



# SECTION 6 SOUTH CREMORNE PLANNING AREA

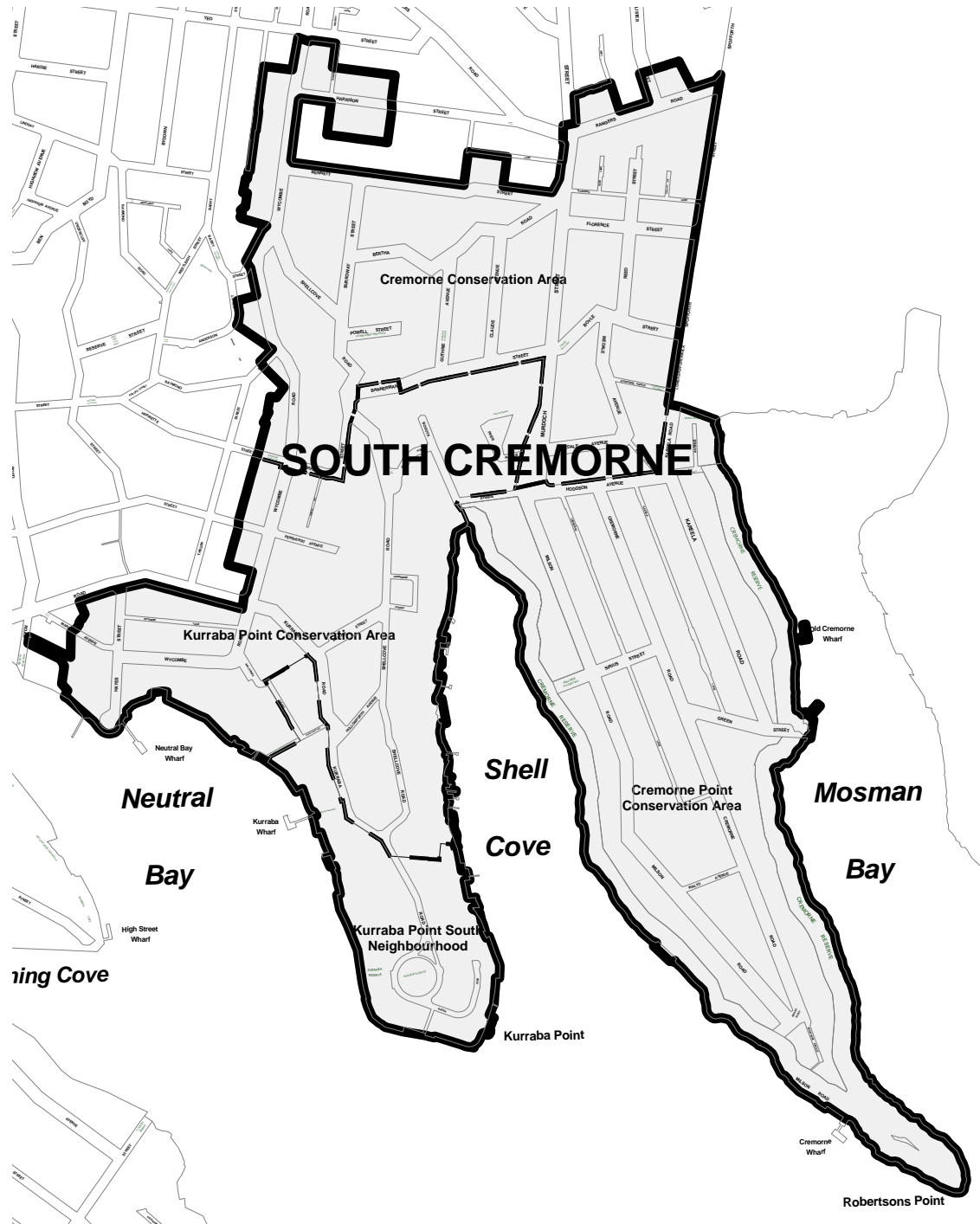


Figure C-6.1: South Cremorne Planning Area and associated Locality Areas

## 6.0 SOUTH CREMORNE PLANNING AREA CHARACTER STATEMENT



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

South Cremorne is a green, leafy area sympathetic to its harbourside setting. The design of new buildings is to be sympathetic to the landscape and character of buildings within the locality, complementing existing building forms in respect to massing, composition, materials, colours and maintaining the original subdivision pattern.

