

# PART 5

# Residential locality statements



# Part 5 Residential Locality Statements

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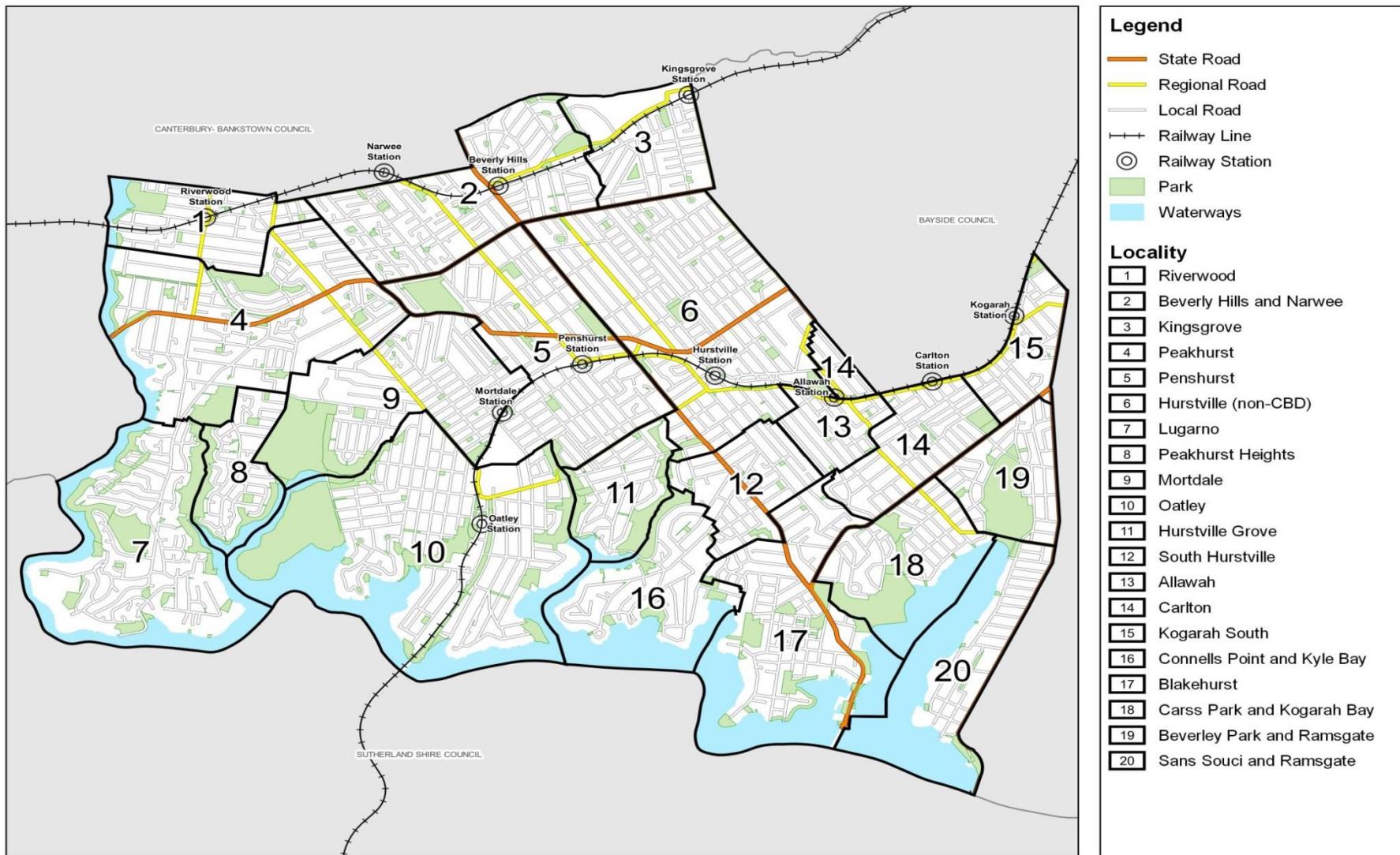
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## **Introduction**

This part contains the locality statements for development within all residential areas of Georges River, except for Hurstville City Centre. The statements are locality specific and identify the unique qualities that make up the local character of each area and provide future desired character guidelines.

The localities are generally based on suburb boundaries and character and include location, built form, setting, subdivision pattern, heritage and streetscape. The statements build on the existing character of the neighbourhood and important elements that contribute to the existing character. These statements aim to reinforce and enhance the character of each locality.

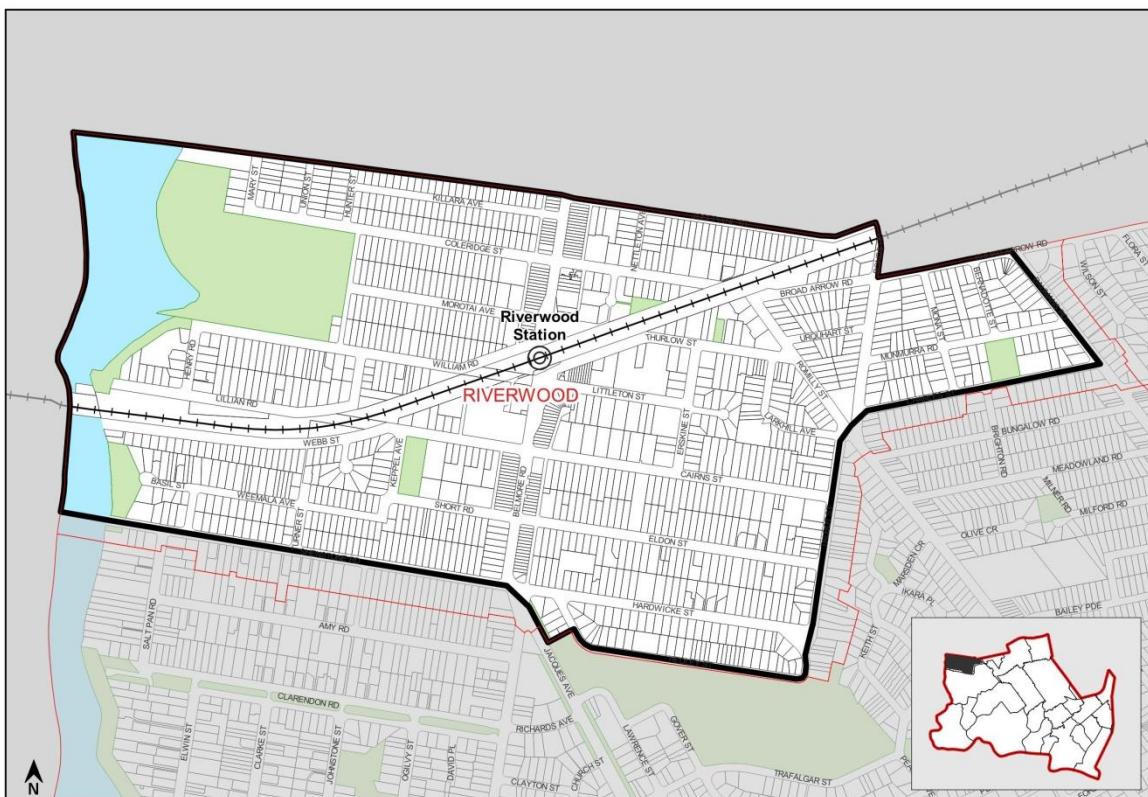
Development is required to consider the future character statement for the locality, in addition to the requirements within other parts of this DCP.



**Figure 1:** Map of Residential Localities

## 5.1 Riverwood Locality Statement

### Map of locality



**Figure 2:** Riverwood

### Existing Character

#### Location

This locality is bounded by the Canterbury-Bankstown LGA boundary to the north (rear of block on Killara Avenue and Josephine Street), Baumans Road, Charles Street and Talbot Street to the east, and Hedley Street and Shenstone Street to the south and Salt Pan Creek, beyond to the west. The railway line divides Riverwood into northern and southern parts. The suburb of Riverwood is divided between Canterbury-Bankstown and Georges River Councils.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The suburb of Riverwood was originally known as Herne Bay and was mainly used for market gardening and forestry. In 1942, Herne Bay was used as United States Army hospital barracks during World War II, which was located in the Riverwood Estate area located in the

Canterbury-Bankstown LGA.<sup>1</sup> Most of the southern part of Riverwood within the Georges River LGA was developed between the inter-war period and the 1960s.

### Heritage

This locality does not contain any heritage item under Schedule 5 Environmental Heritage within GRLEP 2021.

### Built Form and Setting

Riverwood is a predominately low density suburban area with pockets of residential flat building development mostly located around the Riverwood commercial centre and railway station. In the low density areas, post-war detached and semi-detached houses are the predominant built form. Some inter-war housing has also survived. Increasingly contemporary architectural styles are changing the prevailing post-war.

Due to the various stages of development that occurred in this locality, there is a diverse range of subdivision patterns. Many streets feature a grid-like pattern typical of inter-war and post-war development. There is consistency of lot depth in most streets featuring a grid-like layout, however the width of residential lots varies throughout the locality and a number of lots have been subdivided through recent dual occupancy developments.

Salt Pan Creek and the bordering bushland at the western edge of this locality provide a leafy character to the surrounding low density areas. These areas are also located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

Riverwood Park and Wetlands is the major public recreation space in the locality. There are also several other small parks including Lillian Road Reserve, Basil Street Reserve, Bernadette Reserve and Philip Street Reserve.

### Streetscape Character

The streets, although inconsistent in width throughout the locality, are generally tree-lined and present as a 'green corridor' through the provision of generous landscaping within the front setback space. The prevailing leafy character of the streets has heightened the consistency and quality of streetscapes throughout this locality.

However, the larger building footprints occupied by the more recent residential flat buildings, multi dwelling housing and dual occupancy developments are accompanied by a significant reduction in the amount of landscaped area provided compared to the post-war dwelling houses. This has led to a gradual erosion of the leafy character of the locality.

### **Future Desired Character**

- Low density residential suburban, transitioning to a mix of medium and high-density residential character towards Riverwood commercial centre.

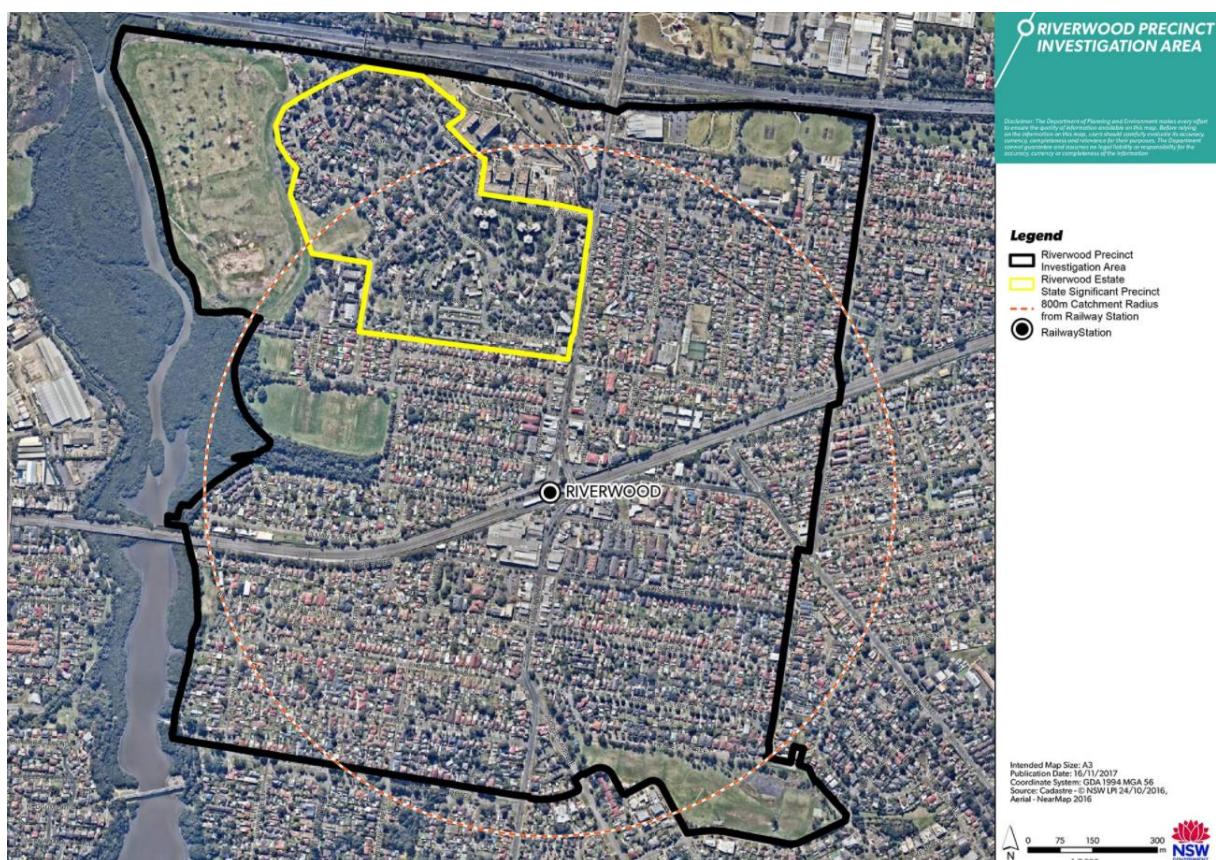
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<sup>1</sup> Book of Sydney Suburbs, Frances Pollon (Angus and Robertson) 1990, page 222

- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage the retention of treetop bushland views towards the west of the locality, overlooking Salt Pan Creek.

### **Riverwood Precinct Investigation Area**

Riverwood is contained within the River wood Precinct Investigation Area. The boundary of the precinct is illustrated by the black line in **Figure 3** below.



**Figure 3:** Riverwood Investigation Precinct

The planning for this wider Precinct will ensure that planning for this area is coordinated by the NSW State Government, Georges River Council and Canterbury/Bankstown Council. Infrastructure such as schools, parks, community facilities, public transport and road upgrades will also be delivered within the Precinct to support the future community needs.

### **Riverwood Estate State Significant Precinct**

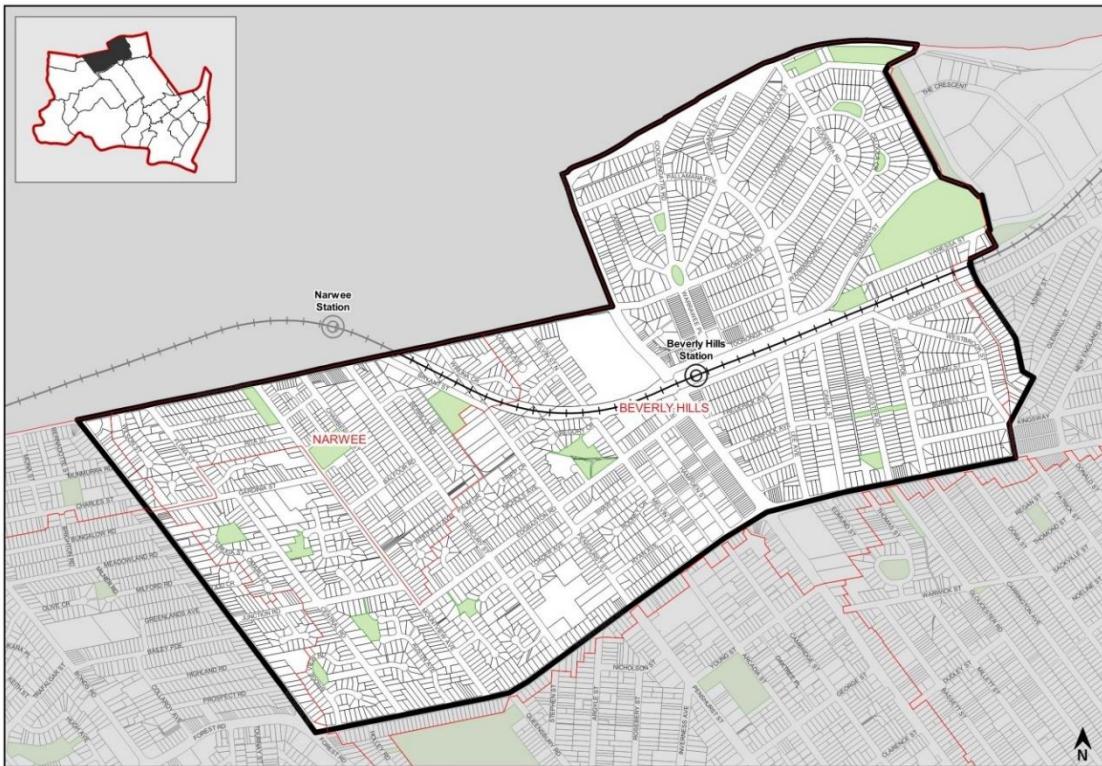
The Riverwood Precinct Investigation Area is separate from the State Significant Precinct (SSP) for the Riverwood Social Housing Estate. The Riverwood Estate Social Housing Estate is located within the Canterbury-Bankstown LGA. The boundary of the Estate is illustrated by the yellow line in **Figure 3** above.

The Riverwood Estate currently has 994 social housing dwellings on over 30 hectares of government-owned land. In late 2019, the Minister for Planning and Public Spaces announced a new approach to precinct planning in NSW. This included a change of approach to planning for Riverwood Estate.

In collaboration with Land and Housing Corporation (LAHC), City of Canterbury Bankstown will now take the lead in planning for Riverwood Estate.

## 5.2 Beverly Hills – Narwee Locality Statement

### Map of locality



**Figure 4:** Beverly Hills - Narwee

### Existing Character

#### Location

This locality is bounded by the Canterbury-Bankstown LGA to the north (Broad Arrow Road, Allambee Crescent and the M5 motorway); Black Forest Reserve, The Crescent, Vanessa Street Reserve and Colwell Street to the east; Stoney Creek Road in the South and Baumans Road in the west. Broad Arrow Road follows along the highest ridge line, sloping down King Georges Road towards Stoney Creek Road.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

In the early twentieth century Beverly Hills was previously known as Dumbleton, however, it was first officially known as West Hurstville for postal services.<sup>2</sup>

Narwee was once known as 'Sunning Hill Farm' after a property in the area granted to Richard Podmore in the 1820s.<sup>3</sup> The residential suburb began to be developed after 1900 with its own railway station opening in 1931.<sup>4</sup>

<sup>2</sup> 'Beverly Hills Station – Dumbleton officially dead', *The Propeller*, 22 August 1940, pg. 4, viewed 7 May 2020, <https://trove.nla.gov.au/newspaper/article/235584081?browse=ndp%3Abrowse%2Ftitle%2FP%2Ftitle%2F122%52F1940%2F08%2F22%2Fpage%2F25393849%2Farticle%2F235584081>

## Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to Schedule 5 Environmental Heritage within GRLEP 2021).

