

59053

COPY

National Trust of Australia (N.S.W.) Listing Proposal N 07.

MOSMAN	MOSMAN URBAN CONSERVATION AREA (Comprising 14 precincts)
Town, District or Location	Name or Identification of Proposed Listing
Author of W.Hatton S.Sky Proposal C.Shead S.Harris S.Davies S.Robertson J.Attwood	Population
Date of Proposal September 1982	Area: (in hectares)
Suggested Listing Category CLASSIFIED	Local Government Authority & Address Mosman Municipal Council, P.O. Box 211, SPIT JUNCTION N.S.W. 2088
Committee (Trust Use) U.C.C.	Postcode 2088
Council (Trust Use) APPROVED 1/11/82	

As indicated under each precinct

Refer to the attached 4-sheet map of the Urban Conservation Area.

Advised: 16/11/82
Boundaries (or street & street numbers)

Description Briefly cover the points on the following check list where they are relevant and within your knowledge.

History The selection of the Mosman area for a whale fishery in 1830 indicates its remoteness from the settlement at Sydney Cove, and this remoteness was to influence the slow development of the Mosman area for most of the 19th century. The residences of the era 1830 to 1860 were isolated villas related to the maritime industry of Great Sirius Cove (now Mosman's Bay). They included "The Nest" c.1831 built by Archibald Mosman, and "The Rangers" c.1844 built by Oswald Bloxsome. Access to the area was still easiest by water but there were ridge-aligned tracks leading to The Spit, Middle Head and Bradleys Head from Milson's Point. The 1860s saw attempts at establishing picnic or pleasure grounds in the protected coves around Mosman (e.g. Mosman's Bay, Chowder Bay, Chinaman's Beach).

Setting

Form/Scale

Buildings

Townscape

Landscape

Views

Vistas

Street furniture

Establishment of the forts at Bradleys, Georges and Middle Heads in the 1870s occasioned the reconstruction of the ridge tracks into roads for the transport of cannon. The completion in 1873* of the Military Road made access easier and in 1873 the first of the land sales occurred, along Curraghbeena Point Road (now Raglan Street) from Mosman's Bay to Mosman Junction. The Township Subdivision, as it was called, was a venture by Messrs Harnett and Stuart, as were most of the early speculative land sales in Mosman. The major part Mosman was at one stage bought and sold by these two men, although little development directly resulted.

The purchasers usually further subdivided the land and resold the new estates. These smaller allotments were usually then bought in large groups by (Cont'd.)

* p186 Harnett, Newsp. cuttings Vol. 211, Mitchell Library.

Reasons for Listing

Mosman developed as an isolated middle and upper-middle class suburb over a short period, as a speculative venture by a few landowners. The consistently high quality of the houses in these estates, with their late Victorian and Federation period detailing, is enhanced by mature planting in gardens and streets and parks. Strong visual links with the harbour and reinforcement of ridge lines and slopes by the tiered road pattern create a distinctive townscape, which remains largely intact. There has been serious but geographically restricted intrusion by high rise apartments, and this listing is intended to encourage controls on the spread of such development in future.

Bibliography

Robertson, S., The effectiveness of National Trust Listings as a guide to the heritage value of an area - Mosman: a case study
M. Built Env. (Blg. Conservation) Grad. Project Report, UNSW, 1982.

Fraser, H., Report to Heritage Council on Federation Suburbs, 1980.

Carroll, J., Settlement & Growth of Mosman, 1980

See over for photos and map showing boundaries

MOSMAN - MOSMAN URBAN CONSERVATION AREA
(Comprising 11 precincts)

Description: (Cont'd.)

builders/developers and developed en masse. Smith's and Cabban's purchase and development of a large part of the Silex Estate (especially between Bradley's Head Road and Prince Albert Street) is an example of this large scale development. Between 1890-1910 Mosman was developed as speculative housing for the middle class.

The beginning of the urban development was signalled by the desire of Mosman residents to have their own local government representation. In 1893 Mosman Municipality was separated from North Sydney Municipality (established 1892) after having previously been a ward of St. Leonards Municipality since 1867.

The 1893 introduction of the electric tram to Trafalgar Square (now Spit Junction) was important in supplementing the ferry service (running to Mosman Bay since 1873) to create better access to and from Sydney.

The consistent urban character of most of Mosman thus largely derives from having been developed during a short period of time, and in a few large tracts.

Description of Precincts

Generally Mosman has a strong Edwardian flavour - solid houses, varying from grand mansion to suburban semi-detached, predominantly in the Federation style; red brick, terracotta, stone, stained shingle, painted woodwork.

The area is enhanced by extensive tree planting in both gardens and streets and by spectacular setting and highly varied topography.

1. MOSMAN'S BAY PRECINCT

Boundary Description:

West side Cremorne Point Reserve, end of Milson Rd, east side Milson Rd, centreline Cremorne Rd, centreline Green St, centreline Kareela Rd, centreline Hodgson Ave., centreline Bromley Ave., centreline Spofforth Street, centreline Boyle Street, west side Reid Park to Park Ave., rear of properties south-east side Park Ave. (Nos. 5-19), centreline Millett Road, rear of properties east side Avenue Road from No. 45 to No. 3A, north-east & east boundaries "The Barn", north-east boundary "Monterey", centreline Mosman Road, rear of properties facing harbour from Mosman Road to McLeod Street, shoreline from McLeod Street to Curraghbeena Point

Description of precinct:

Although its early existence as a whaling station has ceased, Mosman's Bay still offers a unique maritime experience in Sydney Harbour. The bay's long narrow proportions and steep bush foreshores provide a sheltered retreat from the expanse of the main harbour and a contrast to the other more open bays on the foreshore. The sheltered nature of the bay is enhanced by the slight twist of the landform which does not allow a view of the head of the bay until the viewer is well within the enclosure of the surrounding hills. An almost continuous foreshore reserve around the bay provides a natural buffer to development, public access to the foreshore and a pedestrian footpath link to Cremorne Point. Access to the foreshore is an important point and it is unfortunate that on the east side of the bay this access has been interrupted by private developments. At the head of the bay the commercial developments come down to and in some cases, out into the bay, but the nature, scale and treatment of these marine-oriented developments is such that they do not restrict access to the water and do not stand out against the surrounding bush. Some dominant residential blocks on the east side of the bay unfortunately do intrude. The commercial and recreational development of the bay has reached a saturation point and further expansion of these facilities, in the bay or on the foreshores, could seriously threaten the qualities which make Mosman's Bay unique.



UNITS AND WHARF NEAR MOSMAN FERRY TERMINAL.



VIEW SOUTH ALONG MOSMAN'S BAY - CREMORNE POINT IN CENTRE.

2. CURRAGHBEENA POINT PRECINCT

Boundary description:

Shoreline of Mosman's Bay from Curraghbeena Point northwest to line of south boundary No. 20 Musgrave Street, centreline Musgrave Street, centreline Raglan Street, centreline Illawarra Street, rear of properties east side Raglan Street from Illawarra Street to McLeod Street, rear of properties north side McLeod Street, centreline McLeod Street, shoreline south to Curraghbeena Point.

Description of precinct:

This was one of the earliest subdivisions in Mosman. It is characterised by large houses along Raglan and Musgrove Streets, many on steeply sloping sites with waterviews and mature gardens. Many of the houses show American shingle style. The development is of a high quality representative of one of the few consistent upper middle class federation period suburbs of Sydney. The view from the water is very important. The high-rise development to the north separates this area from the south-west precinct.



CHARACTERISTIC VIEW OF LARGE HOUSES ON STEEP SITES WITH WATER VIEWS AT CURRAGHBEENA POINT.

3. RAGLAN STREET PRECINCT

Boundary description:

Centreline Upper Avenue Road from south side No. 21 to Crux Street, rear of properties east side Avenue Road to No. 47, centreline Avenue Road from south side No. 49 to Canrobert Street, rear of properties east side Avenue Road to No. 99, centreline Avenue Road from south side No. 101 to south-west side No. 159, southwest boundary No. 159 centreline Shadforth Street, north-west boundary No. 111 Shadforth Street and No. 180 Raglan Street, centreline Raglan Street to north-west side No. 141 Raglan Street to north boundary No. 108 Prince Albert Street, centreline Prince Albert Street south to Queen Street, centreline Queen Street, rear of Nos. 72 & 70 Prince Albert Street, rear of Nos. 2 to 8 Queen Street, centreline Cabban Street, south boundary Nos. 1 to 7 Calypso Avenue, rear of properties east side Clanalpine Street to Kallaroo Street, rear of properties south side Kallaroo Street from No. 27 to Raglan Street, centreline Mosman Street, rear of properties south side Mosman Street from No. 35 to Upper Avenue Road.

Description of precinct:

There is a mix of medium and large houses of generally high quality with mature gardens. It is marred by several intrusions of high rise apartments. This precinct includes some of the highest points in Mosman and the larger houses built on the ridgelines are clearly visible from the water.



VIEW EAST ALONG CALYPSO AVENUE AND MAGIC GROVE AND ACROSS CLANALPINE STREET.

4. WEST PRECINCT

Boundary description:

Centreline Spofforth Street from Reginald Street to Cabramatta Road, centreline Cabramatta Road, west boundaries No. 61A Cabramatta Road, Nos. 72 & 75 Glover Street, Nos. 110 & 127 Belmont Road, Nos. 66 & 53 Prince Street, rear of Nos. 51 to 43 Prince Street, west boundary No. 18 Melrose Street, centreline Lang Street, rear of all properties south side Military Road from No. 419 to Gurrigal Street, centreline Gurrigal Street, centreline Military Road, centreline Vista Street, rear of properties south-west side Military Road from Vista Street to Avenue Road, centreline Avenue Road, centreline Archer Street, centreline Wolger Road to No. 10, rear of properties facing Avenue Road from No. 72 to No. 30 and including the Ballantyne Street road reservation, centreline Rangers Road, centreline Oswald Street, centreline Reginald Street.

Description of precinct:

There is a consistency of quality and detail which characterises the area. It includes the Holt estate, a more modest housing development than precincts 1, 2 and 3. The housing is similar in scale and character to Haberfield and is similarly consistent with few intrusions to date. The tree planting in the streets is an important part of its character. The street pattern is a grid and there is a predominance of semi-detached housing with some outstanding cottages.

The area contains many cottages which are typical of middle income Federation houses. While few have the elaborate garnishings or the elegance of some of the more notable houses left at Haberfield, they are still typically 'Federation' with extensive use of timber embellishments on verandah posts, gables, balustrades etc. Finial ridge capping with ramshorns are common, accentuating the general use of Marseille style orange-red roof tiles. Almost all houses are brick on stone foundations. Importantly nearly all houses are of similar size and character.

The general streetscape is beautifully enhanced by extensive tree planting on the footpath nature strips. At various times after street alignment in 1912 planting of Brushbox, Plane and other types of trees commenced. These trees are now large and mature and give Holt and Spencer Roads in particular the appearance of tree lined Avenues of some beauty.

Views of the Harbour, the City and the lower suburb are possible from many houses and streets terracing the hills, and from those streets with aspects viewing to the Harbour. The topography of the area is reflected in the varied slopes of the streets resulting in some steep blocks with rock cutting, retaining walls and railings and pedestrian access only; but also giving comprehensive views of the Harbour and City.

