



SECTION 7 NEUTRAL BAY PLANNING AREA

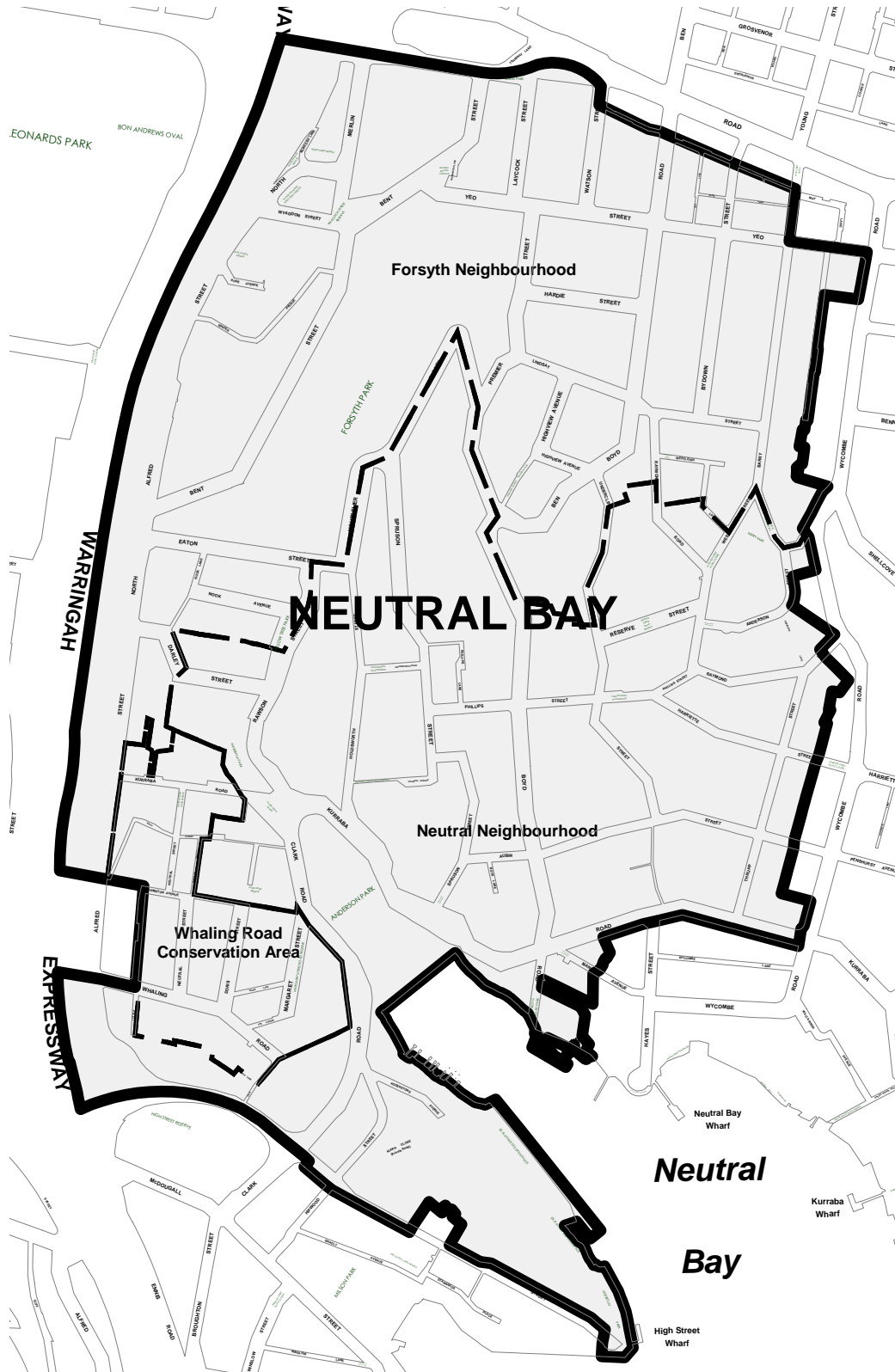
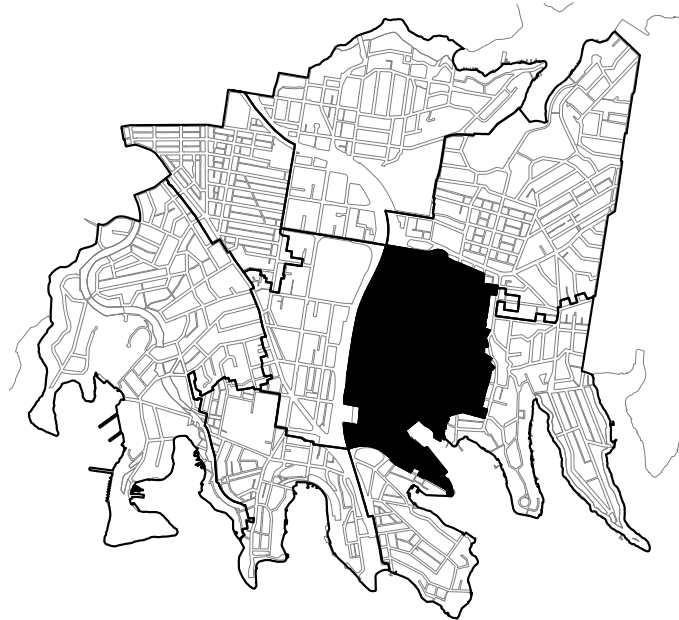


