

5.0 DESIGN GUIDELINES

The design guidelines in this section provide information for owners intending to alter or rebuild their properties within the area with which this Part applies.

The design guidelines provide examples of building types and building elements. These are derived from an analysis of Bondi's existing building styles. The guidelines are intended to guide owners to develop in a way that contributes to, and enhances, the Bondi character.

The guidelines are provided as diagrams rather than being prescriptive based. This allows interpretation with the wide range of materials and styles while at the same time, providing variety and flexibility, thereby uniting the street in urban design terms and providing a high degree of continuity.

These guidelines include the following elements:

- Standard Elevation Types (for 3, 4 and 5 storey developments)
- Wall Elements
- Roofs
- Windows
- Balconies and Verandahs
- Parapets
- Colours
- Colour Application

The elements shown in each group are drawn from buildings in the study area and represent a selection of representative types and building scale for reference purposes. In all cases, site specific requirements and physical parameters will affect the design solution. As well, the vitality of individual choice extends and enriches the design process.

6.0 Bondi Beach Trading Hours

The trading hours prescribed for properties within the Bondi Beach area are detailed within Section 2.4.4 within Part E1.

7.0 Community Crime Prevention

Crime Prevention through Environmental Design (CPTED) seeks to encourage the design and management of the built environment to reduce the opportunity for crime. This section seeks to enhance the safety of developments and minimise crime, specifically:

- (a) enhancing safety by reducing opportunities for crime to occur;
- (b) improving observation of public and private spaces;
- (c) optimising the use of public spaces and facilities by the community; and
- (d) promoting the design of safe, accessible and well maintained

buildings and spaces.

The following key principles should be applied to the design and management of land uses to reduce opportunities for crime:

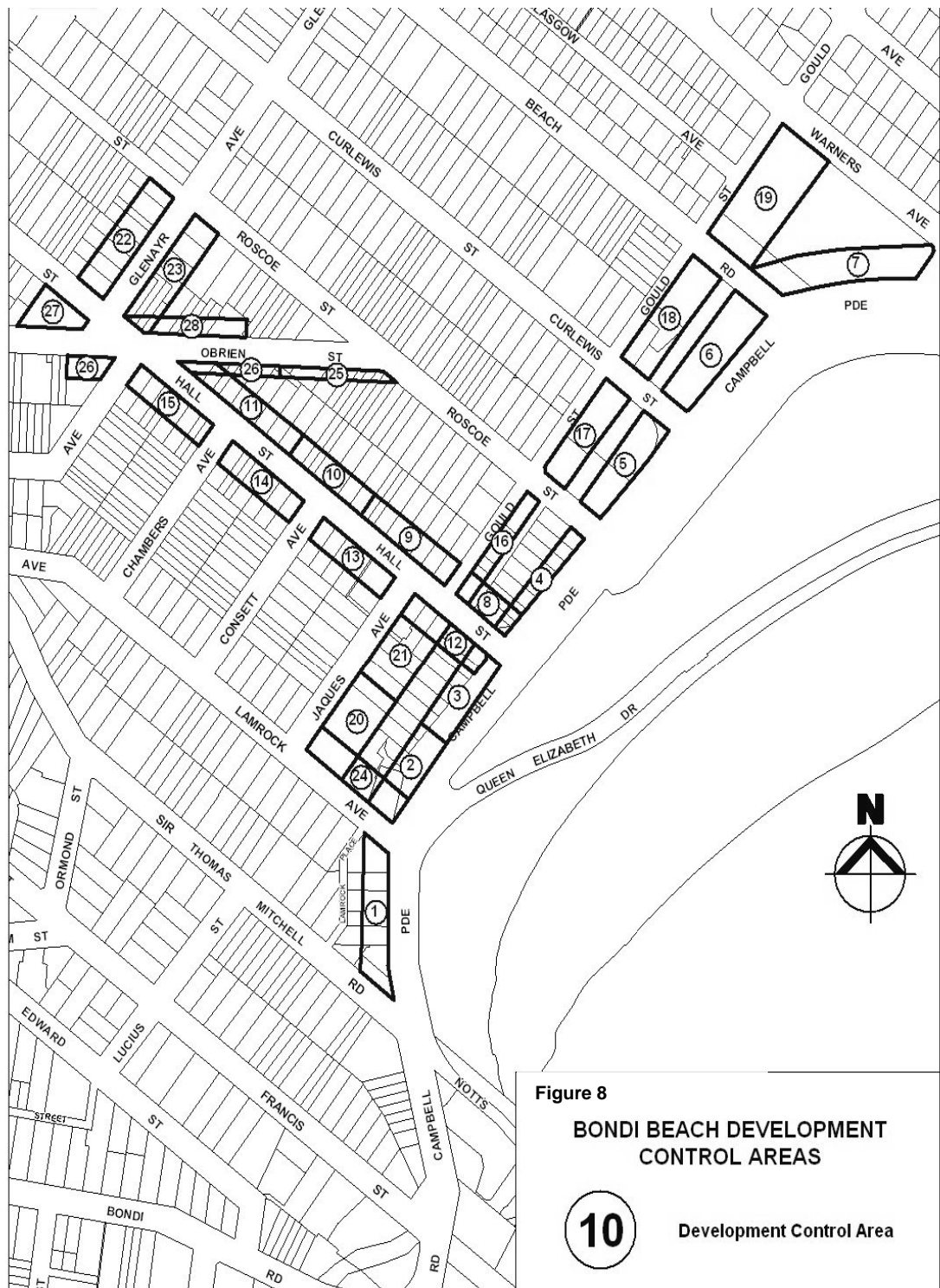
- (a) Surveillance – encourages opportunities for casual surveillance;
- (b) Accessibility and target hardening – restricts access and maximise use of appropriate security measures;
- (c) Reinforce territory/space management – encourages ownership of communal areas and sense of community and formally supervise/care for urban space; and
- (d) Defensible space – appearance that space is cared protected.