MOSMAN - MOSMAN URBAN CONSERVATION AREA

4. WEST PRECINCT (Cont'd.)



VIEW SOUTH - WEST FROM PARK ON SOUTH - EAST CORNER WOLGER AND COWLES ROADS TO INTERSECTION WITH SPENCER ROAD.

5. NORTH WEST PRECINCT



VIEW NORTH ALONG LANG STREET TO PROPERTIES ON EAST-SIDE OF STREET.

5. NORTH WEST PRECINCT

Boundary description:

Centreline Macpherson Street, centreline Ourimbah Road, centreline Countess Street, centreline Military Road, centreline Erith Street, east boundary No. 2 Erith Street, south boundary Nos. 2-6 Erith Street, west boundary Nos. 59,57 Prince Street, east boundary No. 57 Prince Street, centreline Prince Street to Macpherson Street.

6. NORTH PRECINCT

Boundary description:

Rear of properties west side Bond Street from Earl Street to Awaba Street, centreline Awaba Street to Cowles Road, centreline Cowles Road, rear of properties south side Awaba Street to Military Road, centreline Military Road, centreline Ourimbah Road, rear of properties north side Military Road from Ourimbah Road to Bond Street, but also to include grounds of "Boronia" facing Military Road.

Description of precincts:

These two areas are similar in character to (4) in that the street pattern is a grid with good street planting, consistent architectural scale and quality. They include a proportion of Bungalow style houses. The areas are separated by intrusive development and internally are marred by some high rise apartments and heavy traffic routes.



VIEW SOUTH-WEST TO INTERSECTION AWABA AND BOND STREETS

7. MORUBEN ROAD/STANLEY AVENUE PRECINCT

Boundary description:

Centreline Rawson Street, north boundary No. 33 Rawson Street, centreline Moruben Road, centreline Stanton Road, centreline R.O.W. southwards to north boundary No. 6 Glencarron Avenue, rear of properties east side Stanley Avenue, centreline Awaba Street to Rawson Street.

Description of precinct:

A pocket of high quality large bungalows with spectacular water views. Some of the houses are built of stone and form a consistent but small group.



↑ VIEW NORTH-EAST TO SYDNEY HARBOUR FROM AWABA STREET AND RAWSON STREET INTERSECTION.



↑ VIEW NORTH-WEST FROM AWABA STREET AND MORUBEN ROAD INTERSECTION.

8. BALMORAL BEACH PRECINCT

Boundary description:

North boundary reserve at north end of Beach, top of escarpment to The Esplanade, east side The Esplanade to Awaba Street, west side The Esplanade to Hunter Park, north side Hunter Road, lane west side Hunter Park, south side Almora Street, west side The Esplanade to Botanic Road, top of escarpment from Botanic Road to Coronation Avenue, north side Amaroo Crescent around Balmoral Park, top of escarpment within military reserve to rocky projection at south end of Beach.

Description of precinct:

The character of the Balmoral Beach precinct can be described as a pleasant, controlled 1930's civic design superimposed onto an important landscape setting of high quality. The landscape setting is a long curving beach contained at either end by large rocky projections and accented in its centre by an unusual rock outcrop forming an island. The natural character is reinforced by formal tree planting and native bush in reserves at either end. The built elements of the civic design include a delightful promenade and The Esplanade as well as a small number of buildings of varying but generally high quality. The important buildings include the Rotunda and the Bathers' Pavilion, which in their light 1930's style are focal points in the precinct.



VIEW NORTH ALONG PROMENADE
- NOTE WIDE WALKWAY AND TREED
STREET.



VIEW SOUTH - EAST TO ROTUNDA -
NOTE ROTUNDA, TREES AND ISLAND
BRIDGE.



VIEW NORTH FROM PROMENADE - NOTE
ISLAND BRIDGE AND RETAINING
WALL.

9. BALMORAL PRECINCT

Boundary description:

Centreline Moruben Road from corner Mandolong Road to Punch Street, centreline Lower Punch Street, centreline The Grove, centreline Mandolong Road north-east to No. 37, north-east boundary No. 37, rear boundary No. 37 to No. 29 Mandolong Road, lane east of Superba Parade, centreline Almora Street, east boundary No. 38 Almora Street and projection southwards to Balmoral Avenue, centreline Balmoral Avenue, north boundary Nos. 228,230 Raglan Street, centreline Raglan Street, north-east boundary No. 217 Raglan Street, rear of properties east side Raglan Street from No. 217 to No. 175, north boundary No. 22 Mulbring Street, centreline Mulbring Street, north boundary No. 21 Mulbring, Nos. 36 & 35 Gordon Street, Nos. 38 & 19 Beaconsfield Road, rear of properties east side of Beaconsfield Road & north side of Wolseley Road to No. 21, centreline Coronation Avenue, east boundary No. 11 Wolseley Road, centreline Wolseley Road, east boundary No. 2 Wolseley Road, rear of properties east side Methuen Avenue, centreline Middle Head Road to west side of No. 143, then rear of properties east of Middle Head Road and Military Road from No. 141 Middle Head Road to No. 748 Military Road, lane to Muston Street, west boundary No. 11 Mandolong Road, centreline Mandolong Road to Moruben Road.

Description of precinct:

The split-level streets, some of which turn back on themselves, make good use of the topography. The effect is an amphitheatre looking on to Middle Harbour and the Heads. There are some fine individual houses, many showing American influence, with a mix of large stone houses in the Mandalong Road area. The view from the harbour back to the slopes is important.



VIEW NORTH ALONG LITTLE STREET AND ACROSS MANDALONG ROAD TO LOWER PUNCH STREET.

10. MILITARY ROAD PRECINCT

Boundary description:

Rear of all properties north and east sides Military Road and Middle Head Road from No. 666 Military Road to No. 141 Middle Head Road, south boundary of hotel and park between Middle Head Road and Prince Albert Street, rear of Nos. 112-120 Prince Albert Street, rear of all properties west and south sides of Military Road from No. 803 to No. 557.

Description of precinct:

Along this ridge-aligned main road which follows the line of the former Military Road from North Sydney to Middle Head and Bradleys Head Fortifications are located the municipal, commercial and principal educational institutions at Mosman. Military Road assumed paramount importance with the advent of the electric tram as the focus of commercial activity.

Only in the unwidened stretch of Military Road from Spit Junction to Mosman Junction does the street act as a binding force for the suburb. The predominantly two-storey buildings face one another across the commercial sections of Military Road in a balanced relationship of building height and massing to road width. A lively "village" atmosphere has been maintained in the two commercial areas connected by a stretch of formerly fine residences now largely occupied by medical practitioners. This residential strip has given both Spit and Mosman Junctions a definite boundary and has maintained the "village" appearance.

The stretch of Military Road between Spit and Mosman Junctions was largely built up from about 1880 to about 1920. The harmony of building height, deeply recessed and shadowed balconies and the colour of the buildings unifies the variety of building styles present. The majority of facades are intact on the upper level and several original shopfronts remain. In addition to the built elements there are fine trees at 792-800 Military Road which form an essential part of the streetscape. The proximity of Mosman to the Harbour is reinforced in excellent vistas along Mandalong Road and Almora Street.



585 - 595 MILITARY ROAD - SHOPS ON SOUTH-SIDE OF ROAD ADJACENT TO MOSMAN TOWN HALL AND SPIT JUNCTION.

10. MILITARY ROAD PRECINCT (Cont'd.)



120-122 PRINCE ALBERT STREET - SHOPS AT CORNER OF RAGLAN STREET AND MILITARY ROAD.



771 MILITARY ROAD - SHOPS ON SOUTH-WEST CORNER AVENUE ROAD ON THE WEST-SIDE OF MILITARY ROAD OPPOSITE MOSMAN HIGH SCHOOL.

11. BRADLEYS HEAD ROAD PRECINCT

Boundary description:

Rear of properties west side Prince Albert Street from Whiting Beach Road to Elfrida Street, centreline Elfrida Street, centreline Sirius Cove Road, north boundary No. 19 Carban Street, rear of properties west side Prince Albert Street from No. 58 to Queen Street, centreline Queen Street, centreline King Max Street, centreline Middle Head Road, east boundary Rawson Park, south boundary Rawson Park to projection of the centreline Burrawong Avenue, centreline Burrawong Avenue, centreline Clifton Street, rear of Nos. 15-11 Burrawong Avenue, east boundary No. 21a David Street, centreline David Street, centreline Burrawong Avenue, north boundary Ashton Park to Bradleys Head Road, centreline Whiting Beach Road to Prince Albert Street.

Description of precinct:

This area is characterised by the uniform high quality and style of the development. It is a mix of medium and large houses with a regular setback. The streets and gardens are well planted. The land slopes from the ridgelines of Prince Albert Street and Bradleys Head Road which has waterviews. Again the American influence predominates. The relationship of topography, scale and quality of houses, gardens and the curving alignments of the road contribute to its character.



VIEW DUE NORTH TO NO. 20 BRADLEYS HEAD ROAD (WEST-SIDE OF ROAD)

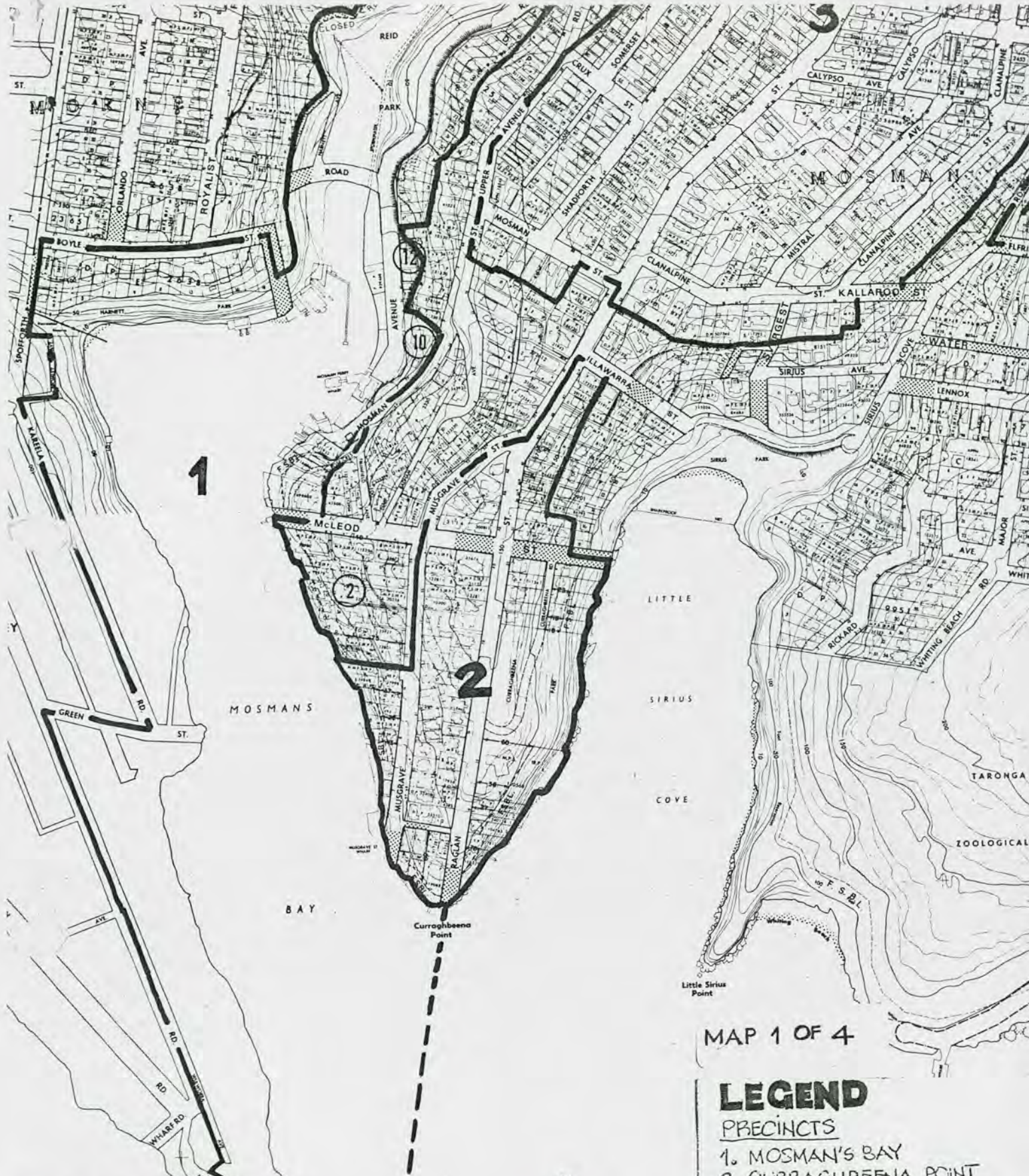
11. BRADLEYS HEAD ROAD PRECINCT (Cont'd.)



