

CHARACTER AREA – 19

“The area is defined by predominantly low-rise detached and semi-detached dwellings of varying styles, however with a common pitched roof form, wide street corridors with sporadic low plantings, inconsistent front setbacks with varying fence treatments, landscaping and carparking structures”.

The study area is generally bound by William Street, Hardy Street and MacLeay Street to the north, Military Road to the east, Murrivierie Road to Blair Street to the south and Old South Head Road (OSHR) to the west.



Figure 19-1 - Local character area #19 map



Figure 19-4 - Stewart Street dwellings



Figure 19-2 - Roofscape, viewed from Gilgandra Road, looking east



Figure 19-5 - Owen Street dwellings



Figure 19-3 - Streetscape, Nancy Street

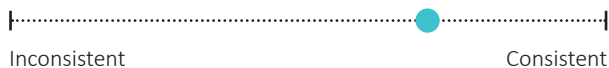


Figure 19-6 - Roe Street dwellings

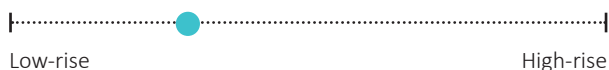
Existing character attributes



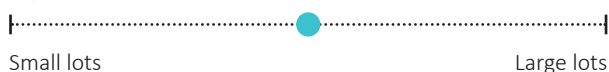
Built form



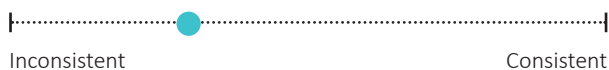
Height of buildings



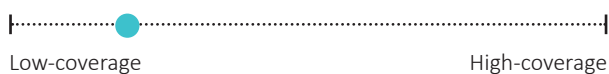
Subdivision pattern



Public and private domain interface



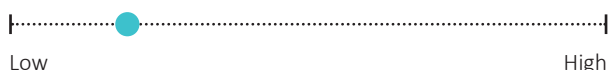
Vegetation coverage



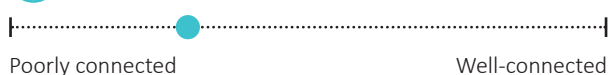
Open space and landscape features



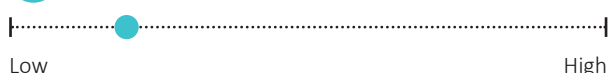
Views



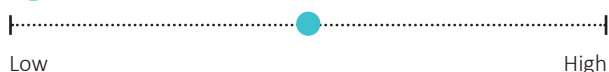
Access and connectivity



Heritage significance



Diversity of uses



Desired future character

Vision

The desired future character for the area is defined by wide leafy residential streets, with an interesting and varied built form.

Objectives

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

- To recognise and maintain the diversity of uses in the area,
- To promote the retention of urban services in the area and manage the interface between urban services and residential development,
- To maintain the predominant low-rise detached and semi-detached dwelling typologies in the area,
- To maintain the consistent setbacks / building alignments in the area,
- To encourage the conservation of Federation and Inter-War-style dwellings,
- To ensure alterations and additions read as a cohesive part of the existing dwelling and extension of historic form and materiality,
- To maintain the appearance of semi-detached development as one of a pair, demonstrating consistent scale, style and materiality,
- To ensure high-quality design of contemporary development with well-articulated forms, rooflines and materiality,
- To encourage high-quality, contemporary, low rise development at the western edges of the area, fronting OSHR. Consider site amalgamation where appropriate,
- To ensure that carparking structures do not dominate or adversely impact upon the streetscape. Integrate carparking within new dwellings, and discourage carparking structures in front setback unless the predominant interface of adjoining dwellings,
- To discourage new driveway crossovers,
- 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 MacLeay Street.

Existing character description

History

Development of the area was slow due to the area’s remoteness, the attractiveness of land to the west of OSHR in Woollahra and the proximity to the sand dunes and hinterland lagoons that characterised the Bondi Basin. Tanneries and dairies were established on OSHR just north of present day Murrivierie Road as early as the 1820s. The land remained agricultural (dairies, poultry) up until the late 1890s. East-west cross-streets from OSHR, for example Murrivierie Road, began to appear from the early 1890s. Housing development began during the late Federation period (1890-1915) initially along OSHR and then progressively east, during the Inter-War period (1919-1939) following the remediation and removal of the sand dunes (1900-1920). The area remains predominantly residential with supporting commercial and retail uses within the Murrivierie Road (west), Curlew Street, Glenayr Avenue (Seven Ways) local centres , religious institutions and childcare centres.