Figure C-7.1: Neutral Bay Planning Area and associated Locality Areas

7.0 NEUTRAL BAY PLANNING AREA CHARACTER STATEMENT



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

Neutral Bay is a diverse residential neighbourhood. Lower density development exists in the neighbourhood where there are small allotments, conservation areas and heritage items. Small shops, community and school facilities cater for the local residents. The waterfront and harbour setting of the Neutral Bay Area provide passive and active recreation pursuits, access to transportation, to other parts of the harbour via ferries and contribute to the natural and scenic qualities of the neighbourhood.

Development in the Planning Area should result in:

- residential growth occurring in accordance with Council's Residential Development Strategy, principally in the high density residential zones situated in the vicinity of Military Road
- a wide range of residential types and sizes being distributed throughout the area
- a scattered range of shops, services and facilities being available to the local community
- any alterations and additions being of a similar scale to existing buildings

and where:

Function

- there are safe and accessible community facilities and meeting places
- a few non-residential uses operate without adverse effect on the residential neighbourhood
- accessible and safe pedestrian routes are extended from Forsyth Park to the foreshore at Anderson Park
- public transport, cycling and walking are the preferred means of transport in an effort to reduce through traffic within Neutral Bay.

Environmental Criteria

- parkland and natural foreshore areas are conserved and protected and pedestrian access to these is incorporated and improved
- good sunlight is available to public spaces and parks
- ecology of bushland is 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 abundant through planting local flora
- preservation and enhancement of tree coverage in line with Council's Urban Forest Policy

Quality Built Form

- new development is consistent with the existing built form
- buildings are of a lower scale and stepped on sloping terrain with vegetation abundant on steep slopes
- buildings are set back from all boundaries and have landscaped front gardens, softening the built form
- views of surrounding areas and the harbour are available through sites and achieved through setbacks of the built form from all boundaries and low, open fencing
- heritage items are protected, and significant streetscape elements are conserved in the Whaling Road conservation area
- wharf areas in Neutral Bay have a high level of amenity, have active uses nearby and provide a safe point for commuters to and from the area

Quality Urban Environment

- backyards are used for private recreational needs of residents in apartment buildings, particularly for families and children
- front fences are low and offer good visual surveillance to house fronts and gardens

Efficient Use of Resources

- existing buildings are generally maintained to prevent unnecessary waste of building materials
- storm water is captured on site and used to water gardens

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

- Section 7.1: Forthsyth Neighbourhood
- Section 7.2: Neutral Neighbourhood
 - Section 7.2.4: HMAS Platypus
- Section 7.3: Whaling Road Conservation Area

7.1 FORSYTH NEIGHBOURHOOD



7.1.1 Significant Elements

Land Use

- P1 Predominantly residential accommodation.
- P2 Passive and active recreational spaces.
- P3 Educational establishments.