VIEW DUE SOUTH - SHOWING CURVING ALIGNMENT OF BRADLEYS HEAD ROAD AND STREET TREES.



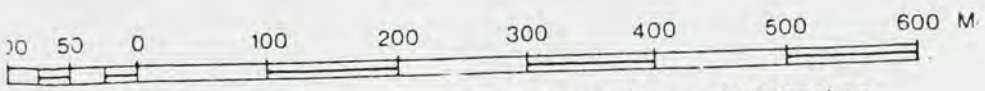
VIEW DUE NORTH ALONG THE LOW SIDE OF PRINCE ALBERT STREET,



MOSMAN

URBAN CONSERVATION AREA

(INCORPORATING ELEVEN PRECINCTS)
SCALE 1:6 000



DATE OF BASE MAP 1972

U.C.C. MAP W. H. AUGUST 1982




MAP 1 OF 4

LEGEND

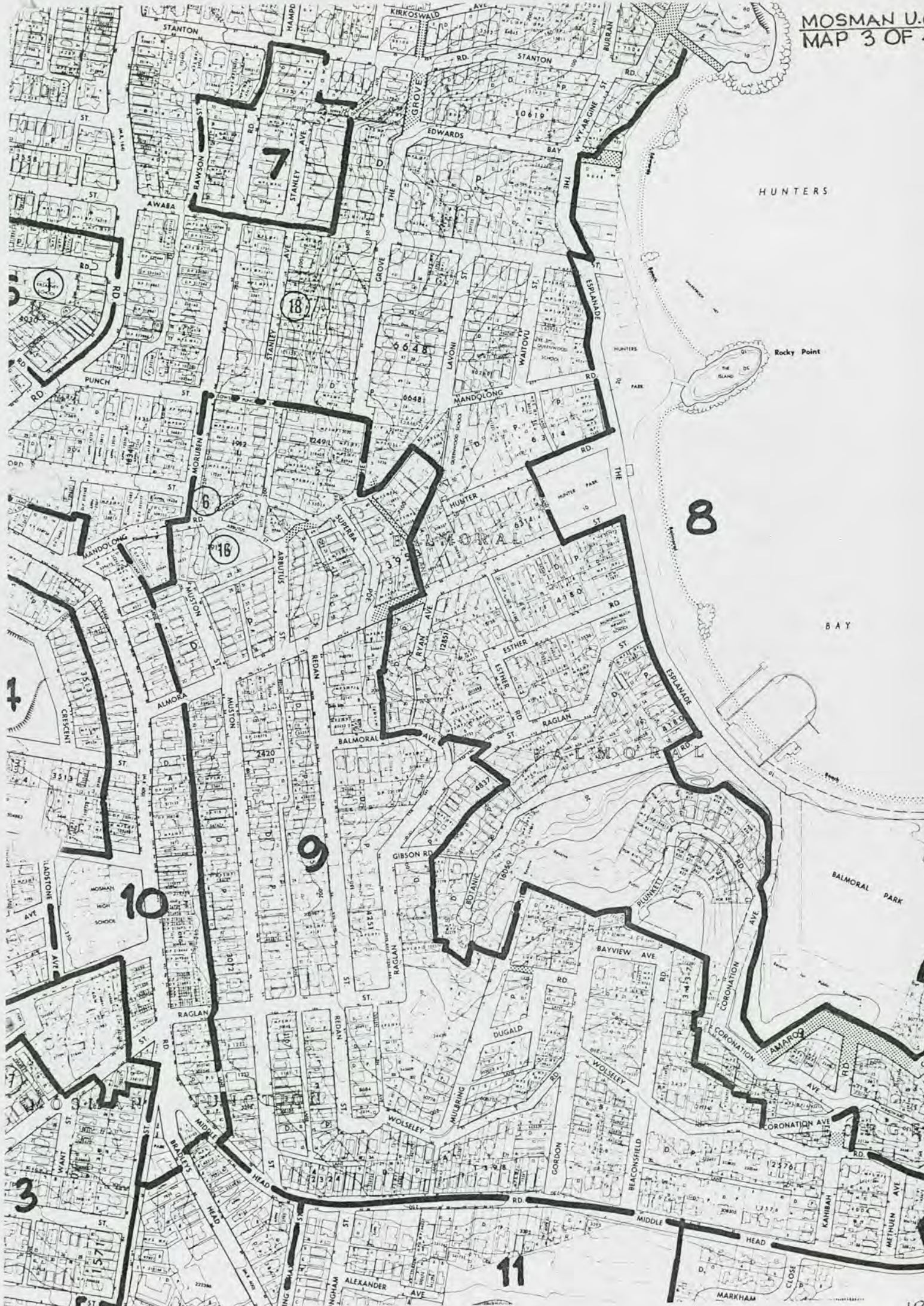
PRECINCTS

1. MOSMAN'S BAY
2. CURRAGHBEENA POINT
3. RACLAN STREET
4. WEST
5. NORTH WEST
6. NORTH
7. MORUBEN ROAD/STANLEY AVE
8. BALMORAL BEACH
9. BALMORAL
10. MILITARY ROAD
11. BRADLEYS HEAD ROAD

 PRECINCT BOUNDARY

MOSMAN U.C.A.
MAP 2 OF 4





HUNTERS

Rocky Point

BAY

BALMORAL PARK



11

13

Photographs

Upper photo: 36 Bay Street, Beauty Point
Lower photo: 30 Bay Street, Beauty Point
(Robertson & Hindmarsh Pty Ltd photos May 1993)

