Mona Vale Road East Upgrade: Statement of Heritage Impact

Prepared by Australian Museum Consulting
for SMEC Australia Pty Ltd, on behalf of Roads and Maritime Services

Final

April 2015

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| **Approved by:** | Jennie Lindbergh, Senior Project Manager, Australian Museum Consulting |
Executive Summary

Australian Museum Consulting has been commissioned by SMEC Australia Pty Ltd, on behalf of Roads and Maritime Services, to prepare a Statement of Heritage Impact addressing the proposed impacts to heritage items arising from the Mona Vale Road East Upgrade between Manor Road, Ingleside and Foley Street, Mona Vale. The proposal involves upgrading about 3.2 kilometres of Mona Vale Road from a two lane (one in each direction) undivided road to a four lane (two lanes in each direction) divided road.

Two identified items with local heritage significance are located next to the proposal area:
- Mona Vale Cemetery (formerly Turimetta Cemetery), 107 Mona Vale Road (Lot 2, DP 1124862)
- Mona Vale Cemetery gateposts, 107 Mona Vale Road (Lot 2, DP 1124862).

The proposed works will not encroach on the heritage curtilage of these items. However, there is potential for a temporary increase in noise levels and vibration during construction, which may have a minor impact on the integrity of the gateposts and masonry features near the southern perimeter of the cemetery. Consideration should be given to monitoring the effects of vibration from construction machinery on the Mona Vale Cemetery gateposts and the S.O. Reynolds Memorial Wall within Mona Vale Cemetery.

There will be a short term adverse effect on the aesthetic significance of the cemetery and gateposts during the construction period. A raised garden bed along the southern boundary of Mona Vale Cemetery provides a visual buffer to Mona Vale Road. Contractors should be appropriately briefed about the heritage significance of the cemetery and gateposts prior to the start of works, and care should be taken to avoid inadvertent damage to the existing plantings. Following the proposed works, landscaping will be undertaken over the length of the proposal, which will ensure that the aesthetic values of the Mona Vale Cemetery and gateposts are respected and protected.

Furthermore, the construction of a westbound left turn lane out of Foley Street requires the removal of the Pittwater RSL Branch War Memorial and commemorative open space and the corner landscaped gun emplacement, which are likely to have social value to RSL members and the local community as iconic symbolic landscape elements. Consideration should be given to the relocation of the two discrete commemorative features to a suitable location within the RSL grounds, in consultation with the RSL Branch members.

In addition, one potential item was identified through historical research:
- Potential Archaeological Site, 82 Mona Vale Road (Well on Lot 26 DP 654262).

Based on historical research, and the results of an historic heritage survey, it was concluded that any relics associated with the well have little, if any research potential and significance. No further archaeological assessment or investigation of the potential archaeological site is required. Should the well be exposed during works, it should be capped and the location marked on plan.

Should any unexpected historic heritage relics or features be exposed during the proposed works, all work would immediately cease in the vicinity of discovery, and managed in accordance with the Roads and Maritime *Standard Management Procedure - Unexpected Archaeological Finds* (2012).
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1 Introduction

Australian Museum Consulting (AM Consulting) has been commissioned by SMEC Australia Pty Ltd (SMEC), on behalf of Roads and Maritime Services (Roads and Maritime), to prepare a Statement of Heritage Impact (SoHI) addressing the proposed impacts to heritage items arising from the Mona Vale Road East Upgrade. This report will form part of the Review of Environmental Factors (REF) prepared by SMEC, under Part 5 of the Environmental Planning and Assessment Act 1979.

1.1 The Proposal

Roads and Maritime propose to upgrade about 3.2 kilometres of Mona Vale Road between Manor Road, Ingleside and Foley Street, Mona Vale (Mona Vale Road East Upgrade), from a two lane (one in each direction) undivided road to a four lane (two lanes in each direction) divided road (the proposal).

Mona Vale Road is the main east-west link between the Pacific Highway, Pymble and Pittwater Road at Mona Vale totalling about 20 kilometres in length and carrying about 22,000 vehicles per day through the proposal area. Mona Vale Road is a classified B-double route and a bus route, with heavy vehicles making up about 10 per cent of the total traffic count using the road.

The proposal is located within the Pittwater local government area (LGA) and is within the Roads and Maritime Sydney Region. The western part of the proposal area is primarily within a bushland setting with Katandra Bushland Sanctuary located on the northern side of Mona Vale Road and part of Ingleside Chase Reserve on the southern side. The eastern section of the proposal is more urbanised and is characterised by adjacent residential development, light industry, commercial land uses, recreational areas and Mona Vale General Cemetery. The proposal area is within the Narrabeen Lagoon Catchment and several drainage lines flow beneath Mona Vale Road in a south easterly direction, with Narrabeen Creek the most prominent.

The existing two-lane road has a steep vertical alignment and no overtaking opportunities east of Manor Road. Traffic congestion within the proposal area occurs for variety of reasons, including:

- High and increasing traffic volumes using this arterial road
- 'Bottlenecking' caused by traffic merging from two lanes into a single lane at both ends of the proposal area
- Heavy vehicles travelling below the posted speed as they climb or descend the steep hill within the proposal area.

As a result of the steep grades, heavy vehicle use, and lack of overtaking opportunities, road users frequently experience major traffic delays both during and outside of peak periods, as traffic flow behind heavy vehicles is slowed. In addition to the traffic congestion, this section of Mona Vale Road has a high crash rate indicating safety issues for vehicles using this road.

The proposal is needed to reduce congestion and improve road safety. In addition, the concept design provides for anticipated future growth in the region.

The key features of the proposal generally include:

- Widening Mona Vale Road between Manor Road and Foley Street from two lanes to four lanes (two-lanes in each direction)
- Provision of a central concrete safety barrier along the length of Mona Vale Road between east of Manor Road to east of Daydream Street
• Provision of three metre wide shoulders along the length of Mona Vale Road between Manor Road and Foley Street to allow for breakdowns and on-road cyclists
• Provision of fauna connectivity measures at the end of Lane Cove Road (near Narrabeen Creek) by duplicating an existing culvert
• Provision of a truck arrester bed behind the shoulder of the Mona Vale Road eastbound lane approaching Walana Crescent
• Relocation of the eastbound bus stop on Mona Vale Road, near the Ponderosa Parade and Samuel Street intersection, about 250 metres further east
• Replacing the existing roundabout at the intersection of Ponderosa Parade and Samuel Street with new traffic control signals and signalised pedestrian crossings. Approaches to the new signalised intersection would include:
  ○ Provision of two through lanes (eastbound) and two through lanes (westbound)
  ○ Provision of bus priority lanes on Mona Vale Road on the approaches to and departures from the intersection of Ponderosa Parade and Samuel Street
  ○ Provision of dedicated turning lanes from Mona Vale Road (eastbound) to Samuel Street (dedicated left turn lane), and to Ponderosa Parade (dedicated right turn lane)
  ○ Provision of dedicated turning lanes from Mona Vale Road (westbound) to Samuel Street (dedicated right turn lane), and to Ponderosa Parade (dedicated left turn lane)
• Reconfiguration of the intersection with Emma Street to left turn in and left turn out only
• Upgrading the existing signalised T-intersection at Foley Street and Mona Vale Road to provide a westbound left turn lane into Foley Street and a westbound left turn lane out of Foley Street
• Providing a 3.5 metre wide shared path (for pedestrians and cyclists) on the southern side of Mona Vale Road between Ponderosa Parade and Foley Street
• Providing additional pedestrian connectivity in the form of a minimum 1.5 metre wide concrete path along Lane Cove Road linking to Mona Vale Road near Walana Crescent. Pedestrian connectivity for the proposal would be provided away from the Mona Vale Road corridor due to the steep descent from the Warriewood escarpment
• Undertaking utilities relocation where required including the provision of a utility corridor along Lane Cove Road, away from the Mona Vale Road corridor
• Posted speed limit of 80 kilometres per hour once the road upgrades when both the proposal and the proposed Mona Vale Road West upgrade, McCarrs Creek Road to Powder Works Road, are complete
• Posted speed limit of 60 kilometres per hour for truck and buses eastbound descending the escarpment
• Provision of steep descent signage with flashing lights
• Upgrade of the existing pavement and cross drainage systems including the construction, reconstruction and extension of pavement drainage lines
• Construction of retaining walls, up to about six metres in height, at various locations within the proposal area
• The proposal would include about five main cuttings, up to 16 metres in height, at various locations within the proposal area
• Installation of traffic monitoring cameras at all signalised intersections to assist with traffic management
• Landscaping over the length of the proposal
• Establishing temporary site compounds and stockpiles during construction.

