

Godden Mackay Logan

Heritage Consultants

Godden Mackay Logan is a leading provider of specialist advisory and research services in environmental heritage, planning and archaeology.

Godden Mackay Logan Pty Ltd (ACN 001 179 362) 78 George Street Redfern Sydney Australia 2016. Ph +61 2 9319 4811



Leichhardt Heritage Review: Stage 2

Report prepared for Leichhardt Municipal
Council

January 2004

Report Register

The following report register documents the development and issue of this report titled Leichhardt Conservation Areas Study and project undertaken by Godden Mackay Logan Pty Ltd in accordance with its quality management system. Godden Mackay Logan operates under a quality management system which has been certified as complying with the Australian/New Zealand Standard for quality management systems AS/NZS ISO 9001:2000.

The term Amended means that specific sections of the report have been altered (and identified in the notes below) but the remainder of the report has not been completely reviewed and updated.

The term Revised means that the report has been completely reviewed and updated where necessary and contains information believed to be current as at the date of issue.

Our Reference	Issue No.	Notes	Issue Date
02-084	1	Final Report	16 January 2004
02-084	2	Final Report (amended)	28 January 2004



Contents

1.0	Introduction.....	1
1.1	Preamble.....	1
1.2	Requirements of the Brief/Outcomes.....	1
1.3	Author Identification.....	2
1.4	Acknowledgments.....	2
2.0	Leichhardt Conservation Areas Study	3
2.1	Significance of the Conservation Areas of Leichhardt	3
2.2	Boundaries: General Principles.....	3
2.3	Explanation of Particular Boundaries of Each Area	4
2.3.1	<i>Leichhardt</i>	5
2.3.2	<i>Lilyfield</i>	7
2.3.3	<i>Rozelle</i>	8
2.3.4	<i>Balmain</i>	9
3.0	Neighbourhood Profiles and Conservation Areas	15
3.1	The Residential Development Control Plan.....	15
3.2	Neighbourhood Profiles and Conservation Areas	16
4.0	Recommendations for Conservation Area Management	19
5.0	Review of Local Environmental Plan Heritage Provisions	23
6.0	Appendices.....	27
	Appendix A	
	<i>Leichhardt Conservation Areas</i>	
	Appendix B	
	<i>Leichhardt Local Environmental Plan (LEP) 2000 Heritage Provisions</i> <i>(marked-up version with comments by David Logan, September 2003)</i>	
	Appendix C	
	<i>Heritage Model Provisions (with suggested improvements marked-up by</i> <i>David Logan, September 2003)</i>	



1.0 Introduction

1.1 Preamble

Godden Mackay Logan has been commissioned by Leichhardt Municipal Council to undertake Stage 2 of the Leichhardt Heritage Review. Stage 1 of the Heritage Review comprised the preparation of a thematic history by local historians, David Lewis and Sasha Jenkins. This was intended to provide the basis of the assessments of significance for the individual conservation areas. Stage 3 of the Heritage Review will focus on a review of the existing Development Control Plan (DCP).

The brief required a review of the existing conservation area boundaries and the preparation of a statement of significance for each of the areas. The Glebe Conservation Area was excluded from the study shortly after commencement of the project, on the basis that it was to be incorporated within the Council of the City of Sydney.

1.2 Requirements of the Brief/Outcomes

Following an initial staff workshop, it was agreed that the intended outcomes of the study were as follows:

1. Review of conservation areas, including the preparation of a Statement of Significance and Key Values for each area. This was primarily intended for the purpose of assisting in the assessment of Development Applications.
2. Review of existing conservation area boundaries, in particular, the smaller areas. It was not considered necessary to review the boundaries of the larger Balmain Conservation Area.
3. Identification of thresholds/benchmarks for the subsequent assessment of contributory buildings/values by Council. It was agreed that this would rely on the key themes of development and the surviving items/elements that evidence those themes, as identified in the thematic history.
4. Review of the Local Environmental Plan (LEP) provisions relating to heritage and the structure/framework of the DCP, the latter having regard to any ambiguity or overlap in relation to the neighbourhood areas and the conservation areas.

1.3 Author Identification

This study has been prepared by a specialist team assembled by Godden Mackay Logan Pty Ltd. The majority of the work was prepared by Penelope Pike, consultant heritage planner, who prepared the conservation area assessments and reviewed the DCP framework. David Logan, Director, prepared the review of the LEP provisions and provided input into the management recommendations, conservation area assessments and DCP framework. Sean Williams, Built Heritage Specialist, assisted in the preparation of the report.

1.4 Acknowledgments

Godden Mackay Logan would like to thank Bruce Lay, architect/planner for his assistance and input throughout the study. The Statements of Significance for the conservation areas were prepared following consideration of the thematic history prepared by Sasha Jenkins and David Lewis. Further specific historical research and advice was provided by Max Solling, Historian, under a separate commission from Leichhardt Municipal Council.

2.0 Leichhardt Conservation Areas Study

2.1 Significance of the Conservation Areas of Leichhardt

The local government area of Leichhardt today is of heritage significance because it collectively demonstrates that first great surge of suburban growth on the edge of the city which sprang from the consolidation of wealth initiated by the 1850s gold rush. That surge, combined with the expansion of port and industrial activity, filled the years from the 1870s to the early 1890s and was centred around the boom decade of the 1880s. It saw the break-up and demolition of the large villa estates, eg Norton's Elswick Estate, Johnston's Annandale and Rogers' Austenham, to create Leichhardt's suburbs. After the depression of the 1890s Leichhardt continued to witness steady growth with pockets of infill development until the late 1930s, by which time all the old estates appear to have been covered with suburban houses or industry.

The history of this suburban growth, beginning tentatively in East Balmain in the 1840s and continuing through to about 1939 is best illustrated in the eighteen conservation areas where most of that original suburban development remains. Through their intactness these remarkable collections of buildings provide the 'diary' of the area's development. From them, the growth of Leichhardt over this 100-year period from 1840-1939 can be read. Changes have occurred in the way that land has been used, particularly since the 1970s when industry began to move out to larger sites: many former industrial sites can now be identified by modern multi-unit residential development. In some areas this has been carefully designed and sited to respect the scale of original suburban buildings nearby.

Each of the conservation areas therefore, has a role to play in telling a part of Leichhardt's history, as well as exhibiting very specific historic and aesthetic values and providing evidence of its own particular story.

2.2 Boundaries: General Principles

The project brief required an assessment of the suitability of the boundaries of the existing conservation areas and the preparation of statements of heritage significance for each one. A detailed examination of the developmental history of each area was undertaken. This highlighted the importance of the subdivisions in shaping that history: the economic and social objectives of the subdividers; the ruggedness of the landform and proximity to the waterways; the shape and orientation of

the section of land being subdivided; the street layout, width and the allotment size were all important in determining the character of each area, and the way it looks today.

Wherever possible therefore, the boundary of each conservation area has followed the boundaries of the original estate or section subdivision, defining its particular characteristics and heritage values, and the boundaries for its particular management principles.

Therefore, in some areas where demolition or new works have occurred, for example, in Derbyshire Street, Leichhardt, or where earlier uses are in a state of change, for example in White Bay, these sites also are included in the conservation area. This is to ensure that, when changes occur again to these new works, a proper process of management is applied in light of the significance of the conservation area. It should also be noted that, except in a few cases, the conservation area boundaries follow the boundary of the subdivision and therefore also follow the street, not the back of the allotments facing the street. This logically follows because where the two sides of a street have had a different subdivisional and developmental history, they need to be managed in accordance with that history.

The rationale behind the boundaries of each conservation area is given below.

2.3 Explanation of Particular Boundaries of Each Area

The study has determined eighteen separate conservation areas (see schedule below). The vast majority of these are already listed as part of larger conservation areas. Historical research, undertaken as part of this study, has identified the original estates and subdivisions upon which these newly defined conservation areas are based. Small extensions have been recommended to some areas as well as the removal of some peripheral areas which, due to recent development, are no longer contributory. The boundaries of each area are shown on the map at Figure 2.1.

Leichhardt

- | | |
|---------------------|------------|
| 1. Albert Street | 1903-1914 |
| 2. Excelsior Estate | 1880-1890s |

-
- | | |
|-------------------------------|---------------------|
| 3. Whaleyborough Estate | 1880-1890s to 1930s |
| 4. Wetherill Estate | 1875-1890s to 1930s |
| 5. Leichhardt-Stanley Streets | 1890s-1940s |
| 6. Scarvell Estate | 1902-1910 |

Lilyfield

- | | |
|--|------------------------|
| 7. Campbell Estate and Fredbert Street | 1910 and 1915/18-1920s |
| 8. Austenham Estate | 1901-1910 |
| 9. Brennan's Estate | 1881-1890s to 1930s |

Rozelle

- | | |
|--------------------------------------|--------------------|
| 10. Easton Park | 1880s-1890s |
| 11. Hornsey Street | 1876-1920s |
| 12. The Valley (Rozelle and Balmain) | 1881-1910 to 1930s |

Balmain

- | | |
|----------------------------------|---------------------|
| 13. Iron Cove | 1880s-1930s |
| 14. Birchgrove and Ballast Point | 1870s-1920s to 1941 |
| 15. Town of Waterview | 1857-1900 |
| 16. Waterview Estate | 1840s-1930s |
| 17. East Balmain | 1836-1930s |

Annandale

- | | |
|-------------------------------|-------------------------|
| 18. Whole suburb of Annandale | 1878-1900s to the 1930s |
|-------------------------------|-------------------------|

2.3.1 Leichhardt

Albert Street

This conservation area covers one street in two separate but adjoining estates. It is held together by: the street planting; the use of the same pattern of subdivision across the estate boundaries; and by a consistent single-storey residential development along the length of the street built over a very limited period (1903-1914 and infill into the 1920s).

It is recommended that the boundaries for this conservation area remain as they are.

Excelsior Estate

Surveyor Ferdinand Reuss Junior designed a subdivision in response to the topography in South Leichhardt, as he had in Annandale before, this time for a west-facing basin of land. The higher land had the widest streets and the widest allotments; the lowest land had wide allotments and back lanes so that the maximum number of small workers terraces could be built on the one allotment. The land, its subdivision and its buildings collectively illustrate the social hierarchy of a Victorian suburb and need to be read together.

It is recommended that the boundaries of the existing conservation area be extended to include all development within the Excelsior Estate, including all the western side of Norton Street and its new buildings, simply because it is imperative to manage the area as a whole – to be able to adequately control later redevelopment of any of the newer buildings as well as to conserve the original suburban and commercial buildings which collectively contribute to the heritage significance of the area.

Whaleyborough Estate

The boundaries of this conservation area should be enlarged to encompass all the Whaleyborough Estate – there is very little difference in age or intactness between the built fabric inside the present conservation area boundaries, and outside those boundaries.

The whole estate with its consistently wide roads and 40ft-wide allotments demonstrates an attempt to attract a more affluent residential market. As with Annandale in the 1890s, resubdivision along the length of the original allotment eventually occurred to appeal to a larger, less affluent market – that of tradesmen and working men seeking cheaper terraces and semis.

It is recommended that the boundaries of this conservation area be extended to include all that land between Norton, Allen, Elswick and Marion Streets.

Wetherill Estate

It is recommended that the land east of Norton Street in the existing conservation area be reorganised to follow the boundaries of suburban subdivisions. The land between William, Norton, Marion and Balmain Road/Derbyshire Street came within the Wetherill Subdivision of 1875, and should be managed as one entity. This would mean that the new terraces and other earlier cottages along Derbyshire Street, not currently part of

the conservation area, are now included. Any future redevelopment of these recent terraces needs to be carefully considered because of their proximity to the original buildings behind facing Arthur Street. Apart from the historical connection of the land with the subdivision, any future changes to the new development on that land needs to be managed as part of the heritage significance of the subdivision as a whole.

The recommended boundaries also include the small strip of land between Pioneers Park and Allen Street in this conservation area. It contains some very early buildings (perhaps cottages for the caretakers of the cemetery – now Pioneers Park) which do not appear to be listed as heritage items, and are therefore not protected. Inclusion in the conservation area would provide that protection.

Leichhardt Street/Stanley Street

This area has been difficult to research. The boundaries however, should follow estate boundaries, where obvious. It is recommended therefore, that the two parcels which appear to be outside an estate boundary – the run of terraces east of McKenzie Street and the group of houses facing McDonald Street, be removed from the conservation area. The terraces in McKenzie Street should be listed as a heritage item and managed that way. The heritage significance of the group of houses in McDonald Street is not apparent from fieldwork, and has not so far shown up in the research. Unless more detailed information is available to justify heritage protection, it is recommended that this group be excluded.

It is recommended therefore, that without further information, the boundaries of this conservation area follow Balmain Road to and across the estate boundary line at the southern end of Waratah Street, down McKenzie Street to the back of the allotments facing Leichhardt Street. The school should be managed as a very important individual heritage item.

Scarvell Estate

It is recommended that the boundaries of this conservation area should be slightly expanded to cover all the Scarvell subdivision and include the eighteen narrow allotments and their single-storey brick detached houses facing Catherine Street. These houses retain as much original detail as those already in the conservation area, and have suffered the painting of their original face brick walls to much the same degree. One original building appears to have been lost along the Catherine Street frontage (three have been lost in the existing conservation area). Apart from two

two-storey additions in Catherine Street and two or three demolitions in North Avenue, changes are recoverable.

2.3.2 Lilyfield

Campbell's Estate and Fredbert Street

It is recommended that the existing boundaries of this small conservation area be extended to include all of Campbell's five-acre parcel, from Mary Street through to, and including, both sides of Glover Street. This area was subdivided over a short period of time in the 1920s and provides a very consistent streetscape of that period.

It is also recommended that Fredbert Street, a separate but adjacent subdivision, be included in this conservation area. It represents a slightly earlier development period, but with the same basic characteristics, and it can be managed with the Campbell Estate. At present only the trees in Fredbert Street are protected as landscape on the Leichhardt heritage plan.

Austenham Estate

It is recommended that this conservation area cover the whole of the Austenham Estate, from the back of the properties facing Steward Street to Balmain Road, and including the houses along both sides of Lilyfield Road east of Emmerick Street. All these streets exhibit the same characteristics and the same degree of intactness as the existing conservation area around Raynor and Eric Streets, and all are part of the Austenham subdivisions of 1901-1905.

It is recommended that the long run of terraces along Balmain Road between Carrington and Helena Streets be managed as a single heritage item.

Brennan's Estate

It is recommended that the conservation area presently shown north of Lilyfield Road be divided into two areas to recognise their different subdivisional and developmental histories. The eastern boundary of Brennan's Estate is Foucart Lane and it is recommended that this be made the boundary of this conservation area. Foucart Lane is also the west boundary of Balmain's 550-acre grant, and Sections 21 and 22 of the subdivision of that grant immediately on the east of Foucart Lane then form the Easton Park conservation area (see below). The development

pattern and building types on either side of Foucart Lane are subtly different and require different management.

The northern boundary of this conservation area is presently shown to include all the buildings facing O'Neill Street. These are part of the Maida estate, not part of Brennan's. This study suggests that they should be left in, as a buffer zone between the conservation area and the small industrial area to the north, and because any changes along the O'Neill Street frontage would have an enormous effect on the presentation and appreciation of Brennan's Estate.

Conversely, it seems logical that the western boundary of this conservation area remain as it is, excluding that large part of the Brennan Estate which has been redeveloped in recent years from industrial sites to multi-unit, low-scale residential development. Because of the slope of the land, any redevelopment of these buildings in the future has very little potential to adversely affect the presentation of the rest of Brennan's Estate.

2.3.3 Rozelle

Easton Park

A small extension of this conservation area is recommended to include all the land which made up Sections 22 and 21 of Surveyor Langley's 1852 subdivision of Gilchrist's 550-acre Balmain grant. The boundaries now recommended follow Lilyfield Road, Burt Street, Cheltenham and O'Neill Streets, and include a small group of very early timber and stone cottages in Burt Street and some new town houses, which are presently excluded. This group must be part of the conservation area to protect these important timber cottages, to retain the integrity of the subdivision and ensure appropriate management of this new development and any later redevelopment of these new houses within the historical framework of the whole area. The recommended western boundary of Foucart Lane is the boundary of Gilchrist's grant.

Hornsey Street

No alterations to the boundaries of this conservation area are recommended. The need to exclude developments along Victoria Road, although part of this subdivision, is acknowledged.

The Valley (Rozelle and Balmain)

It is recommended that this large area remain as one conservation area and include the commercial development on both sides of Darling and Evans/Beattie Streets, including their extensions west of Victoria Road as outlined on the Leichhardt heritage plan. This whole area was developed over the same period of time and for the same reasons – the provision of housing for workers and artisans seeking employment in the industrial areas growing up around White Bay, and the provision of shops and services for them. It therefore exhibits similar characteristics and heritage values throughout its whole area, and would require the same management tools.

Other commercial premises, including two commercial areas along Darling Street, the former retail strip along Evans Street, other shops, corner stores and pubs, and small industries are also part of the same area, developing in response to demand along major pedestrian routes and before the ideals of the Garden City Movement led to the separation of land uses so visible in present day zoning plans.

While not proposed in the recommendations, if it were preferred to divide the Valley into two separate areas, the boundary should be from Darling Street, along Elliott, Evans and Reynolds Streets to White Bay. This is the boundary separating the major development activities of Paling, Starling, Elliott, Hancock and other streets in the Merton Estate, from other groups of developers, though it seems Hancock (later Mayor of Balmain) was involved in both.

