform (Figure 49). The roof provides views toward 224 Headland Road to the south-east (Figure 50) and Pittwater Road to the west (Figure 49).

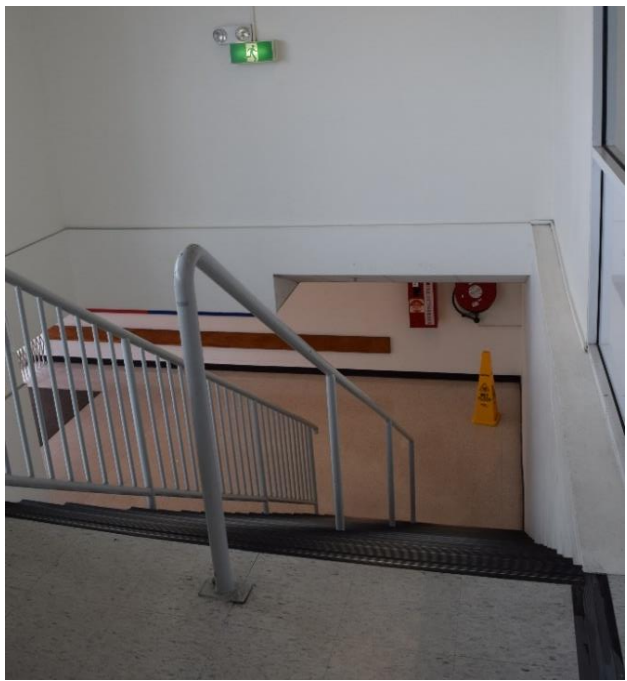


Figure 38: Looking south within the subject building. Note: the accessibility ramp provides entry to the Officeworks.



Figure 39: The store is entered via a set of automatic glass doors (left). Internal fitout (right).



Figure 40: The fitout is standard for the Officeworks brand and features a series of stock aisles, cashiers and metal shelving throughout.



Figure 41: Café and seating area which make use of the existing former canteen and rounded design to the northern façade.



Figure 42: 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 43: Looking into the group exercise room within the Fitness First gym.

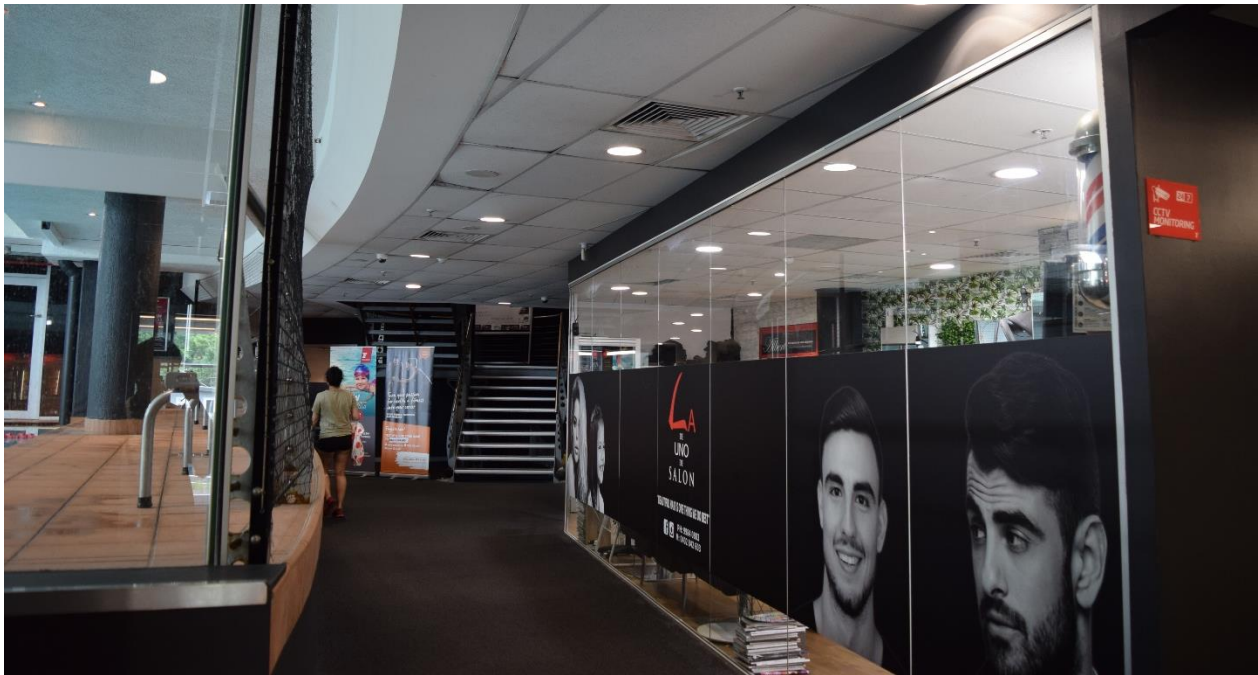


Figure 44: Staff offices and internal tenancies, including a hair salon, are situated in the southern axis of the first floor (Source: CPH 2019)



Figure 45: The swimming pool is directly behind reception and central to the layout of the gymnasium (Source: CPH 2019)



Figure 46: 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 47: Looking upwards within the clocktower towards the roof.



Figure 48: Looking towards the top-floor window within the clocktower. Note: Interior graffiti to the internal walls and rising/falling damp.



Figure 49: Image showing the condition of the roof-top of the clocktower including wooden platform and surface mounted conduits.



Figure 50: Looking south-east from the roof-top of the clocktower towards adjacent lot, 224 Headland 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 51). 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 53 & Figure 54) and continues around to a carpark on the western side of the building (Figure 55). 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 corrugated metal roof with cladding and painted panel clad walls (Figure 56).

The perimeter of the carpark to the west is bordered by a metal guardrail and fence (Figure 57). The roof of the adjacent commercial premises is located immediately to the west (Figure 57). The height of the sandstone ledge upon which the building sits can be observed from the western side of the building (Figure 58).



Figure 51: The building sits on a sandstone outcrop and is elevated in relation to the commercial premises to the west (Source: (Source: TZG Architects, May 2019).



Figure 52: The building is supported by large columns (Source: TZG Architects, May 2019).



Figure 53: The entrance to 224 Headland Road contains a driveway which continues to the west of the building (Source: TZG Architects, May 2019).



Figure 54: The primary entrance to 224 Headland Road (Source: TZG Architects, May 2019).



Figure 55: The above-ground carpark which is located on the western side of the building (Source: TZG Architects, May 2019).



Figure 56: The building contains a corrugated metal roof with painted panel clad walls.



Figure 57: 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 58: The extent of the sandstone cut can be viewed from the western side of the building (Source: TZG Architects, May 2019).



Figure 59: The remainder of the building is supported on columns above a densely-vegetated and steep section of the hillside (Source: TZG Architects, May 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 60) with change room facilities located at the northern end of the building. A number of spaces are currently used for storage purposes (Figure 61 & Figure 62).

The interior walls of the building are concrete block.



Figure 60: The ground level consists of a number of basketball courts (Source: TZG Architects, May 2019).



Figure 61: A number of spaces are currently used for storage purposes (Source: TZG Architects, May 2019).



Figure 62: A number of spaces are currently used for storage purposes (Source: TZG Architects, May 2019).

3. HISTORY

3.1. Brief Suburb History

The following history of Dee Why has been extracted from *The Book of Sydney Suburbs*:⁵

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 1889.⁶ The subject site is located along a stretch of Pittwater Road which was originally part of the original Old Pittwater Road⁷, which was constructed in 1826 by James Jenkins with the aid convict labourers (Figure 62).⁸ Jenkins was also responsible for the construction of 13 bridges along the route.⁹ One undated map suggests that the road even ran through the area now occupied by the subject site (Figure 64).

⁵ Pollen, F., *The Book of Sydney Suburbs*, Harper Collins, 1988

⁶ 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>>.

⁷ 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>>.

⁸ 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>>.