The proposal would be funded by the NSW Government. Subject to approval and funding, construction works are expected to commence in the first half of 2017. Figure 1.1 shows the regional context while Figure 1.2 shows the key design features of the proposal.
Figure 1.1 Regional context of the proposal.
Figure 1.2 Proposal key design features.
1.2 Methodology

This report is consistent with the principles of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter), and has been prepared in accordance with current heritage best-practice guidelines as identified in the *NSW Heritage Manual* (1996) and relevant associated supplementary publications, including *Assessing Heritage Significance* (2001) and *Statements of Heritage Impact* (2002) and *Assessing Significance For Historical Archaeological Sites and ‘Relics’* (2009).

To fulfil the requirements of the project, a review of statutory and non-statutory heritage lists and registers, and heritage studies prepared to support the environmental heritage schedule of the Pittwater Local Environmental Plan 2014 (Pittwater LEP) was undertaken.

An initial site visit was conducted by AM Consulting Project Officer Ngaire Richards on 5 September 2014, escorted by Roads and Maritime Project Development Manager Deanne Forrest and members of the SMEC project team. A historic heritage survey was conducted on 7 January 2014 by AM Consulting Project Officer Ngaire Richards, assisted by Kosta Thompson. All photographs in this report were taken at these times, unless otherwise indicated, using Fuji FinePix HS20EXR and Canon PowerShot S100 digital cameras.

1.3 Authorship & Acknowledgements

This report has been prepared by AM Consulting Project Officer, Ngaire Richards, with assistance from AM Consulting Project Officer, Laressa Berehowyj. AM Consulting Senior Project Manager Jennie Lindbergh provided technical advice and reviewed the report for quality and consistency.

The author would like to acknowledge the assistance of the following people in the preparation of this report:

- Kosta Thompson
- Sharelle Ravenscroft, Local Studies Librarian, Mona Vale Library
2 Legislative Context

The conservation and management of heritage items, places, and archaeological sites takes place within the framework of relevant Commonwealth, State or local government legislation. Non-statutory heritage lists and registers, ethical charters, conservation policies, and community attitudes and expectations can also have an impact on the management, use, and development of heritage items. The following describes the relevant statutory and non-statutory heritage listings for the study area.

2.1 Environment Protection and Biodiversity Conservation Act 1999 (Cth)

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) provides a legal framework for the protection and management of places of national environmental significance. The heritage lists addressed by the EPBC Act include the National Heritage List (NHL) and the Commonwealth Heritage List (CHL). The NHL protects places that have outstanding value to the nation. The CHL protects items and places owned or managed by Commonwealth Government agencies. The Australian Government Department of the Environment is responsible for the implementation of policies and programs to protect and conserve the environment, water and heritage and to promote climate action. Approval from the Minister is required for controlled actions which would have a significant impact on items and places included on the NHL or CHL.

There are no items or places in the vicinity of the study area listed on the NHL or CHL.

2.2 Heritage Act 1977 (NSW)

The Heritage Act 1977 (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects, precincts and archaeological sites that are of State heritage significance. Where these items have particular importance to the people of NSW, they are listed on the State Heritage Register (SHR).

Part 4, Sections 57-69 of the Heritage Act address the requirements for items and places listed on the SHR, or that are the subject of an interim heritage order. Works which include demolition, damage or alteration of a heritage item or place require the approval of the Heritage Council of New South Wales or its delegates.

There are no items in the vicinity of the Mona Vale East Upgrade listed on the SHR.

Part 6, Sections 139-145 of the Heritage Act provides statutory protection to relics, archaeological artefacts, features or deposits. Excavation or disturbance of land that is likely to contain, or is believed may contain archaeological relics must be undertaken in accordance with an excavation permit issued by the Heritage Council or its delegates (or in accordance with a gazetted exception under Section 139(4) of the Act). The Act also provides for the unintentional disturbance of archaeological relics. Under Section 146, the Heritage Council must be notified immediately if relics are unintentionally located or disturbed. Works may be required to cease pending consultation and further research.

The Heritage Act defines an archaeological relic as:

any deposit, artefact, object or material evidence that:

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

(b) is of State or local heritage significance.
2.2.1 Roads and Maritime Services Heritage and Conservation Register

Part 8, Section 170 of the Heritage Act requires government departments and agencies to maintain a Heritage and Conservation (Section 170) Register. Part 4, Clause 22(1) of the Heritage Regulation 2012 describes the assets that must be included on a Heritage and Conservation Register:

(a) items that are listed as heritage items under an environmental planning instrument made under the Environmental Planning and Assessment Act 1979,
(b) items that are subject to an interim heritage order,
(c) items that are listed on the State Heritage Register,
(d) items identified by the government instrumentality concerned as having State heritage significance.

Section 170A of the Act requires that a government instrumentality must give the Heritage Council of NSW not less than 14 days written notice before the government instrumentality:

(a) removes any item from its register under section 170, or
(b) transfers ownership of any item entered in its register, or
(c) ceases to occupy or demolishes any place, building or work entered in its register.

Most activities that impact on heritage items, other than maintenance and cleaning, will require an assessment of impacts on heritage significance.

There are no items in the vicinity of the Mona Vale Road East Upgrade listed on the Roads and Maritime Heritage and Conservation Register.

2.3 Environmental Planning and Assessment Act 1979 (NSW)

The Environmental Planning and Assessment Act 1979 (EP&A Act) is the main act regulating land use planning and development in NSW. Under Part 5, Section 111 of the EP&A Act, Roads and Maritime, as proponent and determining authority for the proposed upgrades, must examine and take into account the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity. Clause 228(2)(e) of the Environmental Planning and Assessment Regulation 2000 states that, for the purposes of Part 5 of the EP&A Act, these factors include:

any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations.

The EP&A Act also provides for the making of environmental planning instruments (EPIs). Two types of EPIs can be made: State Environment Planning Policies (SEPPs), addressing matters of State or regional environmental planning significance; and Local Environmental Plans (LEPs) covering local government areas. LEPs commonly identify, and have provisions for, the protection of local heritage items and heritage conservation areas. The study area is located in the Warringah and Pittwater Local Government Areas (LGAs).

2.3.1 State Environmental Planning Policy (Infrastructure) 2007

The State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) provides development controls for the delivery of infrastructure across NSW. Clause 94(2)(c) ‘Development permitted without consent—general’ permits development in connection with a road or road infrastructure facilities if it is for the purpose of alterations or additions to an existing road (such as widening, duplication or reconstruction of lanes, changing the alignment or strengthening of the road).

Clause 14 ‘Consultation with councils – development with impacts on local heritage’ specifies the actions that must be taken by a public authority in regard to local heritage when carrying out development without consent:
(1) This clause applies to development carried out by or on behalf of a public authority if the development:
   a. is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area, and
   b. is development that this Policy provides may be carried out without consent.

(2) A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies unless the authority or the person has:
   a. had an assessment of the impact prepared, and
   b. given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and
   c. taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.

2.3.2 Pittwater Local Environmental Plan 2014

Clause 5.10 of the Pittwater LEP provides for the protection of heritage items and heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places of heritage significance. Items that are identified as having local heritage significance are listed on Schedule 5 Environmental heritage of the LEP.

There are two items on listed on Schedule 5, Part 3 Archaeological sites in the vicinity of the Mona Vale East Upgrade (Table 2.1).

Table 2.1 Archaeological sites in the vicinity of the Mona Vale East Upgrade.

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Item name</th>
<th>Address</th>
<th>Property description</th>
<th>Significance</th>
<th>SHI No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mona Vale</td>
<td>Mona Vale Cemetery (formerly Turimetta Cemetery)</td>
<td>107 Mona Vale Road</td>
<td>Lot 2, DP 1124862</td>
<td>Local</td>
<td>2270088</td>
</tr>
<tr>
<td>Mona Vale</td>
<td>Mona Vale Cemetery gateposts</td>
<td>107 Mona Vale Road</td>
<td>Lot 2, DP 1124862</td>
<td>Local</td>
<td>2270327</td>
</tr>
</tbody>
</table>

The summary statement of significance for Mona Vale Cemetery (formerly Turimetta Cemetery) is:

This cemetery is important for the historical evidence recorded on gravestones concerning the residents of Mona Vale and its surrounding area. It is also significant as an example of twentieth century burial practices for a number of different religious and cultural groups.