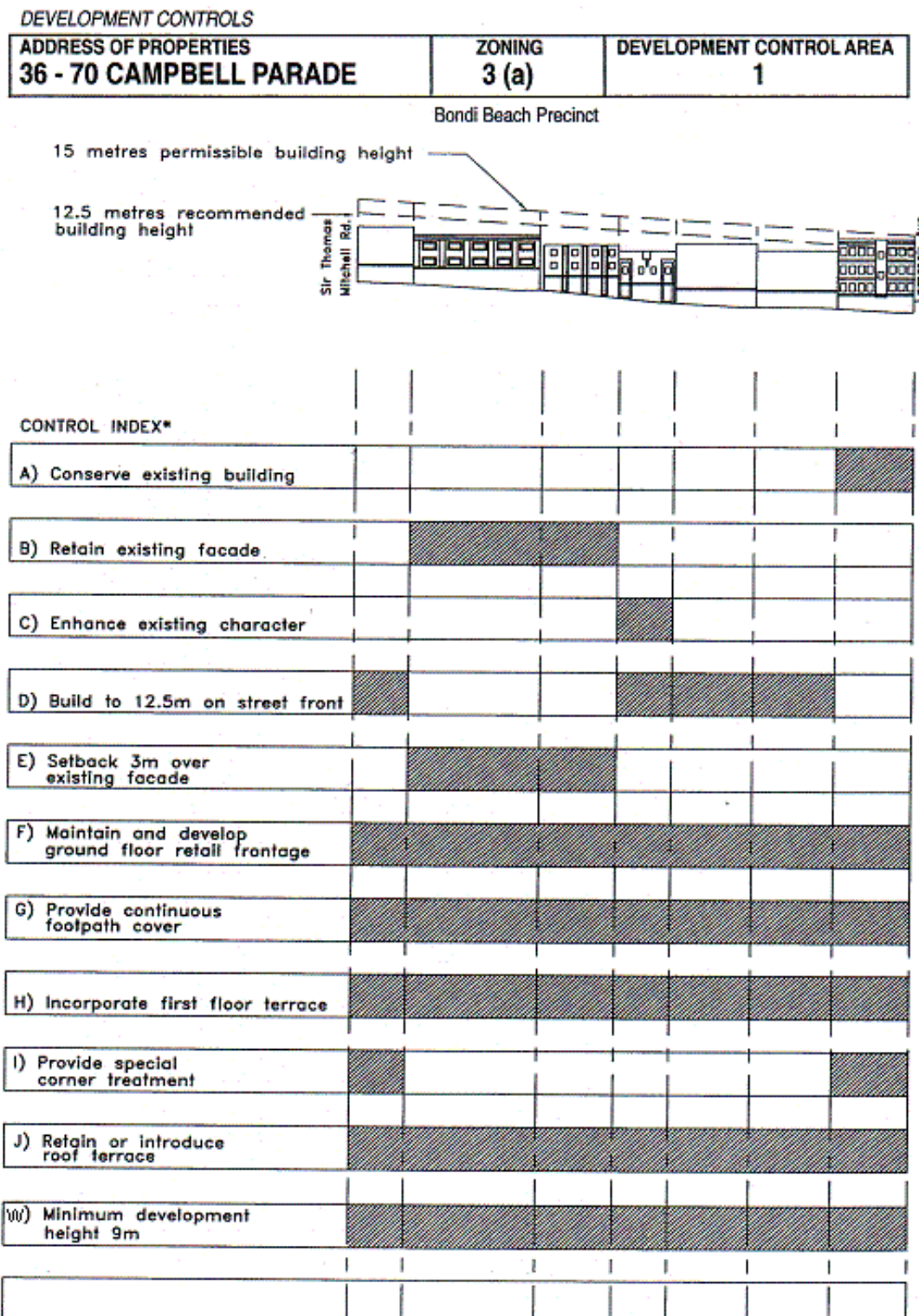
For the purposes of development within the Bondi Junction Commercial Centre it is necessary to apply controls within Section 2.10 of Part D2 and Section 2.9 of Part E1 as relevant, to ensure that development and landscaping within a given site enhance security and feelings of safety.

