



## Belmont and Cabramatta Roads, Mosman Conservation Area Study

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# 1 INTRODUCTION

## 1.1 Background

City Plan Heritage has been engaged by Mosman Municipal Council to undertake a study of Belmont and Cabramatta Roads, Mosman for a potential Conservation Area. A previous heritage assessment of Glover Street, Mosman recommended that Glover Street be listed as a Heritage Conservation Area and that an assessment of Belmont and Cabramatta Roads be undertaken to determine if those streets should be included in the Conservation Area.

## 1.2 Boundary

The Study Area is located towards the western boundary of the Mosman LGA to the south of Military Road and in close proximity to Cremorne Junction. Generally the Study Area is defined by those properties fronting Belmont Road between Military Road and Cowles Road; Cabramatta Road between Spofforth Street and Cowles Road; Cowles Road between Belmont Road and Wolger Road to the east and Belmont Road and Spencer Street to the west; and Bardwell Road between Prince and Spencer Streets.



General Location of Study Area



**Boundary of Study Area**

### **1.3 Study Team**

This report was prepared by Benjamin Pechey, Senior Heritage Consultant, with assistance from Pam Lofthouse, Heritage Consultant of City Plan Heritage who also prepared the history. The report has been reviewed and endorsed by Stephen Davies, Director, City Plan Heritage.

### **1.4 Methodology**

This project was undertaken using the same methodology applied in the *Mosman Heritage Review*, 1996, by Godden Mackay Logan as recommended by Mosman Council in the Consultant Brief for the project. The study was undertaken in accordance with the *Burra Charter* of ICOMOS Australia and the *NSW Heritage Manual* of the NSW Heritage Council. Community Consultation was undertaken by Mosman Council with the involvement of City Plan Heritage in February 2004.

### **1.5 Terminology**

Throughout the report the term 'Study Area' refers to those sections of Belmont, Cabramatta, Cowles and Bardwell Roads that are under assessment as described in section 1.2 Boundary and identified on the Boundary Map.

No particular terminology has been employed for this report. The terminology used to describe the building styles follows the nomenclature set out in Apperly, R., Irving, R., and Reynolds, P., *A Pictorial Guide to Identifying Australian Architecture* (1989).

## 2 HISTORY

### 2.1 Historical Summary

Prior to the arrival of the First Fleet in 1788 Mosman was inhabited by the Borogegal people who spoke in the Kuringgai language. When the ship *Sirius* was refitted in Great Sirius Cove (now Mosman Bay) later in 1788, most of the local aboriginals had already succumbed to smallpox. Other than the building of a harbour defence battery at Georges Head in 1803, it was some years before any of the bushland was developed, as the only access was by water. An ex-convict Thomas O'Neil commenced farming on what is now Balmoral Oval around 1813.<sup>1</sup> The track from Milsons Point to what is now Chinamans Beach was being used enough for Barney Kearns to apply in 1829 to run a ferry service from Chinamans Beach to Clontarf. In 1834 roads from this track (later to become Military Rd and Spit Rd) were surveyed to Mosman Bay, Bradley's Head, Middle Head and Chowder Bay, although they were not constructed for over 30 years.<sup>2</sup>

Although the granting of some land in Mosman had commenced by 1800, in the early 19<sup>th</sup> century the area was considered steep and rocky, and very remote from the settlement at Sydney Cove. So remote, that it was chosen as an ideal spot for the noxious whaling industry to expand. Archibald Mosman took up a free land grant, and from 1832 operated his whaling station for 7 years in Mosman Bay. On the ridge he built his home, the suburb's first substantial dwelling.

Although at that time only scattered houses existed in Mosman, in 1838 the first speculative subdivision of 4 allotments was offered for sale:

*"..for the salubrity of the air, this Haven of Health and Retirement is admitted by all parties to surpass in purity even that of the much admired clime of Italy..."*<sup>3</sup>

The lots did not sell, and the depression of 1841 discouraged any further attempts at subdivision. In 1844 a large sandstone house "The Rangers" was built by Oswald Bloxsome on 40 acres near Mosman Bay. Although surrounded by gardens, orchards and a vineyard, access to the estate was difficult and Bloxsome attempted to sell the property in 1855. However, it was several decades before a buyer could be found.

Just as Bloxsome found it difficult to sell his estate, the early land speculators during the 1850s also found that the "benefits" of their subdivisions could not outweigh the disadvantages of isolation. The prospect of a dry dock (which did not eventuate) was the

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<sup>1</sup> Gavin Souter, *Mosman, A History*, 1993, p20.

<sup>2</sup> Souter, p33.

<sup>3</sup> Souter, p52.

catalyst for James King to subdivide his 150 acre Silex Estate into 25 large lots in 1853.<sup>4</sup> The only access to Mosman was the rough track from North Sydney or by water to Mosman Bay. While some of the large lots were sold to investors, no houses were built.

Archibald Mosman's estate at Mosman Bay was purchased in 1859 by Richard Harnett, who was to become the most significant figure in the development of Mosman.

In 1862 the surveyed roads from North Sydney to The Spit were constructed along the ridge, although they remained relatively rough and narrow. During the 1860s the Colony moved towards responsibility for its own defences, rather than relying on English troops and ships. Military reserves were declared at Middle, Bradleys and Georges Heads, with a plan to improve the fortifications protecting the entrance to the harbour. During 1871, 250 men were employed to widen the road along the ridge (later to be known as Military Rd), and build branch roads to each of the Heads to allow the large gun barrels to be rolled from North Sydney to the gun emplacements.<sup>5</sup>

Unlike suburbs such as Balmain, Glebe, Chippendale or Paddington, Mosman had no industries which would attract a population of workers. Its only industry, whaling, had lasted less than a decade, and the later industries in the Bay (a tannery, tin-streaming factory and boiling down works) operated for only a few years each. It was the new defence roads which gave Mosman's land speculators the fillip they were waiting for. Richard Harnett, after insolvency forced him to sell his land, was fortunate enough to receive an inheritance which enabled him to repurchase it at half the price in 1870. He also purchased parcels of land totalling 370 acres at The Spit, Middle Harbour, Quakers Hat, Balmoral and Little Sirius Cove, as well as holdings in Neutral Bay and Willoughby.<sup>6</sup>

In the early 1870s Mosman's population was less than 100 people, and the land holdings were mostly of at least 5 acres. The area was a remote outpost of the St Leonards Municipality. Harnett launched his Town of Ballaclava subdivision to the north of Mosman Bay in 1873, but despite the new defence roads, this faltered due to its isolation. After taking on a partner, the politician, banker and investor Alexander Stuart, Harnett's investment in his estate increased. In 1877 access was further improved with the introduction by Harnett of a horse-drawn bus service from Milsons Point to Georges Head via Mosman Bay, and he built roads, wharfs and community buildings.

From the almost non-existent sales of subdivided land in the 1870s, the 1880s saw the start of more successful subdivisions and auctions, underpinned by Harnett's initial improvements to transport and services. Gradually the focus of the subdivisions moved from the merchant

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<sup>4</sup> Souter, p84.

<sup>5</sup> Souter, p76.

<sup>6</sup> Souter, p87.

class seeking large lots on which to build villas, to the upwardly mobile workers who were prepared to commute the larger distances to their workplace in return for a home which was “healthier” and had more spacious surroundings than a terrace house. The Harbour View Estate, immediately east of Cowles Rd and north of Belmont Rd, was released in 1883. Immediately after the North Shore Steam Ferry Co Ltd started its regular service to Mosman Bay in 1884, Harnett and Stuart abandoned the Ballaclava concept and launched the Mosmans Bay Township, an 18 acre subdivision of 124 lots ranging from 66 by 250 feet to 40 by 150 feet. Most of the lots were sold, and a further 50 lots were subdivided and sold in 1885.

The success of the Mosmans Bay subdivision encouraged more subdivisions, including The Rangers Estate, Muston’s Model Township and several within the Study Area, all close to the roads built by the military, or the ferry and the connecting roads built by Harnett.

## 2.2 The Study Area

The Study Area bounded by Belmont Rd, Cabramatta Rd, Cowles Rd and Military Rd lies at the western edge of Mosman. An early Parish Map, presumed to be prior to the 1880s, shows the 3 original 20 acre estates in the area, granted to John Harkness (who was responsible for much of the early development in Woollahra), Thomas Bardwell and Charles Nathan. These grants are bounded by Military Rd, a Government Rd on the eastern boundary of Nathan’s grants, and a Government Rd running east from Nathan’s grants.



Parish Map showing owners, names and sizes of Estates.

James John Glover purchased Harkness’ and Bardwell’s land grants and built a house “Ocean View” near Military Rd on the present sites of 102 to 108 Glover St. Glover was the

Mayor of Mosman in 1904, 1909 and 1910.<sup>7</sup> Charles Cowles purchased John Gouldsbury Lennon's land to the east of the Study Area, and built a large home "Myagah" in 1884.<sup>8</sup> Access to his estate from Military Rd was via the Government Rds, which later came to be known as Cowles Rd and Belmont Rd.

In 1886 a cable tram service was opened from the ferry at Milsons Point to Ridge St, North Sydney, making it easier to access Military Rd. The North Shore Gas Company commenced laying gas mains in 1887 along Military Rd. As a readily accessible part of Mosman by land, and with piped gas available, subdivision of the Study Area soon commenced. These subdivisions created Cabramatta Rd, Glover St, the western extension of Belmont Rd, Prince St and Melrose St.

The first section to be subdivided in around 1887 was the part of Bardwell's grant to the south of Military Rd. The section to the north was retained by Glover, who built another mansion called "Alameda" on it. Known as Glovers Estate, his subdivision was not immediately successful; in 1894 there was another auction, in May 1895 there was a further auction of 60 unsold "grand building sites" and in 1902 yet another auction of unsold lots.