The summary statement of significance for the Mona Vale Cemetery gateposts is:

The gateposts are locally significant for their association with the original entrance to first general cemetery in the area and because they were built by James Booth, a local stonemason who was also associated with the construction of a number of other important local structures.

Heritage Inventories for these items are attached in Appendix A.

The Pittwater LEP heritage curtilage of Mona Vale Cemetery (formerly Turimetta Cemetery), and the Mona Vale Cemetery gateposts, is defined by the boundary of Lot 2, DP 1124862 and is identified in Figure 2.1.
2.4 Non-statutory registers and heritage studies

2.4.1 Draft Pittwater Community Based Heritage Study Review (City Plan Heritage 2014)

In 2014, the State Heritage Inventory (SHI) forms for local heritage items listed on Schedule 5 of the Pittwater LEP were updated as part of the draft Pittwater Community Based Heritage Study Review (Pittwater Review), and additional potential heritage items were nominated by the local community (City Plan Heritage 2014). The Pittwater Review was placed on public exhibition in 2014, and while the submissions received are under consideration, the provisions of the Pittwater LEP regarding listed heritage items and archaeological sites continue to apply.

The Pittwater Review recommended consolidating the existing Pittwater LEP listings for the Mona Vale Cemetery and gateposts. As such, there is one heritage item identified in the vicinity of the Mona Vale East Upgrade (Table 2.2). No additional potential heritage items were identified in the vicinity of the proposal.

Table 2.2 Archaeological sites in the vicinity of the Mona Vale East Upgrade.

<table>
<thead>
<tr>
<th>Suburb</th>
<th>Item name</th>
<th>Address</th>
<th>Property description</th>
<th>Significance</th>
<th>SHI No</th>
</tr>
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<tbody>
<tr>
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<td>Mona Vale Cemetery and Gateposts</td>
<td>107 Mona Vale Road</td>
<td>Lot 2, DP 1124862</td>
<td>Local</td>
<td>2270088</td>
</tr>
</tbody>
</table>

The Pittwater Review statements of significance for the Mona Vale Cemetery and Gateposts, and heritage curtilage, is the same as the Pittwater LEP (Section 2.3.2).

2.4.2 Register of the National Estate

The Register of the National Estate (RNE) was originally established under Section 22 of the Australian Heritage Commission Act 1975 (AHC Act). Since the establishment of the NHL and CHL, there is now a considerable level of overlap between the RNE and heritage lists at the national, state
and territory, and local government levels. The RNE is now maintained on a non-statutory basis as a publicly available archive and educational resource. There are no items or places in the vicinity of the Mona Vale East Upgrade listed on the RNE.

2.4.3 National Trust of Australia (NSW)

The National Trust of Australia is a private, not-for-profit organisation committed to conserving Australia’s environmental heritage. Listing with the National Trust of Australia does not have statutory authority; however, it does have a role in raising public awareness of heritage issues. There are no items or places in the vicinity of the Mona Vale East Upgrade listed on the National Trust of Australia (NSW) Register.

2.5 Summary of Heritage Items

A review of statutory and non-statutory lists and registers identified two heritage items in the vicinity of the Mona Vale East Upgrade (Table 2.3).

Table 2.3 Summary of registered heritage items in the vicinity of the proposal.

<table>
<thead>
<tr>
<th>Item</th>
<th>Name</th>
<th>Heritage Listing</th>
<th>Heritage Significance</th>
<th>Statutory Requirements</th>
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<tbody>
<tr>
<td>1</td>
<td>Mona Vale Cemetery (formerly Turimetta) Cemetery</td>
<td>Pittwater LEP (#2270346)</td>
<td>Local</td>
<td>Pittwater LEP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pittwater Review (#2270088)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Mona Vale Cemetery gateposts</td>
<td>Pittwater LEP (#2270346)</td>
<td>Local</td>
<td>Pittwater LEP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pittwater Review (#2270088)</td>
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</tbody>
</table>
3 Historic Context

The Mona Vale Road East Upgrade study area lies within the Parish of Narrabeen, County of Cumberland, and passes through the suburbs of Mona Vale and Ingleside. The name Mona Vale has been in use since the 1850s, and was originally the name of a local farm. It is thought to be derived from the Celtic word Mona, which means ‘high-born’ (Lawrence 2006:51; Champion 2012). The suburb of Mona Vale includes the (former) Village of Turimetta, which was proclaimed in 1892, although the usage of this name has been discontinued (Geographical Names Board of New South Wales 2015). Ingleside is named after the house of the chemist and notorious entrepreneur Carl von Bieren, constructed at Sugar Loaf Hill in the 1880s.

3.1 Historic Themes

The Commonwealth and State government authorities have developed a series of historic themes to provide a framework for understanding the significance of a place. The major historic themes that are identified as relevant to the Mona Vale Road East upgrade proposal are provided in Table 3.1.

Table 3.1 Historic themes.

<table>
<thead>
<tr>
<th>National Theme</th>
<th>State Theme</th>
<th>Local Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developing local, regional and national economies</td>
<td>Transport</td>
<td>Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements</td>
</tr>
<tr>
<td>Building settlements, towns and cities</td>
<td>Towns, suburbs and villages Utilities</td>
<td>Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages Activities associated with the provision of services, especially on a communal basis</td>
</tr>
<tr>
<td>Marking the phases of life</td>
<td>Birth and Death</td>
<td>Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead</td>
</tr>
</tbody>
</table>

3.2 Transport

In his account of the settlement at Port Jackson, published in 1793, Captain-Lieutenant Watkin Tench remarked on the ‘desolate incultivable shores’ of Broken Bay, and his Map of the hitherto explored Country, Contiguous to Port Jackson: Laid down from Actual Survey noted that although there was ‘good pasture for sheep’ along the Barrenjoey peninsula, land to the west in the vicinity of the proposal was ‘very bad & rugged […]’ (Tench 1998 [1793]). Lieutenant William Dawes’ 1791 map of parts of the territory of New South Wales, published in the journal of Captain John Hunter, noted that ‘This Country as far as can be seen from the downs on the Coast appears to be very Rocky’ (Hunter 2005 [1793]).

The rocky terrain presented challenges to both surveyors and early European settlers (Dawson 2007:7). The region was isolated, and access to the area in the nineteenth century was mainly by ship (Mona Vale Library 2003). Small vessels (or ‘coasters’) that transported produce from farms along the Hawkesbury River sheltered in the calm waters of Pittwater, where they waited to sail in convoy to Port Jackson (Macken 2004:8; Mona Vale Library 2003). In a letter to the Surveyor General Thomas Mitchell dated 13 January 1830, William Romaine Govett, who was employed to survey the area between Port Jackson and Broken Bay as part of Mitchell’s trigonometrical survey of the colony, wrote that ‘A settler there [in the neighbourhood of Pittwater] must of necessity have a good Boat in the place of a good Road’ (Champion and Champion 1997:60-61).

In the 1820s, the only overland route from Mona Vale to Port Jackson was via the Lane Cove road over the ‘Pitt Water Range’ (now Mona Vale Road) (Champion and Champion 1997:55, 60). Govett
was sent by Mitchell to survey the range in 1829 (Dawson 2007:12-13). On commencing the survey, he wrote from his camp on the Lane Cove road near Pymble that the area was only navigable by foot and pack animal:

“The nature of the ground will not allow me to proceed further with my dray and bullocks, so that my Encampment will remain where it is, until I remove from hence towards Sydney. On Monday or Tuesday next therefore, I leave the Encampment with the Pack Horses.” (Champion and Champion 1997:60).

Mitchell’s 1834 Map of the Colony of New South Wales, incorporating Govett’s survey plans of the region, depicts the Lane Cove road (now known as Mona Vale Road) as a ‘track’ or ‘other road’ (an unplanned road that had not been marked out by a surveyor) (Figure 3.1; Dawson 2007:14). It was described in 1832 in *The New South Wales calendar and General Post Office directory* as a pathway along a level ridge which was ‘tolerably direct’, and as such, was of considerable importance as a means of communication by land (Raymond 1832:77-78). However, it is likely that the route remained impassable to vehicle traffic until at least the early 1840s (Champion and Champion 1994:3).

![Figure 3.1 Detail from T.L. Mitchell’s 1834 Map of the Colony of New South Wales, showing the route from Pitt Water to Lane Cove](http://nla.gov.au/nla.map-nk6228). The approximate location of the study area is circled red.