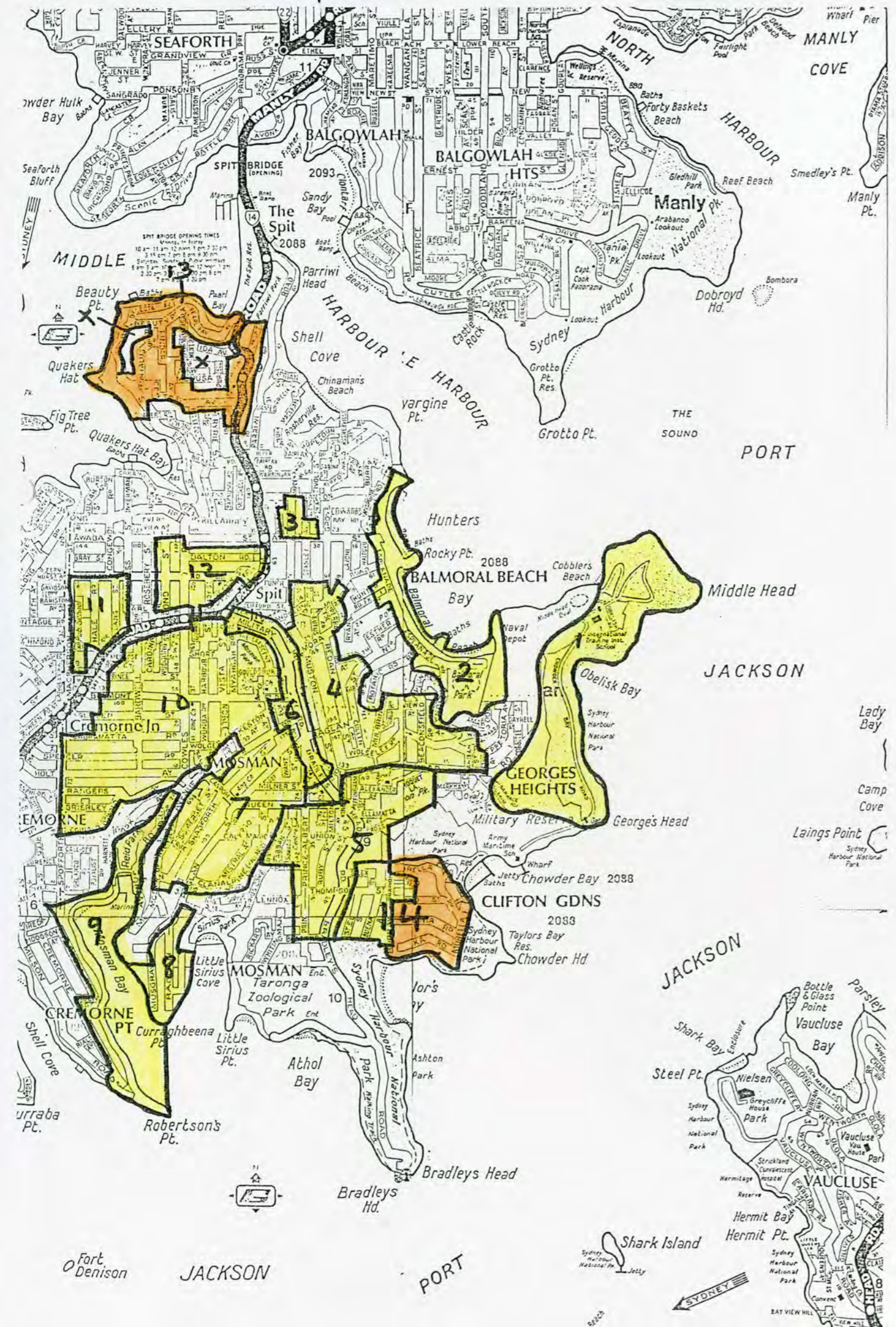
MOSMAN

EXISTING CONS. AREAS

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12

PROPOSED UCAs

13. BEAUTY POINT UCA
14. CLIFTON GARDENS



Western Electric

Facilities

Rosville East

1954

#1

Red Cadman Head

Furville JG

ET Hayes Gy

St John Ambrose

St John Ambrose

St John Ambrose



NATIONAL TRUST OF AUSTRALIA (NSW)
INTERWAR HOUSING STUDY

LGA:
KEY MAP

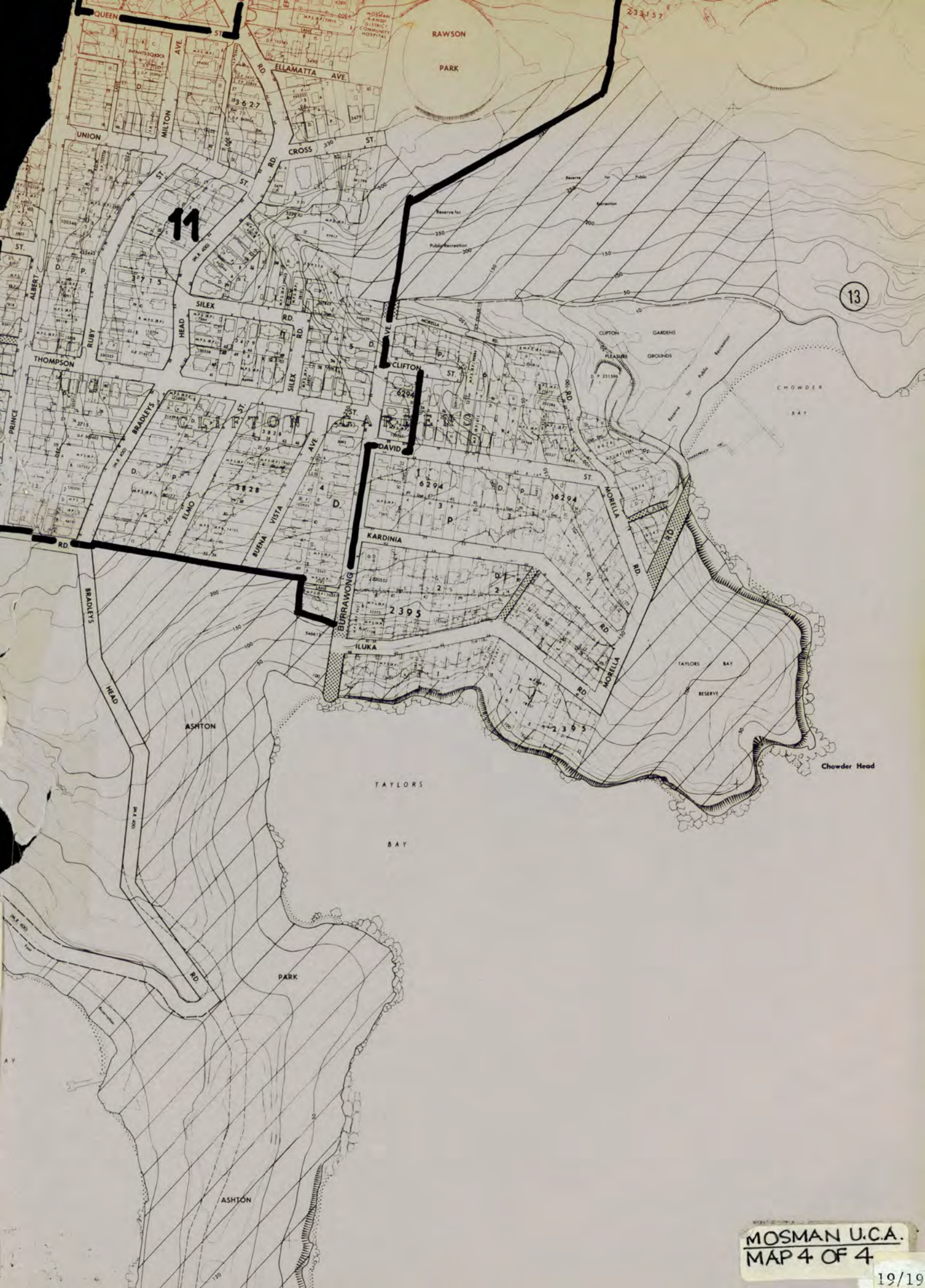
MOSMAN
PRECINCTS 1-11:
PRECINCT 12:

PRECINCTS 13, 14:
PRECINCT 15:

EXISTING UCA PRECINCTS
Part of existing
SYDNEY HARBOUR
ENTRANCE LANDSCAPE
CONSERVATION AREA
NEW PRECINCTS
See North Sydney