2.3.4 Balmain

The whole of the Balmain peninsula, including The Valley, Rozelle, is a conservation area. That whole area can be broken into five smaller areas (six including The Valley) each with its own identity arising from its different history demonstrated in its different characteristics and heritage significance.

Iron Cove

This conservation area is recommended to cover nine sections of Surveyor Langley's subdivision of Gilchrist's Balmain grant on the Iron Cove side of Darling Street, but excluding those large parcels of land occupied by the Balmain High School (1970s) and land once occupied by the Balmain Power House and Monsanto Industries (former Elliott Bros. Chemical Works)

and now covered by multi-unit housing. The commercial zone has been kept in The Valley Conservation Area, but beyond the commercial zone, Darling Street is used for the conservation area boundary as it also forms the watershed between the land facing northwest over Iron Cove (this conservation area) and the land falling southeast over the industrial areas of White Bay (The Valley Conservation Area). Throughout its length Darling Street was also a boundary accepted by Langley in his section subdivision of the peninsula.

The sections recommended for this conservation area were subdivided by a group of speculators with many interests on the peninsula. Largely because of their aspect they present a different character from The Valley on the southeast of Darling Street ridge.

Birchgrove Estate and Ballast Point

This is a complex area demonstrating many layers of residential and industrial development from the 1870s to 1940. It also shows a mixture of social layers in the scale and quality of the houses and the consequence of the closing down of earlier waterfront industries in recent years and the redevelopment of their sites.

The recommended boundaries for this conservation area are those of the first grant in Balmain – the Birch Grove Estate of 1796 and the similarly well elevated land east of Birchgrove Park and along Ballast Point where villa development, terraces and industry intermingle.

Town of Waterview

This subdivision was designed by Reuss for Thomas Mort to provide affordable housing for workers at the Morts Dock and Engineering Company whose large slipways and dry dock occupied the waterfront. The area is very uniform in its road layout and the size of its allotments. It is one of the most intact conservation areas with many pubs of potentially national social significance and therefore needs separate management to handle its uniformity.

Waterview Estate

The recommended boundaries for this conservation area follow the boundaries of Cooper's 23 acres from Mort Street east and including the adjoining ten acres of the Waterview House Estate. It also includes Sections 23 and 24 of Langley's later subdivision, bringing the southern

boundary to Darling Street. Subdivision from the 1840s for suburban development, including industry and shops, provided only the narrowest of streets so that as much building land as possible could be gained from the estate in response to the market for workers housing created by Morts Dock, then one of the largest employers in the country. It comprises a mixture of early villas surrounded by small workers terraces and cottages primarily from the 1870s onwards up to the 1930s, together with industry. It requires careful management to retain narrow roads and all pre-1939 housing.

East Balmain

This conservation area is entirely made up of the first 26 sections auctioned from Gilchrist's Balmain grant in 1836 before disputes over his will precluded further subdivision until the 1850s. The plethora of narrow roads indicate the boundaries of the original sections. This is a complex area which through its buildings illustrates many historical layers of the blending of a socially and economically mixed community, varying degrees of interaction with nearby industry, and, through its parks, often the sites of former industries.

Annandale

It is recommended that the existing conservation area boundaries be increased slightly to define the whole suburb from creek line to creek line. Annandale was formed in 1878 from the northern part of Johnson's Annandale Estate (ie north of Parramatta Road). It was developed by John Young to a plan prepared by Ferdinand Reuss Junior, architect and surveyor, who laid out the suburb with a fine eye for social stratification and designed a number of the houses. It needs to be managed as a whole.

Leichhardt Council



Figure 2.1 Conservation Area map.



3.0 Neighbourhood Profiles and Conservation

3.1 The Residential Development Control Plan

The Residential Development Control Plan (RDCP) has been examined, together with the neighbourhood profiles which are a subset of the RDCP, for Annandale, Leichhardt and Lilyfield and the draft neighbourhood profiles of Rozelle and Balmain. It is noted that:

- The thrust of the existing RDCP is aimed at providing guidelines for new development. The RDCP deals well with elements of design – for example, subdivision pattern, siting, form, building envelopes and fences, which apply to Leichhardt overall.
- By being general in nature, the design element guidelines in the RDCP are not necessarily applicable to contributory buildings in conservation areas. For example, the building envelope controls in the DCP allow walls of an existing building to be raised providing they do not go higher than the wall height set for their particular building type, and providing they are not heritage items. This can cause considerable destruction to the fabric of a conservation area where the vast majority of the buildings are contributory items. These need to be treated differently to non-contributory buildings and protected by the conservation area provisions.
- The approach of the RDCP is strongly slanted towards providing advice about new development, whereas throughout the whole of Leichhardt conservation area or outside conservation areas, the main effort should be towards dealing with what is already there – the identity of Leichhardt. What attracts residents and visitors alike, is the existing fabric and therefore, any change which is proposed will mostly be dealing with existing fabric, or fitting in between existing fabric. This needs to be upfront throughout the RDCP (Guidelines). In the DCPs for conservation areas, the thrust should be to ensure that existing fabric is kept, and any change should only be as much as is necessary, and as little as possible.
- Within the present RDCP it is also recommended that some additional elements need to be covered in the guidelines – small attached and semi-detached houses; timber buildings; verandahs; for example (these are discussed below). The section on dormers needs some additional information to be universally applicable.

3.2 Neighbourhood Profiles and Conservation Areas

- Leichhardt as a whole, while it may appear to be consistent throughout its built environment, is in fact very diverse, with a variety of conservation and character areas. General design element guidelines are not enough to retain the specific identity of each area, based as it is on its history and the character that reflects its history. Therefore, the DCP (or a series of separate DCPs) should be area-specific (either conservation area or neighbourhood-specific), and the present RDCP for the design elements of buildings should be incorporated as general guidelines. Where there is any conflict between the two, the area-specific DCP for the conservation area or the neighbourhood should take precedence.
- Since many of the neighbourhood areas are already also conservation areas, or recommended to be so, (eg the whole of Balmain, Rozelle and Annandale) it will be unnecessary and confusing to have both a neighbourhood DCP and a conservation area DCP covering the same area – they should be one and the same thing since the objective of both is to manage and keep the built environment, and the evidence of history. As the conservation area controls will be the most 'demanding' for the resident, it is considered that a conservation area DCP is all that is needed for these area. Therefore the neighbourhood controls should not apply in the conservation areas.
- Once the conservation areas and their boundaries are confirmed as appropriate by Council, it will be necessary to review the neighbourhood areas in light of the above to avoid duplication and potential confusion. Where there is overlap, the neighbourhood profiles should be subsumed into the conservation area DCP/description.
- Where the neighbourhood profile is to be subsumed into a conservation area DCP it is recommended that the characteristics described in the neighbourhood profile, and the detailed descriptions of each street should be edited to bullet points and all the information included in the conservation area DCP, with the detailed descriptions as a subset.
- The editing to bullet points is recommended so that each of the elements which make up the shape and character of an area are clearly identifiable to residents and Council officers alike, and the controls which follow are readily linked to those elements.

-
- In Balmain, Rozelle and Annandale the neighbourhood areas should be subsumed within the recommended conservation areas. This would mean:
 - In Balmain, five conservation areas:
 - East Balmain;
 - Waterview Estate;
 - Town of Waterview;
 - Birchgrove and Ballast Point; and
 - Iron Cove.
 - In Rozelle one or two conservation areas are recommended:
 - The Valley, covering the whole area; or
 - The Valley and Rozelle (see Figure 2.1), the two areas divided from Darling Street, along Elliott Street, Evans to Reynolds to White Bay for the reasons given under Area 12: The Valley.
 - In Annandale one conservation area is recommended:
 - For the Leichhardt and Lilyfield areas, where the conservation areas are much smaller than the neighbourhood, eg for Albert Street, Scarvell Estate, Leichhardt–Stanley Street, it is recommended that the conservation areas and the consequent DCPs fit in as a subset under the neighbourhood DCPs for these suburbs.
 - It is also suggested that in itemising each element of the character of a place it is best to exclude aesthetic judgements. After all, a place looks the way it does today because of its history, not because it set out to look aesthetically pleasing – that has happened fortuitously as a consequence of social, economic and constructional history in response to the natural landform.



4.0 Recommendations for Conservation Area

In the course of undertaking the fieldwork throughout the conservation area, a number of management concerns became evident. These are identified below along with recommendations addressing each of the issues:

- The demolition of original/early buildings that are contributory. Generally, any building built up to the Second World War contributes to the built 'diary' of that history and should be kept, unless, through changes in its form it has been so compromised that its age of construction and its role in the developmental history of its street and neighbourhood is no longer recognisable.
- The degree of demolition that appears to have occurred in recent years. These are, after all, conservation areas: their purpose is that conservation will be practiced within them. Demolition should therefore be limited to non-contributory items and elements.
- Some of the inappropriate changes that have occurred in recent years might be the result of accepting the building envelope standards without consideration of the significance of the building itself – its form and fabric, and its role in the history of the area. This needs further examination.
- The emphasis in the neighbourhood planning controls and in the result on the ground, on achieving good new design rather than keeping what is already there. This leads to an erosion of historic values and, ultimately, the loss of the heritage significance of the conservation area.
- It is essential that, where demolition can be justified on heritage grounds, replacement buildings are well-designed. However, Leichhardt runs the risk of becoming a place of well-designed modern townscape rather than a historic place which demonstrates its significance through its built fabric: a place whose character is recognised and enjoyed by residents and visitors alike because it has arisen from a gentle adaptation of early buildings to suit reasonable modern needs.
- Emphasis needs to be given in the conservation area DCPs and in the neighbourhood DCPs to caring for what is already there, and helping residents make only those changes which are necessary and can sensitively be made to the original fabric. It is not the purpose of a

conservation area to achieve good modern design while losing most of its original fabric.

- Alteration of the form of the building to the extent where its form and fabric can no longer be readable for the period in which it was built. Additions and alterations need to be designed to retain the original form and fabric of contributory items. Upper-level additions should not be made to the original main form of contributory items. Two-storey additions to single-storey contributory buildings should be behind the main building form and take the form of a linked pavilion.
- Management of commercial buildings and small factories (as discussed above under 'Commercial Buildings and Areas'). Within the conservation areas there are major and minor groups of commercial buildings and small factories: for example, along Darling Street, Evans Street, Johnston Street and Parramatta Road. There are also scattered groups of shops, corner stores, small factory buildings, pubs (some still in their former use, other now used as offices or residences) throughout these areas, as is to be expected in suburbs built at the time of foot transport and before the Garden City Movement with its emphasis on the separation of land uses.

It is recommended that principles be developed for managing these types of building in accordance with their significance (ie recognition of their fabric, shape, scale and materials, and what each building, by its presence, is able to tell about its history and the history of its street and neighbourhood). This is preferable to trying to separate these buildings out to form different areas (which historically, was never the case).

- Inappropriate use of verandahs. It is appropriate that post-supported verandahs are reinstated where there is evidence to support such reconstruction. However, there appears to be a proliferation of post-supported verandahs in parts of Leichhardt, including on buildings that, historically, never had one. The latter confuses the integrity of the building, and the history of the area in which they stand. As a rough rule of thumb, post-supported verandahs are appropriate on pre-1890s shop and pub buildings. Factories and commercial buildings, such as banks, usually did not have verandahs and it is inappropriate to attach a verandah to a building where there is no evidence on the building itself (or from records such as photographs) for its previous

existence. Suspended awnings were another way of sheltering shoppers on the footpath and these became more common on buildings from about 1910. Buildings of this age, and more recent buildings, should not have post-supported verandahs, unless there is historical evidence that these once existed.

Further, new residential buildings such as townhouses and terraces, should not have verandahs projecting over the footpath, as these visually compete with and reduce the dominance of the historic buildings. They also detract from the historic character and authenticity of the streetscape. Verandahs and balconies on new commercial buildings should be contemporary in design.

- Painting of face brick. Improvements in brick making from about the 1870s and especially the introduction of the dry pressed brick and its ready availability c1880s/90s, meant that most buildings from that period onwards were constructed with exposed face bricks. The pattern lay with the use of different coloured bricks, where available, and with the light-painted woodwork around doors and windows. Face bricks were never meant to be painted – once done, the constant upkeep is both expensive and unnecessary and is detrimental to the character of the building.
- Removal of painted stucco/render from non-face brickwork. Early buildings in Leichhardt, ie those built before the 1880s, were built with sandstock bricks and were mostly rendered to protect them from weathering. These bricks are porous, and the removal of the stucco/render from their surface exposes them to the weather, as well as destroying the character and appearance of the building.

If and when this brickwork is re-rendered, it should be done in a way that reinstates the original appearance. It should also be done in a lime-rich (rather than cement) render to avoid long-term damage to the brickwork.

- Loss of timber buildings. It is the nature of timber buildings that original fabric will need to be replaced from time to time, unlike brick and stone, which is more permanent. When replacement weatherboards are used in a way which retains the previous appearance of the building, it is probably consistent with the process of conservation as defined in The Burra Charter (The Australia ICOMOS Charter for Places of Cultural Significance, 1999). Areas of

replacement fabric to a timber building may be almost as important as original fabric and their existence should not be used as an excuse to justify the demolition of timber buildings.

- Loss of original fencing, including palisade iron fencing – the most readily available fencing for the period when most of Leichhardt was built, though not necessarily the cheapest form of fencing at the time. Low brick fences, often with a horizontal pipe between posts, were common in the Inter-War period. Removal of original fences from houses of that period should be avoided.
- Proliferation of new picket fencing, particularly the arrow-headed picket fence in front of houses which would never have had a timber fence. Unless there is evidence to support it, these should be avoided. Where picket fences are appropriate, such as in front of timber cottages, and their original design is unknown, then a very simple plain picket or slat could be used.
- High front brick walls – if a high fence is needed the traditional unpainted paling fence should be considered.
- Sandstone kerbs contribute historic and aesthetic values to the conservation areas. Their removal to provide for new footpath crossovers should not be permitted.
- As a means of assisting property owners in restoring/reconstructing contributory items, Council should compile a photographic record of houses from the nineteenth and twentieth centuries.

In summary, the management of conservation areas involves retaining the contributory items, and allowing change only where it is sympathetic. The DCP should be revised to include controls and guidelines for alterations and additions to contributory items.

Every building has a history to tell. It is necessary to understand that history, and the building's role in the history of the area as a whole in order to be able to manage it properly.

6.0 Appendices

Appendix A

Leichhardt Conservation Areas

Appendix B

Leichhardt Local Environmental Plan (LEP) 2000 Heritage Provisions
(marked-up version with comments by David Logan, September 2003)

Appendix C

Heritage Model Provisions (with suggested improvements marked-up by David Logan, September 2003)



Appendix A

Leichhardt Conservation Areas:

	Page
• Area 1 – Albert Street Conservation Area	i
• Area 2 – Excelsior Subdivision Conservation Area	vi
• Area 3 – Whaleyborough Estate Conservation Area	xii
• Area 4 – Wetherill Estate Conservation Area	xvii
• Area 5 – Leichhardt Street/Stanley Street Conservation Areas	xxi
• Area 6 – Scarvell Estate Conservation Area	xxv
• Area 7 – Campbell Estate and Fredbert Street Conservation Area ..	xxix
• Area 8 – Austenham Estate Conservation Area	xxxiii
• Area 9 – Brennan’s Estate Conservation Area	xxxvii
• Area 10 – Easton Park Conservation Area	xliii
• Area 11 – Hornsey Street Conservation Area	xlvi
• Area 12 – The Valley, (Rozelle and Balmain) Conservation Area	li
• Area 13 – Iron Cove Conservation Area	lvii
• Area 14 – Birchgrove and Ballast Point Road Conservation Area ...	lxii
• Area 15 – Town of Waterview Conservation Area	lxix
• Area 16 – Waterview Estate Conservation Area	lxxiv
• Area 17 – East Balmain Conservation Area	lxxviii
• Area 18 – Annandale Conservation Area	lxxxiv

Area 1 Albert Street Conservation Area

Landform

This conservation area comprises all the houses fronting Albert Street from Elswick Lane to Flood Street. Land here falls gently to the northwest from the Norton Street ridge and from Parramatta Road.



Figure 1.1 Albert Street Conservation Area Map.

History

The conservation area comprises parts of two estates: Flood Street to Ivory Lane was part of the Flood Estate, and Ivory Lane to Elswick Street was part of the Elswick Heights Estate. The boundaries of the very early grants from which these estates were later subdivided can be seen in the layout of the roads.

In 1890, the Flood Estate was subdivided by the National Permanent Benefit Building Land and Investment Society into a number of streets, following the requirements of the Width of Streets and Lanes Act of 1881. All streets were one chain (66ft) wide, with 20ft frontage allotments and 20ft-wide rear lanes for night soil collection, and to accommodate the coming sewerage reticulation. The society aimed to enable 'working men and others of limited means to become possessors of their own freeholds on

which to build their own homes'. Attractions were the nearby Petersham railway station, the Marion Street tram, and the horse-drawn omnibus along Parramatta Road. The onset of the 1890s Depression compounded by the big drought, affected the June 1891 sale so that very few allotments were taken up. The unsold portions of the estate, ie all but lots 10 and 21 in Albert Street, were purchased by the Intercolonial Investment Land and Building Co Ltd in 1901. Advertised as a 'model suburb' with gas, water and sewerage now available (since 1897) it achieved moderate sales.

