



SECTION 4 CAMMERAY PLANNING AREA

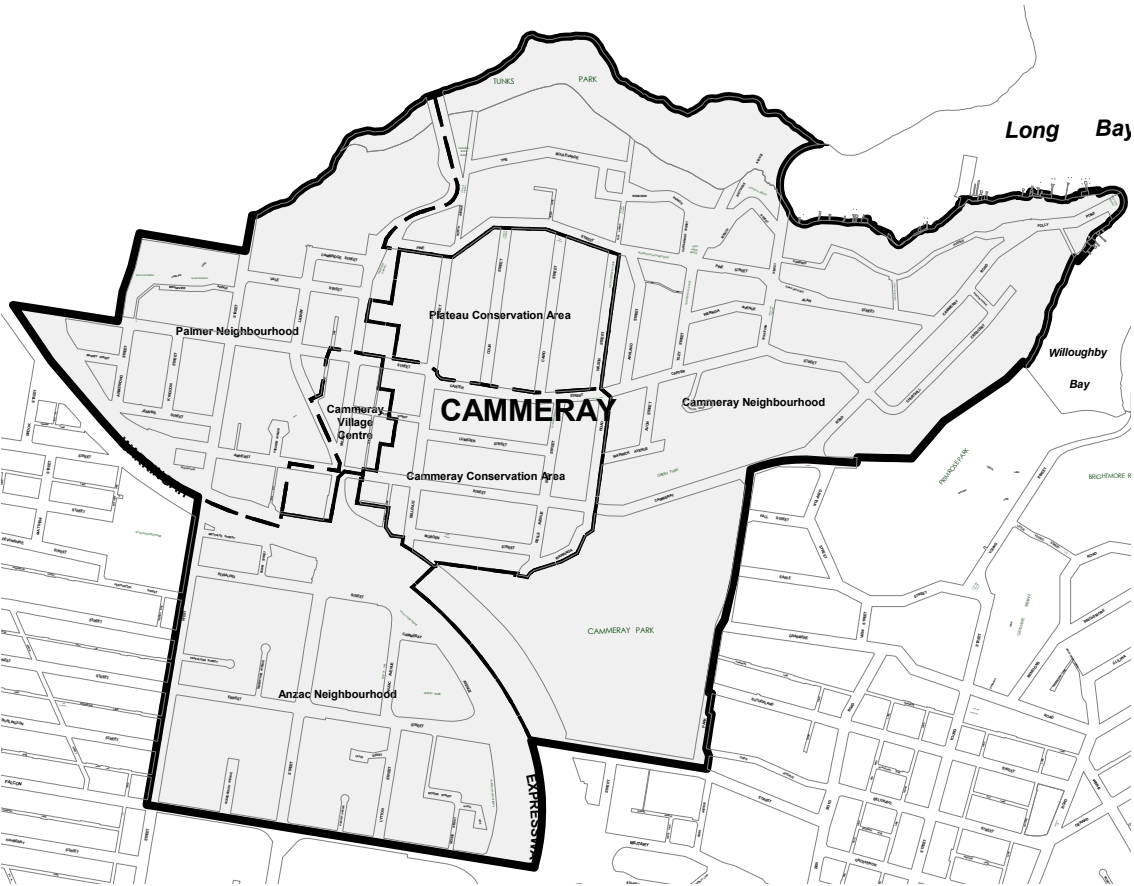
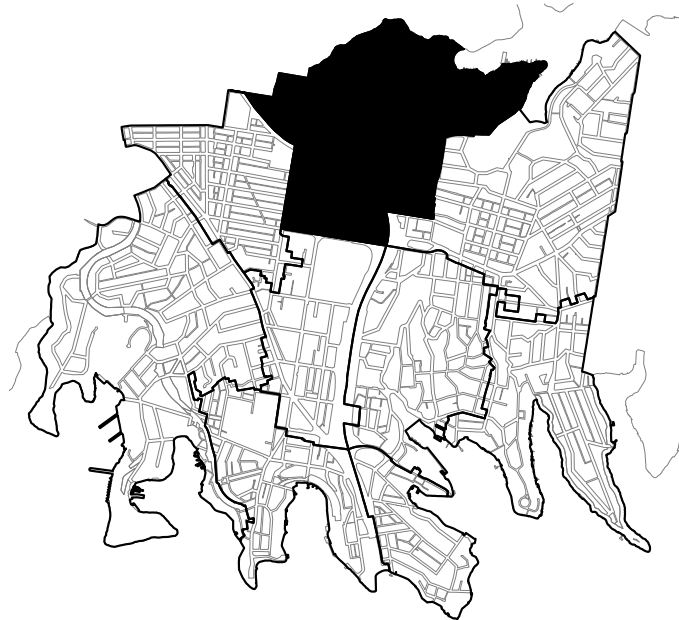