Development within the Planning Area should result in:

- no substantial change to residential densities
- no significant change in intensity of development
- a wide range of single household residential types being distributed in a number of distinctive built form/landscape areas
- the conservation of features which contribute to the local identity

and where:

### Function

- a limited number of non-residential uses, such as small scale convenience stores and cafes, coexist with the residential character without adverse effect
- areas of open space are used by locals and the wider regional population for a variety of recreational purposes
- comfortable and safe pedestrian routes are maintained and extended
- public transport, cycling and walking are the preferred means of transport
- through traffic is discouraged and commuter parking managed through parking schemes
- local identity, icons and heritage are conserved

**Environmental Criteria**

- the remaining natural foreshores and water courses are conserved and protected, and pedestrian access to these areas is extended and improved
- bushland is protected from the adverse effects of development – such as stormwater runoff, spread of exotic plants and weeds, and visual impact of structures
- additional street trees and onsite landscaping contribute to amenity while minimising impact on solar access and residents views
- arrangement of building forms and street pattern allows good sunlight access to properties
- stormwater management measures prevent runoff and pollution of the harbour
- boat sheds and other structures along the foreshore minimise bulk and avoid clutter. Materials and colours utilised are unobtrusive
- use of locally indigenous flora extends habitats for native birds and other fauna
- man made noise is limited to protect the ambience of the natural environment

**Quality Built Form**

- development reflects and reinforces the existing distinctive built form/landscape areas and distribution of accommodation types
- development in conservation areas incorporates design, architectural detailing, materials and colours sympathetic with the area
- buildings address streets, reserves and waterways where appropriate
- cohesiveness throughout the area is achieved through landscaping and street tree planting
- views from lookouts and other vantage points are not obscured by structures or landscaping
- pedestrian routes such as footpaths and “shortcuts” are maintained as local landmarks important to the community

**Quality Urban Environment**

- Cremorne Reserve is protected and enhanced by complementary planting and landscaping in adjoining private gardens
- backyards are used for a variety of activities particularly for families with children and for the practical and recreation needs of residents in residential flat buildings

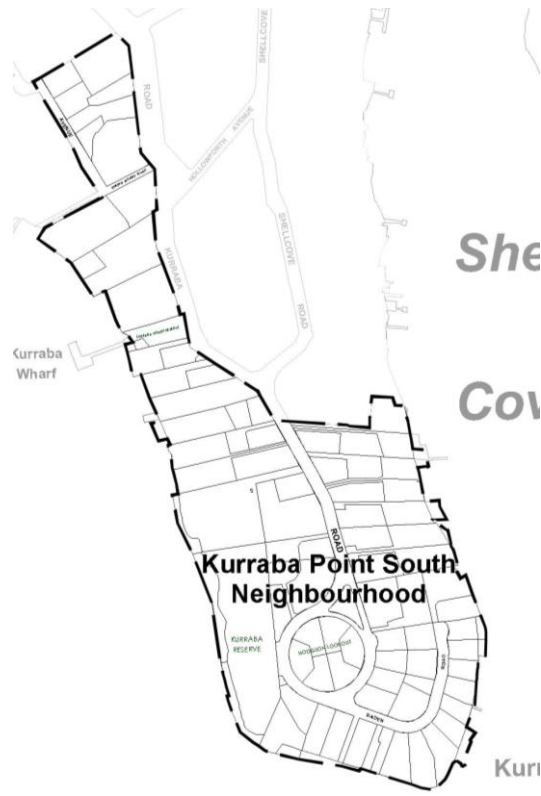
**Efficient Use of Resources**

- stormwater is retained for reuse 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 6.1: Kurraba Point South Neighbourhood
- Section 6.2: Kurraba Point Conservation Area
- Section 6.3: Cremorne Conservation Area
- Section 6.4: Cremorne Point Conservation Area

## 6.1 KURRABA POINT SOUTH NEIGHBOURHOOD



### 6.1.1 Significant Elements

#### Land Use

- P1 Predominantly residential accommodation.
- P2 Passive and active recreational spaces.