⁹ 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>>.

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 64).¹⁰ The site was apparently subdivided between 1881 and 1886 into the Lots 367 - 371 (Figure 64 and Figure 65), according to the 1886 Cumberland County plan.¹¹ 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 been subdivided into 368 and 2112.¹² Part of the subject site (Lot 369) was originally land put aside for 'public reservation'.¹³ The Stony Range Regional Botanic Garden which was established in 1957 and now comprises this lot (Figure 66).¹⁴ Originally this was the site of the Dee Why Hill (or alternatively Cable Hill¹⁵) quarry, which produced ballast for the construction of the Narrabeen tramway (Figure 66).¹⁶

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'¹⁷ (Figure 67). The building was designed by the architectural firm Spencer, Spencer & Bloomfield and was awarded the prestigious Sir John Sulman Medal for architecture the same year¹⁸ (Figure 68 to Figure 71). The judges commented that 'we consider this building extremely well designed, planned and executed and that it adds a valuable contribution to industrial architecture'.¹⁹ 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.²⁰ The building was a source of employment for Italian migrant women who staffed the factory as machinists.²¹ Sargood Gardiner operated the factory until 1957. It was then sold to Bonds who operated there from 1958 to 1972.²²

The building was later owned and operated by Wormald International following its purchase from Bonds through to the 1990s.

10 Parish of Manly Cove County of Cumberland Cove, Land & Water Conservation Map 140776, accessed 24 September 2019 via: hlrv.nswlrs.com.au

11 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: nla.gov.au/nla.obj-230211686/view.

12 Parish of Manly Cove County of Cumberland metropolitan Land District. Accessed 24 September 2019 via: hlrv.nswlrs.com.au.

13 1886 plan of subject site. Accessed 24 September 2019 via: <http://nla.gov.au/nla.obj-230211686/view>.

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

15 Merchant, B. The Manly Tramways - NSW 1903-1939, Trolley Wire 1984 25(6):6.

16 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>.

17 Morcombe, J. October 1 2015 'There's still a lot of life in the old Top Dog building.' Manly Daily, accessed on 24 September 2019 via: <https://www.dailytelegraph.com.au/newslocal/northern-beaches/theres-still-a-lot-of-life-in-the-old-top-dog-building/news-story/4cdd5d7dd2e37864bbe5656782f44e00>.

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

19 Sulman Medal to Industrial Building, Building and engineering - October 24 1951.

20 RAI 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.

21 Graham, T. 2008 Dee Why accessed 24 September 2019 via: https://dictionaryofsydney.org/entry/dee_why.

22 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.



Figure 63: 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 64: undated, pre 1886 map showing the approximate location of the subject site (indicated in red) 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>).

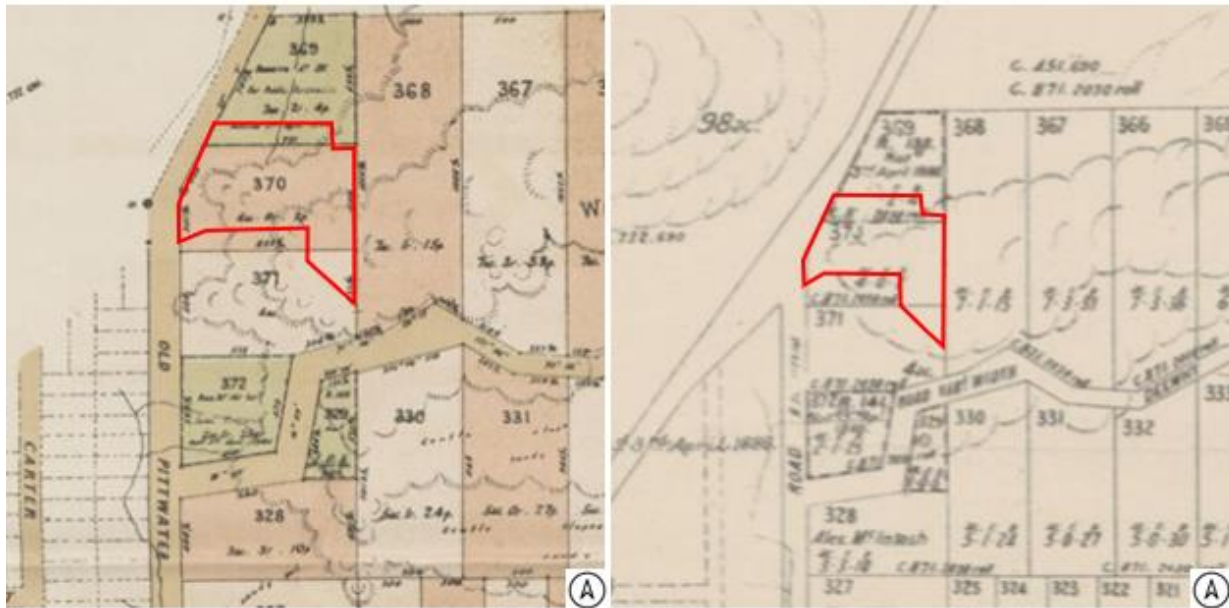


Figure 65: 1886 (left) and 1890 (right) parish maps of the subject site (indicated in red) indicating that the land had been subdivided by this time (Source: Left - Source: Plan 352 Parish Manly Cove, County Cumberland, 1888, available at <https://nla.gov.au/nla.obj-230211686/view>; Right - Parish Manly Cove, County Cumberland, Map 151, available at <http://nla.gov.au/nla.obj-229917580/view>)



Figure 66: 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+reserve+dee+why&c=picture&versionId=176852317>; Right - Narrabeen Tram, 15 December 1913, *The Sydney Morning Herald*, p.10)



Figure 67: 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 68: 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 69: Looking north-east towards the 'Top Dog' production centre, c. 1956 (Source: State Library of New South Wales, reference 230301, IE2187481).



Figure 70: Looking south-east towards the 'Top Dog' production centre, c. 1956 (Source: State Library of New South Wales, reference 230302, IE 2200760).



Figure 71: 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 provides a summary of the history of the 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 (BA5001/4631 , BA5002/1066 , BA5002/1201 , BA5002/3003 and BA5002/4407)
2008	Additions and alterations to the interior of the gymnasium (DA2008/1535 and CC2008/1201)
2009	New internal fitout installed to accommodate the existing medical centre (DA2009/1421)
2011	Further additions and alterations undertaken related to installation of the existing Officeworks (DA2010/1836)
2013	Subject sites purchased by St Luke's Grammar School
2014 - 2019	Minor works carried out to interior of the gymnasium and extension of operating hours (DA2017/0881, CDC2014/0302 and CDC2018/1211).

3.3. Alterations and Additions

From 1993 - 1997 the subject site saw a high amount of additions and alterations related to the installation of a gymnasium and adjacent tenancy ([BA5001/4631](#), [BA5002/1066](#), [BA5002/1201](#), [BA5002/3003](#) and [BA5002/4407](#)).²³ Historical research to date has not identified the true extent of the works however

²³ 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>>.

comparison to historical imagery shows a high amount of modification particularly to the Pittwater frontage (western façade) (Figure 69 and Figure 70). During this time the subject site was rezoned to permit bulky goods retail (DA6000/6120) and further additions were undertaken to the exterior carpark (BA5003/5264).

Further additions and alterations to the interior of the gymnasium (by then known as Fitness First) were carried out in 2008 (DA2008/1535 and CC2008/1201) and new internal fitout was installed to accommodate the existing medical centre in 2009 (DA2009/1421). By 2011 works were approved for further additions and alterations associated with the utilisation of the premises for the existing Officeworks (DA2010/1836).