Figure F-4.1: Cammeray Planning Area and associated Locality Areas

4.0 CAMMERAY PLANNING AREA CHARACTER STATEMENT



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

The Planning Area is focussed around Cammeray Village, which is an active, pedestrian friendly shopping area that has small scale shops and provides street level activity with an lively pedestrian environment, where:

- local shops cater to the local community and are balanced between basic needs such as food and grocery, and recreation such as cafes and galleries
- development on both sides of Miller Street is unified through common elements
- there is safe and easy pedestrian movement across Miller Street

The surrounding residential neighbourhoods are diverse in nature, where:

- most of the existing dwelling houses and dual occupancies are retained
- capacity exists to accommodate some attached dwellings, multi dwelling housing and residential flat buildings close to existing public transport, services and facilities
- the density of residential development generally reduces the further away from Miller and Falcon Streets a property is located.

and where:

Function

- large areas of open space are used by locals and the wider regional population for recreation

Environmental Criteria

- the natural foreshores and water courses of Willoughby and Long Bay are conserved and protected, with pedestrian access to these areas is extended and improved



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- the scale and form of foreshore development protects and enhances the scenic, environmental and cultural qualities of the foreshore and adjoining lands
- major views from lookouts and other vantage points are not obscured by buildings or landscaping
- existing natural features such as rock outcrops and sandstone cliffs are conserved
- bushland and wetlands are protected from the adverse effects of development – such as stormwater runoff, spread of exotic plants and weeds, and visual impact of buildings and structures
- use of locally indigenous flora extends habitats for native birds and other fauna
- man made noise is limited, especially near foreshore areas and bushland
- noise insulation and orientation minimises noise impacts on developments close to the Warringah Expressway and main roads

Quality Built Form

- any development that occurs, reflects and reinforces the existing distinctive built form/ landscape areas and distribution of accommodation types
- the significance of heritage items and Conservation Areas are maintained

Quality Urban Environment

- public transport, cycling and walking are the preferred means of transport
- parking is managed to reduce impacts to local residents from regional commuter parking
- comfortable and safe pedestrian routes are maintained and extended
- cohesiveness throughout the area and its many built forms is achieved through landscaping and street tree planting
- backyards are provided for a variety of social and recreational activities
- public plazas provide a vibrant focal point for the local community

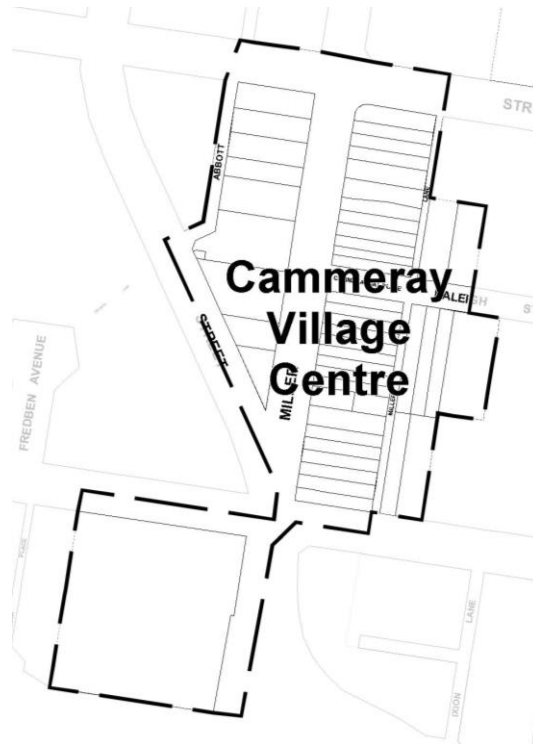
Efficient Use of Resources

- existing buildings and materials are conserved
- stormwater is retained for re-use onsite

The Cammeray Planning Area includes the following Locality Areas in which development is also subject to relevant provisions below:

- Section 4.1: Cammeray Village
- Section 4.2: Cammeray Neighbourhood
- Section 4.3: Anzac Neighbourhood
- Section 4.4: Palmer Neighbourhood
- Section 4.5: Plateau Conservation Area
- Section 4.6: Cammeray Conservation Area

4.1 CAMMERAY VILLAGE CENTRE



4.1.1 Significant Elements

Land Use

P1 Predominantly mixed commercial and residential development.

