



SECTION 10 WAVERTON / WOLLSTONECRAFT PLANNING AREA

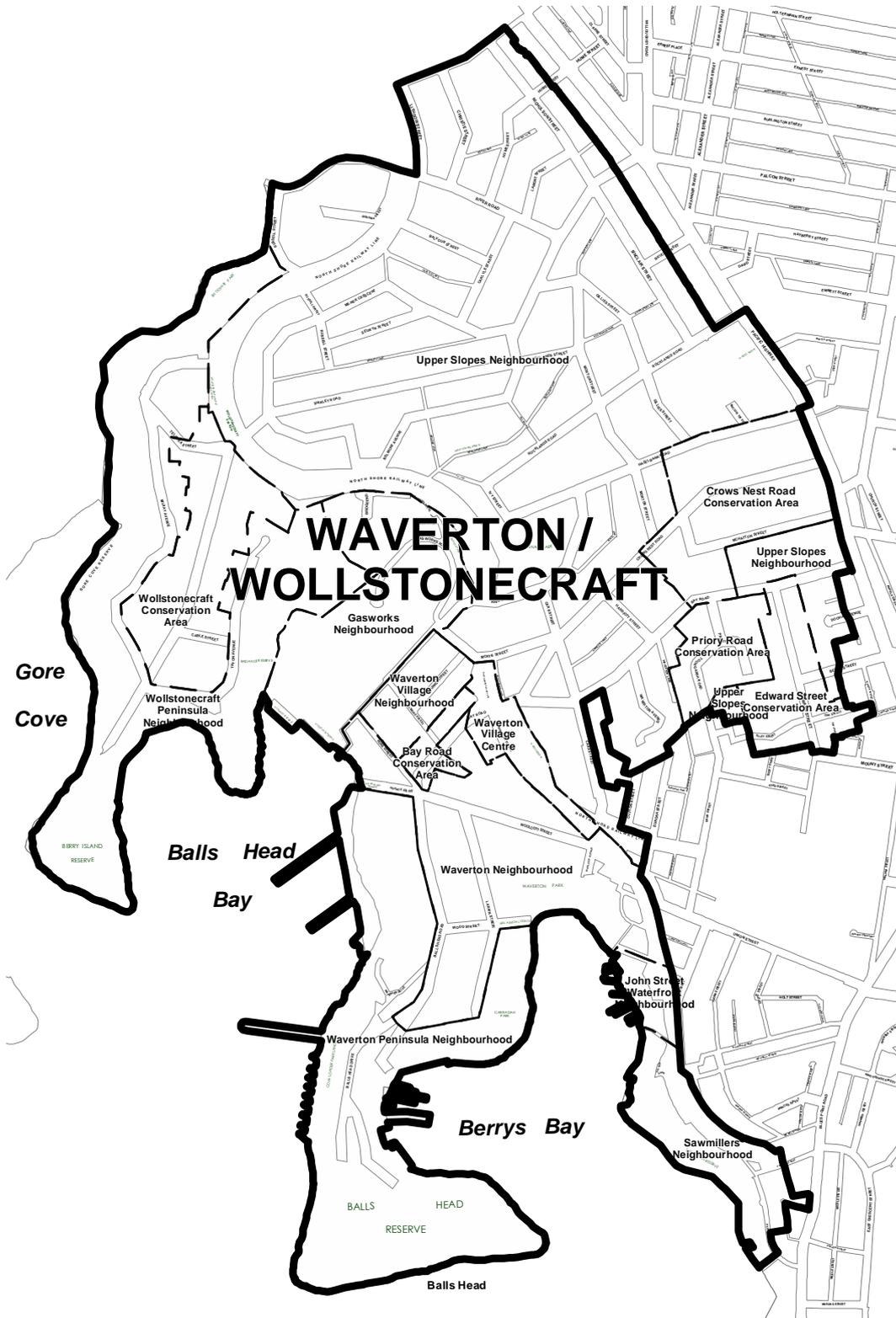


Figure C-10.1: Waverton / Wollstonecraft Planning Area and associated Locality Areas

10.0 WAVERTON / WOLLSTONECRAFT PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the Waverton/Wollstonecraft Planning Area.

The Planning Area generally comprises a diverse residential neighbourhood ranging from low density residential development adjacent to the foreshore areas of Sydney Harbour to high density residential development generally on the upper slopes and in close proximity to railway stations. The suburbs of Waverton and Wollstonecraft essentially align with the two ridges/peninsulas that project out into Sydney Harbour. The Area is also physically divided by the North Shore Railway line. Both neighbourhoods are in a pleasant setting, as a result of buildings being setback from boundaries, onsite landscaping, street trees and strong links to Sydney Harbour.

A large portion of the Education Precinct is located in the Planning Area, which consists of landmark educational establishments such as the Australian Catholic University (ACU), the Sydney Church of England Grammar School (Shore) and North Sydney Demonstration School and supports a growing student population and workforce of teaching and support staff.

The foreshores of the Planning Area are generally protected from development by recreational and bushland buffers, with the minor exception of maritime industrial activities which are reliant on a land-water interface.

Development within the Planning Area, should result in:

- residential growth being provided in accordance with Council's Local Housing Strategy, predominantly comprising attached dwellings, multi dwelling housing and residential flat buildings in the appropriate zones
- redevelopment of sites respects the existing built form and maintains the character of the area. This includes any alterations and additions to existing buildings



Area Character Statements - Waverton / Wollstonecraft Planning Area

- a wide range of residential types being distributed in a number of distinctive built forms and landscape areas, including purpose built student accommodation to support the functioning of the Education Precinct.
- local shops cater to the local community and are balanced between basic needs of food and grocery, and social needs- such as cafes and galleries
- a vibrant and engaging Education Precinct with safe pedestrian networks, high quality built form and a range of formal and informal public spaces for students to study, socialise and engage with the local community.
- future maritime uses having a minimal impact on residential amenity
- features contributing to local identity are promoted and conserved

and where,

Function

- a community centre being provided in an accessible location in the Waverton Neighbourhood, provides a meeting place for the local community and is part of North Sydney’s network of community and cultural centres
- a limited number of non-residential uses such as maritime industrial, defence, hospital and educational establishments coexist peacefully with the residential character without adverse effect
- large areas of open space are used by local residents and the wider regional population for a variety of social and recreational needs
- comfortable and safe pedestrian routes are maintained and extended to achieve a continuous route from Smoothery Park to Waverton Park and on to McMahons Point
- public transport, cycling and walking are the preferred means of transport
- through traffic is discouraged from using the already overloaded road network and commuter parking managed through parking schemes

Environmental Criteria

- the remaining natural foreshores and water courses are conserved and protected, and pedestrian access to these is extended and improved
- bushland is protected from the adverse effects of development – such as stormwater runoff, spread of introduced plants and weeds, and visual impact of structures
- use of local flora extends habitats for native birds and other fauna
- mechanical noise and other industrial noise is controlled, to protect the ambience of natural features

Quality Built Form

- any development reflects and reinforces the existing distinctive built form/landscape areas and distribution of accommodation types
- cohesiveness is achieved in the area and through landscaping and street tree planting
- development in foreshore areas is carefully designed to consider the existing topography and not disrupt views from neighbouring properties
- significant views from lookouts and other vantage points are not obscured by structures or landscaping
- man-made features such as the railway cutting at Waverton Station and the tank cuttings on the BP site are maintained as local landmarks important to the community



- educational establishments are oriented to the public domain to provide increased surveillance and activation

Quality Urban Environment

- backyards are used for a variety of activities particularly for families with children and for the practical and recreation needs of residents in apartments

Efficient Use of Resources

- existing buildings are maintained to prevent unnecessary waste of building materials
- stormwater is retained for reuse on-site

Public Domain

- streetscape improvements within the Education Precinct occur in accordance with the *North Sydney Centre Public Domain Strategy* and the *Education Precinct Public Domain Masterplan*

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

- Section 10.1: Waverton Village Centre
- Section 10.2: Upper Slopes Neighbourhood
 - Section 10.2.4 Newlands Lane Open Space Area
- Section 10.3: Wollstonecraft Peninsula Neighbourhood
 - Section 10.3.4 12 Shirley Road
- Section 10.4: Gasworks Neighbourhood
- Section 10.5: Waverton Village Neighbourhood
- Section 10.6: Waverton Neighbourhood
- Section 10.7: Waverton Peninsula Neighbourhood
 - Section 10.7.4 HMAS Waterhen – Upper Terrace
 - Section 10.7.5 Former Quarantine Depot
 - Section 10.7.6 Former Woodleys Boatyard
- Section 10.8: John Street Waterfront Neighbourhood
- Section 10.9: Sawmillers Neighbourhood
- Section 10.10: Wollstonecraft Conservation Area
- Section 10.11: Crows Nest Road Conservation Area
- Section 10.12: Edward Street Conservation Area
- Section 10.13: Priory Road Conservation Area
- Section 10.14: Bay Road Conservation Area



10.1 WAVERTON VILLAGE CENTRE



10.1.1 Significant Elements

Land Use

P1 Predominantly mixed commercial and residential development.