8.0 Accessibility

Council seeks to ensure that all new and refurbished buildings provide access for people with disabilities as required by the Federal Government's *Disability Discrimination Act (DDA 1992)* 1992. Council also seeks to promote recognition and acceptance within the community of the principle that persons with disability have the same rights of access as the rest of the community.

All applications lodged within the Bondi Junction Commercial Centre should be considered with regard to accessibility pursuant to provisions held within Section 7.2 of Part D2 and Section 2.9 of Part E1 as relevant, in addition to the Building Code of Australia (BCA) and relevant Australian Standards.



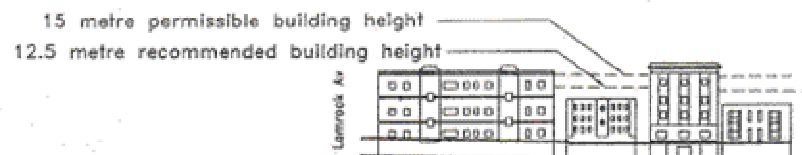


* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES	ZONING	DEVELOPMENT CONTROL AREA
CAMPBELL PARADE	3 (a)	2

Bondi Beach Precinct



CONTROL INDEX*				
A) Conserve existing building				
B) Retain existing facade				
C) Enhance existing character				
D) Build to 12.5m on street frontage				
F) Maintain and develop ground floor retail frontage				
G) Provide continuous pedestrian cover				
H) Incorporate first floor terrace				
J) Provide roof terrace to street frontage				
I) Provide special corner treatment				
W) Minimum development height 9m				

* Refer to Section 3.0 for an explanation of the above controls.

ADDRESS OF PROPERTIES
CAMPBELL PARADE

ZONING
3 (a)

DEVELOPMENT CONTROL AREA
3

Bondi Beach Precinct

15 metre permissible building height

12.5 metre recommended building height



CONTROL INDEX *						
			**			
A) Conserve existing building						
B) Retain existing facade						
C) Enhance existing character						
D) Build to permissible height at front property boundary						
E) Setback 3m over existing facade						
F) Maintain and develop ground floor retail space						
G) Provide continuous pedestrian cover						
H) Incorporate first floor terrace						
J) Provide roof terrace to street frontage (optional)						

** Refer also to Development Control Guideline 6 in Section 4.0, which details this property.

DEVELOPMENT CONTROL AREA
4

Reaction 51

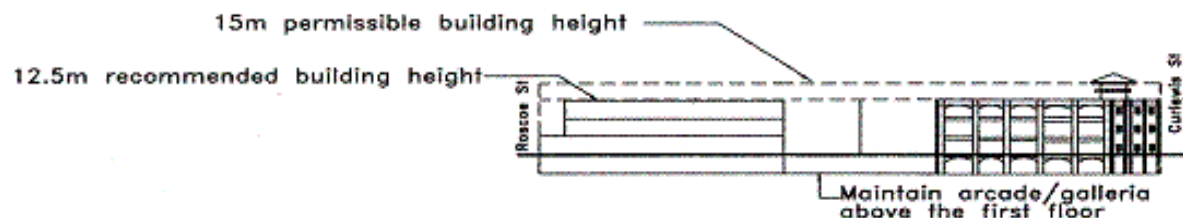
* Refer to Section 3.0 for an explanation of the above controls.
 ** Refer to Development Control Guidelines 2 and 11, respectively which details these properties.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES	ZONING	DEVELOPMENT CONTROL AREA
164-178 CAMPBELL PARADE	3 (a)	5

Bondi Beach Precinct

**Refer Development Control Example No.12 for details



CONTROL INDEX*

**

A) Conserve existing building					
D) Build to 12.5m on street frontage alignment					
F) Maintain and develop ground floor retail frontage					
G) Provide continuous pedestrian cover					
H) Incorporate first floor terrace					
J) Provide roof terrace to street frontage					
I) Provide special corner treatment					

* Refer to Section 3.0 for an explanation of the above controls.