Topography

P2 Generally flat, straddling the topmost part of the ridge following the alignment of Miller Street.

Natural Features

P3 Forms topmost part of the ridge following the alignment of Miller Street.

Views

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

(a) District views to Middle Harbour from the upper levels of some buildings.

Identity / Icons

P5 Cammeraygal Place.

P6 Cammeray Square.

Subdivision

P7 Generally small narrow allotments in multiple ownerships to the east of Miller Street.

P8 Generally large consolidated allotments to the west of Miller Street.

Streetscape

P9 Wide, fully paved footpaths.

P10 Buildings built to street and laneway frontages.

P11 Continuous awnings along Miller Street.

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P12 Irregular planting of street trees.

P13 Active frontages to Miller Street and Raleigh Street.

Public transport

P14 Development to respond to the high level of accessibility to high frequency public bus services along Miller Street.

4.1.2 Desired Future Character

Diversity

P1 Generally small scale commercial activities, concentrated at the ground level, with a mix of commercial and residential uses above.

Active Streets

P2 The ground level of all buildings should be designed to activate streets, laneways and the public car parks to which they front.

P3 Active frontages must be provided to the ground floor level of buildings directly fronting Raleigh Street.

Traffic

P4 Development should minimise impacts to traffic flow on Miller Street.

P5 Development should ensure that pedestrian access continues to unify both sides of Miller Street.

4.1.3 Desired Built Form

Form, massing & scale

P1 Vertical design elements to reduce the visual bulk of buildings and create an appearance similar to traditional shops.

P2 Parapet heights and setbacks to be consistent along the Miller Street frontage.

P3 Where lots are consolidated, the built form reflects the former fine grain subdivision pattern.

Setback

P4 Setback 3m, at ground level from the Palmer Street frontage. Landscaping including trees is to be provided within this setback.

Podiums

P5 Podium of 8.5m (2 storeys) at street frontage with a setback of 2.5m above the podium.

Awnings

P6 Awnings to be provide along all street frontages.

Noise

P7 Elevations of buildings fronting Miller Street and the 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).

Car accommodation

P8 Car parking must be provided underground, with the exception of Council owned or operated public car parking.

P9 Trees in Council car park to be retained contribute to amenity of area.

4.2 CAMMERAY NEIGHBOURHOOD



4.2.1 Significant Elements

Land Use

- P1 Predominantly residential development.

Topography

- P2 Generally falling from the ridge along Carter Street and Cammeray Road down to the foreshores of Long Bay and Willoughby Bay.
- P3 Steeper land generally adjacent to the foreshore areas.

Natural Features

- P4 Natural vegetation and landforms, including shoreline with rock outcrops and native vegetation.
- P5 Wetlands in the form of Coastal Saltmarsh along the foreshores of Willoughby Bay (refer to Section 15 – Bushland to Part B of the DCP).

Views

- P6 The following views and vistas are to be preserved and where possible enhanced:
- (a) Pine Street lookout (7), Tiley Street lookout (8), Stratford Street lookout (9), Churchill Crescent lookout (12), Folly Point lookout (13).
 - (b) District views to Middle Harbour and the suspension bridge over Tunks Park.

Identity / Icons

- P7 Tunks Park.
- P8 Long Bay.

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- P9 Primrose Park.
- P10 Bushland on slopes above Tunks Park and Primrose Park.
- P11 Suspension bridge over Tunks Park.
- P12 Willoughby Bay, Long Bay and foreshores.
- P13 Cammeray Park.
- P14 Warringah Expressway.

Subdivision

- P15 Regular grid patterns on the upper slopes of the Area.
- P16 Irregular grid pattern adjacent to the foreshore areas due to the steep and irregular topography.
- P17 Long narrow lots adjacent to the foreshores of Long Bay.

Streetscape

- P18 Narrow width roads and split carriageways adjacent to foreshore and Tunks Park with garages, carports and retaining walls built to the street.
- P19 Wide roads with grassed verges on the upper slopes of the Area and informal street planting.
- P20 Double rail timber fences.
- P21 Tall sandstone fences and sandstone retaining walls.
- P22 Buildings generally setback from the boundary with a skewed alignment to respective street frontages.

