



SECTION 5 NORTH CREMORNE PLANNING AREA

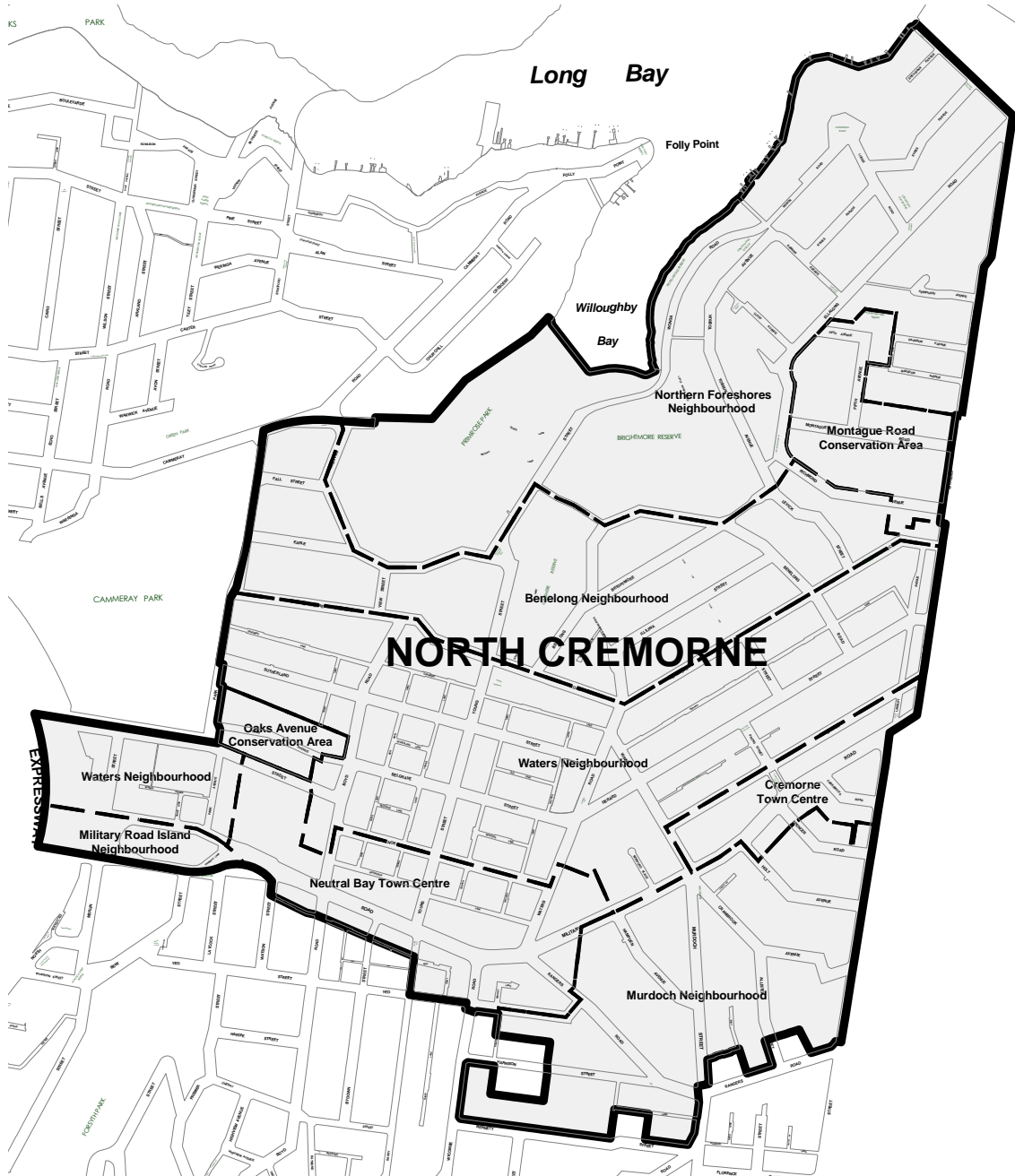
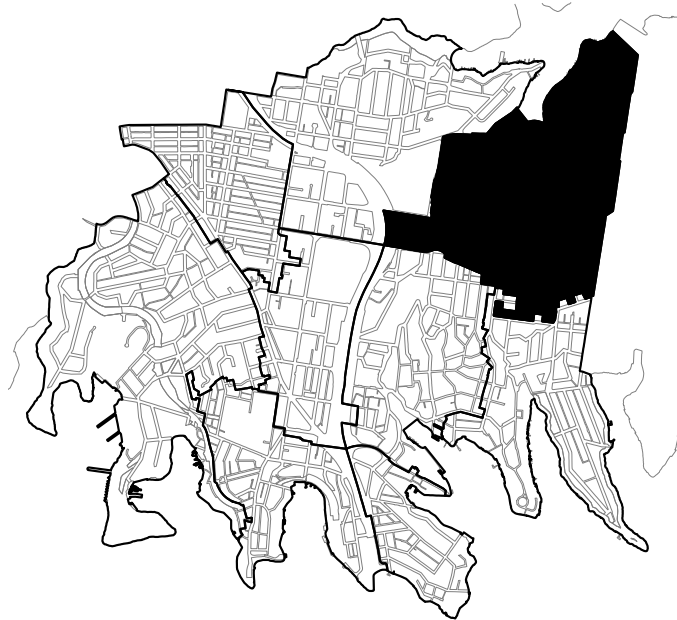


Figure C-5.1: North Cremorne Planning Area and associated Locality Areas

5.0 NORTH CREMORNE PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the North Cremorne Planning Area.

North Cremorne is a primarily residential neighbourhood providing a diverse range of housing forms for a mixed population. It is bound on its southern side by the Neutral Bay and Cremorne Town Centres, which are bustling places where people live, shop, eat, work and socialise providing a high level of amenity for all users.