## Built Form and Setting

This locality contains predominately low density detached residential dwellings with some areas of villa and town house developments and 3 storey residential apartments adjoining the Beverly Hills and Narwee commercial centres. There is a diverse range of architectural styles including single-storey Federation, inter-war, post-war and two-storey contemporary styles.

The north-eastern corner of this locality demonstrates an intact 'Garden City' style subdivision pattern mostly consisting of 1930s red-brick bungalows within established garden settings.

The former Narwee High School site between Chamberlain St and Mountview Street includes a mix of detached and attached single dwellings and two storey multi dwelling housing.

There are several public green spaces distributed throughout this locality including: Austin Avenue Reserve, Bell Avenue Reserve, Beverly Hills Park, Beverly Hills Memorial Park, Bridge View Road Reserve, Cooongoatta Road Reserve, Edgbaston Road Reserve, Gloucester Road Reserve No. 1, Gloucester Road Reserve No. 3, Merv Lynch Reserve, Narwee Park, Progress Park, Rasdall Park, Tallawalla Street Reserves, Wiggins Avenue Reserve and Yuruga Street Reserve.

## Streetscape Character

The streets in this locality are green and leafy with mature street trees. Older dwellings have well established gardens which make a positive contribution to the streetscape. Due to the different architectural styles throughout this locality, there is inconsistency in fencing heights and materials.

## Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Support appropriate medium and high density residential areas adjoining Narwee and Beverly Hills centres where applicable.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Retain the intact Garden City subdivision pattern at the north-eastern corner of this locality.

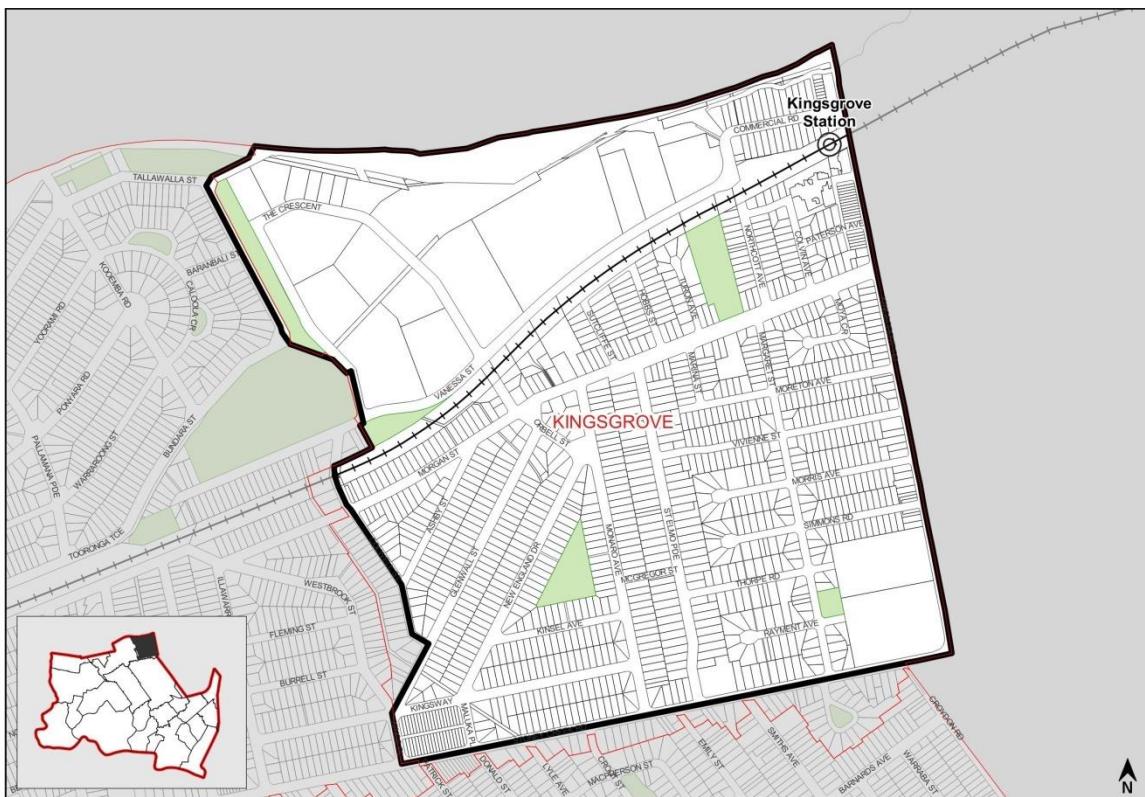
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<sup>3</sup> 'Narwee', *The dictionary of Sydney*, viewed 7 May 2020, <https://dictionaryofsydney.org/place/narwee>

<sup>4</sup> 'Narwee', *The dictionary of Sydney*, viewed 7 May 2020, <https://dictionaryofsydney.org/place/narwee>

## 5.3 Kingsgrove Locality Statement

### Map of locality



**Figure 5:** Kingsgrove

### Existing Character

#### Location

The locality is bounded by the Canterbury-Bankstown LGA boundary to the north, Kingsgrove Road to the east which also acts as the boundary to the Bayside LGA, Stoney Creek Road to the South and Westbrook Street and Colwell Street to the west. The railway line divides Kingsgrove into northern and southern parts. The suburb of Kingsgrove is divided between Bayside, Canterbury-Bankstown and Georges River Councils.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

In 1804, the wife of Quartermaster Thomas Laycock, Mrs. Hannah Laycock was granted a 500-acre plot of land by New South Wales Governor Philip Gidley King. She gave this land the title of "King's Grove Farm" in honour of the Governor and from which the suburb of

Kingsgrove derives its name.<sup>5</sup> The suburb began to expand and develop after the Kingsgrove Railway Station opened on 26 September 1931.<sup>6</sup>

### Heritage

This locality does not contain any heritage item under Schedule 5 Environmental Heritage within GRLEP 2021.

### Built Form and Setting

This locality contains a large industrial precinct, the Kingsgrove Industrial Area, to the north of the railway line.

All of the residential dwellings within this locality are located to the south of the railway line. These residential areas are predominately low density, inter-war and post-war styles consisting of single storey red brick dwellings with an increasing number of two-storey contemporary dwellings and some dual occupancies.

The terrain of the locality is generally flat with slight elevation to the north-west of Kingsgrove railway station. Blocks are relatively consistent, particularly along Glenwall Street. There are some irregular sized blocks located around cul-de-sacs at Morris Avenue, Moya Crescent, Simmons Road and Rayment Avenue. However, the subdivision patterns within this locality are generally consistent and regular.

There are several open spaces available in this locality including Peter Low Reserve, Butler Reserve, Vanessa Street Reserve and Smith Park.

### Streetscape Character

The streets in the locality are generally tree-lined and present a landscaped character, especially evident on Ashby Street and St Elmo Parade. The dwellings in the locality mostly present consistent front building setbacks which achieve a sense of uniformity and openness that enhances the streetscape character.

### Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage tree planting within the front setback space to create a tree-lined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.

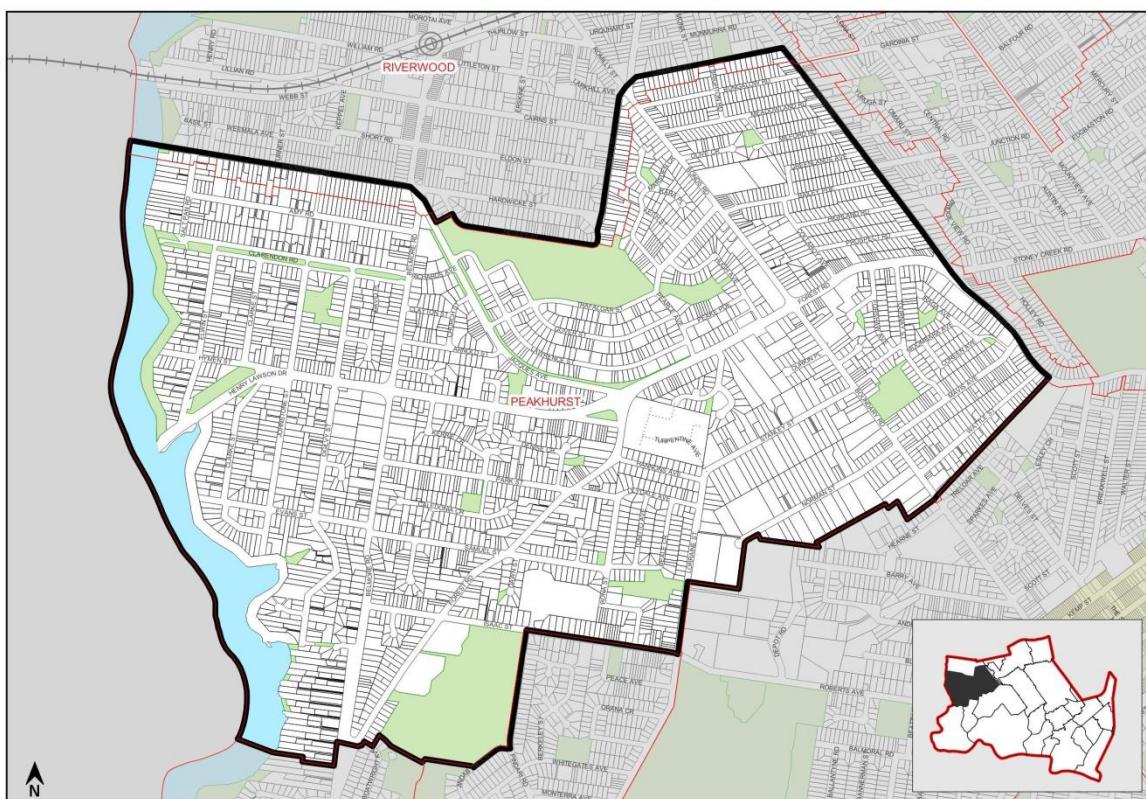
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<sup>5</sup> ‘Road grader at Morgan and Marina intersection’, *Georges River Council Libraries Local Studies collection*, viewed 14 April 2020, <https://georgesriver.spydus.com/cgi-bin/spydus.exe/FULL/WPAC/ALLENQ/8008774/17747411,10>

<sup>6</sup> ‘Railway opened: Tempe to Kingsgrove’, *The Sydney Morning Herald*, 28 September 2020, pg. 6, viewed 14 April 2020, [https://trove.nla.gov.au/newspaper/article/16806673?searchTerm=Kingsgrove%20railway%20station%20open&searchLimits="](https://trove.nla.gov.au/newspaper/article/16806673?searchTerm=Kingsgrove%20railway%20station%20open&searchLimits=)

## 5.4 Peakhurst Locality Statement

### Map of locality



**Figure 6:** Peakhurst

### Existing Character

#### Location

Peakhurst is bordered by Riverwood to the north (Shenstone Road, Hardwicke St, Talbot St, Charles St), Baumans Road and Forest Road to the east, and the suburbs of Lugarno, Peakhurst Heights and Mortdale to the south, and Salt Pan Creek on the Georges River to the west.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The suburb of Peakhurst was originally formed part of an 1808 land grant to Captain John Townson. In 1838, John Robert Peake bought 10 acres of land near the junction of the present Forest Road and Henry Lawson Drive and Peake's name was used to name the suburb.<sup>7</sup>

<sup>7</sup> *The Book of Sydney Suburbs*, Frances Pollon, Angus & Robertson Publishers, 1990, p.202.

Although many parts of the Georges River area experienced a middle-class housing boom in the 1920s and 1930s, Peakhurst remained a relatively sparsely-settled area during this time. By 1943 houses dotted the landscape interspersed with large vacant land and market gardens.

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to Schedule 5 Environmental Heritage within GRLEP 2021).

### Built Form and Setting

Peakhurst is a predominately low density suburban area with a precinct of residential flat buildings to the south of Peakhurst Park and some medium density developments between Forest Road, Belmore Road and Bonds Road. The low density areas consist of a mix of detached and semi-detached houses built in the inter-war and post-war periods, as well as contemporary knock down rebuilds. This has resulted in an eclectic mix of housing styles.

Due to the gradual trickle of housing development in Peakhurst up until the mid-1940s, there is a lack of uniform subdivision pattern throughout the locality. While some streets feature a grid-like pattern with varying levels of formality, others have been formed from sweeping cul-de-sacs layouts.

The largest industrial precinct in the LGA, the Peakhurst Industrial Area, is partially located within this locality at the south-eastern corner bounded by Forest Road, Lorraine Street and Boundary Road. There are also multiple small commercial centres scattered throughout the locality.

The topography of Peakhurst is fairly flat with gentle slopes towards the Georges River in the south-west and towards the south along Henry Lawson Drive. There are views of the River and bushland border in some parts of the locality. Most of these areas are located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

Peakhurst Park and Gannons Park are the major public recreation areas in the locality. There are also a number other public parks including Harvey Dixon Park, Johnstone Reserve, Henry Lawson Drive Reserve, Madge Bagust Reserve, Oleander Reserve, Pearce Avenue Reserve, Neilson Avenue Reserve, Judd Reserve, Boundary Road Reserve, Iraga Avenue Reserve, Coreen Avenue Reserve, Ogilvy Street Reserve, Caledonia Crescent Reserve, Dawn Street Reserve, Denise Crescent Reserve, Rona Street Reserve, Beale Reserve and Pritchard Place Reserve.

### Streetscape Character

The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. The front setbacks are also inconsistent in many streets. However, most dwellings provide trees and/or landscaping in the front yard.

Verges are planted in an irregular pattern with few streets showing evidence of a formalised street tree planting scheme. Exceptions to this include Lawrence Street, Trafalgar Street, Milford Street and Clarendon Road, which features a central strip reservation between dual carriageways planted with Australian natives, and Belmore Road.

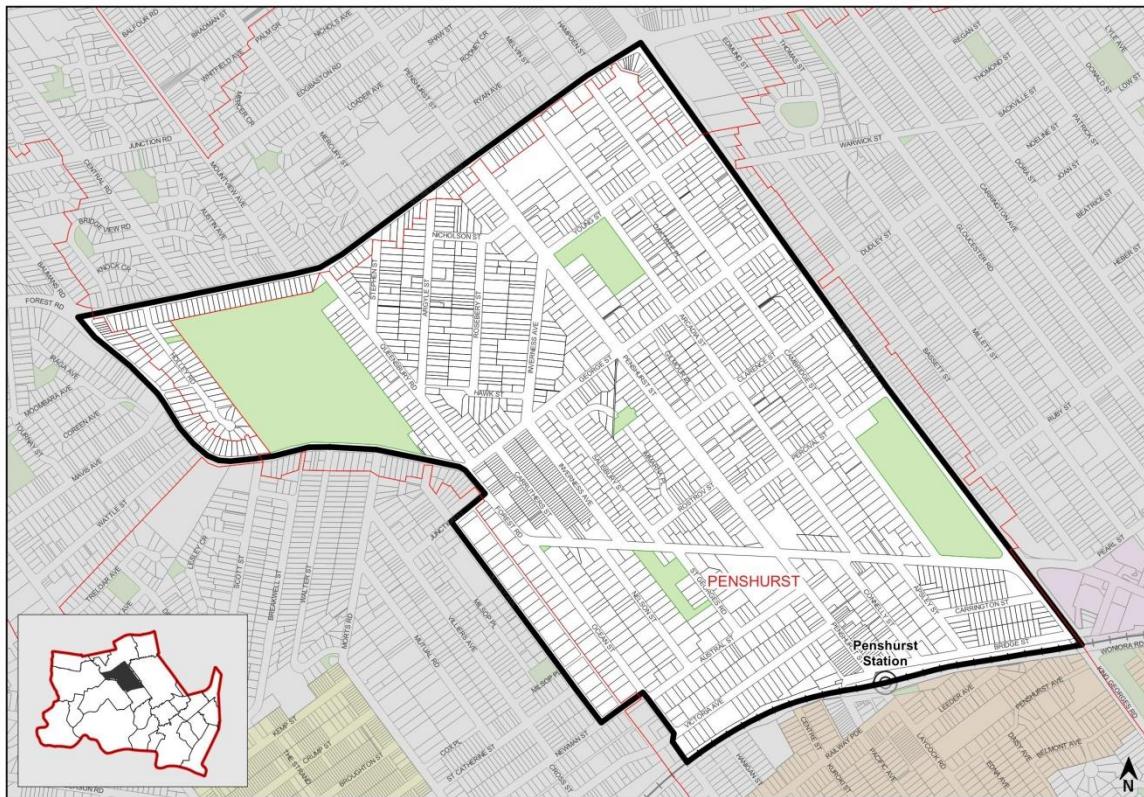
### Future Desired Character

- Encourage tree planting and landscaping within the front setback space to create a tree-lined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of treetop bushland views towards the west of the locality, overlooking Georges River.

## 5.5 Penshurst

### 5.5.1 Penshurst North Locality Statement

#### Map of locality



**Figure 7:** Penshurst North

#### Existing Character

##### Location

This locality is bounded by Stoney Creek Road to the north, King Georges Road to the east, the railway line to the south, Hurstville Grove to the south, and Mortdale to the west. The railway line that runs through the suburb of Penshurst exists as the boundary between the two localities of Penshurst North and Penshurst South.

##### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The development of Penshurst occurred in multiple waves with the first wave occurring in 1885 when the railway was constructed. The second wave of development occurred in the 1920s and 1930s boom period which saw a surge in middle-class suburbanisation of the area. This boom occurred in both the northern and southern parts of Penshurst. A third wave of development occurred during the 1960s and 1970s that saw earlier housing demolished

and replaced with apartments, particularly focused between Forest Road and the railway line, and Arcadia Street and Cambridge Street.

