

CHARACTER AREA - 20

“The area is characterised by a patchwork of dwelling typologies and styles, of simple geometry and pitched roofs to contemporary forms with wider modulation and flat roofs; uniform front setbacks with varying landscaping, fence materiality and height and carparking structures; district views from topographical high points”.

The study area is generally bound by Lancaster Road to the north, Gilbert and Hardy streets to the east, William Street to the south and Old South Head Road (OHSR) to the west.

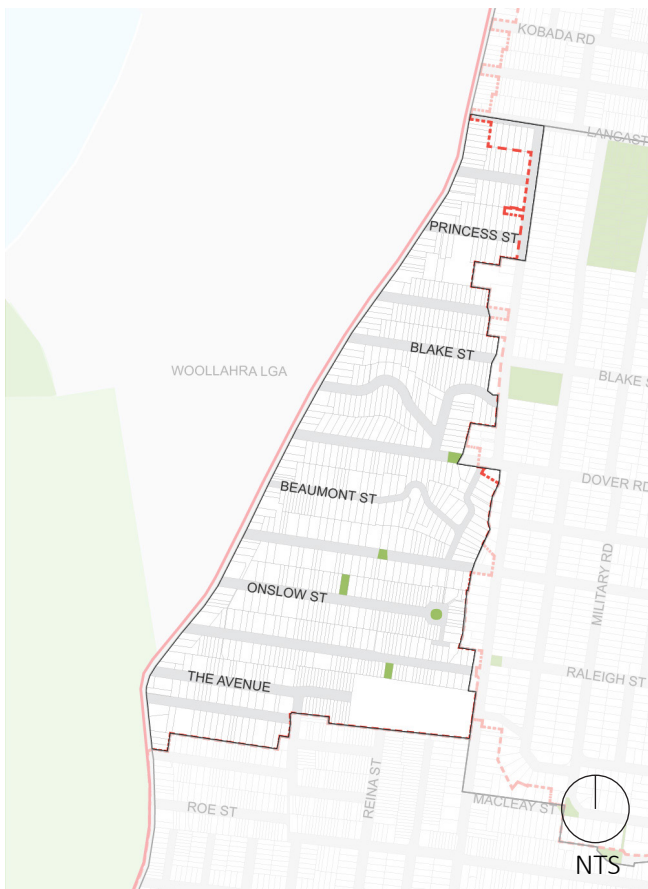


Figure 20-1 - Local character area #20 map



Figure 20-3 - Detached dwelling, Beaumont Street



Figure 20-4 - RFB, Liverpool Street



Figure 20-2 - Detached dwellings, Gilbert Street

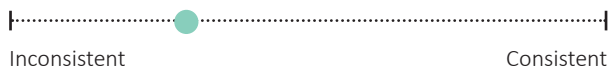


Figure 20-5 - Liverpool Street example of east-west street corridor

Existing character attributes



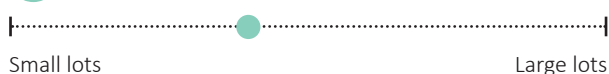
Built form



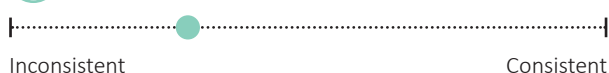
Height of buildings



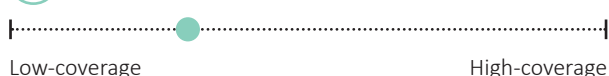
Subdivision pattern



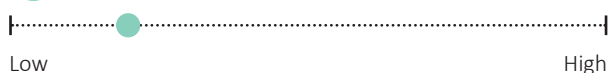
Public and private domain interface



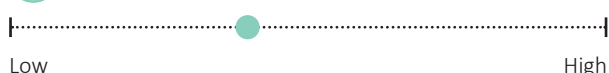
Vegetation coverage



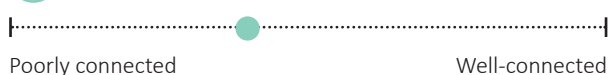
Open space and landscape features



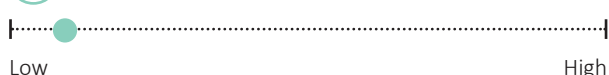
Views



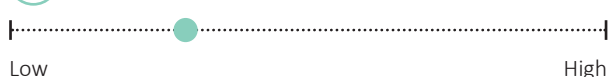
Access and connectivity



Heritage significance



Diversity of uses



Desired future character

Vision

The desired future character for the area is defined by leafy residential streets along an undulating topography, within walking distance of local shops and services available at Rose Bay South centre.