Development within the Planning Area should result in:

- residential growth being provided in accordance with Council's Local Housing Strategy, with the growth concentrated within the Mixed Use zones of the Town Centres located on or in the vicinity of Military Road, and the remainder comprising of multi dwelling housing and residential flat buildings in the surrounding residential areas
- residential densities not being increased in foreshore areas and areas of steep terrain
- development within the *R2 Low Density Residential* zone being of a similar scale to existing characteristic development
- a wide range of residential types and sizes being distributed throughout the area according to zone
- a range of retail and commercial premises, services and facilities being available to the local community within the Town Centres

and where:

Function

- there are safe and accessible community facilities and meeting places
- the few non-residential uses operate without an adverse effect to the amenity of the residential neighbourhood



Area Character Statements - North Cremorne Planning Area

- services and facilities meet the needs of different population groups
- accessible and safe pedestrian routes are extended throughout the neighbourhood linking to the open spaces of Primrose Park and Brightmore Reserve
- additional public open space is provided for increased residential population
- public transport, cycling and walking are preferred means of transport
- local icons, cultural resources and heritage provide tangible evidence of the area's past and reflect the community's cultural values

Environmental Criteria

- parkland and natural foreshore areas are conserved, protected and easily accessible to pedestrians
- ecology of bushland and wetland areas are protected from adverse impacts of development such as stormwater runoff, dumping of fill soil and vegetation, leaching of fertilisers, spread of introduced plants and weeds and visual impact of structures
- habitat for native fauna is provided through the planting and maintenance of local flora
- good sunlight is available to both public and private spaces

Quality Built Form

- high quality residential accommodation in the Town Centre incorporates internal amenity for residents and energy efficient design
- open meeting places in the form of courtyards act as focal points, and are located in areas that provide relief from traffic noise
- residential development respects and maintains existing characteristic built form with buildings setback from all boundaries and landscaped front gardens, softening the built form
- the built environment is sympathetic to the topography and vegetation, allowing views of the surrounding area and Willoughby Bay
- heritage items are protected and significant streetscape elements are conserved in the Oaks Avenue and Montague conservation areas

Quality Urban Environment

- backyards are provided for a variety of practical and recreational needs of residents
- car parking does not adversely affect the character of the area and quality of residential streets
- front fences are low and offer good outlooks to house fronts and gardens

Efficient Use of Resources

- existing residential buildings are maintained to prevent unnecessary waste of building materials
- stormwater is captured and re-used on site

In addition to the above character statement for the Planning Area, the character statements for the following Locality Areas also require consideration:

Section 5.1: Neutral Bay and Cremorne Town Centres

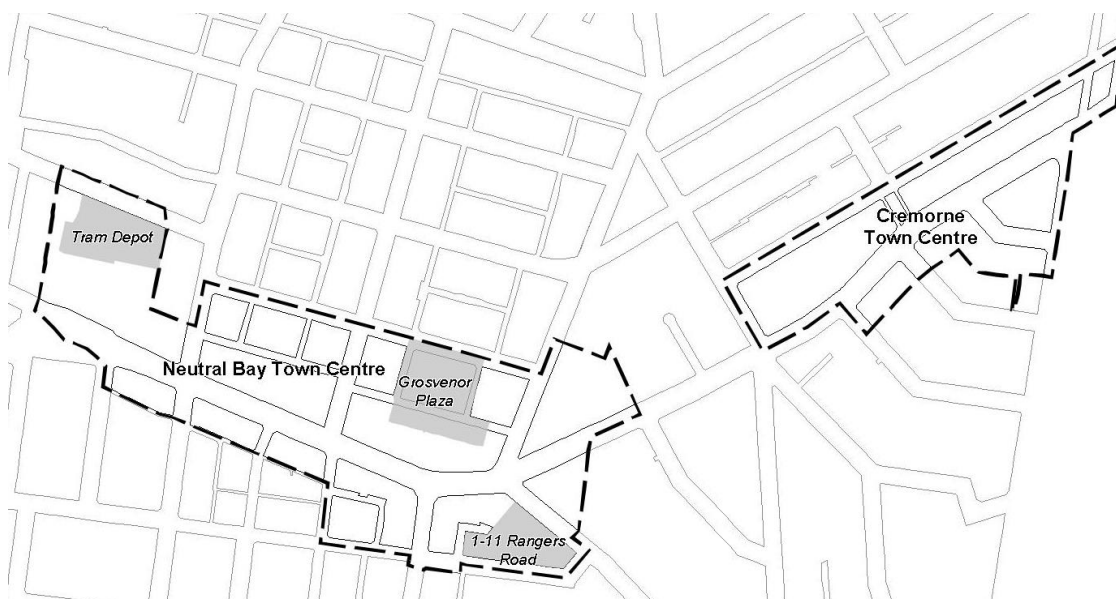
Section 5.1.4: Tram Depot

Section 5.1.5: 1-11 Rangers Road



- Section 5.1.6: Grosvenor Plaza
- Section 5.2: Military Road Island Neighbourhood
- Section 5.3: Waters Neighbourhood
 - Section 5.3.4: 14-16 Military Road
- Section 5.4: Benelong and Northern Foreshore Neighbourhood
- Section 5.5: Murdoch Neighbourhood
- Section 5.6: Montague Road Conservation Area
- Section 5.7: Oaks Avenue Conservation Area

5.1 NEUTRAL BAY AND CREMORNE TOWN CENTRES



5.1.1 Significant Elements

Land Use

P1 Predominantly mixed commercial and residential development.