#### Topography

- P3 Falls from the ridge along Kurraba Road down to the foreshores of Sydney Harbour.
- P4 Steep falls generally adjacent to the foreshore.

#### Natural Features

- P5 Low topographic profile and steady slopes with sections of shallow topography.
- P6 Along the eastern side of Kurraba Point, generally retained edges, some small jetties and boatsheds, mixed with natural shoreline.
- P7 Natural vegetation, varying degrees of private landscaping of native and introduced species.

#### Views

- P8 The following views and vistas are to be preserved and where possible enhanced:
  - (a) views from streets and reserves to Sydney Harbour and beyond.
  - (b) Hodgson lookout (41), Spains lookout (42), Kurraba Wharf lookout (43).

#### Identity / Icons

- P9 Hodgson Lookout.



P10 Sydney Harbour.

**Subdivision**

P11 Irregular grid pattern following the topography of the land.

P12 Deep narrow lots adjacent to the foreshore.

**Streetscape**

P13 Narrow carriageways with fully paved verges for pedestrians.

P14 Tall rendered masonry retaining walls built to street frontages on the high side of the street, interrupted with garage openings.

P15 Buildings generally setback a minimum from the boundary with a skewed alignment to respective street frontages

**Public transport**

P16 Development takes advantage of high levels of access to regular public ferry services from Kurraba Wharf.

**6.1.2 Desired Future Character**

**Diversity**

P1 Primarily medium to high density residential accommodation, generally comprising attached dwellings, multi dwelling housing and residential flat buildings according to zone.

P2 Limited opportunities for low density housing, generally comprising dwelling houses and dual occupancies.

P3 Any increases in density should be concentrated in the vicinity of Kurraba Wharf.

**6.1.3 Desired Built Form**

**Siting**

P1 Buildings address both the street, as well as the foreshore.

P2 In narrow streets, towards rear boundary (subject to foreshore building line) to produce a more open streetscape.

P3 Sites should provide front setbacks to allow for soft landscaping.

**Colours and materials**

P4 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.

## 6.2 KURRABA POINT CONSERVATION AREA



### 6.2.1 History

The Kurraba Point Peninsula was part of the land grant to Alfred Thrupp, later acquired by Daniel Cooper. It remained in the Cooper family until the 1880s when long-term leases began to be converted to freehold.

Early development was limited to a small number of waterfront residences near the present Hayes Street, established in the 1830s. Leasehold properties became available from the 1850s and from the 1860s a number of large mansions were built on Kurraba Point. Industry in the area was minimal: a quarry on Kurraba Point operated in the 1840s to supply stone to Fort Denison; later it was used as a soap works then a ferry depot.

The improvement in transport opened the area for development. Water front properties were taken up with large, architect designed homes, some later replaced with residential flat buildings in the 1920s. Most of the earlier subdivisions have been subdivided for infill development.

### 6.2.2 Description

The Kurraba Point Conservation Area is bounded by the Kurraba Road, Wycombe Road, Bannerman Road and the shore of Shell Cove.

The landform follows the slope of the land towards the water to Neutral Bay and Shell Cove with roads following the contour lines.