Shortly after the 1901 sale the Elswick Heights Estate began selling, taking up the odd-shaped allotments at the eastern end of the Flood Estate and using them to continue the pattern of subdivision along Albert Street through to Elswick Street.

All allotments in the Flood Estate had covenants requiring a building of no less than 200 pounds in value. Materials were not specified, but the introduction of steam kilns meant that from the 1890s factory-made bricks were good and cheap. Although by 1901 Sydney and Australia were emerging from the 1890s Depression, work was still scarce and labour still cheap: these modest but solidly built brick houses were therefore within the reach of tradesmen and skilled workers and most were owner-occupied. The result is a regular suburban development belonging almost exclusively to the period 1903-1914 with mostly single-fronted houses of regular size responding to the original allotment width, built of face brick and with limited plastered adornment. Almost every one of those houses remains today along with a few individual examples from the 1920s.

During the Great Depression of the 1920s and 1930s, property values deteriorated and places within easy access of transport routes, markets and employees were often invaded by small industries, evident in the two-storey building at the Flood and Albert Street corner.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Significant Characteristics

- Street of generous one chain width.
- Back lanes of 20ft width.

-
- Kerbing uninterrupted by driveways, with four exceptions.
 - Brush box and tea-tree planting within carriageway, typical of 1930s planting patterns.
 - Uniformity of allotment width.
 - Mostly single-fronted houses.
 - Early re-subdivision produced three wider allotments for gardens and car accommodation.
 - Eight double-fronted houses built across two allotments.
 - A few semidetached houses.
 - Small factory on the Flood Street corner site.
 - Uniformity of housing style, scale and materials as result of limited period of construction 1903-1914.
 - Almost all houses single storey in scale.
 - Building materials of face brick. Some plastering and painting of original face brick walls.
 - Three timber houses on northern side of Albert Street.
 - Terracotta tiled roofs, some new iron roofs.
 - Low brick fences.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas that collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area illustrates development following the 1890s Depression and was built over a very limited period from 1903-1914. It is significant for its surviving development from that period and the few individual buildings from the 1920s.
- It is aesthetically significant as a fine uniform collection of single-storey houses almost exclusively of the 1903-1914 period with a canopy of mature brush box street planting.

-
- Demonstrates through its street alignment and width of streets and laneways the requirements of the Width of Streets and Lanes Act of 1881 and the need to provide space for future services. This standard was carried through to the adjoining subdivision towards Elswick Street.
 - Demonstrates through the alignment of the streets, and the allotments fronting the street, the strength of the Parramatta Road alignment, the boundaries of the original grants in the area and their integration, through subdivision layouts, into a suburban area.
 - Demonstrates the type of housing affordable to tradesmen and skilled labourers at the time when New South Wales was emerging from the 1890s Depression.
 - Demonstrates through its building materials the ready availability of good face bricks and of skilled builders in this early post-Depression period.
 - Demonstrates the invasion of small industries into well-located residential areas during the fall of property values in the Great Depression.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- Uninterrupted kerbing without further crossovers.
- All buildings from 1903-1914 and those built into the 1920s. All buildings, except Nos. 3, 5, 49A Albert Street and 1 Flood Street, need to be kept, without any change to their original shape by two-storey additions (low two-storey pavilion additions could be considered to the rear lane).
- Original pattern of 20ft-wide subdivision.
- Back lanes of 20ft width.

-
- 66ft-wide carriageway with tree planting in carriageway.
 - Narrow spaces between buildings.
 - Single-storey scale of buildings (no two-storey additions: investigate the possible use and effect of low two-storey pavilions to rear lane).
 - Face brick finishes to buildings.
 - The three timber single-fronted cottages in the street.
 - Unglazed terracotta tile roofs, except where investigation shows corrugated iron was used.
 - Low fences.
 - Original architectural features.

Avoid

- Any two-storey additions.
- Painting or plastering of face brick.
- Road chicanes which deviate from the central parallel carriageway strips.
- Interruptions to the almost continuous kerb and gutter line
- Inappropriate high masonry fences.

Note

- Houses Nos. 21, 43 and 51 require further investigation.

Area 2

Excelsior Subdivision Conservation Area

Landform

This conservation area covers all land between Parramatta Road and Marion, Norton and Elswick Streets. It comprises an almost square parcel of land falling west and southwest from the highest point of the Norton Street ridge, at its crossing with Marion Street, and includes the low-lying land east of Flood Street.



Figure 2.1 Excelsior Subdivision Conservation Area Map.

History

This area was once part of James Norton's Elswick Estate, which stretched from Parramatta Road to William Street, and from Flood Street (part) to part of Balmain/Derbyshire Road. Its subdivision by Norton's family in 1867 into four large sections accessed by surveyor-standard one chain (66ft) wide roads at Elswick, Norton and Allen Streets, and at Short Street for access to Balmain Road, established the layout of modern Leichhardt.

This conservation area comprises Section 1 of this subdivision and contained Norton's Elswick House. It was purchased for small lot subdivision by the Excelsior Company in 1880. Like Annandale, its layout

reflected social status and provided a range of housing for different markets. It was probably planned by the surveyor, FH Reuss, Junior or by the company's architect, Ambrose Thornley Junior. The streets were named for the directors of the Excelsior Company, and designed to provide an inward looking development which still discourages cross traffic and maintains a high level of amenity within its quiet residential streets. The subdivision occurred just before the 1881 Act about Widths of Streets and Lanes which required all roads to be one chain wide. On the higher land, streets were 40ft-wide and lots 30ft-wide, or 20ft-wide near the commercial area along Parramatta Road. Lower-lying land had either 16ft allotment frontages for single houses, or 40ft-wide allotments which allowed three terrace houses on each one.

The subdivision fortuitously occurred at the beginning of the great 1880s boom period. The Excelsior Company was one of the first to offer a complete package – land, building, a graded road, gas and water services and finance. The demand for inexpensive land and modest housing for workers and tradesmen was high, and the subdivision had the added attraction of good public transport, with Parramatta Road and its steam tramway which was extended to Short Street in 1884, and Petersham Railway not far to the south.

As an important transport route Parramatta Road attracted commercial activity, and land along its frontage was taken up from the outset for commercial or small scale industrial purposes. Many two-storey business premises with dwellings attached were constructed in the 1880s. Although most of their shop fronts have been replaced, the original facades above the suspended awnings remain largely intact today. The vacant allotments shown in the Public Works Department's detail survey of inner Sydney in 1888 (LHJ No. 18) were largely taken up for commercial premises in the 1910s and the postwar boom of the 1920s, with isolated infill throughout the 1930s.

Commercial uses along Norton Street, on the other hand, have largely occurred in the twentieth century, often taking over, and sometimes demolishing, residential buildings.

The Public Works Department's detail survey of 1888 (showing road alignment, water supply and sewerage and buildings) together with the Water Board check survey of the 1890s indicate all the buildings then standing and their building materials. Seventy per cent of the 596

allotments were sold before 1890, providing eventually for 602 buildings, 86 per cent of which were bought for residential use. Corner stores were also provided for within the subdivision, evenly distributed to serve the residents. Just over half the buildings in 1890 were owner-occupied, a high proportion for the period. Of those buildings 508 (84 per cent) were still standing in 1990.

Brick was the predominant building material. As the Hoffman steam brick kilns which gave rise to good quality face bricks had only just started production in Sydney, it can be assumed that most of Excelsior's bricks came from small local brick makers in the Leichhardt and Petersham area. These bricks were less durable, and were generally plastered: William Cary, a director of Excelsior, was also an ornamental plasterer, selling exterior pressed cement mouldings and general building supplies from his George Street west works.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Reynolds, P et al 1989-97 'The Excelsior Estate subdivisions', *Leichhardt Historical Journal*, Nos. 16-21.

Significant Characteristics

- Well planned subdivision with hierarchy of streets and allotment sizes.
- Relatively narrow streets.
- Well-defined lineal space between building alignment and street, created by unified building line, closely-spaced buildings.
- Densely developed late nineteenth-century suburban housing, corner shops, and, along Parramatta Road and later along Norton Street, commercial premises with attached dwellings.
- Scale of one and two storeys; mostly single storey in narrower streets and on smaller lots.
- Building type comprises terraces or semis, detached houses and business premises with attached dwelling.
- A few fine examples of Victorian houses designed by architects Thornley and Smedley remain in Norton, Marion and Renwick Streets.

-
- Unity of building materials – buildings of plastered (ie stucco) brickwork with iron roofs predominate.
 - Ornamental pressed plaster mouldings and the use of decorative tiles are both very notable.
 - Small gardens in the residential zone.
 - Corner shops punctuate the residential street space by standing forward of the residential building line.
 - Parapets to commercial buildings along Parramatta Road.
 - Reinstated suspended verandahs/balconies and awnings to commercial facades along Parramatta Road.
 - Sandstone kerbs and gutters.
 - Some iron palisade fences.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban and commercial growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is significant as a very intact example of boom period development in the 1890s, with subsequent infill up the beginning of World War II.
- Through its hierarchy of roads and buildings it demonstrates the social hierarchy of a Victorian suburb and its interdependence.
- With the adjoining Elswick Estate subdivision to the north and west, it has defined the structure and layout of Leichhardt today.
- It provides an intact example of a late Victorian boom period suburb and commercial strip with rich architectural details enhanced by some appropriate verandah/balcony/awning reinstatement.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not

contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All buildings identified on the DPW detail survey of 1888 and the Water Board re-survey of the 1890s. Reinstatement of external form and materials of any of those buildings that have suffered unsympathetic change should be encouraged where evidence of original/early form or materials can be verified.
- All other pre-1939 buildings and structures.
- All plaster finishes to external walls – reconstruct where necessary.
- Existing back lanes.
- All original external architectural detail, glazed decorative tiles, plaster mouldings, chimneys, roof ridges and finials, commercial signs, parapets to commercial buildings, verandahs/awnings to shops, shopfront windows, and encourage replacement of lost elements, but only where evidence is available.
- All remaining sandstone kerbs and gutters.
- All six corner stores, and encourage their restoration. Consider small scale commercial/ professional uses for these buildings as a reference to their original uses. Commercial uses of residential buildings, except those in the Commercial zone, should not be encouraged.

Avoid

- Re-subdivision or amalgamation which might lead to a change in the densely developed streetscape.
- Demolition of any building shown on the 1888 and 1890s survey.
- Demolition of any other pre-1939 building until careful analysis of the role of that building in the history of the area has been assessed.
- Second-storey addition to an original single-storey building.
- Alteration to the original roof form over the main part of any building.

-
- Posted-verandahs and suspended balconies over footpaths to commercial premises where there is no evidence that they previously existed on the building.
 - Removal of any plaster or decorative mouldings to external walls.
 - Additional architectural detail for which there is no evidence in the photographic record or on the building itself.
 - Inappropriate fences such as high brick walls, new iron palisades on high brick bases.
 - Interruption of the kerb and gutter line for vehicular access.

Further Work

- Need to identify which buildings in the area are not identified on the detail survey of 1888 and 1890s and which do not contribute to the story of this subdivision. Recommend ways in which their sites could be re-used.
- Compile photographic record of the conservation area from photos available from the late nineteenth century to the 1990s as a means of ensuring appropriate reconstruction/ 'restoration'.

Area 3 Whaleyborough Estate Conservation Area

Landform

This conservation area lies to the west of Norton Street between Marion, Elswick and Allen Streets. Land slopes gently downhill to the west of the Norton Street ridge.



Figure 3.1 Whaleyborough Estate Conservation Area Map.

History

This area was once part of James Norton's Elswick Estate which stretched from Parramatta Road to William Street, and from Flood Street (part) to part of Balmain/Derbyshire Roads. Its subdivision by Norton's family in 1867 into four large sections accessed by surveyor-standard one chain (66ft) wide roads at Elswick, Norton and Allen Streets, and at Short Street for access to Balmain Road, established the layout of modern Leichhardt.

This conservation area was Section 2 (42 acres) of that Elswick Estate subdivision. In 1878 it was purchased by William Whaley Billyard who marked out eight sections of building allotments divided by four streets each one chain wide, with rear lane access for the allotments facing Norton Street. The 213 generous building allotments were 50ft-wide with depths of about 142ft, and were probably designed to attract a more

affluent market than the more tightly subdivided Excelsior Estate to the south of Marion Street.

A number of free-standing double-fronted single-storey houses were built, mostly as one dwelling, sometimes as two semis across the 50ft wide allotments. However, the greater demand for cheaper housing saw many of these generous allotments accommodating two and sometimes three terrace houses. The most elevated part of the estate, near the Marion/Norton Streets intersection, was chosen for civic and church buildings – the Blacket-designed All Souls Church, the Primitive Methodist Chapel (1883) in Cromwell Street and the police station (1885) in Marlborough Street. Other church groups also chose sites in the Whaleyborough Estate – the Salvation Army Hall (1916) in Carlisle Street the Leichhardt Masonic Lodge (1924) in Marlborough Street and the Congregational Church (1911) on Elswick Street.

The allotments with back lanes facing Norton Street were taken up for commercial premises with attached dwellings.

The PWD detail survey of inner Sydney of 1888 showed 216 brick, 24 weatherboard and a few stone buildings. Most of these remain today, and more were built during the following decade such as the single-storey single-fronted terraces in Carlisle Street. An examination of the remaining buildings suggest that the area was probably fully built upon by the end of the 1930s.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Cusick, A 1989, 'Leichhardt West, original land grants and subdivisions', *Leichhardt Historical Journal*, No. 16.

Significant Characteristics

- A spacious low-rise residential area with wide streets and nature strips and the sense of garden space at the back of each building.
- A mixture of free-standing houses and terraces.
- A mixture of single-storey and two-storey development.
- Parapeted two storey commercial buildings and pubs along Norton Street.

-
- A considerable collection of ecclesiastical buildings.
 - A range in the age of the buildings dating from 1880s-1930s. Most buildings belong to the nineteenth century.
 - Brick is by far the most dominant building material, and is used in a variety of surfaces – as plastered brick through the 1880s, as face brick with plaster decoration during the early 1900s and as dark blue face brick into the 1930s.
 - Unglazed terracotta tiles form the predominant roof cladding. There are also some slate roofs and the occasional iron roof.
 - Suspended awnings along Norton Street.
 - Sandstone kerbs and gutters remain for considerable sections of all streets.
 - There are some original iron palisade fences.
 - Crepe myrtle plantings in Carlisle Street.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is significant for its surviving development from the 1880s and 1890s, which gives it its particular identity. All allotments appear to have been taken up and built upon probably by the late 1930s.
- Through its wide roads, its important mixture of cottages, terraces and shops, mostly dating from the 1880s-1890s, and the form and materials of its construction this area provides an interesting built example of late nineteenth century economics where pressures for denser and cheaper accommodation have overlaid the original spacious suburban intentions.
- With the adjoining Excelsior Estate subdivision to the south, its roads, lanes and subdivision pattern defined the layout of central Leichhardt.

-
- It demonstrates through its range of external finishes (first plaster, then brown face brick and blue-face brick) the increasing sophistication in brick making from the 1880s.

Maintenance of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- Existing width of streets. Avoid chicanes that diagonally cut across these wide carriageways.
- Existing laneways.
- All remaining sandstone kerbs and gutters.
- All pre-1939 buildings especially those identified on the DPW detail survey of 1888 (see LHJ No. 16).
- All shops, commercial buildings and pubs along Norton Street with awnings and original shopfront where remaining.
- All plaster finishes to external walls where it was originally applied (as a rough rule of thumb this will mostly apply to pre-1890s buildings). Reconstruct where necessary.
- All original unplastered face brick external walls.
- All original external architectural detail, including verandahs, parapets and awnings, and encourage replacement of lost elements, but only where evidence is available.
- Any remaining original iron palisade fences.
- All street planting schemes including 1960s crepe myrtle. Reinstate individual trees as part of street planting schemes where they have been lost.
- All existing ecclesiastic or civic buildings in the area. Find new sympathetic uses for them if the original use should be closed.

Avoid

- Amalgamation of any original 50ft-wide allotment which might lead to a change in the pattern of development in the streetscape.
- Demolition of any building shown on the 1888 map (see LHJ No. 16). Reinstatement of external form and materials of any of those buildings which have suffered unsympathetic change is encouraged where evidence of former form or materials can be verified.
- Removal of any plaster or decorative plaster to external walls.
- Plastering and/or painting of original face brick walls.
- Second-storey addition to an original single-storey building.
- Additional architectural detail for which there is no evidence in the photographic record or on the building itself.
- Post-supported verandahs over footpaths, except where evidence of such structure is available.
- Inappropriate fences such as high brick fences/walls, new iron palisades on high brick bases.

Further Work

- Need to identify which buildings in the area are not identified on the detail survey of 1888, and/or which do not contribute to the continuing story of this subdivision into the 1930s. Recommend ways in which their sites could be re-used.
- Compile photographic records of the buildings of the subdivision from late nineteenth century to the 1990s as a means of ensuring appropriate reconstruction/'restoration'.

Area 4 Wetherill Estate Conservation Area

Landform

The area is predominantly on the Norton Street ridge, and falling gently towards the north and Balmain Cemetery, now Pioneers Park.



Figure 4.1 Wetherill Estate Conservation Area Map.

History

This conservation area falls within the Wetherill Estate which was subdivided in 1875. By 1888 there were 114 buildings erected in the Wetherill Estate subdivision – 93 were of brick, 16 were of weatherboard and five were of unknown construction. The conservation area also covers a small number of allotments at the very southern end of Pioneer Park, where two very early attached single-storey cottages and some other early buildings front Allen Street. The two attached cottages could have been constructed for the caretakers of the cemetery.