Public transport

- P23 Regular public bus services through the area.

4.2.2 Desired Future Character

Diversity

- P1 Primarily low-density residential development consisting of dwelling houses, semi-detached houses concentrated along the foreshore areas.
- P2 Multi dwelling housing and residential flat buildings concentrated towards the tops of the ridges.
- P3 The density of development along foreshore areas and in areas of steep terrain must be kept to a minimum.

4.2.3 Desired Built Form

Siting

- P1 Buildings should provide adequate separation to bushland and foreshore areas.
- P2 Buildings should not obstruct views from neighbouring properties. This is especially important in foreshore areas or sites that enjoy water views.
- P3 Buildings should not obstruct views and vistas from public places to the waterway.

Form, scale and massing

- P4 Buildings near foreshore areas should address the waterway.
- P5 Buildings on sloping land should be designed to follow the slope of the land, with minimum cut and fill to be undertaken.



Foreshore

- P6 Boat sheds are small in scale and do not dominate the foreshore frontage.
- P7 Development associated with boating activity is kept to minimum and is compatible with the surrounding uses.
- P8 Development adjoining foreshore or bushland areas (such as Tunks and Primrose Parks) use muted colours and non-reflective materials to ensure the scenic and environmental Qualities are enhanced.
- P9 Walls and fences along the foreshore should be kept low enough to allow views of private gardens from the waterway.

4.3 ANZAC NEIGHBOURHOOD



4.3.1 Significant Elements

Land Use

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

Topography

- P4 Falling from Miller Street eastwards towards the Warringah Expressway.

Views

- P5 The following views and vistas are to be preserved and where possible enhanced:
 - (a) District views towards Middle Harbour from the upper levels of some buildings.

Identity / Icons

- P6 Cammeraygal High School.
- P7 Warringah Freeway.
- P8 ANZAC Park Primary School.
- P9 ANZAC Park.

Subdivision

- P10 Rectilinear grid pattern.

Streetscape

- P11 Wide street reserves with grass verges, concrete footpaths and street trees.
- P12 London Plane trees to Miller Street.
- P13 Mixture of low full masonry and part masonry and timber paling fences.
- P14 Buildings setback from the boundary and aligned with the street frontage.



Public transport

- P15 Development to take advantage of high levels of accessibility to high frequency public bus services along Miller, Ernest and Falcon Streets.

4.3.2 Desired Future Character

Diversity

- P1 Predominantly medium to high density residential development such as attached dwellings, multi dwelling housing and residential flat buildings according to zone.
- P2 Any increase in residential density should be primarily focused on sites situated on Miller Street, Falcon Street and West Street which have good access to public transport.

4.3.3 Desired Built Form

Siting

- P1 Development to provide gardens within the front setback, especially facing busy roads.

Noise

- P2 Elevations of buildings fronting the 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).

4.4 PALMER NEIGHBOURHOOD



4.4.1 Significant Elements

Land Use

P1 Predominantly residential accommodation.

Topography

P2 Falling from Miller Street north-west towards Tunks Park.

Natural Features

P3 Bushland on slopes above Tunks Park

Views

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

- (a) Fred Hutley Reserve lookout Hamilton Avenue (1), Palmer Street lookout (2).
- (b) District views to the suspension bridge over Tunks Park.

Identity / Icons

- P5 Tunks Park.
- P6 Suspension Bridge over Tunks Park.
- P7 Warringah Freeway.

Subdivision

P8 Generally regular grid pattern.

Streetscape

- P9 Generally single storey built form appearance fronting West Street between Palmer Street and Amherst Street.
- P10 Tree lined streets with grassed verges and concrete footpaths.
- P11 A mixture of masonry and sandstone retaining walls built to street frontages and dividing split carriageways.



P12 Buildings setback from the boundary and aligned with the street frontage.

P13 Low rendered masonry retaining walls to the high side of streets.

P14 A mixture of paling and double rail timber fences.

Public transport

P15 Development to take advantage of high levels of accessibility to high frequency public bus services along Miller Street.

4.4.2 Desired Future Character

Diversity

P1 Predominantly medium to high density residential development such as attached dwellings, multi dwelling housing and residential flat buildings according to zone.