The subject site was purchased by St Luke's Grammar School in 2013, however since 2014 only minor changes have been undertaken to the subject site related to both extending the operating hours (DA2017/0881) and undertaking internal refurbishments to the gymnasium (CDC2014/0302 and CDC2018/1211).²⁴

²⁴ All building and development applications relevant to the subject site have been accessed from Development Application Tracker files at the offices of the Northern Beaches Council in August 2019 via:
<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Public/XC.Track/SearchProperty.aspx?id=128956>

4. ASSESSMENT OF SIGNIFICANCE

4.1. Understanding Heritage Significance

Each place is unique and has its own combination of values. Therefore, before making decisions about the future of a heritage item it is essential to understand its heritage values so that these will be retained when making future decisions about the place. The statement of heritage significance summarises an item's heritage values.

4.1.1. Northern Beaches Council (Local Government)

The Northern Beaches Council maintains a list of local heritage items under the *Environmental Planning and Assessment Act 1979*. Heritage significance of local heritage items are assessed in accordance with the seven heritage assessment criteria for determining potential criteria developed by the Heritage Council of NSW.

Local heritage items are individual places considered to be significant, or important, to the local area while Heritage Conservation Areas (or 'Landscape' Conservation Areas) are suburbs or areas considered to be collectively significant.

4.1.1.1. Warringah LEP (2011) listings of the subject site from the State Heritage Inventory

'Former Wormald Building (front entrance, tower and curved former canteen only)

'Former Wormald Building (front entrance, tower and curved former canteen only)' (item no. 149) is listed on the Warringah LEP 2011 under the following two criteria: Criterion a) Historical significance, and Criterion c) Representativeness.

Statement of Heritage Significance

The following statement of significance has been extracted in full from the SHI form:

An excellent representative & relatively rare example of early post-war factory architecture. Displays high creative & technical integrity. Historically evidence of the growth of industry in the area. Socially, a landmark which many local people worked in.²⁵

4.1.1.2. Warringah LEP (2011) listings of heritage items proximal to the subject site from the State Heritage Inventory

The following table provides a list of items in proximity to the subject site and, where available, the relevant statement of significance.

Heritage Item	Statement of significance
'Bus Shelter' (Item no. 15)	<i>An excellent representative & rare example of a transport shelter in the post-war international style. Designed specifically to complement the adjacent factory & built by the company. Socially important as an e.g. of facilities provided for employees.²⁶</i>

²⁵ 'Former Wormald Building (front entrance, tower and curved former canteen only)', database no. 2610055, 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=2610055>

²⁶ '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>

<p>'Stony Range Flora Reserve' (HCA C6)</p>	<p><i>The Stony Range Flora and Fauna Reserve has a high degree of local significance for growing a wide range of native flora, mostly endemic to the Sydney Region, and for contributing to community awareness of them. It is a skilfully and aesthetically designed, laid out and planted cultural landscape which has a combination of scientific, research and educational functions which are much valued by the community, both local and regional.²⁷</i></p>
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²⁷ '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>

5. HERITAGE IMPACT ASSESSMENT

5.1. Architectural Design Statement

TZG Architects have provided the following architectural design statement for the proposed works:

The building has been designed to provide greatest flexibility for future learning models and a high connectivity between the distinct areas.

The GLA's have been clustered around flexible learning areas which are again connect to large circulation zones.

The over-scaled circulation zones with niches for non-time-tabled activities and social interaction are designed to prevent the need of corridors for psychological benefit.

A multitude of voids provide the visual connection between separate precincts and create a sense of unity and community through light filled and airy spaces.

The atrium is designed to act as a Village Centre, a generous space, closely connected to the surrounding precincts, where students, staff and visitors can meet, eat and connect.

The existing structural grid provides the framework and sets the scale for the new precincts, which will be slotted into the frame.

The building envelope will be to most parts replaced by a new high performance skin to meet ESD requirements and future technologies.

All heritage elements will be retained and all new facade elements are designed to complement the heritage fabric and restore the building to it's former glory. The western facade is the main focal point and historic photos were the guide for the new facade layout.

Each of the precincts and spaces has a distinct character and scale. The spaces are all connected through a multitude of voids and glazed walls to provide a sense of unity and community...

6.6 Heritage Approach

All remaining heritage items will be retained.

All original building and landscape elements are to be restored and conserved.

The design of the new western facade is based on the original facade design by interpreting the solidity and the fenestration details of the original building.

Historic aerial photos of the original building show that the Bonds Top Dog fabric had a saw tooth roof to bring in light.

The proposed roof design uses the same strategy to bring daylight into the centre of the building and includes an array of south-facing skylights on the two main roofs.

5.2. Options Development

The proposed development evolved over time and considered a number of options. The following summary presents an overview of these options with an analysis of the associated positive, negative and cumulative effects relative to heritage fabric as well as the LEP and DCP controls.

5.2.1. Carpark Entry

Carpark Entry (Option 1)

Architectural Statement

TZG Architects have provided the following design statement:

- Existing car park entry to be retained.
- Extensive excavation to south to provide additional car parking spots.
- Demolition of the existing stormwater detention tank
- A large portion of the western open space is permanently taken up by the driveway access to the basement carpark.

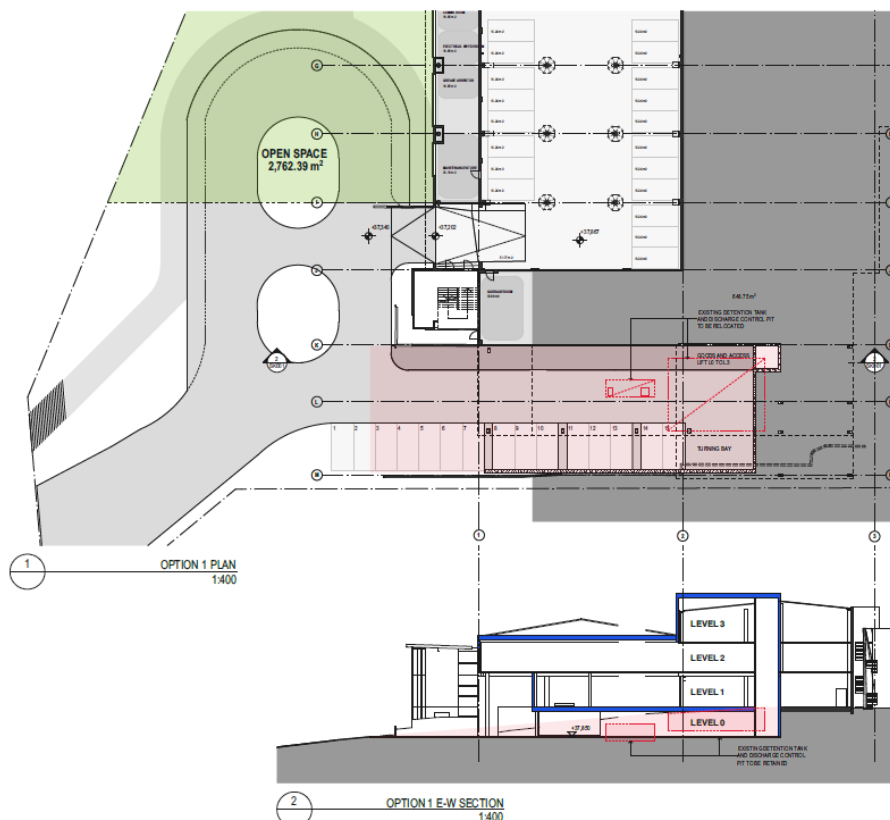


Figure 72: Car Park Entry - Option 1 (Source: TZG Architects, SK001, 07.06.2019).

Commentary

The following commentary provides a heritage response to the proposed Option 1 development and includes a list of the known heritage values that may be implicated by the works.