Topography

- P4 Generally falls to the south-east from the ridge along Military Road and from the Warringah Freeway.
- P5 Steep falls occurring adjacent to northern and western sides of Forsyth Park.

Natural Features

- P6 Remnant bushland at the northern end of Forsyth Park.

Views

- P7 The following views and vistas are to be preserved and where possible enhanced:
 - (a) District views from streets and reserves to Sydney Harbour and beyond.
 - (b) Kenneth Bolton Lookout (44), Bent & Yeo Streets Lookout (45), Merlin Street Lookout (46), Bent Street Lookout (47), Forsyth Park Lookout (48)

Identity / Icons

- P8 Warringah Freeway, a major arterial thoroughfare.
- P9 Military Road, a major arterial thoroughfare.
- P10 Forsyth Park.

Subdivision

- P11 Rectilinear grid pattern on the upper slopes.

P12 Irregular subdivision pattern west of Forsyth Park due to the undulating and steep topography.

Streetscape

P13 To the west of Forsyth Park:

- (a) A mixture of one and two way streets.
- (b) Split carriageways separated by sandstone retaining walls and double rail timber fences.
- (c) Buildings setback from the boundary behind low fences.

P14 To the east of Forsyth Park:

- (a) Tree lined streets with grassed verges and concrete footpaths.
- (b) Garages and carports built to the boundary on the high side of the street.
- (c) Buildings setback from the boundary with a skewed alignment to the street.

Public transport

P15 Development is to take advantage of high levels of accessibility to high frequency public bus services along Military Road.

7.1.2 Function

Diversity

- P1 Predominantly high density residential accommodation in the form of residential flat buildings concentrated in the vicinity of Military Road to take advantage of high levels of public transport.
- P2 Some pockets of attached dwellings and multi dwelling housing according to zone.
- P3 Some pockets of federation style dwelling houses and semi-detached dwellings in Laycock, Bydown and Barry Streets.

7.1.3 Desired Built Form

Form, massing & scale

P1 Buildings to step down in height in accordance with the terrain.

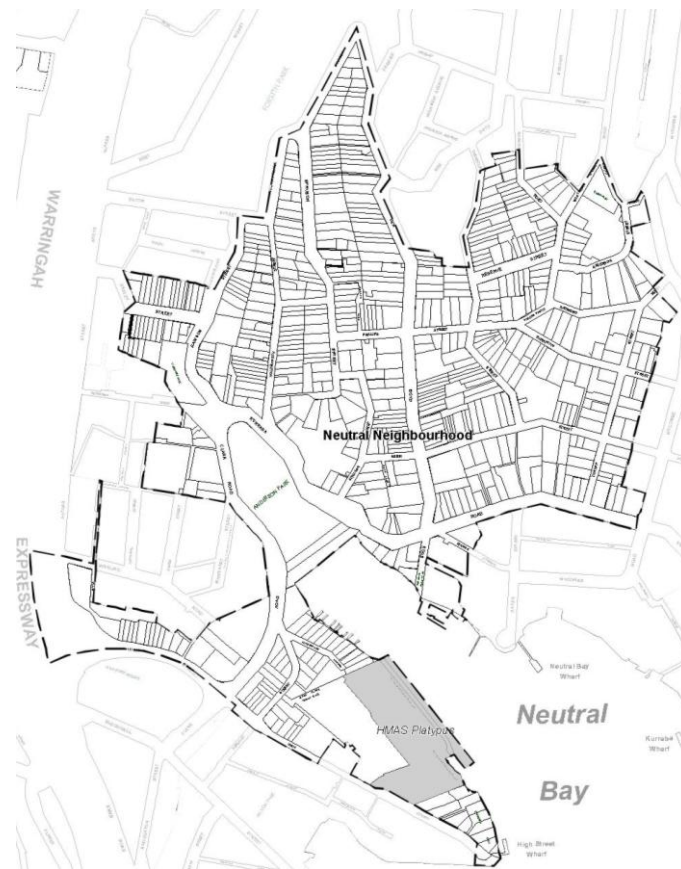
Noise

P2 Elevations of buildings fronting Military Road and Warringah Freeway 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).