Configuration and connectivity

Irregular blocks typically extend east-west following the early cross streets from OSHR. Blair Street and OSHR provide the primary connections to and from the area. Multiple no-through streets limit inter-block connectivity and circulation throughout the area. Pedestrian connectivity is maintained with through-block links, for example between OSHR, Brassie and Niblick streets, Stewart Street to Roe Street and Clyde Street to Waratah Street. Dedicated on-street bicycle lanes are located on Blair Street and OSHR (western side). Public transport is limited to bus services along OSHR, Blair Street and Hardy Street, which provide connections to the northern and southern suburbs of the LGA, Bondi Junction and Sydney CBD.

Built form

The area is characterised by predominantly 1-2 storey detached and semi-detached dwellings of the Inter-War style, interspersed with earlier Federation-style

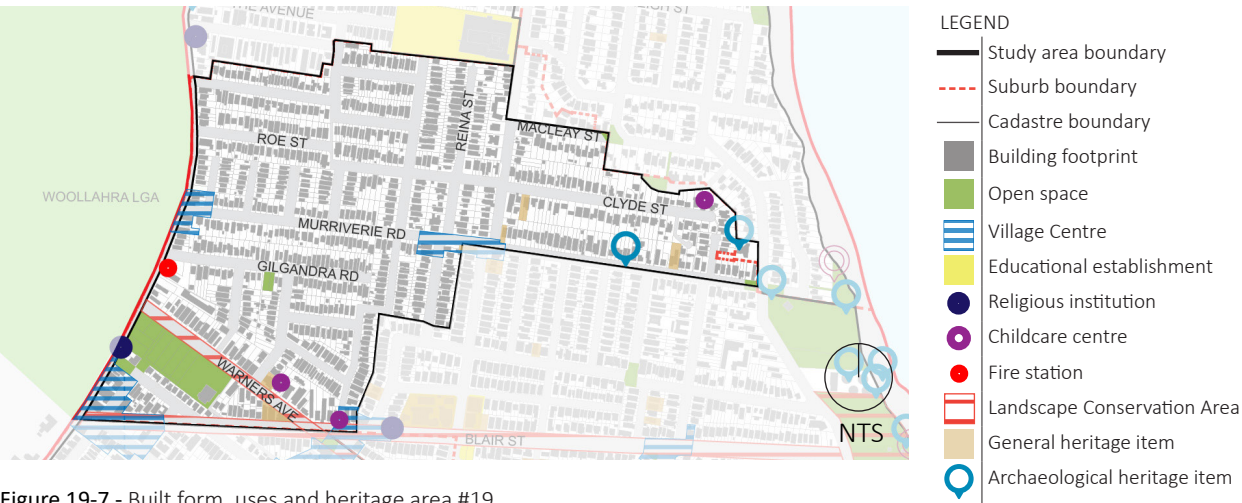


Figure 19-7 - Built form, uses and heritage area #19

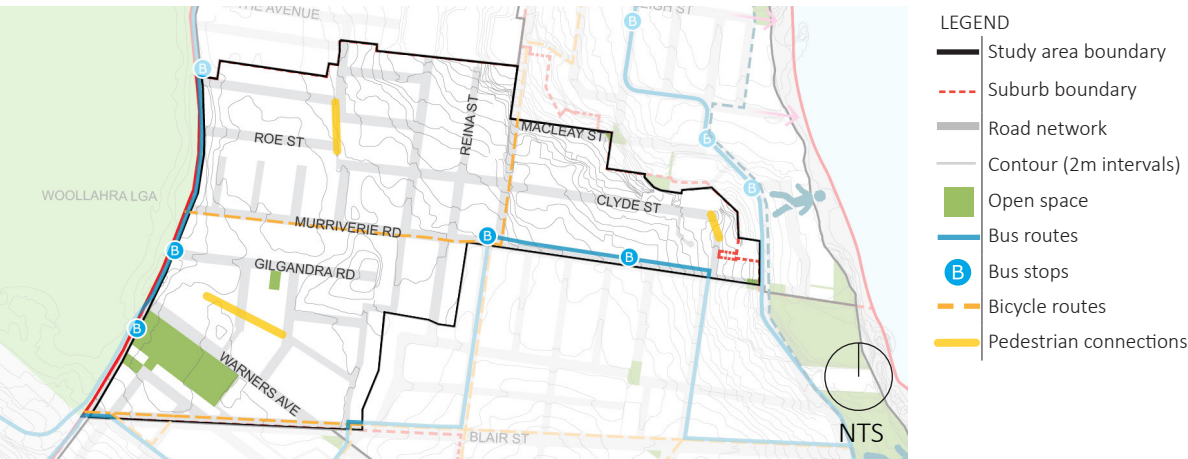


Figure 19-8 - Road network and movement area #19

and later Mid-century Modern, late 20th century and 21st century-style detached, semi-detached (including dual occupancy) dwellings and 3-4 storey residential flat buildings (RFBs). Clusters of Federation and Inter-War style bungalows are evident along Roe (see Figure 19-6), Narelle, Stewart, Reina (see Figure 19-11) and Nancy streets and Gilgandra Road. These styles are characterised by brick construction, pitched terracotta tiled roofs, with thick masonry or timber verandah posts and decorated timber gable trim. Early dwellings have been significantly modified overtime. Modifications include, second-storey and garage additions. Inter-War style RFBs (Art Deco, Georgian Revival, Spanish Mission sub-styles), are evident along Warners Avenue (see Figure 19-16) and Blair Street, are typically characterised by a solid brick façade (facades types vary), small window openings and entry presenting to the street. The concentration of Mid-century, late 20th century and 21st century styles increases to the east of the area, fronting MacLeay Street, Clyde Street and Murrivier Road. The area has a population density of approximately 81 persons/ha.