Topography

P2 Generally flat, straddling the topmost part of the ridge along Military Road.

Natural Features

P3 Area forms the topmost part of a ridge following Military Road.

Views

P4 The following views and vistas are to be preserved and where possible enhanced:

- (a) District views to Middle & Sydney Harbours from the upper levels of some buildings.

Identity / Icons

P5 Orpheum Theatre is a community focal point and regional attraction that enhances the identity of the area.

P6 Military Road, a major regional thoroughfare.

Subdivision

P7 A diverse mixture of large consolidated sites intermixed with long narrow sites with dual frontages.

Streetscape

P8 Wide fully paved footpaths incorporating outdoor dining areas.

P9 Buildings built to street and laneway frontages.

P10 Continuous awnings along Military Road.

P11 Irregular planting of street trees.

P12 Active frontages to Military Road, Grosvenor Street.

P13 90° on-street parking to Parraween Street.



Public transport

P14 Development is to take advantage of high levels of accessibility to high frequency public bus services along Military Road.

5.1.2 Desired Future Character

Diversity of activities, facilities, opportunities and services

- P1 Mixed commercial and residential development, primarily focused on Military Road.
- P2 A variety of commercial, retail, restaurants and cafes are provided at footpath level, non-residential or residential on the first floor and residential only on the upper floors.
- P3 Commercial activities should be maintained to all street frontages at ground level to stimulate pedestrian activity.
- P4 Activities should not have a detrimental impact to the safety and efficiency of vehicular traffic on Military Road.

5.1.3 Desired Built Form

Subdivision

P1 Redevelopment sites should have a frontage of approximately 25m-30m.

Form, massing and scale

- P2 Generally 4-5 storeys.
- P3 5-6 storeys in the block bounded by Military Road, Cabramatta Road and Spofforth Street.
- P4 Larger facades are broken up with changes in building frontage alignment and architectural detailing to reflect the former subdivision patterns, especially fronting Military Road.

Public spaces and facilities

- P5 Outdoor dining areas:
 - (a) are located within clearly defined spaces;
 - (b) are located away from main roads;
 - (c) are weather protected; and
 - (d) provide equal and unobstructed pedestrian movement.
- P6 Pedestrian arcades should be provided between Military Road and parallel laneways/streets to the north and south of Military Road to enhance pedestrian connectivity.
- P7 Views of shop fronts should not be obstructed from footpaths and roadways.
- P8 Encourage the retention and enhancement of trees within the public domain to improve public amenity.

Setbacks

- P9 Buildings should be built to all street frontages at ground level, except as follows:
 - (a) Setback 1.5m from the northern side of Military Road, at ground level between Young Street and Waters Road, and
 - (b) Setback 1.5m at ground level from all laneways.

Podiums

P10 Podium of 8.5m (two storeys) to Military Road, east of Hampden Avenue, with a setback of 3m above the podium.

Area Character Statements - North Cremorne Planning Area

- P11 Podium of 10m (three storeys) to Military Road, west of Hampden Avenue, with a setback of 3m above the podium.
- P12 Podium of 8.5m (two storeys) to laneway frontages and frontages not to Military Road, with a setback of 3m above the podium.
- P13 Podium of 8.5m (2 storeys) to the east and west of Barry Street Plaza, with a setback of 3m above the podium.
- P14 Provide adequate podium setbacks where a site adjoins residential or open space zones.

Building design

- P15 Ground floor access to shops is to be provided to all properties with a frontage to Military Road, a frontage to the Grosvenor Lane car park / plaza, and those with a dual frontage between Military Road and Parraween Street.
- P16 Building elements, materials, finishes, and windows should relate to neighbouring buildings.
- P17 Laneways should be provided with active frontages, wherever possible.

Car Parking & Access

- P18 Vehicular access from sites should not be provided to Military Road.

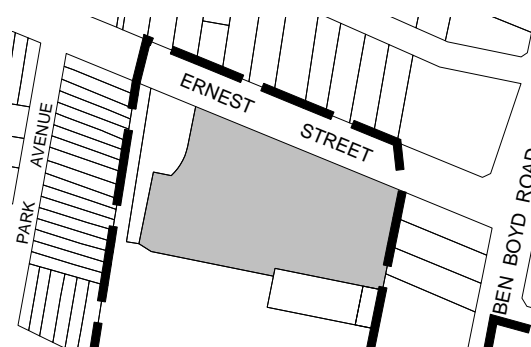
Noise

- P19 Elevations of buildings fronting Military Road and Ernest Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).
- P20 Services located at the rear of buildings at the interface with a residential zone should be carefully designed and located to ensure that they do not have a detrimental impact to the residential amenity of the neighbouring property.