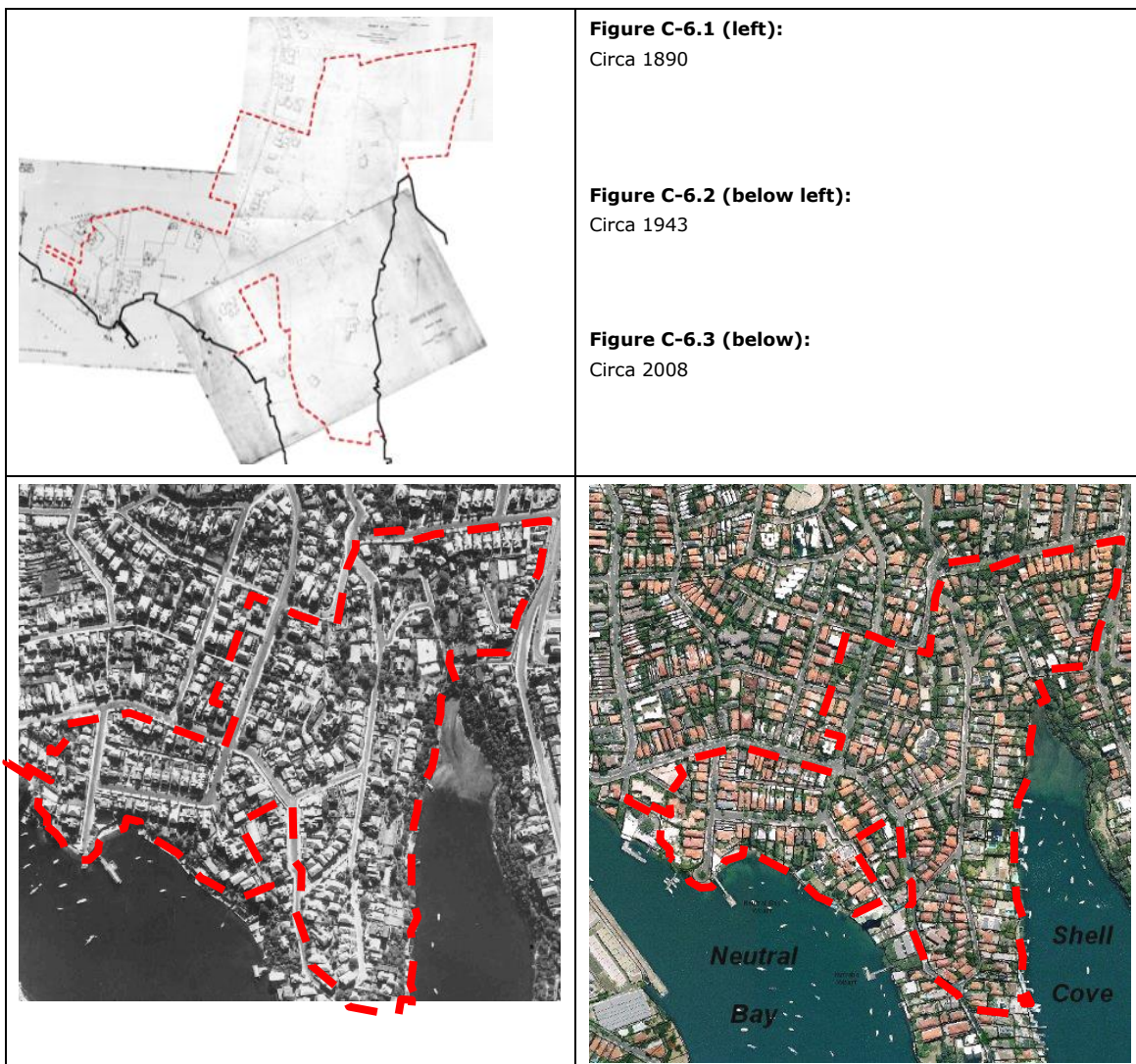
The higher section has a more regular subdivision pattern but the sloping part have an irregular subdivision determined by the street pattern and topography. Some later battle axe blocks to the waterfront sites. Lot sizes vary and many are developed for large architect designed houses with residential flat buildings on sites close to the water.

The area is characterised by the medium to large Federation and Edwardian homes with some earlier Victorian development, inter war dwelling houses and 1930s residential flat buildings. There some very fine examples of the period particularly along, Shell Cove Road, Kurraba Road, Hayes Street Wallaringa Road including Nutcote, home of the author May Gibbs. The group of dwelling houses and reserve in Bannerman Street and Prior Avenue form an unusual subdivision with a private reserve and tennis courts.

**Area Character Statements - South Cremorne Planning Area**

Elevated sites provide extensive views to Sydney Harbour and there are views from the Bogota Avenue, Kurraba Wharf, down Hayes Street and Lower Wycombe Road.