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to Schedule 5 Environmental Heritage within GRLEP 2021).

### Built Form and Setting

The area between Forest Road and the railway line is dominated largely by 1960s and 1970s residential flat buildings and which adjoins the Penshurst local centre on Penshurst Street. A small light industrial area is split by Forest Road. The remaining areas of this locality consist of low density residential dwellings with some villa and town house development. There is a mix of housing styles with no dominant architectural style.

The underlying subdivision pattern of Penshurst North has remained largely intact, with some large block re-subdivision and redevelopment in parts. The size of lots varies throughout. Carruthers Street and the southern side of Inverness Avenue feature very narrow blocks. The northern side of Inverness Avenue features a range of narrow and medium-sized allotments.

Significant public recreation spaces include Penshurst Park, the Hurstville Aquatic Leisure Centre, Olds Park and Gifford Park. There are also a several smaller parks including Pole Depot Park and Immarna Place Reserve.

### Streetscape Character

The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. However, the front building setbacks appear largely consistent in many streets and most dwelling houses feature landscaping within the front setback.

Street tree plantings are common throughout the locality with the most notable plantings being the mature trees along Penshurst Street and the streets between Forest Road and the railway line.

### **Future Desired Character**

- Encourage appropriate medium and high density development towards the Penshurst commercial centre.
- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage tree planting within the front setback space to create a tree-lined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback with uniform front fence heights.

## 5.5.2 Penshurst South Locality Statement

### Map of locality



**Figure 8:** Penshurst South

### Existing Character

#### Location

The locality is bounded by the railway line to the west and north, King Georges Road to the east, Hillcrest Avenue, Renown Park and Judd Street to the South. The railway line that runs through the suburb of Penshurst exists as the boundary between the two localities of Penshurst North and Penshurst South.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The development of Penshurst occurred in multiple waves with the first wave occurring in 1885 when the railway was constructed. The second wave of development occurred in the 1920s and 1930s boom period which saw a surge in middle-class suburbanisation of the area. This boom occurred in both the northern and southern parts of Penshurst. A third wave of development occurred during the 1960s and 1970s that saw earlier housing demolished and replaced with apartments, particularly focused between Forest Road and the railway line, and Arcadia Street and Cambridge Street.

## Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5). A significant portion of the locality is located within the Penshurst Heritage Conservation Area.

## Built Form and Setting

The locality consists of predominately low density residential area with small commercial centres adjoining Penshurst and Mortdale railway stations. Dwelling stock within the Heritage Conservation Area consists largely of single storey dwelling houses built in the early half of the 20<sup>th</sup> century. Further information is located within **Appendix 3 – Heritage Conservation Areas** of this DCP

The locality features sloping topography, in particular to the east of Laycock Street, which gives distant views to wider Sydney in several locations. Most of the locality was formed by subdivisions with medium-sized lots laid out in a regular grid pattern. To the east of Laycock Road there are slightly wider blocks from Leeder Avenue to Alexander Street. Sweeping crescents and cul-de-sacs are also present in this area, notably Havendale Avenue, Beverley Crescent and Caloola Crescent. Moore Reserve and McRaes Reserve are the main public open spaces available within this locality.

## Streetscape Character

Although not all streets in the locality are tree-lined, many houses contain landscaping and/or trees in their front and rear gardens which, when combined with the views gained by the sloped topography, add to the leafy feel of the area. The desirable streetscape character of this locality is also enhanced by the presence of brick-edged kerbs and wide verges with landscaped medians.

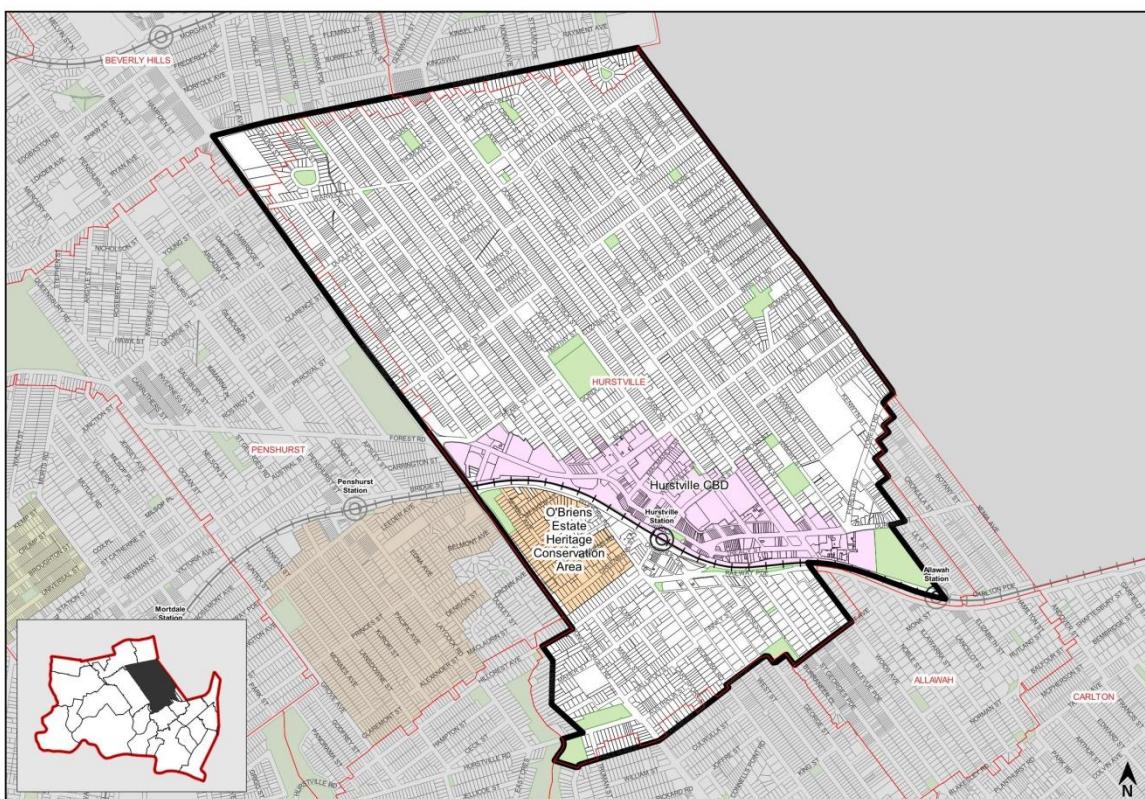
Front boundary setbacks, fencing style and garage forms are generally consistent throughout the heritage conservation area. Outside of the heritage boundary there is a mix of housing and fence styles, garage forms and driveway widths which create a less harmonious streetscape.

## Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Preserve the high quality of the existing streetscape, especially within the Heritage Conservation Area.
- Encourage tree planting within the front setback space to create a tree-lined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback with uniform front fence heights.
- Maintain public views to the wider Sydney cityscape on ridges.

## 5.6 Hurstville (non-CBD) Locality Statement

### Map of locality



**Figure 9:** Hurstville

#### Existing Character

##### Location

The locality is bounded by Stoney Creek Road to the north, Croydon Road and Lily Street to the east, Railway Parade, First Avenue, Cole Street and Salisbury Street to the south, and the King Georges Road to the west.

##### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The earliest land grant was made in 1808 to Captain John Townson for 1,950 acres in the Hurstville area.<sup>8</sup> The land was then sold to Simeon Lord in 1812 and became known as Lord's Bush.<sup>9</sup> In 1850 the land was bought by Michael Gannon and renamed Gannon's

<sup>8</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

<sup>9</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

Forest until the public school was named Hurstville, meaning "a town on a wooded hill".<sup>10</sup> In 1884 Hurstville railway station was opened, and this encouraged land subdivisions of the area into a low density residential suburb.

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5). The O'Briens Heritage Conservation Area is also located within the locality.

### Built Form and Setting

The eclectic mix of housing style is observed throughout the locality. The individual lot sizes are generally consistent, especially on the northern side of the railway line. To the south of Hurstville train station there are some instances of irregular shaped blocks.

The majority of the locality on the northern side of the railway is comprised of low density dwelling houses with the exception of the residential flat buildings located on the periphery of the Hurstville City Centre. This change in density can be witnessed on Gloucester Road, Warwick Street and Millett Street which feature a combination of single-storey federation style housing and contemporary, two storey knock down rebuilds with blocks of units adjoining them. These dwellings have a mix of fencing styles including high metal fences, low brick fences and no fencing at all.

The O'Briens Heritage Conservation Area is situated on the southern side of the railway line with dwelling stock consisting largely of single storey dwelling houses— further information is located within **Appendix 3 – Heritage Conservation Areas** in this DCP.

The southern side of the railway line is predominately comprised of medium and high density dwellings with varying building setbacks and built forms, including some contemporary apartments with basement parking.

There is a slight ridge that runs through the locality in a north-easterly direction but it is not steep enough to afford views for properties located in this area.

There are several public open spaces distributed throughout the area including Hurstville Oval, Kempt Field, Woodville Park, Thorpe Park, Molletts Reserve, Empress Reserve, St Georges Parade Reserve, Woniora Gardens and Hardiman Reserve.

### Streetscape Character

The streets are consistently wide and open throughout this locality, many feature landscaped nature strips and lined with mature trees contributing to a leafy character. The tree canopies in some areas are more abundant than others, as especially evident on Donald Street, Alma Street and Gallipoli Street.

Front boundary setbacks, fencing style and garage forms are generally consistent throughout the heritage conservation area. Outside of the heritage boundary there is a mix

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<sup>10</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

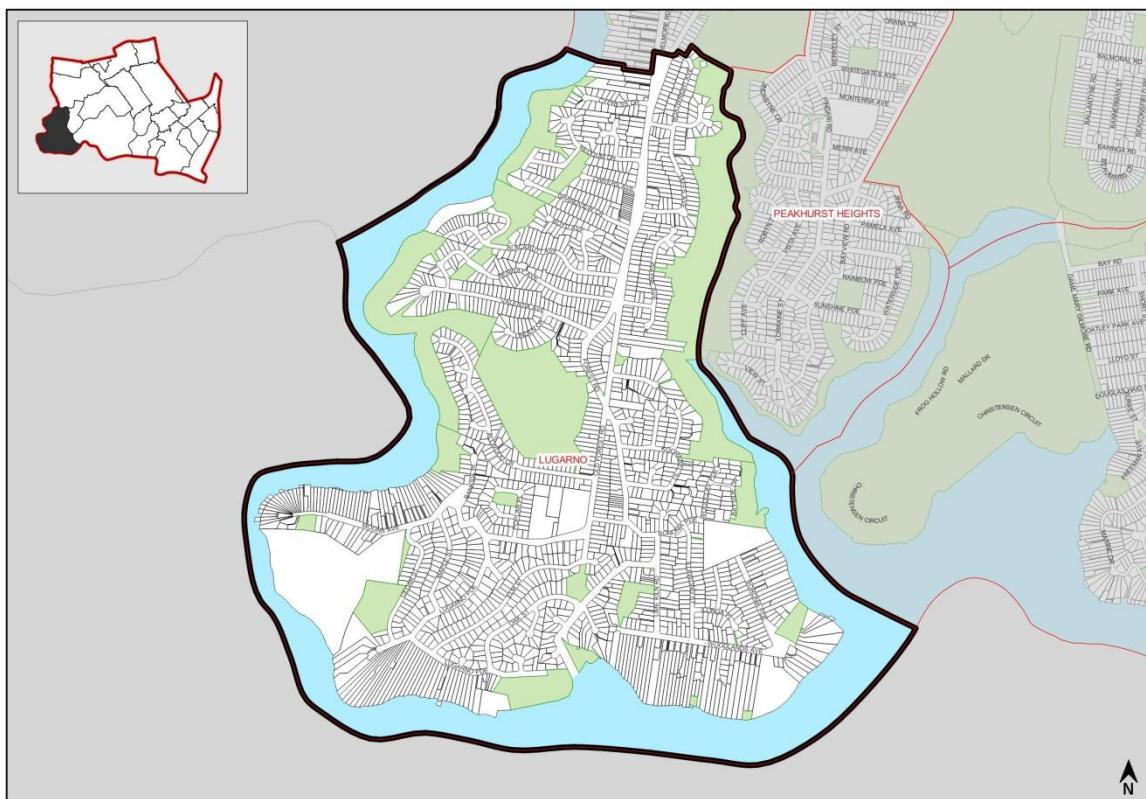
of housing and fence styles, garage forms and driveway widths which create a less harmonious streetscape. Despite this, the front building setbacks appear to be consistent in the low density areas of the locality.

### Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Conserve the high quality of existing streetscape within the Heritage Conservation Area.
- Encourage well-designed medium and high density residential development towards the Hurstville City Centre.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback with uniform front fence heights.

## 5.7 Lugarno Locality Statement

### Map of locality



**Figure 10:** Lugarno

### Existing Character

#### Location

Lugarno is bordered on three sides by the Georges River. Peakhurst sits to the north, Gannons Park to the east and the Georges River to the south and west.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

Lugarno was named in 1843 after Lake Lugano, Switzerland but was also known as Peakhurst until the late 1920s to early 1930s.<sup>11</sup>

The area was steep, rocky and sandy soils and was not suitable for farming. This led to Lugarno remaining largely undeveloped until the second half of the 20<sup>th</sup> century with the exception of a few significant houses on Lime Kiln Bay and holiday cottages on the western side accessed by the water. In the 1960s, the government released the remaining land in a

<sup>11</sup> The Book of Sydney Suburbs, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, page 158

major subdivision which saw a second wave of development transform Lugarno into a suburban residential area.

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer Schedule 5 Heritage Conservation of GRLEP 2021).

### Built Form and Setting

Lugarno is a low density residential area with a small local group of shops on Forest Road typical of post-war suburban development. There are several parcels of bushland, particularly along the Georges River shoreline, and several parks and playing fields, most notably Evatt Memorial Park.

The housing stock in Lugarno predominately consists of freestanding dwelling houses built in the post-war period, as well as contemporary knock down rebuilds. This has resulted in an eclectic mix of housing styles.

The topography in Lugarno is formed by steep ridges and gullies interspersed with views over surrounding bushland and the River in places. The irregular subdivision patterns in the area have been strongly influenced by this topography where there is a predominate pattern of curved streets and sweeping cul-de-sacs layouts in response to the undulating foreshore topography. Waterfront street blocks are narrow and deep and many have been subjected to recent battle-axe subdivisions through detached, front-and-back dual occupancy developments.

With the exception of the southern headland, the remaining waterfront areas in this locality are notable for their lack of development and are now public reserves dominated by mangroves and native bushland.

Most of Lugarno is located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

Evatt Park and Gannons Park are the major public recreation areas in the locality. There are also a number other public open space including Tallowwood Avenue Reserve, McGowan Reserve, Blackbutt Avenue Reserve, Ponderosa Place Reserve, Cedar Street Reserves, Moons Avenue Reserve, Beer's Park and Taylors Reserve.

### Streetscape Character

The remaining post-war weatherboard and brick cottages in the locality are situated on lots with large size areas and generous landscaped setbacks with low or no front fences. The combination of the low-impact built form and large street trees contributes to an overall character that is relaxed and informal within a bushland setting.

However, recent developments have seen the replacement of post-war dwellings with substantially larger, contemporary dwelling houses with significantly reduced setbacks and

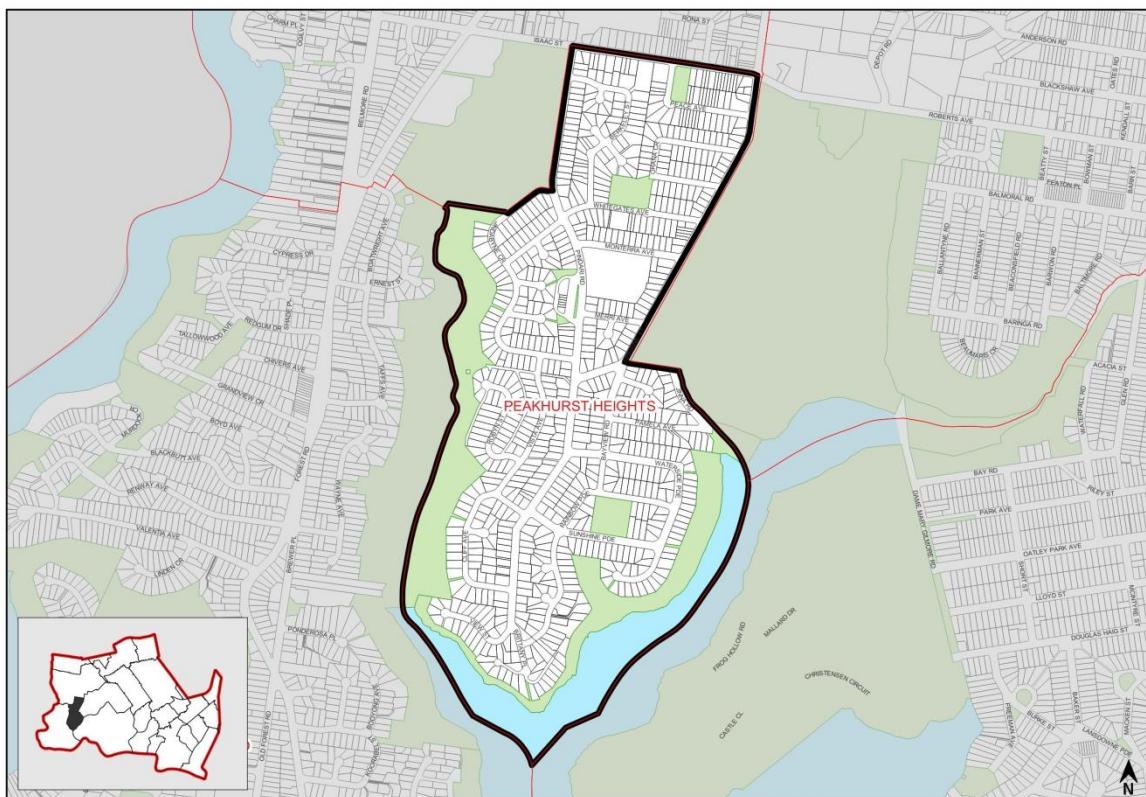
landscaping. The emerging eclectic character of the streetscape as result of knock down rebuilds is a threat to the urban bushland character of the area.