Awnings

- P21 Awnings are provided along all street frontages.

5.1.4 North Sydney Bus Depot



Diversity of activities, facilities, opportunities and services

- P1 Continued operation of the bus depot as important public transport infrastructure.
- P2 If the bus depot ceases to operate, then the site should be used for mixed use development.
- P3 Incorporate community functions in the form of open space, through site links and / or other community uses.

- P4 Development provides active frontages to Ernest Street and internal public spaces.
- P5 Amalgamation with Big Bear site provides further opportunities for public benefit.
- P6 P6 Redevelopment of an amalgamated Bus Depot and Big Bear site should be informed by a masterplan for the entire street block.

Form, massing and scale

- P7 Transition scale of built form down from central / southern portion of site to surrounding lower scale development and heritage conservation area.
- P8 Maximise solar access to internal public spaces.

Public Benefit

- P9 Provide public benefit with any proposed change to existing planning controls.
- P10 Affordable housing is a public benefit priority for the site.

Podiums

- P11 Podium of 10m (three storeys) to Ernest Street.

Ecologically Sustainable Development

- P12 In implementing ESD best practice, explore opportunities to incorporate ESD demonstration project in redevelopment.

Access

- P13 Create safe and active pedestrian links between Ernest Street and Military Road, particularly where possible via the Big Bear site.
- P14 Vehicular access minimises the impact on the flow of traffic along Ernest Street.

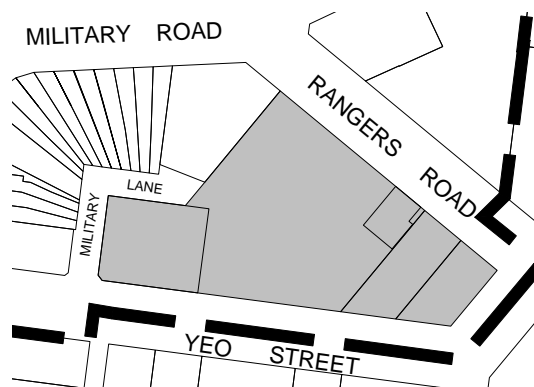
Noise

- P15 Elevations of buildings fronting Ernest Street are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of vegetation, cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

Heritage

- P16 Protect and respond architecturally to existing heritage items.
- P17 Subsurface archaeological material is assessed prior to excavation.

5.1.5 1-11 Rangers Road



Diversity

- P1 Supermarket (if possible), small shops at footpath level fronting streets and lanes, non-residential/residential on lower floors, residential above.

Subdivision

P2 All allotments should be consolidated to establish a reasonable building footprint.

Form, massing and scale

P3 Modern commercial building generally built to the boundary.

P4 Development addresses laneways with active uses.

Setbacks

P5 Buildings should be built to all street frontages at ground level, except as follows:

- (a) Setback 1.5m at ground level from Rangers Road.

Podiums

P6 Podium of 13m (four storeys) to Rangers Road, with a setback of 3m above the podium

P7 Podium of 10m (three storeys) to Yeo Street and Military Lane, with a setback of 3m above the podium.

Landscaping

P8 Internal spaces provide a safe and pleasant meeting place.

Access

P9 Vehicular access to be provided from Military Lane.

5.1.6 Grosvenor Lane Car Park

** This section has been informed by the Grosvenor Lane Planning Study 2014*



Diversity

P1 Provide a fine-grain of retail and other frontages at the interface with the public realm, including the public plaza, to maximise variety of uses.

P2 Provide opportunities for outdoor dining.

P3 Provide active frontages to the plaza and where possible to laneways.



Public Domain

- P4 Create a public plaza on the current public car park site.
- P5 Implement shared zones or widen footpaths where possible to improve pedestrian safety and amenity.
- P6 Design plaza to be flexible and able to accommodate passive recreation and special events.
- P7 Design of built form should facilitate the revitalisation and improvement of the public domain along Military Road.
- P8 Upgrade adjoining laneways to complement the public plaza.
- P9 Provide quality, active pedestrian links between Military Road and the public plaza.

Setbacks

- P10 Set back buildings 1.5m at ground level on all street and laneway frontages.

Built Form

- P11 Minimise the impact of development on the public domain and plaza.
- P12 Minimise the impact of development on surrounding residential land.
- P13 Podium of 10m (three storeys) to Grosvenor Street, with a setback of 3m above the podium.
- P14 Mitigate noise from Military Road in design of through site link and built form.

Access and Parking

- P15 Relocate public parking underground and provide additional public car spaces.
- P16 Maintain existing laneway network or provide adequate alternative for small scale loading, short term parking and vehicular circulation.
- P17 Loading facilities should not impact on amenity of plaza and should ideally be provided underground.

Public Infrastructure

- P18 Upgrade or relocate Neutral Bay Community Centre as part of any redevelopment incorporating the existing site.
- P19 Provide improved bus stop infrastructure on Military Road.

Heritage

- P20 Protect and respond architecturally to heritage items within the area.

5.2 MILITARY ROAD ISLAND NEIGHBOURHOOD



5.2.1 Significant Elements

Land Use

P1 Predominantly residential development in the form of semi-detached dwellings.

Topography

P2 Generally flat with a slight fall to the south to Falcon Street.