** Refer to Development Control Guideline 12 (Section 4.0).

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES 180-186 CAMPBELL PARADE	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 6
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Bondi Beach Precinct

15m permissible building height



CONTROL INDEX*		
A) Build to front property to maximum 15m		
F) Maintain and develop ground floor retail frontage		
G) Provide continuous pedestrian cover		
H) Incorporate first floor terrace		
J) Provide roof terrace to street frontage		
I) Provide special corner treatment		

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES 216-224 CAMPBELL PARADE	ZONING 2 (c1), 5(a)	DEVELOPMENT CONTROL AREA 7
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Special Uses

12.5m recommended building height
10m permissible building height (2C1)

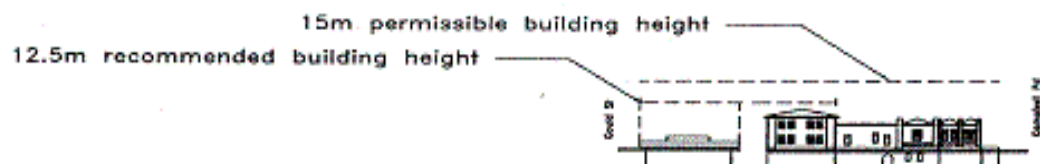


CONTROL INDEX*				
A) Conserve existing building				
D) Build to permissible height at front property boundary				
F) Maintain and develop ground floor retail space				
G) Provide continuous pedestrian cover				
H) Incorporate first floor terrace				
J) Provide roof terrace to street frontage				
I) Provide special corner treatment				

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES 124 CAMPBELL PDE/13 HALL ST	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 8
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CONTROL INDEX*					
A) Conserve existing building					
B) Retain existing facade					
E) Setback 3m over existing facade to 12.5m recommended building height.					
F) Maintain and develop ground floor retail space					
G) Provide continuous pedestrian cover					
J) Provide roof terrace to street frontage					
I) Provide special corner treatment					
L) Build to front property boundary setback 3m over 9m					

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 9
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12m permissible building height



CONTROL INDEX*									
B) Retain existing facade									
E) Setback 3m over existing facade									
F) Maintain and develop ground floor retail space									
G) Provide continuous pedestrian cover									
J) Provide roof terrace to street frontage									
I) Provide special corner treatment									
M) Minimise footpath crossings									
N) Provide visual termination for Jacques Av									

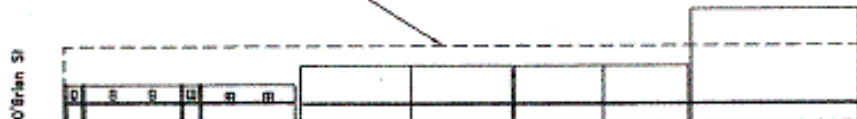
* Refer to Section 3.0 for an explanation of the above controls.

** Refer to Development Control Guideline 5 (Section 4.0) which details this property.

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** Refer to Development Control Guidelines 9, 1 and 4, respectively (Section 4.0).

12m permissible building height

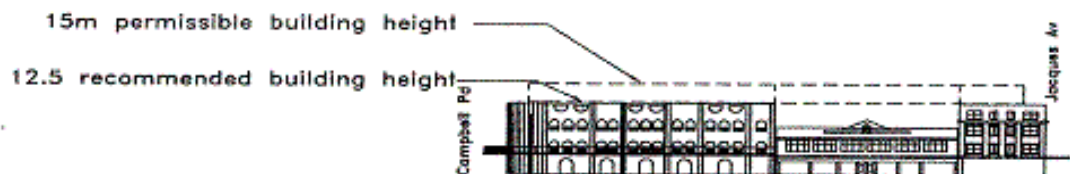


* Refer to Section 3.0 for an explanation of the above controls.