### Future Desired Character

- Retain and enhance the prominence of the bushland landscaped character in new development through tree planting and landscaping.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

## 5.8 Peakhurst Heights Locality Statement

### Map of locality



**Figure 11:** Peakhurst Heights

### Existing Character

#### Location

Peakhurst Heights is bordered by Peakhurst to the north (Isaac St and Gannons Park), the Georges River to the south (bordered by Boggywell Creek and Lime Kiln Bay), the suburb of Mortdale to the east and Lugarno to the west.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

Peakhurst Heights was recognised as a separate suburb from Peakhurst in 1995.<sup>12</sup> This area remained a relatively sparsely-settled area until the mid-1940s when houses dotted the landscape interspersed with large vacant land and market gardens.

<sup>12</sup> *The Book of Sydney Suburbs*, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, page 202

## Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer Schedule 5 Heritage Conservation of GRLEP 2021).

## Built Form and Setting

Peakhurst Heights is a low density residential area comprising of a mix of post-war and contemporary housing styles. The subdivision patterns and lot sizes in this locality are generally uniform when compared to the adjacent suburb of Peakhurst. There is a predominate pattern of curved streets and sweeping cul-de-sacs layouts in response to the undulating foreshore topography.

Peakhurst Heights is formed by gentle slopes that culminate in a slight ridge towards the south, particularly along Waterside Parade and Rainbow Parade. There are some views of bushland treetops in the southern parts of Peakhurst Heights overlooking the Georges River.

Areas along the southern, eastern and western boundaries of Peakhurst Heights are located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

Gannons Park is the major public recreation area in this locality. There are also several public parks including Pickering Park, Lambert Reserve and Pindari Road Reserves.

## Streetscape Character

The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. Furthermore, verges are generally planted in an irregular pattern with few streets showing evidence of a formalised street tree planting scheme.

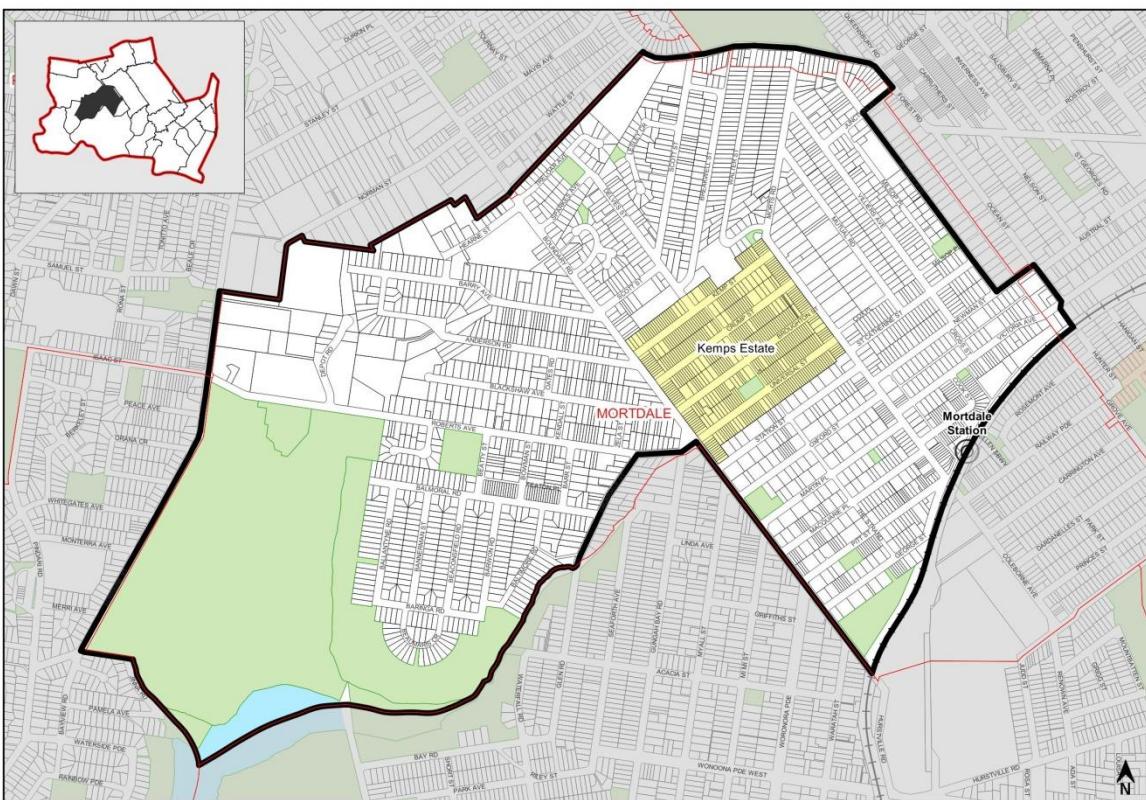
The front building line is fairly consistent in this locality; however there is minimal landscaping in the front setback which draws attention to the inconsistent streetscape character.

## **Future Desired Character**

- Encourage tree planting and landscaping within the front setback space to create a tree-lined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of treetop bushland views towards the south of the locality, over the Georges River.

## 5.9 Mortdale Locality Statement

### Map of locality



**Figure 12:** Mortdale

### Existing Character

#### Location

This locality is bounded by the suburb of Peakhurst and Forest Road to the north; Jersey Avenue, Ocean Lane and the railway line to the east; Boundary Road, Cromdale St and Dairy Creek and Lime Kiln Bay to the south; and Lorraine Street to the west.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The suburb was named after Sydney industrialist Thomas Sutcliffe Mort. The first residences were built in 1885. More land was subdivided for housing by 1894. The official title for the suburb was set as Mortdale when the railway station was opened on 20 March 1897.

#### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

This locality is suburban residential area with a mixture of building types and character that includes Mortdale Industrial Area, Mortdale Centre and Hurstville Golf Course.

The residential area is predominantly single dwellings with some contemporary dual occupancy development. There are some scattered post-war villa and townhouse developments and recent terrace style housing in Victoria and Newman Street.

Blocks to the west of Mortdale Centre, between Morts Road and Boundary Road, consist mostly of post-war two and three storey apartment buildings and include some contemporary apartments with basement parking.

The area adjoining the Hurstville Golf Course, south of Roberts Avenue, retains an intact subdivision pattern (known as Mortdale Heights) with large regular lots with deep landscaped verges.

There are several open spaces available in this locality including the Hurstville Golf Course, Mortdale Memorial Park, Beatty Street Reserve, Treloar Avenue Reserve and Ruby Wing Reserve.

### Streetscape Character

The streets in the locality are generally tree-lined and present a landscaped character. A sense of openness is achieved through a consistent front setback with a landscaped setting and low fencing, which is also partially attributed to the subdivision pattern that allowed for the creation of larger lots with wide lot widths.

### **Future Desired Character**

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.

## Kemp's Estate

### Location

Kemp's Estate is located within the Mortdale locality and is bounded by Boundary Road to the west, back of lots facing Kemp Street to the north, Morts Road to the east, and back of lots facing Universal Street to the south.

### Background

The Kemp's Estate Station, Universal, Broughton, Crump and Kemp's Street, Mortdale (including parts of Morts and Boundary Roads) Background – from Hatton, D.J., "Mortdale in the Early Years", Hurstville Historical Society Monograph, No 8, 1981.

There were two main farms in the district between Mortdale and Penshurst. The Kemp's Farm, which had an orange orchard, encompassed the site of the present Mortdale township. The Parkes' Farm was further towards Penshurst near Victoria Avenue.

The development of Mortdale township followed the establishment of the Hurstville Steam Brick Company in 1844. The brickworks were built on Kemp's land on the eastern (Kogarah Council) side of the railway line.

The railway, constructed in 1884, cut across the farms. There was no provision for the train to stop between Penshurst and Oatley. The brickworks siding opened in 1886 and Mortdale Station was not opened until 1897. The brickworks brought families to live in the area, and they originally settled on the eastern (Kogarah) side of the railway line.

The present business side of Mortdale, on the western side of the railway, was known as Newman's Paddock in the 1880s. Mr Newman was the only resident on that side of the railway line. His estate was subdivided and sold in 1893-94 as the Morts Township Estate, and in 1895 as Kemp's Estate.

Mort's Township Estate was bound by Morts Road, the railway line, Boundary Road and Station Street. It also included Oxford Street, Martin Place, Macquarie Street, Pitt Street, George Street and the Strand.

Kemp's Estate, to the west of Mort's Township Estate, was sold by the Universal Land and Deposit Bank Ltd., whose directors were Messrs. Crump and Broughton. Hence, the naming of Universal, Broughton, Crump and Kemp's Streets.

### The Kemp's Estate Subdivision

A copy of the original subdivision is attached. The residential lots were available under Torrens Title. The majority of the sites had a 20 feet frontage with a depth of 120 feet. Each block was cut in half by a laneway, now called The Strand.

Typical of the subdivisions of the time, the layout of the Kemp's Estate bore no relationship to the terrain or to existing dwellings or structures, or for the provision of services.

Remaining pre subdivision structures and possibly the first houses constructed on the subdivision include: 41 Crump Street, 13 Broughton Street, and the brick building on The Strand between Station and Universal Street. 35 Kemp's Street is typical of a number of weatherboard cottages of this early period which remain in good condition.

Some substantial brick houses were constructed in the 1910-20s; a good example is 30 Kemp's Street.

The rate notices of 1926 indicate that although the subdivision had been sold, very few houses had been constructed. Landowners had bought two, three, or four adjoining lots and consolidated them for building sites. Many of the consolidated lots were listed as "vacant". Some owners were possibly purely investors, listed as living, for example, in Maitland and Gunnedah. The rate notices indicate that the consolidation of the lots were not accompanied by newly deposited plans, thereby retaining the original subdivision layout.

The 20' lots that were isolated under single ownership were listed as "vacant". The rate building on a 20' lot was listed as "humpy". An aerial photograph of 1932 shows Kemp's Estate to be partially developed. It is believed that the Estate was not fully developed until after World War II. The small dwellings that are now located on the 20' lots are possibly of post World War II construction. Fibro, although available from 1913 onwards, was not used as a major building material until the building boom following the building shortage of the late 1940's. The consolidated lots were then developed as individual lots and sold, possibly to veterans. Rate notices of 1926 show that 12A – 18 Crump Street were two larger lots that were broken up to regain the original narrow 20' lots that are now in existence.

### Kemp's Estate Today

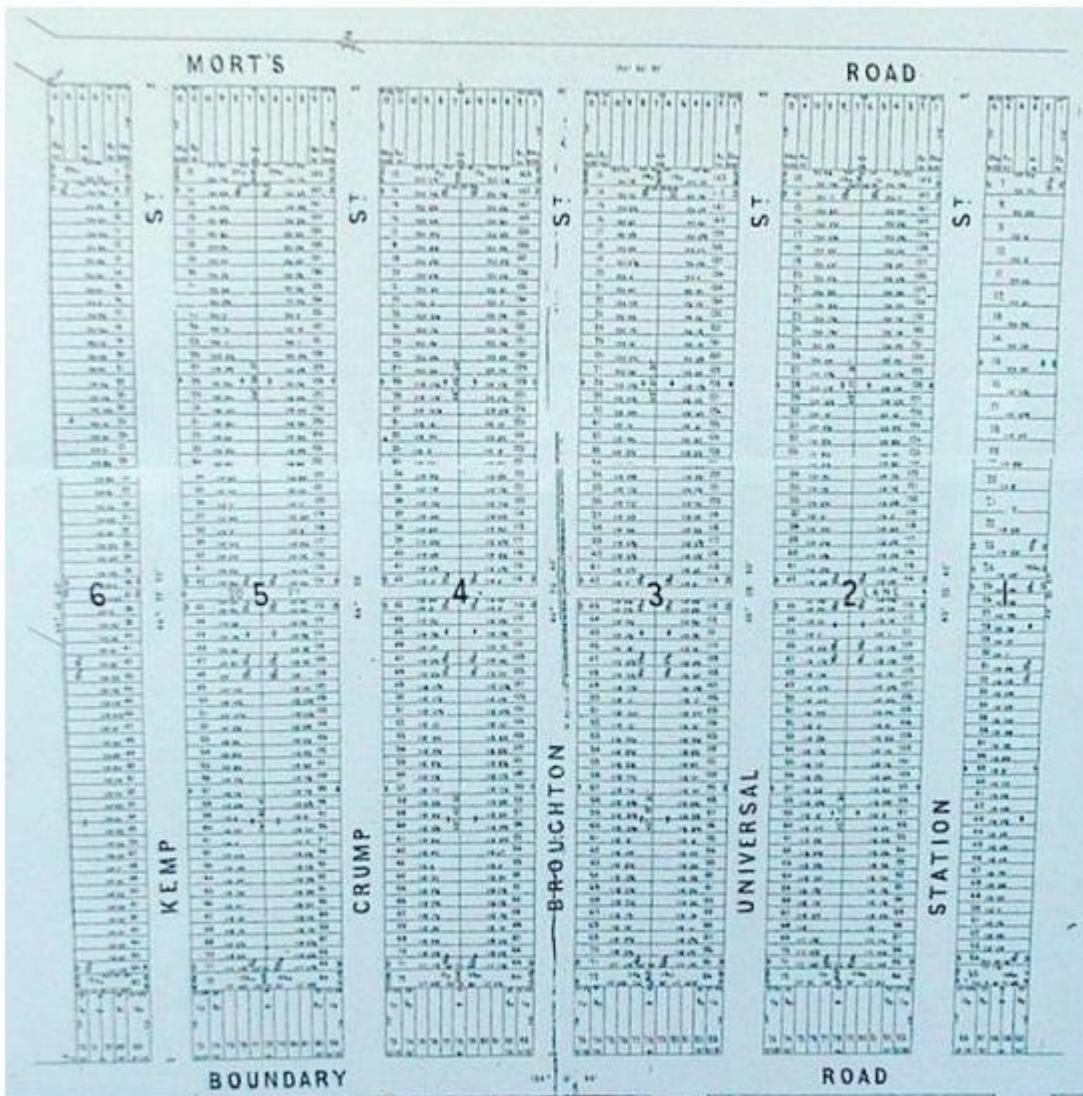
An examination of Council's orthographic maps No's 33, 34, 43, 44 and 54 show that the original lots of the Kemp's Estate subdivision are largely intact, except for Station Street, which has been re-developed as residential flats under Strata Title. Site investigation reveals that the small lots are popular with small families. Kemp's Estate has many retired occupants and young couples that do not require large sites or large dwellings.

Kemp's Estate can be considered significant as it:

- Illustrates the history of residential settlement in the area;
- Has rare 6 metre residential lots under torrens title;
- Has good examples of pre WWII dwellings;
- Has good examples of post WWII dwellings, and;
- Encapsulates the character of Mortdale.

There are currently 21 dwellings that are built on single narrow lots. Some of these are in original condition. There are a number of additional dwellings that were built for individual narrow lots that were later re-consolidated into double lots. These dwellings, although altered, retain the character of the Estate and the streetscape. All these buildings are worthy of further examination to determine that significance, and to use as a basis for planning controls. A photograph based on the original Deposited Plan from 1895 is attached highlighting the subdivision pattern.

A photograph based on the original Deposited Plan from 1895 highlights the subdivision pattern (refer **Figure 13**).



**Figure 13:** Photograph of the original Deposited Plan from 1895.

### Built Form and Setting

The eclectic mix of housing style is observed throughout the locality attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. The narrow lot width of the subdivision pattern has enabled contemporary development in the form of attached dual occupancies and terraces. This is interspersed between single and two storey dwelling houses that are built over multiple lots.

### Streetscape Character

Due to the narrow subdivision lot widths, most of the spaces in front of the building line are dominated by driveways and hardstand areas. There is minimal provision of landscaping

within the front setback, despite the uniformity of the building setback and fence height. The street verges are also narrow and street trees are provided infrequently.

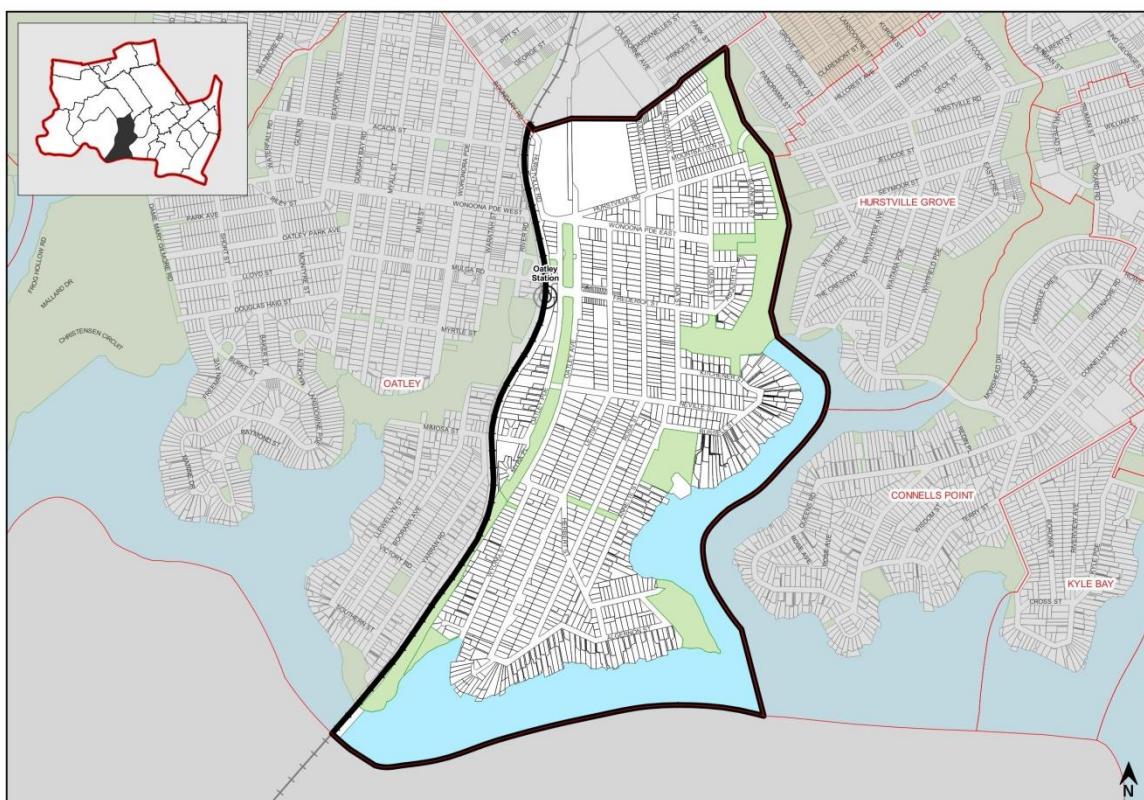
### Future Desired Character

- Encourage tree planting and landscaping within the front setback space to create a tree-lined streetscape character
- Encourage landscaping in front gardens of dwellings to improve streetscape character and reduce excessive paving and hardstand areas.
- Encourage a mix of building designs to reflect the diversity of form and mass.