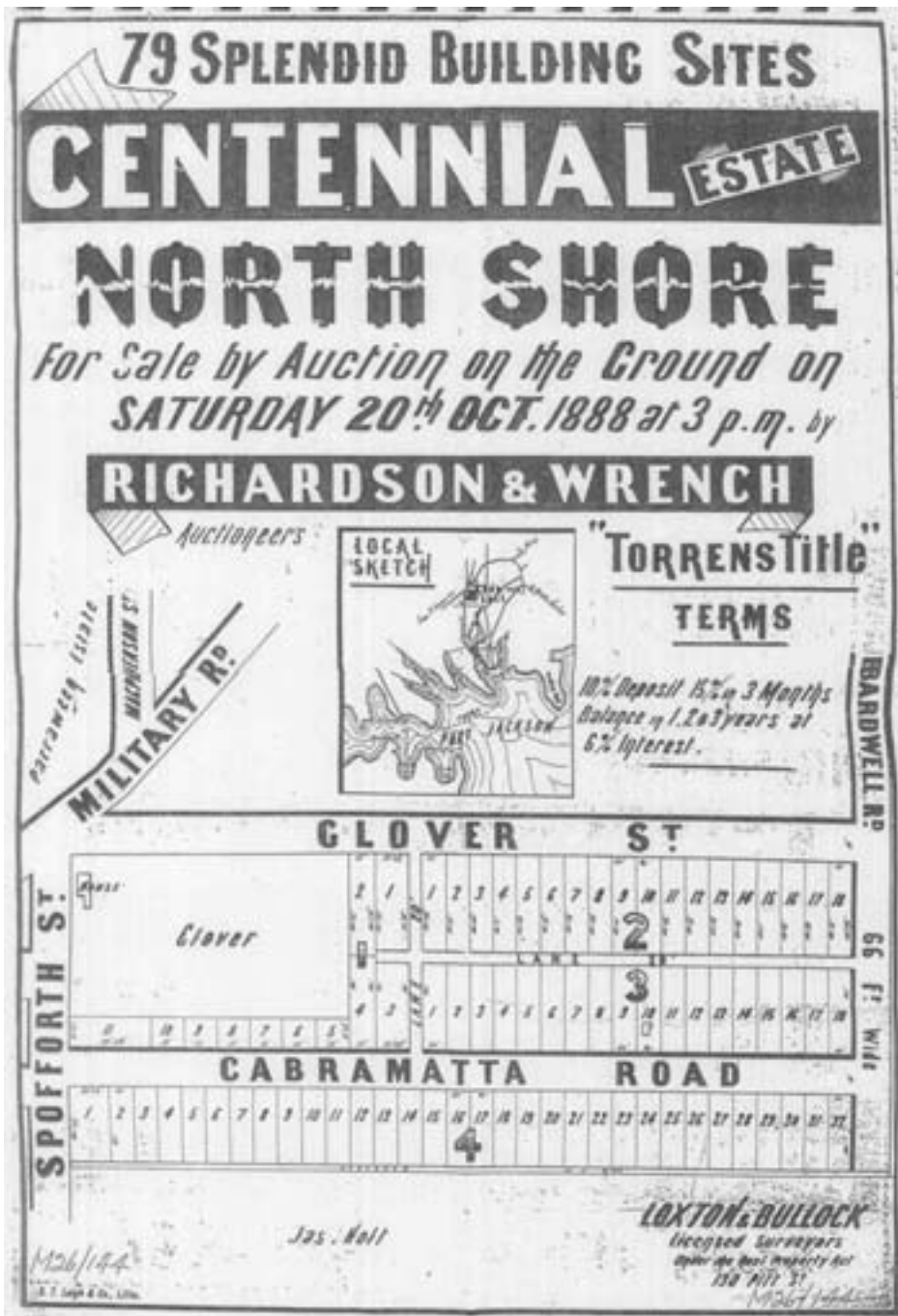
The 20 acres to the south of Glover St (the Harkness land) was auctioned on 20 October 1888 as the Centennial Estate. It consisted of 79 lots in Cabramatta Rd and Glover St. A large lot containing John Glover's residence on the corner of Military Road and Glover Street was retained. The area was again auctioned in 1892 as only about half of the lots had been sold and only two new dwellings had been constructed.

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<sup>7</sup> D. Jack Carroll, *The Streets of Mosman*, Mosman Historical Society, 1981, p36

<sup>8</sup> First listed in the 1885 Sands Directory.





1888 Subdivision Map showing the sale of allotments along the southern side of Glover Street

(Source: Mosman Library Local Studies Collection)

In December 1888 the northern part of Charles Nathan's 20 acres was subdivided and auctioned as part of the Mosmans Bay Estate.

**MOSMANS BAY**  
**ESTATE NORTH SHORE**  
*For Sale by Auction on the Ground on*  
**Sat dy 15<sup>th</sup> Decr 1888 at 3pm. by**  
**TORRENS Title** *Batt. Rodd & Purves*  
*Auctioneers*

**PRINCE ST**  
**BELMONT ST**  
**BARDWELL RD**  
**COZLES RD**  
**GLOVER ST**

**LOCAL SKETCH**

**FREE BUSES on DAY of SALE**  
*From Mosman's Bay Point at 2.45pm.*  
*From Milson's Point at 2.30pm.*  
**REFRESHMENTS PROVIDED**

**LOXTON & BULLOCK**  
*Licensed Surveyors*  
*under Real Property Act*  
 130 PITT ST.

**-TERMS-  
 -EASY-**

**1888 Mosmans Bay Estate Subdivision Map**  
 (Source: Mosman Library Local Studies Collection)

In 1889 the Metropolitan Board of Water Supply and Sewerage extended their underground pipes along Military Rd from Cremorne. Soon the piped water reached all the main settlements in Mosman. That same year the St Leonards Municipality created the new ward

of Mossman's Bay, which in 1890 became the Mosman's Ward of North Sydney Borough. The Borough of Mosman was created in 1893.

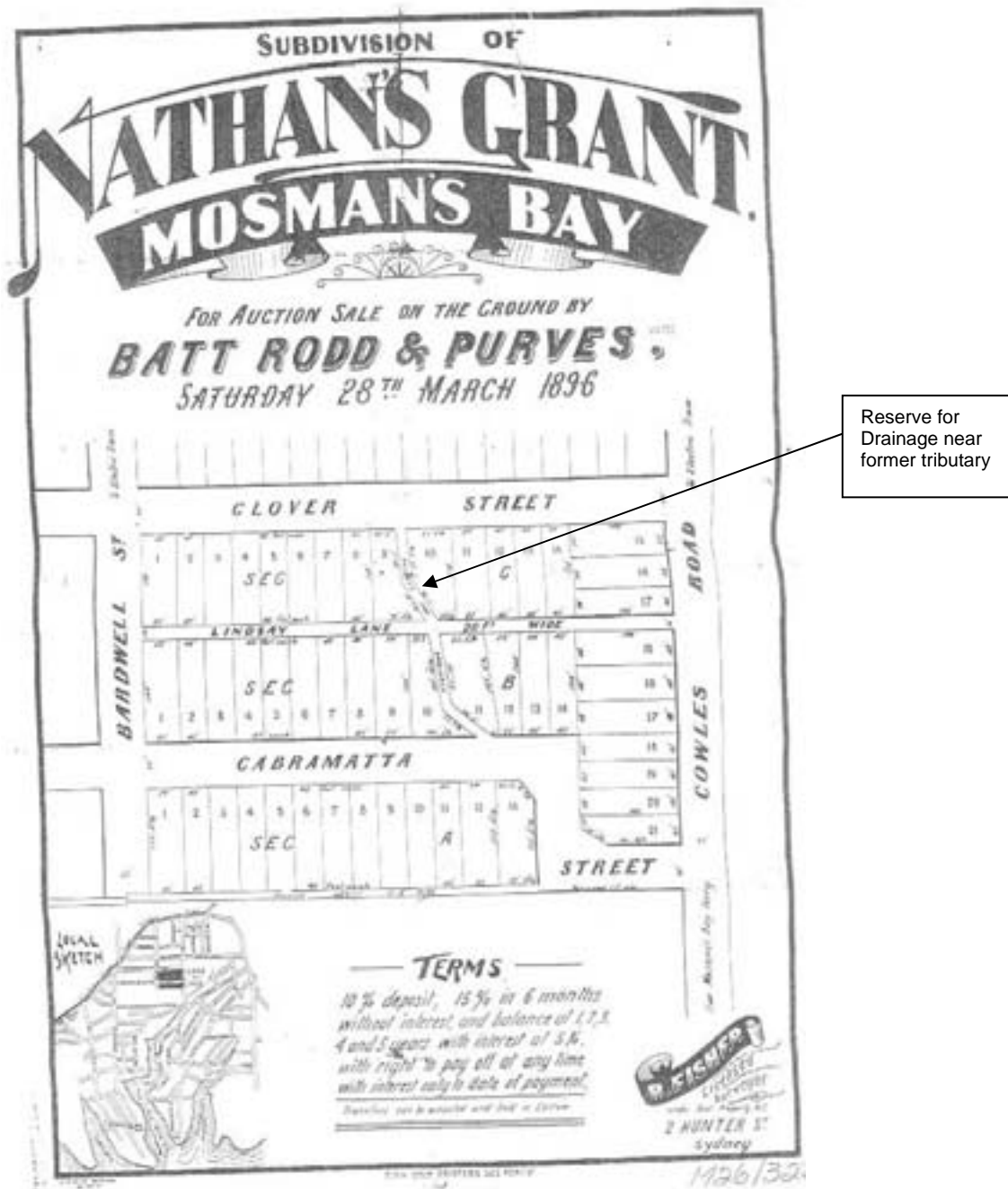
After a deputation in 1890 pointed out to the Minister for Works that there were 470 houses between North Sydney and Middle Head, he agreed to extend the tramline two and a half miles east from North Sydney along Military Rd to Spit Junction. The trams, powered by a generator in North Sydney, started running in 1893 and were Sydney's first electric trams. The depression which started in 1892 slowed development somewhat, however the land sales and building continued. The Study Area now had gas, piped water and a tram within close walking distance, and the unsold lots in the Glovers and Centennial Estates were readvertised.

The auction advertisement for the unsold lots in Glovers Estate in 1894 shows that 7 of the 27 lots along Glover Street had been sold at this time as had the majority of lots along Belmont Road to the north. A number of dwellings had been constructed along the northern side of Belmont Road.



**1894 Subdivision Map with the sold lots shaded.  
(Source: Mosman Library Local Studies Collection)**

In March 1896 the lots on the southern side of Glover Street were advertised for sale as part of Nathan's Grant, Mosman Bay. This subdivision included lots along Cowles and Cabramatta Roads. It also shows a reserve for drainage running at an angle towards the south east. This drainage reserve follows a former tributary that joined the main creek which flowed down into Mosman Bay. Additionally, the junction of Cabramatta and Cowles Roads is located further to the south of its present location with lots dedicated where the road exists today.