March 1995
Precinct numbering amended May 2000

Scale 1:24750



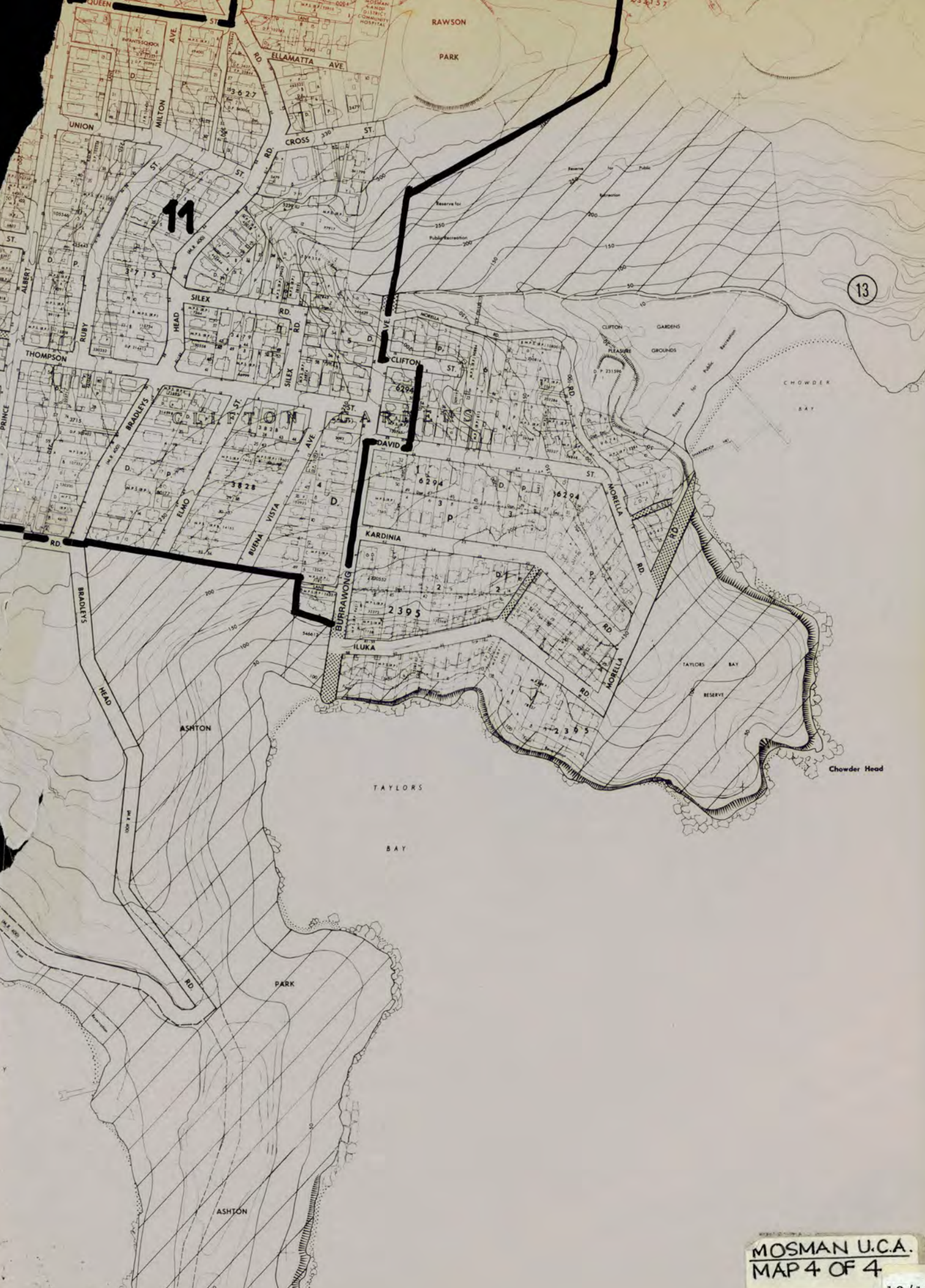
RAWSON PARK

13

11

MOSMAN U.C.A.
MAP 4 OF 4

19/19



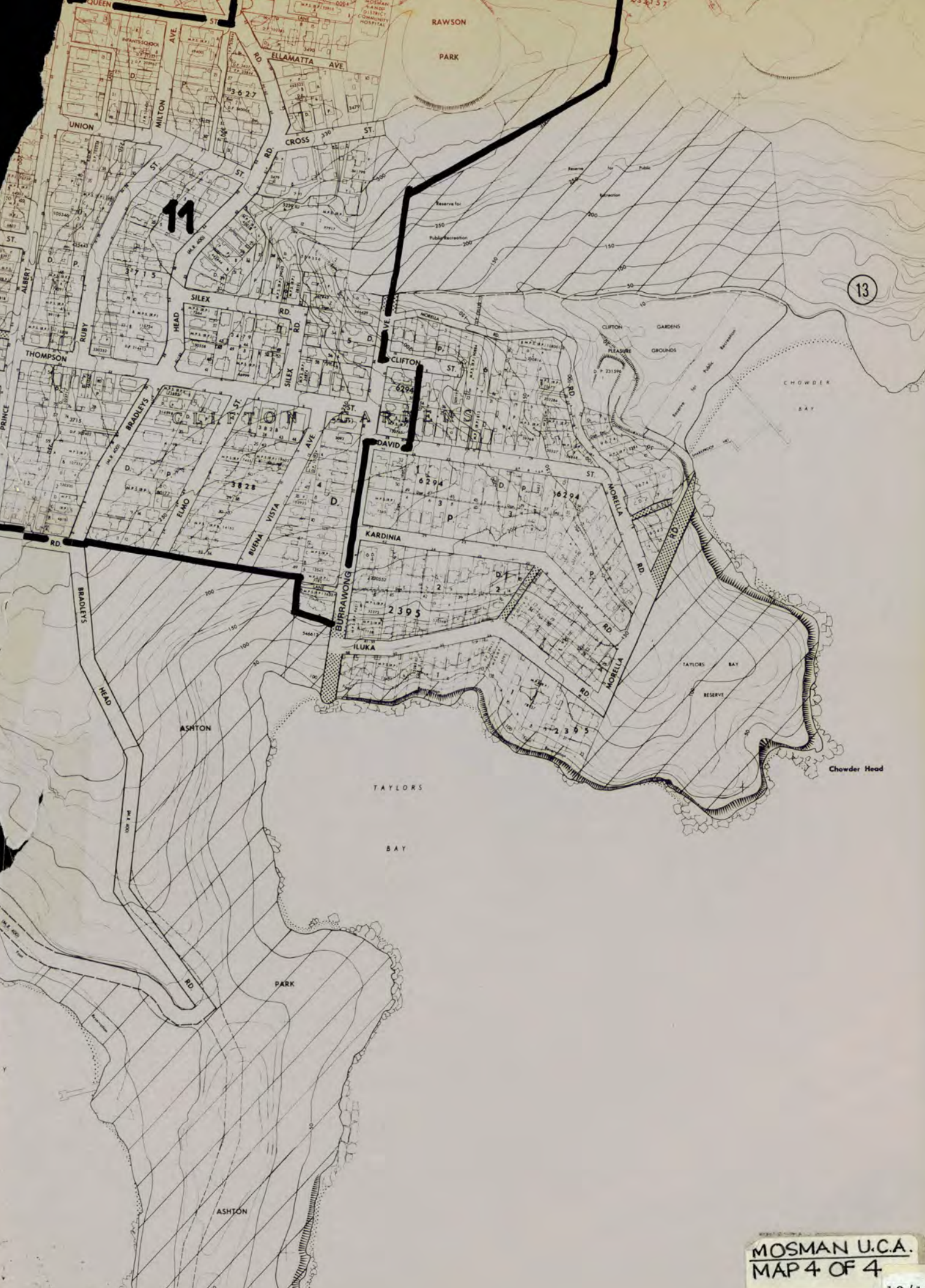
RAWSON PARK

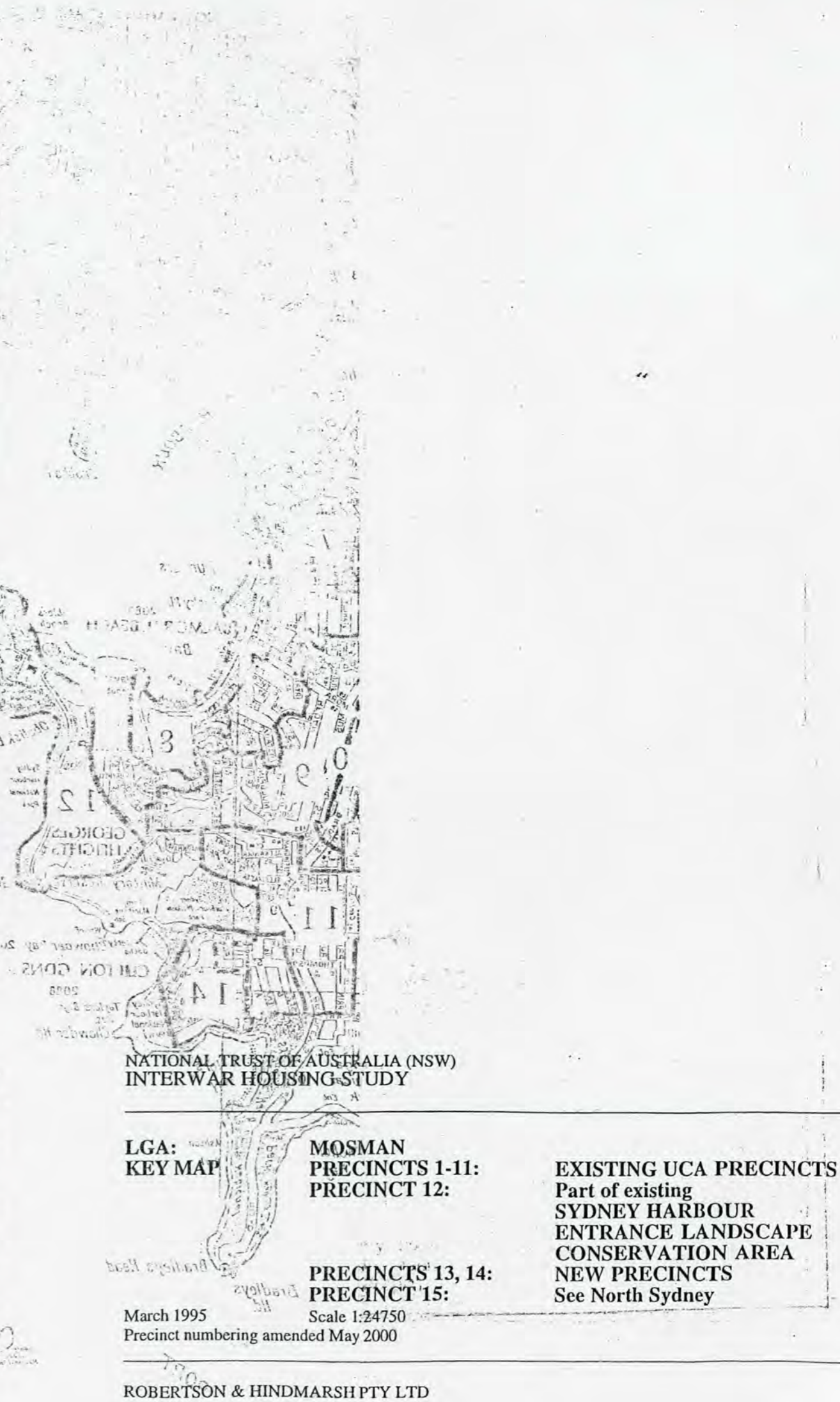
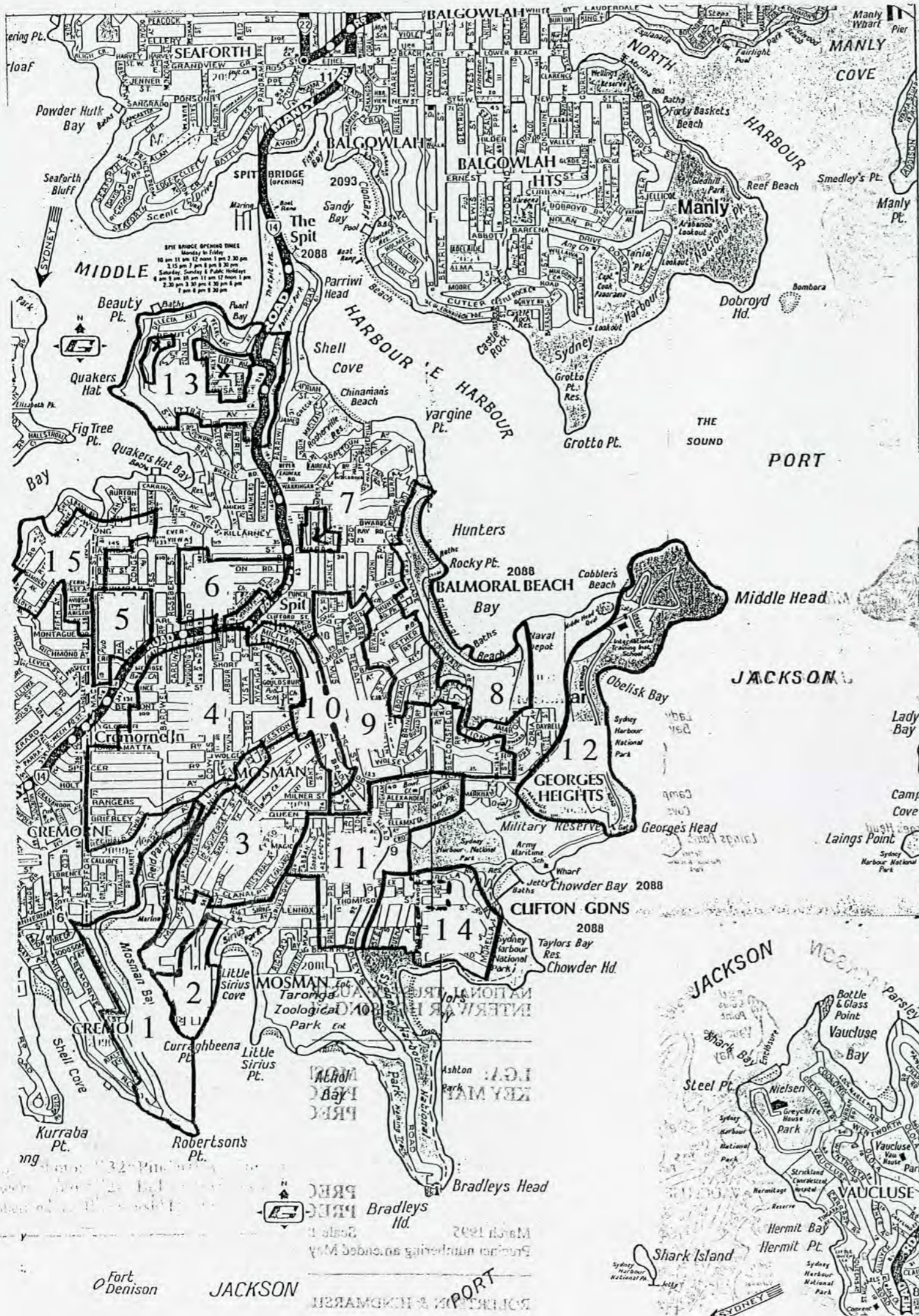
13

11

MOSMAN U.C.A.
MAP 4 OF 4

19/19





**NATIONAL TRUST OF AUSTRALIA (NSW)
INTERWAR HOUSING STUDY**

**LGA:
KEY MAP**

**MOSMAN
PRECINCTS 1-11:
PRECINCT 12:**

**PRECINCTS 13, 14:
PRECINCT 15:**

EXISTING UCA PRECINCTS
Part of existing
**SYDNEY HARBOUR
ENTRANCE LANDSCAPE
CONSERVATION AREA**
NEW PRECINCTS
See North Sydney

March 1995 Scale 1:24750
Precinct numbering amended May 2000



5

6

4

3

11

15



MAP 1 OF 4

LEGEND

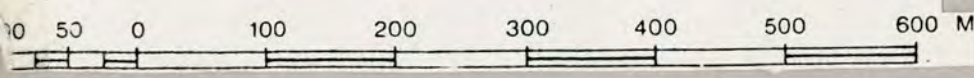
PRECINCTS

- 1. MOSMANS BAY
- 2. CURRAGHBEENA POINT
- 3. RAGLAN STREET
- 4. WEST
- 5. NORTH WEST
- 6. NORTH
- 7. MORUBEN ROAD/STANLEY AVENUE
- 8. BALMORAL BEACH
- 9. BALMORAL
- 10. MILITARY ROAD
- 11. BRADLEYS HEAD ROAD