## 5.10 Oatley

## **5.10.1 Oatley East Locality Statement**

## Map of locality



**Figure 14:** Oatley East

## Existing Character

## Location

This locality is bounded by the railway line to the west, the suburbs of Mortdale and Penshurst to the north, Hurstville Grove and Oatley Bay to the east and Neverfail Bay to the south. The railway line that runs through the suburb of Oatley exists as the boundary between the two localities of Oatley East and Oatley West.

## Background

The Traditional Owners of the area are members of the Aboriginal Kameygal people of the Eora Nation, part of the Dharug language group.<sup>13</sup>

The suburb of Oatley was named after James Oatley, a convict clockmaker who designed the clock in Hyde Park Barracks and was later pardoned in 1821. The suburb was originally named the land 'Needwood Forest' after woodlands in his native home in England. A

<sup>13</sup> Grellis, Alison, Oatley, Dictionary of Sydney, 2008, <http://dictionaryofsydney.org/entry/oatley>, viewed 13 Jul 2020

subdivision plan for 1,400 residential blocks was issued in 1884 but Oatley remained isolated and was, for a long time, considered too remote to encourage many land sales despite the opening of the railway line in 1886. Various stages of development occurred in Oatley in the 1900s, 1910s and 1920s.<sup>14</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5 Heritage Conservation).

### Built Form and Setting

The locality features three distinct areas of low, medium and high density residential with the residential flat buildings located towards the Oatley commercial centre and railway station, the medium density area acting as the transitional buffer to the low density area at the eastern portion of the locality.

Oatley East consists of a wide mix of building styles, with no particular style predominant. Recent contemporary dwelling styles, predominantly two-storey cement rendered with flat roofs, are increasingly common throughout the area. A number of inter-war and post-war dwellings remain, as well as a small number of Federation-era dwellings.

The subdivision pattern of Oatley East shows two major development phases. Development in the first half of the 20<sup>th</sup> century generally spanned from Hurstville Road to Charles Street and Herbert Street. There was a small collection of inter-war houses built north of Hurstville Road on Judd Street and Renown Avenue. There was also sporadic development further south along the foreshore and Wyong Street.

The second phase of development occurred in the later half of the 20<sup>th</sup> century with a wide mix of housing styles occupying the vacant land. The north-western cluster of medium-density development largely replaced the earlier buildings between Oatley Avenue and Rosa Street.

There are numerous pockets of remnant bushland along the foreshore interspersed with residential development, and wide vistas to the Georges River from several southern areas, although views are obscured in parts by development.

All of the waterfront street blocks in this locality are located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

There are a number of small pockets of public recreation space including Oatley Memorial Park, Oatley Point, Oatley Pleasure Grounds and part of Moore and Renown Reserves.

### Streetscape Character

The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. There is a general lack of

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<sup>14</sup> Grellis, Alison, Oatley, Dictionary of Sydney, 2008, <http://dictionaryofsydney.org/entry/oatley>, viewed 13 Jul 2020

consistency in housing and fence materials, and numerous properties that do not have front fencing at all. There is also a lack of consistency in setbacks from the street, roof forms, driveway widths and garage styles throughout the area.

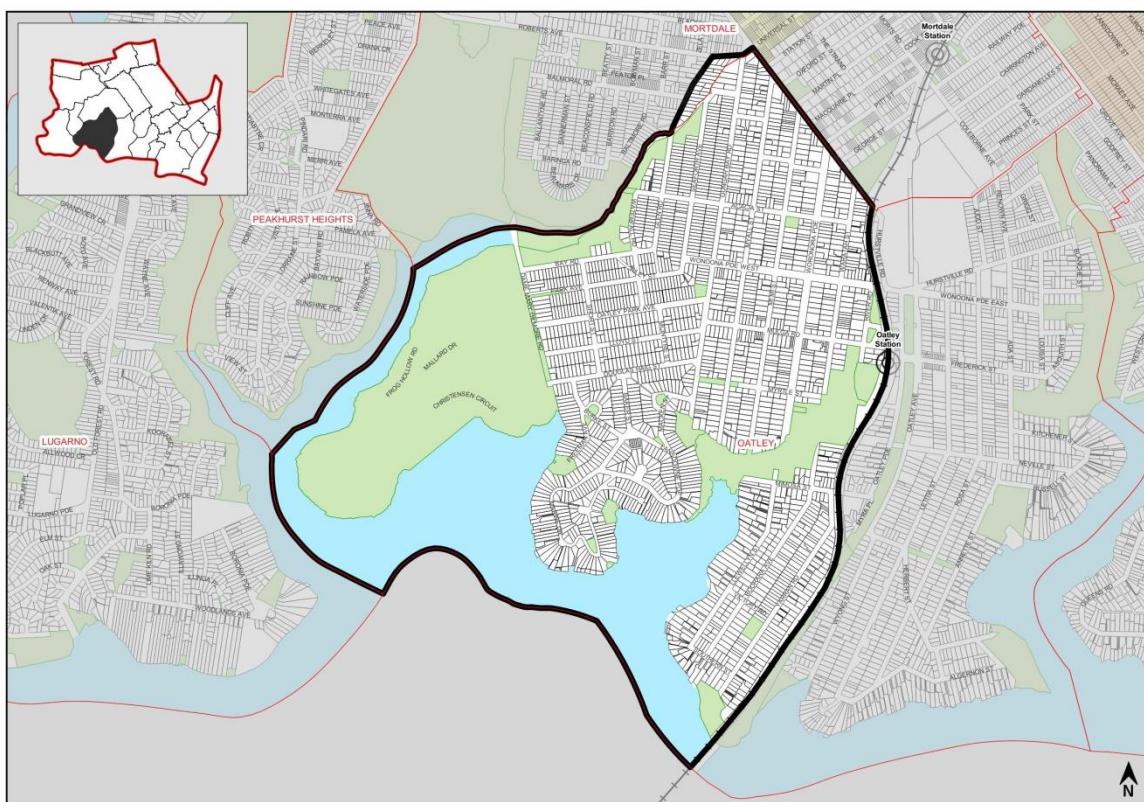
Most dwellings have trees and/or landscaping in the front and back yards. The street widths, and many verges, are very wide. Many of the streets have retained mature trees which have added to the leafy feel of the locality, however a distinction can be made between the trees planted in formal street patterns, for example the northern end of Letitia Street, Oatley Avenue and Frederick Street, and the bushland feel in the southern and western parts of the locality, for example Asquith Street, Herbert Street and the southern end of Letitia Street.

### **Future Desired Character**

- Retain and enhance the prominence of the bushland landscaped character in new development through tree planting and landscaping.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback, alongside low fencing to enhance visual permeability.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

## 5.10.2 Oatley West Locality Statement

### Map of locality



**Figure 15:** Oatley West

### Existing Character

#### Location

This locality is bounded by the suburb of Mortdale to the north, the railway line to the east, the Georges River to the south and the suburb of Peakhurst Heights to the west. The railway line that runs through the suburb of Oatley exists as the boundary between the two localities of Oatley East and Oatley West.

#### Background

The Traditional Owners of the area are members of the Aboriginal Kameygal people of the Eora Nation, part of the Dharug language group.<sup>15</sup>

The suburb of Oatley was named after James Oatley, a convict clockmaker who designed the clock in Hyde Park Barracks and was later pardoned in 1821. The suburb was originally named the land 'Needwood Forest' after woodlands in his native home in England. A subdivision plan for 1,400 residential blocks was issued in 1884 but Oatley remained isolated and was, for a long time, considered too remote to encourage many land sales

<sup>15</sup> Grellis, Alison, Oatley, Dictionary of Sydney, 2008, <http://dictionaryofsydney.org/entry/oatley>, viewed 13 Jul 2020

despite the opening of the railway line in 1886. Various stages of development occurred in Oatley in the 1900s, 1910s and 1920s.<sup>16</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5 Heritage Conservation).

### Built Form and Setting

The locality is a predominantly low-density residential locality and includes a small local set of shops on Mulga Road.

The housing stock in Oatley West predominately consists of freestanding dwelling houses built in the post-war period. Recent contemporary dwelling styles, including dual occupancies are predominantly two-storey cement rendered with flat roofs, are increasingly common throughout the area.

The subdivision pattern shows two major development phases, which is distinctly evident in the lot sizes and subdivision patterns. Development in the first half of the 20<sup>th</sup> century was focused largely in the eastern portion of the locality between Boundary Road and Myrtle Street with some additional housing on Yarran Road. The subdivision pattern throughout the area shows regular medium-sized lots laid out in a grid-like pattern with generous allotment sizes. There are also a number of curved street patterns to the south of Douglas Haig Street in response to the undulating foreshore topography.

The rest of the locality, namely the western portion, remained mostly undeveloped until the later half of the 20<sup>th</sup> century, particularly in the 1960s and 1970s, when development spread further south to the foreshore and north-west towards Mortdale. Street blocks are arranged in grid-like patterns with smaller allotment sizes compared to the earlier developments.

There are numerous pockets of remnant bushland along the foreshore interspersed with residential development, and wide vistas to the Georges River from several southern areas (although views are obscured in parts by development). Waterfront street blocks are narrow and deep and many have been subjected to recent battle-axe subdivisions through detached, front-and-back dual occupancy developments.

Most of the land in this locality is located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

Within this locality are several public green spaces including Oatley Park, Myles Dunphy Reserve, Yarran Road Reserve and Simpson Reserve.

### Streetscape Character

The remaining post-war weatherboard and brick cottages in the locality are situated on lots with large size areas and generous landscaped setbacks with low or no front fences. The combination of the low-impact built form and large street trees contributes to an overall character that is relaxed and informal within a bushland setting. Woronora Parade and

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<sup>16</sup> Grellis, Alison, Oatley, Dictionary of Sydney, 2008, <http://dictionaryofsydney.org/entry/oatley>, viewed 13 Jul 2020

Waratah Street have generally retained the historic street tree plantings which add to a leafy feel.

Although contemporary development has occurred, the consistent setback of dwellings behind the verge trees aides in the overall reading of consistency in these streets, for example Woronora Parade is notably wide and has wider verges with considerable street tree plantings.

Most dwellings have trees and/or landscaping in the front setback and often read as a continuation of the public street verge as many properties have very low or no front fencing. This is especially evident in the streets leading to Oatley Park including Oatley Park Avenue and Lloyd Street.

The street widths, and many verges, are very wide. Many of the streets have retained mature trees which have added to the desirable leafy feel of the locality and contribute to the urban bushland character of the area. However, the emerging eclectic character of the streetscape as result of knock down rebuilds is a threat to this character.

### Future Desired Character

- Retain and enhance the prominence of the bushland landscaped character in new development through tree planting and landscaping.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

## 5.11 Hurstville Grove Locality Statement

### Map of locality



**Figure 16:** Hurstville Grove

### Existing Character

#### Location

Hurstville Grove is bounded by the suburb of Penshurst and Hillcrest Avenue to the north, Poulton Creek, as well as a block of land that adjoins King Georges Road to the east, Morshead Drive to the south, and Moore Reserve to the west.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The earliest land grant was made in 1808 to Captain John Townson for 1,950 acres in the Hurstville area.<sup>17</sup> The land was then sold to Simeon Lord in 1812 and became known as Lord's Bush. In 1850 the land was bought by Michael Gannon and renamed Gannon's Forest until the public school was named Hurstville, meaning "a town on a wooded hill".<sup>18</sup> In

<sup>17</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

<sup>18</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

1884 Hurstville railway station was opened, and this encouraged land subdivisions. The Hurstville Grove subdivision began in the late 1880s to early 1890s.<sup>19</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5 Heritage Conservation).

### Built Form and Setting

Hurstville Grove is a predominately low density suburban area with a diverse range of dwelling houses including single-storey Federation, inter-war and post-war style cottages and two storey contemporary styles. Some areas possess more contemporary styles than others, which is evident on Laycock Road.

Hurstville Grove is formed by a spur ridge running north-south to Oatley Bay with the southern portion falling steeply to the water. Poulton Park flanks the eastern side of the area while Moore Reserve flanks the western side. As result of the undulating landform, some bushland and water views are afforded to properties located at the top of The Crescent.

The subdivision patterns in this locality are relatively consistent with uniform lot sizes. However, there are some irregularly sized blocks along The Crescent and Spalding Crescent in response to the foreshore topography.

The waterfront areas of this locality are located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

There are several public recreation areas in this locality, including Moore Reserve, Morshead Drive Reserve, Whitfield Parade Reserve, Poulton Park, Quarry Reserve, Denman Street Reserve, Grove Park, Panorama Street Reserve and Waitara Parade Reserve.

### Streetscape Character

There is consistency throughout the locality achieved by the provision of landscaping within the front building setbacks with low or no fences which contributes to an overall character that is relaxed and informal within a bushland setting. This is particularly evident in Hampton Street. Furthermore, the streets are generally tree-lined and present as a 'green corridor'.

However, recent developments have seen the replacement of single storey dwellings with generous landscaped building setbacks with substantially larger, contemporary dwelling houses with significantly reduced setbacks and landscaping. The emerging eclectic character of the streetscape as result of knock down rebuilds is a threat to the urban bushland character of the area.

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<sup>19</sup> 'Advertising - Hurstville Grove', *The Sydney Morning Herald*, 28 November 1885, pg. 21, viewed 21 April 2020,

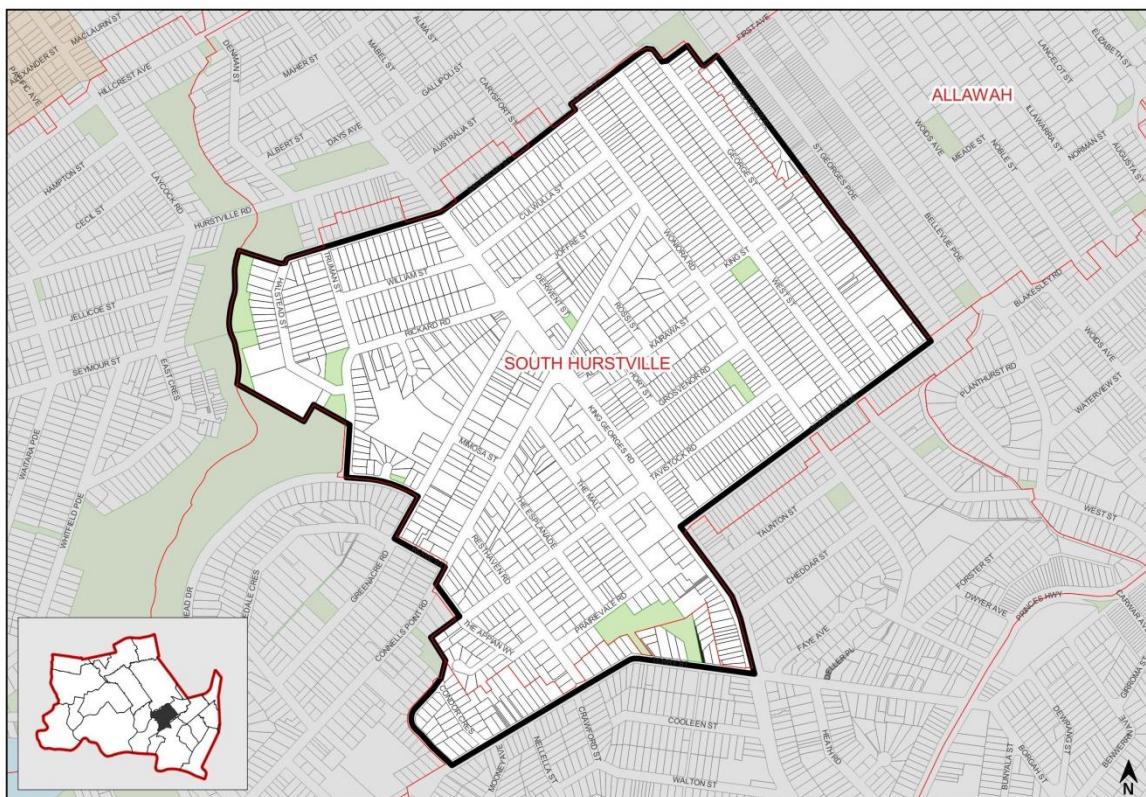
[https://trove.nla.gov.au/newspaper/article/13605001?searchTerm=%22Hurstville%20Grove%22&searchLimits\\_=sortby=dateAsc](https://trove.nla.gov.au/newspaper/article/13605001?searchTerm=%22Hurstville%20Grove%22&searchLimits_=sortby=dateAsc)

## Future Desired Character

- Retain and enhance the prominence of the bushland landscaped character in new development through tree planting and landscaping.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

## 5.12 South Hurstville Locality Statement

### Map of locality



**Figure 17:** South Hurstville

### Existing Character

#### Location

South Hurstville is bounded by the suburbs of Hurstville and Allawah, as well as Salisbury Street to the north, Hardiman Place to the east, Blakesley Road and Terry Street to the south and Rickard Road, Halstead Street and Quarry Reserve to the west. King Georges Road runs through the middle of this locality and splits the South Hurstville commercial centre.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The earliest land grant was made to Captain John Townson for 1,950 acres in the Hurstville area in 1808. The land was then sold to Simeon Lord in 1812 and became known as Lord's Bush.<sup>20</sup> In 1850 the land was bought by Michael Gannon and renamed Gannon's Forest until

<sup>20</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

the public school was named Hurstville, meaning "a town on a wooded hill".<sup>21</sup> In 1884 Hurstville railway station was opened, and this encouraged land subdivisions.