Heritage response	Known heritage values that may be implicated by the works
<ul style="list-style-type: none"> Will retain the existing basement car park entry. This is desirable from a heritage perspective The goods and access lift is positioned behind the building, concealing the lift over-run. This is desirable from a heritage perspective. Has less impact on the extant warehouse. This is desirable from a heritage perspective. 	<p>Warringah LEP 2011</p> <p><u>'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. 149</u></p> <p>Little to no impact on known heritage values.</p>

Carpark Entry (Option 2)

Architectural Statement

TZG Architects have provided the following design statement:

- Existing car park entry to be closed off and re-purposed for under cover bicycle parking.
- New carpark entry from the south to allow for the extension of the open space outside drop-off and pick-up hours.
- Less extensive excavation to south to provide additional car parking spots.
- Existing stormwater detention tank to be retained.
- A large portion of the western open space is now available for use as playground space.

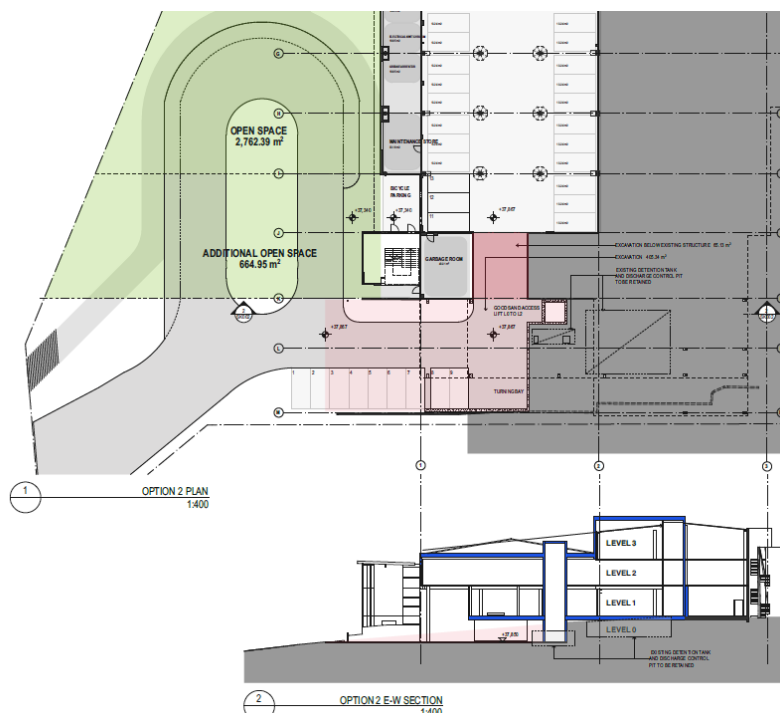


Figure 73: Car Park Entry - Option 2 (Source: TZG Architects, SK001, 07.06.2019).

Commentary

The following commentary provides a heritage response to the proposed Option 2 development and includes a list of the known heritage values that may be implicated by the works.

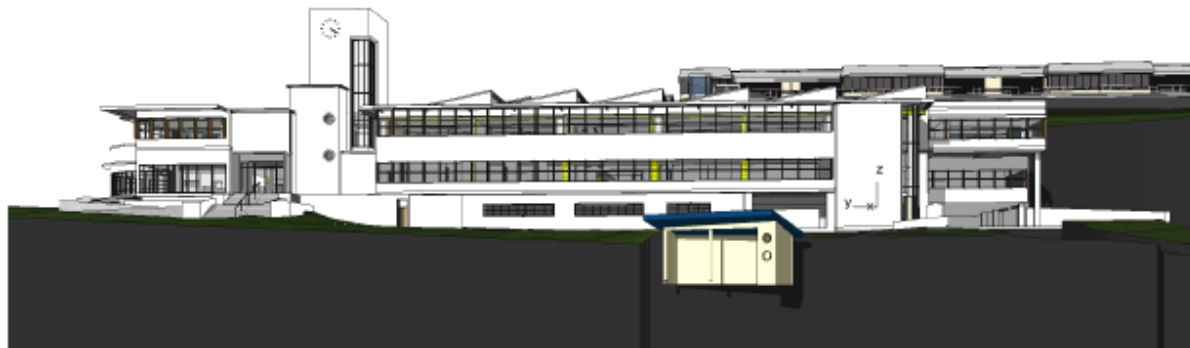
Heritage response	Known heritage values that may be implicated by the works
<ul style="list-style-type: none"> Will retain the existing basement carpark entry although this will be sealed off and interpreted to allow for bicycle parking. This is acceptable from a heritage perspective. A new entrance to the basement parking area will be created towards the rear of the Former Wormald building along the southern elevation. This will ensure that original fabric associated with the primary western elevation remains intact. This is desirable from a heritage perspective. The goods and services lift will be visible to the south of the Former Wormald building. However, the lift overrun will be lower than the ridgeline and will have no impact on the primary, western elevation. This is acceptable from a heritage perspective. 	<p>Warringah LEP 2011</p> <p><u>'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. 149</u></p> <p>Little to no impact to known heritage values</p>

5.2.2. Sawtooth Skylights

TZG Architects provided the following design statement in relation to the development of various options for the sawtooth skylights:

The design of the new roof lights, inspired by the original saw-tooth roof of the building underwent considerable development to maximise daylight and allow efficient stormwater drainage, whilst retaining the existing steel portal structure.

Sawtooth Skylights (Option 1)



OPT 1 WARRINGAH RD - PERSPECTIVE

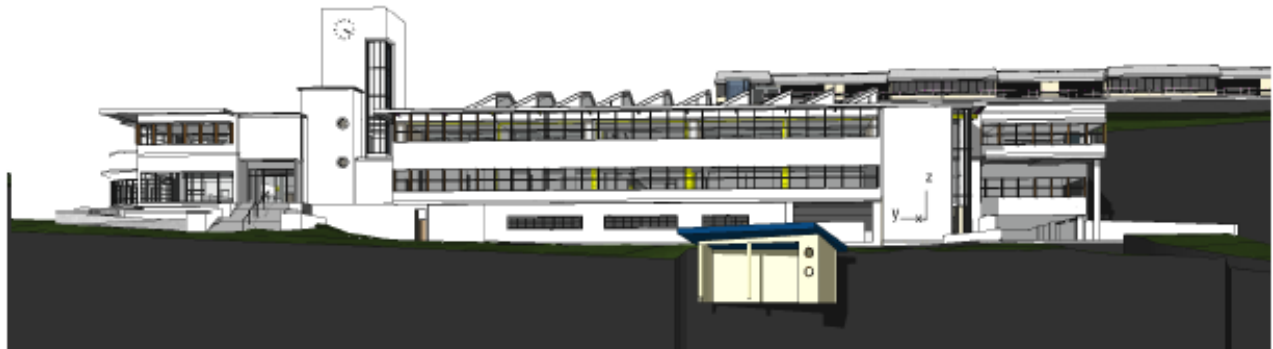


3 OPT 1 AERIAL VIEW - PERSPECTIVE

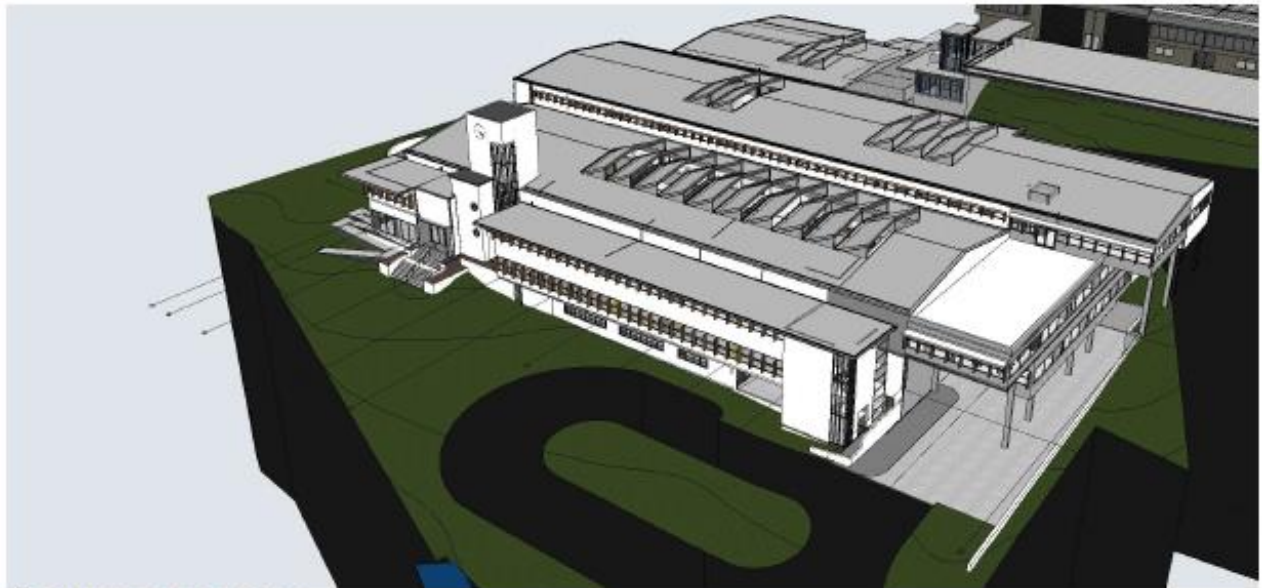
Figure 74: Roof Option 1 (Source: TZG Architects, SK011, 29.07.2019)