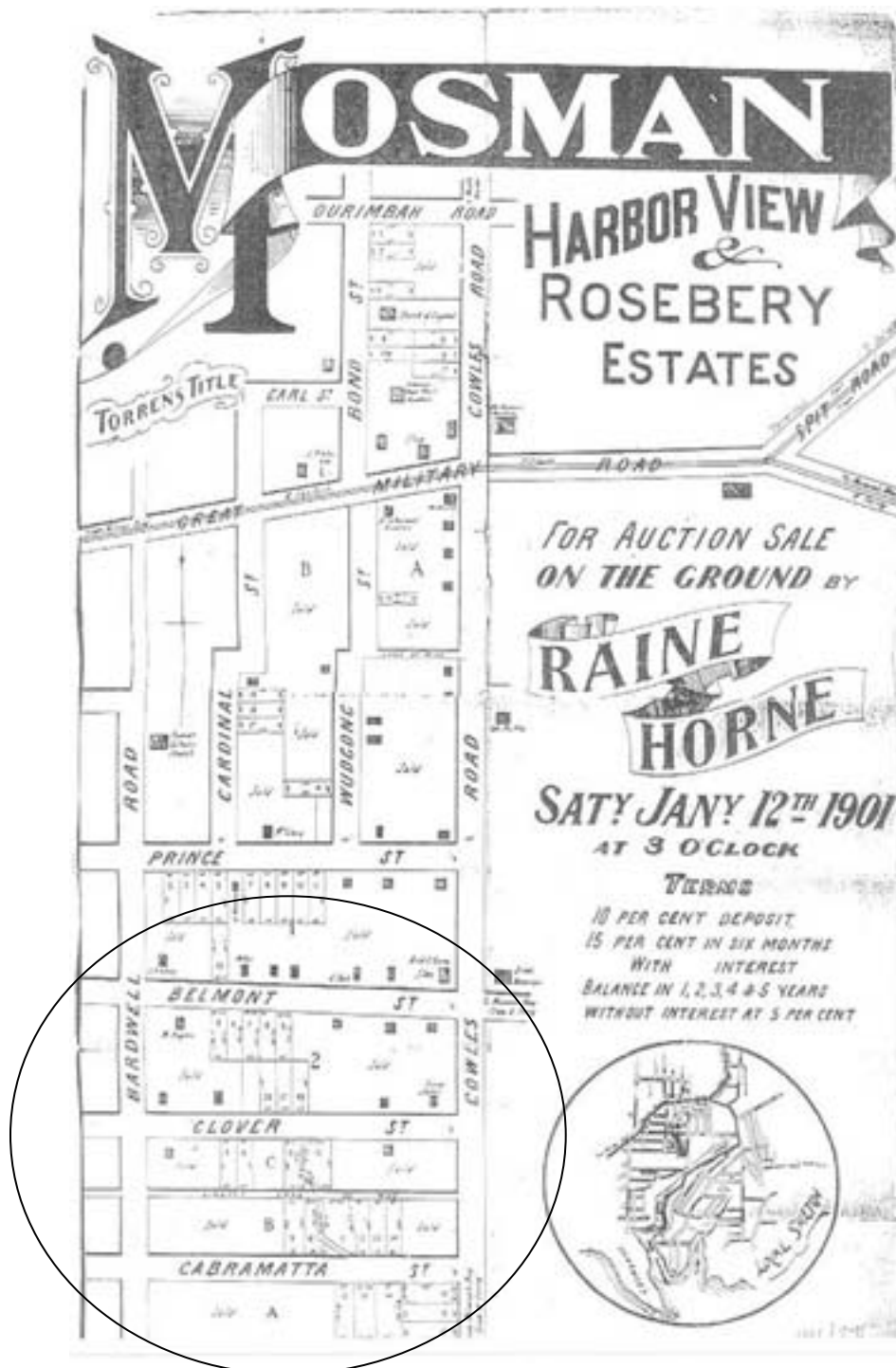
**1896 Subdivision Plan for Nathan's Grant  
(Source: Mosman Library Local Studies Collection)**

At the turn of the century, the depression was over and Mossman's Bay<sup>9</sup>, or Mossman's, or simply Mosman was developing into a series of small settlements along the transport routes within the extensive tracts of bushland, although the major centres were Spit Junction and Mosman Junction. Ferries, trams, roads, gas, water and sewerage (installed between 1900 and 1902) were available and the development of houses in the Study Area started to accelerate.<sup>10</sup>

<sup>9</sup> There was early confusion over the spelling of Archibald Mosman's name.

<sup>10</sup> Electricity was not available to houses in Mosman until 1915.

In 1901 the unsold lots on both sides of Glover Street from Bardwell Road to Cowles Road were advertised for auction along with other unsold lots up to and beyond Military Road and in 1902 there was a further auction of lots in the Glover Estate.



1901 auction of unsold lots showing some dwellings in existence along the eastern portions of Glover St and Belmont Rd. Note the realignment of Cabramatta Rd where it joins Cowles Rd since the original subdivision plan.

(Source: Mosman Library Local Studies Collection)

*Unreserved Sale*

# MOSMANS BAY

(ON ACCOUNT OF THE OWNER RESIDENT IN ENGLAND)

## THE UNSOLD LOTS IN THE Centennial Estate North Shore

FOR SALE BY AUCTION ON THE GROUND  
by **HARDIE & GORMAN** IN CONJUNCTION WITH  
AUCTIONEERS **H.W. HORNING & CO**

of **SATURDAY**  
**9<sup>TH</sup> MARCH 1901**  
AT 3 · P · M ·

**Torrens Title**

LOCAL SKETCH

**Terms**  
10 per cent deposit  
15 per cent in 3 months  
Balance in 5 years at  
5 per cent interest

**GLOVER STREET**

**CABRAMATTA STREET**

*Jas Holt*

**LOXTON & BULLOCK**  
LICENSED SURVEYORS  
120 PITT ST

Another 1901 auction of unsold lots showing the existence of some dwellings along the western portion of Glover St and Cabramatta Rd.

(Source: Mosman Library Local Studies Collection)

**Glover's Estate**  
**AUCTION SALE** **MOSMAN**  
 ON THE GROUND ON SATURDAY  
**JAN. 18<sup>TH</sup> 1902.**  
 AT 3.30.P.M.  
**H.W. HORNING & CO.**  
**AUCTIONEERS,**  
**58 PITT ST**  
**Sydney.**

**TERMS.**  
 10% deposit  
 15% in 3 months  
 & the balance in  
 8 equal quarterly  
 instalments with  
 5% interest added.

**TITLE TORRENS**

*All measurements  
 subject to Dep. Plan.*

"Alameda"  
 J.J. Glover Esq  
 (former owner)

PRINCE ST  
 BELMONT ST  
 GLOVER ST  
 BARDWELL ROAD  
 MILITARY ROAD  
 M'PHERSON ST  
 Sec 1

1902 auction of unsold lots showing the existence of some dwellings along the western portion of Glover St and Belmont Rd.

(Source: Mosman Library Local Studies Collection)



## 2.3 Belmont Road

The first listing of Belmont Rd in the *Sands Directory* was in 1889, when Charles Cowles' home to the east of the Study Area was recorded. His house had previously been given an Avenue Rd address. However, the 1894 auction map for Glovers Estate indicated that 12 houses had been built in the Study Area section of Belmont Rd. This included the row of almost identical Victorian Italianate houses – “Glenlossie” (No 107), “Cavan Cottage” (No 109), “Birralee” (No 111), “Rougemont” (No 113), “Vermont” (No 115), “Dalwood” (No 117), “Hayle” (No 119), “St Erth” (No 121) and “Quebec” (No 123). One of Mosman's earliest corner shops, Reid and Young, was on the northern corner of Cowles Rd.<sup>11</sup> William Hughes lived in “Selby” at No 74, and Frederick Alcock was in “Wribbanhall” at No 78 (later known as “The Moorings”). F Smith's “Alma” at No 114 appeared in 1896. By 1900 the southern side of Belmont Rd had 6 houses in the Study Area, with the addition of “Oakley” at No 48 and “Lester Villa” and “Belmont Villa” near Military Rd where Ideaworks now stands. The north was more developed with 15 houses.

Development picked up pace after Federation and by 1915 the streetscape was almost in its current form. Pfafflin & Lutge, pastrycooks, occupied the shop at 95 Belmont Rd and B Wrigley was the grocer on the corner of Cowles Rd. The entries in the *Sands Directories* suggest that Nos 58 to 64, 84, 104 and 117 were built in the early 1920s and Nos 68 to 72a, 129 and 131 in the early 1930s. The houses in Belmont Rd were renumbered in 1920.

The Mosman Council Yards at No 73 were sold and redeveloped with 2 storey semi-detached residences in the 1990s. A great deal of renovation and redevelopment has recently taken place in the street, including the demolition of some houses.

## 2.4 Cabramatta Road

Cabramatta is an Aboriginal word meaning “home of the cobra grub”. Part of the street was previously known as Thomasine St.<sup>12</sup> The *Sands Directory* of 1894 lists Cabramatta Rd, but it was not until 1895 that 4 houses were listed in the street. However, development had commenced by 1892, as the Centennial Estate subdivision plan of that year shows Dr Morris' house on 5 lots on the southern corner of Spofforth St, and a cottage on the northern side.

By 1905 there were 16 houses on the north side between Spofforth St and Bardwell Rd, and 11 between Bardwell Rd and Cowles Rd. On the south side there were 14 houses and the Mosman Grammar School (E A Harris) to the west of Bardwell Rd, and 11 to the east. There was a grocer on the south-eastern corner of Bardwell Rd. In 1910 there was a butcher and general store on this corner, and by 1915 there was a butcher, grocer and fishmonger. On the opposite corner a grocer and horse clipper/carrier had appeared by 1910.

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<sup>11</sup> Now occupied by a Real Estate firm.

<sup>12</sup> Carroll, p31.

Cabramatta Rd, unlike Belmont Rd, saw the introduction of small blocks of flats in the 1920s. The first was “Noorindoo Flats” at No 68 in 1920. The building application for 4 flats was lodged by James K Orr in 1919.<sup>13</sup> In 1925 there were 95 houses in the street; a mix of larger houses, cottages and semidetached cottages, as well as “Noorindoo Flats”, “Cremona Flats” (No 90) and “Penelope Flats” (No 11). That same year there was a slight renumbering of the street.

In the early 1930s the grocer remained on the northern corner, but the southern shops were occupied by a fruiterer and a bootmaker.<sup>14</sup> There were more flats - “Stewart House” (No 108), “Maceden Flats” (No 102) and “Harrongate Flats” (No 80) – as well as a printing company Southern Cross Press at No 84.