Development of the area proceeded gradually, so that it was not until at least the 1930s before all the land was taken up and built upon. Some buildings along Derbyshire Road (outside the existing conservation area) have recently been demolished for new townhouses.

Sources

Information provided by Max Solling.

Significant Characteristics

- Varied character – shops and attached dwellings along Norton Street; Art Deco pub and store; large two-storey free-standing houses; single-storey double and single-fronted houses; small groups of terraces and semis; blocks of 1930s/40s flats.
- Landmark and public buildings dominate the skyline and streetscape – Leichhardt Town Hall, post office and fire station.
- Streets mostly one chain wide, with some grassed verges.
- A range in age of buildings from 1870s-1930s/40s: from a pair of early joined single-storey cottages without fire walls to two Inter-War period buildings on the corner of Short Street and Balmain Road and blocks of flats. Most buildings belong to the nineteenth century.
- Brick by far the most dominant building material, used in a variety of surfaces: as plastered brick generally through the 1880s, as face brick with plaster decoration c1890s onwards and as brown or dark blue face brick into the 1930s.
- Few timber houses – Short Street is an exception.
- Roof cladding predominantly of unglazed terracotta tiles. Few slate roofs and some iron roofs.
- Simple parapeted roofs to Norton Street facades with awnings suspended over Norton Street footpaths.
- Decorative elements such as plaster mouldings, decorative glazed tiles, chimneys and Art Deco brick decoration to facades.
- Sandstone kerbs and gutters with few interruptions for access to garages.
- Fences – some original iron palisade fences and some decorative brick fences contemporary with the construction of their houses.
- Street planting of natives and deciduous trees and shrubs.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is significant for illustrating development over sixty years between 1870s-1930s and includes civic, ecclesiastical and commercial buildings and a variety of housing.
- With the adjoining Whaleyborough Estate subdivision to the west, its roads, lanes and subdivision pattern define the layout of central Leichhardt.
- It is of aesthetic significance for the landmark quality of its public buildings centred around the high land at the Marion/Norton Street corner.
- It demonstrates through its range of external finishes (first plaster, then brown face brick and blue face brick) the increasing sophistication in Sydney brick making from 1870s-1930s.
- Through its now rare weatherboard buildings it continues to demonstrate the nature of that major construction material in the fabric of early Sydney suburbs.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- Existing width and alignment of the streets: avoid chicanes which cut diagonally across the carriageways.
- All remaining sandstone kerbs and gutters.
- All pre-1939 buildings especially the few remaining timber houses.

-
- All original plaster finishes to external walls (as a rough rule of thumb this will mostly apply to pre-1890s buildings). Reconstruct where necessary.
 - All original unplastered face brick external walls.
 - All original external architectural detail, including verandahs, parapets and awnings, and encourage replacement of lost elements, but only where evidence is available.
 - Any remaining original iron palisade or low brick fences.
 - All street planting schemes. Reinstate individual trees where they have been lost.
 - All existing landmark buildings in the area and their settings. Find new sympathetic uses for these buildings if the original use should be closed.

Avoid

- Demolition of any pre-1939 building especially timber buildings.
- Removal of any plaster or decorative plaster to external walls, except where it is to remove more recent plaster on face brick walls.
- Plastering and/or painting of original face brick walls.
- Alteration to the original roof form over the main part of any building, including second-storey additions to single-storey buildings.
- Additional architectural detail for which there is no evidence in the photographic record or on the building itself.
- Inappropriate fences such as high brick fences/walls, new iron palisades on high brick bases.
- Interruption of the kerb and gutter line for vehicular access.

Area 5

Leichhardt

Street/Stanley

Street

Landform

This conservation area comprises a gently sloping area of land on the northeast of the Norton Street ridge falling from Balmain Road to McKenzie Street.



Figure 5.1 Leichhardt Street/Stanley Street Conservation Area Map.

History

The subdivision history of this area has proved difficult to unravel, and has not been possible to research within the constraints of this study. Fieldwork suggests that the process of building up the area was well under way by 1891, with Leichhardt and Wetherill Streets being built upon in the 1890s-1910s period. The northern part of Stanley Street appears to have been developed in the late 1930s, with double fronted face brick hipped roof houses, low brick fences and Art Deco glass to the front windows.

Sources

Information provided by Max Solling.

Significant Characteristics

- Relatively spacious low-rise residential area.
- Three wide streets (surveyors' one chain in width).
- Grassed nature strips.
- Regular allotment widths, generally, with some early combinations and re-subdivisions of original allotments to create some wider lots.
- Narrow allotments in Balmain Road and part of Stanley Street.
- Houses built close to street alignment.
- Small front gardens generally containing plants and some lawn.
- Single-storey residential buildings.
- Width of houses vary from double-fronted to single-fronted. Some semidetached houses and groups of single-storey terraces.
- Hipped and some gabled roofs.
- Pattern of V-shaped spaces between roofs of buildings.
- Face brick construction to almost all buildings.
- Exceptions are the few Victorian Italianate double-fronted villas with plastered walls.
- Render sometimes used on parts of the wall, or around the entrance for decorative purposes.
- Roof cladding of unglazed terracotta tiles and slates.
- Narrow range of domestic styles – predominantly of the 1890s.
- 1930s houses on north side of Stanley Street repeat established scale and materials palette of the area.
- Range of decorative elements – notable use of small square or pyramidal towers over front entrances; glazed tiles; part render of walls; chimneys; roof ridging; decorative plaster mouldings; terracotta ridging and restrained finials; Art Deco glass in Stanley Street.
- Low fences allow public view of front gardens. Some iron palisade fences on very low brick bases; late nineteenth-century brick fences, and less decorated 1930s brick fences.

-
- Sandstone kerbs and gutters with rare interruption for garage/carport access.
 - Street plantings of native trees and shrubs.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth, particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area was developed mostly between 1890s-1910s and is significant for its surviving development from that period and the later group of houses in Stanley Street most likely belonging to the 1930s.
- Demonstrates, by contrast with Balmain Road or McKenzie Street, the effect of the Width of Streets and Lanes Act of 1881 on the layout of suburban subdivisions.
- Through its pattern of subdivision allowing for double and single-fronted detached and attached houses, and terraces, and through the scale, shape, siting and materials of its buildings, it provides a good example of a turn-of-the-century artisan's and tradesmen's suburb.
- It demonstrates, through its architectural embellishments, the social aspirations of its first residents.
- It is of streetscape value for the unity of its scale, shape and consistency of materials, for the pattern of spaces between buildings and for the gardens between buildings and nature strips.
- It clearly illustrates through its construction materials the ready availability of machine-made face bricks during the period of its development.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All sandstone kerbs and gutters, uninterrupted by any new vehicular driveways.
- All existing buildings.
- All face brick walls. Encourage restitution of face brick surfaces where necessary.
- Plastered finishes to the few late Victorian Italianate villas, and where used decoratively to the face brick buildings.
- Original fences – including all the remaining iron palisade fences and the low brick fences contemporary with the construction of the houses.
- Original architectural features and embellishments.
- Front gardens and street verges as green garden space.

Avoid

- Amalgamation of any allotments to create larger building sites.
- Alterations to the form of the existing roof, including two-storey additions – extensions should be to rear of existing house only.
- Any new two-storey buildings on the street front – two-storey buildings should be at the rear, screened by single-storey forms.
- Painting or plastering of any existing unpainted brick surface.
- Road chicanes which alter the straight line of the streets.
- Timber picket fences or high brick walls.

Notes

Further work is required to fully understand the history of the subdivision and development of the area. This would assist in formulating focused development controls for its future management.

Area 6 Scarvell Estate Conservation Area

Landform

This area comprises gently sloping land on the eastern slope of Catherine Street. It slopes down to Whites Creek and the remains of the small-scale early twentieth industrial activities that characterised the reclaimed estuarine areas of the Leichhardt Municipality.



Figure 6.1 Scarvell Estate Conservation Area Map.

History

This land was once part of Martha Moore's original land grant of 16 acres (pre-1811). It was subdivided into smaller parcels and then sold as part of the Redmond's Estate. This parcel, comprising the Scarvell Estate, was resubdivided for suburban development in 1902, and laid out to gain as many allotments as possible from its odd shape. Most allotments are about 20ft wide. Those within the central portion of the subdivision have varied depths. Each title carried a covenant requiring that the building be constructed of brick or stone to ensure a certain standard of dwelling.

The area was constructed over a short period, at the end of the 1890s Depression. Some of the small scale builders took the opportunity to join their allotments together and build groups of terraces, or some pairs of

semis, gaining some extra internal space for the dwellings. Occasionally two adjoining allotments are combined to provide for one double-fronted house.

Significant Characteristics

- A notably unified townscape constructed over a short period of time.
- Single storey in scale.
- Single-fronted buildings (mostly) – detached, semi-detached and terraced; a few double-fronted buildings.
- Hipped and gabled roofs.
- Face brick construction.
- Terracotta tiled roofs; occasional slate roof; some iron roofs mostly to verandahs.
- Decorative street facades – elaborate chimneys, moulded and patterned front gables, wall and path tiles, plaster mouldings around corners, windows etc; squat 'towers' over entrances.
- Regular front setbacks.
- Small green front gardens.
- Fences low – mostly of face brick and contemporary with the house.
- Cement footpaths in green (lawn) verge.
- Sandstone kerbs and gutters, largely uninterrupted by driveway crossings.
- Remnants of street planting (brush box) in carriageway in North and South Avenues.
- Strong pattern of hips or gables alternating with spaces between buildings.
- Skyline with ridging and chimneys, particularly noticeable from The Avenue.
- Very intact townscape with little demolition of original buildings.

-
- Little detracting development, the few exceptions including a 1960s two-storey red brick block of flats, and two two-storey additions to houses in Catherine Street.

Statement of Significance or Why the Area is Important

One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth, particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area was developed over a short period of time between 1902 and c1910 and is significant for its surviving development from that period.

- Through its pattern of subdivision and the scale, shape, siting and materials of its buildings it provides a very intact example of an early twentieth-century tradesmen's suburb
- It demonstrates, through its architectural embellishments, the social aspirations of its first residents.
- It is of streetscape value for its fine unified collection of single-storey houses almost exclusively of the 1902-1910 period; for the very strong pattern formed from the gables/hips of the buildings alternating with V-shaped spaces between the roofs; and for the decorative skyline of ridges and chimneys particularly noticeable along the southern boundary of the area.
- It clearly illustrates through its construction materials, the ready availability of machine-made face bricks in Sydney by the early twentieth century.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All sandstone kerbs and gutters, uninterrupted by any new vehicular driveways.
- All existing buildings, except the 1960s flats.
- All face brick walls and original or early roofing materials. Encourage restitution of face brick where it has been plastered or painted in recent years.
- All brick fences contemporary with the construction of the houses.
- All original architectural features.

Avoid

- Amalgamation of any allotment to create larger building sites.
- Two-storey additions – extensions should be to rear of existing house only.
- Demolition of any residential building except the 1960s flats or any other building/part of building that is known to be of post-1960 origin.
- Painting or plastering of any unpainted brick surface.
- Road chicanes which alter the line of the streets.
- Timber picket fences.
- Outside the conservation area any building which might intrude onto the sharp decorative skyline formed from all the buildings along the southern side of South Avenue.

Area 7 Campbell Estate and Fredbert Street

Landform

This area comprises land adjacent to Lilyfield Road, between Church, Mary and Perry Streets and the houses fronting Glover Street, Fredbert Street and Wharf Road. The land is almost flat, part of the high lands of the Lilyfield Road/Darling Street Ridge.

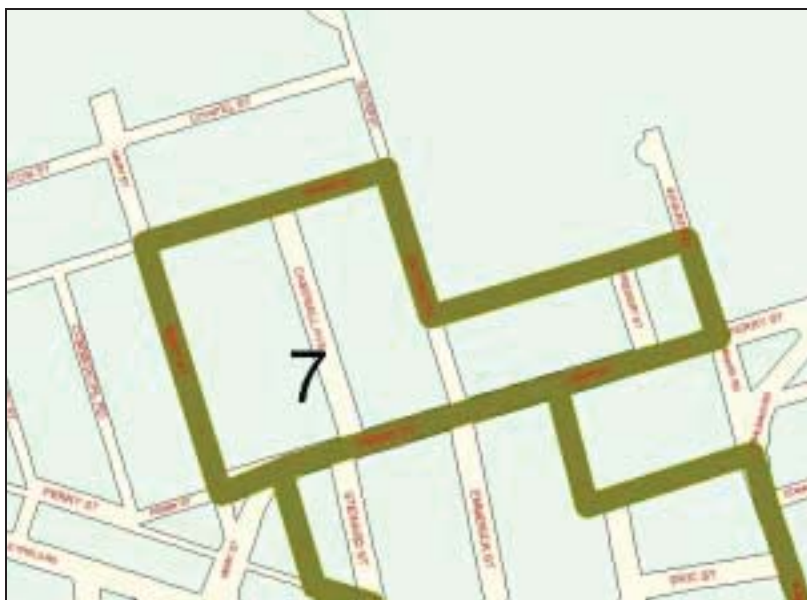


Figure 7.1 Campbell Estate and Fredbert Street Conservation Area Map.

History

The suburb of Lilyfield has been formed from a collection of five original grants made between 1819 and 1841. It comprises 330 acres which, in the 1840s, became the semi-rural resort for Ryan Brennan, Samuel Perry, CJ Rogers and other wealthy people. Their residences were Austerham House (1835) designed by John Verge, Kalouan (1840/44), Broughton House (1840/44) and Maida House (1840/44), set amid extensive estates and reflecting the social status of the occupants.

By 1880 the original estates had been fragmented into eighteen estates, and included the estate and house of John Thomas Fraser, which was later subdivided for the Fredbert Street development. The process of intensive residential development had begun in 1879. By 1905 the subdivision and sale of the Lilyfield estates were well under way with the exception of

the Marlborough Hill Estate (east of Balmain Road) and the Campbell Estate.

The Campbell estate comprised five acres purchased by builder James Campbell in 1872. His land was bounded by Church, Mary and Perry Streets and the back boundary of allotments facing Fredbert Street. His estate remained intact until he sold off one-acre blocks in 1915 and 1918. The Henderson and Crammond subdivision of Perry and Glover Streets featured housing of the Californian Bungalow style. Development of the area coincided with the end of the First World War and the great suburban boom of the 1920s. A new road, Campbell Street was created by the 1920 subdivision and it and the new allotments made in Mary Street provided widths suitable for double-fronted bungalows. The Glover Street allotments were half that width and filled with matching single-fronted freestanding houses. The Fredbert Street subdivision, not part of Campbell's land, was subdivided and developed slightly earlier than Campbell's.

Sources

Information provided by Max Solling.

Significant Characteristics

- Brush box planting, probably part of Depression improvements, in the carriageway of Campbell Street.
- Mature camphor laurel planting down the centre of Fredbert Street.
- Single-storey houses. One notable contrasting two-storey Spanish Mission house, possibly last house built in subdivision.
- Gabled roofs dominate the street facade except in Fredbert Street where hips and gables occur.
- V-shaped spaces between gabled roofs.
- Double-fronted houses with narrow driveways and rear garages on wider allotments in Campbell, Perry, Mary and Church (two houses).
- Single-fronted houses on half width allotments in Glover Street, the northern part of Perry Street and for most of Fredbert Street.
- Regular setbacks.

-
- Small front gardens to Glover Street and Fredbert Street.
 - Deeper front gardens to Campbell and Mary Streets, usually with soft landscaping.
 - Unity of materials – face brick walls, (some now painted) unglazed terracotta tiled roofs (some slate), timber surrounds to door and window openings. Spanish Mission house of contrasting white plaster.
 - Very intact – few alterations to single-storey scale of buildings. One notable intrusion of post-1950s two-storey flats.
 - Fences are low and allow public view of front gardens. Some original low brick fences with horizontal pipes and metal gates, and timber and wire mesh fences.
 - Almost continuous kerbs and gutters along Perry and Glover Streets.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth, particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is important for illustrating the last period of development, from the 1900s-1930s
- Through its pattern of subdivision allowing for double and single-fronted detached houses and through the scale, shape, siting and materials of its buildings it provides a good example of an early twentieth century middle class suburb.
- Remarkably intact despite some later intrusions and unsympathetic alterations.
- It is of streetscape value for the unity of its scale, form, siting, setbacks and materials, for the pattern formed by the prominently gabled early twentieth-century housing, and the rhythm of the V-shaped spaces between.
- It clearly illustrates through its construction materials the ready availability of machine-made face bricks during the period of its development.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All existing pre-1939 buildings.
- All face brick walls. Encourage reinstatement of face brick surfaces where necessary.
- Original or early fences – encourage reconstruction where evidence exists.
- Original architectural features and embellishments.
- Front gardens and street verges as green garden space.

Avoid

- Amalgamation of any allotment to create larger building sites.
- Alterations to the form of the existing roof, including two-storey additions – extensions should be to rear of existing house only.
- Any new two-storey buildings to street frontages.
- Additions which intrude into the V-shaped pattern of spaces between roofs of buildings.
- Painting or plastering of any existing unpainted brick surface.
- Road chicanes which alter the straight line of the streets.
- High brick walls or new iron palisade fences on high brick bases.

Area 8 Austenham Estate Conservation Area

Landform

This conservation area comprises land that slopes gently south from the Perry Street/Balmain Road ridge.