Heritage response	Known heritage values that may be implicated by the works
<ul style="list-style-type: none"> The introduction of a new sawtooth roof references the original roof structure. This is acceptable from a heritage perspective. The design of the proposed sawtooth roof is a variation of traditional forms; ensuring it is interpreted as new. This is acceptable from a heritage perspective. 	<p>Warringah LEP 2011</p> <p><u>'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. 149</u></p> <p>Little to no impact on known heritage values</p>

Sawtooth Skylights (Option 2)



1 OPT 2 WARRINGAH RD - RSPECTIVE



3 OPT 2 AERIAL VIEW - PERSPECTIVE

Figure 75: Roof Option 2 (Source: TZG Architects, SK012, 29.07.2019).

Heritage response

Known heritage values that may be implicated by the works

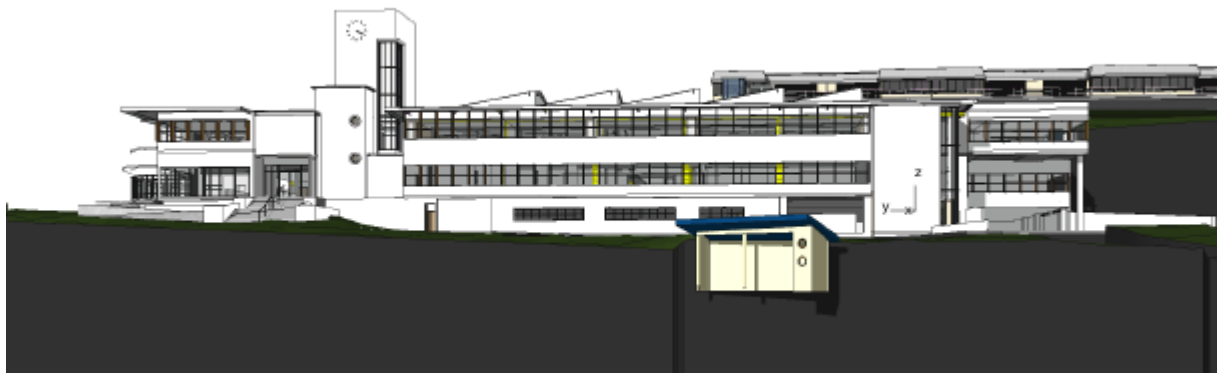
- The introduction of a new sawtooth roof references the original roof structure. This is acceptable from a heritage perspective.
- The design of the proposed sawtooth roof includes a greater number of ridges than options 1 and 3. It also relates more closely to a traditional design. Due to design detailing the new roof will be readily interpreted as new. This is acceptable from a heritage perspective.

Warringah LEP 2011

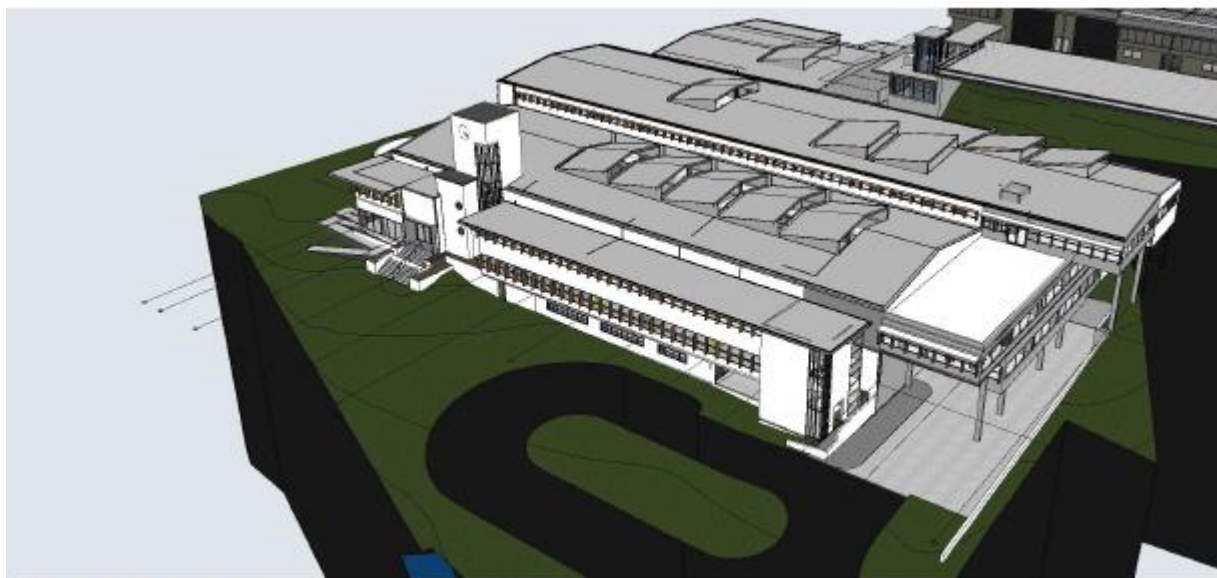
'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. 149

Little to no impact to known heritage values

Sawtooth Skylights (Option 3)



OPT 3 WARRINGAH RD - PERSPECTIVE



OPT 3 AERIAL VIEW - PERSPECTIVE

Figure 76: Roof Option 3 (Source: TZG Architects, SK013, 29.07.2019).

Heritage response	Known heritage values that may be implicated by the works
<ul style="list-style-type: none"> ▪ The introduction of a new sawtooth roof references the original roof structure. This is acceptable from a heritage perspective. ▪ The design of the proposed sawtooth roof relates more closely to a traditional design. Due to design detailing the new roof will be readily interpreted as new. This is acceptable from a heritage perspective. 	<p>Warringah LEP 2011</p> <p><u>'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. 149</u></p> <p>Little to no impact on known heritage values</p>

5.2.3. Acoustic Barrier Wall

TZG Architects have provided the following design statement:

The design of the noise barrier wall was developed in consultation with the Landscape and Acoustic Consultant and has been reviewed by the Heritage Consultant and the GANSW Office.

Multiple options have been investigated and the final option is presented here.

The main design consideration was to provide a design that is complimentary to the heritage fabric, comprising of the heritage building, the bus stop and the Stony Range Botanic Garden.

The noise barrier wall consists of three major elements:

- *A solid masonry base with sandstone cladding to visually and physically anchor the wall to the ground and tie it into landscape.*
- *An clear acrylic top wall to allow visual connection into and from the site and to reduce the bulk.*
- *An array of vertical fins to talk to the shading fins on the western building facade for design continuity and to interpret the rhythm of the original timber balustrade along the Pittwater Street footpath.*

Further design factors are to provide:

- *A wall that satisfies the acoustic requirements.*
- *A wall that represents the school's public face.*
- *A wall that is solid and transparent.*
- *A wall with simple geometry and high quality materials to integrate it into the site and the landscape.*
- *A wall that is inviting with integrated access gates.*
- *A wall to provide a calm and neutral background for the school signage.*



Figure 77: 3D image render showing the proposed acoustic boundary wall, looking south-east from Pittwater Road (Source: TZG Architects, 19.09.2019).