## 2.5 Cowles Road

There were no residents listed south of Belmont Rd by the *Sands Directory* in 1895. However, by 1900 there were 3 residents – John Campbell in “Kenilworth” (No 26), Edward Everett in “Berwyn” (No 36) and James Smith. It appears that Smith’s house was demolished and replaced by the pair of semi-detached houses at 30 and 30A Cowles Rd in the early 1930s. By 1905 the large house on the corner of Belmont Rd, “Waveney” (No 40), had been constructed.

The 1910 listing includes James Hardie in “Barncraig” (No 22), “Hugh Harvey in “Dalby” (No 32) and Alfred Dunrich in “Renfrew” (No 28). The latter house was occupied for many years by G F V Elliott. The house at No 24 was built around 1920, and No 38 in the late 1920s, both as a result of the subdivision of the sites of their neighbouring houses. The semis at 30 and 30a Cowles Rd completed the row of houses, which has remained relatively intact since then.

## 2.6 Glover Street

Following its relatively early subdivision Glover St was initially slow to develop. Part of Glover St was for a time known as Seaview St. Glover St was first listed in the *Sands Directory* in 1887 although the only dwelling was John Glover’s “Ocean View”. By 1895 two other dwellings had been constructed on the south side of Glover St and are indicated on later subdivision plans. Development of the northern side of Glover St had begun in 1900 with dwellings also located east of Bardwell Rd. In 1901 only seven lots were unsold along this section of Glover St with two dwellings constructed on the southern side which are likely to be

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<sup>13</sup> Mosman Council Building Application Register, Mosman Local Studies Library.

<sup>14</sup> It is now an Art Gallery.

numbers 4 and 28 Glover Street and 4 dwellings along the northern side which are possibly numbers 36 Cowles Road and 3, 21 and 33 Glover St.

The major period of development in Glover St occurred between 1900 and 1905. In 1905 the *Sands Directory* listed 53 residents in Glover St meaning that within five years nearly the whole street had been developed, including the subdivided site of "Ocean View" which had been demolished. Development continued over the next five years with approximately 20 new dwellings constructed. No further development occurred until the mid 1920s. This next phase of development essentially completed the streetscape and is evident in the Inter War California Bungalows and semi-detached dwellings in the street. Relatively few alterations have occurred to the housing stock of the street with only a handful of infill buildings constructed after the 1950s. One such example is the infill dwelling at No 14 with the site formerly used for a motor garage.

## **2.7 Historical Themes**

State Historical Themes:

- Land Tenure
- Townships
- Housing

### 3 THE BUILDINGS AND THEIR SETTINGS

Belmont and Cabramatta Roads are a little over half a kilometre long from Cowles Road and runs approximately east west. Belmont Road is one of the busier thoroughfares in Mosman and continues past Cowles Road and rejoins Military Road. Cowles and Bardwell Roads run perpendicular to Belmont and Cabramatta Roads and continue beyond the Study Area. The streets in the vicinity are part of a regular grid pattern which was laid out in the late 19<sup>th</sup> century. The streetscapes feature a variety of Federation and Inter War period dwellings that were constructed at various stages. Cabramatta Road, like Glover Street, features two major phases of development, one in the mid Federation period and another in the early Inter War period. Belmont Road, being a main thoroughfare, developed differently. On the whole it was slightly earlier and almost all buildings were constructed within the Federation period. The street demonstrates cohesive patterns of scale, roofscape, typology and siting with a very high proportion of dwellings that contribute to the character of the street and very few intrusive buildings. For a distinct and explicit articulation of the character of the Study Area refer to section **6.0 Summary Statement of Significance**.

#### 3.1 Topography

This grid pattern of streets is possible due to the more gentle topography of the area which is different to the harsh slopes around the bays of Mosman. The Study Area generally slopes relatively gently in a south easterly direction from Military Road down towards Mosman Bay. The east west streets slope down from the east to the west with a gully and slight rise located towards the eastern end of the streets closer to the junction with Cowles Road. Early parish maps show a tributary running through this area which joined the larger creek and flowed into Mosman Bay.

#### 3.2 Subdivision

The gentle slope of the topography, as well as the consolidated ownership of the area, allowed for the planned regular grid pattern of the streets. This streetscape and subdivision pattern contrasts with the earlier and more haphazard street alignments in the original township around Mosman Bay. The streets in this area were all subdivided and developed over a similar time period. The allotment sizes within the Study Area predominantly feature expanded frontages which are fairly standard to the area and have been retained from the original subdivision. The exception to this is where semi detached dwellings have been constructed on a single size allotment or where a number of allotments were originally consolidated and then re-subdivided into a mixture of slightly larger site and smaller sites. Some infill development has also impacted on the regularity of allotment sizes. The western ends of Belmont and Cabramatta Roads feature residential flat buildings which are also on

consolidated allotments. The only significant exception to the shape of the allotments is in numbers 11 and 9 Cabramatta Road which are an odd shape due to the former drainage reserve shown in early subdivision plans.

### **3.3 Views**

The views are relatively limited due to the topography of the area. The principal aspects are along the streets often through or into the avenue of Brush Box trees, particularly from the western end as the road slopes down to the east. Views along the streets to the west demonstrate the cohesive roof scape as large plantings and trees are less dense, particularly on Cabramatta Road. The view from the junction of Cowles and Belmont Roads looking south is significant for its aspect of the city skyline in the distance. A similar view is also afforded from the junction of Bardwell and Cabramatta Roads along Bardwell Lane. Due to the topography of the area limited views south towards the harbour and the city skyline in the distance are available from the rear of the dwellings at certain sections along the southern side of the streets.

### **3.4 Building Character**

The dwellings in the streetscape demonstrate a degree of cohesiveness in their type, form, period of construction, materials and scale. The dwellings are predominantly from the Federation period and constructed after 1900 with a small number of Inter War period dwellings and a scattering of later infill development. Belmont Road has some late 19<sup>th</sup> century dwellings including the row of Italianate cottages on the northern side west of Bardwell Road.

The streets are mostly single storey in scale and this pattern has been essentially retained as additions are predominantly sympathetic in size and siting. The cohesive scale breaks down at the western end of Cabramatta and Belmont Roads with three and four storey residential flat buildings and town house complexes. Cabramatta Road features some Inter War two and three storey walk-up flat buildings which contribute to the streetscape. It also has some larger and more intrusive Post War flat buildings at the northern end.

Traditional materials characteristic to the streetscape are masonry and timber including brick, sandstone and some roughcast render and painted cement render. Painted timber joinery and shingles are commonly used for decorative elements and there are a small number of timber cottages. Contributory roof materials are either slate or terracotta. A number of such dwellings have been unsympathetically painted.

Most buildings are single detached dwellings but there are a significant number of semi detached dwellings and a small number of residential flat buildings and townhouses. Significant and contributory buildings feature ornamental details such as gable end decoration in timber, stucco or roughcast render, lead light glass, ornamental windows and embellished timber joinery. Some of the earlier buildings have cast iron filigree balustrades. The Inter War housing stock is noticeably less ornate than the Federation period dwellings. Original street edge fencing is almost non-existent. The only significant fence is the smooth cut sandstone fence with high pyramidal capped piers to No's 20 and 20A. A number of items have sympathetic timber picket fences or slightly later low height face brick fences. High, visually impenetrable fences are one of the more intrusive elements in the streetscape with medium to low height timber picket fences the most sympathetic examples of new fencing.

There are a number of infill buildings in the study area which have mostly been constructed between the 1960's and present. These dwellings are usually two storey semi detached residences or duplexes although there is a larger group of town houses at the western end of Cabramatta Road. The recent semi detached infill has been generally more sympathetic than the earlier infill development from the 1960s to 1970s in bulk, scale, form and materials.

### **3.5 Styles**

The more significant or contributory Federation period dwellings in the streets demonstrate characteristics of the Queen Anne style such as face brick construction, complex hipped and gabled roofs, timber gable screens, wide verandahs with timber posts and ornamental brackets and friezes, casement windows with multi-paned top lights and terracotta or slate roofs. Although, it should be noted that the dwellings were principally constructed for speculative sale during the major period of urban development in the area and are therefore not particularly significant in their own right. The less decorative federation period dwellings tend towards the characteristic of the Federation Bungalow style, which is also adapted for use in the semi detached houses in the streets. The Inter War dwellings in the area are mostly in the Californian Bungalow style with large gable ends on a low pitch roof, verandahs with tapered pylons and rough cast render. This form and style is also adapted for semi detached housing types from the Inter War period. The Inter War walk-up flat buildings along Cabramatta Road feature details typical of the period but do represent a particular style.

### **3.6 Orientation**

The dwellings in the streets are principally orientated to the street and aligned with the streets edge boundary. The dwellings are well setback and this pattern is maintained along the streets. Dwellings are mostly sited at street level although some dwellings at the western end on the north side of each street are situated above the street level to varying heights.

Likewise, some of those dwellings in the gully at the eastern end of the streets are sited slightly below street level and sometimes partially obscured from view. The dwellings on Cowles Road are regularly stepped down as the road slopes towards the south.

### **3.7 Roofscape**

Sections of the streets have retained the original roofscape of hipped and gabled roofs, mostly with terracotta tiles. The majority of the dwellings feature terracotta tiled roofs and there are a few slate roofs. Some dwellings have had their original roofs replaced with cement or even mock slate tiles. Significant and contributory dwellings often demonstrate more complex roof forms common to the Queen Anne style of residential architecture and will also have some form of decoration on their gable ends. Alterations to roof forms are more common in Belmont Road than Cabramatta Road. There are fewer dormer additions and a greater number of 'pop-top' and 'piggy back' additions. These types of additions are larger and most often more intrusive to the streetscape due to their additional bulk and scale. They alter the patterns of height and massing in the streets. There are fewer number of setback sympathetic additions in Belmont and Cabramatta Roads when compared to Glover Street.

### **3.8 Landscape Elements**

Belmont and Cabramatta Roads feature avenues of large mature Brush Box trees which partially over hang the streets and provide ample shade for the streetscape. The Brush Boxes are most intense along Belmont Road while at the northern end of Cabramatta Road a smaller number remain with some replaced by Bottle Brush trees among other species. There are fewer trees along Cowles Road. The nature strips are grassed and a paved footpath traverses the length of the street. This type of tree planting and public verge is common to the Mosman area. Driveway cross overs are relatively common on Belmont Road when a large portion of dwellings on both sides of the street have garages, carports or hardstand car spaces (more so than Glover Street or Cabramatta Road). Due to the siting of dwellings on Cowles Road a number of dwellings feature garages below the building line which are less intrusive to the streetscape. A number of dwellings on Cabramatta Road also feature garages and car spaces but not as many as Belmont Road and therefore there has been less impact to the streetscape. There are almost no occurrences of driveways and garages on the northern side of Cabramatta Road as there is rear lane access from Lindsay Lane.