Front gardens contribute to the landscaping of the street. Gardens follow the slope of the site with stone walls to the street. There are street trees that add to the leafy character of the area.



**6.2.3 Statement of Significance**

The Kurraba Point Conservation Area is significant:

- (a) As an early harbourside suburb that has retained significant elements of its major 19<sup>th</sup> century development phase with good examples of later periods of development including some fine inter war flat buildings.
- (b) For the large number of architecturally distinguished homes some that have a strong relationship with the water and include the works of B. J. Waterhouse, Jefferson Jackson and Walter Liberty Vernon.
- (c) For its irregular subdivision pattern with irregular street pattern and widths that allied to the topography and plantings and mature trees add to a high quality luxuriant character.



## 6.2.4 Significant Elements

### Topography

P1 Undulating topography with falls to Neutral Bay and Shell Cove.

### Subdivision

P2 Rectilinear subdivision to upper level. Irregular subdivision to the lower slopes.

### Streetscape

P3 Irregular street pattern following the contours. Street trees and stone walls align streets and paths.

### Views

P4 Prior Avenue Lookout, Bogota Avenue Lookout, Kurraba Wharf Lookout. Views from Hayes Street and Lower Wycombe Road.

## 6.2.5 Characteristic buildings

P1 Federation and Edwardian detached dwelling houses. Inter war dwelling houses. Inter war residential flat buildings.

## 6.2.6 Characteristic built elements

### Siting

P1 Centrally on lots with front and rear garden.

### Form, massing and scale

P2 Single and two storey, detached dwelling houses with hipped and gabled roofs.

P3 Skillion wings and reduced height and scale to rear.

P4 Open verandahs to front.

P5 Strong skyline of simple, pitched roofs and chimneys visible from the street stepped along the sloping streets.

P6 Multi-level residential flat buildings.

### Roofs

P7 Pitched between 30 and 45 degrees with some use of parapets to the street.

P8 Skillion roofs to rear extensions.

P9 Brick and rendered chimneys.

### External Materials

P10 Face and rendered brick on sandstone base.

P11 Slate, terracotta tiles, corrugated metal roofs.

P12 Original timber windows doors and decorative joinery.

### Windows, doors and joinery

P13 Consistent with building period and style. Timber.

### Fences

P14 Original low scale front fences. Timber fences to rear and side. Sandstone walls, timber gates; timber pickets; timber rails; face brick with piers.

### Car accommodation

P15 To the side or rear of dwellings.





### 6.2.7 Uncharacteristic elements

- P1 Modern residential flat buildings; modern infill development; over-scaled additions; over-scaled and poorly detailed carports and garages to the street frontages; front and side dormers and rooflights; extensive glazing; glazed balustrades; removal of original detailing; infilled verandahs; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

## 6.3 CREMORNE CONSERVATION AREA



### 6.3.1 History

The Cremorne Conservation Area was contained within the Alfred Thrupp grant of 1815, which was subsequently acquired by Daniel Cooper. The Coopers did little to improve the property but commenced leasing land around 1850.

From the 1870s, with Military Road constructed and the ferry services available on the Harbour, demand for residential land boomed. This area was promoted as highly desirable and included large blocks of land on which expensive mansions were built.

Freehold land was available from the 1890s and such development continued until the early twentieth century. The Neutral Bay Land Company, who employed architects such as Walter Liberty Vernon and William Wardell to prepare house designs, developed an area of Wycombe and Shell Cove Roads north of Harriette Street, which features substantial, architecturally distinguished housing of the 1890s.

### 6.3.2 Description

The Cremorne Conservation Area is located on the sloping ground above Shell Cove and extends to Spofforth Street the east to the boundary of the LGA.

The landform slopes to the harbour with an irregular pattern of streets that follow the contours and slopes. The subdivision pattern varies with irregular lots that follow the topography.

The Conservation Area is characterised by a mix of small, medium and substantial late Victorian and Federation era dwelling houses with two and three storey, Inter-war residential flat buildings. Buildings are generally set in established gardens.