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

South Hurstville is suburban residential area with a mixture of dwelling types, from single dwelling houses on standard lots, transitioning to villas and town houses and apartments surrounding the commercial centre of South Hurstville.

There is not one defined character for the area, with architectural styles that range from single-storey federation style homes to post-war apartment blocks to large contemporary designs.

There are several public green spaces distributed throughout the area including Quarry Reserve, Pogson Park, Young Place Reserve, Derwent Street Reserve, Maanshan Friendship Park, Grosvenor Street Reserve and Terry Street Reserve.

### Streetscape Character

The streets are consistently wide and open throughout this locality with landscaped verges. Throughout the locality there are medium sized to mature street trees which provide a green and leafy character to the area, but the streets retain a wide and spacious atmosphere. Despite a lack of cohesion regarding fencing, there are consistent front building setbacks on lots throughout the locality even on uneven/diagonal streets such as Connells Point Road.

### Future Desired Character

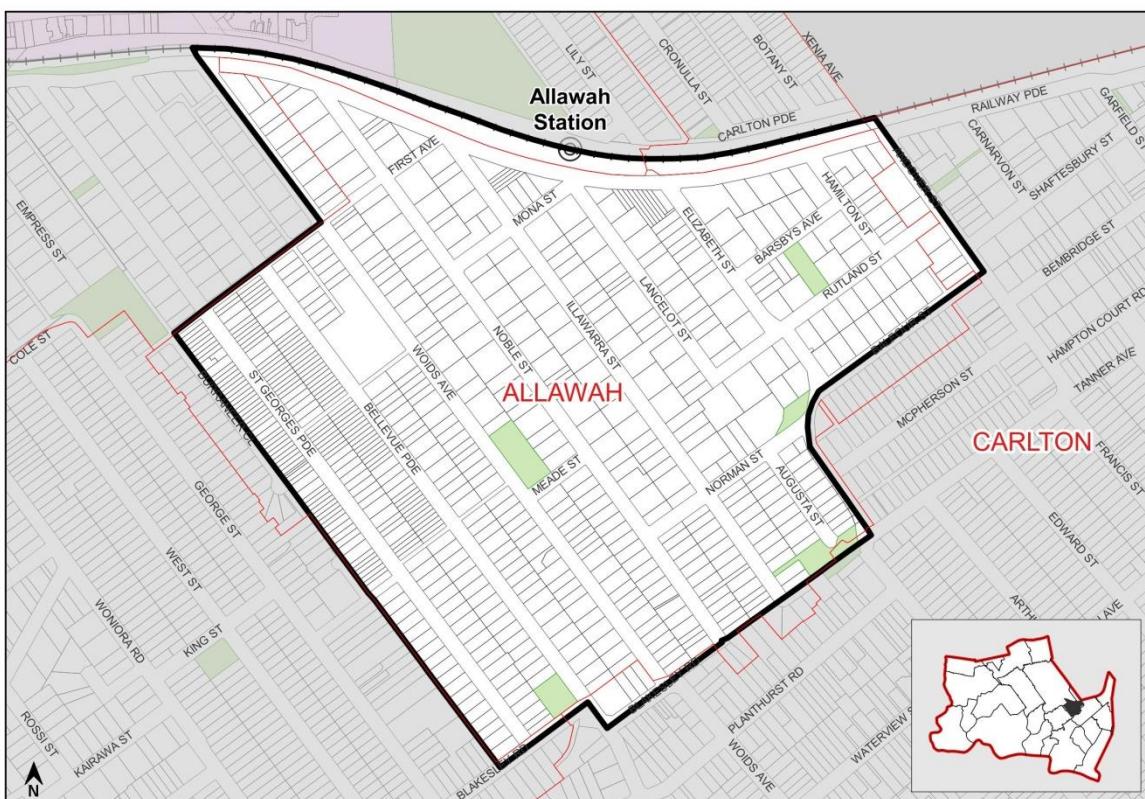
- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage well-designed medium and high-density residential development towards the South Hurstville commercial centre.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.

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<sup>21</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

## 5.13 Allawah Locality Statement

### Map of locality



**Figure 18:** Allawah

### Existing Character

#### Location

Allawah is bounded by the railway line/Railway Parade to the north, the suburb of Carlton to the east, Blakesley Road to the south and the suburbs of Hurstville and South Hurstville to the west.

#### Background

The name Allawah comes from the local Aboriginal term for 'make your abode here' or 'remain here'. It is thought that the Aboriginal clan most prominent in the St George area, the Gameygal or Kameygal – the people of Kamay (Botany Bay), lived in and around the area now known as Allawah.<sup>22</sup> The suburb was named after Allawah railway station which opened on 23 October 1925.<sup>23</sup> The opening of the railway station sparked a housing boom in the area. Estate agents gave subdivisions enticing names and people flocked to the suburb

<sup>22</sup> Alison Grelly, 'Allawah', *The Dictionary of Sydney*, 2008, viewed 28 April 2020, <https://dictionaryofsydney.org/entry/allawah>

<sup>23</sup> Alison Grelly, 'Allawah', *The Dictionary of Sydney*, 2008, viewed 28 April 2020, <https://dictionaryofsydney.org/entry/allawah>

during this period. Modest California bungalows and single-storey Federation-style houses were built throughout the area.<sup>24</sup>

### Heritage

There are some heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

The majority of this locality is comprised of three to four storey walk up units that were developed towards the end of the 20<sup>th</sup> Century, enabled by the rezonings that occurred from 1976.<sup>25</sup>

There is also small area of narrow-lot housing towards the eastern side of this locality bounded by Bellevue Parade, First Avenue, Burraneer Close/Hardiman Place and Russell Lane. Some of the original lots have been consolidated to enable the construction of larger dwellings but most of the narrow-lot housing subdivision pattern was retained though many single dwellings have been constructed over two lots. Most of these dwellings are single storey dwellings constructed in the post-war era. However, recent development activities have seen an increase in two storey semi-detached dwellings replacing these freestanding houses.

### Streetscape Character

In the high density residential areas, the streets are lined with large trees creating a green and leafy streetscape. There are consistent setbacks throughout the locality though most of the front setback is dedicated to driveways and at grade garages for the walk up units.

The narrow-lot housing area has landscaped verges but the street trees are provided infrequently. Due to the narrow subdivision lot widths, most of the spaces in front of the building line are dominated by driveways and hardstand areas. There is minimal provision of landscaping within the front setback, despite the uniformity of the building setback and fence height, which is especially evident in recent developments.

### Future Desired Character

- Encourage tree planting and landscaping within the front setback space to create a tree-lined streetscape character.
- Encourage landscaping in front gardens of dwelling to improve streetscape character and reduce excessive paving and hardstand areas.
- Encourage a mix of building designs to reflect the diversity of form and mass.

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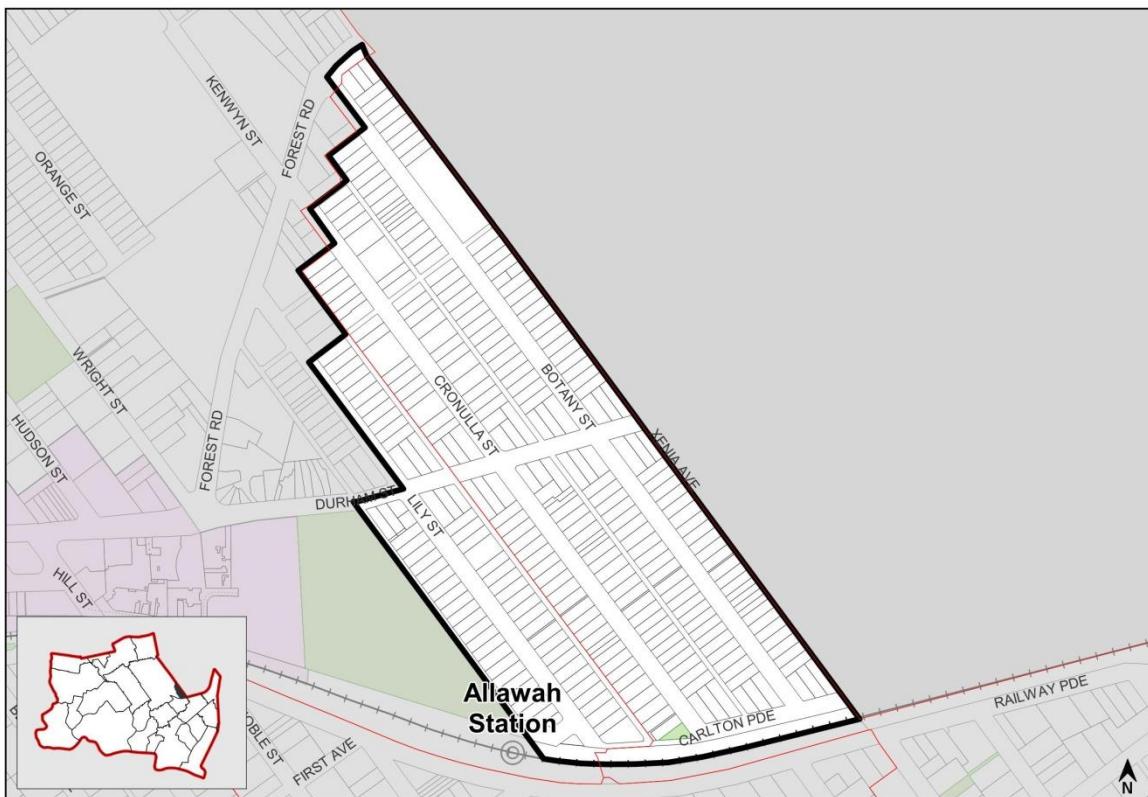
<sup>24</sup> Alison Grelly, 'Allawah', *The Dictionary of Sydney*, 2008, viewed 28 April 2020,  
<https://dictionaryofsydney.org/entry/allawah>

<sup>25</sup> Alison Grelly, 'Allawah', *The Dictionary of Sydney*, 2008, viewed 28 April 2020,  
<https://dictionaryofsydney.org/entry/allawah>

## 5.14 Carlton

### 5.14.1 Carlton North Locality Statement

#### Map of locality



**Figure 19:** Carlton North

#### Existing Character

##### Location

This locality is bounded by the railway line to the south, Xenia Avenue to the east which also acts as the boundary to the Bayside LGA, the unnamed laneway at the rear of the Hurstville East (Forest Road) commercial centre to north, and Lily Street and Roberts Lane to the west. The railway line that runs through the suburb of Carlton exists as the boundary between the two localities of Carlton North and Carlton South.

##### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The suburb of Carlton was named after a suburb of Nottingham in England. The name, which means village of free men, was given as part of a large land grant made in 1808 to Captain John Townson. Growth in the area was spurred by the opening of the Illawarra line

in 1884, although Carlton did not have its own platform until 1887. By the 1920s the area was comfortably settled.<sup>26</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

This locality is predominately comprised of low density dwellings with a few medium density developments, namely on Cronulla Street. The housing styles are mixed, with no particular style predominating. There are numerous properties dating to the post-war era with a varying degree of alterations and large contemporary houses becoming increasingly common throughout the area.

The street blocks are rectilinear and are all serviced by a rear lane. The individual allotments are consistent in shape and width throughout the locality. The subdivision of this area, known as the Hurstville Hill Estate, occurred towards the end of the 19<sup>th</sup> Century. There is a small number of remnant Federation style housing left in this locality.

The Cronulla Street Reserve is the only park located within this locality. However, Kempt Field immediately adjoins the locality at the western boundary.

### Streetscape Character

The streets are relatively wide and have landscaped verges. However, street trees are provided infrequently which contributes to a sense of openness in the streetscape. Nonetheless, a harmonious streetscape is created by the continuation of landscaping into the front setback space and the consistent usage of low fencing at the front boundary. This is further enhanced by the absence of driveways in the front setback space of most dwellings as enabled by the provision of service laneways at the rear.

### Future Desired Character

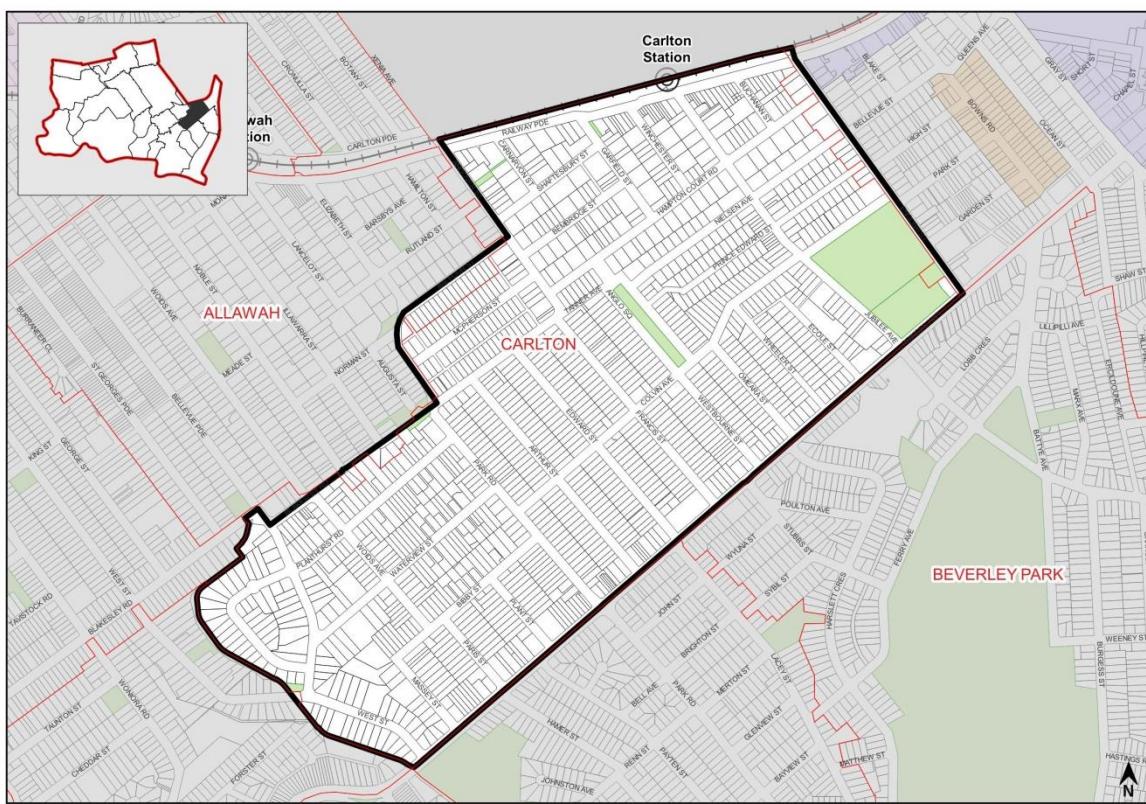
- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback with uniform front fence heights.

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<sup>26</sup> <sup>26</sup> *The Book of Sydney Suburbs*, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, Published in Australia [ISBN 0-207-14495-8](#), page 52

## 5.14.2 Carlton South Locality Statement

### Map of locality



**Figure 20:** Carlton South

### Existing Character

#### Location

This locality is bounded by the railway line/Railway Parade to the north, English Street to the east, Princes Highway to the south and the suburbs of Allawah and Blakehurst to the west. The railway line that runs through the suburb of Carlton exists as the boundary between the two localities of Carlton North and Carlton South.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The suburb of Carlton was named after a suburb of Nottingham in England. The name, which means village of free men, was given as part of a large land grant made in 1808 to Captain John Townson. Growth in the area was spurred by the opening of the Illawarra line

in 1884, although Carlton did not have its own platform until 1887. By the 1920s the area was comfortably settled.<sup>27</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

This locality contains a small industrial precinct at the south-western corner of the precinct and a number of commercial centres, including the business zoned lands located along Princes Highway, the Enterprise Corridor on Princes Highway, the row of shops fronting Railway Parade and two small groups of corner shops.

There is a combination of high and low density residential dwellings within this locality. The high density areas are predominately comprised of three to four storey walk up units that were developed towards the end of the 20<sup>th</sup> Century. These are located between the railway line and Nelson Avenue. There is also a small pocket of high density residential zoned area along Princes Highway between Plant Street and Paris Street.

The remainder of the locality feature predominately detached single storey and two storey dwellings. The housing styles are mixed, with no particular style predominating. However, the areas around Nielsen Avenue and Anglo Square has retained a distinct architectural style of Federation style bungalows. There are also numerous properties dating to the post-war era with a varying degree of alterations and large contemporary houses becoming increasingly common throughout the area.

The landscape in this locality is relatively flat, the land falls relatively evenly towards the south and, accordingly, there are frequent views towards Botany Bay.

The subdivision patterns of the street blocks are rectilinear which has resulted in individual allotments that are fairly consistent in shape and size. However, there are some irregularities found along Planthurst Road, Waterview Street and Bibby Street.

Anglo Square, Augusta Park, Kogarah Park and West Street Reserve, are the main public green spaces in this area.

### Streetscape Character

The streets are relatively wide and have landscaped verges. However, street trees are provided infrequently in most areas which contribute to a sense of openness in the streetscape. Nonetheless, a harmonious streetscape is created by the continuation of landscaping into the front setback space and the consistent usage of low fencing at the front boundary.

Some streets like Anglo Square feature a high level of landscaping and are lined with large trees creating a green and leafy streetscape.