Fences

P3 Buffer planting screens impact from Warringah Expressway.

7.2 NEUTRAL NEIGHBOURHOOD



7.2.1 Significant Elements

Land Use

- P1 Predominantly residential accommodation.
- P2 Passive and active recreational spaces.
- P3 Small scale commercial activities.

Topography

- P4 The northern portion of the Area generally falls to the south down to the foreshores of Sydney Harbour
- P5 The southern portion of the Area generally falls to the east down to the foreshores of Sydney Harbour.
- P6 Steep topography to the north of Anderson Park.

Natural Features

- P7 Remnant natural shoreline areas in Neutral Bay, Anderson Park and Kesterton Park.
- P8 Natural outcrops of exposed rock and cliff faces.

Views

- P9 The following views and vistas are to be preserved and where possible enhanced:
 - (a) views from streets and reserves to Sydney Harbour and beyond.

Area Character Statements - Neutral Bay Planning Area

- (b) Westleigh Street Lookout (49), Reserve Street Lookout (50), Anderson Street Lookout (51), Phillip Street Lookout (52), Holdsworth Road Lookout (53), Spruson Street Lookout (54).

Identity / Icons

- P10 Anderson Park
- P11 Former HMAS Platypus site, including:
 - (a) Existing wharf structure,
 - (b) Sandstone cuttings, and
 - (c) Heritage items and aspects of heritage significance are incorporated in development and reflect the history of the site as a gas works and naval installation
- P12 Sydney Harbour.

Subdivision

- P13 Irregular grid pattern generally aligning with the topography.

Streetscape

- P14 Tree lined streets with grassed verges and concrete footpaths.
- P15 Split carriageways, with pedestrian linkages through.
- P16 Generally a mixture of low sandstone, masonry and timber picket fences, with higher fences on the lower side of the street.
- P17 Buildings generally setback, with some instances of garages built to the boundary.

Public transport

- P18 Development to take advantage of high levels of access to regular public ferry services from High Street and Neutral Bay Wharfs and bus services along Clarke and Kurraba Roads.

7.2.2 Desired Future Character

Diversity

- P1 Predominantly low density residential accommodation in the form of dwelling houses, semi-detached houses and dual occupancies.
- P2 Pockets of attached dwellings, multi dwelling housing and residential flat buildings according to zone.
- P3 Small scale commercial and retail premises according to zone.
- P4 Maintaining and enhancing recreational and cultural facilities.

Foreshore

- P5 Wharf areas are made active, safe and accessible.

7.2.3 Desired Built Form

Form, massing and scale

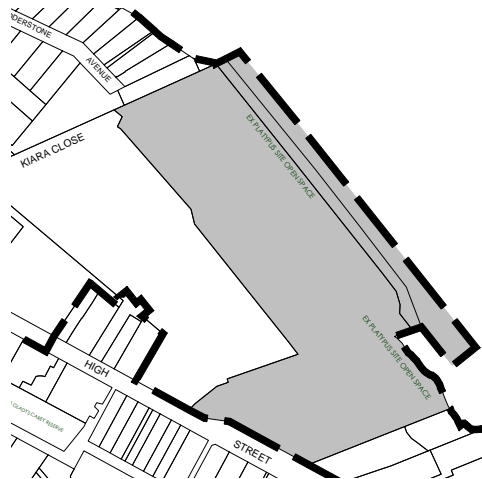
- P1 Development should be carefully designed to follow the topography of the land, with buildings on sloping sites.