Topography

P2 Moderate falls to the south.

P3 Large vertical cutting through sandstone to accommodate railway line.

Natural Features

P4 Wakelin Reserve maintained as public park.

P5 Creekline into Wakelin Reserve is conserved.

Views

P6 The following views and vistas are to be preserved and where possible enhanced:

- (a) Unobstructed views, from the Bay Road Bridge, of the railway cutting, tunnel and cliff face.
- (b) Vistas towards Balls Head and water views along Balls Head Road.
- (c) Views toward Railway Station building from Bay Road and Crows Nest Road.
- (d) Views from Wakelin Reserve towards Sydney Harbour.

Identity / Icons

P7 North Shore railway line.

P8 Waverton Railway Station.

Subdivision

P9 Irregular subdivision pattern.



Streetscape

- P10 Paved street verges.
- P11 Buildings built to the boundary.
- P12 Continuous awnings to the southern side of Bay Road.

Public transport

- P13 Development is to take advantage of the high levels of accessibility to public train and bus services.

10.1.2 Desired Future Character

Diversity

- P1 Predominantly mixed-use development with retail and commercial premises on ground floor (fronting Bay Road), non-residential or residential accommodation on the first floor, and residential above.
- P2 A community centre is established over the SRA land to the south of the Bay Road.
- P3 Development to the north of Bay Road is to comprise a small commercial building set back from Bay Road in a large landscaped open area and used for a plant nursery, café, or childcare.

Access

- P4 Pedestrian access is provided from Bay Road through to Carr Street.

10.1.3 Desired Built Form

Subdivision

- P1 No further subdivision of land north of Bay Road.

Form, massing and scale

- P2 One storey to the north of Bay Road.
- P3 To the south of Bay Road:
 - (a) One to two storeys at the Bay Road frontage.
 - (b) Any additional storeys are set back at least 6m from the Bay Road frontage above the second storey with little impact on views, overshadowing and privacy.
- P4 Building bulk and facades are articulated providing gaps for natural light and direct sunlight to penetrate onto Waverton Station platforms.
- P5 Where possible, the building to the north of Bay Road should be retained in its current form.

Siting

- P6 Building sited to maintain access to North Shore Railway.
- P7 Views from Wakelin Reserve, surrounding residential properties, and solar access (particularly to Waverton Station platforms), considered when siting building.
- P8 Development to the north of Bay Road is to be located towards the street frontage of the block, with large side and rear yards.

Setback

- P9 To the north of Bay Road:
 - (a) **Front:** 5m.
 - (b) **Side:** 3m.
 - (c) **Rear:** 20m.



P10 To the south of Bay Road:

- (a) **Front:** 0m.
- (b) **To Wakelin Reserve:** 3m minimum.
- (c) Setbacks from boundaries that adjoin or are near residential properties and areas of open space land, are maintained to protect the amenity of that land.

Solar Access

P11 Dwellings and ground level retail plaza of Waverton Station north east side of 100 Bay Road have good solar access.

Fences

P12 Buildings and front gardens to the north of Bay Road are seen through and over front fences.

Car accommodation

P13 Emergency vehicle access is provided to the North Shore railway line.

P14 Parking is located underground.

P15 Only one access point is provided from Bay Road adjacent to Wakelin Reserve to the SRA Land south of Bay Road.

10.2 THE UPPER SLOPES



10.2.1 Significant Elements

Land Use

- P1 Diverse range of low, medium and high density residential accommodation.
- P2 Passive and active recreational spaces.
- P3 Educational establishments.
- P4 Health services facilities.

Topography

- P5 Generally falls from the ridge following the Pacific Highway down to the south-west.

Natural Features

- P6 Remnant bushland in Smoothery Park.

Views

- P7 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Vistas to Sydney Harbour along Crows Nest Road are maintained.
 - (b) Remaining views from Brennan Park are maintained.

Identity / Icons

- P8 Mater Hospital.
- P9 Bradfield College.
- P10 North Sydney Demonstration School.
- P11 Pacific Highway, a major regional thoroughfare.
- P12 North Shore railway line.
- P13 Brennan Park.
- P14 Smoothery Park.

Subdivision

- P15 A diverse mixture of allotment sizes and shapes reflective of the street alignments which follow the undulating topography of the land.

Streetscape

- P16 Wide streets with trees set into the carriageway.
- P17 Grass verges and concrete paths.
- P18 Buildings setback and generally aligned with the street frontage.
- P19 Low masonry fences.
- P20 Garages built to the boundary along the southern side of Rocklands Road and set into the slope of the land.

Public transport

- P21 Development is to take advantage of the high levels of accessibility to public train and bus services.

10.2.2 Desired Future Character

Diversity

- P1 Predominantly residential accommodation, comprising:
 - (a) Residential flat buildings on garden lots, according to zone.
 - (b) Attached dwellings and multi dwelling housing, according to zone.
 - (c) Dwelling houses and dual occupancies, particularly in the Balfour and Carlyle Street area.
 - (d) Rows of semi-detached housing in Sinclair Street.
- P2 Supporting community facilities such as educational establishments and health care facilities.
- P3 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

10.2.3 Desired Built Form

- P1 Development in the form of residential flat buildings and multi dwelling housing in the relevant zones.
- P2 Educational development on the Bradfield College land is residential in scale, similar to attached dwellings and smaller residential flat buildings – with bulk and scale of larger buildings broken down into a number of elements.
- P3 Educational establishments must address and activate the public domain areas including streets, pedestrian links, laneways and public spaces.

10.2.4 Newlands Lane Open Space Area



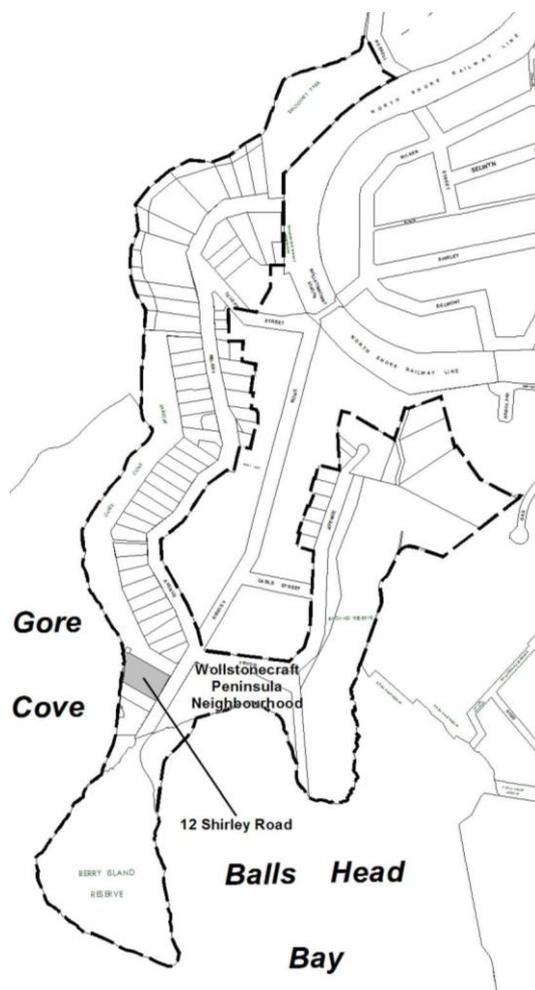
Objectives

- O1 Development should maintain the established open landscaped setting provided by the area.
- O2 Development should maintain the established scenic, environmental and cultural qualities of Newlands Lane.
- O3 Restrict development within the open space area subject area to works relating to the provision of landscaping or open space.
- O4 Development should encourage a native bushland setting.

Provisions

- P1 Development should not be undertaken in the open space building line area identified by shading in the figure to this section.
- P2 Fences of a height of no more than 900mm may be permitted.

10.3 WOLLSTONECRAFT PENINSULA NEIGHBOURHOOD



10.3.1 Significant Elements

Land Use

- P1 Residential accommodation.
- P2 Passive and recreational spaces.

Topography

- P3 Generally falls from the ridge following Shirley Road down to the foreshores of Balls Head Bay and Gore Cove.
- P4 Steep topography in the vicinity of the shoreline.

Natural Features

- P5 Wetlands in the form of Coastal Saltmarsh along the foreshores of Gore Cove (refer to Section 15 – *Bushland* to Part B of the DCP).
- P6 Remnant natural shorelines.
- P7 Remnant bushland adjacent to the foreshore.

Views

- P8 The following views and vistas are to be preserved and where possible enhanced:



- (a) District views to Sydney Harbour.
- (b) Bridge End Lookout (110), Tryon Avenue Lookout (111), Berry Island Lookouts (112-114), Gore Cove Track Lookouts (115).

Identity / Icons

- P9 Berry Island Reserve.
- P10 Badangi Reserve.
- P11 Gore Cove bushland and wetlands.
- P12 Former Gas Works site.
- P13 Gore Cove.
- P14 Balls Head Bay.

Subdivision

- P15 Irregular grid subdivision reflective of the streets following the topography.