PRECINCT BOUNDARY

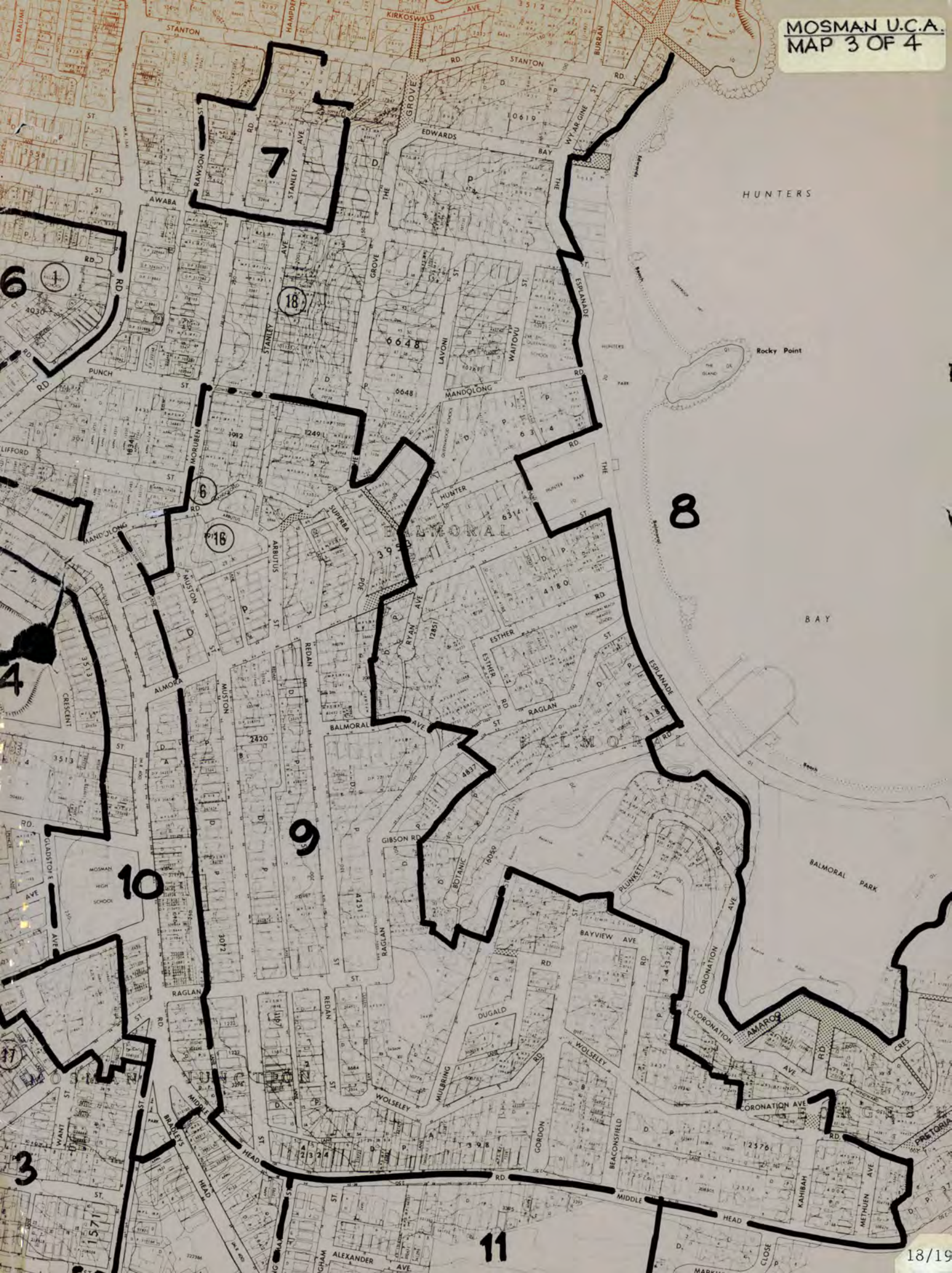
MOSMAN
URBAN CONSERVATION AREA

(INCORPORATING ELEVEN PRECINCTS)
 SCALE 1:6000



MOSMAN 20 Town, District or Location	MOSMAN URBAN CONSERVATION AREA (Comprising 11 precincts) Name or Identification of Proposed Listing	As indicated under each precinct Refer to the attached 4-sheet map of the Urban Conservation Area.
Author of Proposal W. Hatton S. Sky C. Shead S. Harris S. Davies S. Robertson J. Attwood	Population	
Date of Proposal September 1982	Area: (in hectares)	
Suggested Listing Category CLASSIFIED Committee (Trust Use) U.C.C.	Local Government Authority & Address Mosman Municipal Council, P.O. Box 211, SPIT JUNCTION N.S.W. 2088	
Council (Trust Use) APPROVED 1/11/82	Postcode 2088	Advised: 16/11/82 Boundaries (or street & street numbers)
Description History Setting Form/Scale Buildings Townscape Landscape Views Vistas Street furniture	Briefly cover the points on the following check list where they are relevant and within your knowledge. The selection of the Mosman area for a whale fishery in 1830 indicates its remoteness from the settlement at Sydney Cove, and this remoteness was to influence the slow development of the Mosman area for most of the 19th century. The residences of the era 1830 to 1860 were isolated villas related to the maritime industry of Great Sirius Cove (now Mosman's Bay). They included "The Nest" c.1831 built by Archibald Mosman, and "The Rangers" c.1844 built by Oswald Bloxsome. Access to the area was still easiest by water but there were ridge-aligned tracks leading to The Spit, Middle Head and Bradleys Head from Milson's Point. The 1860s saw attempts at establishing picnic or pleasure grounds in the protected coves around Mosman (e.g. Mosman's Bay, Chowder Bay, Chinaman's Beach). Establishment of the forts at Bradleys, Georges and Middle Heads in the 1870s occasioned the reconstruction of the ridge tracks into roads for the transport of cannon. The completion in 1873* of the Military Road made access easier and in 1873 the first of the land sales occurred, along Curraghbeena Point Road (now Raglan Street) from Mosman's Bay to Mosman Junction. The Township Subdivision, as it was called, was a venture by Messrs Harnett and Stuart, as were most of the early speculative land sales in Mosman. The major part Mosman was at one stage bought and sold by these two men, although little development directly resulted. The purchasers usually further subdivided the land and resold the new estates. These smaller allotments were usually then bought in large groups by (Cont'd.) * p186 Harnett, Newsp. cuttings Vol. 211, Mitchell Library.	
Reasons for Listing	Mosman developed as an isolated middle and upper-middle class suburb over a short period, as a speculative venture by a few landowners. The consistently high quality of the houses in these estates, with their late Victorian and Federation period detailing, is enhanced by mature planting in gardens and streets and parks. Strong visual links with the harbour and reinforcement of ridge lines and slopes by the tiered road pattern create a distinctive townscape, which remains largely intact. There has been serious but geographically restricted intrusion by high rise apartments, and this listing is intended to encourage controls on the spread of such development in future.	
Bibliography	Robertson, S., <u>The effectiveness of National Trust Listings as a guide to the heritage value of an area - Mosman: a case study</u> M. Built Env. (Blg. Conservation) Grad. Project Report, UNSW, 1982. Fraser, H., <u>Report to Heritage Council on Federation Suburbs</u> , 1980. Carroll, J., <u>Settlement & Growth of Mosman</u> , 1980	See over for photos and map showing boundaries 1/19'

National Trust of Australia (N.S.W.) Listing Proposal NTN 07.



2. CURRAGHBEENA POINT PRECINCT

Boundary description:

Shoreline of Mosman's Bay from Curraghbeena Point northwest to line of south boundary No. 20 Musgrave Street, centreline Musgrave Street, centreline Raglan Street, centreline Illawarra Street, rear of properties east side Raglan Street from Illawarra Street to McLeod Street, rear of properties north side McLeod Street, centreline McLeod Street, shoreline south to Curraghbeena Point.

Description of precinct:

This was one of the earliest subdivisions in Mosman. It is characterised by large houses along Raglan and Musgrave Streets, many on steeply sloping sites with waterviews and mature gardens. Many of the houses show American shingle style. The development is of a high quality representative of one of the few consistent upper middle class federation period suburbs of Sydney. The view from the water is very important. The high-rise development to the north separates this area from the south-west precinct.



CHARACTERISTIC VIEW OF LARGE HOUSES ON STEEP SITES WITH WATER VIEWS AT CURRASHBEENA POINT.

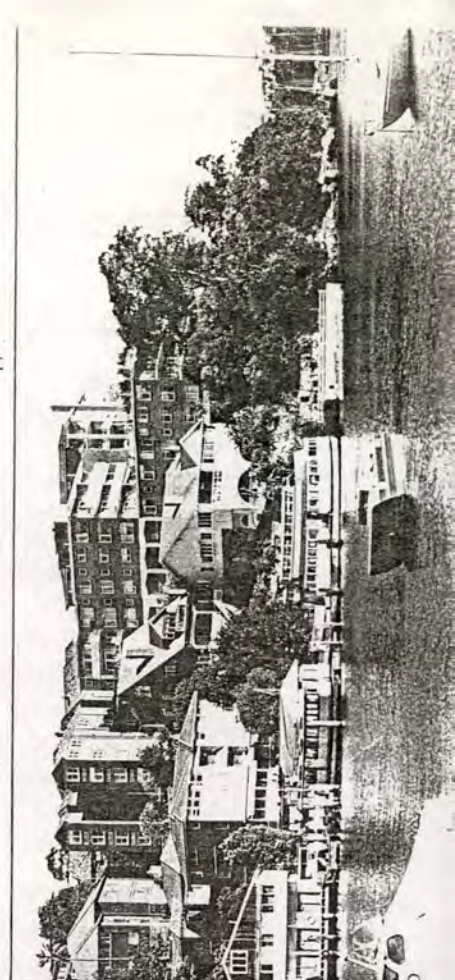
1. MOSMAN'S BAY PRECINCT

Boundary Description:

West side Cremorne Point Reserve, end of Milson Rd, east side Milson Rd, centreline Cremorne Rd, centreline Green St, centreline Kareela Rd, centreline Hodgson Ave., centreline Bromley Ave., centreline Spofforth Street, centreline Boyle Street, west side Reid Park to Park Ave., rear of properties south-east side Park Ave. (Nos. 5-19), centreline Millett Road, rear of properties east side Avenue Road from No. 45 to No. 3A, north-east & east boundaries "The Barn", north-east boundary "Monterey", centreline Mosman Road, rear of properties facing harbour from Mosman Road to McLeod Street, shoreline from McLeod Street to Curraghbeena Point

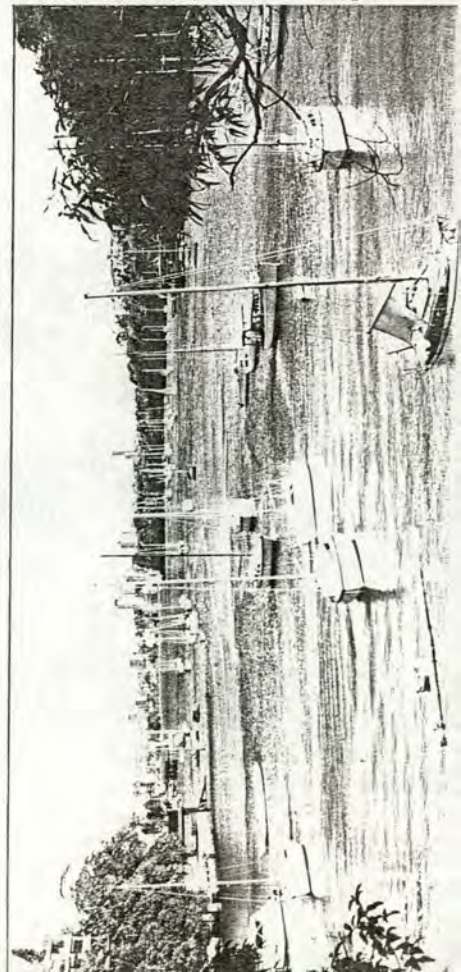
Description of precinct:

Although its early existence as a whaling station has ceased, Mosman's Bay still offers a unique maritime experience in Sydney Harbour. The bay's long narrow proportions and steep bush foreshores provide a sheltered retreat from the expanse of the main harbour and a contrast to the other more open bays on the foreshore. The sheltered nature of the bay is enhanced by the slight twist of the landform which does not allow a view of the head of the bay until the viewer is well within the enclosure of the surrounding hills. An almost continuous foreshore reserve around the bay provides a natural buffer to development, public access to the foreshore and a pedestrian footpath link to Cremorne Point. Access to the foreshore is an important point and it is unfortunate that on the east side of the bay this access has been interrupted by private developments. At the head of the bay the commercial developments come down to and in some cases, out into the bay, but the nature, scale and treatment of these marine-oriented developments is such that they do not restrict access to the water and do not stand out against the surrounding bush. Some dominant residential blocks on the east side of the bay unfortunately do intrude. The commercial and recreational development of the bay has reached a saturation point and further expansion of these facilities, in the bay or on the foreshores, could seriously threaten the qualities which make Mosman's Bay unique.



UNITS AND WHARF NEAR MOSMAN FERRY TERMINAL.

VIEW SOUTH ALONG MOSMAN'S BAY - CREMORNE POINT IN CENTRE.