F2

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES	ZONING	DEVELOPMENT CONTROL AREA
122 CAMPBELL PDE/10-18 HALL ST	3 (a)	12



CONTROL INDEX*				
			**	
B) Retain existing facade				
C) Enhance existing character				
E) Setback 3m over existing facade				
F) Maintain and develop ground floor retail frontage				
G) Provide continuous pedestrian cover				
J) Provide roof terrace to street frontage				
K) Provide solar access to adjacent property				
I) Provide special corner treatment				
N) Maintain visual termination for Gould St				
W) Minimum building height 9m				

* Refer to Section 3.0 for an explanation of the above controls.

** Refer to Development Control Guideline 7 (Section 4.0) which details this property.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES	ZONING	DEVELOPMENT CONTROL AREA
20-38 HALL STREET	3 (a)	13

12m permissible building height



CONTROL INDEX*					
A) Conserve existing building					
E) Provide continuous pedestrian cover					
F) Maintain and develop ground floor retail frontage					
J) Provide roof terrace to street frontage					
K) Provide solar access to adjacent property					
I) Provide special corner treatment					
L) Build to front property setback 3m over 9m					

* Refer to Section 3.0 for an explanation of the above controls.

[illegible]

F2

DEVELOPMENT CONTROLS		
ADDRESS OF PROPERTIES GOULD STREET	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 16

15m permissible building height

12.5m recommended building height

CONTROL INDEX*	
F) Maintain and develop ground floor retail space	
G) Provide continuous pedestrian cover	
I) Provide roof terrace to street frontage	
L) Build to front property boundary setback 3m over 9m	

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES GOULD STREET	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 17
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	15m permissible building height			
	12.5m recommended building height			
	Curlew St.			Green St.
CONTROL INDEX*				
B) Retain existing facade				
E) Setback 3m over existing facade				
F) Maintain and develop ground floor retail space				
G) Provide continuous pedestrian cover				
J) Provide roof terrace to street frontage				
I) Provide special corner treatment				
L) Build to front property boundary setback 3m over 9m				

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES GOULD STREET	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 18
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15m permissible building height



Beach Rd

Cornhill St

CONTROL INDEX*

C) Enhance existing character		
M) Build to front property boundary setback 3m over 9m		
F) Maintain and develop ground floor retail frontage		
G) Provide continuous pedestrian cover		
I) Provide special corner treatment		
J) Provide roof terrace to street frontage		

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

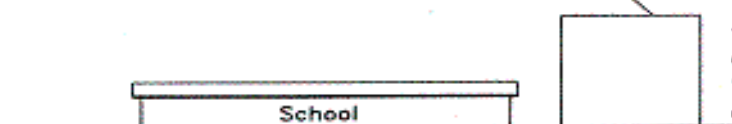
ADDRESS OF PROPERTIES
GOULD STREET

ZONING
3 (a)

DEVELOPMENT CONTROL AREA
19

10m permissible building height 2 (C1) zone

Warners Ave.



Bondi Beach

CONTROL INDEX*

A) Conserve existing building				

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES 2-12 JACQUES AVENUE	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 20
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CONTROL INDEX*			
C) Enhance existing character			
J) Provide roof terrace to street frontage			
K) Provide solar access to adjacent property			
I) Provide special corner treatment to recommended building height			
L) Build to front property alignment setback 3m over 9m			
O) Setback ground floor 3m from front property boundary			
P) Limit ground floor commercial to low service requirement users			
S) Setback 3m above ground floor to maximum height of 9m, then a further 3m to maximum recommended height of 12.5m			
W) Minimum Building height 9m.			

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES	ZONING	DEVELOPMENT CONTROL AREA
14- JACQUES AVENUE	3 (a)	21

12.5m recommended building height
15m permissible building height



CONTROL INDEX*

C) Enhance existing character					
E) Setback 3m over existing facade					
D) Setback ground floor 3m from front property boundary					
S) Setback 3m above ground floor to max. height of 9m, and then further 3m to max. recommended height of 12.5m					
K) Provide solar access to adjacent property					
F) Maintain and develop ground floor retail space					
P) Limit ground floor commercial to low service requirements users					
I) Provide special corner treatment					
J) Provide roof terrace to street frontage					
W) Minimum building height 9m					

* Refer to Section 3.0 for an explanation of the above controls.



DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES GLENAYR AVENUE	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 23
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12m permissible building height



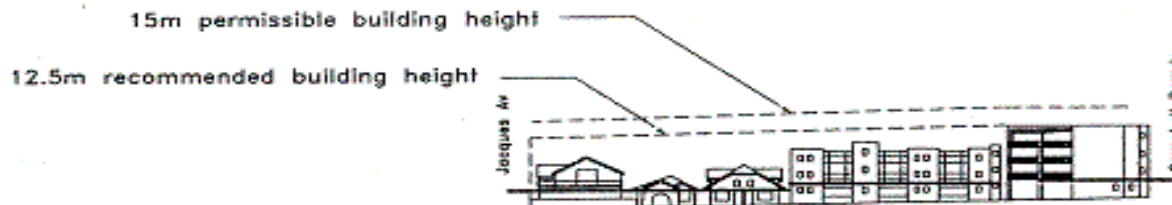
CONTROL INDEX*

A) Conserve existing building				
C) Enhance existing character				
L) Build to front property boundary with setback 3m over 9m				
K) Provide solar access to adjacent property				
F) Maintain and develop ground floor retail space				
G) Provide continuous pedestrian cover				
J) Provide roof terrace to street frontage				
I) Provide special corner treatment				

* Refer to Section 3.0 for an explanation of the above controls.

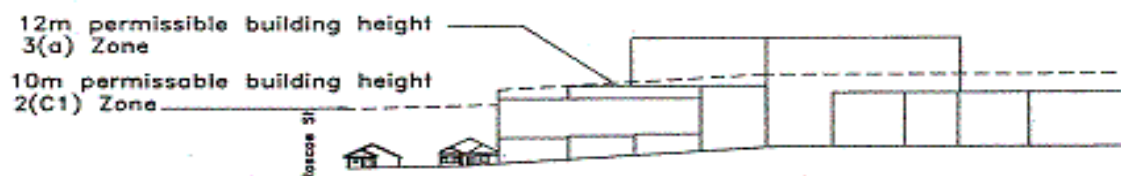
DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES 1-7 LAMROCK AVENUE	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 24
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CONTROL INDEX*				
B) Retain existing facade				
C) Enhance existing character				
D) Build to front property boundary up to recommended 12.5m				
E) Setback 3m over existing facade				
F) Maintain and develop ground floor retail space				
G) Provide continuous pedestrian cover				
H) Incorporate first floor terrace over awning				
J) Provide roof terrace to street frontage				
K) Provide solar access to adjacent property				
I) Provide special corner treatment				
L) Build to front property boundary, setback over 9m				
P) Limit ground floor commercial to low service requirement users				
R) Setback 1.5m from front property boundary				

* Refer to Section 3.0 for an explanation of the above controls.

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Bondi Beach

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES	ZONING	DEVELOPMENT CONTROL AREA
O'BRIEN STREET	3 (a)	26

12m permissible building height



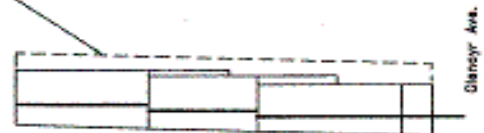
CONTROL INDEX*					
B) Retain existing facade					
C) Enhance existing character					
F) Maintain and develop ground floor retail space					
G) Provide continuous pedestrian cover					
J) Provide roof terrace to street frontage					
K) Provide solar access to adjacent property					
I) Provide special corner treatment					
L) Setback 3m over 9m					
N) Provide visual termination for Hall St					
S) Setback 3m over 6m					
U) Orientation to match adjacent development					

* Refer to Section 3.0 for an explanation of the above controls.

DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES O'BRIEN STREET	ZONING 3 (a)	DEVELOPMENT CONTROL AREA 27
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12m permissible building height



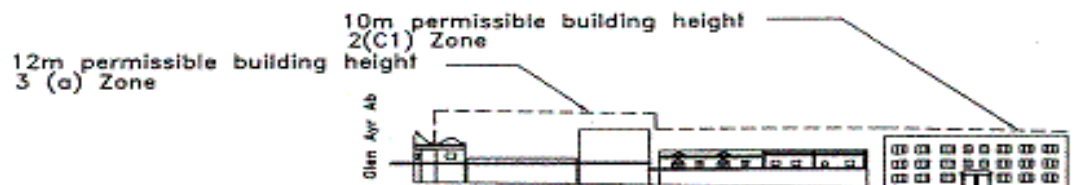
***CONTROL INDEX**

F) Maintain and develop ground floor retail space	
G) Provide continuous pedestrian cover	
J) Provide roof terrace to street frontage	
K) Provide solar access to adjacent property	
I) Provide special corner treatment	
L) Build to front property boundary, setback 3m over 9m	
N) Provide visual termination for Hall St	

* Refer to Section 3.0 for an explanation of the above controls.