Figure 19-11 - Semi-detached dwellings, Reina Street

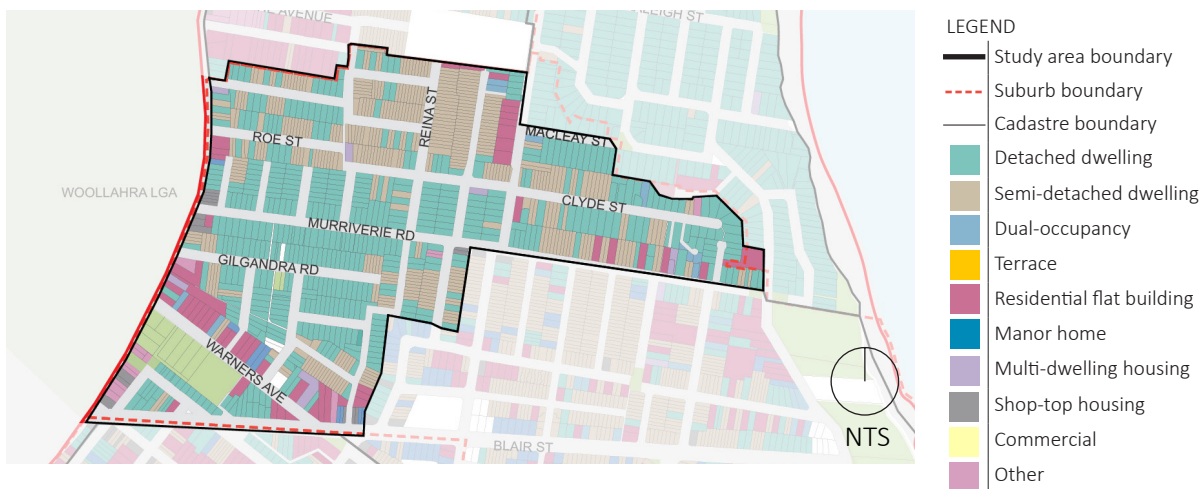


Figure 19-9 - Dwelling typologies area #19

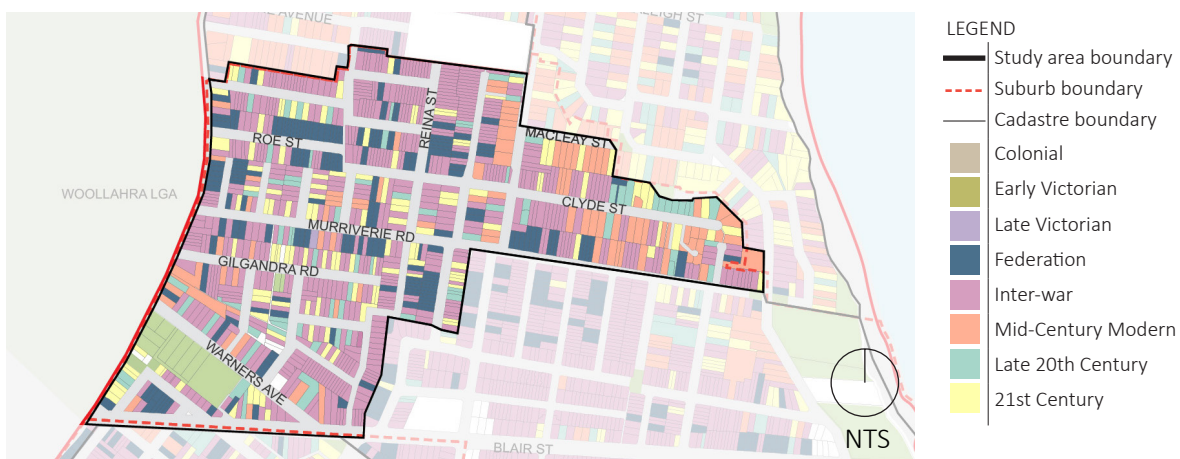


Figure 19-10 - Architectural styles area #19

Public and private domain interface

Wide street verges provide a gradual physical and visual transition between the public and private domains. On-street planting also influences this visual transition. The interface between the domains is characterised by varying built form, materiality and landscaping. Detached and semi-detached dwellings typically comprise a consistent front setback of average depth. The visibility of the dwelling varies, however, due to differing fence treatment (low, high, solid, picket or railing, brick, stone, vegetation) and front landscaping, for example Clyde, Waratah and Nancy streets (see Figure 19-12). Street-level hard-stand parking, carports or enclosed garages at the boundary further obscure the private domain and detract from the generally consistent building alignment, for example Reina and Roe streets. Continuous garages can create a solid street wall, for example Justus Street. On sloping sites, dwellings on the high side are raised above street level, with dwellings on the lower side partially obscured from street level, for example Narelle Street and Murrivier Road (east). Inter-War RFBs also typically comprise narrow setbacks and limited landscaping, with a solid brick façade (facades vary), small window openings and entry presenting to the street. Mid-late 20th century RFBs are raised above street level incorporating ground-floor carparking, for example OSHR. Upper balconies overlook the public domain. Through the local centres, retail and commercial uses abut the public domain.



Figure 19-12 - Property frontages, Nancy Street