Natural Features

P3 Area forms the topmost part of a ridge following Military Road.

Views

P4 The following views and vistas are to be preserved and where possible enhanced:

- (a) Potential district views to Middle and Sydney Harbours from the upper levels of some buildings.

Identity / Icons

P5 Military Road, a major regional thoroughfare.

P6 Falcon Street, a major regional thoroughfare.

Subdivision

P7 Regular grid pattern.

P8 200m² to 350m².

Streetscape

P9 Wide one way streets.

P10 Street trees.

Public transport

P11 New development to maximise the use of the area's high level of accessibility to high frequency public bus services.

5.2.2 Desired Future Character

Diversity

P12 Residential flat buildings with some mixed use, according to zone.



5.2.3 Desired Built Form

Subdivision

- P1 All land should be consolidated to create a single allotment of sufficient size to create a series of residential flat buildings which can be appropriately located behind large landscaped buffers.

Siting

- P2 Towards the north, having regard to the acquisition of land for road widening purposes.

Setbacks

- P3 Setback on Falcon Street frontage incorporates substantial landscaping and creates a buffer to traffic.

Podiums

- P4 Podium of 13m (four storeys) to all elevations of a building, with a setback of 3m above the podium.

Form, massing and scale

- P5 Large facades are broken up with changes in building frontage alignment and architectural detailing.
- P6 Internal courtyard or landscaped open space with solar access between 11am and 3pm, 21st June.

Access

- P7 Maintain pedestrian crossings across Military Road and Falcon Street.
- P8 Vehicle access is provided off Military Road.
- P9 Vehicular access for service and delivery vehicles and resident/occupant vehicles is combined.
- P10 Regional traffic is concentrated on Falcon Street and Military Road to north of the street block is a local road.

Noise

- P11 Elevations of buildings fronting Military Road and Falcon Streets are to be designed and incorporate design features to minimise traffic noise transmission (e.g. the use of cavity brick walls, double glazing, minimal glazing, solid core doors, concrete floors, enclosed balconies etc).

5.3 WATERS NEIGHBOURHOOD



5.3.1 Significant Elements

Land Use

P1 Predominantly residential development.

Topography

P2 Gentle fall to the north from the ridge aligning with Military Road.

Views

P3 The following views and vistas are to be preserved and where possible enhanced:

- (a) along Park Avenue of Cammeray Park.
- (b) Vistas to Middle Harbour down Ben Boyd Road and Young Streets.
- (c) District views to Middle Harbour from the upper levels of some buildings.

Identity / Icons

- P4 SCEGGS – Redlands School.
- P5 Cammeray Park.
- P6 Military Road, a major arterial thoroughfare.
- P7 Ernest, Belgrave Road and Gerard Streets, a sub-arterial thoroughfare.

Subdivision

P8 A regular grid pattern with street blocks generally running east / west, with a large number of properties having dual frontages associated with a large number of laneways.

Streetscape

- P9 Wide tree lined streets with grass verges and concrete paths.
- P10 Narrow fully paved laneways.
- P11 A mixture of tall and low rendered masonry fences to the street, with taller fences generally located along Ernest, Belgrave and Gerard Streets in front of low and medium density housing.
- P12 Buildings setback from the boundary and aligned with the street frontage.

Public transport

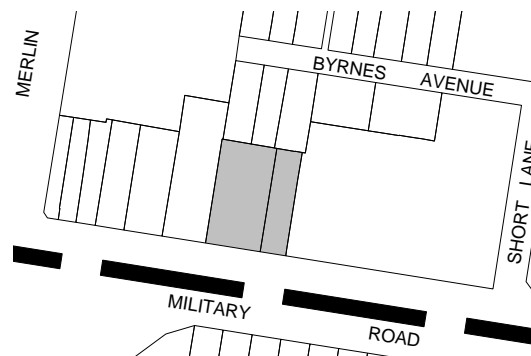
P13 Development should take advantage of the high level of public bus services operating along Military Road, Ernest Street, Belgrave Street and Gerard Street.

5.3.2 Desired Future Character**Diversity**

- P1 Predominantly medium to high density residential accommodation, generally comprising attached dwellings, multi-dwelling housing and residential flat buildings, according to zone.
- P2 The density of development generally reduces the further away a property is located from Military Road.

5.3.3 Desired Built Form**Form, massing and scale**

- P1 Future development of high density housing must have a sympathetic relationship to other surrounding development in terms of height, bulk and scale, privacy and access to views (for example stepping down to lower height).
- P2 Buildings adjacent rear laneways should be ancillary to the main building on a site.