3. RAGLAN STREET PRECINCT

Boundary description:

Centreline Upper Avenue Road from south side No. 21 to Crux Street, rear of properties east side Avenue Road to No. 47, centreline Avenue Road from south side No. 49 to Canrobert Street, rear of properties east side Avenue Road to No. 99, centreline Avenue Road from south side No. 101 to south-west side No. 159, southwest boundary No. 159 centreline Shadforth Street, north-west boundary No. 111 Shadforth Street and No. 180 Raglan Street, centreline Raglan Street to north-west side No. 141 Raglan Street to north boundary No. 108 Prince Albert Street, centreline Prince Albert Street south to Queen Street, centreline Queen Street, rear of Nos. 72 & 70 Prince Albert Street, rear of Nos. 2 to 8 Queen Street, centreline Cabban Street, south boundary Nos. 1 to 7 Calypso Avenue, rear of properties east side Clanalpine Street to Kallaroo Street, rear of properties south side Kallaroo Street from No. 27 to Raglan Street, centreline Mosman Street, rear of properties south side Mosman Street from No. 35 to Upper Avenue Road.

Description of precinct:

There is a mix of medium and large houses of generally high quality with mature gardens. It is marred by several intrusions of high rise apartments. This precinct includes some of the highest points in Mosman and the larger houses built on the ridgelines are clearly visible from the water.



VIEW EAST ALONG CALYPSO AVENUE AND MAGIC GROVE
AND ACROSS CLANALPINE STREET.

4. WEST PRECINCT

Boundary description:

Centreline Spofforth Street from Reginald Street to Cabramatta Road, centreline Cabramatta Road, west boundaries No. 61A Cabramatta Road, Nos. 72 & 75 Glover Street, Nos. 110 & 127 Belmont Road, Nos. 66 & 53 Prince Street, rear of Nos. 51 to 43 Prince Street, west boundary No. 18 Melrose Street, centreline Lang Street, rear of all properties south side Military Road from No. 419 to Gurrigal Street, centreline Gurrigal Street, centreline Military Road, centreline Vista Street, rear of properties south-west side Military Road from Vista Street to Avenue Road, centreline Avenue Road, centreline Archer Street, centreline Wolger Road to No. 10, rear of properties facing Avenue Road from No. 72 to No. 30 and include ^{was the} Ballantyne Street road reservation, centreline Rangers Road, centreline Oswald Street, centreline Reginald Street.

Description of precinct:

There is a consistency of quality and detail which characterises the area. It includes the Holt estate, a more modest housing development than precincts 1, 2 and 3. The housing is similar in scale and character to Haberfield and is similarly consistent with few intrusions to date. The tree planting in the streets is an important part of its character. The street pattern is a grid and there is a predominance of semi-detached housing with some outstanding cottages.

The area contains many cottages which are typical of middle income Federation houses. While few have the elaborate garnishings or the elegance of some of the more notable houses left at Haberfield, they are still typically 'Federation' with extensive use of timber embellishments on verandah posts, gables, balustrades etc. Finial ridge capping with ramshorns are common, accentuating the general use of Marseille style orange-red roof tiles. Almost all houses are brick on stone foundations. Importantly nearly all houses are of similar size and character.

The general streetscape is beautifully enhanced by extensive tree planting on the footpath nature strips. At various times after street alignment in 1912 planting of Brushbox, Plane and other types of trees commenced. These trees are now large and mature and give Holt and Spencer Roads in particular the appearance of tree lined Avenues of some beauty.

Views of the Harbour, the City and the lower suburb are possible from many houses and streets terracing the hills, and from those streets with aspects viewing to the Harbour. The topography of the area is reflected in the varied slopes of the streets resulting in some steep blocks with rock cutting, retaining walls and railings and pedestrian access only; but also giving comprehensive views of the Harbour and City.

MOSMAN - MOSMAN URBAN CONSERVATION AREA

4. WEST PRECINCT (Cont'd.)



VIEW SOUTH - WEST FROM PARK ON SOUTH - EAST CORNER WOLGER AND COWLES ROADS TO INTERSECTION WITH SPENCER ROAD.

5. NORTH WEST PRECINCT



VIEW NORTH ALONG LANG STREET TO PROPERTIES ON EAST-SIDE OF STREET.

5. NORTH WEST PRECINCT

Boundary description:

Centreline Macpherson Street, centreline Ourimbah Road, centreline Countess Street, centreline Military Road, centreline Erith Street, east boundary No. 2 Erith Street, south boundary Nos. 2-6 Erith Street, west boundary Nos. 59,57 Prince Street, east boundary No. 57 Prince Street, centreline Prince Street to Macpherson Street.

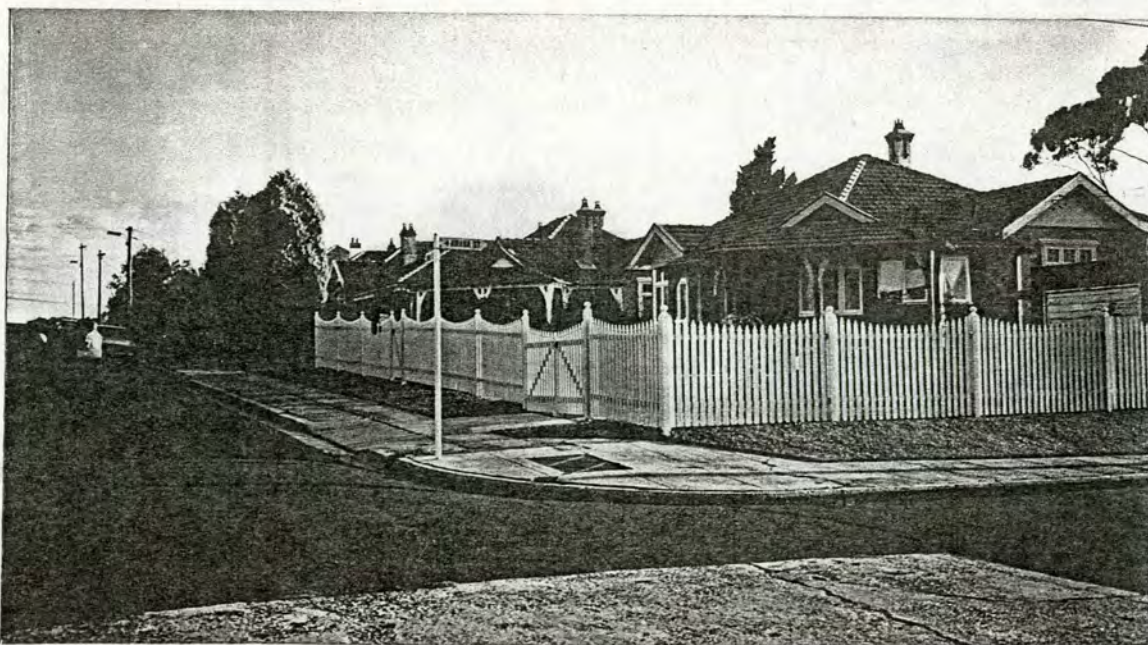
6. NORTH PRECINCT

Boundary description:

Rear of properties west side Bond Street from Earl Street to Awaba Street, centreline Awaba Street to Cowles Road, centreline Cowles Road, rear of properties south side Awaba Street to Military Road, centreline Military Road, centreline Ourimbah Road, rear of properties north side Military Road from Ourimbah Road to Bond Street, but also to include grounds of "Boronia" facing Military Road.

Description of precincts:

These two areas are similar in character to (4) in that the street pattern is a grid with good street planting, consistent architectural scale and quality. They include a proportion of Bungalow style houses. The areas are separated by intrusive development and internally are marred by some high rise apartments and heavy traffic routes.



VIEW SOUTH-WEST TO INTERSECTION AWABA AND BOND STREETS

7. MORUBEN ROAD/STANLEY AVENUE PRECINCT

Boundary description:

Centreline Rawson Street, north boundary No. 33 Rawson Street, centreline Moruben Road, centreline Stanton Road, centreline R.O.W. southwards to north boundary No. 6 Glencarron Avenue, rear of properties east side Stanley Avenue, centreline Awaba Street to Rawson Street.

Description of precinct:

A pocket of high quality large bungalows with spectacular water views. Some of the houses are built of stone and form a consistent but small group.



↑ VIEW NORTH-EAST TO SYDNEY HARBOUR FROM AWABA STREET AND RAWSON STREET INTERSECTION.



↑ VIEW NORTH-WEST FROM AWABA STREET AND MORUBEN ROAD INTERSECTION.

8. BALMORAL BEACH PRECINCT

Boundary description:

North boundary reserve at north end of Beach, top of escarpment to The Esplanade, east side The Esplanade to Awaba Street, west side The Esplanade to Hunter Park, north side Hunter Road, lane west side Hunter Park, south side Almora Street, west side The Esplanade to Botanic Road, top of escarpment from Botanic Road to Coronation Avenue, north side Amaroo Crescent around Balmoral Park, top of escarpment within military reserve to rocky projection at south end of Beach.

Description of precinct:

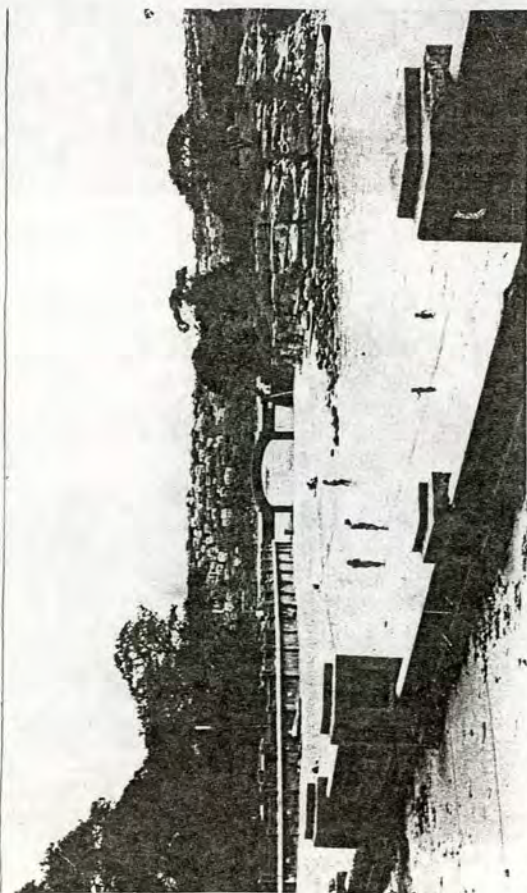
The character of the Balmoral Beach precinct can be described as a pleasant, controlled 1930's civic design superimposed onto an important landscape setting of high quality. The landscape setting is a long curving beach contained at either end by large rocky projections and accented in its centre by an unusual rock outcrop forming an island. The natural character is reinforced by formal tree planting and native bush in reserves at either end. The built elements of the civic design include a delightful promenade and The Esplanade as well as a small number of buildings of varying but generally high quality. The important buildings include the Rotunda and the Bathers' Pavilion, which in their light 1930's style are focal points in the precinct.



VIEW NORTH ALONG PROMENADE
-NOTE WIDE WALKWAY AND TREE
STREET



VIEW SOUTH - EAST TO ROTUNDA -
NOTE ROTUNDA, TREES AND ISLAND
BRIDGE.



VIEW NORTH FROM PROMENADE - NOTE ISLAND BRIDGE AND RETAINING
WALL.