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<sup>27</sup> *The Book of Sydney Suburbs*, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, Published in Australia [ISBN 0-207-14495-8](https://www.angusrobertson.com.au/book/the-book-of-sydney-suburbs), page 52

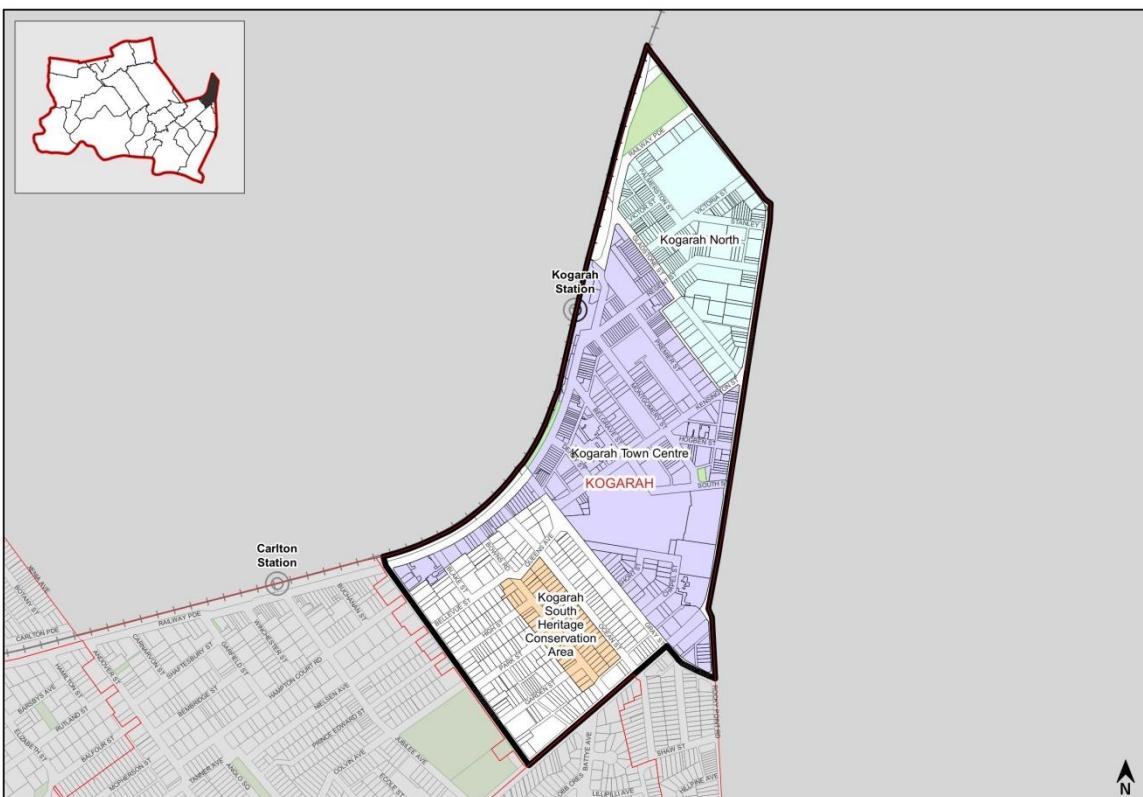
The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. However, the front building setbacks appear largely consistent in many streets and most dwelling houses feature landscaping within the front setback and low fences heights.

### Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage well-designed high density residential development where applicable.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback with uniform front fence heights.

## 5.15 Kogarah South Locality Statement

### Map of locality



**Figure 21:** Kogarah South

### Existing Character

#### Location

Kogarah South is bounded by Gray Street to the north, Princes Highway to the east, English Street to the south and Railway Parade to the west.

Note: Controls relating to the adjoining Kogarah North precinct is located within *Part 10 – Precincts* of this DCP. Controls relating to Kogarah Town Centre are located within *Part 8 – Kogarah Town Centre* of this DCP.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

'Kogarah' comes from an Aboriginal word meaning 'rushes' or 'place of reeds'. The suburb originally stretched to the bay but has since been divided up to form the separate suburbs of Kogarah Bay and Beverley Park.

The earliest land grant was made to Captain John Townson for 1,950 acres of land in the Hurstville area in 1808. John's brother, Dr Robert Townson received 1,925 acres which

adjoined his brother's land.<sup>28</sup> This and a neighbouring grant made to James Chandler extended into what is now Kogarah. Subdivision of the area began in 1848, and the railway link was built in the 1884.<sup>29</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5). A notable portion of the locality is located within the Kogarah South Heritage Conservation Area.

### Built form and land uses

The locality consists of predominately low density residential area with some medium density dwelling scattered throughout the precinct in the forms of terraces and two storey walk up flats. Federation-style bungalows and inter-war cottages are the predominant building type for houses while multi-unit buildings tend to be post-war or of more recent construction.

There are also a number of high density developments located around the outer edges of the locality notably along Gray Street, Ocean Street, and streets adjoining the commercial area along Railway Parade such as English Street and Blake Street.

Dwelling stock within the Heritage Conservation Area consists largely of single storey dwelling houses built in the early half of the 20<sup>th</sup> century – further information is located within **Appendix 3 – Heritage Conservation Areas** of this DCP.

The subdivision pattern is quite inconsistent throughout the locality with a mix of wide and narrow blocks, this can be seen particularly along Garden Street. Ocean Street does have blocks with similar shapes and sizes.

### Streetscape Character

The streets are relatively wide and have landscaped verges, contributing to a sense of openness in the streetscape. A variety of trees have been planted sporadically throughout the locality, with some streets, like Bellevue Street, being more tree-lined and leafy than others.

Nonetheless, a harmonious streetscape is created by the continuation of landscaping into the front setback space and the consistent usage of low fencing at the front boundary. The quality of landscape in the area is generally high. Examples of this include the regularly spaced street trees in Ocean Street and the planted verges in Bellevue Street.

### **Future Desired Character**

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.

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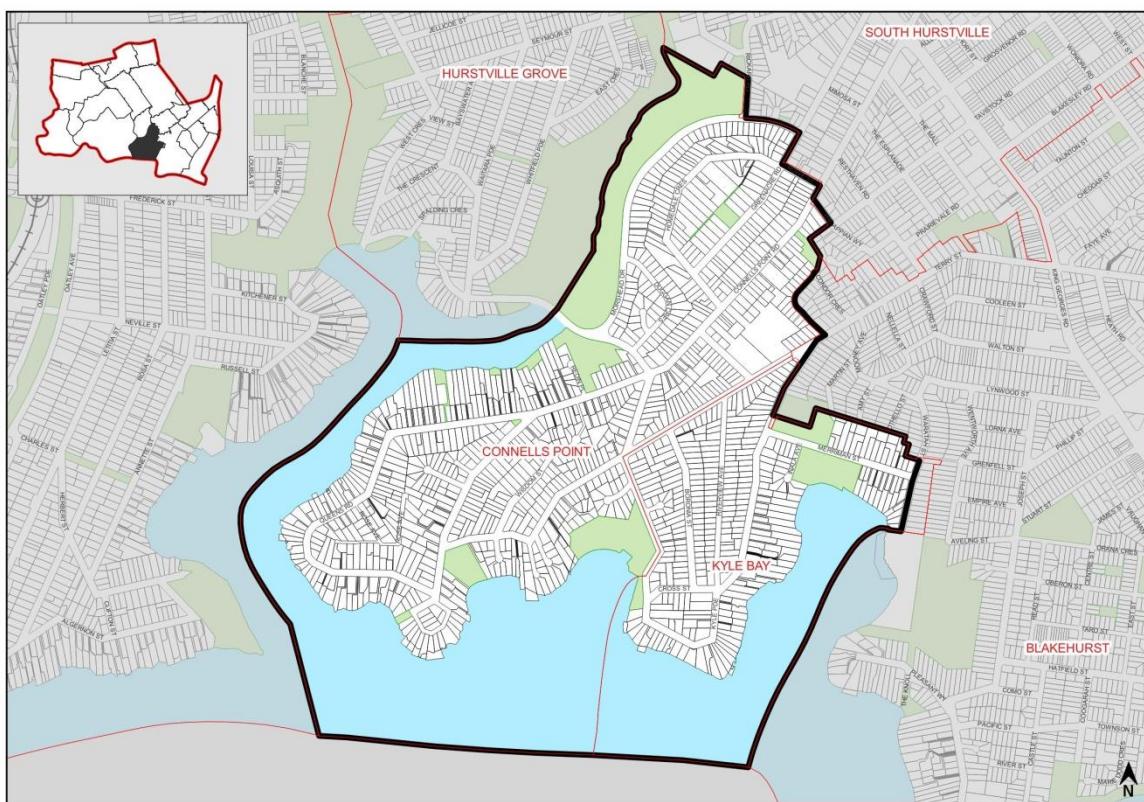
<sup>28</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

<sup>29</sup> Joan Lawrence, *St George Pictorial Memories: Rockdale, Kogarah, Hurstville* (Kingsclear Books Pty Ltd: Hurstville, 1996), pg. 8.

- Encourage well-designed high density residential development where applicable.
- Preserve the high quality of the existing streetscape, especially within the Heritage Conservation Area.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback with uniform front fence heights.

## 5.16 Connells Point and Kyle Bay Locality Statement

### Map of locality



**Figure 22:** Connells Point and Kyle Bay

### Existing Character

#### Location

This locality is bounded by Morshead Drive and Poulton Park to the north, the suburb of South Hurstville to the east (Rowe Street and Condor Crescent), Terry Street and Merriman Street to the south and Georges River in the west. Curved streets in this locality follow the steep undulating land form towards the water.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

Connells Point was named after Charles O'Connell who bought 475 acres in the vicinity in 1857.<sup>30</sup> Kyle Bay is named after the Kyle family who were boat builders. The land around

<sup>30</sup> *The Book of Sydney Suburbs*, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, Published in Australia ISBN 0-207-14495-8, page 70

Kyle Bay was originally granted by the Crown to Robert Kyle and James Merriman in 1853.<sup>31</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

This locality is predominately a low scale suburban residential area with a variety of architectural styles including Federation, Inter-war, Post-war and large two storey contemporary dwellings, particularly those with waterfront access or water views. There is a group of villas and townhouses towards South Hurstville on Homedale Crescent and Greenacre Road.

In this locality, waterfront lots have been subdivided into multiple lots with access handles to the street. The waterfront areas of this locality are located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

Connells Point Reserve, Lookout Reserve, Merriman Reserve, Morshead Drive Reserve, and Poulton Park are the public green spaces in this locality.

### Streetscape Character

The streets in this locality are generally well-proportioned tree lined streets, with a high standard of landscaping creating an open garden character. The built form does not dominate the streetscape, mostly due to generous front and side setbacks.

### Future Desired Character

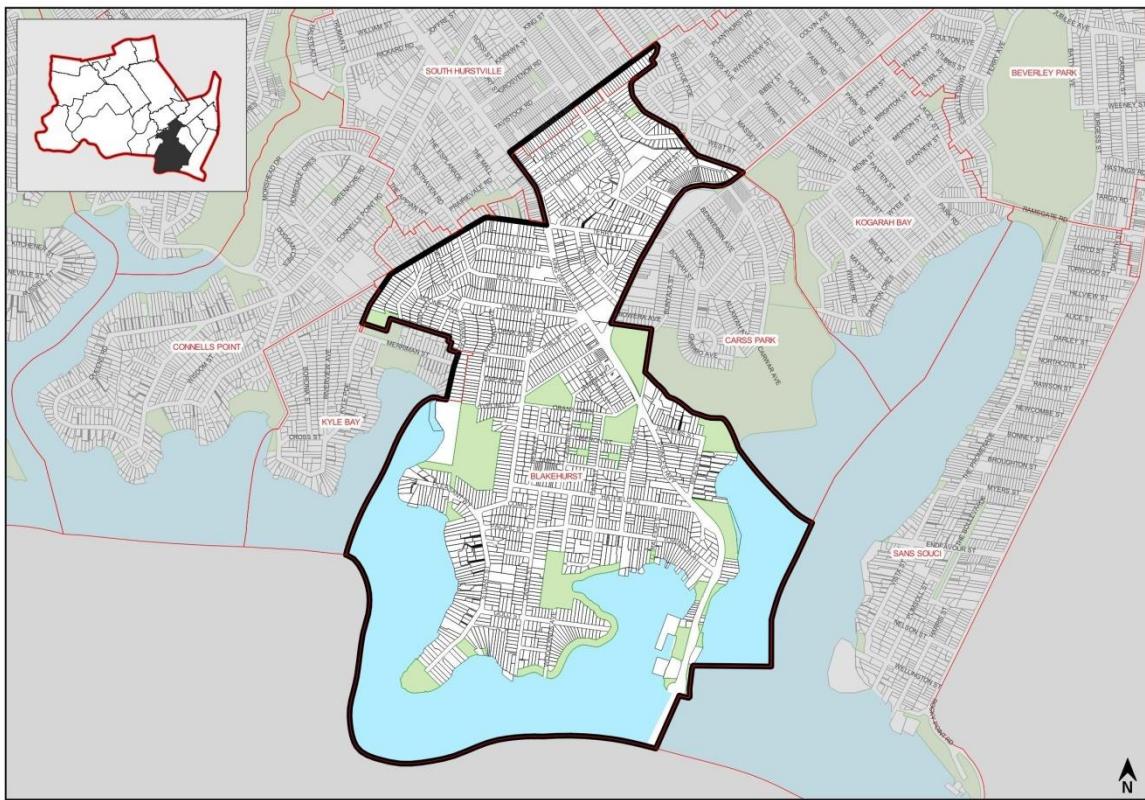
- Retain and enhance the prominence of the bushland landscaped character in new development through tree planting and landscaping.
- Encourage tree planting and landscaping within the front setback space to enhance the existing leafy streetscape character.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

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<sup>31</sup> *The Book of Sydney Suburbs*, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, Published in Australia [ISBN 0-207-14495-8](#), page 146

## 5.17 Blakehurst Locality Statement

### Map of locality



**Figure 23:** Blakehurst

### Existing Character

#### Location

This locality is bounded by West Street and Blakesley Road to the north, the suburbs of Carlton and Cars Park to the east, Georges River to the south and Kyle Bay to the west.

#### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The area of Blakehurst was mostly contained in four vast land grants given to the Townson brothers, John and Robert, between 1808 and 1810.<sup>32</sup> Blakehurst takes its name from William Blake, who was appointed postmaster for Kogarah in 1863. Blakehurst's population increased after the railway line was put through to the Illawarra in 1884.<sup>33</sup>

#### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

<sup>32</sup> 'Blakehurst', *Dictionary of Sydney*, viewed 29 April 2020, <https://dictionaryofsydney.org/entry/blakehurst>

<sup>33</sup> 'Blakehurst', *Dictionary of Sydney*, viewed 29 April 2020, <https://dictionaryofsydney.org/entry/blakehurst>

### Built Form and Setting

Blakehurst contains predominately low scale residential area which includes the Blakehurst Industrial area, and Blakehurst local centre. This locality includes a diverse range of architectural styles including single-storey Federation bungalows, and two-storey contemporary dwellings. There are some pockets of villas and town houses within this locality, and waterfront apartments along Princes Highway towards Tom Ugly's point.

Blakehurst is located on a ridge, which extends in a southerly direction into Kogarah Bay. The northern section of Blakehurst is located on hilly land adjacent to Carss Bush Park. The southern section of Blakehurst has a foreshore bushland setting and many of the homes have wide vistas to Kogarah Bay or the Georges River. The southern areas of the locality have steep flanks, which fall to Shipwrights Bay and Kyle Bay. There is a steep descent that runs to the Georges River along Stuart Crescent.

This locality has good access to public green spaces including Bald Face Point Reserve, Centre Street Reserve, Church Street Reserve, Dover Park, East Street Reserve, The Knoll Reserve, Kyle Williams Reserve, Ray Street Reserve, Shipwrights Bay Reserve, Stuart Park, Taro Reserve, Taunton Street Reserve, West Street Reserve and Woniora Road Reserve.

### Streetscape Character

The streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. The tree lined streets are consistently wide with a high standard of landscaping. There are consistent front building setbacks. Due to the different architectural styles throughout the locality, there is lack of consistency in fencing as there are different heights and materials used.

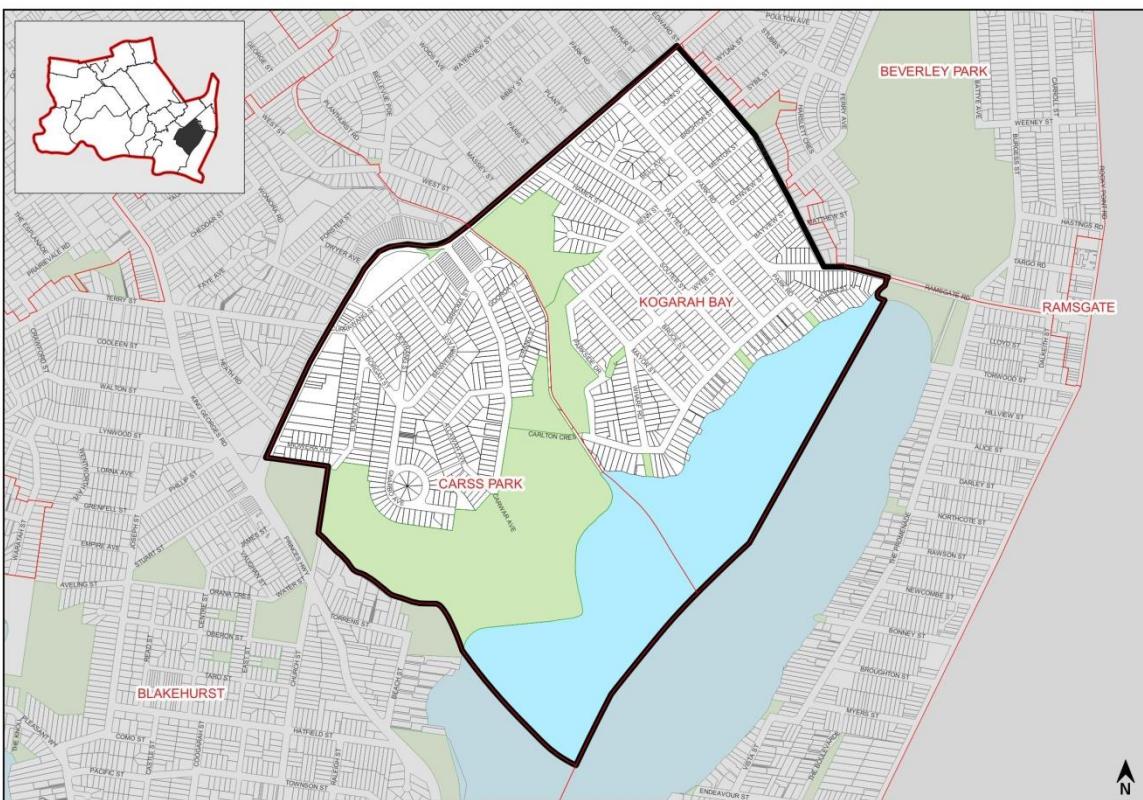
However, the treatments of the front setback spaces are also inconsistent in many streets as the contemporary two storey dwellings have little to no landscaping and are often dominated by hardscaping and driveways.