The first survey of the Lane Cove road was undertaken in August 1869. It was declared a Parish Road on 6 September 1870, and the opening of the road was notified in the Government Gazette on 19 March 1872. In the early to mid-1880s, the Department of Public Works, Roads and Bridges in Sydney invited tenders for works to the Lane Cove to Pittwater Road, although the location and nature of the works was not specified in the newspaper advertisements (JCIS Consultants 2012:18; *The Sydney Morning Herald [SMH]* 1881:8, 1883:2; 1885:5).

With the opening of the Spit Bridge and the Roseville Bridge in 1925, and the Sydney Harbour Bridge in 1932, Mona Vale became more accessible by car (Mona Vale Library 2003). The rise in popularity of motor vehicles in the 1920s saw the formation of lobby groups such as the National Roads and Motorists Association (NRMA), and culminated in the establishment of the Main Roads
Board (precursor to Roads and Maritime) in 1925. The Main Roads Board was responsible for the construction, maintenance, and financing of main roads, and providing developmental roads which would serve to develop a district (Broomham 2001:110-111; Main Roads Act 1924 No 24 (NSW)). Lane Cove Road was declared Main Road No. 162 in 1928 (JCIS Consultants 2012:19), and was officially renamed Mona Vale Road in 1951 (Municipality of Ku-ring-gai 1951).

The risks of driving on Mona Vale Road were described in newspapers articles as early as the 1930s, warning of the narrowness of the road and slippery gravel surface, and calling for careful driving on the ‘treacherous’ route (SMH 1935:5). After receiving complaints about the worn condition of the road, particularly on areas such as Foley’s Hill and Tumbledown Dick, the NRMA began to lobby the Department of Main Roads to resurface, widen and realign the road (Figure 3.2; SMH 1937:6).

![Figure 3.2 Mona Vale Road prior to deviation and widening. View from bottom of Foleys Hill looking west from Alan Street, 5 May 1938 (Source: State Library of NSW, Call Number Government Printing Office 1 – 25347, http://acms.sl.nsw.gov.au/item/itemLarge.aspx?itemID=194260).](image)

Reconstruction work, intended to afford an easier grade and less severe turns, commenced in 1938, with graveling of the section to the west of Mona Vale Cemetery in progress by 1940 (SMH 1938:7; The Australasian 1938:37; Catholic Freeman’s Journal 1940:36). Land for the proposed deviation and widening to the south of Foley’s Hill in the west of the study area was dedicated as a public road in 1945, although the Crown Plan indicates that by this point the section between Alan Street (now Daydream Street) and Lane Cove Road had been constructed and was already in use (Crown Plan [CP] R23255-1603). It is therefore likely that the alignment of Mona Vale Road within the study area dates from the late 1930s or early 1940s. Despite regular upgrades, Mona Vale Road remains a source of complaints from motorists, with frequent major traffic delays and a high number of reported crashes (Peninsula Living 2010; The Manly Daily 2013; Section 1.1).

### 3.3 Early European Settlement

The earliest settlement in the Pittwater region was located on the northern part of the Barrenjoey Peninsula, to take advantage of the Hawkesbury River trade. Many early land grants included some water frontage, which allowed access by boat (Tropman & Tropman Architects 1993:8; Macken 2004:8). Bishop’s map of the County of Cumberland indicates that land grants between Narrabeen
Lagoon and Pittwater remained concentrated along the coast in the 1860s, in the area identified by European explorers as suitable for grazing (Figure 3.3). In the vicinity of the study area, land was taken up in the mid- to late nineteenth century by Thomas Collins (in 1858 and 1859), Robert McIntosh Junior (1869 and 1875), Gustav Adolph Lix (1881), and Carl von Bieren (1883) (Figure 3.4; Champion and Champion 2013:32; Guesdon 2012, 2014; Certificate of Title [CT] Vol. 87 Fol. 63; CT Vol. 232 Fol. 239).

Figure 3.3 Detail from G Bishop's 'County of Cumberland in the Colony of N.S.W shewing all towns, villages, reserves, roads and parishes' [1860 - 1869] (Source: National Library of Australia, http://nla.gov.au/nla.map-f859). The approximate location of the study area is circled red.
3.4 Subdivision

From the 1880s to the 1920s, a number of factors encouraged real estate speculation in the Mona Vale and Ingleside area (Tropman & Tropman Architects 1993:8). At this time, property prices in Sydney were rising, driven in part by a building boom fuelled by population growth (Fisher and Kent 1999:21-22). Transport links from the south had also improved; a bridge replaced the ford across the Narrabeen Lakes in 1883, and legislation passed Parliament in 1888 authorising the construction of a tramway from Manly to Newport on the Barrenjoey Peninsula (Coastal Environment Centre 2008; *The Manly Daily* 2014:14). The first section of tram line was laid between Manly and Brookvale in 1910, with extensions to Collaroy Beach opening in 1912 and Narrabeen in 1913; however, plans to extend the line further north did not eventuate (Hughes Trueman Ludlow 1994:8). Many large rural properties were subdivided in this period for auction or private sale, including those previously held by Collins (the Collingwood and Rocklily Estates) and Lix (the Ingleside Heights Estate) (Tropman & Tropman Architects 1993:8; Hughes Trueman Ludlow 1994:7-8).

3.4.1 Collingwood Estate

Subdivision of the Collingwood Estate commenced in 1886 (Figure 3.5). Farm blocks fronting Lane Cove Road, ranging in size from 3 to 8 acres, were put up for auction by Richardson and Wrench. They were promoted as ‘[...] having good soil, and are in every way adapted for cultivating vines and fruit trees’. One newspaper advertisement aimed at land speculators noted that there was a ‘good road’ from Manly [Pittwater Road], and that the journey from the city was ‘only a few hours’ run’ (*SMH* 1886b:11).
3.4.2 Rocklily Estate

Further subdivision occurred at the beginning of the twentieth century, when lots in the Rocklily Estate to either side of Lane Cove Road were advertised for private sale by Henry F. Halloran & Co, a company that specialised in land and property dealings (Figure 3.6; Atchison 2006-2015). They were described as ‘the very finest farm and garden blocks’ (SMH 1905:14), and were gradually sold off between 1909 and 1928 (CT Vol. 1856 Fol. 49).

Figure 3.6 Rocklily Estate Sales Plan (Source: Pittwater Local Studies collection, Mona Vale Library. http://www.pittwater.nsw.gov.au/_data/assets/image/0005/29570/rl5.gif). Turimetta General Cemetery is outlined in red. The cottage on Lot 26 to the south of Lane Cove Road is circled.
Turimetta General Cemetery

An 1891 survey plan of the Village of Turimetta, to the east of the study area, shows a General Cemetery on the corner of Bilgola and Mona Streets (now Barrenjoey Road and Golf Avenue, Mona Vale) (Department of Primary Industries [DPI] & Pittwater Council 2013:19). This site was never used, and on 18 October 1905, 10 acres of land, part of Collins’ 80 acre grant to the north of Lane Cove Road, was dedicated as the Turimetta General Cemetery (Pauling 2004:14). The cemetery is marked on the 1905 Parish Map of Narrabeen (Figure 3.5) and Rocklily Estate Sales Plan (Figure 3.6).

Turimetta General Cemetery was divided into Church of England, Methodist Church of Australasia, Congregational, Roman Catholic, Presbyterian, Unsectarian, Jewish and unallotted sections, with plantations around the perimeter and a road through the centre (Figure 3.7). In 1929, a pair of gateposts was erected by local stonemason James Booth at a cost of £12, marking the original entrance fronting Lane Cove Road. The gateposts are constructed of sandstone quarried locally at Foley’s Hill. This entrance has since been closed to vehicles, and the Mona Vale General Cemetery Plan of Management suggests that a new access road was created to the east in the 1960s.

Due to a shortage of space, the original road through the centre of the cemetery has been used since 1996 as an extension to the Church of England section (Pauling 2004:15-16; DPI & Pittwater Council 2013:26). The Columbarium (niche wall) on the southern boundary of the cemetery was opened in 1974 for internment cremated ash remains. It is named the S.O. Reynolds Memorial Wall in honour of Sydney Owen Reynolds, who was a Councillor of Warringah Shire from 1956 to 1959 (Pauling 2004:17; DPI & Pittwater Council 2013:29).