Streetscape

- P16 Buildings setback from the boundary with a skewed alignment to respective street frontages.
- P17 Split carriageways, raised verges and double rail timber fences.
- P18 Remnant sandstone guttering.
- P19 Brick and sandstone retaining walls built to the street alignment on the high side.

Public transport

- P20 Development is to take advantage of the high levels of accessibility to public train services.

10.3.2 Desired Future Character

Diversity

- P1 Predominantly low density residential accommodation comprising of detached dwelling houses.
- P2 Development should generally not result in any significant increase in dwelling density.
- P3 Maintaining and enhancing existing public foreshore spaces.

Access

- P4 Providing continuous public access along the foreshores of Gore Cove and Balls Head Bay.

10.3.3 Desired Built Form

Form massing and scale

- P1 Bungalow style to some large "mansion" style dwellings.
- P2 Buildings generally of brick and tile construction within a landscaped setting.
- P3 Development on sloping sites to follow topography of the land.
- P4 Development should be designed to not water disrupt the views from neighbouring properties.



10.3.4 12 Shirley Road

Gore

Cove



Objectives

O1 To provide continuous public foreshore access along the length of Wollstonecraft Peninsula.

Provisions

P1 Once the entire site ceases to be used by the State government (Department of Primary Industries) as a research station for fisheries purposes, land directly adjacent to the foreshore of Gore Cove is to be handed back to the general public to enable continuous public access across the entire length of the Gore Cove foreshore.

10.4 GASWORKS NEIGHBOURHOOD



10.4.1 Significant Elements

Land Use

- P1 High density residential accommodation.
- P2 Passive and active recreational spaces.

Topography

- P3 Steep falls south-west to the foreshore, with flatter areas adjacent to the foreshore.
- P4 Vertical man-made sandstone cliffs.

Natural Features

- P5 Balls Head Bay.

Views

- P6 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Views to Balls Head Bay and beyond.
 - (b) Bridge End Lookout (110), Tryon Avenue Lookout (111), Berry Island Lookouts (112-114), Gore Cove Track Lookouts (115).

Identity / Icons

- P7 Former gasworks buildings.
- P8 Balls Head Bay.
- P9 Sandstone cliffs.

Subdivision

- P10 Large consolidated allotments and strata subdivision.



Streetscape

- P11 Wide streets, with no on-street parking.
- P12 Grassed verges.
- P13 Buildings setback from the boundary with a skewed alignment to respective street frontages.

Public transport

- P14 Development is to take advantage of the high levels of accessibility to public train services.

10.4.2 Desired Future Character

Diversity

- P1 Predominantly residential flat buildings.

Foreshore

- P2 Retain and enhance public access across foreshore areas.

10.4.3 Desired Built Form

- P1 Future development of should maintain the existing character of the area with no substantial increase in density.
- P2 Development to step down to follow topography of the land.
- P3 Development should be designed to not disrupt water views from neighbouring properties.

10.5 WAVERTON VILLAGE NEIGHBOURHOOD



10.5.1 Significant Elements

Land Use

- P1 Predominantly residential development.
- P2 Limited mixed commercial and residential development and community facilities.

Topography

- P3 Gentle falls to the south-west between McKye Street and Whatmore Street.
- P4 Steep falls to the south-west between Whatmore Street and Ross Street.

Views

- P5 The following views and vistas are to be preserved and where possible enhanced:
 - (a) From the end of Tunks Street to Sydney Harbour and beyond.
 - (b) McKye Street Lookout (95), King Street Lookout (96).

Identity / Icons

- P6 Former gas works site.

Subdivision

- P7 Generally 400 - 460m².
- P8 Long narrow allotments.

Streetscape

- P9 Tall sandstone retaining walls built to street alignment.
- P10 Low masonry, stone and picket fences.
- P11 Buildings setback from the boundary with a skewed alignment to respective street frontages.



P12 Grass verges, concrete footpaths and street trees.

Public transport

P13 Development to take advantage of high levels of access to public train and bus services.

10.5.2 Desired Future Character

Diversity

P1 Predominantly low density residential accommodation comprising dwelling houses, semi-detached dwellings, dual occupancies.

P2 Development should generally not result in any significant increase in dwelling density.

10.5.3 Desired Built Form

Form, massing and Scale

P1 Generally one storey with potential for a second storey set into the fall of the land.

P2 Where possible, any extensions should be contained within a one storey roof-line.

Car accommodation

P3 On-street or to the side where width of lot permits.

P4 No onsite parking structures forward of front building line, except along the northern side of Ross Street, but only where it is set into the fall of the land and hidden from view.

10.6 WAVERTON NEIGHBOURHOOD



10.6.1 Significant Elements

Land Use

- P1 Diverse range of residential accommodation.
- P2 Passive and active recreational spaces.

Topography

- P3 Gentle falls to the foreshores of Berrys Bay.
- P4 Wide flat areas adjacent to Berrys Bay.
- P5 Steep falls from Ross Street to Balls Head Bay.
- P6 Flat areas following the ridge along Balls Head Road.

Natural Features

- P7 Berrys Bay.
- P8 Balls Head Bay.
- P9 Natural shoreline topography and bushland adjacent Balls Head Bay.
- P10 Significant stands of mature trees within Waverton Park.
- P11 Carradah Park.
- P12 HMAS Waterhen.

Views

- P13 The following views and vistas are to be preserved and where possible enhanced:
 - (a) District views to Sydney CBD, Sydney Harbour and beyond.

- (b) Views to Iron Cove Bridge from Balls Head Road.
- (c) Waverton Park Lookout (98), Will Ashton Lookout (99), Balls Head Lookouts (100 -109).

Identity / Icons

- P14 North Shore railway line.
- P15 Coal Loader and former BP oil tank cut outs.
- P16 Waverton Park.
- P17 Berrys Bay.
- P18 Balls Head Bay.

Subdivision

- P19 Irregular grid pattern reflective of the streets aligning with the topography.

Streetscape

- P20 Low fences to Balls Head Road, with high fences to other road frontages.
- P21 Buildings setback from the boundary with a skewed alignment to respective street frontages.

Public transport

- P22 Development is to take advantage of the high levels of accessibility to public train and bus services.

10.6.2 Desired Future Character

Diversity

- P1 Dwelling houses on the upper portions of the ridge of Waverton Peninsula.
- P2 Multi dwelling housing and residential flat buildings on Woolcott and Ross Streets.

Access

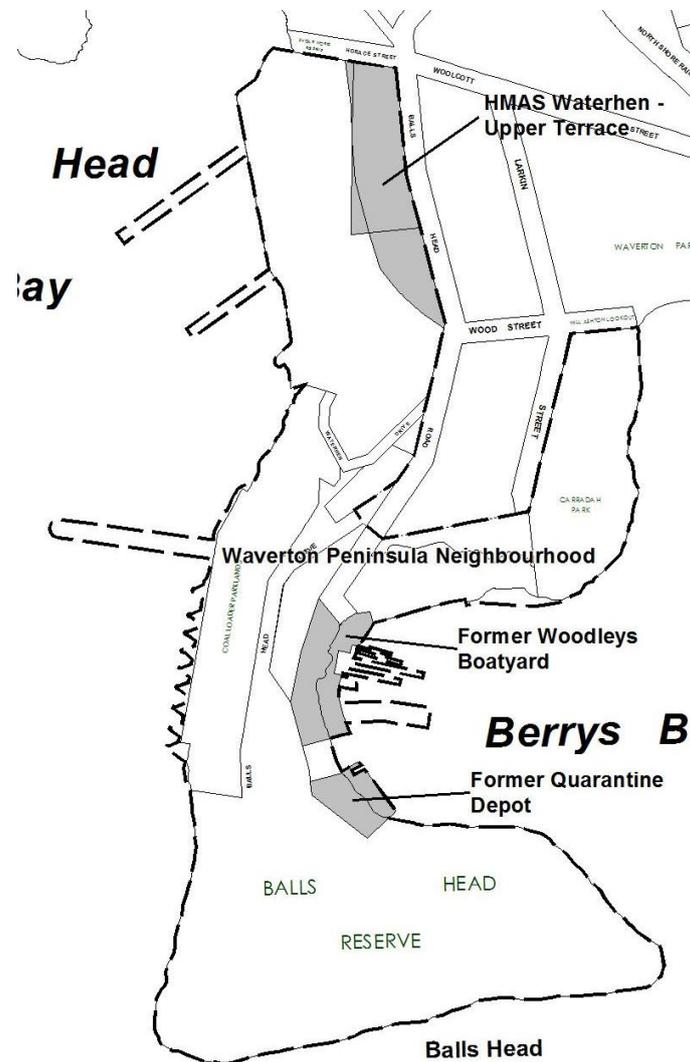
- P3 Providing continuous public access along the foreshores of Balls Head Bay and Berrys Bay.

10.6.3 Desired Built Form

Form, massing and scale

- P1 Low density and scaled development located along the ridge tops of the Area with higher density development located elsewhere.

10.7 WAVERTON PENINSULA NEIGHBOURHOOD



Where relevant, consideration needs to be given to the requirements of the Waverton Peninsula Masterplan, prepared under the provisions of Division 5 – Strategic Foreshore Sites to Chapter 5 -Water Catchments to [SEPP \(Biodiversity and Conservation\) 2021](#). The provisions under the Masterplan take precedence over the provisions contained within the LEP and DCP.