Objectives

The objectives for development on land identified within the character area are as follows:

- To recognise Rose Bay South as an important centre for providing goods and services to the local community,
- To retain a fine-grain shopfront pattern to development within the Rose Bay centre,
- To promote and coordinate consistent development along the eastern and western side of the Rose Bay centre,
- To recognise and retain the diversity of uses along OSHR,
- To minimise new vehicle crossings on Old South Head Road,
- To promote sympathetic alterations and additions that respect the form, architectural style, height, materials and details of existing dwellings, particularly semi-detached dwellings,
- To ensure high-quality design of contemporary detached and semi-detached dwellings (including dual occupancy), with appropriate façade and material articulation. Flat roofs may be supported for view sharing,
- To encourage high-quality, contemporary, low rise RFB development at the western edges of the area, fronting OSHR and replacement of existing RFBs. Consider site amalgamation where appropriate,
- To retain a consistent building alignment,
- To ensure that carparking structures do not dominate or adversely impact upon the streetscape,
- To promote the reduction of hard surfaces and an increase of public and private landscaping,
- To retain and protect the visibility of sandstone cliffs and edges by integrating the landscaping of adjoining public and private spaces, for example Hardy Street and rear of properties on Onslow Place,
- To maintain and minimise the impact on views and vistas from the public and private domain.

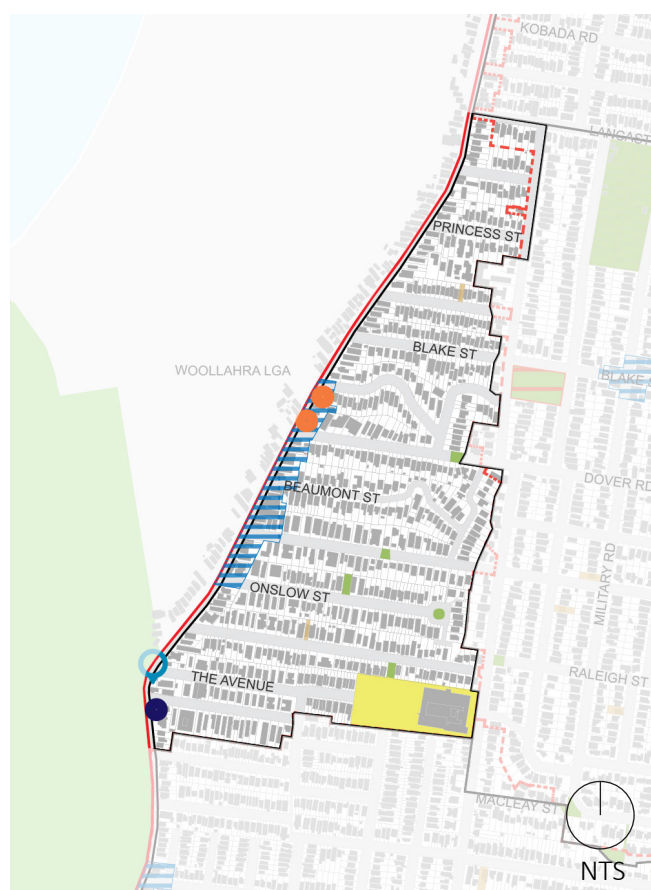
Existing character description

History

Early land grants were slow to develop due to the area's remoteness and the attractiveness of land to the west of OSHR in Woollahra. By the 1880s east-west cross streets began to appear off OSHR, which spurred housing development during the late Federation period, initially fronting OSHR, and then progressing into the escarpment, and onto former quarry sites, such as Onslow Street, during the Inter-War period. The area remains predominantly residential with supporting commercial and retail uses within the South Rose Bay village centre and educational establishments, including Rose Bay Secondary College.