4.4.3 Desired Built Form

Siting

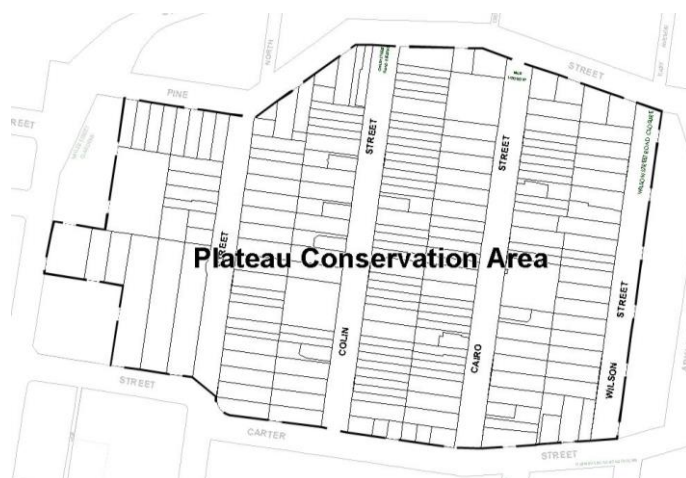
P1 Substantial gardens in front setback especially facing busy roads.

P2 Buildings should provide adequate separation to bushland areas.

Noise

P3 Elevations of buildings fronting the 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).

4.5 PLATEAU CONSERVATION AREA



4.5.1 History

The Plateau Conservation Area was subdivided as part of the 1899 *Cooliatta Estate* that was formed from the 23 acres grant to Alexander Macarthur in 1853.

In comparison with other parts of North Sydney the area was relatively remote, although the opening of the Suspension Bridge in 1892 and extension of the tramway along Miller Street in 1909 improved access.

The main period of development in the Conservation Area was in the early 20th century when the area developed slowly with modest houses on narrow blocks of land. Additional houses came after the First World War when the area was consolidated, particularly along the sloping northern boundary of Pine Street.

4.5.2 Description

The Plateau Conservation Area is located on a natural plateau at the northern end of Cammeray. The area is defined by escarpment along Pine Street, Wilson Street, Carter Street and Miller Street.

The landform slopes to the southeast and is a small plateau with escarpments to the north and east. The subdivision pattern is a regular grid of rectangular lots with dead end streets at the escarpments.

The Plateau Conservation Area is characterised by single storey Federation and Edwardian dwelling houses, reflecting the area's main period of development. The houses range from freestanding dwellings on large lots to small, semi-detached dwellings on narrow lots. There are also examples of Victorian Georgian style, weatherboard cottages.

The buildings generally have small setbacks from the street with cottage gardens and a mix of fence types.

The Brushbox street trees are characteristic of the area's main period of development, and give a strong regularity to the streetscape. Front gardens are well established, and often have extensive plantings to give an overall impression of a landscaped garden suburb.

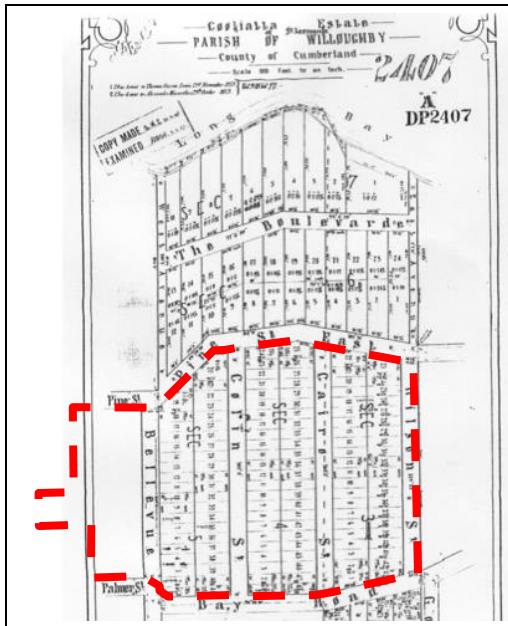
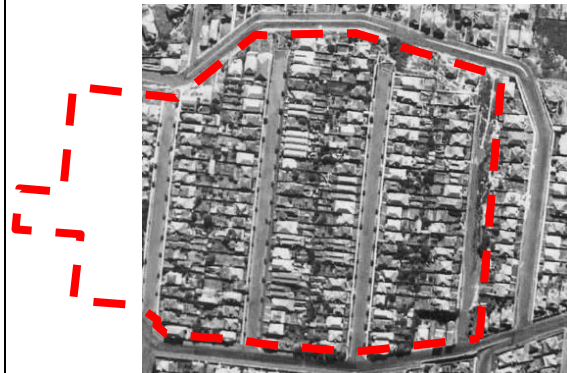