Foreshore

- P2 Development on sites on or near the foreshore should be carefully designed to not restrict water views from neighbouring property or from public areas.

- P3 Development adjacent to the foreshore is small in scale and does not dominate the foreshore frontage.
- P4 Development associated with marinas and boating activity is kept to a minimum and is compatible with the surrounding land uses.
- P5 Development adjoining foreshore areas use muted colours and non-reflective materials, such as brick and timber to ensure the scenic and environmental qualities are enhanced.

7.2.4 HMAS Platypus



Diversity

- P1 A mix of cultural, recreational, community and commercial uses. Potential uses include cafes/dining, training/education, performance/events, offices, studios, conference/function/meeting places, neighbourhood shops and small scale maritime industrial uses.
- P2 Existing wharf to be retained and adaptively reused.
- P3 Existing buildings to be adaptively reused where possible.
- P4 Existing buildings are to be reduced in scale where appropriate to provide a better relationship with neighbouring development.
- P5 Provision of a sequence of terraces, streets, squares and gardens for public enjoyment by the waterfront.
- P6 Public open spaces are to be connected internally and to external existing pedestrian links.

Heritage

- P7 Heritage items and aspects of heritage significance are incorporated in development and reflect the history of the site as a gas works and naval installation.
- P8 The heritage significance of structures on the site is to be maintained and conserved through the implementation of policies within a conservation management plan for the site.

Contamination

- P9 The site is remediated through implementation and measures outlined in a remediation report and a review of remediation works as outlined in Section 14 -Contamination and Hazardous Materials to Part B of the DCP.

Views

- P10 Views along pedestrian access from High Street of Neutral Bay and Sydney Harbour. View opportunities from a lookout higher on the site

Area Character Statements - Neutral Bay Planning Area

P11 View corridors from High Street and Kiara Close to Sydney Harbour between and over buildings

Solar access

P12 Sunlight corridors between and over buildings to foreshore open space

P13 Buildings designed to maximise solar access to surrounding residential properties and public areas during winter months

Siting

P14 New development to be sited towards the south-western boundary to allow a substantial setback from the foreshore to enable continual public access along the foreshore.

Setback

P15 Buildings adjoining public open space areas are setback 6m to achieve a buffer with parkland/foreshore.

Form, massing and scale

P16 Two or three storey at High Street and the foreshore.

P17 Five storeys against cliff.

P18 Development is stepped down to open space along foreshore resulting in minimised overshadowing of public areas.

P19 Development on High Street relates to the existing two storey historic attached dwellings.

Roofs

P20 Pitched between 25 and 35 degrees along High Street frontage.

P21 Flat on lower site maximising view opportunities.

Access

P22 Continuous pedestrian access is to be provided along the entire foreshore frontage.

P23 Pedestrian links are to be provided to Kesterton Park and High Street.

Car accommodation

P24 The existing car park accessed off Kiara Close may be retained if the number of parking spaces does not increase and access to the car park is managed / controlled to prevent casual parking.

P25 Any new car parking should be located underground or within buildings.

P26 Unenclosed parking should be suitably screened from public view.

P27 Disabled parking should be provided to enable public access to the foreshore and open spaces.

Traffic generation

P28 A traffic study must be submitted which outlines strategies to minimise the impact from traffic generated by the site

7.3 WHALING ROAD CONSERVATION AREA



7.3.1 History

Prior to the construction of the Warringah Freeway, the Whaling Road Conservation Area was the eastern edge of the North Sydney township. The steep escarpment, now marked by Clark Road, was the physical barrier for the area.

The area was part of a land grant to James Milson in 1839 part of which was subdivided in the 1870s by Milson's daughter Sophia Shairp.

During the latter half of the 19th century early farms and the occasional large residence were subdivided and developed for small-scale housing. By the early 20th century the remaining larger properties were subdivided for speculative development that led to the construction of rows of single storey, semi-detached bungalows.