Configuration and connectivity

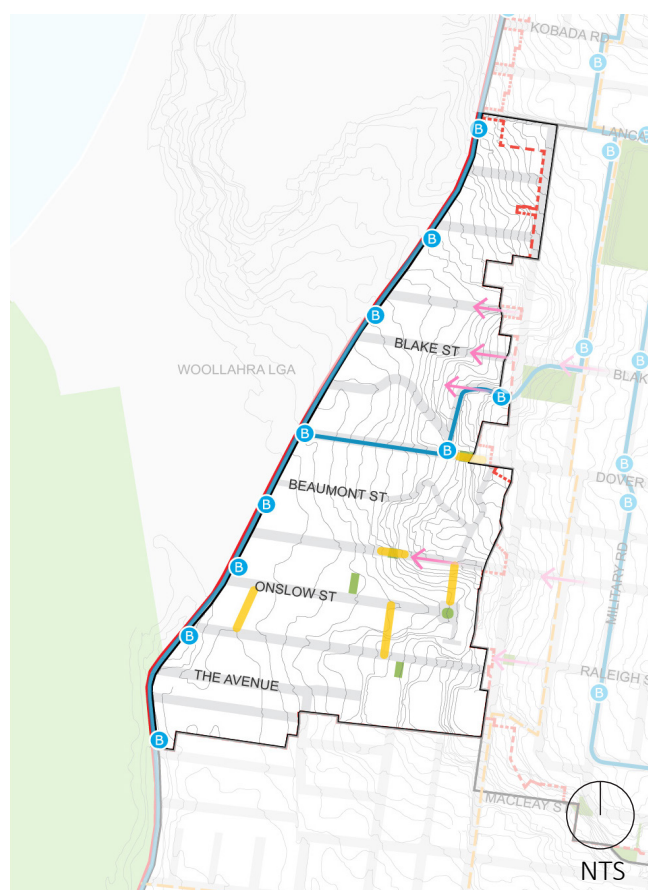
Irregular blocks extend east-west following the early cross streets from OSHR across the prevailing east-west slope. Subdivision has resulted in predominantly north-south facing lots of varying sizes, which contrasts the configuration of Dover Heights to the east. Steep topographical changes south of Blake Street result in terraced sites, curvilinear and no-through streets, for example Dover Road, Liverpool Street and Onslow Street. OSHR, Hardy and Gilbert streets provide the primary north-south connection to, from and through the area. Internal north-south connections are minimal. Pedestrian access and connectivity are maintained with through-block links, for example Chaleyer Street to Onslow Street and Onslow Street to Liverpool Street. Public transport is limited to bus services along OSHR, Victory Street, Dover Road and Hardy Street.



LEGEND

- | | |
|-------------------------------|------------------------------|
| Study area boundary | Religious institution |
| Cadastre boundary | Medical centre |
| Building footprint | Landscape Conservation Area |
| Open space | General heritage item |
| Rose Bay South Village Centre | Archaeological heritage item |
| Educational establishment | |

Figure 20-6 - Built form, uses and heritage area #20



LEGEND

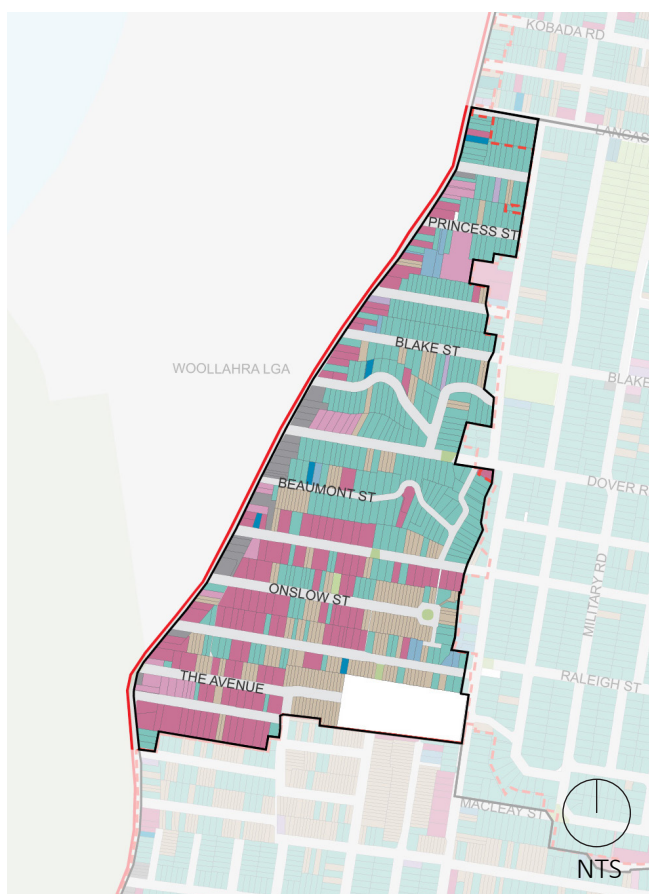
- | | |
|------------------------|------------------------|
| Study area boundary | Bicycle routes |
| Road network | Pedestrian connections |
| Contour (2m intervals) | View corridor |
| Open space | |
| Bus routes | |
| Bus stops | |