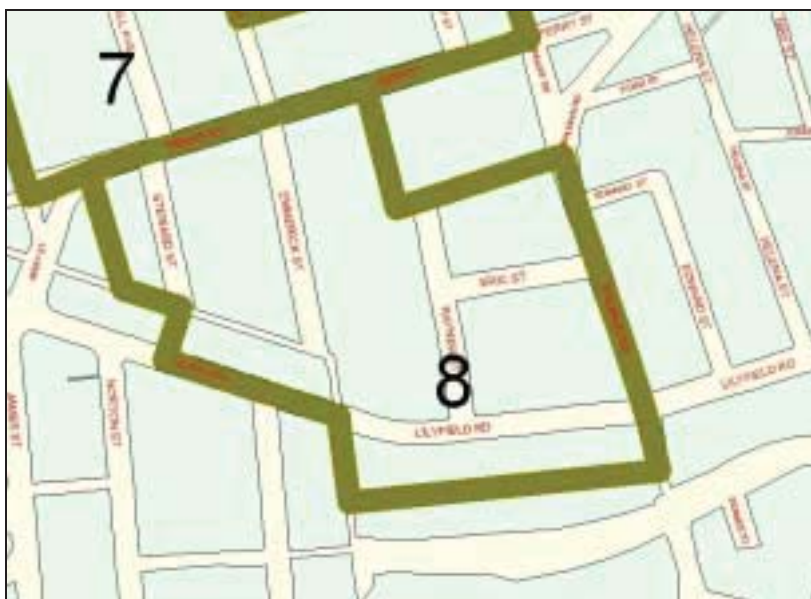


Figure 8.1 Austenham Estate Conservation Area Map.

History

The suburb of Lilyfield is made up from a collection of five original grants made between 1819 and 1841. It comprises 330 acres that in the 1840s became the semi-rural resort for Ryan Brennan, Samuel Perry, CJ Rogers and other wealthy people. Their residences, Austenham House (1835), Kalouan (1840/44), Broughton House (1840/44) and Maida House (1840/44), set amid extensive estates, reflected the social status of the occupants. The original estates had been fragmented into 18 separate estates by 1880, and the process of intensive residential development began in 1879. By 1905 the subdivision and sale of the Lilyfield estates were well under way with the exception of the Marlborough Hill Estate (east of Balmain Road) and the Campbell Estate.

Austenham House, designed by John Verge (who designed many Regency villas including Elizabeth Bay House) was the residence of JG Rogers. The house

was demolished in 1902 and the estate, from which this conservation area is defined, was carved up into four separate subdivisions in 1901, 1902, 1903, 1905. In 1901 two new streets named after local builders Emmerick and Steward were created, releasing 60 allotments, and in 1902 a further 40 allotments were offered for sale. A new road, Austenham Road (now Lilyfield Road) appeared on the map. Another new road, Rayner Street, was created in 1903, and 30 building allotments became available. The fourth and final subdivision in 1905 created Eric Street and 23 allotments. Each of the streets created by the subdivisions fulfilled the requirements of the 1881 Width of Streets and Lanes Act. The Austenham Estate was largely built up with brick Federation houses by about 1910.

Sources

Information provided by Max Solling.

Significant Characteristics

- Five wide streets, one chain each in width.
- Grassed nature strips.
- Street planting/area improvement scheme of the 1930s comprises brush box trees planted within the roadway.
- Single-storey houses.
- Unity of architectural style, scale and materials. (Walk up flats have replaced six early buildings on large allotments of land in the 1970s, and disrupt this unity.)
- Hipped and some gabled roofs leave V-shaped spaces between the roofs of buildings
- Face brick construction to almost all buildings, (although a number of walls, particularly in Steward Street, have been painted in more recent years).
- Some decorative use of render on parts of wall, or around entrance.
- Timber frames to wall openings.
- Roof cladding of unglazed terracotta tiles and slates.
- A range of other decorative elements includes the use of central front gables; glazed tiles; part render of walls, chimneys, roof ridging,

decorative plaster mouldings, terracotta ridging and restrained finials.

- Double-fronted houses on wider allotments, often with narrow driveways and garages beside house.
- Single-fronted, often identical, houses on narrow allotments.
- Regular setbacks, small front gardens with soft landscaping.
- Low fences allow public view of front gardens. These include appropriate and accurate reconstructions of early timber palisade fences, low brick fences, and timber and wire mesh fences.
- Sandstone kerbs and gutters with some interruption for garage/carport access.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas that collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth, particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is important for illustrating development following the 1890s Depression and was built over a very short period of time from 1901-1910.
- Demonstrates, by contrast with East Balmain or South Leichhardt, the effect of the Width of Streets and Lanes Act of 1881 on the layout of suburban subdivisions.
- Through its pattern of subdivision allowing for double and single-fronted detached and attached houses and through the scale, shape, siting and materials of its buildings, it provides a good example of a turn-of-the-century tradesmen's suburb.
- It is of streetscape value for the unity of its scale, shape, setbacks and materials as a result of having been built up over a short period of time.
- It clearly illustrates through its construction materials the ready availability of machine-made face bricks during the period of its development.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All sandstone kerbs and gutters, uninterrupted by any new vehicular driveways.
- All existing buildings.
- All face brick walls. Encourage reinstatement of face brick surfaces where necessary.
- Original or early fences – encourage reconstruction where evidence exists.
- Original architectural features and embellishments.
- Front gardens and street verge as green garden space.

Avoid

- Amalgamation of any allotment to create larger building sites.
- Alterations to the form of the existing building, especially the roof, including two-storey additions – extensions should be to rear of existing house only.
- Any new two-storey buildings.
- Painting or plastering of any existing unpainted brick surface.
- Road chicanes which alter the straight line of the streets.
- High masonry front fences/walls or new palisade fences on high brick bases.

Area 9 Brennan's Estate Conservation Area

This area comprises all of JR Brennan's estate, excepting the southwestern allotments recently redeveloped from industrial purposes to multi-unit residential uses. It also includes on its northern boundary, the allotments facing O'Neill Street, created from the last subdivision of the Maida Estate in 1915.

Landform

This conservation area is sited on the southeast slopes of the main Lilyfield Road/Darling Street ridge. It overlooks Whites Creek and across to Annandale. From the eastern end there are extensive views northeast across Rozelle Bay towards Anzac Bridge and the industrial structures on Glebe Island. Streets run parallel across the slope of the land, following the line of the estate's boundaries.

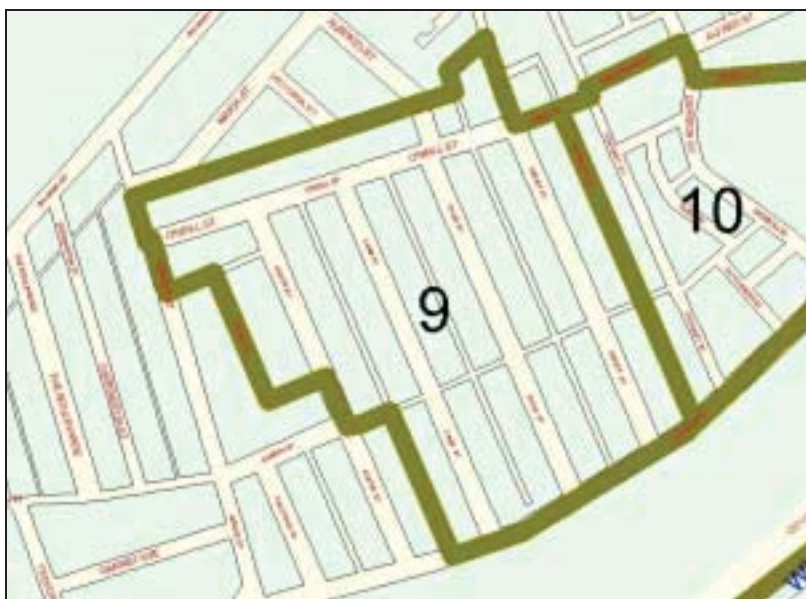


Figure 9.1 Brennan's Estate Conservation Area Map.

History

The rapid growth of Sydney's population and the consolidation of wealth and investment following the gold rush led to a westward expansion of the city and its industries. Numerous small water dependent industries found sites among earlier maritime activities on the edges of the harbour, while

other manufacturing sought the flatter land and creek beds of the colonial estates which had once encircled the city. For the majority of people transport was by foot, so where industry went workers housing soon followed.

This area comprises workers' housing built to serve the industries along Whites Creek and Rozelle Bay. It covers much of John Ryan Brennan's subdivision of the land he inherited after his father's death in 1874, from his bankrupt estate. Its northeastern boundary (Foucart Lane) abuts the southwestern boundary of Balmain's 550-acre grant of 1800. Brennan's subdivision provided wide roads aligned north/south and 875 very small regular allotments (18-20ft-wide), perhaps indicating a determination to gain as much from the land as possible, and to avoid the financial failure of his father. Roads were extended from adjoining estates: Joseph Street from the Orange Grove Estate to the west was quickly narrowed to provide two additional allotments at each street frontage. In 1890 64 per cent of the dwellings then constructed were of weatherboard, free standing and single-storey. There were two small groups of shops – on the corners of Joseph and Ryan Streets, and on the highest part of the land in Lamb Street.

The 1890s Depression halted industrial growth and its associated residential development, and some parcels of land, generally furthest from the major employment centres on the mouth of Whites Creek and in Rozelle Bay, were not taken up until the 1920s – some with housing, others with small industry. Some of those early twentieth century industrial buildings remain, now converted to residential purposes. Others outside this conservation area have been demolished and the land redeveloped for housing.

Most of the conservation area was developed in the 1880s/1890s, with the more remote sections taken up in the 1920s. The estate appears to have been fully developed by 1940.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Significant Characteristics

- Wide streets.

-
- Back lanes.
 - Buildings step up and down the slopes, following the landform.
 - Regular shaped allotments.
 - Regular modules of development – mostly one single-fronted house on one allotment. Some double-fronted houses cover two adjoining allotments.
 - Single-storey scale predominates.
 - Frequent groupings of two to five houses – as terraces, or pairs of semis or as single-fronted detached dwellings.
 - Uniformity of building style generally, of 1880s and early 1900s.
 - Small pockets of 1920s and 1930s free-standing cottages.
 - Consistent setbacks.
 - Lack of decoration generally – these are workers houses.
 - Occasional decorative detail suggests some pretension to style – painted tiles to front of house, timber bargeboard detail, tile paths.
 - Weatherboard is the dominant building material: in 1890 64 per cent of houses were of weatherboard. Note early timber church, O'Neill Street.
 - Brick is second most important building material, used either plastered, where bricks were of lesser quality, or as face brick.
 - A number of fibro clad buildings.
 - Roofs largely of terracotta tile or iron, occasional slate.
 - Many sandstone kerbs and gutters; most uninterrupted by vehicular access.
 - Street tree planting of *melaleuca quinquinerva* and of *callistomen* from the 1970s.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas that collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area was intensely developed 1880s-1890s, and this forms the major element of its

identity. It is significant for its surviving development from this period and the pockets of later infill development prior to World War II (ie up to 1939).

- Through its pattern of subdivision and the scale, shape, siting and materials of its buildings it provides a very intact example of a late nineteenth, early twentieth century suburb built for working men and tradesmen.
- The density and regularity of its development across the landform, the views so created out of the area, together with the small-scale detail of its modest architectural decoration result in a place of aesthetic value.
- It demonstrates through its remaining factories and the town houses that have replaced others, the mixed industrial/residential/retail nature of suburban development of that period, before the rise of cheap public transport, and before the urban reform movement sought to separate land uses into zones.
- Through its small scale regular housing and the narrowed width of Joseph Street, it demonstrates a continuing theme in residential development throughout suburban Australia – the owner's determination to gain as much as possible from his land.
- The concentration of free-standing houses in an area of narrow allotments demonstrates possibly both early fire regulations and the social status attached to a free-standing house.
- Demonstrates the role of timber as a building material in nineteenth century Sydney especially for the most modest end of the housing market, and the proximity of the timber yards in Whites Bay.
- Demonstrates, through its groupings of three to five identical houses, the work of small-scale building contractors who constructed the suburb.
- Illustrates through the existence of back lanes the reliance on the night soil cart before the reticulation of sewerage systems throughout suburban Sydney.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All pre-1939 buildings especially timber and fibro-clad buildings except those which are so compromised that they can no longer demonstrate their history.
- All original face brick buildings, unplastered and unpainted.
- All original plastered and painted finishes to external walls.
- The form of the original buildings and in particular, the roof form over the main part of the building.
- Back lanes.
- All original architectural details.
- Sandstone kerbs and gutters, uninterrupted by vehicular access.

Avoid

- Amalgamation of existing lots to create larger building sites.
- Demolition of any timber or fibro-clad building.
- Demolition of any pre-1939 building except as outlined above.
- Skinning or recladding of original external walls except with the same material but only where necessary for safety of structure.
- Two-storey additions. (This is an area of modest workers housing.)
- New two-storey buildings.
- High front fences which hide the front garden from public view.
- Interruption to the almost continuous kerb and gutter line.

Notes

Further work could include investigation of whether low two-storey pavilion additions could be added to the rear of these houses, without an adverse impact on the original building and its setting, and on the streetscape.

Area 10 Easton Park Conservation Area

Landform

This conservation area occupies a small knoll of land above Whites Creek, and the small valley to its north, now largely occupied by Easton Park (reclaimed from Rozelle Bay).



Figure 10.1 Easton Park Conservation Area Map.

History

This area lies within Gilchrist's 550-acre Balmain Estate which covered the whole of the Balmain peninsula. Its eastern boundary is marked by Foucart Lane. Surveyor Charles Langley subdivided the estate for sale into 46/47 sections in 1852. This area comprises Sections 21 and 22 of that subdivision. The sections were purchased by a number of small-scale speculators.

The growth of industry along Whites Creek and in Rozelle Bay attracted many small investors and developers who saw the opportunity to provide housing for workers and tradesmen close by. Albert, Mary and Easton Streets were formed in 1875-1880 when Brockley and Hutcheson subdivided that land for small scale cottages and terraces. Payne and Flood were responsible for other subdivision in the area. Five acres of low-lying, probably flood-labile land was dedicated for a public reserve in 1890, and

reclamation works raised the level of the park to its present configuration.

Despite the proximity of a large employment base, the buildings in the area today suggest that it was built up slowly from the 1880s to probably the 1920s, with small detached brick and timber cottages and small groups of single and two-storey terraces.

There has been considerable demolition and rebuilding in recent years with small-scale townhouses replacing those of an earlier era.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Further information provided by Max Solling.

Significant Characteristics

- Dominated by large ficus trees around the park and views across Whites Creek to port and industrial activities.
- Contrasting landform of elevated knoll above Lilyfield Road, and low-lying land to the west and around the park.
- No street tree planting except around the park.
- Large anchor buildings on corner of Denison and Burt Streets.
- Narrow streets, narrow footpaths and no grass verges.
- Buildings sited close to street. In some places early buildings stand right onto the street alignment.
- Limited mix of housing types – cottages, double and single-fronted; semis and two-storey terraces.
- Materials also mixed – stone, timber, face brick, plastered brick.
- Stone retaining walls and fences part of the streetscape.
- Occasional iron palisade fence; paling fences.
- Sandstone gutters.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area illustrates development of workers' and tradesmen's housing from the 1880s-1930s in response to nearby industry. It is significant for its surviving development from the pre-World War II period (ie pre-1939).
- In its now rare weatherboard buildings it can continue to demonstrate the nature of an important/major construction material in the fabric of early Sydney suburbs, and the proximity of the timber yards in Whites Bay.
- Through the mixture of shops, and nearby industrial buildings it demonstrates the nature of a Victorian suburb, and the close physical relationship between industry and housing in nineteenth century cities before the advent of the urban reform movement and the separation of land uses.
- Of aesthetic value for the valley siting and mature plantings of Easton Park, and the relationship of adjoining and enclosing anchor buildings with verandahs.
- It demonstrates the nature of some private subdivisions before the introduction of the Width of Streets and Lanes Act of 1881 required roads to be at least one chain wide.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All remaining timber buildings
- All other pre-1939 buildings
- The anchor buildings and the post-supported verandahs.

-
- All plaster finishes to external walls – reconstruct where necessary.
 - All unpainted face brick walls.
 - All original external architectural detail, verandahs, decorative tiles, plaster mouldings, chimneys, roof ridges and finials, commercial signs etc.
 - All remaining sandstone kerbs and gutters.
 - The ficus plantings to Easton Park – reinstate where necessary.

Avoid

- Amalgamation which might lead to a change in the densely developed streetscape.
- Demolition of any building constructed prior to 1939.
- Any alteration to the form of the building, including additional storeys above the existing form of the building.
- Removal of plaster to external walls, where part of the original construction.
- Painting or plastering of unpainted face brick wall finishes.
- Additional architectural detail for which there is no evidence.
- High brick or stone fences/walls or other fencing which blocks out public views of front gardens.
- Interruption to the almost continuous kerb and gutter line.

Further Investigation

It is recommended that a detailed survey be undertaken of the heritage value of each building: there appear to be a number of very early buildings, including timber buildings here.

Area 11 Hornsey Street Conservation Area

Landform

This conservation area is situated around a small knoll of land above Victoria Road, and just above the White's Creek estuary and the industrial areas of Rozelle Bay. There are views across to Rozelle Bay and the city skyline.