The area was largely developed by 1930 and remained unchanged until the 1960s when construction of the Warringah Freeway isolated the area from North Sydney.

7.3.2 Description

The Whaling Road Conservation Area is defined by the Warringah Expressway and the escarpment edge to Clark Road.

The landform slopes steeply to the north east, creating dramatic views, and resulting in stepped forms and house. The urban form is strongly influenced by the topography, and by the main phases of development.

The area is a discrete residential neighbourhood that is characterised by dwelling houses on small lots. The subdivision pattern is regular and irregular reflecting the topography with has small lots. Streets follow the slope and contours of the area with short streets with a number of steep, dead-end streets. Doris Street is split level for most of its length, and Margaret Street is not accessible to vehicles.

Area Character Statements - Neutral Bay Planning Area

The area is characterised by small scale housing, one to two storey Victorian Georgian, Victorian Filigree and Federation style dwellings forming a dense urban pattern. There are high quality groups of single and two storey attached dwellings.

There are small pocket of public open space, some pedestrian links. Fencing is low and characteristically of timber giving coherence throughout the area.

Doris Street has remnant cobbling showing through contemporary road surfacing.

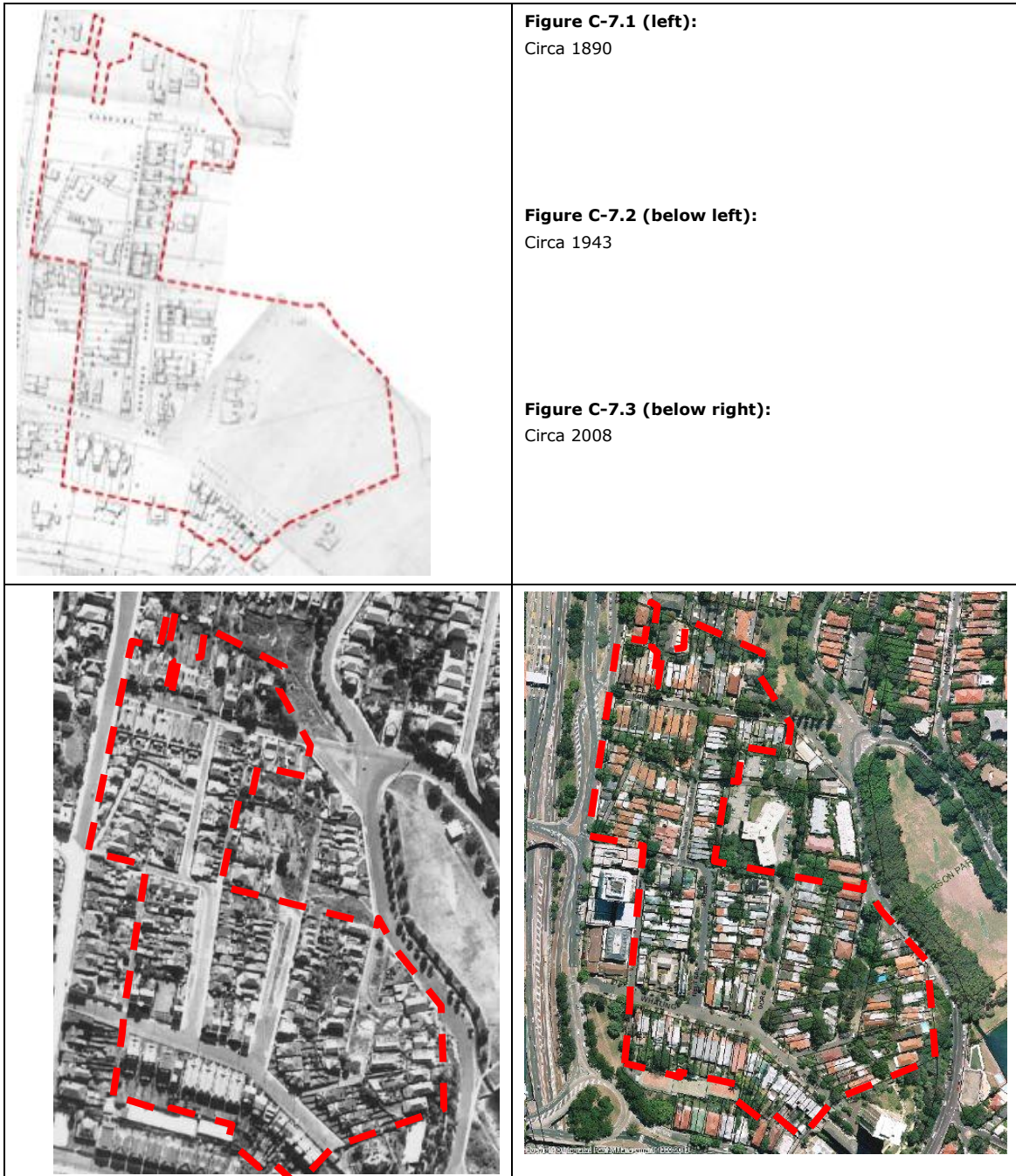


Figure C-7.1 (left):
Circa 1890

Figure C-7.2 (below left):
Circa 1943

Figure C-7.3 (below right):
Circa 2008

7.3.3 Statement of Significance

The Whaling Road Conservation Area is significant:

- (a) For its unity that relates to its subdivision history and which is evident in the development and streetscape of the area.



- (b) As a consistent and intact Victorian and Federation residential area that consists of modest housing on small lots.
- (c) As a largely intact late 19th and early 20th century subdivision that retains much of the urban fabric and detail associated with its development over time such the street formations, sandstone kerbing, fencing, gardens and a strong relationship to topography.
- (d) For the quality and collective significance of the buildings within the area.

7.3.4 Significant elements