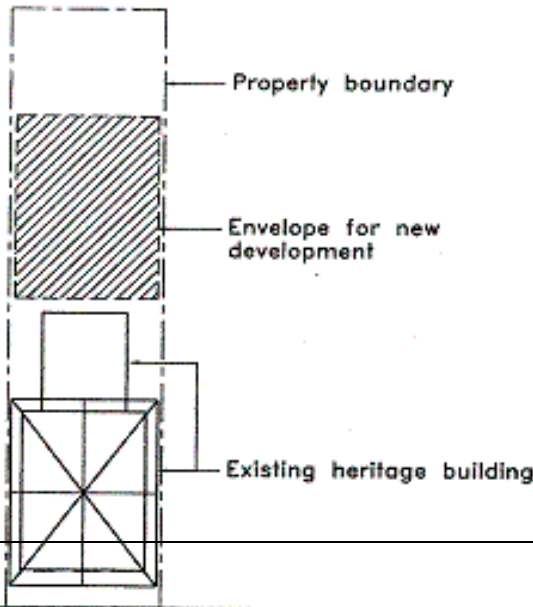
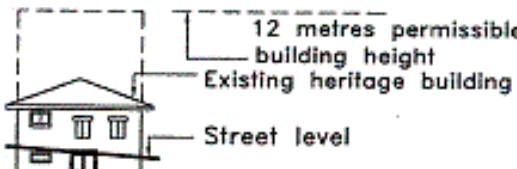
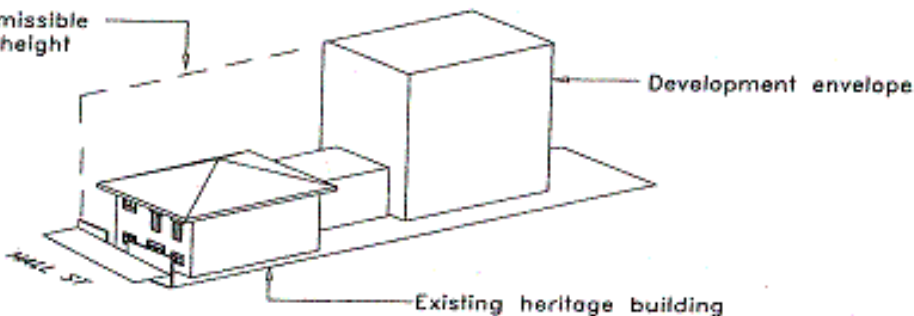
DEVELOPMENT CONTROLS

ADDRESS OF PROPERTIES O'BRIEN STREET	ZONING 3 (a), 2(c1)	DEVELOPMENT CONTROL AREA 28
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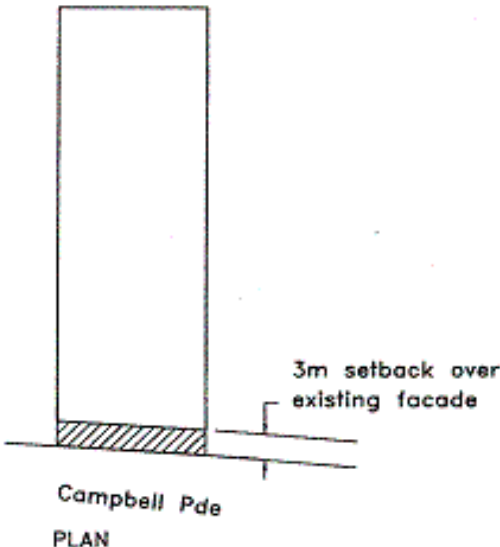
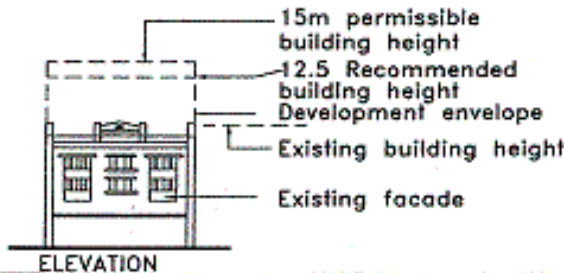
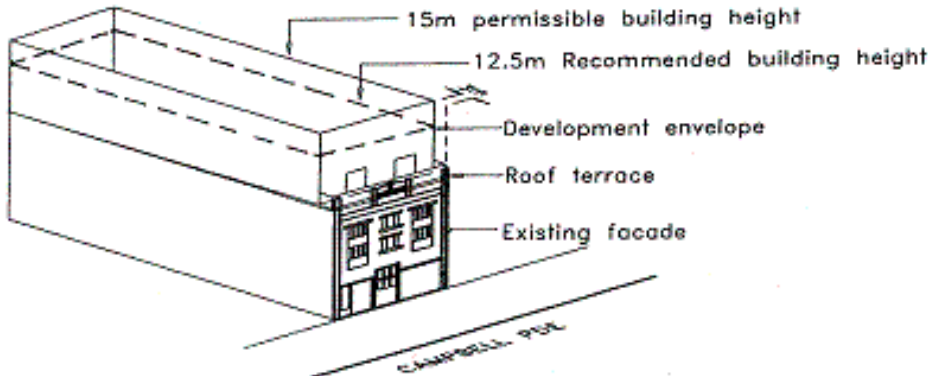


