

## F4 36–48 Ocean Street

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## **1.0 INTRODUCTION**

On 30 July 1999, Waverley Local Environmental Plan 1996 (WLEP 1996) (Amendment No. 13) rezoning 36–48 Ocean Street was gazetted. This Part provides specific controls and design guidelines for development on land to which this Part applies, in addition to Part D2.

### **1.1 Land to which this Part Applies**

This Part applies to Nos. 36–48 Ocean Street, part 198–202A Bondi Road and Lot 2, DP595594, Wellington Place as identified by WLEP 1996 (Amendment No. 13).

### **1.2 Objectives of this Part**

- (a) Promote a compact use of land by increasing residential density within this Part, consistent with State Government requirements.
- (b) Ensure development minimises over-shadowing, traffic, existing public amenities and the general environment.
- (c) Ensure development enhances visual coherence and identity.
- (d) Ensure development enhances the distinctive character of the church as the street's landmark.
- (e) Ensure development retains and improves connection between Ocean Street and Wellington Street.

## **2.0 SPECIFIC DESIGN GUIDELINES AND CONTROLS**

### **2.1 Building Height**

#### **Objectives**

- (a) Ensure the built form is sympathetic to the landmark characteristics of the adjacent church and its steeple.
- (b) Ensure development has minimal impact on properties regarding bulk, scale, overshadowing, privacy and views.
- (c) Ensure development minimises impacts of over-development on surrounding properties by reducing the conventional 25m height restriction in the 2(c2) Residential - High Density zone.
- (d) Ensure development forms a gradual height transition from a height of 9m adjacent to the church, up to a maximum height of 18m towards the rear of commercial premises at Bondi Road.

#### **Performance Criteria**

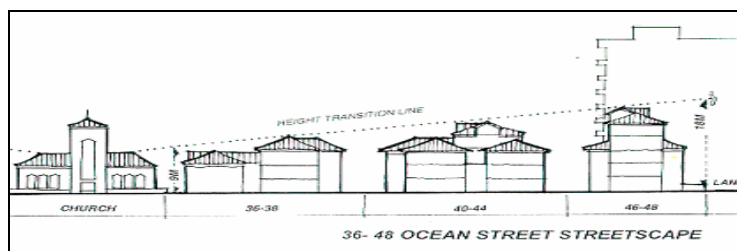
- (a) Development within a 9 metre height restriction refers to the scale and modulation generally associated with 3-storey detached dwellings. Development within an 18m height restriction refers to scale and modulation generally associated with a 6-storey residential flat building (refer to Section 3.0). A gradual 9-18m height plane applies to the site when viewed from the Ocean St. The 9m height applies to the property adjacent the Church (refer to Figure 1).

### **2.2 Building Appearance and Design**

#### **Objectives**

- (a) Preserve the visual amenity and the residential quality, which surrounding residents enjoy.
- (b) Ensure a high standard of building design sympathetic to the existing built form and streetscape of Ocean Street.

- (c) Achieve residential building forms of a scale and character that is in-keeping with the established character of the street.



**Figure 1:** Diagram showing 8 – 18 metre height transition.

### Performance Criteria

- (a) Building scale, bulk, massing, roof form and materials should be sympathetic to existing built forms. Continuous expanses of walls must be avoided. Walls exceeding 8m in length shall be recessed to reflect streetscape. The design should avoid monolithic appearance through the use of architectural design features, articulation of the building and fenestration. Pitched roofs are encouraged to reflect existing character, particularly 9m limit adjacent church. Site amalgamation is encouraged, involving 2 or 3 land parcels.

## 2.3 Streetscapes

### Objectives

- (a) Ensure that building and landscape design enhances the streetscape and neighbourhood character of Ocean Street.
- (b) Ensure the quality and detailing of all surfaces that abut the street edge (including walls and building design) enhance or complement the streetscape.
- (c) Ensure development on the site contributes to the improvement of the street's surveillance and safe pedestrian environments.
- (d) Ensure development on the site reinforces a sense of community which cultivates social interaction through shared communal space, entrance, door, window and balcony articulation, whilst maintaining individual privacy. Ensure development is consistent with the existing streetscape.
- (e) Ensure development retains the existing street tree canopy.

### Performance Criteria

- (a) Streetscape characteristics that are consistent with the existing streetscape must be maintained. Development on site must apply predominant streetscape qualities (refer to Section 3).
- (b) Development must establish an identifiable character for paving, paths, landscaping and lighting, sympathetic to the streetscape.
- (c) Garages, parking structures and driveways are to be designed so as not to dominate the street. Garage entrances are encouraged to be built on the side or the back of buildings on site rather than fronting Ocean St (refer to Figure 2).
- (d) Buildings adjacent to Ocean St must address the street by having a front door and/or living room window or balcony facing the street. Entrances to the building should preferably be located in a group and be visible from the street.
- (e) Architectural design should reflect the important characteristics

of the existing streetscapes, such as dominant brick masonry volume, hipped roof, open cantilever balcony with possible modification and contemporary material/colour alteration to express specific needs. Low front fences/walls that enable outlook to the street, is encouraged to maximise surveillance.



**Figure 2.** Garage entrances are encouraged to be built on the side or the back of buildings (left).

**Figure 3.** Low front fences/walls are encouraged (right).

## 2.4 Solar Access

- (a) Maintain solar access to the adjoining St. Patrick's Primary School playground. Maximise solar access to the windows of living areas and open spaces within development on the site.

### Performance Criteria

- (a) Buildings on site are to be setback to ensure that no shadow from the proposed building encroaches on the school property before 1:30pm during winter solstice. Habitable rooms should not be further than 6m (intruded) from an external window to ensure adequate sunlight enters the room.

## 2.5 Vehicle Access and Parking

### Objectives

- (a) Ensure development distributes traffic flows and limits traffic volumes at the intersection of Ocean St and Bondi Rd. Ensure that public car parking is maintained within No. 46–48 Ocean St.
- (b) Ensure development provides convenient, accessible and safe on-site parking for residents and visitors.

### Performance Criteria

- (a) Vehicular access to any residential parking space for redevelopment of Nos. 44, 46, and 48 Ocean St, shall be limited to the lane (off Wellington St), at the rear.
- (b) Development on Nos. 46–48 Ocean St must ensure vehicular access is maintained to the rear of any business properties fronting Bondi Rd. On-site parking should be located efficiently, safely and accessibly, considering streetscape. Parking areas and driveways should be located away from bedrooms to minimise noise. Parking areas should be well lit and visible to ensure user and resident safety. Basement / underground parking is encouraged.

## 3.0 MODELS OF SURROUNDING DEVELOPMENT



**Figure 4.** Model of existing single storey dwelling (left).

**Figure 6.** Model of existing 6-storey development (right)