Figure 78: 3D image render showing the proposed acoustic boundary wall, looking north-east from Pittwater Road (Source: TZG Architects, 19.09.2019).

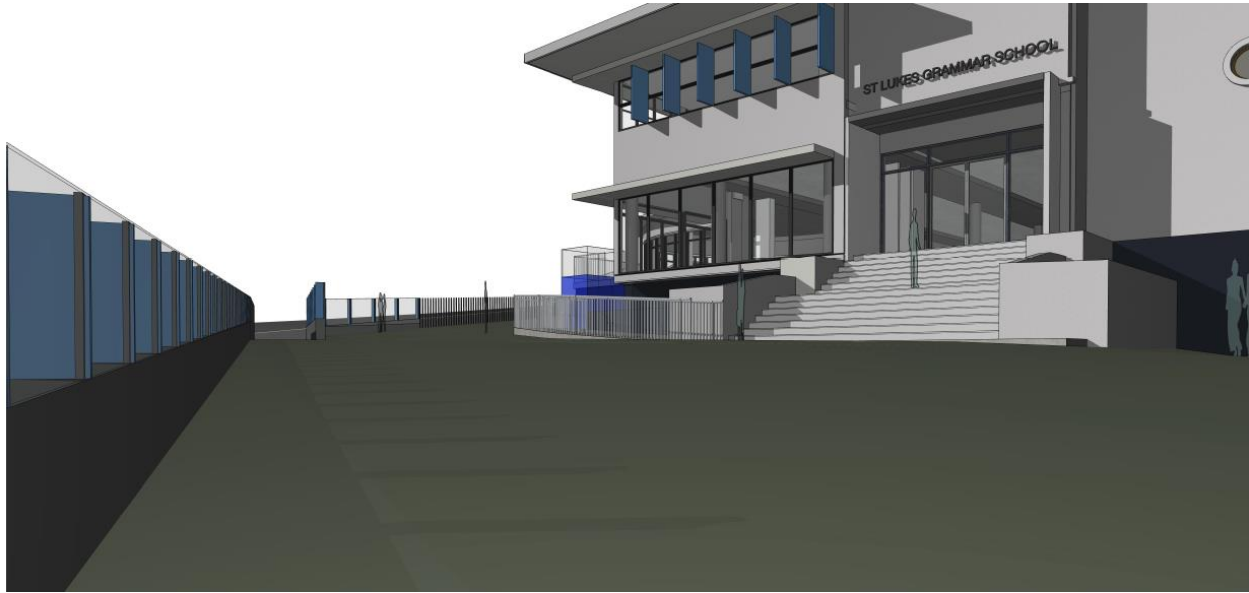


Figure 79: 3D image render showing the proposed acoustic boundary wall and accessibility platform lift directly north of the main entry via the Pittwater frontage (western elevation) (Source: TZG Architects, 19.09.2019).

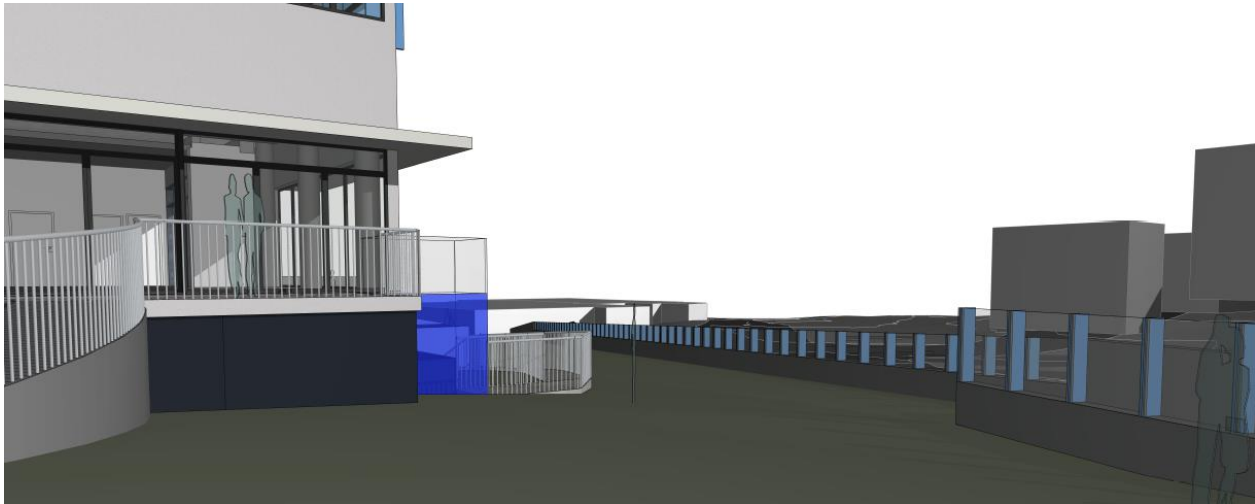


Figure 80: 3D image render showing the proposed acoustic boundary wall and accessibility platform lift directly north of the main entry via the Pittwater frontage (western elevation) (Source: TZG Architects, 19.09.2019).

Commentary

The following commentary provides a heritage response to the proposed development and includes a list of the known heritage values that may be implicated by the works.

Heritage response	Known heritage values that may be implicated by the works
<ul style="list-style-type: none"> The introduction of a partially transparent noise/acoustic boundary wall to the west will replace the existing metal fencing. This is acceptable from a heritage perspective. The design of the proposed noise boundary wall has been developed to be non-intrusive and to reduce obscurity of the significant western elevation. The western elevation will remain prominently visible. This is acceptable from a heritage perspective. 	<p>Warringah LEP 2011</p> <p><u>'Former Wormald Building (front entrance, tower and curved former canteen only)', 800 Pittwater Road, item no. 149</u></p> <p>Little to no impact on known heritage values</p> <p><u>'Bus Shelter', 800 Pittwater Road, item no. 15</u></p> <p>Little to no impact on known heritage values</p>

5.3. Chosen Options

5.3.1. Carpark Entry

Option 2 was the preferred option for the carpark entry and was further developed.

5.3.2. Sawtooth Skylights

The sawtooth skylight options considered were acceptable form a heritage perspective, resulting in further development of the design, predominately of Option 2, resulting in Option 4 (referred to as Option 2 in the *Architectural Design Report* by TZG Architects).

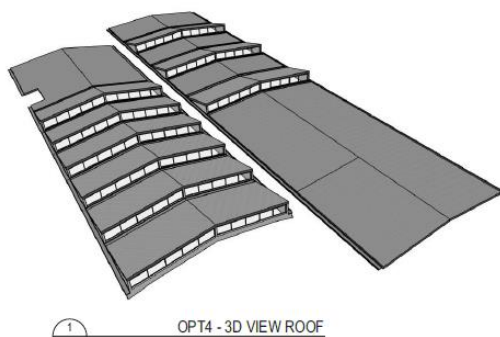


Figure 81: Excerpt from Skylight Option 2 - Glazing Calculation (Source: TZG Architects, SK044, 16.09.19).

5.4. Statutory Controls

The subject site is listed as a heritage item on Part 1 of Schedule 5 of the Warringah LEP 2011. The subject site is also located within close proximity to a number of heritage items and therefore is subject to the heritage provisions in the Warringah LEP 2011 and the Warringah DCP 2011.

5.4.1. Warringah Local Environment Plan (LEP) 2011

The proposal is addressed below in relation to the relevant clauses of the LEP.