10.7.1 Significant Elements

Land Use

- P1 Passive and active recreation.
- P2 Community facilities and services.
- P3 Maritime based industrial development.

Topography

- P4 Steep falls from the ridge along Balls Head Road and Balls Head Drive down to the foreshores of Sydney Harbour.
- P5 Substantial terracing in the vicinity of former and current maritime industrial activities.

Natural Features

- P6 Remnant natural shoreline areas.
- P7 Remnant bushland in Balls Head Reserve.

Views

- P8 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Views from the end of Larkin Street, from the rock outcrop towards the Sydney CBD, Sydney Harbour and Parramatta River.
 - (b) Views through the Area from streets, adjoining open space and nearby residences.
 - (c) Horace Street Lookout (97).
 - (d) Significant public views of Iron Cove and the Parramatta River from Horace Street, Balls Head Road and the cliff top.

Identity / Icons

- P9 Tank cuttings on the former BP site.
- P10 Balls Head Reserve.
- P11 HMAS Waterhen.
- P12 The Coal Loader.
- P13 Carradah Park.
- P14 Berrys Bay.
- P15 Balls Head Bay.

Subdivision

- P16 Generally 1ha or greater.

Streetscape

- P17 Remnant sandstone guttering.
- P18 Informal streetscapes.
- P19 Buildings setback from the boundary with a skewed alignment to respective street frontages.

Public transport

- P20 Development is to take advantage of the high levels of accessibility to public train and bus services.
- P21 Potential to accommodate new ferry services.

10.7.2 Desired Future Character

Diversity

- P1 Maintained and enhanced passive recreational spaces.
- P2 Community based activities within existing recreational spaces.
- P3 Maintaining a working harbour with maritime based industrial, commercial and recreational buildings and structures, hard stand, wharves and jetties, administrative buildings, car parking.

Access

- P4 Enhanced continuous public access along the foreshores.



10.7.3 Desired Built Form

Siting

- P1 Maritime buildings are predominantly located against the cliff with a setback from the cliff for access and maintenance.
- P2 Areas adjacent to the foreshore are generally free of buildings.
- P3 Buildings are sited to avoid obstructing public view corridors to Iron Cove and the lower reaches of the Parramatta River and views to Sydney Harbour.

Form, massing and scale

- P4 Generally 1-3 storeys.
- P5 The height of buildings is generally kept below cliff lines where possible on low terraces adjoining the foreshore.
- P6 Building height is minimised to preserve public and private views.
- P7 Generally monolithic structures.
- P8 Large open areas including landscaping and hard stand areas.
- P9 Buildings follow the natural topography of the land enhancing the scenic qualities of the foreshores.
- P10 Power lines are underground minimising visual clutter.

Colours and Materials

- P11 Modern, lightweight materials.
- P12 Muted colours to minimise the visual impact when viewed from the Harbour.

Roof

- P13 Flat or curved.
- P14 Flat roofs to preserve views where appropriate.
- P15 Buildings on the upper terrace to HMAS Waterhen fronting Balls Head Road have a similar roof form to those on the eastern side of Balls Head Road.

Fences

- P16 Retention of existing sandstone fences and walls.
- P17 Transparent fences (minimum 80%) screened with landscaping.

Car accommodation

- P18 Onsite parking area close to Balls Head Road, to be screened from public view with landscaping.

Traffic management

- P19 A traffic report is to be submitted with all development applications which are likely to result in an increase in vehicular traffic. The report is to demonstrate that:
 - (a) additional traffic flows from the development is safely accommodated on existing local streets.
 - (b) the environmental capacity of roads west of the Pacific Highway (including Bay, Crows Nest Hazelbank Roads and Woolcott Street) leading to the Waverton Peninsula has been satisfactorily investigated.

10.7.4 HMAS Waterhen - Upper Terrace



The site is currently used by Defence as a secure car park and storage compound. The community is opposed to the intensification of any other Defence functions onto this site and desires a buffer between the primary Defence functions adjacent to the foreshore and residential development on the opposite side of Balls Head Road. The community would prefer that the site ultimately becomes future public open space to provide that buffer. However, if the site is redeveloped for Defence purposes, the following provisions outline the preferred outcome if the site is redeveloped. The principle aim is to ensure that any development is appropriate in scale to the site and nearby homes.

Diversity

- P1 Low intensity Defence purposes which do not affect the amenity or safety of adjoining residential premises (e.g. defence accommodation).

Siting

- P2 Buildings are to address Horace Street and Balls Head Road.

Setbacks

- P3 Incorporate similar front setbacks to dwellings on eastern side of Balls Head Road.
- P4 Incorporate similar separation distances between buildings to dwellings on eastern side of Balls Head Road.

Form, massing and scale

- P5 Maximum of 1 storey.
- P6 Small scale consistent with the built form on the eastern side of Balls Head Road.

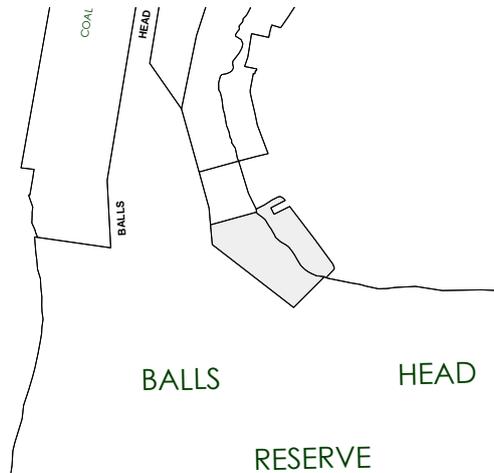
Colours and Materials

- P7 Incorporate similar building materials and colours to the residential buildings on the eastern side of Balls Head Road.

Roof

- P8 Incorporate similar roof form to those on the eastern side of Balls Head Road.

10.7.5 Former Quarantine Depot



Planning Policies

P1 In accordance with Council's resolution made on 28 May 2012, the principles of the *Waverton Peninsula Masterplan* are to be applied to this site.

Diversity

P2 Low intensity maritime related industrial, commercial and recreational activities.

P3 Community facilities.

Form, massing and scale

P4 Maintain the scale of existing buildings and structures.

P5 Any alterations and additions to be minimal in scale.

P6 No increase to the length of adjacent wharves.

P7 Reductions in landscaped area will generally not be supported, unless addressing accessibility issues across the site.

Heritage

P8 Development must conform with the Conservation Management Strategy that applies to the site.

Access

P9 Public access across the foreshore portions of the site should be encouraged where practical.

P10 Travel lifts to access the site will not be permitted.

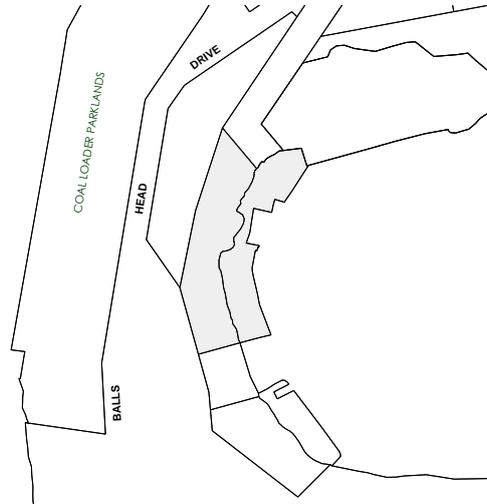
P11 Public access.

Car parking

P12 There shall be no increase in on-site car parking provision.



10.7.6 Former Woodleys Boatyard



Planning Policies

- P1 In accordance with Council's resolution made on 28 May 2012, the principles of the *Waverton Peninsula Masterplan* are to be applied to this site.

10.8 JOHN STREET WATERFRONT NEIGHBOURHOOD



10.8.1 Significant Elements

Land Use

P1 Maritime industrial and commercial activities.

Topography

P2 Generally flat below a large man-made sandstone cliff.

Natural Features

P3 Berrys Bay.

Views

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

(a) views to Sydney Harbour and beyond.

Identity / Icons

P5 Berrys Bay.

P6 Sandstone cliff.

P7 North Shore railway line.

Subdivision

P8 Large consolidated parcels.

Streetscape

P9 Munro street is narrow with no on-street parking and fully paved verges.

P10 John Street is narrow with fully vegetated verges and double rail timber fences.

P11 Buildings built close to the boundary with a low masonry wall and cycle fencing above.

10.8.2 Desired Future Character

Diversity

P1 Waterfront industrial buildings and structures, hard stand, wharves and jetties, administrative buildings, car parking.

Access

P2 Providing continuous public access along the foreshores of Berrys Bay via railway lands.

10.8.3 Desired Built Form

Form, massing and scale

P1 Large scale industrial buildings reflective of their foreshore location.

P2 Building height is minimised to preserve public and private views.

P3 The height of buildings generally kept below cliff lines where possible on low terraces adjoining the foreshore.

P4 Large open areas including landscaping and hard stand areas.