Figure 11.1 Hornsey Street Conservation Area Map

History

This area is part of William Balmain's 550-acre grant of 1801 which he transferred to fellow medical officer, John Gilchrist, in 1804. Early subdivision was suspended in 1841 and resumed in 1852 when Surveyor Langley divided it into 46/47 sections. This area comprises a long terrace of workers housing along Lilyfield Road (part of Section 20) and Section 16, purchased by a group of developers and built up for housing, its elevated position promising more affluent buyers. The developers included Andrew Maney, brother-in-law of WH Paling who was busy developing Iron Cove; publican Robert Symons, shipwrights Joseph Gosling and W Bruce, dealer Robert Bruce and engineer J Barnes. The lawyer and owner of the Toxteth Estate in Glebe, George Wigram Allen, also joined them.

The area was subdivided into 67 lots in 1876, when Hornsey House was probably constructed, and it was built up slowly from that time. The southern part of the area retains its more generous allotments, but the increased demand for workers houses probably led to the ever decreasing width of other allotments to provide very narrow terraces along most of Hornsey and Quirk Streets. It saw much of its construction during the boom of the 1880s, and was fully built upon by the 1930s. Development was mixed and included narrow-fronted single and two-storey terraces of plastered brick and also of stone (probably quarried from the site), together with free-standing brick and timber cottages.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Further information provided by Max Solling.

Significant Characteristics

- Variety of buildings from 1860s Georgian style free-standing villas to recent flats, with very narrow terraces and single and double-fronted cottages belonging to the 1930s.
- Variety of scale, mostly one and two-storey buildings, with larger and higher institutional buildings and residential flat buildings generally on the edges.
- Variety of building materials – stone, plastered and painted brick, exposed face brick, timber,
- Roofs of iron and terracotta, some slate.
- Dramatic views from the end of Hornsey Street to Anzac Bridge.
- Large Moreton Bay figs, planted in the 1970s along Victoria Road, provide foreground for views from the conservation area.
- Some small rock outcrops within the streetscape.
- Relatively narrow streets.
- Buildings sited close to the street alignment.
- Sense of enclosure.

-
- Sandstone kerbs and gutters generally uninterrupted by driveway access.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area illustrates a number of layers of development from an early pre-suburban villa of 1876 to small-scale tradesmen and workers' housing from the 1870s through to the 1930s. It is significant for its surviving development from the pre-World War II period (ie pre-1939).
- Demonstrates the close physical relationship between industry and housing (both middle class and workers' housing) in nineteenth century cities.
- Demonstrates the nature of some private subdivisions before the introduction of the Width of Streets and Lanes Act of 1881 required roads to be at least one chain wide.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- Existing widths and alignments of streets: avoid chicanes which cut diagonally across the carriageways.
- All pre-1939 buildings and structures.
- All timber buildings.
- All original external wall cladding – plastered brick or face brick: reconstruct/reveal where necessary.
- All original architectural details to building, and encourage replacement of lost elements, but only where evidence is available.

-
- Any remaining original iron palisade or low brick fence.
 - Uninterrupted sandstone kerbs and gutters.

Avoid

- Demolition of any pre-1939 building.
- Alterations such as second-storey additions that change the shape of the building or original roof forms on the main part of the buildings.
- Removal of plaster to external walls, except where it is to remove plaster or painting to original face brick walls.
- Removal of original architectural detail. Encourage restoration from evidence.
- Additions of details not part of the original fabric of the building.
- High fences or new iron palisade fences on high brick bases.
- Interruption to almost continuous kerb and gutters.

Area 12 The Valley (Rozelle and Balmain)**Landform**

This conservation area comprises a large but tightly formed valley which falls south and east from the Darling Street ridge towards White Bay affording enclosed views to industrial workings of the port city in the bay.

It includes a number of subdivisions/part subdivisions around the highest land in the Leichhardt Municipality on either side of the Darling Street ridge and across Victoria Road. It includes land east of Wellington Street to White Bay. It also includes the civic buildings and the commercial zone of Rozelle on both sides of Victoria Road, the land east of the Darling Street ridge beyond the commercial zone, the civic and commercial buildings of Balmain retail centre, small groups of shops along Darling Street and the former retail area of Evans and Beattie Streets.



Figure 12.1 The Valley Conservation Area Map.

History

When sales of John Gilchrist's Balmain 550-acre grant were resumed in 1852, Surveyor Charles Langley subdivided the remaining acres into 46 (later 47) sections, using existing routes such as Darling Street, and other contour-hugging tracks, such as Beattie Street and Mullens Street to delineate the parcels. The sections were purchased over the next thirty years by wealthy investors, local speculators and builders.

The largest of the estates put together from Langley's subdivisions was the 19 acres of the Merton Estate purchased by piano importers Paling and Starling, druggists George and Frederick Elliott and estate agent Alfred Hancock. It occupied the land between Terry Street and Evans Street. It was subdivided by its owners into 197 allotments generally 30ft x 100ft with 50ft-wide grid pattern of roads, and was auctioned by local agent and developer, Alfred Hancock from 1874.

A miscellaneous collection of service and consumer trades servicing these new dwellings appeared along Evans Street in the 1870s making it the main commercial thoroughfare along the upper reaches of the Balmain peninsula.

By the 1880s the growth of industry, including noxious industry, in White Bay and along Whites Creek, made the south and east-facing slopes of the Darling Street ridge unattractive for a more affluent residential market. Those who could find employment in these industries would seek housing within walking distance, as public transport – then the horse drawn bus or later the steam tram – were too expensive. Canny speculators, such as Hancock (later Mayor of Balmain) sold to small builders who constructed very dense workers' housing for rentees or purchasers on small budgets. By 1891 a large part of this area had been built upon.

The arrival of the government-owned steam tram at the junction of Darling Street and Victoria Road in 1892, provided relatively more affluent residents along its route with transport to the city, and a greater choice of employment away from places within immediate walking distance from home. The advent of the tramway probably explains the major impetus to growth in the area particularly to the west of Evans Street, so that in the 1890s much of Terry, Wellington, Merton and Nelson Streets were built upon with one-storey brick semis, pairs or small groups of terraces (two to an allotment) and double-fronted single-storey houses (one to an allotment). Most of these buildings were constructed by local builders such as Robert Gordon, William Whitehorn and James Gibson, whose small-

scale operations are indicated by the small groups of similar houses or terraces.

From the 1850s, Booth's Saw Mill on White Bay provided a cheap source of timber and weatherboards, promoting weatherboard houses as the norm for workers' housing throughout Balmain until brick terrace housing became prevalent in the late nineteenth century.

The extension of the steam tram service along Darling Street by 1900 encouraged shopkeepers to relocate there to catch the passing trade, and Evans Street was superseded as a commercial centre.

The Metropolitan Detail Survey Sydney Water Archive¹ suggests that almost all the land east of Wellington Street was built upon by 1905.

By 1907 the precinct was generally known as Rozelle.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Further information provided by Max Solling.

Significant Characteristics

- Contour hugging main roads – Evans, Beattie and Reynolds.
- Outline of subdivisions, size and aspect of allotments, determined by route of main roads.
- Wider residential roads off Darling Street ridge, with grid subdivision pattern, but
- Generally narrow roads between main access roads.
- Narrow, often shallow allotments.
- Back lanes are rare.
- Dense urban environment.
- Continuous lines of buildings create sharply defined lineal spaces.
- Buildings stepped up and down hill, following the topography.
- Houses sited close to road near Darling Street ridge; and sited onto the road alignment nearer to White Bay.

-
- Small front gardens near Darling Street; there are fewer gardens towards White Bay.
 - Tree planting is minimal except where wider main access roads provide enough room – Langley, Roseberry, Llewelyn and Reynolds Street.
 - Large stands of trees in parks and open spaces.
 - Small range of housing types: single-fronted, single-storey timber terraces, two-storey terraces, free-standing timber or stone single-storey cottages.
 - Some larger villas on high land around Smith Street, and more generous terraces in similar locations.
 - Scale predominantly limited to one or two storeys.
 - Pubs with verandahs act as punctuation marks in the streetscape.
 - Corner stores.
 - Commercial premises (and former commercial premises) with attached dwellings along Evans and Darling Streets.
 - Small industrial/warehouse buildings occur throughout the area.
 - Variety of materials – large number of timber, plastered brick, some later (1890s+) face brick and a few stone buildings.
 - Roof materials vary – iron is common, terracotta tiles, some slate.
 - Stone retaining walls.
 - Remnants of iron palisade fences define some street frontages.
 - Suspended awnings to commercial facades along Darling and Evans Streets.
 - Sandstone kerbs and gutters.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is important for illustrating development for workers' and artisan housing

particularly from 1871-1891 which forms the major element of its identity. It is significant for its surviving development from that period and the later infill development up to World War II (ie pre-1939).

- Retains evidence of all its layers of growth within that period from the late-1870s.
- Through its important collection of weatherboard buildings, including the now rare timber terraces, it continues to demonstrate the nature of this important/major construction material in the fabric of early Sydney suburbs, and the proximity of Booth's saw mill and timber yards in White Bay.
- Through the mixture of shops, pubs and industrial buildings it demonstrates the nature of a Victorian suburb, and the close physical relationship between industry and housing in nineteenth century cities before the advent of the urban reform movement and the separation of land uses.
- Demonstrates through the irregular pattern of its subdivision the small-scale nature of the spec builders responsible for the construction of the suburb.
- Demonstrates the nature of some private subdivisions before the introduction of the Width of Streets and Lanes Act of 1881 required roads to be at least one chain wide.

Maintenance of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- Existing width and alignment of streets: avoid chicanes which cut diagonally across the carriageway.
- Existing back lanes.
- All buildings pre-1939 and particularly all timber buildings

-
- All original plaster finishes to external walls – reconstruct where necessary.
 - All original unplastered face brick walls.
 - All original external architectural detail, decorative tiles, plaster mouldings, chimneys, roof ridges and finials, commercial signs etc. Encourage replacement of lost elements, but only where evidence is available.
 - All remaining sandstone kerbs and gutters.
 - All corner stores, corner pubs and industrial buildings within the residential areas, and encourage their restoration. Consider small-scale commercial or professional uses for these buildings, if original uses no longer operate, as a reference to their original uses.
 - Street and park planting; reinstate where necessary

Avoid

- Amalgamation that might lead to a change in the densely developed streetscape.
- Demolition of any pre-1939 building, particularly those pre-1910.
- Demolition of any remaining timber building.
- Additional storeys above the existing form of the building.
- Posted-verandahs over footpaths to commercial premises where no evidence can be provided to support their reconstruction. Encourage restoration of verandahs where evidence exists.
- Removal of plaster to external walls, where part of the original construction. Removal of original architectural details.
- Additional architectural detail for which there is no evidence.
- Inappropriate fences such as high brick walls, new iron palisades on high brick bases.
- Interruption to the almost continuous kerb and gutter line.

Endnotes

¹ Solling & Reynolds, p 81.

Area 13 Iron Cove Conservation Area

Landform

A northwest facing shoreline area, running from Victoria Road along the back of the Darling Street commercial zone and the Darling Street ridge to Rowntree Street and Cove Street. There are some relatively steep shoreline areas providing views to the Parramatta River, and a central flat plateau area around Turner Street.



Figure 13.1 Iron Cove Conservation Area Map.

History

When sales of John Gilchrist's Balmain grant of 550 acres were resumed in 1852, Surveyor Charles Langley subdivided the remaining acres into 46 (later 47) sections. He used existing routes such as Darling Street and Birchgrove Road, and other contour-hugging tracks, such as Terry Street/Glassop Street to delineate the parcels. The sections were purchased over the next thirty years by wealthy investors, local speculators and builders.

A group of busy speculators, William Paling, FH Reuss, Alfred Hancock, John Booth, George Weston, Owen Evans and others bought up the tract of land that stretched along the waterfront from Cove Street to just beyond

Bayville Street, and broadly bounded by Birchgrove Road and Glassop Street. These same speculators were also involved in land from Darling Street down to Rozelle Bay, including much of the very densely developed area now known as The Valley. The remainder of the area was bought up in a similar fashion and subdivision of the Iron Cove area stretched over twenty-four years from 1853 to 1877. By 1891 the streets that laced this precinct were largely built up. Some steep parcels of land, because of their deep water frontages, were taken up initially for small water-based industries, which expanded over the twentieth century.

A large area of Housing Commission flats was constructed near the waterfront in the early postwar years.

Sources

Information provided by Max Solling.

Significant Characteristics

- Contour hugging main access roads.
- Many irregular, narrow and wide minor roads.
- Stone steps providing public pedestrian access.
- Trees and street tree planting particularly noticeable along Glassop and Cove Streets and Macquarie Terrace.
- Elkington Park – mature trees, palm trees and Edwardian plantings.
- Irregular-shaped sections of subdivisions.
- Narrow allotments, with groups of allotments of uniform width.
- Buildings set back from the street alignment.
- Groups of shops along Darling Street with parapets and awnings.
- Corner shop buildings and other former commercial buildings.
- Garden space small, but a noticeable characteristic.
- Variety of housing:
 - terrace and semi-detached housing with groups of uniform development; and
 - some free-standing housing and Victorian villas.

-
- Landmarks: the Birchgrove Public School and the Elkington Park (with the Dawn Fraser Swimming Pool) are noticeable places within the area and visible from the harbour.
 - Building materials vary:
 - plastered brick (generally pre-1890) and pockets of face brick (generally post-1890);
 - some timber cottages; and
 - occasional stone cottage or villa.
 - Roofs of terracotta tiles, slate and iron.
 - Fences – low or transparent fences: some iron palisade fences remain; early twentieth-century low brick fences contemporary with house.
 - Sandstone kerbs and gutters, mostly uninterrupted by vehicular access.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas that collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is important for illustrating development particularly from 1870s-1910s, and this forms the major element of its identity, with later pockets of infill prior to World War II (ie pre-1939).
- Through the route of its main access roads, demonstrates the subdivision sections, closely related to the landform, drawn up by Surveyor Langley for the sale of Gilchrist's Balmain grant after 1852.
- Illustrates through its irregular small street layout, and varied allotment width and length (within a limited range), the many different groups of speculators and subdividers involved in the development of the area.
- Through the materials of its outer masonry walls, demonstrates the rapid advances in brick making in the Sydney area over the period 1870s-1910s.

-
- Through its now rare weatherboard buildings it continues to demonstrate the nature of that major construction material in the fabric of early Sydney suburbs.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- existing width and alignment of the streets: avoid chicanes which cut diagonally across the carriageways.
- All remaining sandstone kerbs and gutters, uninterrupted by access driveways.
- All pre-1939 buildings and structures, especially weatherboard buildings.
- All original plaster finishes to external walls (as a rough rule of thumb this will mostly apply to pre-1890s buildings). Reconstruct where necessary.
- All original unplastered face brick external walls (usually applies to post-1890s buildings).
- All original external architectural detail, and encourage replacement of lost elements, but only where evidence is available.
- Any remaining original iron palisade or low brick fences.
- All street planting schemes and park planting; reinstate individual trees where they have been lost.
- Green front garden space.

Avoid

- Demolition of any pre-1939 building, especially timber buildings.

-
- Removal of any plaster or decorative plaster to external walls, except where it is to remove more recent plaster/paint on face brick walls.
 - Plastering and/or painting of original face brick walls.
 - Removal of original architectural details.
 - Second-storey additions to an original single-storey building, other than in a separated pavilion form.
 - Alteration to the original roof form over the main part of any building.
 - Additional architectural detail for which there is no evidence in the photographic record or on the building itself.
 - Inappropriate fences such as high brick fences/walls, new iron palisades on high brick bases.
 - Interruption of the kerb and gutter line for vehicular access.
 - Development that encroaches upon the setting of important buildings/parks.

Area 14 Birchgrove and Ballast Point Road

Landform

Birchgrove Point is a rugged narrow neck of sandstone called Yurulbin (swift running waters) by the Aboriginals because of the change in water movement around the point where the bays of the river to the west are protected from the open waters of the harbour to the east. Very deep water frontage along both sides of the point.

There are swamps and mudflats within the still waters of Snails Bay with another high, rocky headland on the southern side, and Ballast Point at its most easterly end. Views either northeast to the harbour, and/or south over Morts Dock can be achieved from most allotments along the Ballast Point headland.



Figure 14.1 Birchgrove and Ballast Point Road Conservation Area Map.

History

The Birchgrove and Ballast Point Conservation Area covers the area of the George Whitfield's 30-acre grant of 1796 (Birchgrove) and sections of John Gilchrist's Balmain Estate (Ballast Point).

Birch acquired Whitfield's grant in 1810 and built Birch Grove house (at 67 Louisa Road, demolished 1967). In 1860 the estate was purchased by

Didier Joubert of Hunters Hill and the Parramatta Ferry Service. He commissioned Surveyor Brownrigg to subdivide the land into villa allotments, and despite later small resubdivisions, Brownrigg's layout provides the backbone for Birchgrove today. The streets were named for Joubert's wife (Louisa), children (Numa and Rose) and nephew (Ferdinand) with (Iron) Cove Road, and (Birch) Grove Road defining the grant boundaries. Louisa Road followed the ridge, except for the sharp bend to avoid Birch Grove House, giving access to a single row of steep allotments, all with deepwater frontage. The land around the bay was divided to provide the greatest number of allotments at 50-70ft x 150ft approximately, above high water mark, with The Terrace forming the drive to Birch Grove House.