Clause 5.10 Heritage Conservation	Discussion
<p>(2) Requirement for consent</p> <p><i>Development consent is required for any of the following:</i></p> <p><i>(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):</i></p> <p><i>(i) a heritage item,</i></p> <p><i>(ii) an Aboriginal object,</i></p> <p><i>(iii) a building, work, relic or tree within a heritage conservation area,</i></p> <p><i>(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,</i></p> <p><i>(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,</i></p> <p><i>(d) disturbing or excavating an Aboriginal place of heritage significance,</i></p> <p><i>(e) erecting a building on land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</i></p> <p><i>(f) subdividing land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</i></p>	<p>The subject site contains the heritage item listed as 'Former Wormald Building (front entrance, tower and curved former canteen only)' (item no. 149) under Schedule 5 of the Warringah LEP 2011.</p> <p>The proposal relates to the internal and external refurbishment of both the 224 Headland and 800 Pittwater Road sites in a three-stage approach:</p> <p><u>Stage 1</u></p> <p>224 Headland Road only</p> <ul style="list-style-type: none"> - Remove existing internal walls to create large open space for two basketball courts within footprint of former units 2 - 6 of 224 Headland Road - In stage 2 Basketball courts will also be used as Dance Studio and Multi Purpose Hall <p><u>Stage 2</u></p> <p>800 Pittwater Road</p> <ul style="list-style-type: none"> - Internal refurbishment of IMED and Fitness First tenancies as per Architectural drawings - Landscaping to Northern portion of site as per Landscape design - Accessible path to main entrance of school as per Architectural and Landscape drawings - Basement North carparking reconfigured - Basement South carparking reconfigured - New pedestrian path from Officeworks Basement carparking to Officeworks entrance - Reconfiguration of the southern on-grade car park to include a drop-off / pick-up area and bus turning path - New infill building between 224 Headland Road and 800 Pittwater Road to provide an accessible vertical connection <p><u>Stage 3</u></p> <p>800 Pittwater Road</p> <ul style="list-style-type: none"> - Internal refurbishment of Officeworks as per Architectural drawings

Clause 5.10 Heritage Conservation	Discussion
	<ul style="list-style-type: none"> - New extension to south of existing building as per Architectural drawings - Temporary spaces in Stage 2 reconfigured as per Architectural drawings - Landscaping to remainder of site as per Landscape design - Front parking area to be reconfigured to accommodate bus and kiss and drop area - Basement carpark reconfigured, entrance to carpark located to South <p>Due to the known heritage values of the 'Former Wormald Building' (800 Pittwater Road building) consent is required under this clause.</p>
<p>(4) Effect of proposed development on heritage significance</p> <p><i>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i></p>	<p>In accordance with this clause, this HIS has given careful consideration to the proposed works and their impact on the heritage significance of the heritage item within the subject sites and the heritage items located in proximity.</p> <p>Further discussion and assessment of this impact has been provided in Section 5.4.2.</p>
<p>(5) Heritage assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p>(a) on land on which a heritage item is located, or</p> <p>(b) on land that is within a heritage conservation area, or</p> <p>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</p> <p><i>require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</i></p>	<p>This HIS has been prepared in accordance with this clause due to the subject sites' known heritage values as listed in Section 1.4 - Heritage Listing. It has been guided by methodology laid out in the Heritage Manual "Statements of Heritage Impact" and "Assessing Heritage Significance Guidelines". It has also been guided by the principles of the Burra Charter, 2013.</p>
<p>(6) Heritage conservation management plans</p> <p><i>The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the</i></p>	<p>A Conservation Management Plan (CMP) has not been prepared for the subject site as it is not considered to be of heritage significance to warrant its preparation. This HIS has provided sufficient</p>

Clause 5.10 Heritage Conservation	Discussion
<i>submission of a heritage conservation management plan before granting consent under this clause.</i>	background history and fabric analysis to inform the likely impact of the proposed works.
<p>(7) Archaeological sites</p> <p><i>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):</i></p> <p><i>(a) notify the Heritage Council of its intention to grant consent, and</i></p> <p><i>(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.</i></p>	An archaeological assessment does not form part of the scope of this HIS, however a Non-Indigenous Archaeological Assessment: 800 Pittwater Road, Dee Why & 224 Headland Road, Curl Curl NSW has been carried out by CPH separately. Reference should be made to this assessment for further detail related to archaeological potential and mitigation measures.
<p>(8) Aboriginal places of heritage significance</p> <p><i>The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:</i></p> <p><i>(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and</i></p> <p><i>(b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.</i></p>	Further investigation into potential Aboriginal heritage of the subject site is beyond the scope of this report, however, CPH has conducted a basic AHIMS search which has identified 0 Aboriginal heritage sites within a 50 m buffer of the subject sites.

5.4.2. Warringah Development Control Plan (DCP) 2011

It is noted that the Warringah DCP 2011 includes few specific controls related to heritage and conservation. The following is therefore a general discussion of the proposal and its likely impact on significant heritage elements associated with the subject site.

Discussion

The Former Wormald building (heritage item I49) maintains some historical significance in its prominent western elevation, particularly when viewed from Pittwater Road. The proposal has been designed to reduce any potential for obscurity and will maintain all elements identified to have particular historical and

architectural significance including the curved former canteen (northern elevation), northern-most entrance (adjacent to Fitness First) and the clock tower.

Interior Works

The proposal predominately consists of works to the interior of the Former Wormald building (800 Pittwater Road) and 224 Headland Road related to the amalgamation of the separate existing tenancy fitouts into one larger contemporary school fitout. Whilst the internal works to the Former Wormald building are to be carried out over stages 2 and 3 are extensive, these works are proposed to the highly modified interiors of little to no significance as identified in Sections 3 and 4 of this report.

Similarly, interior fabric to 224 Headland Road is also considered to be of no significance and thereby acceptable from a heritage perspective.

Works to Western Façade

Whilst some works will be carried out to the exteriors of the Former Wormald building, all noted significant elements will be retained in situ. However, it is noted that stages 2 and 3 propose demolition to the western, most prominent, façade of the former Wormald building and will have an overall impact. This demolition is proposed predominately to non-significant, later addition fabric including the existing continuous aluminium-framed windows, ground floor (Level 0) entry into the existing Officeworks tenancy, and an alfresco dining area located on the north-western corner. The removal of these non-original fabric and elements is not considered to be of adverse heritage impact as they date to additions and alterations of the 1990s - 2010s associated with the existing tenancies and have significantly altered original aspects of the western façade. The proposed works will therefore be sympathetic to the Former Wormald building in design and scale by reducing further significant changes to the façade.

Further, following removal of elements on the western façade, new windows with shading will be installed to align with the new interior fitout with the additional sections are made good. The existing entry to the Officeworks tenancy will be enclosed and the section of the façade connecting the clocktower to the south will see its existing windows replaced with undecorated wall surface. These works to the western facade are considered to be sympathetic and compatible as the proposed design developed with reference to historical imagery to better restore the Former Wormald building to its former aesthetic. The new design interprets the solidity and fenestration patterns of the original factory façade. Overall, it is considered that the works to the western façade will provide a better heritage outcome with no adverse impact to the identified heritage significance of the former Wormald building.

Works to the Roof

An interpretive heritage approach has similarly been adopted in the design of the sawtooth skylights and roof form. Southern-facing skylights (addressed in Sections 5.2.2 and 5.3.2), solar panels and a roof terrace to the south-western corner are proposed to the new roof form of the Former Wormald building. The skylights and solar panels will be visible only from above however will require demolition and removal of existing roofing to accommodate the design. The proposed placement of the skylights has been considered with lighting capabilities in mind to improve amenity of the interior. The proposed new roof form will utilise compatible roof sheeting to minimise the impact to heritage significance. Overall, the works to the existing roofing are considered to be acceptable from a heritage perspective and will not be visible except from above and do not require works to significant elements of the building. In addition, due to the extensive works undertaken to the Former Wormald building during the 1990s to 2010s it is considered that the roofing is not original fabric and of little to moderate significance due to its association with the building's existing form.