Figure 3.7 Detail from Plan of General Cemetery at Turimetta, County of Cumberland, Parish of Narrabeen, 31 May 1906 (Source: DPI & Pittwater Council 2013:24).
Lot 26 DP 5055

The Rockily Estate Sales Plan also shows an existing cottage on Lot 26 DP 5055 (now Lot 26 DP 654262) to the south of Lane Cove Road [Mona Vale Road] near the intersection with Herbert Street [Foley Street] (Figure 3.8). Lot 26 was purchased by Andrew Johnson, a carpenter from Mona Vale, in February 1913. Title was transferred in 1933 to George Watters of Manly, a monumental mason, and in 1937 to Bene Nikolic of Warriewood, a farmer (CT Vol. 2341 Fol.174). In 1961, the site was acquired by the Pittwater Returned and Services League (RSL) Sub-Branch (Section 3.5.2).

A history of the RSL club notes that prior to the construction of the club house, a well had to be filled in ‘near where the 25 pounder gun now stands’ (Pittwater RSL Club n.d.). Although this description narrows down the approximate position of the well to the eastern corner of the lot near the intersection of Mona Vale Road and Foley Street, the well is not shown on the Deposited Plan and its precise location could not be identified. The well is likely to predate 1926, when water services were extended to the Mona Vale district from Narrabeen (Henry 1939:133; *Evening News* 1925:8). As such, it may be associated with the cottage shown on the Rockily Estate Sales Plan, although no historical evidence could be identified to substantiate such a link.

![Figure 3.8 Detail of Rockily Estate Sales Plan showing the location of the cottage with approximate overlay of the Mona Vale East Upgrade proposal.](image)

### 3.4.3 Ingleside Heights Estate

Lots in the Ingleside Heights Estate were advertised for private sale by vendor F.J.L. Measures in 1923 (Tropman & Tropman Architects 1993:9). The residential subdivision was bounded to the north-west by Lane Cove Road, and included land previously owned by Lix. The Sales Plan extolled the virtues of the estate, including the elevation, views, magnificent climate, and size of the blocks, as well as the ‘miles of perfect roads’ (Figure 3.9).
3.5 Post-War Development

3.5.1 Developing Local Economies

In 1951, the County of Cumberland Planning Scheme was introduced by the NSW State Government to co-ordinate planning and control the predicted growth of metropolitan Sydney following World War II. Under the scheme, land use zoning in parts of Ingleside and Warriewood restricted subdivision and development on lots smaller than 2ha. From the 1950s to the 1970s, industrial growth in Warringah Shire, of which the study area was a part, was focused further south in Brookvale, Manly Vale and Dee Why (Tropman & Tropman Architects 1993:13; Hughes Trueman Ludlow 1994:12; Dictionary of Sydney 2008). It was not until the 1980s that parts of the Warriewood Valley were rezoned to allow light industrial and commercial development, including areas adjoining Mona Vale Road (Tropman & Tropman Architects 1993:14; Hughes Trueman Ludlow 1994:12). Warriewood Business Park is located to the south of the study area off Ponderosa Parade.

3.5.2 Social Institutions

The Pittwater RSL Sub-Branch was formed on 8 August 1958. Their first permanent premises were situated on Huxley Street, Mona Vale, on land dedicated to the club by Warringah Shire Council. The club house was a surplus army hut, which contained a dance floor, small kitchen and small billiard room. When the land at Huxley Street was resumed, the club relocated to its current address at 82 Mona Vale Road, Mona Vale (Lot 26 DP 654262), which was purchased for £13,000 in June 1961. Due to difficulties finding an affordable site, the land was some distance from the Mona Vale town centre. At the time of purchase, there was a ‘small fibro house’ on the property in addition to a well (see Section 3.4.2). Prior to construction of the new club house, the fibro house was removed and the well filled in. The club began trading officially in December 1961 (Pittwater RSL Club n.d.; Certificate of Title Vol. 11510 Fol. 72, Vol. 2341 Fol. 174).
4 Physical Analysis

Mona Vale Road is the main east-west link between the Pacific Highway, Pymble and Pittwater Road, Mona Vale. The current proposal aims to upgrade Mona Vale Road between Manor Road, Ingleside and Foley Street, Mona Vale to a four lane divided road.

The eastern part of the proposal area, between Foley Street and Lane Cove Road, is characterised to the north by detached residential dwellings and Mona Vale Cemetery; and to the south by Pittwater RSL club, light industrial and commercial development (Figure 4.1 and Figure 4.2). Further west, from Lane Cove Road to Manor Road, the proposal area is bordered by bushland on the steep and rugged sandstone slopes of the Hornsby Plateau (Figure 4.3).

The Mona Vale Road East upgrade proposal area crosses several drainage lines. The most prominent of these is Narrabeen Creek, which is bridged by a sandstone culvert, likely dating from the construction of the road deviation in the late 1930s-early 1940s (Figure 4.4).

The aims of the survey undertaken on 7 January 2015, were to inspect known heritage items, and identify any potential heritage items within the study area (including archaeological sites). The survey was undertaken on foot in the eastern part of the proposal area. For safety reasons, there was no pedestrian access to the western part, which was traversed by vehicle.

The two identified local heritage items in the vicinity of the proposal are Mona Vale Cemetery (formerly Turimetta Cemetery) and the Mona Vale Cemetery gateposts. In addition, one potential archaeological site was identified through historical research, a well near the intersection of Mona Vale...
Road and Foley Street at Pittwater RSL, 82 Mona Vale Road, Mona Vale (see Section 3.6.2, Lot 26 DP 5055 above). The physical context of these items is summarised below.

## 4.1 Mona Vale Cemetery (formerly Turimetta Cemetery)

Mona Vale Cemetery is located to the north of Mona Vale Road in the eastern part of the proposal area. The cemetery is at grade with the road, and is separated from the road verge by a raised garden bed along its southern perimeter. Plantings include a variety of native trees and shrubs, which provide partial visual screening of the road (Figure 4.5).

![Image](image.png)

**Figure 4.5 Plantings along southern boundary of Mona Vale Cemetery, view north from Mona Vale Road.**

Within the cemetery, features adjacent to the perimeter are Garden Niche C in the south east, and the S.O. Reynolds Memorial Wall in the south west. Although these features are not specifically identified in the statement of significance for Mona Vale Cemetery, they are located within the property boundary and as such they are contributory elements of the heritage item. The features are linked by an internal perimeter access road (Figure 4.6).

Garden Niche C is a bushland garden niche with small spaces for interment of cremated remains in brick-edged garden beds, with grass pathways connecting the beds (Figure 4.7). The S.O. Reynolds Memorial Wall is a brick wall columbarium, constructed of twenty six courses laid in stretcher bond, and capped with a course of headers set on edge which is two bricks thick. There are niches in the northern face of the wall for placement of cremated ash remains (Figure 4.8).
Figure 4.6 From left to right: Internal perimeter access road, S.O. Reynolds Memorial Wall, raised garden bed and plantings, and Mona Vale Road. View east from south west corner of Mona Vale Cemetery.

Figure 4.7 Garden Niche C, view south.
4.2 **Mona Vale Cemetery gateposts**

The Mona Vale Cemetery gateposts mark the former main entrance to the cemetery off Mona Vale Road, midway along the southern boundary of the site. The gateposts are located to the south of the raised garden bed, adjacent to the road verge (Figure 4.9). Each gatepost is constructed of four roughly dressed blocks of sandstone, including a pyramid capstone, and is painted white. The name of the cemetery is carved in relief; ‘MONA VALE’ on the west gatepost, and ‘CEMETERY’ on the east.

The gateposts are no longer in use. Vehicle access to the cemetery is currently from the north, off Fazollari Avenue via Samuel Street, Mona Vale, although pedestrian entry is still possible from Mona Vale Road (Figure 4.10). A pedestrian access point is located two metres to the west of the gateposts through a gap in the raised garden bed (Figure 4.11). A second access point is located to the west of the S.O. Reynolds Memorial Wall. The northern side of Mona Vale Road along the southern boundary of the cemetery is currently zoned for time limited parallel parking, with a public bus stop located to the east of the gateposts.

An analysis of the 1906 survey Plan of General Cemetery at Turimetta, and historic Parish maps suggests that the spatial relationship between Mona Vale Cemetery and Mona Vale Road has remained relatively unchanged since the dedication of the cemetery in 1905. Given the close proximity of the road, and the location of the gateposts marking the original entrance and southern boundary of the cemetery, it is considered unlikely for any unmarked burials to be present within the proposal area.
4.3 Pittwater RSL Club

The Pittwater RSL Club stands on the south-west corner of Mona Vale Road at the intersection with Foley Street. The proposed works associated with the Mona Vale Road upgrade includes:

- Upgrading the existing signalised T-intersection at Foley Street and Mona Vale Road to provide a westbound left turn lane into Foley Street and a westbound left turn lane out of Foley Street.