**Figure C-6.4 (left):**  
Circa 1890

**Figure C-6.5 (below left):**  
Circa 1943

**Figure C-6.6 (below):**  
Circa 2008

### 6.3.3 Statement of Significance

The Cremorne Conservation Area is significant:

- (a) as a consistent late 19<sup>th</sup>/early 20<sup>th</sup> Century residential area with a mix of Victorian, Federation one and two storey housing, mixed with Inter-war residential flat buildings,
- (b) as a largely intact early 20<sup>th</sup> Century suburb retaining much of the urban detail and fabric seen in gardens, fencing, street formations, use of sandstone, sandstone kerbing, natural rock faces, wide streets and compatible plantings, all of which are a response to the topography of the area.

### 6.3.4 Significant elements

#### Topography

P1 Sloping site falling to Shell Cove.



**Subdivision**

P2 Irregular lots following the street pattern and topography.

**Streetscape**

P3 Split roads. Double rail timber fences. Street reservation planting.

**Views**

P4 Bertha Road lookout (19), Guthrie Avenue lookout (20), Boyle Street (Hunts and Cremorne Point lookouts - 21, 22).

P5 Views from Lower Murdoch Street, Glade Avenue, Reed Street, Burroway Street, Wycombe and Shell Cove Road intersection, Barry Street and Wycombe Road intersection.

**6.3.5 Characteristic buildings**

P1 Single and two storey detached late Victorian, Federation and Edwardian dwelling houses. Inter war residential flat buildings.

**6.3.6 Characteristic built elements**

**Siting**

P1 To the middle of the lot with gardens to the front and rear.

**Form, massing and scale**

P2 Two storey terraces. Single and two storey detached dwellings. Reduced scale to the rear. Low, multi-storey residential flat buildings.

**Roofs**

P3 Pitched, hipped and gables roofs pitched between 30 and 45 degrees with skillion roofs to rear. Brick and rendered chimneys. Parapets to flat roof residential flat buildings.

**Materials**

P4 **Walls:** Face and rendered brick on sandstone foundations; dark brick to Inter-war residential flat buildings.

P5 **Roofs:** Slate; terracotta tile and corrugated metal to the rear; flat roofs to residential flat buildings.

P6 Timber verandahs and Federation and Arts and Crafts detailing.

**Windows and doors**

P7 Consistent with building period and style. Timber.

**Fences**

P8 Low scale 900-1200 mm height; sandstone walls; metal palisade; timber pickets.

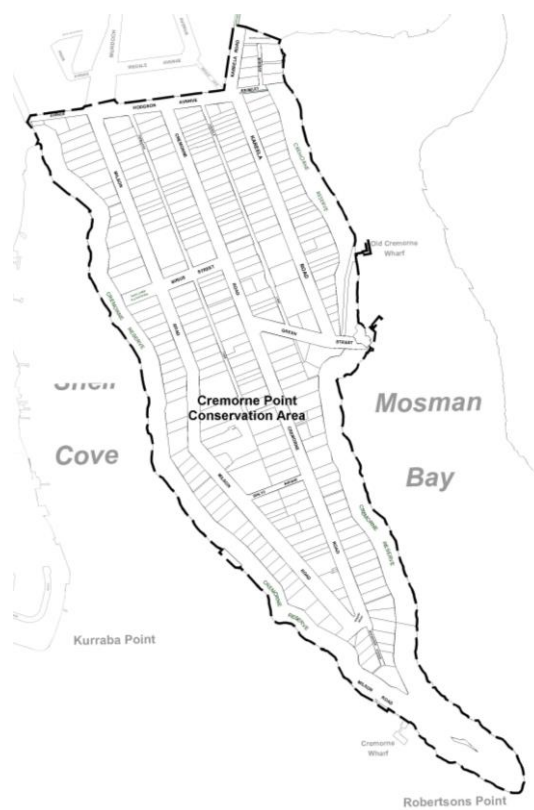
**Car accommodation**

P9 Set back from the main building line.