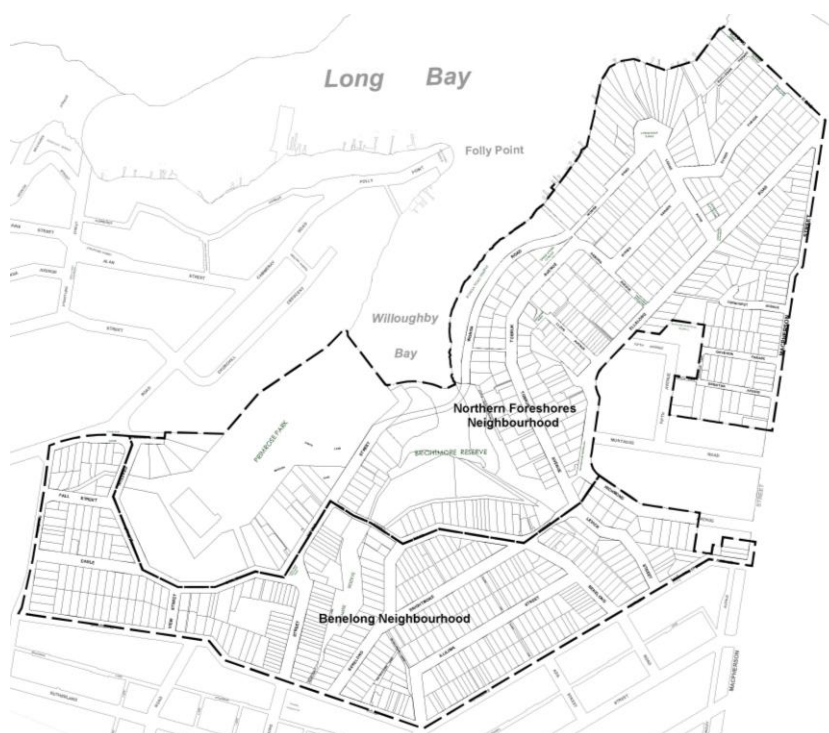
5.3.4 14-16 Military Road**Noise**

- P1 Where 14-16 Military Road, Neutral Bay is to be used for non-residential purposes, an acoustic wall is to be erected, which:
- matches the height, alignment, design, materials and finishes of the existing acoustic wall over 18-38 Military Road, Neutral Bay; and
 - extends for the entire length of the northern boundary and its southern face is setback a minimum of 483mm from the common boundary with No.s 1 to 5 Byrnes Avenue; and
 - extends for the entire length of the western boundary and is setback a minimum of 3m from the eastern alignment of the residential flat building on the adjoining allotment at 12 Military Road.

Visual impact

- P2 The setback between the western boundary of 14-16 Military Road, Neutral Bay and the acoustic wall required by P2 above, must be landscaped with vegetation capable of growing to the height of the acoustic wall to ensure effective screening.

5.4 BENELONG AND NORTHERN FORESHORE NEIGHBOURHOODS



5.4.1 Significant Elements

Land Use

- P1 Predominantly residential accommodation.
- P2 Passive and active recreation areas.

Topography

- P3 Generally falling to the north and northwest to the foreshores of Willoughby Bay.
- P4 Generally flat over the public open space areas adjacent to the foreshore.
- P5 Steep slopes to the southern and western ends of Primrose Park and residential properties in the vicinity of the foreshore.

Natural Features

- P6 Remnant natural shoreline areas in North Cremorne.
- P7 Remnant bushland of Primrose Park, Brightmore Reserve and Willoughby Bay
- P8 Wetlands in the form of Coastal Saltmarsh along the foreshores of Willoughby Bay (refer to Section 15 – Bushland to Part B of the DCP).
- P9 Natural sandstone cliffs adjacent to the western edge of Primrose Park.

Views

- P10 The following views and vistas are to be preserved and where possible enhanced:
 - (a) District views to Middle Harbour from the upper levels of some buildings.
 - (b) Primrose Park Lookout (10), Earle Street Lookout (11), Tobruk Avenue Lookout (14), Lodge Road Lookout (15), Ellalong Road Lookout (17).



Identity / Icons

- P11 Primrose Park and Brightmore Reserve.
- P12 Willoughby Bay.

Subdivision

- P13 Irregular grid pattern, informed by the irregular topography of the area.

Streetscape

- P14 Tree lined streets with grassed verges and concrete footpaths.
- P15 Split carriageways with large sandstone retaining walls.
- P16 A mixture of low picket, paling, double rail timber and masonry fences. Continuity of particular fencing types in certain streets.
- P17 Buildings generally setback from the boundary with garages and carports built to the boundary in the Northern Foreshores Area.

Public transport

- P18 Limited access to public bus services through the Area.

5.4.2 Desired Future Character

Diversity

- P1 Primarily low density residential accommodation, generally comprising dwelling houses, semi detached houses and dual occupancies.
- P2 Potential for limited attached dwellings and multi dwelling housing according to zone.
- P3 Enhancement of existing passive and active recreation areas.

5.4.3 Desired Built Form

Subdivision

- P1 The long narrow lots in Lodge Road are not to be subdivided because of adverse impacts on drainage, landscaping, views and the natural foreshore.

Form, massing and scale

- P2 Minimise the building footprint to preserve natural features, native vegetation and rock outcrops, particularly on land adjoining or near foreshores.
- P3 Buildings should provide adequate separation to bushland and foreshore areas.
- P4 Densities should not be increased in areas of steep terrain. Development on sloping land should be designed to follow the fall of the land.

Roofs

- P5 Development should maintain low pitched roofs.
- P6 Flat roofs may be considered on Wonga Road and Ryries Parade to retain views for neighbouring property. However they will not be permitted to gain an additional storey.

Views

- P7 Buildings should not obstruct views and vistas from public places to the waterway.
- P8 Development should not adversely restrict views from neighbouring properties. This is especially important in foreshore areas or sites that enjoy water views.