Figure 20-7 - Road network and movement area #20

Built form

The area is characterised by a patchwork of dwelling typologies and styles. The area to the north of Liverpool Street is characterised by 1-3 storey detached dwellings located on cross streets, and 1-4 storey residential flat buildings (RFBs) and shop-top housing fronting OSHR and through the South Rose Bay village centre. Styles include Federation and Inter-War style detached and semi-detached bungalows, Mid-century style RFBs and newer late 20th century (see Figure 20-12) and 21st century detached dwellings, which reflects recent and ongoing redevelopment of the area. The area to the south of Liverpool Street is characterised by a high concentration of 1-2 storey Inter-War style detached

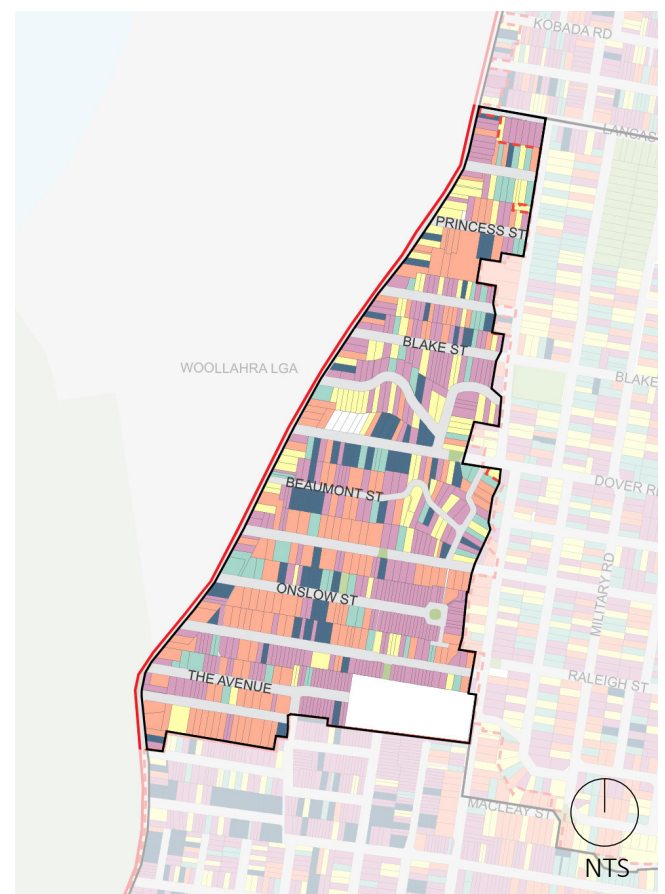
and semi-detached dwellings and 3-4 storey Mid-century to late 20th century RFBs (see Figure 20-4). RFB development resulted in the erosion of previously cohesive Inter-War streetscapes. Earlier architectural styles (pre-Mid-century) are defined by simple geometry, rendered or un-rendered red or light-coloured brick, terracotta pitched roofs, and varying façade detailing. Despite noticeable styles, early dwellings have been significantly modified overtime. Modifications include, second-storey and garage additions. Later contemporary architectural styles are defined by flat-roofed, contemporary forms with wider modulation, wide integrated garages, large balconies and areas of transparent glass for doors, windows and balcony balustrades (see Figure 20-2).



LEGEND

Study area boundary	Shop-top housing
Cadastral boundary	Commercial
Detached dwelling	Other
Semi-detached dwelling	
Dual-occupancy	
Terrace	
Residential flat building	
Manor home	
Multi-dwelling housing	

Figure 20-8 - Dwelling typologies area #20



LEGEND

Study area boundary
Cadastral boundary
Colonial
Early Victorian
Late Victorian
Federation
Inter-war
Mid-Century Modern
Late 20th Century
21st Century

Figure 20-9 - Architectural styles area #20

Public and private domain interface

The public and private domain interface varies across the area, due to different street corridor widths, topographical changes and dwelling typologies and styles. Wider versus narrower street carriageways, verges and footpaths influence the physical distance and visual transition between the domains. The varying capacity of the street verge to accommodate trees also influences this transition, creating a sense of openness or enclosure within the street corridor, for example Victory Street versus Onslow Street. The verge is punctuated by driveway crossovers due to the prevalence of on-site parking within the area. Dwellings tend to have a uniform front setback, however, varying front landscaping, fence materiality and height influence the visibility of the dwelling from the public domain, for example Strickland and Beaumont streets (see Figure 20-11). Encroachment into the front setback by parking structures including car ports and enclosed garages is common and further obscures the dwelling from the public domain, for example Northcote Street. This can also result in a continuous wall of garages. On sloping sites dwellings are raised above the street level, with built retaining walls, high fences and garage doors typically fronting the street, with the dwelling setback further within the lot, for example Victory Street. Front landscaping varies. RFBs are typically raised above street level, with ground-level carparking and upper balconies overlooking the public domain (see Figure 20-10).