The corner has been formally landscaped around a 25-Pounder Field Gun, with roadside plantings, a footpath, grassed verge and entry sign for the RSL adjacent to Mona Vale Road; corner landscaped gun emplacement (Figure 4.13). To the south of the corner landscaped gun emplacement, between the entry sign and the RSL Club House on Foley Street, a circular War Memorial, dedicated on 16 May 1999, is set in a commemorative open space (Figure 4.14). The Memorial is used for commemorative services and is likely to have social significance to members of the Pittwater RSL Branch and the wider community.
The Pittwater RSL Branch is not a recognised heritage item, in addition neither the War Memorial and commemorative space nor the corner landscaped gun emplacement have been identified as individually listed items. However, these commemorative elements are likely to hold some social value as important and symbolic landmarks for Branch members and the greater local community.

One potential archaeological site was identified through historical research, which indicated that there may be a well associated with the early twentieth century (and possibly late nineteenth century) occupation of Lot 26 DP 654262, 82 Mona Vale Road, Mona Vale (previously Lot 26 DP 5055). The location of the well is described as ‘near where the 25 pounder gun now stands’ at the Pittwater RSL Club. The gun is currently on the western corner of the property near the intersection of Mona Vale Road and Foley Street, next to the entry sign to Pittwater RSL (Figure 4.12). However, there is no visible evidence of the history of the property before it was acquired by the Pittwater RSL Sub-Branch. However, any potential subsurface deposits associated with the well are unlikely to have been substantially disturbed by landscaping activities.

The modifications to the Mona Vale Road and Foley Street intersection encroaches into the Pittwater RSL Club lands such that removal and/or relocation of the entry sign and the corner landscaped gun emplacement on Mona Vale Road and the Memorial and commemorative open space on Foley Street would be required (Figure 4.15).

Figure 4.12 The corner landscaped gun emplacement at Pittwater RSL Club, corner of Mona Vale Road and Foley Street, Mona Vale.
Figure 4.13 Roadside plantings, footpath and grassed verge to the north of the Pittwater RSL club, view south from the corner of Mona Vale Road and Foley Street.

Figure 4.14 Pittwater RSL Sub-Branch War Memorial and commemorative open space, view east.
Figure 4.15 Detailed design features of the westbound left turn lane out of Foley Street and the extent of land to be acquired from the Pittwater RSL Branch.

4.3.1 Archaeological Research Potential

Historic research has indicated the possible presence of a well dating to the late nineteenth or twentieth century, located toward the eastern corner of Lot 26 DP 654262, near the intersection of Mona Vale Road and Foley Street. It may be associated with a late nineteenth or early twentieth century cottage constructed prior to the Rocklily Estate subdivision of 1909. When the RSL acquired the property in 1961, a small fibro dwelling was demolished and the well reportedly filled in. It is unclear whether this dwelling was the original cottage. The well, if present, is unlikely to have been
substantially disturbed by construction of the RSL club house or landscaping of the grounds, and is likely to retain a moderate to high degree of archaeological integrity.

The archaeological resources of any site are finite and have the potential to provide insights into everyday life that are not available from any other resource. Archaeological resources may provide evidence that will enhance the historical record and as such make a contribution to an understanding of the history and settlement of a local region. In view of the substantial costs involved in archaeological excavation of a site, the research questions should be problem oriented: that is, archaeological investigation should aim to address substantive research themes developed through the background research and the assessment of significance of the site. Archaeological research questions provide a framework for an archaeological investigation and for the analysis of the results of the excavation and artefacts recovered during excavations. The concept of archaeological research potential was examined in an influential paper by Bickford and Sullivan, who identified three questions, each of which is devised to address the ability of the archaeological resources of any site to investigate the research potential of the site and how that potential can further current knowledge (1984:23-24). The three questions are:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

The archaeological resources contained on Lot 26 DP 654262 (82 Mona Vale Road, Mona Vale) should be considered in the context of these questions, in order to determine the historical archaeological research potential of the site.

Can the site contribute knowledge that no other resource can?

Proposed works near the intersection of Mona Vale Road and Foley Streets have the potential to uncover a well which may be associated with a late nineteenth to early twentieth century cottage. If present and with good integrity, there is potential that artefacts recovered from the well may give an insight into everyday life within a semi-rural village environment outside the boundary of metropolitan Sydney. However, there is unlikely to be any physical evidence of the cottage or other associated features on this site due to disturbance arising from the construction of the club house. In addition, that the well was ‘filled in’ indicates that it may not have contained substantial deposits of artefacts. As such, the potential for the resource to contribute substantial additional knowledge is limited.

Can the site contribute knowledge that no other site can?

It is likely that wells were relatively common in the Mona Vale district in the late nineteenth and early twentieth centuries as water services were not extended to this area from Narrabeen until 1926. If present, the archaeological resources at the site are likely to be representative of other sites associated with domestic water supply in the Mona Vale district and are unlikely to contribute knowledge that no other site can.

Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

Archaeological resources associated with the well have the potential to provide information relating to daily life and residential occupation of this site. However, it is unlikely that they would greatly enhance understanding of the subdivision and early urban development of Mona Vale, or contribute
additional knowledge regarding the change of use from large rural estates in the Pittwater region to smaller farming lots.

If present, the archaeological resources contained on Lot 26 DP 654262 (82 Mona Vale Road, Mona Vale) are likely have good integrity; however, they are unlikely to yield further substantial archaeological information and as such, are considered to have no to low research potential and little, if any archaeological significance.
5 Assessment of Heritage Impact

There are two identified heritage items located next to the proposal area, Mona Vale Cemetery (formerly Turimetta Cemetery) and the Mona Vale Cemetery gateposts (see Table 6.1). These items have historic, associative, aesthetic and social significance. The Mona Vale Cemetery gateposts are located within the curtilage of the cemetery. As such, the potential impacts on the heritage significance of these items are considered together.

Although the Pittwater RSL is not a listed heritage item, it is considered that the proposed upgrade works will have some impact on the Pittwater RSL Branch; the War Memorial and commemorative open space, and the corner landscaped gun emplacement. Given its current role in the memorialisation and commemoration of Mona Vale’s contribution to worldwide conflict, these areas are likely to have some social value to members of the Pittwater RSL Branch as well as the local community. This section address the impacts on these items as well as the cemetery and gate posts arising from the proposed upgrade and summarised in Table 5.1 below.

**The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:**

- The proposal includes widening the road from two lanes to four lanes on the southern side of Mona Vale Road. The cemetery gateposts and existing plantings along the southern boundary of the cemetery will not be encroached upon. The plantings provide a visual buffer to the road, and as such the aesthetic significance of the cemetery is retained.
- Kerb and guttering will be laid along the northern side of the road, formalising the boundary between the road and the cemetery. However, pedestrian access to the cemetery from Mona Vale Road will be maintained, thus preserving the original approach to the gateposts and entry to the cemetery from the road.

**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:**

- The provision of a westbound left turn lane out of Foley Street would require the removal of the Pittwater RSL Branch War Memorial and commemorative open space, and the corner landscaped gun emplacement. Although the RSL Branch is not a recognised heritage item, its memorial and commemorative space as well as the corner landscaped gun emplacement are likely to hold some social value as important and symbolic landmarks for Branch members and the greater local community. There would be a loss of the visual symbolic signifiers for the RSL Branch which would be mitigated by relocating the two discrete commemorative features to appropriately landscaped locations within the RSL grounds, in consultation with members of the RSL Branch.
- The increase in heavy vehicle traffic during the upgrade works will likely result in an increase in noise levels and vibration, which may have a minor impact on the integrity of the cemetery gateposts and masonry features within the cemetery near the southern perimeter. As such, it may be appropriate to monitor the effects of vibration on the gateposts and the S.O. Reynolds Memorial Wall during the works.
- There will be a short term adverse effect on the aesthetic significance of the cemetery and gateposts during the construction period; however, landscaping over the length of the proposal following works will ensure that the aesthetic values of the two heritage items are respected and protected.
The following sympathetic solutions have been considered and discounted for the following reasons:

- No other designs have been considered.

5.1 Statement of Heritage Impact

The Mona Vale Road East Upgrade proposal includes widening the road from two lanes to four lanes on the southern side of Mona Vale Road. The upgrade would result in the removal of the Pittwater RSL War Memorial and commemorative open space, and the corner landscaped gun emplacement, both of which are likely to have social value as important symbolic landmarks for RSL members and the local community. The impact, however, would be mitigated by the relocation of the two commemorative features to a landscaped location within the RSL grounds, in consultation with the RSL Branch membership.