Figure 19-13 - Detached dwellings, Patterson Street



Figure 19-14 - Semi-detached dwellings, Owen Street



Figure 19-15 - Garage frontages, Gilgandra Road



Figure 19-16 - Inter-War RFB, Warners Avenue

Natural environment

Open space is limited within the area comprising Barracluff Park (see Figure 19-18) and pocket parks at Beach Road and Gilgandra Road. However, the area benefits from access to surrounding coastal and harbour public open space. Together with the Bondi Bowling Club and Tennis Centre these spaces offer passive and active recreation opportunities. Steep topographical changes in the north-east of the area, exposes the escarpment wall at MacLeay and Clyde Street. Distant views across the basin to the coastline are available from Hardy and Waratah streets.

Vegetation coverage is predominantly low-medium across the area. The street verge typically comprises sporadic low plantings, except for the avenue planting along Warners Avenue and Blair Street (Landscape Conservation Areas). Private planting is typically restricted to the rear yard. These conditions result in a low-medium heat vulnerability across the area.

Recent development

Recent development history includes alterations and additions to detached and semi-detached dwellings, including second-storey and attic additions, materiality changes, hard-stand parking space, car ports, garages (with or without associated drive-way crossover); and construction of 2-storey detached or semi-detached dwellings (including dual occupancy). Suggesting a desire to maintain existing dwellings and a demand for more floor space and carparking.

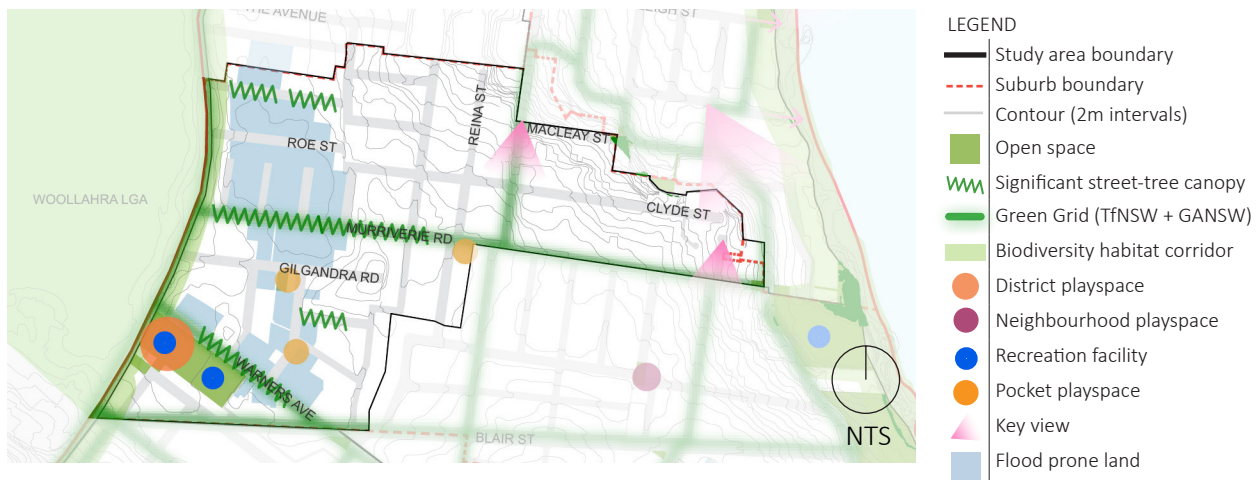


Figure 19-17 - Open space and vegetation area #19



Figure 19-18 - Barracluff Park, looking south-east



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?