Front gardens and plantings of individual properties have on the whole been altered although there are a few remnant design elements such as gardens beds and pathways. There is little evidence of original garden layouts or plantings in the streets, although some trees and shrubs are species popular during the main periods in which the houses were built. These

include Crepe Myrtle (*Lagerstroemia indica*), Indica azaleas and Kentia palms (*Howea* species).

Very few of the fences are original in Belmont and Cabramatta Roads with most being later brick or masonry fences usually of a high to medium scale. There are some later but sympathetic examples of low height face brick fences and low timber picket fences. Front boundary fences include a variety of types:

- rendered brick;
- brick piers with timber picket panels;
- welded steel mesh;
- powder coated pool-type fencing;
- original brick piers with pipe rails;
- painted brick;
- steel pipe with wire mesh panels;
- timber pickets;
- original sandstone piers with pipe rails;
- Original wrought and cast iron.

### 3.9 Intrusive Elements

Belmont and Cabramatta Roads suffer to differing degrees from the impact of a number of intrusive built elements such as high street edge fences, painting or rendering of original face brick façades and intrusive alterations and additions such as the enclosure of front verandahs, the addition of garages and carports and the construction of intrusive dormers to façade elevations. Most of the alterations that have impacted on the integrity and character of a dwelling are reversible. Therefore with pro-active conservation works it is possible to remediate these changes and enhance the character of the area.

Crucially, large and intrusive additions which diminish the streetscape are not evident in Glover Street. Fortunately, the intrusive elements have not impacted upon the overall cohesiveness of the streetscape and its patterns of form, scale, typology and materials (see below for examples of intrusive elements).



**Intrusive Fence of Welded Steel Mesh**



**Intrusive high brick front fences**





**Row of intrusive garages and fences along Cabramatta Road**



**Dormer addition with uncharacteristic and intrusive proportions. Site also features large intrusive garage.**



**Intrusive 1960/70s infill that is out of scale with surrounding dwellings and its bulk is intrusive to the streetscape.**



**Intrusive first floor addition over front section of typical Federation cottage which has significantly impacted on the original character of the dwelling.**



**Townhouse development on the corner of Glover Lane and Cabramatta Road is intrusive due to its horizontality and inarticulation between residences which impacts on the rhythm of the streetscape.**



**Intrusive carport which has removed a section of the original verandah and obscures the façade of the Federation cottage.**



**Intrusive enclosure of Verandah of Californian Bungalow. This is reversible as the façade is intact behind.**



**Early Federation cottage with almost all original detailing and fabric removed. It only resembles the original dwelling in form.**



**Federation Cottage with inappropriate 'classical' details added such as columns and ashlar quoins.**

### 3.10 Original and Sympathetic Elements

As Glover Street has retained much of its original character there is sufficient original fabric to allow for the interpretation of original forms and character in new elements to sites in the streetscape. Sympathetic carports are those which do not impact on views to the façade, are mostly open and use forms and materials that are sympathetic to those of the dwelling. Original fences are described in the section 3.1.8 Landscape Elements. Examples of new sympathetic fences are those that interpret the original fence forms and are low in height, feature masonry plinths with timbers pickets or pipe rails above. Medium height timber picket fences with appropriate spacing are also sympathetic to the streetscape. Sympathetic additions are those which are principally obscured from the streetscape and allow for the legibility of the original form of the dwelling. Sympathetic façade treatments are those which have restored or retained original detailing and materials (see below for examples of intrusive elements).



**Original and Significant sandstone fence to 20 and 20A Cabramatta Road**



**Original sandstone fence base. Would have originally featured timber pickets, post and rail or iron palisade fencing on top. The brick addition was probably constructed during the Inter War period.**



**Inter War Fence sympathetically modified for driveway opening which leads to an appropriate uncovered car space**



**A sympathetic uncovered car space that does not impact on a good and intact Queen Anne cottage.**



**Although original façade fabric has been altered the rear additions are sympathetic because of their setback, scale, sympathetic form and materials. Due to the slope of the site they probably allow two levels at the rear without having impact on the streetscape.**



Rear additions to a restored Federation Queen Anne cottage that are setback well behind the original dwelling to reduce the impact on the dwelling and the streetscape.



A “Federation” style infill development which is sympathetic to the street in form, scale, articulation and materials. Although the carports are intrusive to the streetscape.



A sympathetic new fence that is low in height with rendered base and timber pickets above.

### 3.11 Site Images



**View along  
Cabramatta Road  
from Cowles Road  
looking west**



**View south down  
Cowles Road with  
city skyline in the  
distance**



**View along  
Cabramatta Road  
showing row of  
intact Federation  
cottages and semis**



**View east along Belmont Road showing avenue of Brush Box trees**



**View south along Bardwell Road from Belmont Road. The 2 storey corner shop on Cabramatta Road is in the middle distance while the city skyline is in the background.**



**View west along Belmont Road from Cowles Road**





**Group of two storey Federation terraces, unusual in the area, with Inter War ground floor addition. Located on the corner of Cabramatta and Bardwell Roads.**



**Early federation Italianate Cottage, one of a group of 9 along Belmont Road.**



**Row of Federation Queen Anne cottages along Cabramatta Road including some Heritage Items**



**Good and very intact example of a Federation Bungalow in Cabramatta Road**



**Good and intact example of an Inter War Californian Bungalow**



**One of the Inter War walk-up flat buildings in Cabramatta Road. Substantially intact featuring detailing typical of the period.**



**Group of Heritage Items and Contributory Items on Cowles Road.**



**Interesting example of a Federation Arts and Crafts residence on Cabramatta Road with steeply pitched roof, original eyelid dormers and roughcast render walling.**



**Inter War Functionalist semi detached dwellings on Belmont Road.**

## 4 PLANNING ISSUES

Planning objectives to evolve from this Conservation Area Study focus on the retention of the significant character of the area as described in sections 3.0 and 6.0. Essentially the Federation and Inter War housing stock is to be retained as practically all of these elements contribute to the character of the streetscape. The following actions should guide future planning issues for the area:

- Issues for policies and controls relating to the Conservation Area ranking of individual buildings:
  - 1 ranked Contributory buildings must not be demolished and their contribution to the area is to be maintained or enhanced.
  - 2 ranked Contributory buildings must not be demolished and their contribution to the area is to be enhanced through the removal or reversal of intrusive elements.
  - 3 ranked Neutral buildings may only be demolished if they are to be replaced by something that is to contribute to the significance of the conservation area. In this respect new contemporary dwellings are allowable but must account for the significance and character of the area and ultimately contribute to the Conservation Area. New contemporary dwellings must strive for a number 1 ranking as opposed to a number 3 or 4 ranking so as to enhance the significance of the area by contributing to the quality of the built environment.
  - 4 ranked Intrusive buildings may be demolished but must be replaced by a building that will contribute to the character and significance of the Conservation Area. Again, new contemporary dwellings are allowable but must account for the significance and character of the area and ultimately contribute to the Conservation Area. New contemporary dwellings must strive for a number 1 ranking as opposed to a number 3 or 4 ranking so as to enhance the significance of the area.
- The original subdivision pattern of the area should be retained. As semi detached housing is characteristic of the area further subdivision and amalgamation of allotments is only permissible provided it does not impact on the character of the conservation area. New townhouse development should interpret the traditional semi detached built forms in the streetscape.
- Proposed works should aim to enhance the contribution of a particular site to the significant character of the Conservation Area.
- The significance of the Conservation Area could be enhanced considerably by the remediation or reversal of intrusive changes. Where possible, and particularly where works are proposed, intrusive elements of contributory buildings ranked 2 should be removed or their impact mitigated so that that their contribution to the streetscape can be raised to a 1 ranking.
- Proposals for alterations and infill dwellings should be considered on a performance basis with particular regard to the significant patterns of forms, scale and materials in the streetscape by aiming to retain and enhance those patterns and qualities.



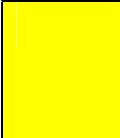


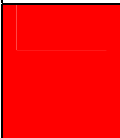
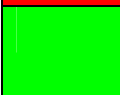

- No new intrusive changes or elements should be permitted in the study area including high, visually impenetrable front fences, the painting of face brick façades, the removal of original detailing, or unsympathetic alterations and additions such as first floor additions over the original front section of a dwelling and the enclosure of verandahs.
- Issues for policies and controls relating to alterations and additions, front fences, parking structures and treatment of facades:
  - **Alterations and Additions:** Contemporary additions to the rear of dwellings are appropriate so long as they are sympathetic in scale and siting, appropriately recessive and do not impact on the character of the streetscape. New contemporary work should be clearly discernable as new work.
  - **Alterations and Additions:** Additions to the front of dwellings are not appropriate. Additions to the side elevations are appropriate so long as they are recessive, secondary in nature to the original form, are setback from the façade and retain the legibility of the dwelling form and character to the streetscape.
  - **Alterations and Additions:** First floor additions must not impact upon the contribution of a building to the streetscape, should be restricted to the rear of dwelling, must minimise impact upon the original roof form when viewed from the public domain, should be recessive and not dominate the original form and character of the dwelling. First floor additions over the front section of a heritage item or contributory building should not be permitted. For attic conversions it is encouraged to locate dormer windows to side and rear roof pitches. A single dormer to the front pitch of a roof is allowable provided it is of appropriate and traditional proportions and materials related to the style of the dwelling, does not dominate the roof plane and does not detract from the overall contribution of a place to the Conservation Area.
  - **Treatment of Façades:** The treatment of the façades and side elevations of contributory buildings that are visible from the public domain should maintain and restore original elements including face brick work, original windows, timber joinery, decorative elements and doors. Restoration of façade elements should be based on historical evidence such as photographs or evidence provided by surviving fabric and match the period of construction of the dwelling. Should it be necessary to replace original façade elements due to deterioration then replacement elements should match the existing. The painting of the face brick of contributory buildings is not permissible. Although difficult to achieve it is encouraged that dwellings with painted original face brick façades should be returned to their original state.
  - **Front Fencing:** Property owners should be encouraged to retain original or early fences where they have survived and replace intrusive styles with more sympathetic types, guided by evidence from historical material or an interpretation of traditional fencing forms sympathetic to the style and period of the dwelling. Solid masonry privacy walls, welded steel mesh and pool type fences are to be avoided. While timber picket fences were common of the architectural styles found in the Study Area,

it is desirable to choose picket profiles and spacings that are compatible with those styles. 'Acorn' pattern pickets are readily available from timber suppliers but are often inappropriate for Federation and Interwar house styles. New fences should be low to medium scale in height, and employ sympathetic materials and styles which are evident in the streetscape.