The 1860 sale was premature. Within six years Joubert had only sold seven allotments. Stonemasons and quarrymen were among the first purchasers. The estate was eventually mortgaged to the Bank of New South Wales. By 1878, only twenty-three lots had been sold. These early residents were Sydney professionals, who travelled to town by ferry, and small speculators or builders, who quarried the land for buildings elsewhere. In 1886 twenty-four houses, eighteen built of weatherboard, remained from those first eighteen years. Today only fifteen remain.

A new consortium of McLean, McGregor and Threlkeld commissioned Surveyor Reuss Junior to re-examine the Brownrigg plan, and make some amendments around the head of the bay and along the steepest part of Louisa Road to create more allotments or more useable allotments. The estate was again put up for sale in 1878. Sydney's boom period of the 1880s saw many more allotments taken up and villas in stone or rendered brick were built. This dramatic tongue of sandstone at the western end of the harbour also attracted industries dependent on water (shipbuilding and repair) or on water for the transport of its raw materials (timber yards, a cooperage, a coalyard, an oil refinery). Birchgrove was also the site of a power cable tunnel to the north side of the harbour 1913-1926.

The mud flats, by then the repository of garbage and effluent from an increasingly industrialised and urbanised harbour, were designated in the plan as 'proposed park'. A trust was established to fill the area in 1887 for shrubberies and a cricket pitch. The present configuration was completed in 1897.

The garden of Birch Grove House was subdivided twice, in 1900 fourteen brick houses were built between 1902 and 1922 (twelve remain), and again in 1911 when four brick houses built between 1912 and 1926 (all remain). A thick plantation of trees in Birchgrove Park marks the eastern edge of the Birch Grove House garden, and shields the 1967 flats which replaced it, from view. By 1941 when Storey and Keers shipwrights were established on an apron below a narrow cliff edge in Louisa Road, all land in Birchgrove had been taken up. In the 1970s change in industrial operations and the nature of maritime industry in particular left the former small industrial sites of Birchgrove available for new residential development.

Along Ballast Point to the east of Birchgrove Park, land was released for subdivision and sale in 1852. It was part of John Gilchrist's 550-acre Balmain Estate, and subdivisional activities across the whole estate had been suspended in 1841 because of disputes about his will. Once resolved, Surveyor Charles Langley was responsible for subdividing the remaining acres into 46/47 sections, using existing contour-aligned routes such as Darling Street, Birchgrove Road and Ballast Point Road to delineate the parcels. The sections were purchased over the next thirty years by wealthy investors, local speculators and builders.

Speculators Joshua Josephson, Didier Joubert, Charles Smith, William Cover and George Thorne bought up the land on both sides of Ballast Point Road in 1853. This marine location, with most allotments possessing water frontages, attracted some keen bidding.

By 1891 the whole process of building up Ballast Point Road, Wharf Road, Yeend, Ronald and Lemm Streets was largely complete. There were marine villas on generous parcels of land along Wharf Road. They were sited well up from the waterfront for a stylish setting and for views, with their backs to the road. Large terraces and villas occupied the high ground along Ballast Point Road.

Cooper, who had already received twenty-three acres in Morts Bay (later part of Mort's Town of Waterview) also owned Ballast Point itself. The Point was purchased and used by Caltex Oil Co for oil storage purposes until the 1980s.

Sources

Jeffery, P 1986, Birchgrove 1796-1985 – the Suburbanisation of the 'Birch Grove' Estate, *Leichhardt Historical Journal*, No. 15.

History of the Ballast Point area provided by Max Solling.

Significant Characteristics

- Close relationship between landform and the road pattern, park, siting of buildings (particularly the nineteenth-century marine villas).
- Wide main access roads.
- Narrow minor streets.
- Sandstone a major element – in retaining walls and sea walls, cut stone fences and walls, as outcrops in streetscape, in steps for pedestrian access, kerbs and gutters, piers to palisade fences, in buildings – terraces and villas.
- Generally a sense of elevation.
- Buildings sited close to street alignment.
- Setbacks can vary, particularly on waterfront sites.
- Views between buildings to harbour from public roads and footpaths.
- Villas often sited with backs to street and front elevation to water.
- Villas sometimes single-storey to street, with two to three stories to waterfront.
- Variety of building types:
 - some early cottages of timber/stone/brick remain;
 - Victorian boom villas of stone or rendered brick;
 - dark brown or blue face brick buildings of early twentieth century; and
 - last subdivisions of the Birch Grove House garden occupied by dark brown face brick houses (some unfortunately painted recently).
- Slate roofs particularly noticeable. Also terracotta tiles and iron roof claddings.

-
- Some original fences remain – iron palisade fences with sandstone piers and bases from 1880s; brick fences from 1920s/1930s.
 - Prominence of large trees, particularly fig trees, around site of Birch Grove House, in Birchgrove Park and along Ballast Point; some notable palm trees.
 - Tree planting schemes of jacaranda and melaleuca along Dock Road and Ballast Point Road.
 - Grassed verges in wide streets – Grove Street and Ballast Point Road.
 - Loss of many original face brick surfaces to plaster and painting.

Note: The location of former waterfront industries indicated by new dwellings/town houses.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area retains evidence (though somewhat diminished in the last twenty years) of the growth of Birchgrove and Ballast Point as marine suburbs and as a maritime industrial area from the 1870s-1920s, and other industry developed prior to 1941.
- Demonstrates the close relationship between landform, the layout of the roads and the siting of the early villas and industries to take advantage of the marine position.
- Demonstrates the close physical relationship between industry and housing (both middle class and workers housing) in nineteenth century cities.
- Demonstrates the development of brick making in Sydney through its building materials with the use of plastered brick walls and dry-pressed face bricks (unplastered, unpainted) walls.
- Demonstrates one of a number of late nineteenth century bay reclamation projects which characterise Sydney Harbour.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All residential or commercial industrial structures developed up to 1941 belonging to the period of the growth of the Birchgrove and Ballast Point area.
- All weatherboard buildings – rare and typical of early development.
- All sandstone structures – cottages, villas, wharves/slipways, uninterrupted kerbs and gutters, walls, bases to fences.
- All plaster finishes to external walls – reconstruct where necessary.
- All original external architectural detail where evidence is available.
- Views between buildings from public places, especially views to the harbour.
- Open undeveloped setting between waterfront and marine villas.

Avoid

- Demolition of any pre-1940s building unless the building has been so compromised that it can no longer explain its history or its role in the history of the area.
- Alteration to the form (scale and massing) of these buildings, especially the roof, including additional stories above the roofline.
- Removal of any plaster or decorative mouldings to external walls.
- Painting or plastering of any sandstone or face brick walls.
- Loss of any trees.
- Widening of Louisa Road or Wharf Road.

Notes

Because this area comprises high headlands and tall tree canopies prominent within the harbour, and visible also from the land behind, special care is needed in dealing with changes which might alter the skyline of those headlands in any way – new buildings, additions at the rear of existing buildings. Further, the apron to these headlands – the trees and remaining open land, usually private garden, between building and waterfront – is vital to the protection of the harbour and its foreshores as the most important visible open space asset in Sydney. These foreshore gardens/open areas need to be protected from encroachment of buildings or large moorings.

Care is needed for applications for change to any building or the tree canopy in these areas. There are a number of very early buildings that remain here, overlaid with later works, and restoration to reveal the original building could be possible in many cases.

Industrial archaeology is an important issue – remnants of wharves, slipways, remains of former buildings (especially small cottages later taken over for industry), tunnel entrance, and the proper process for their assessment is essential before any new works can be considered. For any remaining redundant industrial structures careful archaeological work would be needed prior to consideration of demolition or recycling.

Area 15 Town of Waterview Conservation Area**Landform**

The land in this conservation area is located around a small creek (known as Curtis Waterhole) that enters Waterview Bay (now Morts Bay) at its most western point. The area is generally sheltered and includes flat low-lying land near the bay (where Morts Dock was built) rising south to higher land along Darling Street and west to the prominent knoll of Dock Road and Bates Street.



Figure 15.1 Town of Waterview Conservation Area Map.

History

The area that was later developed by Thomas Mort as the Town of Waterview included land originally purchased from Gilchrist's Balmain Estate in 1836 by Curtis and Lamb. In 1854 these two lots at the eastern end of the bay were purchased by Captain Rowntree and Thomas Holt for a slipway and dry dock. Thomas Mort was impressed with the sheltered bay and joined them in the enterprise.

Mort also accepted the transfer of most of the land around the dock area and commissioned Surveyor FH Reuss to lay out a township of 700 modest residential allotments. Initially Mort sought to provide rental accommodation near the dock to attract skilled labour and he indicated

that a building society might be formed to assist purchasers, probably so that there would always be a pool of skilled workers living nearby. Allotments were 1/2 chain (33ft) wide with depths ranging from 84-109 feet, but subsequent resubdivision to allow two houses (terrace or semi) on one allotment occurred at the time of building and produced many smaller parcels. There were no back lanes for night soil disposal.

Small groups of similar houses suggest the area was constructed by small-scale building contractors, or by individual owner/builders.

Mort purchased more land adjoining the original township and after his death in 1877 his trustees continued the dense subdivision and development of this area in response to the growth of Morts Dock Industries and the building boom of the 1880s.

It took forty years from 1857 for the town to be fully occupied. Just over half the allotments had been sold by 1878, but by 1896 the streets created within Mort's Town – Mort, Church, Phillip, Short, College, Rowntree, Curtis, Spring and Cameron Streets – were filled with an assortment of houses, 796 in all, 396 of brick, 348 of weatherboard, 51 of stone and one of iron. Small groups of corner shops and pubs served the community.

By 1861 the dock was leasing facilities to other maritime activities, and it developed its own associated engineering industries. Morts Dock and Engineering Co grew rapidly to become the largest private employer in Australia in a variety of maritime and engineering industries. During the 1940s it built corvettes, frigates and a floating dock. Economic fluctuations affecting the dock also affected its workers. The dock, the Town of Waterview and its pubs were the site of the beginnings of the urban labour movement. The dock closed in 1958; the site was levelled and used as a container terminal. More recently, the land was developed for residential purposes by the Department of Housing.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Reynolds, P 1985, 'The first 22 lots – an overview: Suburbanisation in Balmain', *Leichhardt Historical Journal*, Vol. 14.

Further research by Max Solling.

Significant Characteristics

- Regular street pattern made up of wider streets (about 50ft wide) marking the boundaries of the township (Rowntree, Mort, Curtis and Cameron Streets) or giving access to the dock (Church Street) with narrower streets filling the remainder.
- Lack of back lanes.
- A very regular streetscape resulting from:
 - regular width allotments of 33ft (or half 33ft) giving rise to uniform densely developed streets of single or double -fronted houses/terraces;
 - use of limited range of building materials – either rendered brick or painted weatherboard;
 - face brick houses of post c1890 and the fifty-odd stone buildings are noticeable for their different building materials; and
 - remarkably intact collection of single and two-storey attached and detached dwellings, many of them weatherboard.
- Density of pubs.
- Corner stores and small groups of stores and pubs at some cross roads.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area, through the form and fabric of its houses, corner shops and pubs, its street layout and allotment shapes, demonstrates a remarkably intact area of early workers' housing from 1850s to 1890s with later infill development prior to World War II (ie pre-1939). It is significant for its surviving development prior to World War II.
- Demonstrates through the density of pubs (and former pubs) within the township area its close association with the growth of the urban labour movement. A number of these pubs are of national heritage significance for their historical and enduring social values as part of the history of unionism and of the Ships Painters and Dockers Union in particular.

-
- Demonstrates, through the nature of its housing, the important role played by Morts Dock as a magnet for workers and the location of their housing.
 - Demonstrates, through its rendered and painted brickwork, the nature of construction in Sydney before the ready availability of hard pressed, face bricks.
 - Demonstrates the work of Surveyor Reuss.
 - Associated with prominent local entrepreneurs and land developers, some of whom were aldermen of Council.
 - Demonstrates, with Bodalla Village on the New South Wales south coast, the role of Thomas Mort in providing 'appropriate' housing for his employees.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All pubs, preferably as public houses, or in related activities (boarding houses etc) or as small-scale commercial uses.
- All pre-1939 buildings, especially timber buildings, and all their architectural details. Replacement of lost detail, based only on evidence, should be encouraged.
- Original finishes, particularly rendered brick houses.
- All remaining sandstone kerbs and gutter.

Avoid

- Diagonally placed chicanes, and other works that diminish the straight line of the original road layout.

-
- Alterations that change the shape (form) of the pubs – particularly the removal of verandahs or the creation of new verandahs for which there is no historical evidence.
 - Alterations that change the shape of the building or original roof forms on the main part of the buildings.
 - Removal of original detail. (Encourage restoration from evidence.)
 - Additions of details not part of the original fabric of the building.
 - Interruption to the almost continuous kerb and gutters.

Area 16

Waterview Estate Conservation Area

Comprises Parbury's 10-acre Waterview Estate and Cooper's 28-acre estate adjoining it to the northwest.

Landform

This Conservation Area comprises land on the southeast of Waterview Bay (now Morts Bay). It slopes quite steeply towards the bay from the Darling Street ridge.



Figure 16.1 Waterview Estate Conservation Area Map.

History

This area contains two large sections of land which were among the earliest to be carved out of Gilchrist's Balmain Estate. Dr William Balmain had given his grant of 550 acres to fellow surgeon and friend John Gilchrist in 1801. Gilchrist's agent, Sydney merchant Frank Parbury put a number of land parcels up for sale in 1836, all near the eastern end of the Balmain peninsula, with easy water access to Sydney Town.

Parbury himself leased/bought ten acres at the southeastern part of Waterview Bay, and built the first house on the Balmain grant, Waterview House, in 1835. It was a six-roomed single-storey house with stables,

outbuildings and a fenced garden and stood near the corner of Colgate Avenue and Caroline Street. It was later purchased by George Cooper, Comptroller of Customs, who owned/leased 28 acres adjacent to the west. Like many people who overstretched themselves in the late 1830s, Cooper fell victim to the crash of the early 1840s and was declared bankrupt. The Waterview Estate was then divided into modest building allotments, with very narrow streets (leaving as much land as possible for development) leading down to the bay with its slipways/wharves.

With the expansion of industry out of Sydney Town in the 1880s, allotments close to the water were taken up for water dependent industrial uses, such as the Balmain Ferry Co works. Some villas were built on the higher slopes of the land, while other allotments were resubdivided for closer development. The growth of the Morts Dock and Engineering Company provided an impetus for the construction of small terraces and cottages to house the growing maritime workforce. A number of these resubdivisions provided narrow back lanes.

Waterview House was demolished after 1905, probably in the 1920s. Colgate Palmolive established a factory on the water's edge in 1922. The conversion of this factory to apartments in the 1990s, and the remaining small maritime activities around the Balmain Ferry Co works at the end of Waterview Street illustrate the close and enduring relationship between housing and industry.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Reynolds, P 1985, 'The first 22 lots – an overview: Suburbanisation in Balmain', *Leichhardt Historical Journal*, Vol. 14.

Significant Characteristics

- Very narrow straight streets, most of which lead down to Morts Bay.
- Clusters of small maritime activities end the view down some streets.
- Buildings generally sited close to street, defining edge of narrow roads.
- Varied streetscape comprising dense post-1870s housing – two-storey terraces and single and double-fronted detached cottages; the

occasional large early villa, industrial buildings, shops and commercial buildings.

- Variety of building materials and finishes: rendered brick, face brick, weatherboard, stone.
- Roofs mostly of iron or terracotta tiles.
- Sandstone kerbs and gutters mostly uninterrupted by driveway access.

Statement of Significance or Why This Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is significant for the layers of development from presuburban marine villas of the 1850/60s to small-scale workers' housing from the 1870s through to the late 1930s.
- Demonstrates the close physical relationship between industry and housing (both middle class and workers' housing) in nineteenth century cities.
- Demonstrates the nature of some private subdivisions before the introduction of the Width of Streets and Lanes Act of 1881 required roads to be at least one chain wide.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- Narrow streets.
- All pre-1939 buildings and structures, especially timber and stone buildings.

-
- Maritime and industrial buildings that have played a part in the history of this area.
 - Original plaster finishes to external walls (as a rough rule of thumb this will mostly apply to pre-1890s buildings. Reconstruct the finish where necessary.
 - Original unplastered face brick external walls.
 - Original architectural details to building. Encourage replacement of lost elements, but only where evidence is available.
 - Uninterrupted sandstone kerbs and gutters.

Avoid

- Alterations that change the shape of the building or original roof forms on the main part of the buildings.
- Second-storey additions to original single-storey houses, other than as separated pavilion forms.
- Removal of original detail. Encourage restoration from evidence.
- Removal of original plaster finishes to external walls.
- Plastering or painting of original face brick walls.
- Additions of details not part of the original fabric of the building.
- Inappropriate fences such as high brick fences/walls, new iron palisades on high brick bases.
- Interruption to almost continuous kerb and gutters.

Area 17

East Balmain Conservation Area

Landform

This area is noted for its dramatic rugged sandstone headland facing east into the harbour and towards the city, with sheer sandstone cliffs to a deep and steep waterfront.



Figure 17.1 East Balmain Conservation Area Map.

History

This area comprises the earliest land to be subdivided and developed in Balmain. Surgeon Balmain was granted 550 acres in 1800. He transferred it to fellow surgeon John Gilchrist in 1801. In 1836 Surveyor Armstrong subdivided the most eastern part of Gilchrist's land, the area closest by ferry to Sydney Town, into twenty-two 2-4-acre lots. They were put up for public auction in 1836 by Sydney merchant and land agent, Frank Parbury on behalf of the absentee landowner. Subdivision of the remainder of Gilchrist's land was suspended from 1841-1852 through disputes over his estate. For its first ten years, therefore, East Balmain was an isolated maritime suburb, accessed generally only by water.