Siting

P5 Buildings are generally located against the cliff with a setback from the cliff for access and maintenance.

P6 Areas adjacent to the foreshore are generally free of buildings.

Fences

P7 Open fencing screened with landscaping.

Colours and materials

P8 Modern, lightweight materials.

Roof

P9 Flat or curved.

P10 Flat roofs to preserve views where appropriate.

Car accommodation

P11 To be screened from public view with landscaping.

10.9 SAWMILLERS NEIGHBOURHOOD



10.9.1 Significant Elements

Land Use

- P1 Residential accommodation.
- P2 Passive and active recreational spaces.

Topography

- P3 Steep falls to the foreshores of Berrys Bay with flat areas directly adjacent to the shoreline.

Natural Features

- P4 Berrys Bay.
- P5 Remnant natural shoreline areas.
- P6 Re-established bushland areas to the foreshore.

Views

- P7 The following views and vistas are to be preserved and where possible enhanced:
 - (a) District views to Sydney Harbour and beyond.

Identity / Icons

- P8 North Shore railway line.
- P9 Sawmillers Reserve.
- P10 Berrys Bay.



Subdivision

P11 Large consolidated lots to the north of the Area and smaller lots to the south.

Streetscape

P12 Narrow streets with concrete paths on one side of the street.

P13 High stone and masonry fences.

P14 Buildings setback from the boundary with a skewed alignment to respective street frontages.

Public transport

P15 Development is to take advantage of the reasonable levels of accessibility to public train, bus and ferry services.

10.9.2 Desired Future Character

Diversity

P1 Predominantly a mixture of multi dwelling housing, attached dwellings and residential flat buildings according to zone.

P2 Development should not result in any significant increase in dwelling density.

P3 Maintaining and enhancement of passive recreational spaces with continual foreshore access.

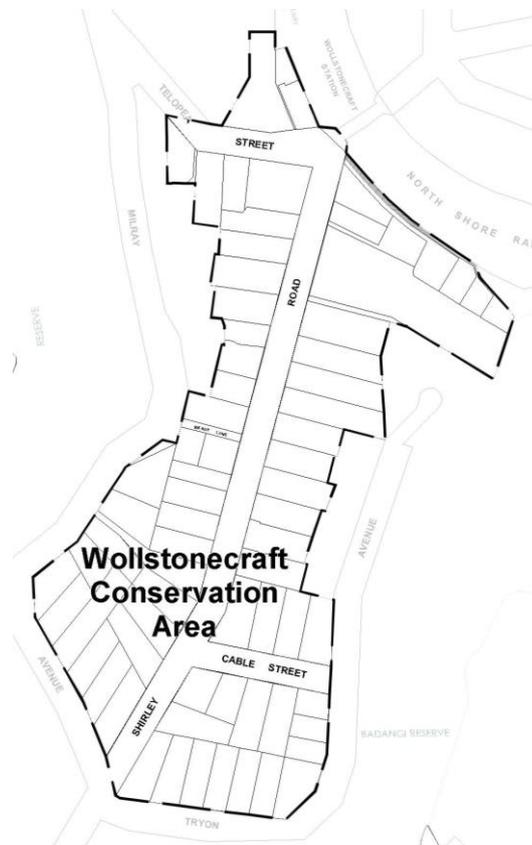
10.9.3 Desired Built Form

Form, massing and scale

P1 Development is to step down with the topography to ensure the retention of views to the waters of Sydney Harbour.

P2 Development to be setback from the foreshore to enable continuous public foreshore access.

10.10 WOLLSTONECRAFT CONSERVATION AREA



10.10.1 History

The Wollstonecraft Conservation Area was part of the land granted to Edward Wollstonecraft in 1825 and subsequently known as the Berry Estate. Berry and Wollstonecraft were business partners and related by marriage.

The Wollstonecraft peninsula was one of the last areas of the Wollstonecraft/Berry Estate to be developed. It was subdivided from 1912 and the prime building land, near the railway, was developed with large Federation style homes.

The major phase of development was after World War One, when Federation or Californian Bungalow and Inter-war residential flat building styles were common. A number of uncharacteristic residential flat buildings and multi-dwelling housing were built on the fringes of the peninsula after World War II when further subdivisions along Milray and Tryon Avenues occurred.

10.10.2 Description

The Wollstonecraft Conservation Area is part of the Wollstonecraft peninsula that lies between Gore Cove and Balls Head Bay. The area has bushland reserve to the east, south and west and is separated from the areas to the north by the North Shore railway line.

Shirley Road runs along the ridge and the landform falls to the south and away to east and west off the ridge. Shirley Road and Milray Avenue incorporate level changes across their width. The subdivision pattern is irregular and partly determined by the topography with no rear lanes. Milray and Tryon Avenues are subordinate circuit streets that run with the contours around the peninsula.

The Conservation Area is characterised by detached residential development on large garden lots in a mix of Federation, Federation Queen Anne, Arts and Crafts, Olde English and

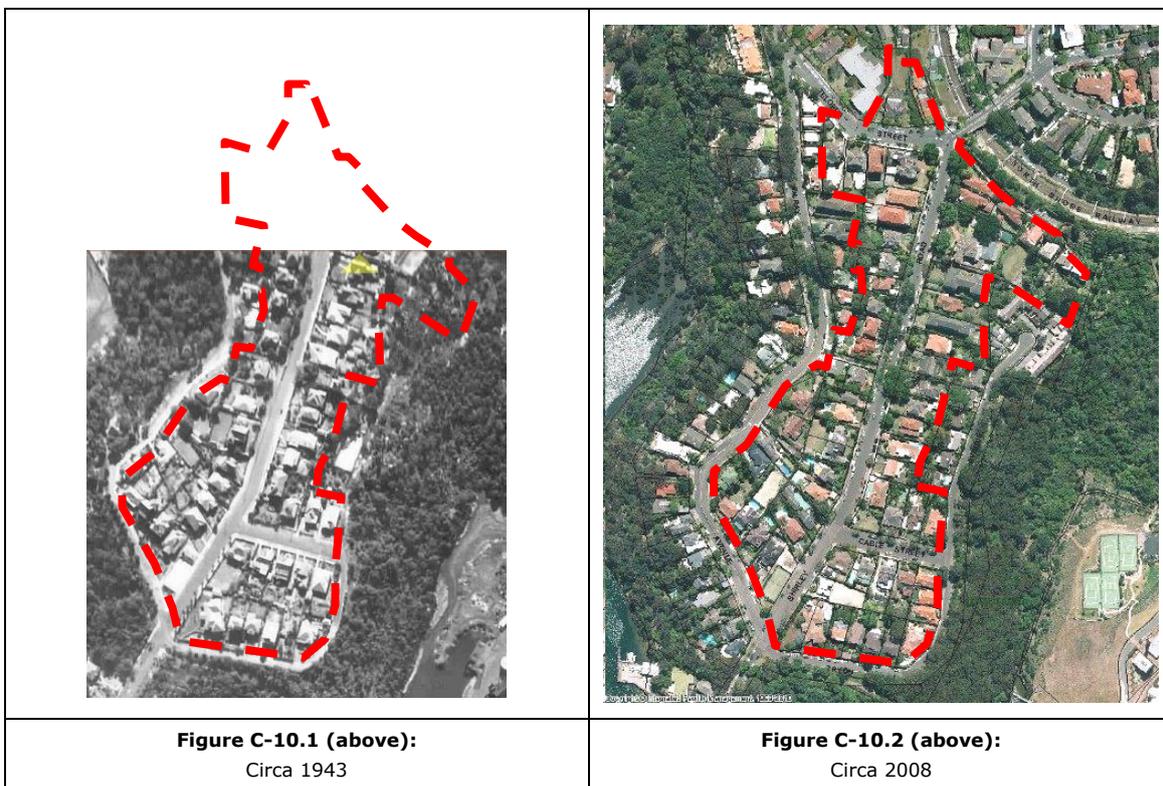
Californian bungalow styles and, interspersed with some Inter-war art deco residential flat buildings. The houses are typically large, and set well back from the street in established gardens, some with tennis courts. Most are on original lots. Houses to the high side of the street are often set on plinths.

Street verges are typically 3.5 m wide and include grass and concrete footpaths and crossings to off street parking. There is low shrub and tree planting in the street reservation and on the grass verge. The street lines are reinforced by the stone and brick fences that follow the slope of the streets.

The vista along Shirley Road terminates dramatically at Berry Island, an area of regenerated bushland. There are also expansive views of Sydney Harbour and Berry Island from the end of Shirley Road.

Planting in front gardens contributes to the landscape.

Uncharacteristic elements include modern residential flat buildings; over-scaled, two storey additions; over-scaled and poorly detailed carports and garages; front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; rendered high walls and fences to the street.



10.10.3 Statement of Significance

The Wollstonecraft Conservation Area is significant:

- (a) As a substantially intact residential subdivision from the early 20th century that retains much of its urban detail and fabric in gardens, street fencing and use of sandstone.
- (b) As a consistent and largely intact early 20th century residential area with a mix of high quality buildings and particularly the Federation and Inter-War housing on large lots.
- (c) For its unity that is derived from its subdivision history and which is evident in the development and built form.