### **Future Desired Character**

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage well-designed high density residential development towards the Blakehurst commercial centre and Tom Ugly's Point where applicable.
- Encourage the prominence of the bushland landscaped character in new development through tree planting and landscaping.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

## 5.18 Carss Park and Kogarah Bay Locality Statement

### Map of locality



**Figure 24:** Carss Park and Kogarah Bay

#### Existing Character

##### Location

This locality is bounded by Princes Highway to the north and west, Lacey Street and Ramsgate Road to the east, Kogarah Bay and Todd Park to the south.

##### Background

The Traditional Owners of the area are members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

Kogarah Bay takes its name from the small bay on the northern shore of the Georges River. The suburb of Kogarah Bay was formed in 1993 when it was formally separated from Kogarah. 'Kogarah' comes from an Aboriginal word meaning 'rushes' or 'place of reeds'. Much of the area of Kogarah Bay was once a residential subdivision known as the Carlton Park Estate.

Carss Park was created on land granted to Jonathon Croft in 1853 and subsequently purchased by emigrant cabinetmaker William Carss in 1863.<sup>34</sup> Carss had a sandstone

<sup>34</sup> 'William Carss', *Monument Australia*, viewed 14 April 2020, <http://monumentaustralia.org.au/themes/people/settlement/display/106243-william-carss>

cottage built on the headland of Kogarah Bay and later acquired additional land around it. At her father's request, Carss' daughter bequeathed the property after her death, to the Sydney Sailors home which was later purchased by Kogarah Council in 1924.<sup>35</sup> The Council subdivided the estate into areas for parkland and a residential 'garden suburb', being the first local government in NSW to do so.<sup>36</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5 Heritage Conservation).

### Built Form and Setting

Carss Park neighbourhood shops and part of Carlton local shops are within this locality.

The locality has an even cross fall towards Kogarah Bay, with a distinct bluff at the top of Wyee Street and Mayor Street. There are steep falls to Parkside Drive adjoining Harold Fraser Reserve. The area has some public vistas towards the water from highpoints in the locality, predominantly Wyee Street and Carlton Crescent.

The majority of the locality is low scale residential housing, with some recent residential flat building developments fronting the Princes Highway between Lacey Street and Park Road. Within this locality, single detached dwellings range from inter-war and post-war architectural styles to larger contemporary dwellings. Older dwellings have established garden settings and contribute to the leafy garden character. This has resulted in an eclectic mix of housing styles.

Carss Park is located adjacent to extensive parkland with waterfront views. Blocks are consistent in shape and size on straight streets; however, there are some irregular blocks on curved streets, particularly in Gnarbo Avenue, reminiscent of the 'garden suburb' subdivision pattern.

Kogarah Bay has more rectilinear subdivision pattern with consistent lot sizes, especially between Renn Street and the waterfront.

There are several public green spaces within the locality including Carss Bush Park, Harold Fraser Reserve, Parkside Drive Reserve, Elizabeth Corry Reserve and Leighton Park.

### Streetscape Character

The streets are wide and open generally. With exception to the western end of Payten Street to Bell Avenue, the streets in Kogarah Bay and Carss Park lack a formalised pattern of verge trees. Verge trees appear to be planted irregularly throughout the locality and are a mix of species. The lack of street trees contributes to the feeling of width and openness to the streets and draws more attention to facades, driveways, fences along the streetscape.

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<sup>35</sup> 'William Carss', *Monument Australia*, viewed 14 April 2020,  
<http://monumentaustralia.org.au/themes/people/settlement/display/106243-william-cars>

<sup>36</sup> 'William Carss', *Monument Australia*, viewed 14 April 2020,  
<http://monumentaustralia.org.au/themes/people/settlement/display/106243-william-cars>

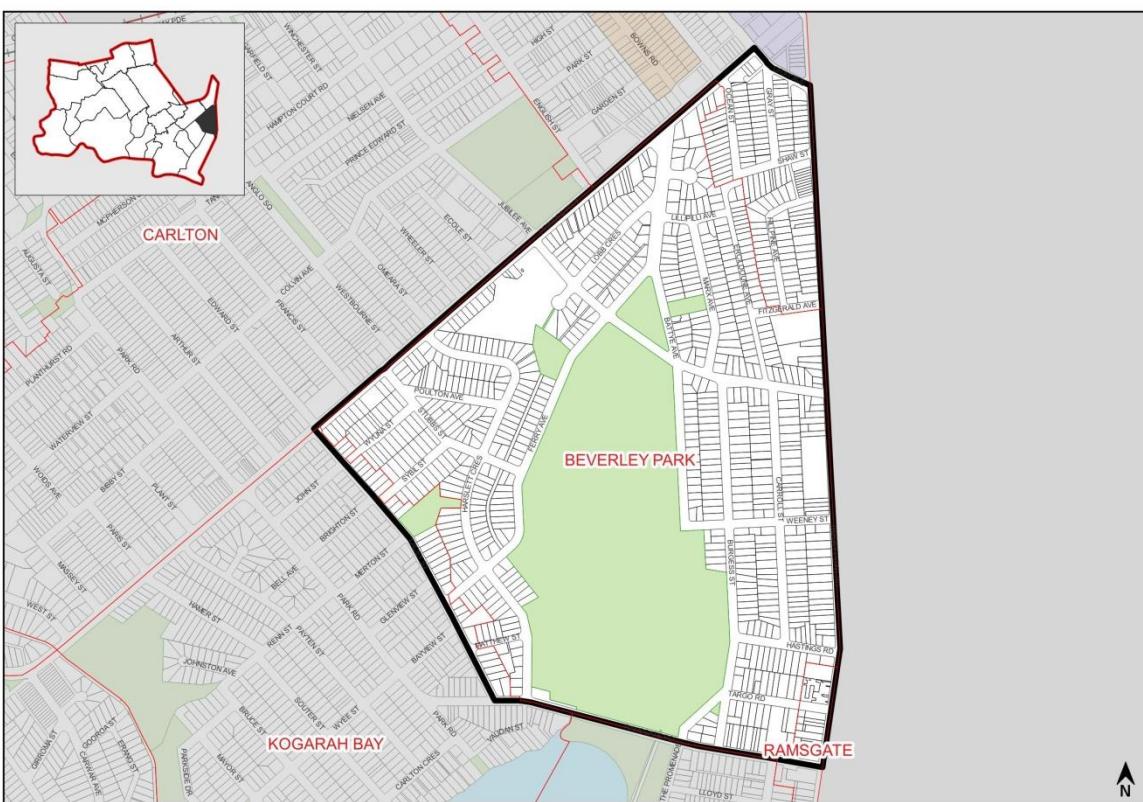
However, the streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. The treatments of the front setback spaces are also inconsistent in many streets as the contemporary two storey dwellings have little to no landscaping and are often dominated by hardscaping and driveways.

### Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage well-designed high density residential development in designated areas along Princes Highway.
- Facilitate urban renewal in appropriate locations, allowing substantial change to the streetscape character while resulting in a high quality public domain.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Public views to waterways should be retained from streets and public places.

## 5.19 Beverley Park and Ramsgate Locality Statement

### Map of locality



**Figure 25:** Beverley Park and Ramsgate

### Existing Character

#### Location

This locality is bounded by the suburbs of Carlton and Kogarah along Princes Highway to the north and Rocky Point Road to the east, Ramsgate Road, Hillview Street and Dalkieth Street to the south, and properties located in between Lacey Street and Harslett Crescent in the west. The suburbs of Kogarah and Ramsgate are divided between Bayside and Georges River Councils.

#### Background

The Traditional land owners of this area are the members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

The southern tip of Beverley Park runs into Kogarah Bay. Due to the low-lying topography of Beverley Park, the area is prone to flooding and remained undeveloped and was used mainly for market gardening.<sup>37</sup> Much of the area now making up Beverley Park was crown land or originally granted to Matthew Carroll, one of the first settlers to take up land in the

<sup>37</sup> Alison Grellis, 'Beverley Park', *The Dictionary of Sydney*, 2008, viewed 24 April 2020, [https://dictionaryofsydney.org/entry/beverley\\_park](https://dictionaryofsydney.org/entry/beverley_park)

Kogarah area.<sup>38</sup> The suburb was created as part of a land reclamation scheme introduced during the Depression to gain suitable land for development and to make use of available labour. Funding for the project began in 1937, and the reclamation, drainage and subdivision were completed by the start of the Second World War.

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

Part of the Ramsgate commercial centre and is located within this locality, which is adjoined by a small area of contemporary residential flat buildings. There are also two smaller commercial centres with one located at the intersection of Princes Highway and Rocky Point Road and the other along Rocky Point Road.

The locality is generally low density residential with some high density developments between Jubilee Avenue and Weeney Street along Rocky Point Road.

The built form is predominantly detached single dwelling houses with landscaped settings and a strong presence of interwar Californian bungalows. There is varying degree of alterations with a gradual increase in large contemporary houses, particularly those benefitting from vista to the Beverley Park Golf Course.

The subdivision pattern features a combination of rectilinear street blocks, curvilinear streets and short cul-de-sacs which is reflective of the 1930s subdivision pattern.

In this locality there are several reserves and parks, including the Beverley Park Golf Course, Leighton Park, Stevens Park and Spooner Park.

### Streetscape Character

The streets of Beverley Park are consistent throughout the locality having deep verges / nature strips with a high level of landscaping. However, most of the streets are not lined with mature street trees. The lack of street trees contributes to the feeling of width and openness to the streets and draws more attention to facades, driveways, fences along the streetscape.

The front fences are generally low and the front setbacks feature consistent landscaping. However, the more recent developments have little to no landscaping and are often dominated by hardscaping and driveways.

### **Future Desired Character**

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage well-designed high density residential development in designated areas along Rocky Point Road.

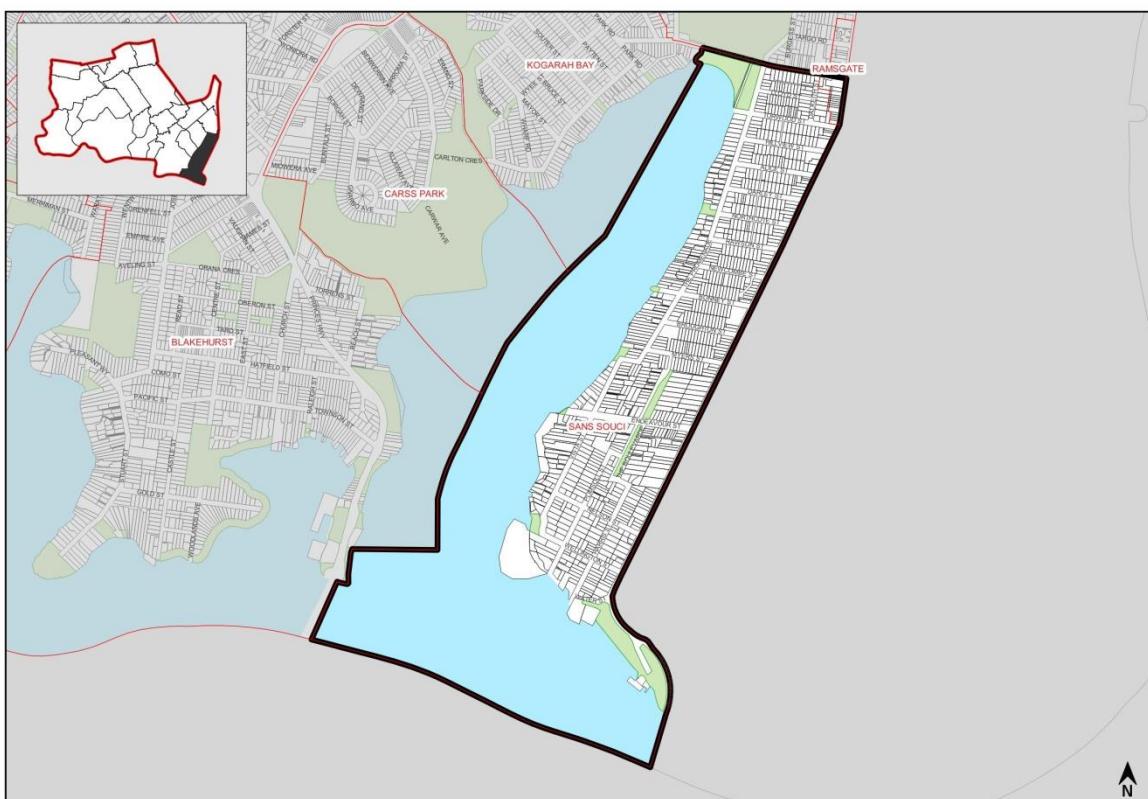
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<sup>38</sup> Alison Grellis, 'Beverley Park', *The Dictionary of Sydney*, 2008, viewed 24 April 2020,  
[https://dictionaryofsydney.org/entry/beverley\\_park](https://dictionaryofsydney.org/entry/beverley_park)

- Encourage tree planting and landscaping within the front setback space to create a tree-lined streetscape character.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback.
- Encourage development that provides a suitable transition between low scale residential areas and high density residential character towards Princes Highway where applicable.

## 5.20 Sans Souci and Ramsgate Locality Statement

### Map of locality



**Figure 26:** Sans Souci and Ramsgate

#### Existing Character

##### Location

This locality is bounded by Ramsgate Road to the north, Rocky Point Road to the east which also acts as the boundary to the Bayside LGA, and Kogarah Bay to the west and south. The suburbs of Ramsgate and Sans Souci are divided between Bayside and Georges River Councils.

##### Background

The Traditional land owners of this area are the members of the Aboriginal Bidjigal people of the Eora Nation, part of the Dharug language group.

Sans Souci was named after a grand house built on Rocky Point Road by Thomas Holt. Sans Souci remained still quite isolated from Sydney and in the 1860s, Holt sold his Sans Souci property to William Rust. Rust transformed the property into the Sans Souci Hotel which became a pleasure grounds and a popular destination for picnickers from Sydney. In 1887 a steam tramway opened which allowed people to travel between Sans Souci and

Kogarah via Riverside Drive at Rocky Point which allowed for wider opportunities to settle the area for suburban development.<sup>39</sup>

### Heritage

There are several heritage items in this locality that relate to the area's social history and architecture (refer to GRLEP 2021 Schedule 5).

### Built Form and Setting

Part of the Ramsgate commercial centre and is located within this locality, which is adjoined by a small area of contemporary residential flat buildings. There are also two smaller commercial centres with one located along Rocky Point Road and the other at the end of the headland at the corner of Water Street. The latter is flanked by a high density residential area.

The locality is generally low density residential with some villa and town house developments between Endeavour Street and Nelson Street along Rocky Point Road. The wider area consists mostly of detached and semi-detached houses.

The housing styles are mixed, with no particular style predominating. There are numerous properties dating to the post-war era with a varying degree of alterations and large contemporary houses becoming increasingly common throughout the area, particularly towards the Kogarah Bay waterfront.

The subdivision pattern shows largely medium sized lots laid out in a regular grid-like pattern which is typical of the post-war era. Several lots (along the foreshore in particular) have been subdivided into battle-axe lots.

The land is relatively low lying with only a gentle slope on the western side. This slope allows a view overlooking the Georges River towards Kogarah Bay, particularly along Vista Street. The view of the bay is obscured in places due to development along the foreshore. The waterfront areas of this locality are located within the Foreshore Scenic Protection Area (refer to GRLEP 2021 Foreshore Scenic Protection Area Map).

In this locality there are several reserves and parks with direct waterfront access and vistas including Anderson Park, Bonney Street Reserve, The Boulevarde Reserve, Claydon Reserve, Endeavour St Reserve, Len Reynolds Reserve, Northcote Street Reserve and Sans Souci Park (including Sans Souci Leisure Centre).

### Streetscape Character

Some streets within this locality have mature street trees, such as Alice Street, Torwood Street and The Boulevarde. In particular, the Phoenix Canariensis on The Boulevarde are recognised as street trees with heritage significance. Other streets like Rocky Point Road, Vista Street and the Promenade are characterised by a noticeably lack of planned tree-scapes on the verges. The lack of street trees on the residential streets contributes to the

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<sup>39</sup> *The Book of Sydney Suburbs*, Compiled by Frances Pollon, Angus & Robertson Publishers, 1990, Published in Australia [ISBN 0-207-14495-8](#), page 240

feeling of width and openness to the streets and draws more attention to facades, driveways, fences along the streetscape.

However, the streetscape exhibits an eclectic character attributed to the variety of housing and fence materials, roof forms, driveway widths and garage styles. The treatments of the front setback spaces are also inconsistent in many streets as the contemporary two storey dwellings have little to no landscaping and are often dominated by hardscaping and driveways. There are also varying heights for front fences, including a range of visually permeable to solid fencing materials and fence heights of up to 1.6m in height.

### Future Desired Character

- Retain and enhance the existing low density suburban residential character through articulated contemporary developments that respond to the human scale.
- Encourage well-designed high density residential development in designated areas along Rocky Point Road.
- Encourage consistent setbacks of buildings from the street and the provision of landscaping within the front setback, alongside low fencing to enhance visual permeability.
- Encourage the retention of trees and sharing of water views wherever possible, including screening via vegetation rather than solid walls.
- Protect public vistas over Georges River towards Kogarah Bay from Vista Street.