The 1836 subdivision laid out three streets – Darling, along the top of the sandstone ridge, Johnson and Nicholson, setting the framework for Balmain today. Each lot had access to one of these streets and to the

waterfront. They were advertised as waterside, dock and shipping properties in 'the Deptford of Sydney'.

Purchasers were merchants, boatbuilders, master mariners who needed the deep water frontages for their shipping activities; middle class professionals and civil servants who purchased the land for investment, for later resubdivision or to build their own villa; speculative builders such as Robert Blake who saw the peninsula as a marine retreat for gentlemen and proceeded to build villas in spacious grounds for that market. The early elegant villas, eg Hampton Villa, built of stone hewn from the allotment itself, or from land nearby, stood on the higher ground, and enjoyed fresh breezes and views of Sydney Town. Close to the waterfront and the shipbuilding activities were the houses of ship captains and merchants, often of timber or stone cut from their own land.

Subdivision of these allotments, either immediately, or after the 1840s slump, required new streets for access. Unaffected by the regulations of Sydney Town, they were made only as wide as was absolutely necessary, leaving as much land as possible for sale. In the 1860s small streets were cut through the sandstone to give access to an increasing number of industries along the waterfront. Associated industry followed – timber yards that served the wooden shipbuilding yards, tanneries that used the harbour for their effluent. Subdivision of the villa estates occurred through the 1840s and 1850s, often to pay off creditors. It led to the acceleration of small suburban allotments and suburban growth to serve the growing demand for both housing and industry, the latter having been pushed from the city by rising land values. Shops, pubs and a school grew at or near the intersection of the major streets, serving a growing population. There were pockets of infill development from 1910–1930s and by the 1940s East Balmain was fully built-up. After the 1960s, as the waterfront industries closed down through changing technology, waterfront sites were taken over by the Maritime Services Board for port activities or storage. From the 1970s these under-used parcels of land were turned into public waterfront parks.

Sources

Solling, M and Reynolds, P 1997, 'Leichhardt: on the margins of the city', *Leichhardt Historical Journal*, Vol. 22, Allen and Unwin.

Significant Characteristics

- Dramatic sandstone topography.
- Views down streets, between buildings and across the headland to harbour, harbour bridge and city. Main streets all end with dramatic city/harbour/industry views.
- Main streets all terminate at water or at cliff top.
- Many very narrow, steep minor streets and rights of way follow boundaries of the first twenty-two allotments.
- Sandstone steps cut into the bedrock transfer pedestrians between levels.
- Some dense stands of trees.
- Intermix of buildings – sandstone villas, sandstone, weatherboard and brick cottages and terraces, school, maritime industrial buildings, corner stores (former), shops and pub.
- Rare early buildings, mainly in timber and stone.
- Neighbourhood shops and pubs grouped around the Darling Street/Johnston and Nicholson Streets intersection.
- Low fences – some early iron palisade fences remain.
- Sandstone kerbs and gutters.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). The earliest developments here predate Leichhardt's main suburban growth with marine villas and cottages from the 1840s to modest-scale housing from 1870s through to the 1930s, and industry. It is significant for its surviving development from these periods.
- Demonstrates through the siting of recent public parks, the location of former waterfront industries. Through these parks and its remaining waterfront activities East Balmain can interpret Sydney's port history

from the early 1840s, and the role of Balmain's deep water frontages in that story.

- Demonstrates through the line of its narrow streets the earliest subdivision sections of the large 550-acre Balmain grant.
- Demonstrates through its steps and cuttings the way in which early roads and pedestrian routes were forged out of the sandstone bedrock.
- Demonstrates through its mixture of sandstone villas and timber and brick cottages the major themes that formed this suburb – marine villa development and investment, port and waterfront activities, and the continuing layering of these developments.
- Through its remaining timber buildings it continues to demonstrate the nature of that major construction material in the fabric of early Sydney suburbs, and the proximity of the timber yards around the Balmain waterfront.
- It is of aesthetic significance for its dramatic sandstone landscape, closely related to the harbour, and clearly revealed below the modest scale of its nineteenth century and early twentieth century buildings. It stands in contrast with the nearby city where twentieth-century technology has forged an equally dramatic but very different man-made landscape.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All residential or commercial structures pre-1939 belonging to the period of the growth of East Balmain.
- All weatherboard buildings – now rare but typical of early development.
- All sandstone structures and cuttings – cottages and villas, schools, wharves/slipways, curbs and gutters, walls, bases to fences, steps.

-
- Unpainted face brick walls.
 - All original plaster finishes to external walls. Reconstruct where necessary.
 - All original architectural detail, and encourage replacement of lost elements, but only where evidence is available.
 - All sandstone outcrops.
 - Views between buildings from public places, especially views to the harbour.
 - Trees, especially large figs which form such an important role in the landscape of the area, and views to the area from the harbour.

Avoid

- Demolition of any pre-1939 building unless the building has been so compromised that it can no longer evidence its history.
- Alteration to the form (shape) of these buildings, especially wall height or alterations to the roof over the main part of the house. Second-storey additions.
- Removal of plaster to external walls, where part of the original wall finish.
- Painting or plastering of face brick walls.
- Additional architectural detail for which there is no evidence, especially the addition of verandahs, and post-supported verandahs.
- Loss of any trees.
- Inappropriate high front brick/stone fences or walls, or new iron palisades on high brick bases.
- Interruption to the remaining sandstone kerbs and gutter.
- Widening of the narrow roads.
- Development that detrimentally affects views from the harbour, Harbour Bridge and the city to East Balmain, or disrupts its skyline when viewed from those places.

Notes

Because this area is very visible from the city and from the harbour and harbour bridge, special care is needed in dealing with changes which might alter public views from these places – scale, roof form and material colours are particularly important.

Care is needed for applications for change to any building in these areas. There are a number of very early buildings here, overlaid with later works, and restoration to reveal the original building could be possible in many cases. Many of the early stone houses were built by stonemason Cavill, and evidence of his work should be sought.

Area 18

Annandale Conservation Area

Landform

A wide ridge of land between Whites Creek and Johnstons Creek running due north to Rozelle Bay, with views from cross streets, and from the northern end of the suburb to the harbour, Anzac Bridge and the city, and west towards Leichhardt.



Figure 18.1 Annandale Conservation Area Map.

History

George Johnston, a marine officer of the First Fleet, received a grant of 290 acres on the northern side of Parramatta Road in 1799, an area now known as Annandale, named after Johnston's home town in Dumfriesshire, Scotland where he was born in 1764. Annandale House, designed in the Georgian style, was occupied by the Johnston family from 1800, and despite development closing in on all sides, their Annandale estate remained intact until 1876.

The first subdivision of 1876 reveals a grid of streets and allotments covering the land bounded by Parramatta Road, Johnston, Collins and Nelson Streets. Robert Johnston transferred this portion to his son, George

Horatio, in June 1876 who sold off 75 lots to John Young, who then purchased the remainder of the estate for 121,000 pounds in October 1877. Young then sold the land to the Sydney Freehold Land and Building Investment Co Ltd, which he formed in 1878 to subdivide and sell the 280 acre estate. Building contractor and entrepreneur John Young, the company's chairman for the rest of its life, and its second largest shareholder, left an indelible impression on Annandale's development. Other directors of the company were politicians Samuel Gray and Robert Wisdom, developers John North and AW Gillies, soap and candle manufacturer WA Hutchinson and Henry Hudson.

Architect and surveyor Ferdinand Reuss junior won a prize of 150 pounds offered by the company for the best design for the subdivisional layout for Annandale and designed many of the houses. Reuss widened Johnston Street, a major design feature which followed the spine of the ridge from 66ft to 100ft and the topography of the estate encouraged the symmetrical street grid pattern.

Annandale Street, 80 feet wide, almost rivalled Johnston Street, but its opposite number, Trafalgar Street, retained the 66ft width determined by the 1876 plan. On the western side, Young Street matched the 66ft wide Nelson Street, which for topographical reasons terminated at Booth Street. The four cross-streets, Collins, Booth, Piper and Rose Streets were also 66ft wide. The centrepiece of the plan was an open space at the junction of Johnston and Piper Streets, which became Hinsby Reserve. The plan also featured two other large reserves and six smaller ones. The company's original policy of 'no back lanes' was an enlightened planning policy: access for night soil collection was to be by side passage from the front street. Terrace housing was therefore not part of their plans, indicating that they were aiming for a middle class market. Even the lesser streets were 50ft wide, still above the standard widths of other suburban streets.

The majority of the building lots were generous, directed again to a middle class market: 66ft frontages with depths of about 90ft, ideal for freestanding houses. Most of the allotments sold up to 1881 were in Johnston and Annandale Streets. Allotments on the slopes above the creeks were largely ignored. Though extension of the tram track along Parramatta Road reached the junction of Annandale's main artery in 1883, the track was not built along Johnston Street. Land sales were sluggish and in 1882 the company was forced to revise its original policy on lot sizes. Though Johnston and Annandale Streets remained typical of the kind of middle

class suburb the company originally envisaged, elsewhere a proliferation of small lots were created by resubdivisions. The company began with land on the creek slopes near Parramatta Road, re-subdividing sections 26 and 30 (creating Mayes Street), 34 (Ferris Street) and 37 on the western side, and eastern sections 28 and 33. The smaller lots did attract working class buyers, largely missing before 1882.

Between 1884 and 1886 more sections were resubdivided, increasing the number of sales up to 1889. Section 25, creating Alfred Street, and 35 were resubdivided, and sections 9-11 and 16-19 were halved to create sections 50 and 56 (along the banks of Whites Creek). The company undertook further resubdivisions in 1887 and 1888 involving sections 13, 21, 22, 24, 29, 39 and 40. As land sales reached their peak Annandale ratepayers began petitioning to secede from Leichhardt Council and incorporate the new Borough of Annandale which occurred in 1894. Between 1894 and 1930 Annandale Council was filled with self-employed local businessmen – timber merchants, builders and contractors, printers, grocers, butchers and a long serving carrier. They provided social leadership in their community. Many of the builders of the suburb's physical fabric possessed local addresses. The number of Annandale's builders and contractors rose from one in 1884 to fourteen in 1886 to seventeen in 1889. Apart from John Young, a partnership comprising John Wise, Herbert Bartrop and John Rawson was especially active in 1881/2, making twenty-five separate purchases. Other prominent local builders of Annandale's houses were Robert Shannon, William Nicholls, William Baker, Albert Packer, Owen Ridge, George McDonald, George Bates, Hans Christensen, Cornelius Gorton, William Wells and Phillip Newland.

The Sydney Freehold Land and Building Investment Co Ltd, after thirty-eight years of having a controlling interest in Annandale, went into liquidation in 1916. The remaining unsold lots which were, in the main, located at the suburb's northern end, were bought by the Intercolonial Investment Land and Building Co Ltd. Annandale's last major land sales began in 1909 when Young's Kentville Estate was subdivided into ninety allotments.

By 1893, of Annandale's 1,189 residences, 906 were constructed of brick and 250 of weatherboard. The whole process of building up the streets of Annandale stretched over a long time. At the 1901 census there were 1,729 houses increasing to 2,363 by 1911 and reaching 2,825 in 1921. Annandale had 3,265 residences at the 1947 census.

The bubonic plague first appeared in The Rocks in 1901, and led to quarantine areas in Glebe and other inner areas. It affected attitudes to inner city/suburban housing, so that by 1910 those who could afford to were moving out, particularly to the railway suburbs. Inner suburban areas such as Annandale began to be seen as slums. It was at this time, and particularly after World War I, that industry began to appear in peripheral areas, along Johnstons and Whites creeks and in the swampy head of Rozelle Bay (later to be reclaimed).

John Young, with architectural and engineering experience in England including as superintendent for Crystal Palace, purchased the North Annandale land, established the Sydney Freehold Land & Building Investment Co to lay out the subdivision and finance the residential building.

The subdivision in the 1870s was premature, forcing the company to re-subdivide many of the large 'villa' allotments along Annandale Street and Trafalgar Street for smaller scale housing attracting working class residents. Johnston Street for the most part still exhibits the single villa ideals envisaged by the company for the three main streets.

Sources

Information provided by Max Solling.

Significant Characteristics

- Close relationship between landform and layout of the suburb with widest street along ridge top.
- The highest land has the widest streets and the largest buildings with the deeper setbacks
- Streets, buildings and setbacks diminish in size towards creeks.
- Important civic, ecclesiastical and educational buildings sited on top of the ridge facing Johnston Street, giving spire of Hunter Bailey Church high visibility from wide arch of Sydney suburbs.
- A notable group of buildings, 'the witches hats' sited on northern edge of Johnston Street ridge as it falls towards Rozelle Bay.
- Tree-lined streets, particularly of brush box, planted within the carriageway.

-
- Industrial buildings occur randomly, but generally marginalised to creek edges, the northern end of Annandale and round Booth Street.
 - Variety of domestic buildings 1880s-1930s including single and double-fronted freestanding, semidetached and terrace houses and pre-World War II flats from one to three storeys.
 - Small collection of weatherboard dwellings.
 - Victorian Italianate boom period villas generally along southern end of Johnston Street, nearer to Parramatta Road.
 - Uninterrupted commercial buildings with attached dwelling along Parramatta Road, with parapets and balconies or suspended awnings and some original shop fronts.
 - Group of shops, pub, post office, church at intersection of Booth Street.
 - Occasional corner shops throughout suburb.
 - Skyline of chimneys, decorative fire wall dividers on terraces, ridge capping and finials.
 - Wealth of decorative elements – iron fences, coloured tiles in paths, steps and verandahs, plaster moulding finishes above door and window openings, coloured glass, chimneys, verandah awnings.
 - Walls of rendered brick (1870s and 1880s), and dry pressed face brick (available from c1890s).
 - Roof cladding of terracotta tiles, slate, and some iron, particularly on verandahs.
 - Irregular occurrence of back lanes.
 - Iron palisade fences on low sandstone plinth.
 - Continuous kerbs and gutters – many of sandstone.
 - Rock outcrops within footpath and road alignments.

Statement of Significance or Why the Area is Important

- One of a number of conservation areas that collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the

end of the 1930s (ie prior to World War II). This area is important as a well planned nineteenth-century suburb, and for illustrating development particularly from 1880s-1890s, aimed initially at the middle class market. The surviving development from this period forms the major element of its identity along with an area of 1910s-1930s development at its northern end.

- Demonstrates the vision of John Young, architect, engineer and property entrepreneur.
- Demonstrates, arguably, the best and most extensive example of the planning and architectural skills of Ferdinand Reuss, a designer of a number of Sydney's Victorian suburbs, including South Leichhardt (the Excelsior Estate) and Birchgrove.
- Clearly illustrates all the layers of its suburban development from 1878, through the 1880s boom and resubdivision, the 1900 slump and the appearance of industry, and the last subdivision around Kentville/Pritchard Streets to the 1930s, with the early 1880s best illustrated along Johnston and Annandale Streets.
- Demonstrates a close relationship between landform and the physical and social fabric of the suburb.
- In its now rare weatherboard buildings it can continue to demonstrate the nature of that major construction material in the fabric of early Sydney suburbs, and the proximity of the timber yards around Rozelle Bay and their effect on the building of the suburbs of Leichhardt.
- Displays a fine collection of large detached Victorian Italianate boom-period villas with most decorative details still intact, set in gardens.
- Displays fine collection of densely developed Victorian commercial buildings.
- Through the absence/presence of back lanes, changes in the subdivision pattern, and the range of existing buildings it illustrates the evolution of the grand plan for Annandale, in response to the market, from a suburb of middle class villas to one of terraces and semis for tradesmen and workers.

Management of Heritage Values

Generally

This is a conservation area. Little change can be expected other than modest additions and discrete alterations. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All pre-1939 buildings and structures because they are important to understanding the history of the growth of this suburb.
- All weatherboard buildings, their rarity adds to their significance.
- Green garden space to all residential buildings – an important part of the character of Annandale.
- Original plastered walls (generally belonging to pre-1890s buildings).
- Original dry pressed face brick walls (generally belonging to post-1890s buildings).
- All original architectural details.
- Original iron palisade fences.
- Back lanes in their early configuration.
- Brush box tree planting, replace where necessary in original position within the alignment of the carriageway.
- All sandstone kerbs and gutter uninterrupted by vehicular access.

Avoid

- Amalgamation to create any more wider allotments that would further disrupt the Victorian pattern of development.
- Demolition of any pre-1939 building unless it is so compromised that it can no longer contribute to an understanding of the history of the area.
- Plastering or painting of face brick walls.
- Removal of plaster from walls originally sealed with plaster.
- Removal of original architectural details.

-
- Changes to the form of the original house. Second or third storey additions.
 - Posted verandahs over footpaths to commercial premises or former commercial premises where no evidence can be provided to support their reconstruction.
 - Additional architectural detail for which there is no evidence.
 - High masonry walls or new palisade fences on high brick bases.
 - Alteration to back laneways.
 - Road chicanes which cut diagonally across the line of the streets.

Further Work

Use Water Board Detailed Survey of 1890 to identify which buildings remain from that time.

Compile photographic record of the conservation area from photos available since the late nineteenth century to the present time, as a means of assisting in appropriate reconstruction/'restoration'.