10.10.4 Significant elements

Topography

- P1 Peninsula form, falling away on either side of the ridge to Gore Cove and Balls Head Bay.

Subdivision

- P2 Rectangular blocks with narrowest boundary to street.

Streetscape

- P3 Changes in level, split road and path formations. Sandstone and brick street fences reinforce road layout. Post and rail fencing.

Views

- P4 Tryon Avenue lookout. Views along Shirley Road and from the lower end over Berry Island and the harbour. Views through bush to the harbour from Cable Street and Tryon Avenue. Slot views to the harbour and foreshore over and between buildings.

10.10.5 Characteristic buildings

- P1 Single storey and two storey dwelling houses on garden lots.
P2 Inter-war residential flat buildings.

10.10.6 Characteristic built elements

Siting

- P1 Middle of lot (or slightly forward), generous front and side gardens with trees, lawns and shrubs.
P2 Consistent setbacks.

Form, massing and scale

- P3 Single and two storey with hipped and gabled roofs with rear extensions.
P4 Reduced height and scale to rear.
P5 Complex massing, roof form and detail to larger houses.
P6 Strong skyline of pitched roofs and chimneys visible from street and stepped along the streets.

Roofs

- P7 Pitched and hipped between 30 and 45 degrees with slate and terracotta tiled roofs, without dormers or openings that can be seen from the street.
P8 Gabled ends for projecting bays to the street.
P9 Skillion roofs to rear extensions.
P10 Brick and rendered chimneys with terracotta chimney pots.

External Materials

- P11 Sandstone, face brick, roughcast render sandstone foundations.
P12 Textured brick to Inter war residential flat buildings.
P13 Slate and terracotta tiled roofs.
P14 Timber windows, doors and joinery in a Federation, Edwardian and Inter War style.
P15 Leadlight windows. Original front and side garden landscaping.

Fences

- P16 Original low front fences.



P17 Low sandstone walls, timber pickets, timber rails and mesh, pipe and mesh gates, original face brick with piers.

Car accommodation

P18 Side drives with garages and parking located behind the building line.

10.10.7 Uncharacteristic elements

P1 Over-scaled additions; Carports and garages to front of lot; dormers and rooflights to front and side roofs; removal of original details, painting and rendering of face brickwork; high walls and fences to street; inappropriate fence details, paving of gardens

10.11 CROWS NEST ROAD CONSERVATION AREA



10.11.1 History

The Crows Nest Road Conservation Area was part of the land granted to Edward Wollstonecraft in 1825 and subsequently known as the Berry Estate when it passed to Alexander Berry. Wollstonecraft named the estate Crows Nest Farm and built a large house there, Crows Nest House. The Conservation Area extends across what was the 1890s curtilage of the 1850s residence.

Parts of the estate and the house were bought by Sir John Hay in 1897 and parts of the estate were subdivided. The subdivisions progressively alienated the land around the house. Crows Nest House dwelling remained the residence of Hay and then his widow, Lady Jessie Hay.

Residential building covenants applied over the subdivision proscribing siting, type and quality of houses to be approved by the Trustees of the Estate or their architects. Lady Hay's will made provision for a school, shown on the 1932 subdivision plan and now known as the North Sydney Demonstration School.

The final subdivision occurred in 1934 after the death of Lady Hay and Crows Nest House was demolished. A land parcel known as the "Branthwaite Estate" was subdivided in 1935 separately to the rest of the Crows Nest House grounds.

10.11.2 Description

The Crows Nest Road Conservation Area is a residential area characterised by medium to large detached houses on garden lots and is bounded to the east by the Pacific Highway, the multi-storey units to the north and the North Sydney Demonstration School to the south.

The area is relatively level, sloping slightly from the ridge of the Pacific Highway towards the west, though the lower end of Crows Nest Road is terraced. Street layout and subdivision is determined by the Estate boundaries with a linear pattern of large, regular and rectangular lots with wide street frontages and no rear lanes.

The area is characterised by its single and two storey individual (often architect designed) houses in a range of Inter-war styles intended to be viewed from at least three sides. Facades are modulated by strong, recessed and projecting geometrical forms consistent with each building style. The house styles are unified by the regular subdivision pattern, building materials, massing and setbacks and by the high quality of construction and design. The earlier houses to the periphery tend to be smaller and less distinct.

Area Character Statements - Waverton / Wollstonecraft Planning Area

Street verges are typically 3.5m wide grass nature strips and concrete footpaths with crossings for off street parking. Hazelbank Road is on the slope and houses to the high side of the street are set above the footpath.

Introduced and native species are planted on grass verges and within roads, most dating from the 1920/1930 subdivision, forming avenues that unify the streetscape. The large plane trees planted along Hazelbank Road are among the most significant of the area.

Front gardens contribute to the landscaped character of the area with large areas of lawn, introduced plant species, and straight stone-flagged or brick paved paths leading to the house. Gardens are often open at street level or above low retaining walls.

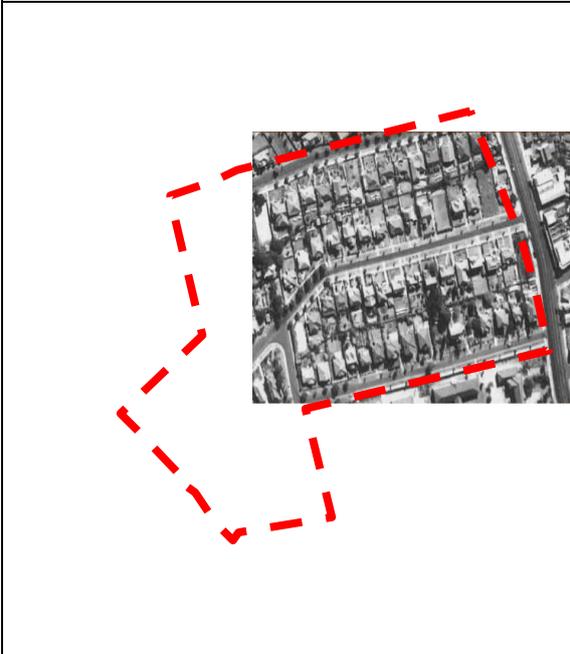
Uncharacteristic elements include over-scaled, two storey additions; over-scaled and poorly detailed carports and garages to the street; front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.



Figure C-10.3 (left):
Circa 1890

Figure C-10.4 (below left):
Circa 1943

Figure C-10.5 (below):
Circa 2008





10.11.3 Statement of Significance

The Crows Nest Road Conservation Area is significant:

- (a) As an excellent example of Inter-war garden suburb planning and subdivision for non-speculative residential development.
- (b) For its rarity in the locality as a largely intact and consistent residential area from the 1920 – 1930 eras that retains a fine range of Inter-war houses of one and two storeys, built on large lots with intact gardens and single garages.
- (c) For its strong landscape qualities that combine from the established trees, grassed verges and large open front gardens that provide unity to the streetscape.
- (d) For its association with Crows Nest House, and potential for evidence of the site of the historic house.

10.11.4 Significant elements

Topography

P1 Generally level, sloping away from Pacific Highway to the west.

Subdivision

P2 Detached dwelling houses: approximately 800m² lots with 18m to 22m frontage.

P3 Large rectilinear lots, narrowest boundary to street frontage.

Streetscape

P4 Street trees planted in verges and carriageways, mainly Plane Trees, Brushbox and Melaleucas.

P5 Low retaining walls of sandstone and face brick, stepped in height following changes in street level.

P6 Deep grass verges, concrete paths and concrete kerbs.

Views

P7 Street vistas along Hazelbank Road, Crows Nest Road, McHatton Street and Bay Road.

P8 Slot views to harbour along Mc Hatton Street.

10.11.5 Characteristic buildings

P1 Single storey Californian Bungalows, Arts and Crafts and Queen Anne Revival houses, and houses on 1921 subdivision.

P2 Single and two storey houses of Old English, Georgian Revival, Mediterranean, Art Deco and International styles on the later subdivision.

10.11.6 Characteristic built elements

Siting

P1 Dwellings set well back from the front of the block.

P2 Principal building frontage oriented to and parallel to the street alignment.

P3 Consistent setbacks.

Form, massing and scale

P4 Single and two storey buildings with hipped and gabled roofs.

P5 Reduced height and scale to the rear.

- P6 Dwelling houses of individual design, well modulated on front and side facades with recessed and projecting geometric forms, such as bays, verandahs and cantilevered balconies, consistent with architectural style of the house.

Roofs

- P7 Hipped and gabled with low pitch for Californian Bungalow and Mediterranean styles, steeper pitch (35-45 degrees) for Georgian Revival and Old English styles without dormer or openings viewed from street.
- P8 Flat roofs concealed behind parapet walls for International styles.
- P9 Face brick chimneys.

Materials

- P10 Sandstone bases; face brick; original rendered walls.
- P11 Slate; glazed terracotta tiled roofs.
- P12 Timber windows, doors and joinery.
- P13 Original front garden landscaping stone-flagged driveways and flagging paths.