Setback

- P9 Front: 3m



Area Character Statements - North Cremorne Planning Area

P10 Rear: 10m

Foreshore

- P11 Development adjacent to the foreshore is small in scale and does not dominate the foreshore frontage.
- P12 Development associated with boating activity is kept to a minimum and is compatible with the surrounding land uses.
- P13 Development adjoining foreshore or bushland areas (such as at Wonga Road) use muted colours and non-reflective materials, such as brick and timber to ensure the scenic and environmental qualities are enhanced.

5.5 MURDOCH NEIGHBOURHOOD



5.5.1 Significant Elements

Land Use

- P1 Predominantly residential development.
- P2 Educational establishments.

Topography

- P3 Gentle falls to the south from the ridge along Military Road.

Views

- P4 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Views between buildings and along Murdoch Street to the Sydney CBD and Sydney Harbour.

Identity / Icons

- P5 SCEGGS – Redlands School.
- P6 Military Road, a major regional thoroughfare.

Subdivision

- P7 Irregular grid pattern, informed by the irregular topography of the area.

Streetscape

- P8 Tree lined streets with grassed verges and concrete footpaths.
- P9 Mixture of low full masonry and part masonry and timber paling fences.
- P10 Buildings setback from the boundary and aligned with the street frontage.

Public transport

- P11 Development is to take advantage of high levels of accessibility to high frequency public bus services along Military Road.

5.5.2 Desired Future Character

Diversity

- P1 Primarily high density residential accommodation, generally comprising residential flat buildings.
- P2 Limited opportunities for attached dwellings dwelling houses, semi-detached houses, dual occupancies and multi dwelling housing.
- P3 The density of development generally reduces the further away a property is located from Military Road.

5.5.3 Desired Built Form

Setback

- P4 Front: 5m
- P5 Buildings should be setback to all side boundaries in accordance with Part B of the DCP, except as follows:
 - (a) A minimum of 2m from the eastern boundary of No. 4 Rangers Road to retain existing trees.
- P6 Rear 10m.
- P7 Residential flat buildings have substantial front, rear and side setbacks.

5.6 MONTAGUE ROAD CONSERVATION AREA



5.6.1 History

The Montague Road Conservation Area was originally part of Alfred Thrupp's land grant, which was later acquired by Daniel Cooper and his heirs. In 1891 a large 25 acres of the land was purchased by James Ernest Holt and later subdivided. The upper portion to Macpherson Street was developed as the *Surrey Estate* and placed for auction in 1907 and 1910.

Despite subdivisions in the area in the 1890's, little development occurred until the early 20th century because of its remoteness from the main development areas of North Sydney. The area's development was facilitated by the construction of tramways which increased its accessibility.

5.6.2 Description

The Montague Road Conservation Area is a residential neighbourhood that is characterised by small to medium scale houses setback from the street.

The topography of the area is a sloping plateau with a bluff along Ellalong Avenue. Richmond Avenue runs along the contours with the other roads in a grid pattern sloping with the topography. Montague Road is a wide Street with grass verges.

Street trees vary in size and species.

The area has views from the high vantage points to Willoughby Bay. Frontages often have retaining walls in a variety of finishes and low picket fences.

The conservation area is characterised by the good quality, single and two storey detached and semi-detached buildings on medium to large size lots in the Federation Queen Anne styles interspersed with some California Bungalows with articulated facades and front verandahs with decorated timber detailing.

Characteristic building materials are face brick with brick or sandstone bases, roughcast render, fibro. Most houses have brick chimneys with terracotta chimney pots.

5.6.3 Statement of Significance

The Montague Road Conservation Area is significant:

- (a) As an example of a subdivision that responds to the topography and the resulting built form that features stepped and elevated housing forms.
- (b) As a consistent and intact early 20th century residential area with medium sized detached and attached Federation Queen Anne houses and California bungalows.
- (c) For the quality and collective significance of the buildings within the area.

	<p>Figure C-5.1 (left): Circa 1890</p>
	<p>Figure C5.2 (below left): Circa 1943</p>
	<p>Figure C-5.3 (below right): Circa 2008</p>

5.6.4 Significant elements

Topography

P1 Plateau sloping down towards Willoughby Bay.

Subdivision

P2 Rectilinear subdivision with boundary to street frontage.



Streetscape

- P3 Split carriageway and changes in level in Ellalong Road and Richmond Avenue. Low timber fences. Slot views over and between buildings to the city and Harbour Bridge.
- P4 Double rail timber fences.

Views

- P5 Brothers Memorial Park Fifth Avenue Lookout, Ellalong Road Lookout, Richmond Avenue Lookout. Street views along Richmond and Fifth Avenues.

5.6.5 Characteristic buildings

- P1 Detached single storey dwelling houses on small lots.
- P2 Federation, Queen Anne and California Bungalow styles.

5.6.6 Characteristic built elements

Siting

- P1 Principal frontage oriented and parallel to the street, forward towards front boundary.
- P2 Front setback 4-5 m.
- P3 Side setback 1-1.5 m.
- P4 Rear setback 5-6 m

Form, massing and scale

- P5 Characteristic height - single storey.

Roofs

- P6 Pitched between 30 and 45 degrees, small scale and with a variety of roof forms. Terracotta tile or slate with corrugated metal to rear extensions.
- P7 Smaller roof forms to the rear.

External Materials

- P8 Dry pressed face brick, sandstone base courses.

Windows, doors and joinery

- P9 Consistent with building period and style. Timber.