- **Parking Structures:** Carports and garages along the street frontages are intrusive to the character of the area. Due to their solid form and intrusive visual bulk garage structures should not be permitted. The dwellings on the northern side of Cabramatta Road have access from rear lanes and therefore carports or garages are able to be located to the rear of the sites. Carports are not encouraged along the street frontages as they are intrusive to the streetscape but driveways and parking spaces in front yards may be appropriate depending upon the circumstances.
- **Landscape Elements:** Where original garden plantings, beds, paths and edgings survive they should be retained. Many properties display garden styles that reflect more recent landscape fashions including native plantings and large paving blocks with groundcover plantings between. While it is important that owners have plenty of choice in their garden options, it is also important that new landscaping complements the streetscape and the architectural styles of the housing. The street trees and public domain plantings are an integral part of the character of the conservation area and should be maintained.
- Holt Estate Conservation Area is a different subdivision and developed over a more succinct period in comparison to those which contain Belmont Road, Cabramatta Road, Cowles Road, Bardwell Road and Glover Street. The study therefore presents a dissimilar character to that of the Holt Estate and consequently should be listed as a Conservation Area in its own right and not be incorporated into the Holt Estate Conservation Area.
- The boundary of the proposed Conservation Area has been rationalised to exclude non-contributory and intrusive items wherever possible. This mostly includes the adjustment of areas at the western end of each street where higher density development has occurred. The eastern side of Cowles Road has also been removed from the proposed area as it was not part of the original estates and subdivisions.

## 5 SIGNIFICANCE ASSESSMENT

### 5.1 Key to Conservation Area Ranking in the Schedule

Map Colour	Ranking	Description
	A	A building recommended for individual listing in the schedule.
	B	A building which is already a heritage item
	1	A building with a high degree of intactness and/or which contributes substantially to the stated character of the area in the terms given in the definition of a Conservation Area.
	2	A building which contributes substantially to the character of the area but significance has been reduced by loss of original materials or detail (eg roof, chimneys, fences), unsympathetic additions (eg verandah infill) or inappropriate decorative treatment (eg painting of face brickwork)
	3	A building where the impact on the heritage character of the area is neutral
	4	A building which has an adverse impact upon the character of the area because of its scale, design, assertiveness, materials or the like, or because its original qualities have been mutilated or removed.
	Boundary	Green Boundary is the Glover Street Study Area. Assessed in a previous study and recommended for listing.
	Boundary	Dark Blue Boundary is the combined Glover Street and current Study Area recommended for listing.

### 5.2 Conservation Area Ranking Map





## **5.3 Schedule of Individual Buildings**

### **5.3.1 Notes**

When identifying the architectural styles of the dwellings in the streets the vast majority of dwellings did not demonstrate strong characteristics of a particular style but rather their forms, materials, patterns of fenestration etc are typical to the period of construction, which in most cases was the Federation period. Therefore it was difficult to adequately ascribe dwellings with a particular style as only a few demonstrate the particular and definitive characteristics of a style such as Queen Anne. This situation can be attributed to the fact that the area was part of the late 19<sup>th</sup> and early 20<sup>th</sup> century phase of urban consolidation in Mosman where the majority of the housing stock was speculatively developed. The ranking of dwellings is to aid in assessing the significance of the area as well as identifying the degree to which individual buildings contribute to the character of the area. The ranking should also assist Council in maintaining and enhancing the contribution of an individual site through the development control process. The comments provided for the individual dwellings list points of interest as well as identifying the particular intrusive elements (if any) for each site so that they may be addressed at a later time.

### 5.3.2 Cabramatta Road North Side from Cowles Road to Bardwell Road

Street No.	Predominant Architectural Style	Rank	Comment
1	Federation Queen Anne	2	Modified cottage with enclosed verandah and painted face brick.
3	Federation Bungalow	3	Heavily modified bungalow with rendered walling, large dormer additions and substantial alteration to the roof form.
5	Inter War Bungalow	2	Modified typical Inter War Bungalow with enclosed verandah, hipped roof, painted face brick, some loss of detailing but form is intact.
7	Inter War Bungalow	3	Heavily modified bungalow with painted and rendered walling and accretive additions to street elevation.
9	Federation Bungalow	4	Heavily altered federation period dwelling. Original form and character of dwelling has been lost. Garage, Painted, additions.
11	Federation Arts and Crafts Villa	1	Two storey roughcast rendered dwelling with complex roof and original dormers. Unusual style and type for the area. Substantially intact.
13	Federation Queen Anne Semi	2	Pair with no.15. Painted face brick, high front fence, enclosed verandah.
15	Federation Queen Anne Semi	2	Pair with no.13. Painted face brick, high front fence, enclosed verandah.
17	Federation Timber Cottage	1	Original front section of highly intact and in excellent condition. Sympathetic two storey additions detached to the rear.
19	Federation Queen Anne Semi	2	Pair with no.21. Painted face brick.
21	Federation Queen Anne Semi	2	Pair with no.19. Painted face brick. Later aluminium palisade fence.
23	Inter War Bungalow	3	Modified California bungalow with heavily altered façade with enclosed verandah. Carport, painted face brick.

Street No.	Predominant Architectural Style	Rank	Comment
25	Federation Queen Anne Cottage	1	Substantially intact with sympathetic additions to the rear. Iron roof may have replaced slate.
27	Inter War California Bungalow	3	Modified bungalow. Carport, painted face brick, enclosed verandah.
29	Inter War Bungalow	4	Heavily modified with first floor addition over the front of the dwelling.
31	Inter War Bungalow	2	Semi with 31A. Enclosed verandah.
31A	Inter War Bungalow	2	Semi with 31. Enclosed verandah, high front fence.
33	Late 20 <sup>th</sup> century infill	3	Single storey face brick dwelling.
35	Inter War Corner Shop	2	Form and parapet intact. Art deco motif to parapet. Shopfront has been altered.

### 5.3.3 Cabramatta Road North Side from Bardwell Road to Spofforth Street

Street No.	Predominant Architectural Style	Rank	Comment
37	Federation Queen Anne Cottage	1	Substantially intact. Unsympathetic metal fence.
39	Federation Queen Anne Cottage	B	Existing heritage item. Excellent example of Queen Anne Cottage. Highly intact.
41	Federation Queen Anne Cottage	B	Excellent and intact example with distinctive 'candle-snuffer' roof form.
43	Federation Queen Anne Cottage	2	Substantially intact but verandah enclosed. Possible 1 ranking.
45	Federation Queen Anne Semi	2	Semi with no.47 in asymmetrical cottage form. Verandah enclosed, painted. Possible 1 ranking.

Street No.	Predominant Architectural Style	Rank	Comment
47	Federation Queen Anne Semi	2	Semi with no.45 in asymmetrical cottage form. Verandah enclosed, painted. Possible 1 ranking.
49	Federation Queen Anne Cottage	1	Highly intact but with concrete roof tiles.
51	Federation Cottage	2	Rendered with some Italianate stucco mouldings over windows. Concrete roof tiles, some loss of detail.
53	Federation Queen Anne Cottage	2	Rendered with some loss of detail. Two storey addition to the rear has been setback.
55	Federation Bungalow	2	Interesting form with large side facing gabled roof. Intrusive large dormer and carport.
57	Federation Bungalow	1	Good intact example of a Federation Bungalow.
59	Inter War California Bungalow Semi	2	Semi with no.61. Painted and garage.
61	Inter War California Bungalow Semi	2	Semi with no.59. Painted, garage and setback first floor addition.
63	Federation Queen Anne Cottage	1	Highly intact.
65	Federation Queen Anne Semi	1	Pair with no.67. Highly intact.
67	Federation Queen Anne Semi	2	Pair with no.65. Painted, carport.
69	Federation Queen Anne Semi	2	Semi in bungalow form with no.71. Painted, carport.

Street No.	Predominant Architectural Style	Rank	Comment
71	Federation Queen Anne Semi	2	Semi in bungalow form with no.69. Painted, high fence.
73	Federation Queen Anne Semi	2	Semi in bungalow form with no.75. Painted, sympathetic setback first floor additions.
75	Federation Queen Anne Semi	2	Semi in bungalow form with no.73. Painted, high fence.
77	Federation Queen Anne Cottage	2	Painted face brick, setback rear additions, high brick fence.
79	Federation Queen Anne Semi	1	Pair with no.81. Substantially intact, some minor loss of detail.
81	Federation Queen Anne Semi	2	Pair with no.79. Substantially intact but bagged and painted brick, some minor loss of detail, windows and doors replaced.
81A	Inter War California Bungalow	2	Modified bungalow, painted, large setback first floor additions, high front fence.
83-87	Late 20 <sup>th</sup> Century Town houses	4	Uncharacteristic townhouse development.
89	Federation Queen Anne Cottage	2	Substantial size dwelling, later fence and roof tiles, some loss of detail.
91	Federation Queen Anne Cottage	2	Painted, later fence and roof tiles some loss of detail.
93	Federation Queen Anne Cottage	2	Rendered, concrete roof tiles, converted for use as a child care centre, enclosed verandah.
95	Federation Queen Anne Cottage	2	Enclosed verandah, later sympathetic fence.

Street No.	Predominant Architectural Style	Rank	Comment
97	Post War 1970s flat building	4	4 storey flat building. Not within proposed Conservation Area.
75	Spofforth Street - Post War 1970s flat building	4	9 storey flat building. Not within proposed Conservation Area.

### 5.3.4 Cabramatta Road South Side from Cowles Road to Bardwell Road

Street No.	Predominant Architectural Style	Rank	Comment
2	Federation Queen Anne Cottage	2	Roof additions, carport and garage.
4	Federation Queen Anne Cottage	3	Heavily modified dwelling, general loss of details and intrusive alterations.
6	Federation Queen Anne Cottage	3	Heavily modified dwelling, general loss of details and intrusive alterations.
8	Federation Queen Anne Cottage	1	Small cottage. Highly intact, some materials replaced.
10	Federation Queen Anne Semi	2	Pair with no.12. Carport, painted, some loss of detailing.
12	Federation Queen Anne Semi	2	Pair with no.10. Carport, painted, some loss of detailing. Sympathetic roof additions.
14	Federation Queen Anne Cottage	2	Rendered, loss of detail, carport, sympathetic rear additions.
16	Federation Queen Anne Cottage	2	Interesting cottage with some Italianate/Boom Style details. Painted, later fence.
18	Two storey infill.	3	Heritage style townhouses.
20	Federation Queen Anne Semi	1	Semi with no.20A. Cottage form. Sandstone dressing and quoins, original and elaborate sandstone fence, painted face brick some loss of detail. Mock slate roof tiles, converted to semi. Sympathetic rear additions.