Windows and doors

- P14 Narrow vertical windows and doors within solid masonry walls.
- P15 Entrance doors with porches or porticos contained under a separate roof with arched openings.
- P16 Casements or double-hung sash windows (except International style houses).
- P17 Timber window shutters for the revival house styles of old English/Tudor and Georgian.
- P18 Horizontal steel windows and doors for International style houses.
- P19 Stripped and relatively heavy Inter-war detailing around window arrangements, the front door and gable ends, such as wrought iron grills to windows, masonry balustrades.

Fences

- P20 Low sandstone and brick walls.

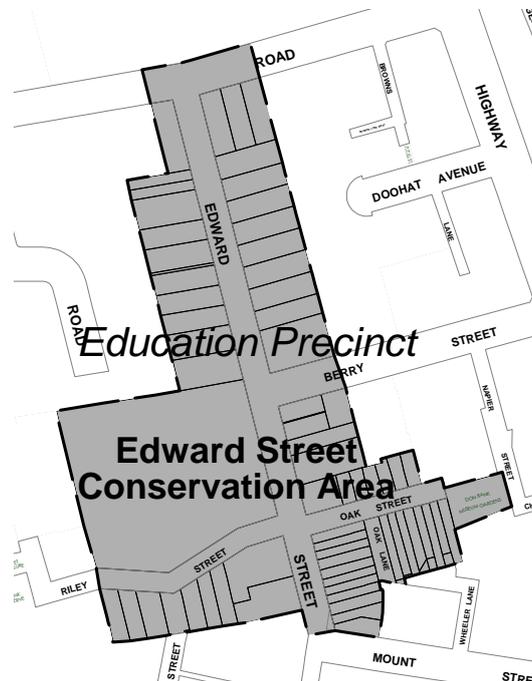
Car accommodation

- P21 Located to side drives.
- P22 Garages and porte-cocheres set back behind the front building line.

10.11.7 Uncharacteristic elements

- P1 Over-scaled two storey additions; over-scaled and poorly detailed carports and garages to the street; front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

10.12 EDWARD STREET CONSERVATION AREA



10.12.1 History

The Edward Street Conservation Area includes land from *The Priory* and *Rockleigh Grange*, both of which were sold from the Wollstonecraft Estate in the 1840s. It also includes parts of a later (1850s) subdivision by Alexander Berry, a partner of Edward Wollstonecraft.

The 1850s subdivision was designed for small township building blocks and various small scale dwelling houses and attached dwellings were built at the southern end of Edward Street as a result.

Blocks at the northern end of Edward Street were purchased and consolidated by Capt. RF Pockley who built "Doohat". The three large properties were sold during the 1880s and sections of the estates subdivided and sold during the 1890s. Residential development then followed in the early 20th century.

10.12.2 Description

The Edward Street Conservation Area runs each side of Edward Street with larger areas to the south including the Catholic University site. It is bounded to the east by high rise along the Pacific Highway, the North Sydney School to the north and by the steep slope to the west.

Edward Street runs along the top of a ridge and is flat to the east falling steeply to the west along Riley Street. Subdivision is determined by the street layout and topography with rectangular and irregular lot sizes, some developed for attached housing with no rear lanes.

The area is characterised by each phases of development and groupings of identical rows of houses. The early phase of development is represented by the Don Bank Group; small scale, attached, single storey weatherboard and brick houses in the Victorian Georgian and Italianate style. These buildings create an intimate 19th century atmosphere and context for the Victorian Filigree style developments at the southern end and the later detached dwellings at the northern end in the Federation Queen Anne and Inter War styles. There is some two storey Victorian and Federation attached dwellings houses and residential flat

buildings and later infill developments. The Catholic University occupies the west of the conservation area and contains *Rockleigh*, modern buildings and car parking.

Street verges are 3.5 metres wide to Edward and Berry Street with grass and concrete footpaths and crossovers for parking. Houses to the high side of the street are set on brick and sandstone plinths and the houses to Riley Street are set on elevated sites with high, sandstone retaining walls to the street.

There are views from Edward Street to the CBD and to the west to the Harbour. The axial view north along Edward Street looks directly to the stone gateway of the original Lady Hay's Estate.

The land steps across Edward Street with a high side to the east with houses and a low side to the west and there are low street trees. Front gardens contribute to the landscaping of the street and there are remnant trees in the former *Rockleigh Estate*.



10.12.3 Statement of Significance

The Edward Street Conservation Area is significant:

- (a) As an intact example of early township development in North Sydney.



- (b) As a subdivision of the *Priory* and *Rockleigh Grange* Estates.
- (c) For its grouping of intact and commonly detailed mid Victorian and Federation houses.

10.12.4 Significant elements

Topography

- P1 Top of ridge, flat to the east falling away to west.

Subdivision

- P2 Rectilinear subdivision with narrower boundary to street frontage.
- P3 Irregular lots to slope.

Streetscape

- P4 Split streets and changes in level.
- P5 Double rail timber fences.
- P6 Strong skyline of simple pitched roofs and tall chimneys without dormers or openings to the street.

Views

- P7 Street views along Edward and Riley Streets.
- P8 Slot views over and between buildings to western Sydney from Edward Street.

10.12.5 Characteristic buildings

- P1 A mixture of:
 - (a) Single storey semi-detached and attached Victorian Georgian and Filigree dwelling houses.
 - (b) Single storey Federation and Queen Anne style detached dwelling houses to common detail.
 - (c) Two storey Federation residential flat buildings.

10.12.6 Characteristic built elements

Siting

- P1 Located forward on the lot with large rear gardens.
- P2 Consistent setbacks.

Form, massing and scale

- P3 Single storey detached, semi-detached and attached dwellings with projecting bays and verandahs to the street.
- P4 Skillion rear wings.
- P5 Reduced height and scale to rear.
- P6 Dwellings in groups of identical design (detached, semi-detached and attached).

Roofs

- P7 Gabled and hipped between 30 and 45 degrees.
- P8 Gable ends to side.
- P9 Skillion roofs to rear extensions. Brick and rendered chimneys.



External Materials

- P10 Face brick, original rendered masonry walls.
- P11 Slate, corrugated metal, terracotta tiles roofs timber joinery on sandstone base course.
- P12 Timber windows with original coloured glass and leadlight, doors and joinery.
- P13 Cast iron lacework.
- P14 Original front garden landscaping.

Windows, doors and joinery

- P15 Victorian, Federation and Edwardian. Timber.

Fences

- P16 Original low front fences.
- P17 Timber fences to rear.
- P18 Sandstone plinths, sandstone piers, metal palisade and gates, timber pickets, original face brick with piers.

Car accommodation

- P19 To street with paved hardstand areas. No garages or carports in front of building line.

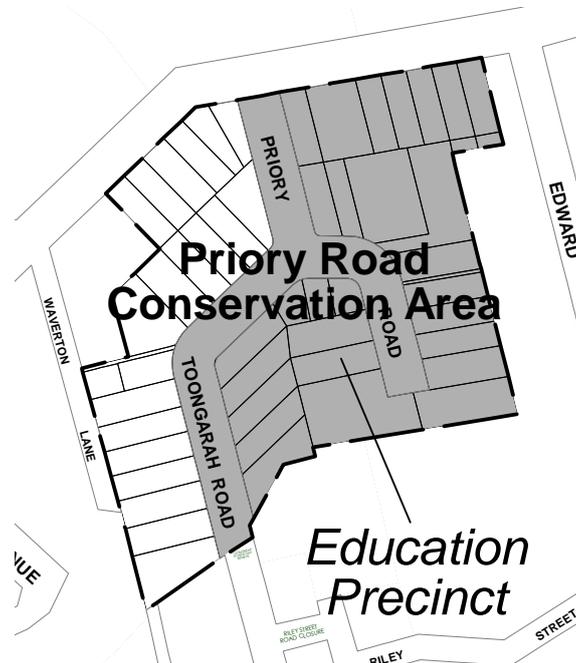
10.12.7 Uncharacteristic elements

- P1 Uncharacteristic elements include modern, multi-storey commercial buildings; over-scaled, two storey additions; carports and garages in front setback, over-scaled and poorly detailed carports and garages; paving of front setback for car parking, front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

10.12.8 Future built elements

- P1 Educational establishments must address and activate public domain areas including streets, pedestrian links, laneways and public spaces.
- P2 Cluster education-related development along Edward Street between Berry Street and Oak Street.
- P3 Where educational establishments provide night classes, these activities should be concentrated along Napier Street and Berry Street, within easy walking distance of public transport.
- P4 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

10.13 PRIORY ROAD CONSERVATION AREA



10.13.1 History

The Priory Road Conservation Area was part of the land granted to Edward Wollstonecraft in 1825 and subsequently known as the Berry Estate. Berry and Wollstonecraft were business partners and related by marriage.

Colonel George Barney (Commander of Royal Engineers) leased the Priory Estate from Berry in the mid-1830s. In 1843 he purchased an extra one and a half acres, which included "Toongarah", forming an estate of about 10 acres.