Figure 20-10 - RFB, Chaleyer Street



Figure 20-11 - Street corridor, Beaumont Street



Figure 20-12 - Semi-detached dwellings, Onslow Street



Figure 20-13 - Detached dwellings, Victory Street



Figure 20-14 - RFB, Chaleyer Street

Natural environment

Topographical high points in the north and east of the area provide district views from the public and private domain to the harbour and Sydney CBD, for example Hardy Street and Liverpool Street. Open space is limited within the area comprising pocket parks at Dover Road and Onslow Street, however the area benefits from access to surrounding coastal and harbour public open space. Walkability to these areas is influenced by topographical changes. Stone retaining walls and exposed sandstone bedrock are prominent landscape features. Vegetation coverage across the area varies. Within the private domain coverage is typically low-medium, this is largely due to high site coverage and prevalence of pools. Within the public domain, coverage remains low in the north of the area, likely due to varying verge widths and to need to maintain views. Coverage increases within the south of the area. These conditions result in a low-medium heat vulnerability.

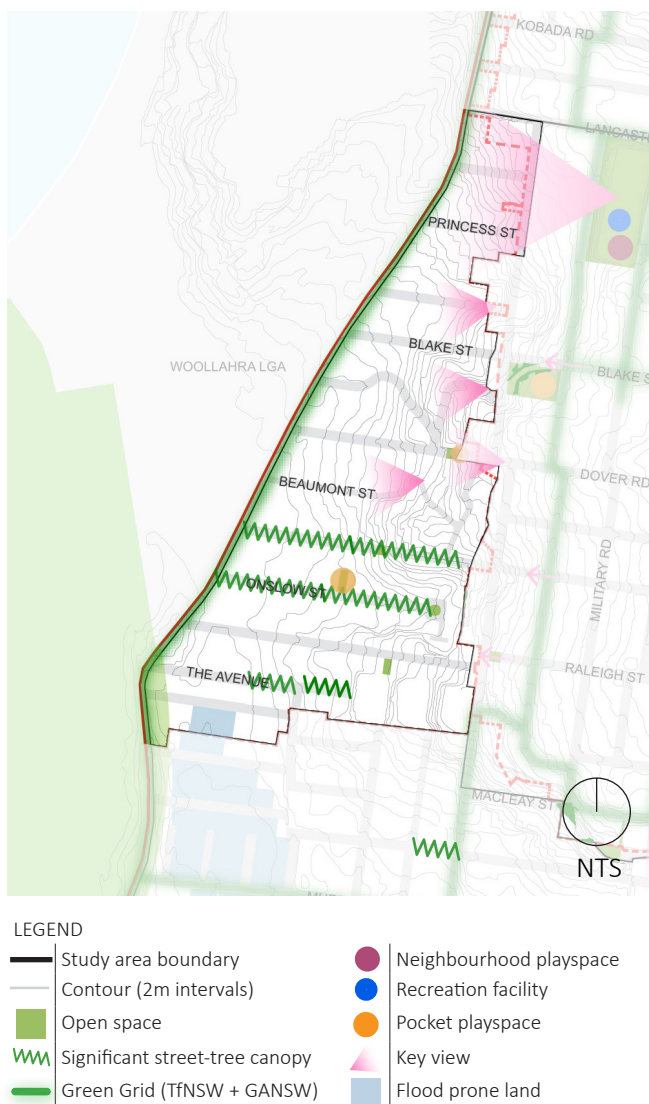


Figure 20-15 - Open space and vegetation area #20



Figure 20-16 - Bangalla Road, looking west to Sydney CBD

Recent development

Recent development history comprises alterations and additions of existing dwellings, including second-storey, car ports and materiality changes; construction of 2-storey dwellings of contemporary forms with integrated garages; limited amalgamation and construction of RFBs and town houses, particularly along OSHR; and limited strata consolidation. Indicating an anecdotal demand for newer dwellings, more floor space and more on-site carparking in the area.



Have Your Say!

1. Is the boundary of the area accurate?
2. Do you think this is an accurate description of the areas existing character?
3. What characteristics of the area do you value most?
4. Are the desired future character objectives listed above helpful in maintaining and enhancing the areas valued characteristics?