Street No.	Predominant Architectural Style	Rank	Comment
20A	Federation Queen Anne Semi	1	Semi with no.20. Cottage form. Sandstone dressing and quoins, original and elaborate sandstone fence, painted face brick some loss of detail. Mock slate roof tiles, converted to semi.
22	Recent Infill semi	3	Two storey semi.
24	Late 20 <sup>th</sup> century Infill dwelling	3	Setback two storey residence. Garage to street.
26	Federation Queen Anne Cottage	3	Heavily modified, high fence, rendered, carport, loss of detail.
28	Federation Queen Anne Cottage	3	Heavily modified, enclosed verandah high fence, rendered, garage.
30	Federation Timber Cottage	1	Highly intact, features fretwork joinery and faceted bay windows.
32	Federation Queen Anne Semi	2	Rendered, cottage converted to a semi.
34A 34B	Recent infill semi/townhouse pair.	3	Two 2 storey town houses, rendered walling, carports and front fences are uncharacteristic.
36	Federation Terrace	2	Two storey residence. Painted, some loss of detail. Early addition to the front – may have been a shop.
38	Federation Terrace	2	Two storey residence. Painted, some loss of detail. Early addition to the front – may have been a shop.
40	Federation Terrace with Inter War shop	1	Early alterations, shop and terrace are large intact including tiled walling and shopfront windows.

**5.3.5 Cabramatta Road South Side from Bardwell Road to Spofforth Street**

Street No.	Predominant Architectural Style	Rank	Comment
42	Federation Bungalow	1	Substantially intact. Later but sympathetic fence.
44	Federation Queen Anne Semi	1	Highly intact, features faceted bays, high fence, some sections partially painted.
46	Federation Queen Anne Semi	1	Substantially intact. High fence.
48	Federation Queen Anne Cottage	1	Mostly intact. Windows doors and fence replaced.
50	Federation Queen Anne Cottage	2	Roof alterations, gablet dormer addition, painted, high fence, loss of detail.
52	Federation Queen Anne Semi	2	Pair with no.54. Painted, high fence, some loss of detail and materials
54	Federation Queen Anne Semi	2	Pair with no.52. Painted, high fence, some loss of detail and materials
56	Federation Queen Anne Cottage	2	Same style as 52 and 54. High fence, painted, roof tiles replaced.
58	Federation Queen Anne Cottage	2	Modified dwelling, loss of detail, accretive alterations, painted, carport.
60	Federation Queen Anne Cottage	2	High fence, roof alterations, painted, carport.
62	Federation Queen Anne Cottage	3	Intrusive first floor addition over front section of dwelling.
64	Federation Arts and Crafts villa	1	2 storey villa with roughcast render and face brick walling (painted). Carport, minor loss of detail.



Street No.	Predominant Architectural Style	Rank	Comment
66	Federation Queen Anne Cottage	3	Heavily modified, 1 <sup>st</sup> floor addition, painted, carport.
68	Federation Cottage	3	Heavily modified.
70	Federation Queen Anne Cottage	2	Painted, minor alterations, high fence.
72	Federation Queen Anne Cottage	3	Heavily modified, intrusive 1 <sup>st</sup> floor addition, carport.
74	Inter War Flat building	2	Walk-up flat with typical inter war details. Some enclosed balconies/sleep-outs. Later fence.
76	Federation Arts and Crafts Semi	2	Carport, painted, high fence.
78	Federation Arts and Crafts Semi	2	Carport, painted, setback 1 <sup>st</sup> floor addition, high fence.
80	Inter War Flat building	2	Substantially intact with details typical of the period. Painted, high fence.
82	Federation Queen Anne Cottage	2	Painted, dormer additions, high fence.
84	Late 20 <sup>th</sup> century infill semi/duplex	4	Uncharacteristic, bulk, scale and massing.
86	Federation Queen Anne Cottage	2	High fence, render. Details largely intact.
88	Federation Queen Anne Cottage	2	High front fence, painted.
90	Federation Queen Anne Semi	1	Semi with no.92 in cottage form. Highly intact.

Street No.	Predominant Architectural Style	Rank	Comment
92	Federation Queen Anne Semi	1	Semi with no.90 in cottage form. Highly intact.
94	Federation Queen Anne Cottage	2	High fence, painted, roof tiles replaced.
96	Inter War Californian Bungalow	1	Highly intact and good example of the type.
98	Inter War Semi	2	Semi with No.100 in bungalow form and style. High fence, painted.
100	Inter War Semi	2	Semi with No.98 in bungalow form and style. High fence, painted.
102	Inter War flat building	2	2 storey flat building with half hipped roof. Typical inter War detailing. Painted.
104	1980s walk-up flat building	4	Intrusive scale, form and materials. Not within proposed Conservation Area.
108	Inter War Georgian Revival flat building	1	Good and substantially intact example. Not within proposed Conservation Area.

### 5.3.6 Cowles Road East Side from Wolger Road to Belmont Road

Street No.	Predominant Architectural Style	Rank	Comment
11	Inter War Bungalow	3	Heavily modified, carport, rendered, additions, loss of details. Not within proposed Conservation Area.
13	Inter War Californian Bungalow	2	Rendered, carport. Not within proposed Conservation Area.
15	Federation Queen Anne Semi	2	Pair with no.17. Painted, setback rear additions. Not within proposed Conservation Area.

Street No.	Predominant Architectural Style	Rank	Comment
17	Federation Queen Anne Semi	2	Pair with no.15. Painted, setback rear additions. Not within proposed Conservation Area.
19	Federation Queen Anne Cottage	3	Heavily modified, large first floor addition, carport, garage. Not within proposed Conservation Area.
21	Federation Queen Anne Cottage	1	Substantially intact. Not within proposed Conservation Area.
23	Federation Queen Anne Cottage	1	Good and intact example of its type. Not within proposed Conservation Area.
25	Federation Queen Anne Cottage	2	Painted and some loss of detail. Not within proposed Conservation Area.
27	Federation Queen Anne Cottage	2	Painted, high front fence. Not within proposed Conservation Area.
29	Federation Queen Anne Cottage	2	Carport, high fence, painted, some changes to openings. Not within proposed Conservation Area.
31	Federation Queen Anne Cottage	2	Painted, high fence, some loss of detail. Not within proposed Conservation Area.
33	Federation Queen Anne Cottage	2	Substantially intact except painted. Possibly a 1 ranking. Not within proposed Conservation Area.
35	Federation Queen Anne Cottage	2	Garages at street level below dwelling, painted, loss of detail, verandah enclosed. Not within proposed Conservation Area.

**5.3.7 Cowles Road West Side from Wolger Road to Belmont Road**

Street No.	Predominant Architectural Style	Rank	Comment
12	Federation Queen Anne Cottage	2	Rendered, some loss of detail.
14	Federation Filigree Terrace	2	Painted, minor alterations. Unusual form in the street, elaborate timber joinery and detailing.
16	Federation Queen Anne Semi	2	High fence, carport.
18	Federation Queen Anne Semi	2	High fence, carport.
20	Federation Arts and Crafts Cottage	2	Features faceted bay and roughcast render frieze but has had early alterations and additions to façade.
22	Federation Queen Anne Cottage	1	Highly intact, later fence is sympathetic.
24	Federation Queen Anne Cottage	1	Highly intact and good example of its type, high fence.
26	Federation Bungalow	1	Highly intact and a good example of the type. Sympathetic side dormer addition.
28	Federation Queen Anne Villa	2	Substantial dwelling and good example of the type but suffered from accretive additions, enclosed verandah and painted face brick.
30	Inter War California Bungalow Semi	2	Very intact but verandah enclosed. Possibly a 1 ranking.
30A	Inter War California Bungalow Semi	2	Intact but verandah enclosed and painted face brick.

Street No.	Predominant Architectural Style	Rank	Comment
36	Federation Arts and Crafts Villa	B	Existing heritage item. An excellent example of its type, highly intact and very prominent in the streetscape.
38	Inter War California Bungalow	1	Good intact example of its type. Original iron pipe and mesh fence.
40	Federation Arts and Crafts Villa.	B	Existing heritage item. Very intact and excellent example in a prominent location.
40A	Post War fibro dwelling.	3	North of Belmont Road. Unremarkable detached single storey infill dwelling. Not within proposed Conservation Area.

### 5.3.8 Belmont Road North Side from Cowles Road to Bardwell Road

Street No.	Predominant Architectural Style	Rank	Comment
59	Modified corner shop	3	Heavily modified two storey shops no longer representative of their original form. One of the earliest shops in Mosman.
61	Inter War California Bungalow	3	Heavily modified, general loss of detail, rendered, loss of materials.
63	Late Victorian Gothic Cottage	3	Heavily modified, rendered, all detailing and fabric removed.
65	Federation Queen Anne Cottage	2	Rendered, some minor alterations.
67	Inter War Bungalow	3	Substantial loss of detail, painted, converted to a semi with no. 67A.

Street No.	Predominant Architectural Style	Rank	Comment
67A	Inter War Bungalow	3	Substantial loss of detail, painted, converted to a semi with no.67.
69	Federation Bungalow	3	Painted, roof alterations, enclosed verandah.
71	Federation Queen Anne Villa	2	Modified for use as a School. On of the early houses in the street. Painted face brick, some loss of detailing.
73	Faux Georgian style townhouses	3	2 storey, rendered walling, high sandstone fence.
73A	Faux Georgian style townhouses	3	2 storey, rendered walling, high sandstone fence.
75	Federation Arts and Crafts Villa	1	Excellent example of a two storey villa, substantially intact except for painted face brick and high fence.
77	20 <sup>th</sup> century infill	4	Modern 2 storey infill building. Uncharacteristic in massing, form, fenestration and materials.
79	Federation Queen Anne Cottage	2	Carport, modified windows, portion of verandah removed for car space.
81	Federation Queen Anne Cottage	1	Very intact small cottage.
83	Federation Queen Anne Cottage	1	Very intact except for high fence.
85	Federation Queen Anne Cottage	2	Enclosed verandah, carport, painted.