Figure F-4.2 (left):
Circa 1890

Figure F-4.3 (below left):
Circa 1943

Figure F-4.4 (below right):
Circa 2008



4.5.3 Statement of Significance

The Plateau Conservation Area is significant:

- (a) For the unity of its subdivision history and consistency of the housing stock which is evident in the built form of the area.
- (b) For its largely intact residential form that illustrates small-scale housing including timber buildings, and which has survived without large scale intrusions.
- (c) For its strong landscape quality defined by street trees and front garden plantings that give an overall impression of a landscaped garden suburb.

4.5.4 Significant elements

Topography

P1 Level plateau with escarpments to the north and east.

Subdivision

P2 Regular rectangular lots.

Streetscape

P3 Street trees and street gardens.

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- P4 Sandstone kerbing, sandstone and concrete retaining walls, street gardens. Changes of level in topography.

Views

- P5 North facing lookouts: Bellevue Street, Colin Street, Carter Street, Cairo Street. Views from Colin, Wilson, Bellevue and Pine Street steps.

4.5.5 Characteristic buildings

- P1 Single storey, detached and semi-detached Federation and Edwardian dwelling houses sometimes in groups. Some Victorian cottages.

4.5.6 Characteristic built elements

Siting

- P1 To the front of the lot with large gardens to the rear.

Form, massing and height

- P2 Detached and attached dwellings with projecting bays and verandahs to street.
P3 Double fronted cottages with projecting bays and flanking verandahs.
P4 Single storey, rear extensions within single storey roof line. Reduced scale to the rear.

Roofs

- P5 Hipped roofs pitched between 30 and 45 degrees without dormer windows or openings that can be seen from the street.
P6 Gabled ends for projecting bays to the street, skillion roofs to rear extensions.
P7 Brick and rendered chimneys.

Materials

- P8 **Walls:** Weatherboards; Face brick on sandstone foundations
P9 **Roofs:** Slate and corrugated metal on older dwellings; Terracotta tiles with corrugated iron or corrugated sheet metal on rear extensions.
P10 Timber verandahs. Timber windows and doors.

Windows and doors

- P11 Consistent with building period. Timber.

Fences

- P12 Low height front fences and walls to 800mm in height.
P13 Timber fences to side and rear.
P14 Timber picket, stone, face brick and brick piers with timber pickets or horizontal rails.

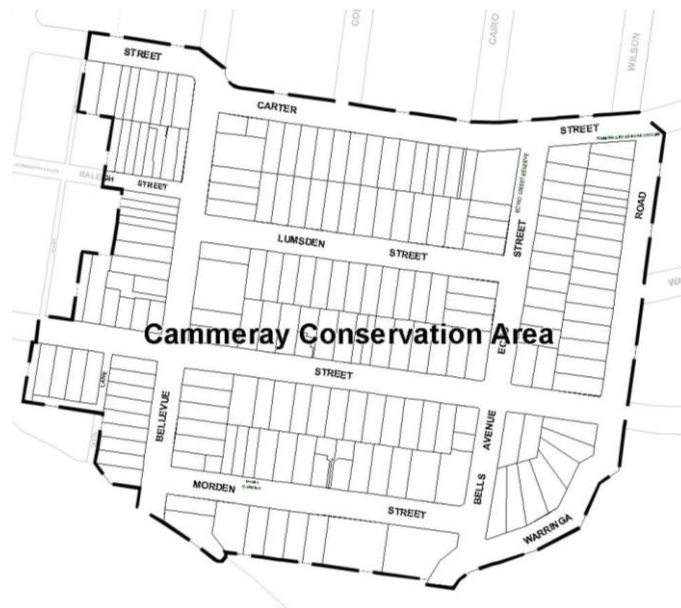
Car accommodation

- P15 No off street parking.

4.5.7 Uncharacteristic and undesirable buildings and built elements

- P1 Over-scaled additions; dormers to front roof slopes; carports and garages to the street; paved front gardens; high solid fences to the street; rendering and painting of face brick; loss of original detail; aluminium windows; contemporary buildings development.