The proposed works will have little or no impact on the historic, associative, aesthetic and social significance of the Mona Vale Cemetery (formerly Turimetta Cemetery), and the Mona Vale Cemetery gateposts, as they will not be encroached upon. Existing plantings along the southern boundary of the cemetery provide a visual buffer to the road, ensuring the aesthetic significance of the cemetery is retained. There will be a short term adverse effect on the aesthetic significance of the cemetery and gateposts during the upgrade works; however, landscaping following the works will ensure that the aesthetic values of the two heritage items are respected and protected. An increase in heavy vehicle traffic during the upgrade works is likely to result in a temporary increase in noise levels and vibration, which may have a minor impact on the integrity of the gateposts and masonry features near the southern perimeter of the cemetery.

Table 5.1 Summary of Heritage Impact.

<table>
<thead>
<tr>
<th>Item</th>
<th>Name</th>
<th>Physical Impact</th>
<th>Visual Impact</th>
<th>Heritage Impact</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Pittwater RSL Branch War Memorial, commemorative open space and corner</td>
<td>Removal and relocation away from road reserve</td>
<td>Long term visual impact</td>
<td>Long term loss of the visual and symbolic signifiers for the RSL Branch which would be mitigated by relocation to an appropriate landscaped area in consultation with the RSL Branch members</td>
</tr>
<tr>
<td></td>
<td>landscaped gun emplacement*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Mona Vale Cemetery (formerly Turimetta Cemetery)</td>
<td>Potential minor noise/ vibration impact</td>
<td>Short term visual impact</td>
<td>Short term visual impact and potential noise/ vibration impacts during works would not adversely affect the identified heritage significance of the item</td>
</tr>
<tr>
<td>3</td>
<td>Mona Vale Cemetery gateposts</td>
<td>Potential minor noise/ vibration impact</td>
<td>Short term visual impact</td>
<td>Short term visual impact and potential minor noise/ vibration impacts during works would not adversely affect the identified heritage significance of the item</td>
</tr>
</tbody>
</table>

*Items not identified heritage items.
6 Conclusion and Recommendations

Implementation of this project should observe the principles of the Burra Charter, which define standards of best practice for the conservation and management of heritage places. The aim of conservation is to retain the cultural significance of a place.

This report has confirmed that there are two items in the vicinity of the proposal that have identified local heritage significance; the Mona Vale Cemetery (formerly Turimetta Cemetery), and the Mona Vale Cemetery gateposts. The proposed works will involve widening Mona Vale Road from two lanes to four lanes on the southern side, and laying kerb and guttering along the northern side near these items. These works have the potential to result in a temporary increase in noise levels and vibration, which may have a minor impact on the integrity of the gateposts and masonry features near the southern perimeter of the cemetery.

**Recommendation 1**

*Consideration should be given to monitoring the effects of vibration from construction machinery on the gateposts and the S.O. Reynolds Memorial Wall within Mona Vale Cemetery during the upgrade works. This would ensure that the proposed upgrade does not have an adverse impact on the integrity of the heritage items.*

The construction of a westbound left turn lane out of Foley Street requires the removal of the RSL Branch War Memorial and commemorative open space, and the corner landscaped gun emplacement, which are likely to have social value to Pittwater RSL members and the local community as iconic symbolic landscape elements. Consideration should be given to the relocation of the two discrete commemorative features to a suitable location within the RSL grounds, in consultation with the RSL Branch.

**Recommendation 2**

*Consideration should be given to the relocation of the war memorial and commemorative space, and corner landscaped gun emplacement to a suitable location within the RSL grounds, in consultation with the RSL Branch. The RSL should be informed of the proposed upgrade works in good time to ensure that adequate time is made available for the relocation of the two features.*

The installation of the kerb and guttering will not have an adverse impact on the fabric of the cemetery and gateposts. However, care should be taken to avoid inadvertent damage to the existing plantings along the perimeter of the cemetery during the upgrade works. Contractors should be appropriately briefed about the heritage significance of the place prior to the start of works.

**Recommendation 3**

*Contractors should be appropriately briefed about the heritage significance of the Mona Vale Cemetery and gateposts prior to the start of works.*

The proposed works will have a short term adverse effect on the aesthetic significance of the cemetery and gateposts during construction; however, landscaping over the length of the proposal following works will ensure that the aesthetic values of the Mona Vale Cemetery and gateposts are respected and protected. Landscaping should be consistent with the cemetery’s current landscape scheme.

**Recommendation 4**

*Following the proposed works, landscaping, in accordance with the cemetery’s current landscape scheme, will be undertaken over the length of the proposal. This will ensure that the aesthetic values of the Mona Vale Cemetery and gateposts are respected and protected.*
One potential archaeological site, a well on Lot 26 DP 654262, was also identified in the vicinity of the proposal through historic research. However, the assessment of archaeological research potential concluded that any relics associated with the well were unlikely to yield further substantial archaeological information, and as such, it was considered to have little, if any research potential. Should the remains of the well be uncovered during works, the well should be capped and its location marked on plan. No further assessment or investigation of the potential archaeological site is required.

**Recommendation 5**

*No further archaeological assessment or investigation of the potential archaeological site (well on Lot 26 DP 654262) is required. Should the well be uncovered during works, the well should be capped and the location marked on plan and the Heritage Division should be advised in accordance with Section 146 of the Heritage Act 1977.*

6.1.1 **Potential Heritage Items**

Should any unexpected historic heritage relics or features be uncovered during the proposed activity, all work would immediately cease in the vicinity of discovery, and managed in accordance with the Roads and Maritime *Standard Management Procedure - Unexpected Archaeological Finds* (2012).
Table 6.1 Summary table of recommendations for the proposal.

<table>
<thead>
<tr>
<th>SHI No</th>
<th>Item Name</th>
<th>Heritage Listing</th>
<th>Heritage Significance</th>
<th>Potential or known impact to fabric</th>
<th>Potential or known impact to curtilage</th>
<th>Recommendation</th>
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<td>Pittwater LEP</td>
<td>Local</td>
<td>Potential impact from noise/vibration during works</td>
<td>Short term visual impact during works</td>
<td>• Consider vibration monitoring during construction works.</td>
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<td>• Contractor briefing about heritage item.</td>
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<td></td>
<td>• Landscaping following works.</td>
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<td>• Follow Roads and Maritime unexpected finds procedure.</td>
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<tr>
<td>2270327</td>
<td>Mona Vale Cemetery gateposts</td>
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<td>Local</td>
<td>Potential impact from noise/vibration during works</td>
<td>Short term visual impact during works</td>
<td>• Consider vibration monitoring during construction works.</td>
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<td>• Should the well be uncovered during construction works, it should be capped and the location marked on plan.</td>
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<td>• No further archaeological assessment or investigation required.</td>
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<td>-</td>
<td>Pittwater RSL Branch War Memorial and commemorative open space</td>
<td>None</td>
<td>-</td>
<td>Removal and partial truncation</td>
<td>Short term visual impact</td>
<td>• Relocation of the two commemorative landscape features should be done in consultation with RSL Branch members.</td>
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<td></td>
<td>• The RSL should be provided with details of the proposed upgrade to ensure that they have adequate time to appropriately relocate the two features.</td>
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Bibliography


Newspaper Articles


Appendix A: Heritage Inventories
Mona Vale Cemetery

Item details

Name of item: Mona Vale Cemetery
Other name/s: Turimetta Cemetery
Type of item: Archaeological-Terrestrial
Group/Collection: Cemeteries and Burial Sites
Category: Cemetery/Graveyard/Burial Ground
Primary address: 107 Mona Vale Road, Mona Vale, NSW 2103
Parish: Narrabeen
County: Cumberland
Local govt. area: Pittwater

Property description

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<td>Pittwater</td>
<td>Narrabeen</td>
<td>Cumberland</td>
<td>Primary Address</td>
</tr>
</tbody>
</table>

Statement of significance:

This cemetery is important for the historical evidence recorded on gravestones concerning the residents of Mona Vale and its surrounding area. It is also significant as an example of twentieth century burial practices for a number of different religious and cultural groups.