Topography

- P1 Slopes steeply to north east, escarpment to Clark Road.

Subdivision

- P2 Irregular and regular rectilinear subdivision reflecting the topography and original subdivision pattern with boundary to street frontage.

Streetscape

- P3 Streets following the slope or contours. Changes in level in Margaret, Doris, Bray and Neutral Streets. Sandstone retaining walls and steps. Street reservation plantings. Pedestrian access via a network of footpaths and steps that connect with Anderson Park, North Sydney and the foreshore with double rail timber fences.

Views

- P4 Neutral Street Lookout, Margaret Street Lookout. Street views along Whaling Road, Doris Street and Neutral Street. Slot views over and between buildings to the city and Harbour Bridge.

7.3.5 Characteristic buildings

- P1 Detached dwelling houses on small lots – single storey Victorian Georgian, Victorian Filigree and Federation.
- P2 Two storey attached dwellings.

7.3.6 Characteristic built elements

Siting

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

Form, massing and scale

- P5 Single storey detached and semi detached dwelling houses.
- P6 Double fronted dwelling houses with projecting gabled bay and flanking verandahs.
- P7 Two storey attached dwellings with front verandahs.
- P8 Matching single storey attached dwellings.

Roofs

- P9 Pitched between 30 and 45 degrees.
- P10 Gabled, hipped and gabled.

Materials

P11 **Walls:** A mixture of sandstone, weatherboard, face brick on sandstone bases and rendered brick on stone bases.

P12 **Roofs:** Slate, corrugated metal, terracotta tile.

Windows and doors

P13 Consistent with building period and style. Timber.

Fences

P14 Low to 900 mm.

P15 Metal palisade on low stone plinths; low brick; timber picket fences.

Car accommodation

P16 Generally no off street parking.

P17 Garages and carports located off rear lanes.

7.3.7 Uncharacteristic elements

P1 Contemporary and 1960's residential flat buildings; over-scaled additions; carports garages and paved hardstands built forward of the building line; over-scaled and front dormers and skylights; large rear decks; enclosure of verandahs; high solid front fences; rendering and painting of face brickwork; loss of original detail.



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