4.6 CAMMERAY CONSERVATION AREA



4.6.1 History

Most of the Cammeray Conservation Area was subdivided in 1889 by Alexander Maxwell as the *Cooliatta Estate* on land granted to Alexander Macarthur in 1853. The south-western part of the area was called *Bells Paddock*.

The opening of the Suspension Bridge in 1892 and extension of the tramway along Miller Street in 1909 improved access to the area and provided a trigger for development. Most of the area was purchased as the Bell's Estate in 1909 after which time the area developed.

Very little redevelopment occurred in the area until the 1960s when uncharacteristic, three storey residential flat buildings were built in Morden Street.

4.6.2 Description

The Cammeray Conservation Area is bounded by Carter Street, the Freeway to the south, Warringa Road to the east, and Miller Street properties to the west.

The landform slopes down from the north towards the south and east and there are escarpments at Morden Street and Echo Street that form dead end roads.

The subdivision pattern is a regular grid that overlays the topography.

The characteristic buildings of the area are typically later Federation and Edwardian Queen Anne, reflecting the predominant period of development. Buildings are typically single storey, freestanding and constructed on a sandstone base with face brick walls and terracotta tiled hipped roof with asymmetrical street elevations with projecting gabled bays projection and a flanking verandah.

Street plantings and raised verges reinforce the cohesive character and regular pattern formed by the buildings and underlying lot pattern.

Several late Victorian residences are located in the northwest corner of the area, and timber houses are represented in Palmer, Bellevue and Raleigh Streets. There is some modern development to the southern edge.

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	<p>Figure F-4.5 (left): 1890 Subdivision Plan of the Cooliatto Estate</p>
	<p>Figure F-4.6 (below left): Circa 1943</p>
	<p>Figure F-4.7 (below right): Circa 2008</p>
	

4.6.3 Statement of Significance

The Cammeray Conservation Area is significant:

- (a) For the unity of its subdivision history which is evident in the built form of the area and that overlays its sloping and stepped topography;
- (b) As an area of modest Federation speculative builder housing set out in a geographically defined area that has survived without large-scale intrusion; and
- (c) For its landscape quality defined by street trees, stone boundary walls, rock escarpments, raised and front garden plantings that combine to give an impression of a landscaped garden suburb.

4.6.4 Significant elements

Topography

P1 Sloping towards east and south with sandstone escarpments.

Subdivision

P2 Regular grid pattern overlying topography.

Streetscape

P3 Houses at street level or raised above it.

P4 Consistent scale of housing addressing the street in garden setting.



P5 Raised verges, sandstone kerbing, sandstone and concrete retaining walls, street gardens.

P6 Street trees, including central plantings.

Views

P7 Carter Street lookout. Views from Morden Street to the south.

4.6.5 Characteristic buildings

P1 Single storey, free-standing, double fronted Federation dwelling houses.

P2 Late Victorian residences in the north-western portion.

4.6.6 Characteristic built elements

Siting

P1 Detached dwelling houses to the front of the lots with gardens to front and rear.

Form, massing and height

P2 Single storey, detached dwelling houses.

P3 Simple forms articulated with projecting bays and verandahs to front.

P4 Reduced bulk and scale to rear.

Roofs

P5 Hipped and gabled roofs pitched between 30 and 45 degrees with overhanging eaves.

P6 Gabled ends for projecting bays to the street.

P7 Skillion roofs to rear wings.

P8 Brick and rendered chimneys.

External Materials

P9 Timber or face brick on sandstone bases.

P10 Terracotta tiles with corrugated metal on rear wings. Slate and corrugated metal on older dwellings.

P11 Shingled or half-timbered gable roofed bays.

Windows and doors

P12 Late Victorian and Federation. Decorative leadlights and glazing.

Fences

P13 Low height front fences and walls to 800mm.

P14 Timber fences to rear and side.

P15 Stone, face brick and brick piers or timber pickets and horizontal rails.

Car accommodation

P16 Garages and carports located to the side and rear of dwellings.

P17 No garages or carports located in front of the building line.

P18 Single driveways.

4.6.7 Uncharacteristic and undesirable buildings and built elements

P1 Carports, garages or paving to front of lot; dormers to front of roofs; over-scaled additions; painting and rendering of face brickwork; high fences to street; and inappropriate detailing.