9. BALMORAL PRECINCT

Boundary description:

Centreline Moruben Road from corner Mandolong Road to Punch Street, centreline Lower Punch Street, centreline The Grove, centreline Mandolong Road north-east to No. 37, north-east boundary No. 37, rear boundary No. 37 to No. 29 Mandolong Road, lane east of Superba Parade, centreline Almora Street, east boundary No. 38 Almora Street and projection southwards to Balmoral Avenue, centreline Balmoral Avenue, north boundary Nos. 228, 230 Raglan Street, centreline Raglan Street, north-east boundary No. 217 Raglan Street, rear of properties east side Raglan Street from No. 217 to No. 175, north boundary No. 22 Mulbring Street, centreline Mulbring Street, north boundary No. 21 Mulbring, Nos. 36 & 35 Gordon Street, Nos. 38 & 19 Beaconsfield Road, rear of properties east side of Beaconsfield Road & north side of Wolseley Road to No. 21, centreline Coronation Avenue, east boundary No. 11 Wolseley Road, centreline Wolseley Road, east boundary No. 2 Wolseley Road, rear of properties east side Methuen Avenue, centreline Middle Head Road to west side of No. 143, then rear of properties east of Middle Head Road and Military Road from No. 141 Middle Head Road to No. 748 Military Road, lane to Muston Street, west boundary No. 11 Mandolong Road, centreline Mandolong Road to Moruben Road.

Description of precinct:

The split-level streets, some of which turn back on themselves, make good use of the topography. The effect is an amphitheatre looking on to Middle Harbour and the Heads. There are some fine individual houses, many showing American influence, with a mix of large stone houses in the Mandolong Road area. The view from the harbour back to the slopes is important.



VIEW NORTH ALONG LITTLE STREET AND ACROSS MANDALONG ROAD TO LOWER PUNCH STREET.

10. MILITARY ROAD PRECINCT

Boundary description:

Rear of all properties north and east sides Military Road and Middle Head Road from No. 666 Military Road to No. 141 Middle Head Road, south boundary of hotel and park between Middle Head Road and Prince Albert Street, rear of Nos. 112-120 Prince Albert Street, rear of all properties west and south sides of Military Road from No. 803 to No. 557.

Description of precinct:

Along this ridge-aligned main road which follows the line of the former Military Road from North Sydney to Middle Head and Bradleys Head Fortifications are located the municipal, commercial and principal educational institutions at Mosman. Military Road assumed paramount importance with the advent of the electric tram as the focus of commercial activity.

Only in the unwidened stretch of Military Road from Spit Junction to Mosman Junction does the street act as a binding force for the suburb. The predominantly two-storey buildings face one another across the commercial sections of Military Road in a balanced relationship of building height and massing to road width. A lively "village" atmosphere has been maintained in the two commercial areas connected by a stretch of formerly fine residences now largely occupied by medical practitioners. This residential strip has given both Spit and Mosman Junctions a definite boundary and has maintained the "village" appearance.

The stretch of Military Road between Spit and Mosman Junctions was largely built up from about 1880 to about 1920. The harmony of building height, deeply recessed and shadowed balconies and the colour of the buildings unifies the variety of building styles present. The majority of facades are intact on the upper level and several original shopfronts remain. In addition to the built elements there are fine trees at 792-800 Military Road which form an essential part of the streetscape. The proximity of Mosman to the Harbour is reinforced in excellent vistas along Mandalong Road and Almora Street.



585 - 595 MILITARY ROAD - SHOPS ON SOUTH-SIDE OF ROAD ADJACENT TO MOSMAN TOWN HALL AND SPIT JUNCTION.

11. BRADLEYS HEAD ROAD PRECINCT

Boundary description:

Rear of properties west side Prince Albert Street from Whiting Beach Road to Elfrida Street, centreline Elfrida Street, centreline Sirius Cove Road, north boundary No. 19 Carban Street, rear of properties west side Prince Albert Street from No. 58 to Queen Street, centreline Queen Street, centreline King Max Street, centreline Middle Head Road, east boundary Rawson Park, south boundary Rawson Park to projection of the centreline Burrawong Avenue, centreline Burrawong Avenue, centreline Clifton Street, rear of Nos. 15-11 Burrawong Avenue, east boundary No. 21a David Street, centreline David Street, centreline Burrawong Avenue, north boundary Ashton Park to Bradleys Head Road, centreline Whiting Beach Road to Prince Albert Street.

Description of precinct:

This area is characterised by the uniform high quality and style of the development. It is a mix of medium and large houses with a regular setback. The streets and gardens are well planted. The land slopes from the ridgelines of Prince Albert Street and Bradleys Head Road which has waterviews. Again the American influence predominates. The relationship of topography, scale and quality of houses, gardens and the curving alignments of the road contribute to its character.

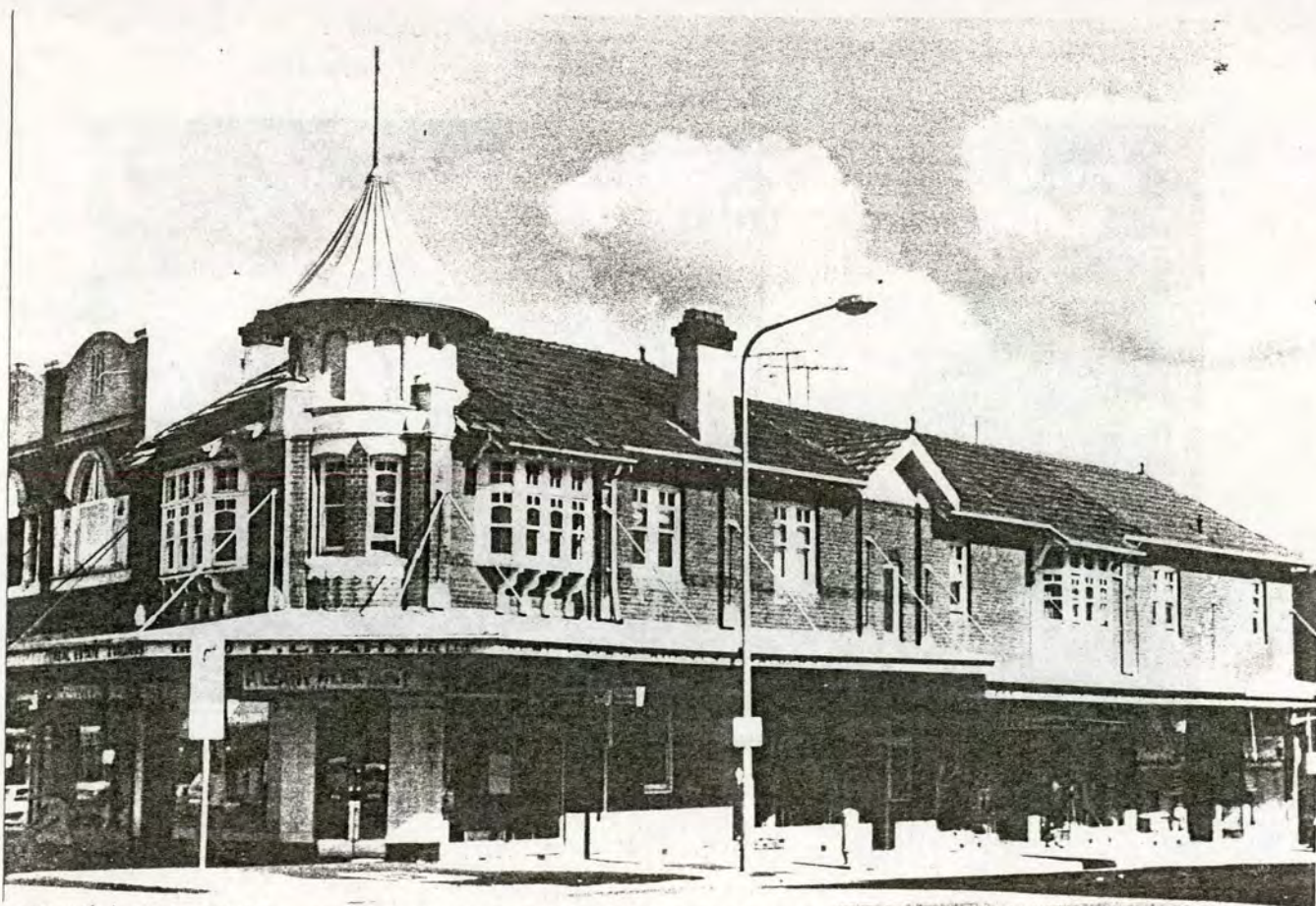


VIEW DUE NORTH TO NO. 20 BRADLEYS HEAD ROAD (WEST-SIDE OF ROAD)

10. MILITARY ROAD PRECINCT (Cont'd.)



120 - 122 PRINCE ALBERT STREET - SHOPS AT CORNER OF RAGLAN STREET AND MILITARY ROAD.

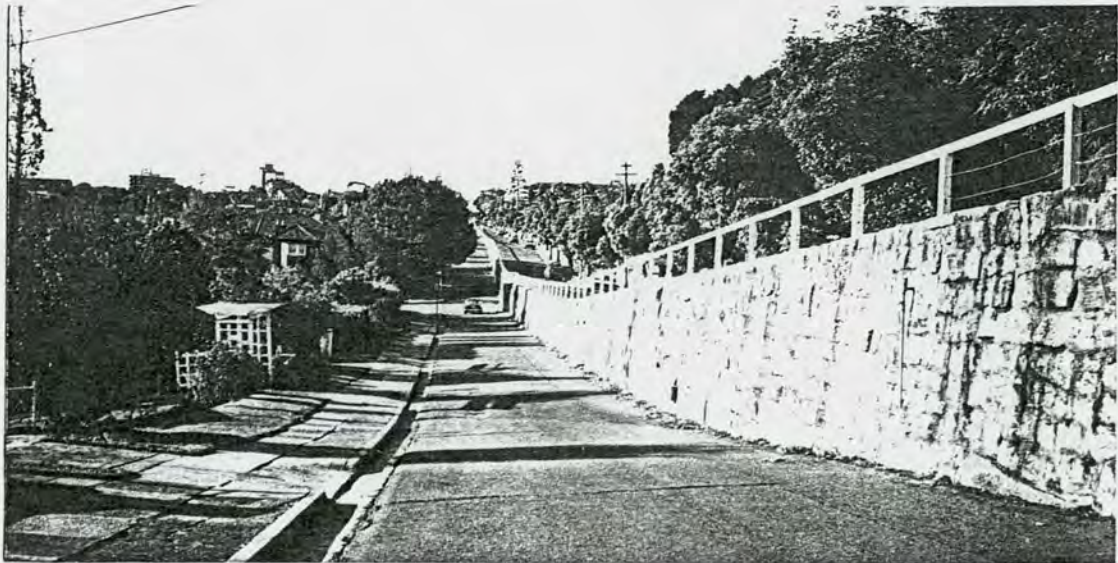


771 MILITARY ROAD - SHOPS ON SOUTH-WEST CORNER AVENUE ROAD ON THE WEST-SIDE OF MILITARY ROAD OPPOSITE MOSMAN HIGH SCHOOL.

11. BRADLEYS HEAD ROAD PRECINCT (Cont'd.)



VIEW DUE SOUTH - SHOWING CURVING ALIGNMENT OF BRADLEYS HEAD ROAD AND STREET TREES.



VIEW DUE NORTH ALONG THE LOW SIDE OF PRINCE ALBERT STREET.