Street No.	Predominant Architectural Style	Rank	Comment
87	Federation Queen Anne Cottage	2	Carport, painted, enclosed verandah.
89	Federation Queen Anne Semi	2	Pair with no.91. Painted face brick, high fence.
91	Federation Queen Anne Semi	2	Pair with no.89. Painted face brick.
93	Federation Queen Anne Cottage	2	Enclosed verandah, loss of detail.
95	Late 20 <sup>th</sup> century infill	3	Possibly a modified inter war bungalow. Used for commercial offices.

### 5.3.9 Belmont Road North Side from Bardwell Road to Military Road

Street No.	Predominant Architectural Style	Rank	Comment
97	Federation Queen Anne Cottage	2	Painted, sympathetic rear additions.
99	Federation Queen Anne Cottage	1	Highly intact small cottage.
101	Federation Queen Anne Cottage	2	Modified with unsympathetic classical details. Painted.
103	Late Victorian Gothic Cottage	3	Almost all detail removed.
105	Victorian Free Classical Villa	2	High fence, loss of detail, enclosed verandah.

Street No.	Predominant Architectural Style	Rank	Comment
107	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – enclosed verandah <b>Recommended New Heritage Item Group.</b>
109	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – High fence, some loss of detail, enclosed verandah. <b>Recommended New Heritage Item Group.</b>
111	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – some loss of detail, high brick fence on original sandstone base. <b>Recommended New Heritage Item Group.</b>
113	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – restored, sympathetic roof alterations with attic conversion. <b>Recommended New Heritage Item Group.</b>
115	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – sympathetic attic conversion with window in gable end. <b>Recommended New Heritage Item Group.</b>



Street No.	Predominant Architectural Style	Rank	Comment
117	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – Refurbished, cement roof tiles, possibly original fence. <b>Recommended New Heritage Item Group.</b>
119	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – Intact, faceted projecting bay with segmented roof, side gables are largely sympathetic. <b>Recommended New Heritage Item Group.</b>
121	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – Intact, faceted projecting bay with segmented roof, cast iron verandah balustrade. <b>Recommended New Heritage Item Group.</b>
123	Victorian Italianate Cottage	A	Group: 107-123 Excellent row of late Victorian/early Federation cottages. All are substantially intact and demonstrate the details of the Italianate style which is uncommon in the Mosman Area. Each dwelling has the same form but slightly different details. – Enclosed verandah. <b>Recommended New Heritage Item Group.</b>
125A	Federation style infill townhouse	3	2 storey face brick semi, intrusive car ports, no fence, paved yards. Not within proposed Conservation Area.
125B	Federation style infill townhouse	3	2 storey face brick semi, intrusive carports, no fence, paved yards. Not within proposed Conservation Area.

Street No.	Predominant Architectural Style	Rank	Comment
127	Federation style infill townhouse	3	2 storey face brick semi, intrusive carport, partial picket fence. Not within proposed Conservation Area.
127A	Federation style infill townhouse	3	2 storey face brick semi, intrusive carport, partial picket fence. Not within proposed Conservation Area.
133	1960s/70s flat building	4	4 storey, recently refurbished. Not within proposed Conservation Area.
137	1960s/70s flat building	4	4 storey, face brick with undercroft parking. Not within proposed Conservation Area.

### 5.3.10 Belmont Road South Side from Cowles Road to Bardwell Road

Street No.	Predominant Architectural Style	Rank	Comment
42	Late Victorian/ Early Federation Georgian Cottage	2	Substantially intact brick cottage. Unusual dwelling type for the area. Painted face brick, some loss of detail.
44	Federation Queen Anne Cottage	2	Painted, early verandah enclosure.
46	Post War infill detached dwelling	3	2 storey brick residence. Low brick fence.
48	Modified Post War detached dwelling	3	Single storey brick residence, low wrought iron fence.

Street No.	Predominant Architectural Style	Rank	Comment
50	Federation Queen Anne Semi	1	Pair with no. 52. A well detailed and largely intact example of the type.
52	Federation Queen Anne Semi	1	Pair with no.50. A well detailed and largely intact example of the type.
54	Federation Queen Anne Semi	2	Pair with no.56. Carport.
56	Federation Queen Anne Semi	2	Pair with no.54. painted and carport.
58	Inter War Californian Bungalow Semi	2	Painted
60	Inter War Californian Bungalow Semi	2	High fence, painted.
62	Inter War Californian Bungalow	2	Loss of detail, carport, painted face brick, enclosed verandah.
64	Inter War Californian Bungalow	2	Setback 1 <sup>st</sup> floor addition, painted face brick, enclosed verandah
66	Federation Cottage	3	Heavily modified, rendered, intrusive 1 <sup>st</sup> floor addition of front section of the dwelling.
68	Inter War Californian Bungalow Semi	2	Pair with no.70. Painted face brick, enclosed verandah.

Street No.	Predominant Architectural Style	Rank	Comment
70	Inter War Californian Bungalow Semi	2	Pair with no.68. Painted face brick, high fence.
72	Inter War Californian Bungalow Semi	2	Pair with no.74. Enclosed verandah, painted, high fence.
72A	Inter War Californian Bungalow Semi	2	Pair with no.72. Enclosed verandah, painted.
74A	Federation style townhouse infill	3	2 storey, brick, intrusive carport, high aluminium palisade fence.
74B	Federation style townhouse infill	3	2 storey, brick, intrusive carport, high aluminium palisade fence.
76A	Federation style townhouse infill	3	2 storey, brick, intrusive carport, high aluminium palisade fence.
76B	Federation style townhouse infill	3	2 storey, brick, intrusive carport, high aluminium palisade fence.

**5.3.11 Belmont Road South Side from Bardwell Road to Military Road**

Street No.	Predominant Architectural Style	Rank	Comment
78	Federation Bungalow	2	Painted, carport, some loss of detail.
80	Detached Post War infill dwelling	3	2 storey, face brick, low brick fence.
82	Federation Bungalow	3	Heavily modified, substantial roof alterations, loss of detail, carport.
84	Federation Queen Anne Cottage	2	Painted, enclosed verandah
86	Federation Queen Anne Cottage	2	Garage, 2 storey addition setback to the rear.
88	Townhouse infill development	3	Recent pair of 2 storey semis in faux Victorian style.
90	Federation Queen Anne Cottage	2	Painted, high fence, garage.
92	Federation Queen Anne Cottage	3	Heavily modified, general loss of detail, accretive alterations.
94	Federation Queen Anne Cottage	2	Painted carport, high fence, and enclosed verandah.
96	Federation Queen Anne Semi	2	Pair with no.98. Painted, high, alterations to some windows.
98	Federation Queen Anne Cottage	2	Pair with no.96. Painted, high, alterations to some windows.
100	Federation Queen Anne Cottage	1	Very intact but high fence.

Street No.	Predominant Architectural Style	Rank	Comment
102	Federation Queen Anne Cottage/Semi	2	Converted to semi, painted, setback rear additions, high fence, and carport.
104	Federation Queen Anne Cottage/Semi	2	Converted to semi, painted, setback rear additions, high fence, and carport.
104A	Inter War Functionalist Semi	1	Very intact and a good yet modest example of its type.
104B	Inter War Functionalist Semi	1	Very intact and a good yet modest example of its type. Small 1 <sup>st</sup> floor additions at the rear of the site are sympathetic.
106	Federation Queen Anne Cottage	1	A good example of its type but some minor loss of detail.
108	Federation Queen Anne Cottage	2	Painted, garage, high fence.
110	Federation Villa	3	Heavily modified with substantial loss of detail and intrusive additions.
112	1960s flat building	4	3 storey, face brick, flat roof, low brick fence.
114	Federation Queen Anne Villa	B	"Alma House" State significant Heritage Item.

### 5.3.12 Bardwell Road East & West Side from Cabramatta Road to Belmont Road

Street No.	Predominant Architectural Style	Rank	Comment
1	Federation Queen Anne Cottage	2	High fence, painted.

Street No.	Predominant Architectural Style	Rank	Comment
3	Federation Queen Anne Cottage	2	Carport, setback 1 <sup>st</sup> floor additions
5	Federation Queen Anne Cottage	2	Carport, high fence, painted.
7	Federation Queen Anne Cottage	2	painted
9	Post War Bungalow	3	Typical dwelling of its period, carport, later fence.
11A	Federation Queen Anne Semi	2	Converted to a semi from cottage form, carport, some loss of detail
11	Federation Queen Anne Semi	2	Converted to a semi from cottage form, carport, some loss of detail
13	Federation Timber Cottage	1	Highly intact.
2	Post War detached Townhouse	3	Modified, 2 storey, painted face brick, high picket fence.

## 6 SUMMARY STATEMENT OF SIGNIFICANCE

The study area, consisting of Cabramatta Road and sections of Belmont, Cowles and Bardwell Roads along with Glover Street form a precinct that is significant as a relatively intact and representative example of the late 19<sup>th</sup> and early 20<sup>th</sup> century phase of development in the Mosman area. This phase of development was the major period of residential growth in the local area as consolidated estates were subdivided and sold to speculative developers. The area is characteristically Federation period residential development demonstrating cohesive patterns of form, scale and materials due to its almost comprehensive development during the Federation period. The area demonstrates a good diversity of building types and styles as development ranged from the Italianate Cottages of the early 1890s in Belmont Road to the Californian Bungalows of the 1920s in Cabramatta Road. The significance of the streetscape has been diminished slightly due to the intrusive,

yet reversible, introduction of high walls and the painting of original face brick. However, the study area has been considerably less affected by these intrusive elements than other areas of a similar character and period in the Mosman area.

## **7 RECOMMENDATIONS**

City Plan Heritage has the following recommendations resulting from this heritage assessment of the Study Area:

- That the recommendations from the Glover Street Conservation Area Study be upheld.
- The study area demonstrates the same qualities, characteristics and significant values as Glover Street and is therefore considered to be worthy of inclusion in a Conservation Area. It is recommended that the study area be listed as a Heritage Conservation Area which incorporates Glover Street in the Mosman LEP 1998.
- Should these areas be listed in the LEP it is recommended that 'Desired Future Character Objectives' and the necessary planning controls be developed to conserve the significant character of the area.
- Should it be listed the Conservation Area ought to be named the Glover and Nathan's Estates Conservation Area after the names of the original estates.
- It is recommended that the area is not amalgamated with the Holt Estate Conservation. The area should be independent and defined by the original estate subdivisions.
- It is recommended that the boundary for the Conservation Area be according to the Conservation Area Ranking Map in Section 5.2 of this report.
- It is recommended that the group of early Federation Italianate style dwellings at 107-123 Belmont Road are investigated for listing as a Heritage Item Group at a time appropriate for Council.

**City Plan Heritage**

**December 2004**



## 8 REFERENCES

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