**6.3.7 Uncharacteristic elements**

P1 Over-scaled additions; dormers and skylights to front roof slopes; roof terraces; carports and garages to the street; paved hardstand areas within front setbacks high solid fences to the street; rendering and painting of face brick; loss of original detail; modern infill development and residential flat buildings.

## 6.4 CREMORNE POINT CONSERVATION AREA



### 6.4.1 History

Little development occurred on the peninsula until the 1850s. An area on Cremorne Point was leased to Clarke and Woolcott to establish the “Cremorne Gardens” recreation ground. It closed after a short time leaving the area as a well-known picnic spot on the harbour. A number of subdivisions were planned in the 1870s and 1880s. Coal mining was proposed after coal was found in the 1890s.

During the 1880s the Government demanded and eventually acquired a 100 foot foreshore reservation for public recreation after many years of negotiations, including a court case. Cremorne Point Reserve was gazetted in 1905. Subdivision finally occurred from this time and residential development was rapid thereafter with the major phase of development taking place in the first 20 years of the century.

Access to the peninsula was principally by water and tram. Cremorne Point opened as a tram terminus in 1911, with a line from Cremorne Junction to the ferry wharf. The line operated until 1956. Two ferry wharves operated from the earliest development of the area at Old Cremorne and Cremorne Point.

### 6.4.2 Description

The Cremorne Point Conservation Area is located on a peninsula between Shell Cove and Mosman Bays, and is bounded by Hodgson Street to the north.

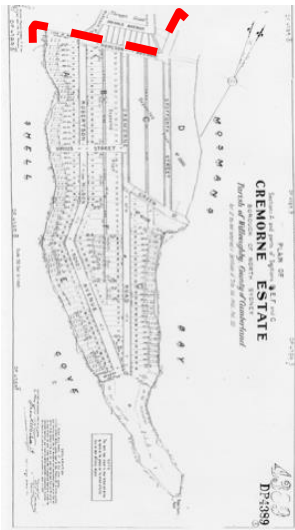
The landform slopes southwards from a central ridgeline and down to the bays on each side. The street pattern follows the topography with roads and service lanes following the ridge line with secondary lanes giving access to the lower sites close to the water. Some streets have terraced footpaths set above or below the roads with exposed rock outcrops.

The Cremorne Point Conservation Area is characterised by large, single and two storey, freestanding Federation and Edwardian dwellings, reflecting the area’s main period of

development. Some dwelling houses have their primary elevation to the water with garaging and carports to the rear. There are also examples of single storey Inter-war dwelling houses with multi-storey Edwardian and Inter-war residential flat buildings. There is considerable Post-war infill development of single dwelling houses and multi-storey residential flat buildings.

The buildings generally have irregular setbacks from the street with level or terraced gardens and a mix of fencing types. There is extensive use of stone in boundary and retaining walls.

The main roads are well landscaped with nature strips and street plantings. Front gardens are well established, and often have extensive plantings to give an overall impression of a landscaped, garden suburb. The peninsula has a landscaped public reserve to its perimeter that is unusual in the Sydney area.