Date significance updated: 31 May 11
Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker: Unknown
Builder/Maker: Unknown
Construction years: 1905-
Physical description: Mona Vale Cemetery is a 10 acre (4.047 hectares) monumental cemetery with close to 5,600 graves, 275 garden niches and 1199 wall niches, which cater for the interment of cremation ashes. The cemetery caters for a number of religious denominations as well as a non-sectarian area for those with no religious affiliation. The first entrance roadway ran south to north along the centre of the cemetery between the two rows of cypress pine trees. This area is now being used as an extension to the Church of England section. At the end of this avenue on Mona Vale Road are the stone gateposts erected by James Booth for 12 pounds in 1929. The cemetery is bordered by a wide buffer zone of trees on the eastern boundary and to the north is the Warriewood Electricity substation. Power cables run underground through the cemetery from the substation to Mona Vale Road. A row
of trees appears to have been lost along the western boundary when the driveway was extended there. In 2003 work started to create a road around the cemetery perimeter which resulted in the loss of a number of trees. The area taken by the current access road will be used for burials. (Pauling 14-17)

**Modifications and dates:**
The original avenue entrance roadway is now being used for burial sites.

**Further information:**
A CMP should be prepared and incorporated with any Plan of Management.

---

**Current use:** Cemetery

**Former use:** Cemetery

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**History**

**Historical notes:**
The ten acres (4.047 ha) of land for the cemetery was dedicated on the 18th October 1905. It was part of an 80 acre grant to Thomas Collins in 1859 and was divided into sections for Church of England, Methodist, Congregational, Roman Catholic, Presbyterian, Unsectarian and Jewish burials with a section unallocated. Over the years some sections have been reallocated to provide for the burial of Uniting Church, Baptist, Baha’i and Latter Day Saints believers. There is now no Jewish section.

The earliest marked grave is dated 1914. The cemetery was initially the responsibility of the Lands Department, with the cemetery being administered by trustees representing various churches of that time. However by 1926 it was neglected and local people were urging Warringah Shire to take over its management. After the trustees had been consulted, Council took management from 31 May 1929 and the cemetery was surveyed and sectors allocated for each denomination. (Pittwater Council)

The Church of England trustees appointed in 1906 were John Blackwood, Cornwallis Wade Browne, Samuel Stringer, Stuart Greig and William Boulton. The earliest burials were in the Church of England and Methodist sections. The oldest surviving headstone in the cemetery is for Percy Johnson who died in 1914 aged 2 years.

In 1992 the cemetery became part of Pittwater Municipality and Pittwater Council is now the cemetery trustee. Prior to Warringah Council becoming the trustee in 1929, people applied to the police station for permission to bury their dead, and then organized it themselves. This probably explains the haphazard arrangement and absence of grave numbers on some early graves. Land at the corner of the cemetery at Walana Crescent and along Mona Vale Road was resumed by the Department of Main Roads in 1982. The columbarium (niche wall) was started in 1974 and named ‘S.O. Reynolds Memorial Wall’ in memory of Sydney Owen Reynolds who was a Warringah Councillor from 1956 to 1959. His request for interment in the area led to the proposal for the wall to be erected. He died in 1972 but there is no record of his interment in a niche or grave at the cemetery. (Pauling 14-17)

---

**Assessment of significance**

**SHR Criteria a)**

[Historical significance]

This cemetery is important for the historical evidence concerning the residents of Mona Vale and its surrounding area recorded on gravestones. It is significant as an example of twentieth century burial practices for a number of different religious and cultural groups.

**SHR Criteria b)**

[Associative significance]

The cemetery has been and remains the primary burial ground for the Pittwater area and is therefore associated with many early settlers and residents of the area.
Aesthetically the cemetery has the appeal of a traditional graveyard complemented by symbolic landscape and tree plantings.

This cemetery is still used and revered by the local community and is therefore important to the Pittwater community’s sense of place. The cemetery is important for its associations with a large number of former Pittwater residents.

As the primary burial ground in Pittwater for over 100 years the cemetery provides evidence of Pittwater’s past inhabitants and evidence related to burial cultures that is unavailable elsewhere in the local area. The cemetery is also an important source of information on family and local history.

The cemetery is representative of burial practices and memorial types from the early 1900s through to the present day.

Most of the cemetery monuments are in reasonable condition. The original context of the cemetery is maintained through its continued use.

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

A CMP should be prepared and incorporated with any Plan of Management.

Recommended management:

Listings

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<th>Heritage Listing</th>
<th>Listing Title</th>
<th>Listing Number</th>
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<td>Heritage study</td>
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<td>Written</td>
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<td>2004</td>
<td>&quot;History of Turimetta Cemetery, Mona Vale&quot; in Mona Vale Cemetery</td>
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<td>Written</td>
<td>HLA Envirosences</td>
<td>2005</td>
<td>Heritage impact Statement - Mona Vale Cemetery Sector 20</td>
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<td>Nan Bosler</td>
<td>1990</td>
<td>Turimetta Cemetery</td>
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Note: internet links may be to web pages, documents or images.

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 2270088

Return to previous page
Mona Vale Cemetery Gateposts

Item details

Name of item: Mona Vale Cemetery Gateposts
Other name/s: Turimetta Cemetery
Type of item: Built
Group/Collection: Parks, Gardens and Trees
Category: Other - Cemeteries/Burial Sites
Primary address: Mona Vale Road, Mona Vale, NSW 2103
Parish: Narrabeen
County: Cumberland
Local govt. area: Pittwater

Property description

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<td>Pittwater</td>
<td>Narrabeen</td>
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Statement of significance:

The gateposts are locally significant for their association with the original entrance to first general cemetery in the area and because they were built by James Booth, a local stonemason who was also associated with the construction of a number of other important local structures.

Date significance updated: 31 May 11

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

Description

Designer/Maker: James Booth
Builder/Maker: James Booth
Physical description: Sandstone gateposts erected by local stonemason James Booth. Framed original entrance to cemetery. Above ground each post is comprised of four rough hewn blocks, square about 30cm height. Left side engraved -MONA VALE, right side CEMETERY. Painted white.
Physical condition and/or Archaeological potential: The posts are in a reasonably good condition.

Date condition updated: 31 May 11

Modifications and dates: It is not known when the posts were first painted.
Further information: Should be managed within the scope of CMP for the cemetery.

Current use: Not in use as gateway. Engravings still mark the cemetery.
Former use: Entrance gate supports and signage.

History

Gateposts were constructed by local stonemason James Booth (who lived 1863-1941).

On 11 May 1929 he wrote offering to build the posts and 12 pounds was allocated by Warringah Council subject to Council assuming control of the cemetery. (Warringah Shire Minutes 27/5/1929 Letter 40.)

James Booth lived and worked in Pittwater from 1890. He also ran the store at Church Point, was a boat builder, writer and lecturer (McDonald 1979). He lived in Pittwater for 51 years and died on 20 June 1941 (McDonald 1979). Booth has a memorial on the family grave in this cemetery although he was buried at Wilton NSW. Other works include Dungarvon, Mona Vale (c1904); Red House, Rocky Point; St John Church, Mona Vale (c1906-07); Pittwater (dance) Hall (c1912 – now demolished); and the War Memorial in Mona Vale.

James Booth was also known for having cut the first track leading from McCarrs Creek to Coal and Candle Creek and as a member of the local Historical Society (McDonald 1979).

The Cemetery was gazetted on the 18th of October 1905. The earliest surviving headstone is from 1914

Assessment of significance

<table>
<thead>
<tr>
<th>SHR Criteria a)</th>
<th>The gate posts have local historical significance as the entrance to the first cemetery to be gazetted in this area (1905). Stone quarried locally at Foley’s Hill.</th>
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</thead>
<tbody>
<tr>
<td>SHR Criteria b)</td>
<td>James Booth has strong local connection having built a number of items locally using stone. He and his family were also local residents for many years. The cemetery contains a memorial for James Booth.</td>
</tr>
<tr>
<td>SHR Criteria c)</td>
<td>Currently diminished by presentation and setting, but simple rustic stone structures appropriate for purpose.</td>
</tr>
<tr>
<td>SHR Criteria d)</td>
<td>Built by local resident who was closely involved in the community and was a member of the local historical society. Associated with the cemetery as part of its older fabric, and evidence of its age, supporting community esteem.</td>
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</tbody>
</table>

Integrity/Intactness: The gateposts retain their aspects of significance even though not currently in use. The posts are in good condition and have been painted.

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

Recommended management: Should be managed within scope of CMP for cemetery.

Listings

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<thead>
<tr>
<th>Heritage Listing</th>
<th>Listing Title</th>
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<th>Gazette Date</th>
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Study details

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Barrenjoey Peninsula & Pittwater Heritage Study

References, internet links & images

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

Data source

The information for this entry comes from the following source:

Name: Local Government
Database number: 2270327

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