Fences

- P10 Low in scale (800mm max). Face brick or timber vertical picket timber fences.

Car accommodation

- P11 Located behind the main building line (i.e. not verandahs) or located at the rear with hipped and/or gabled roof forms.

5.6.7 Uncharacteristic elements

- P1 Uncharacteristic developments in the area include unsympathetic alterations, second floor additions, attic room conversions, with dormers or skylights on front roof plane; residential flat buildings and battle-axe multi-dwelling housing developments; parking and large areas of paving in the front setback.

5.7 OAKS AVENUE CONSERVATION AREA



5.7.1 History

The Oakes Avenue Conservation Area was originally part of Alfred Thrupp's land grant. The southern half of Oakes Avenue was subdivided in 1887 by J Cooper, who bought the land from Thrupp, as the "Oaks Brickworks Estate". This land was then leased to Oliver Clews, who built seven "Brick and Iron" houses on the southern side of the road in 1889. The land on the northern side of the road was vacant at this time.

The remaining houses on the southern side of Oakes Avenue and houses on the northern side were built between 1899 and 1901. The first appeared in Council's 1902 Valuation Book.

5.7.2 Description

The Oakes Avenue Conservation Area is a discrete residential neighbourhood that is characterised by small lots.

Oakes Avenue is a relatively short street, with a slight level change along its length. The buildings on the northern side of the street are set down to those on the southern side.

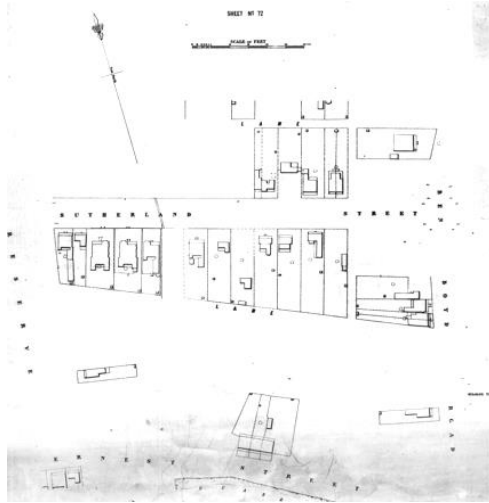

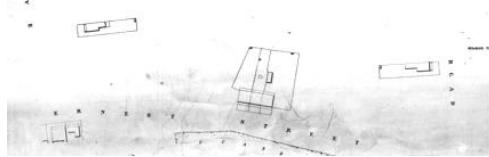


Street vegetation is a mix of box and eucalypt trees planted in the early to mid 20th century. Street and foreground planting contribute to the sense of place.

The Conservation Area is characterised by the consistent row of single storey, modest sized houses. A number of the lots are splayed to Oakes Avenue leading to stepped building alignments and setbacks.

5.7.3 Statement of Significance

The Oakes Avenue Conservation Area is significant:

- (a) For the unity of its subdivision pattern and the resulting built form.
- (b) As a consistent and intact early 20th century residential area with a mix of Federation and 1920s single storey houses.
- (c) As a remnant of the former "Oakes Brickworks Estate".

	<p>Figure C-5.4 (left): Circa 1890</p>
	<p>Figure C-5.5 (below left): Circa 1943</p>
	<p>Figure C5.6 (below right): Circa 2008</p>
	

5.7.4 Significant elements

Topography

P1 Slight slope to the north.

Subdivision

P2 Detached dwelling houses on regular subdivision with narrowest boundary to street.

P3 Typically narrow allotments and approximately 450sqm in area.

Streetscape

P4 Sandstone kerbs, grass verges and concrete paths. Street trees planted in verges mainly Box and Eucalypts. Low walls in stone and timber.

Views

P5 Views to Cammeray Park at the top of the street.

5.7.5 Characteristic buildings

P1 Single storey, moderately scaled Federation and Queen Anne dwellings.

5.7.6 Characteristic built elements

Siting

- P1 Principal frontage oriented to the street with garden to the front.
- P2 Front setback 4 – 5 m,
- P3 Side setback 1 – 1.5 m.
- P4 Rear setback 5 – 6 m.

Form, massing and scale

- P5 Single storey with hipped and gabled roofs.
- P6 Reduced height to rear.
- P7 Simple forms articulated with projecting bays and verandahs to the front.

Roofs

- P8 Hipped and gabled. Pitched between 30 to 45 degrees.

Materials

- P9 Face brick walls, sandstone base courses.
- P10 Terracotta tile roofs with corrugated metal to rear extensions.
- P11 Timber windows, doors and joinery.
- P12 Tessellated tiles to front verandahs.

Windows and doors

- P13 Consistent with building period and style. Timber.
- P14 Step though double hung windows to front with narrow sidelights and multi paned fanlights.

Fences

- P15 Low front fences to 800mm in height.
- P16 Sandstone, face brick, timber vertical pickets and iron.
- P17 Gates are offset from stairs and front door.

Car accommodation

- P18 No garages or driveways located to the front.

5.7.7 Uncharacteristic buildings

- P1 Garages and carports, large rear additions, changes to original front fences, contemporary flat buildings, two storey attached dwellings and carriage style developments. Other unsympathetic changes are verandah enclosures, high front brick fences, cement rendering and painting face brick or stone walls.



[THIS PAGE IS INTENTIONALLY BLANK]