Works to the Shape and Form

The overall existing shape and form both the Former Wormald and 224 Headland road buildings will be maintained under the proposal. Additional storeys will be created within the existing framework and bulk of each building through internal horizontal subdivision. This has been developed to mitigate the potential for any adverse impact to heritage significance and is considered acceptable from a heritage perspective.

It is noted however that vertical additions are proposed to the rear (south-east) of the Former Wormald building to provide a lift well, staircase and connection between the two subject buildings. This addition has been positioned so as to be minimally visible when viewed from the west, preserving the clock tower's visual prominence and reducing impact to the heritage significance of the Former Wormald building's western façade. Further, the connection and works will be made to non-significant fabric and thereby considered overall to have no adverse impact to heritage significance.

Another extension to south of the Former Wormald building is also proposed to incorporate additional classrooms above the car park entrance. This extension will be in line with the existing building form and will include an addition to Level 1 and above will not increase the building's overall footprint or bulk. This is considered acceptable from a heritage perspective.

Views

Significant views toward the Former Wormald building from the west will be maintained. The proposed noise/acoustic boundary wall will be partially transparent to further mitigate obscurity. This is considered acceptable from a heritage perspective.

The proposed works will also maintain existing views between the subject sites and have no impact between either site and Headland Road.

Signage

The proposal includes the installation of new signage in three distinct styles across four locations. The proposed signage will be in keeping with the St Luke's Grammar School branding, comprised of individual metal lettering and the school crest. Three of the proposed signs will be comprised of lettering only, positioned in two places along the noise/acoustic boundary wall and above the northern entrance (currently adjacent to Fitness First), whilst the fourth will be a combination of both lettering and crest to the south-western corner of the Former Wormald building. The proposed signage will be permanent, fabricated from clear finished stainless steel plate and is considered to have no adverse heritage impact on the architectural character of the former Wormald building.

Materials and Finishes

Materials, colours and finishes selected for the proposed works will be sympathetic to the former Wormald building as well as the bus shelter and Stony Range Reserve located in proximity. A series of muted exterior colours with blue accents have been proposed to understate the works in context of the heritage item with specific tones yet to be selected. The proposed new windows and frames to the western façade will in addition be affixed with Vitra Panel Façade shading in varying blues with specific tones yet to be identified, and polished concrete has been proposed for the majority of internal flooring.

Overall the proposed palette of colours, materials and finishes will be muted, clearly discernible from original fabric along the exterior of the Former Wormald building and will complement the existing façade. These are acceptable from a heritage perspective.

5.5. 'Statements of Heritage Impact' (NSW Heritage Manual)

The following questions have been extracted from the publication, *Statements of Heritage Impact* by the Heritage Office and Department of Urban Affairs & Planning 1996, revised 2002. Responses have been provided in relation to the proposed development.

Questions to be answered	This proposal relates to these matters as follows:
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	As noted above previously, the proposed works have been informed by heritage design advice provided by CPH. The proposed works therefore have been devised to meet the requirements of the

	<p>St Luke's Grammar School whilst also ensuring that the significant heritage values of the subject site will not be impacted adversely.</p> <p>Whilst some intervention into the Former Wormald building exterior will be required, all elements identified as significant including the curved former canteen, clock tower, northern-entry (adjacent to the existing Fitness First) and overall building form will be retained. Further, the proposed works to the exterior will be undertaken to modified fabric associated with contemporary additions and alterations (c.1990s - 2000s).</p> <p>As such, the proposed works are considered to appropriately respond to, respect and enhance the heritage significance of the site.</p>
<p>The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:</p>	<p>No aspects of the proposed works are considered to have the potential to detrimentally impact on the heritage significance of the site. Whilst some intervention is required into the exterior for the purpose of altering entry to the basement carpark, the addition of sawtooth skylights to the roof, and the alteration to general window fenestration patterns to match the proposed new internal fitouts and floor division, these works involve minimal intervention into significant fabric.</p> <p>All other works including internal refurbishment, construction of the lift well to the south-east (to link both existing building) and proposed new boundary wall and signage have been developed to be minimally impactful and primarily involve intervention into fabric considered to be of little to no significance.</p>
<p>The following sympathetic solutions have been considered and discounted for the following reasons:</p>	<p>All solutions provided in relation to the proposed development have been devised in consultation with CPH and with consideration to the constraints and opportunities in alignment with the heritage significance of the subject sites. CPH has provided heritage design advice from the outset and a discussion of the different design options addressed has been included at Sections 5.1 and 5.3.</p>

6. CONCLUSION AND RECOMMENDATIONS

In conclusion, it is considered by City Plan Heritage that the works, proposed to be undertaken in three stages for the both internal and external refurbishment of the existing buildings at 224 Headland and 800 Pittwater Roads, are acceptable from a heritage perspective and will involve no adverse impact to the identified significant heritage elements of the Former Wormald Building (western) façade.

The proposed new interior fitout and works will be undertaken to highly modified fabric of little to no significance. Existing tenancies will be amalgamated and refurbished to create additional levels and layout conducive to the school within the confines of the existing building shape and form to mitigate potential heritage impact. The overall shape and bulk of the subject buildings will be preserved.

The dominant western façade of the Former Wormald (800 Pittwater) building will require some demolition works, however the proposal will maintain all identified significant heritage elements including the clock tower and curved corner. Further, the works aim to interpret the historical aesthetic of the former factory façade in the solidity and fenestration patterns formed by the introduction of new windows. This is also the approach adopted for the new roof form and skylights.

The proposed new carpark entrance, in addition to the remainder of the proposed works, has been developed with input from CPH and designed to minimise impact to the significant western façade of the Former Wormald building.

Some new additions are proposed to the south and south-eastern corner of the Former Wormald building for the purpose of installing a new lift-well, staircase and connection between the two subject buildings, and to provide extension to Level 1 and above to accommodate additional classrooms. These additions will be minimally visible when viewed from the west, will not detract from the significant façade elements like the clock tower and will blend into the building façade.

Signage is proposed to the noise/acoustic boundary wall and western façade comprised of clear finished stainless-steel plate. The signage is consistent with the branding for St Luke's Grammar School, will be neutral in colour and will be applied to new fabric or fabric of little to no heritage significance. The proposed style of the signage will be compatible with the architectural character of the former Wormald building.

Lastly, the colours, materials and finishes proposed will be neutral with blue utilised to accent the window shades. This palette has been developed to be understated with new materials clearly discernible from original.

The proposal demonstrates compliance with the existing controls regarding heritage conservation and is therefore recommended to Council for approval.

With the following recommendations:

Photographic Archival Recording

- A built heritage specialist is to develop an archival record (before, during and after) of areas implicated by the works in accordance with the Heritage Division of the NSW Office of Environment & Heritage guidelines *Photographic recording of Heritage Items Using Film or Digital Capture (2006)*.

Heritage Interpretation

- A built heritage specialist is to develop a heritage interpretation plan for the proposed development in accordance with the Heritage Division of the NSW Office of Environment & Heritage publications, *Interpreting Heritage Places and Items (2005)* and *Heritage Interpretation Policy (2005)*.

Monitoring

- The built heritage specialist is to be on site during all critical processes that require specialist knowledge and methodology. Should any discoveries be made apparent during the absence of the built heritage specialist, they are to be notified immediately and work in that area is to cease.

- The built heritage specialist is to undertake regular inspections to suit the works. Timing and frequency to be agreed with the contractor.
- The built heritage specialist is to monitor the works and ensure that compliance conditions pertaining to heritage fabric are met.
- All new work associated with heritage fabric to be discreetly dated as such.
- All junctions between new and original fabric to be reversible and easily identifiable as such.

Schedule of Conservation Works

- A built heritage specialist is to develop a schedule of conservation works that identifies the works required to remedy issues identified, as well guide repairs, restoration or reconstruction. The schedule of conservation works should be prepared in accordance with the NSW Office of Environment & Heritage Maintenance Series.

CITY PLAN HERITAGE
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