"The Priory" was built in the 1840s at a time when the north shore was becoming more attractive as a residential location for the mansions built between the 1830s and the 1860s

In 1913 the estate was subdivided into 40 lots forming Toongarah Road and Priory Road. At this time both of the original dwelling houses, "Toongarah" and "The Priory" were extant. Further subdivisions occurred in the 1920s and 1930s.

"Toongarah" was purchased by SCEGGS school in 1917. The land was subdivided in 1939 into six blocks, and "Toongarah" was demolished. The original "Priory" building was incorporated into flats.

10.13.2 Description

The Priory Road Conservation Area is a small residential area bounded by Bay Road and the escarpment and reserve to the end of Toongarah Road.

The landform falls to the south with the southern end of strongly defined by the cliff. The subdivision pattern is determined by the wide, horseshoe shaped road and their being cul de sacs. Lot sizes are irregular though generally rectangular. The road system has been affected by the topography with Priory and Toongarah Roads falling down the slight hill and finishing at dead ends. Both ends are relatively wide.

The area is characterised by detached dwelling houses on medium sized lots and a few residential flat buildings on larger lots. The majority of buildings are single storey and were built between 1915 and 1928 soon after subdivision in the Inter-war Californian Bungalow style. There are a few Federation era buildings, 1930s flats and several buildings from the

Area Character Statements - Waverton / Wollstonecraft Planning Area

1940s built after the subdivision of the site of "Toongarah". There are modern infill residential flat buildings.

Streets verges are typically 3.5 m wide and include grass with concrete footpaths and kerbs. Street trees and plantings in the private gardens are important to the character of the area. The area is heavily planted with trees.

There are views to trees and rooftops of the Bank Street valley, and to the Sydney CBD and long views from the lookout at the end of Toongarah Road.

Uncharacteristic elements include modern residential flat buildings; modern dwelling houses; over-scaled, two storey additions; over-scaled and poorly detailed carports and garages; front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; garages and car ports to the street; high walls and fences to the street.

The materials used in the Conservation Area are consistently dark face brick, unglazed terracotta tiled hipped and gabled roofs, and timber framed casement windows. Front fences are generally low and typically in brick to match the house style. Priory Road also features some sandstone retaining walls. The setbacks from the street allow for small front gardens.





10.13.3 Statement of Significance

The Priory Road Conservation Area is significant:

- (a) As a subdivision of the 1840s curtilage of the early mansions, "The Priory" and "Toongarah".
- (b) As a largely intact and consistent early 20th century residential area that has a mix of Inter-war buildings, including bungalows and residential flat buildings in original condition.
- (c) For its quiet landscape setting derived from the mature street plantings, grassed verges, small open front gardens, low front fences and backdrop of trees in the valley below.
- (d) For its contained character derived from the cul-de-sac street pattern, the topography and the consistency of building form and materials.

10.13.4 Significant elements

Topography

P1 Sloping southwards to the cliff edge.

Subdivision

P2 Detached dwelling houses: 380m² lots with 10m frontage.

P3 Detached, semi-detached houses and attached houses: 180m² to 260m² lots with 4-6m frontages.

P4 Generally rectangular blocks with irregular shaped blocks on the corners and along the eastern side of Toongarah Road.

Streetscape

P5 Street trees planted in verges, mainly small eucalypts, Plane Trees and paperbarks.

P6 Pedestrian linkages from Priory Road to Edward Street, and from Toongarah Road to Waverton Lane.

Views

P7 Views of trees and houses in the valley below, and limited views to the tops of the higher buildings in North Sydney, mostly from private domain.

P8 Views from Toongarah Street lookout over the valley to Sydney CBD.

10.13.5 Characteristic buildings

P1 Detached, single storey inter-war Californian bungalows on garden lots.

P2 1930s/40s residential flat buildings.

10.13.6 Characteristic built elements

Siting

P1 To the front of block.

P2 Dwellings on the eastern side of Toongarah Road are oriented to side boundaries.

P3 Consistent setbacks.

Form, massing and scale

P4 Single storey with hipped and gabled roofs with skillion rear extensions.

P5 Reduced height and scale to rear.

P6 Open verandahs to front.

Roofs

P7 Hipped and gabled, pitched between 30 and 40 degrees without dormers to front and sides. Brick and rendered chimneys with terracotta chimney pots.

External Materials

P8 Sandstone bases, face brick walls, wall shingles, original render and roughcast render. Textured and dark brick to residential flat buildings.

P9 Slate, terracotta tiles, asbestos cement sheet, corrugated metal roofs.

P10 Original timber windows, doors and decorative joinery.

P11 Original front garden landscaping.

Windows, doors and external joinery

P12 Federation and Inter-war casements and double hung sash. Timber.

Fences

P13 Low timber pickets, timber rails and mesh original face brick with piers.

Car accommodation

P14 Located off street with crossovers and garages and carports at side or rear. No garaged or carports in front of building line.

10.13.7 Uncharacteristic elements

P1 Uncharacteristic elements include modern, multi-storey commercial buildings; over-scaled, two storey additions; carports and garages in front setback, over-scaled and poorly detailed carports and garages; paving of front setback for car parking, front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

10.13.8 Future built elements

P1 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

P2 Educational establishments must address and activate public domain areas including streets, pedestrian links, laneways and public spaces.

10.14 BAY ROAD CONSERVATION AREA



10.14.1 History

The Bay Road Conservation Area was part of the land granted to Edward Wollstonecraft in 1825 and subsequently known as the Berry Estate when it passed to Alexander Berry, a business partner and related by marriage.

The Conservation Area is adjacent to Waverton Station, which opened in 1893 as part of the St Leonard's to Milson's Point line.

The section of Bay Road was originally known as Crows Nest Road as it gave access to the Crows Nest Estate from Berrys Bay.

The western side of Bay Road was subdivided from 1883-1888. It was part of land owned by the Colonial Sugar Refining Company which operated a sugar works, one of the earliest industries along the foreshore. The Sugar Company Estate included Ross Street, Whatmore Street, Tunks Street and McKye Street.

The oldest building in the Conservation Area appears to be the Victorian cottage behind the Uniting Church at 75 Bay Road. The buildings at 116, 118 and 122 Bay Road are part of an area that was subdivided in 1910.

10.14.2 Description

The Bay Road Conservation Area is located at the end of Bay Road and is bounded to the east by the North Shore railway line.

The landform is relatively flat with the land rising to the north east and falling to the south west. It has an enclosed character due to the topography, being located at the base of two hills, and from the narrowing of the street. At the end of Bay Road there are views of Balls Head Bay and the Balmain peninsula beyond.

The subdivision pattern is regular but follows the curve of the street with tapering lots to the south.

The area has a village atmosphere focusing on Waverton Railway Station.

Characteristic buildings in the area are single storey, semi-detached dwelling houses dating from the Federation period. The area also contains a small strip of Federation period commercial buildings.

There are some modern intrusions on the eastern and western side of Bay Road, and some contemporary residential flat buildings.

Street plantings reinforce the village-like atmosphere of the area.



10.14.3 Statement of Significance

The Bay Road Conservation Area is significant:

- (a) As a Federation period pocket of commercial and residential development, and one of the few intact areas of early development in the Waverton area.
- (b) For its enclosed village-like character that is a function of the topography, narrowing of the street.

10.14.4 Significant elements

Topography

P1 At the base of two hills, falling towards Balls Head Bay.



Subdivision

P2 Regular subdivision with tapering lots to the south and irregular shaped blocks at the corners.

Streetscape

P3 Dwellings raised above street level north of Whatmore Street corner. Higher footpath level north of Whatmore Street, with winding steps to street level.

P4 Widened footpath at shops with outdoor seating.

P5 Street trees on footpath and adjacent to narrowed road section and traffic calming devices.

Views

P6 Views to Balls Head Bay from southern end of road.

10.14.5 Characteristic buildings

P1 A mixture of:

(a) single storey Federation detached and semi-detached dwelling houses on garden lots.

(b) two storey, Federation commercial buildings with parapets.

10.14.6 Characteristic built elements

Siting

P1 Detached dwelling houses located towards the front of the block and addressing the street but leaving a small rear yard.

P2 Shops built to street boundary.

P3 Consistent setbacks.

Form, massing and scale

P4 Single storey, detached dwelling houses with simple forms articulated with projecting bays and verandahs to front and a reduced scale and bulk to the rear.

P5 Two storey commercial buildings with parapets and clearly defined "front" of building, oriented to the street.

Roofs

P6 Hipped and gabled between 30 and 45 degrees with overhanging eaves. Skillion roofs to rear wings. Parapets on shops. Variety of chimney designs.

External Materials

P7 Face brick on sandstone bases, roughcast render. Terracotta tiles with corrugated metal on rear wings.

Windows and doors

P8 Federation style. Lead light decorative glazing. Timber.

Fences

P9 Low height front fences in a variety of materials – timber, stone, iron palisade.

P10 Timber fences to side and rear.

Car accommodation

P11 No garages or carports in front of the building line.



10.14.7 Uncharacteristic elements

- P1 Carports to front of lot; dormers to front of roofs; over-scaled additions; painting and rendering of face brickwork; removal of original details, alterations to original roof forms high fences to street; inappropriate fence details.
- P2 Modern infill development.



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