**Figure C-6.7 (left):**

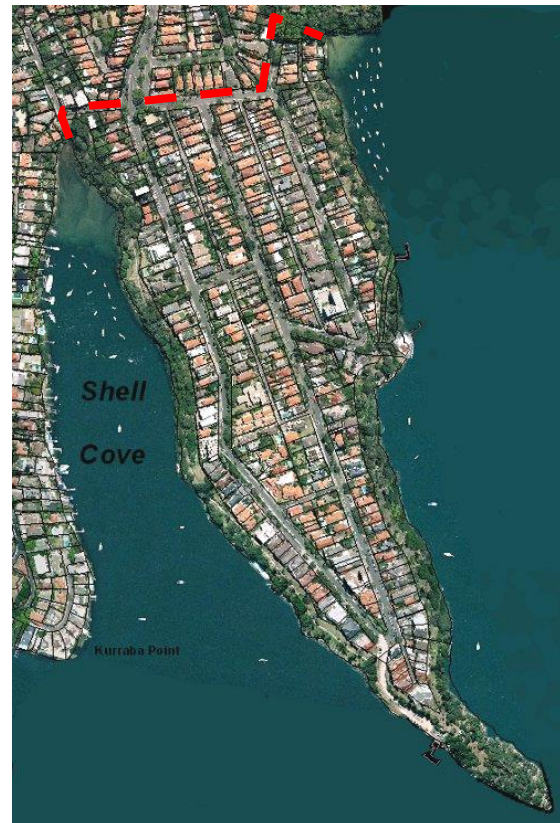
Circa 1890

**Figure C-6.8 (below left):**

Circa 1943

**Figure C-6.9 (below):**

Circa 2008



### 6.4.3 Statement of Significance

The Cremorne Point Conservation Area is significant for:

- (a) Consistent early 20<sup>th</sup> Century residential area with a mix of Federation and 1920s one and two storey housing mixed with inter-war residential flat buildings of two to three storeys, all built on large allotments with a strong orientation to the water.
- (b) Unique foreshore reserve that predates the residential subdivision, which demonstrates the concern for recreation, public access and suburban amenity, and the importance of headlands in the visual character of Sydney Harbour.
- (c) The visual unity derived from its subdivision history that is still apparent.

### 6.4.4 Significant elements

#### Topography

P1 Low ridgeline along a peninsula between two bays that slopes to the water.

#### Subdivision

P2 Regular rectangular lots.

#### Streetscape

P3 Continuity of fences and landscaping. Sandstone kerbing, sandstone and concrete walls, street gardens.

#### Views

P4 Cremorne Reserve Walk lookouts (many, including 34, 35, 38, 40), Hodgson Avenue lookout (24), Bromley Avenue lookout (25), Bogota Avenue lookout (26), Cremorne Road lookout (27), Sirius Park lookout (28), Kareela Lane lookout (29), Green Street lookout (30), Cremorne Lane lookout (31), St Chads lookout (32), Milson Road lookout upper level (33), Wallenundgal lookout, Milson Road (36), Wharf Road lookout (37), Kareela Lane lookout (29). Views from Rialto Avenue, Kareela Road.

### 6.4.5 Characteristic buildings

P1 Single and two storey, detached Federation and Edwardian dwelling houses. Edwardian and Inter-war residential flat buildings.

### 6.4.6 Characteristic built elements

#### Siting

- P1 To the middle of the lot with gardens to the front and rear.
- P2 Buildings sited to retain slot views above and to the side to harbour.
- P3 Front setback 7.9m; 10-15 m east side of Kareela Rd and west side of Cremorne Rd between Sirius St and Hodgson Ave.
- P4 Side setbacks of 1.5 m or 5 m where lots are amalgamated.

#### Form, massing and scale

P5 Single and two storey detached dwellings. Double elevations to waterfront properties. Reduced scale to the rear on non waterfront properties. Multi-storey residential flat buildings.

#### Roofs

- P6 Hipped and gables roofs pitched between 30 and 45 degrees without dormer windows or openings that can be seen from the street. Brick and rendered chimneys.
- P7 Flat or pitched roofs; parapet walls to Inter-War residential flat buildings.



**Materials**

- P8 **Walls:** Face and rendered brick on sandstone foundations; shingle spandrels and gables; fibre cement sheeting, battened gables and rough cast render.
- P9 **Roofs:** Slate; terracotta tile and corrugated metal; flat roofs to some residential flat buildings.
- P10 Timber verandahs and Federation and Arts and Crafts detailing.

**Windows and doors**

- P11 Consistent with building period and style. Timber.

**Fences**

- P12 Low scale to 900 mm height. Up to 1.2 m for large Federation residences.
- P13 Sandstone walls; timber pickets.

**Car accommodation**

- P14 Parking provided off rear lanes.

**6.4.7 Uncharacteristic elements**

- P1 Over-scaled additions; dormers and skylights to front roof slopes; roof terraces; carports and garages covering more than 1/3 of the street frontage; high solid fences to the street; rendering and painting of face brick; extensive glazing; glazed balustrades; loss of original detail; modern infill development and residential flat buildings.