CONTROL INDEX*						
B) Retain existing facade						
C) Enhance existing character						
E) Setback over existing facade						
F) Maintain and develop ground floor retail space						
G) Provide continuous pedestrian cover						
J) Provide roof terrace to street frontage						
K) Provide solar access to adjacent property						
I) Provide special corner treatment						
L) Build to front property boundary, setback 3m over 9m						
T) Build to front property boundary up to maximum 10m						


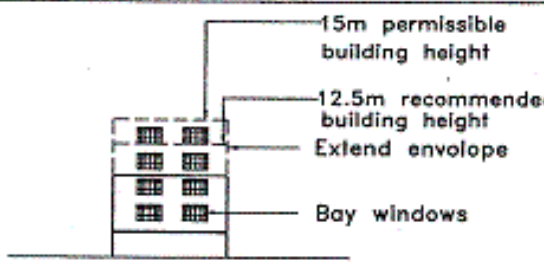
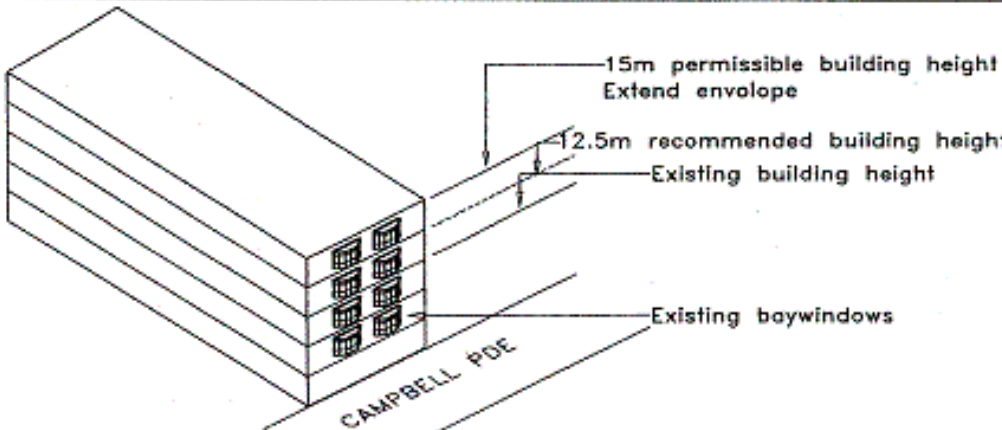
* Refer to Section 3.0 for an explanation of the above controls.

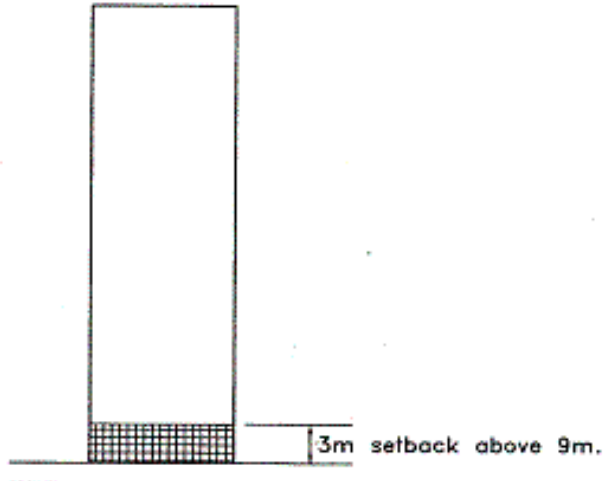
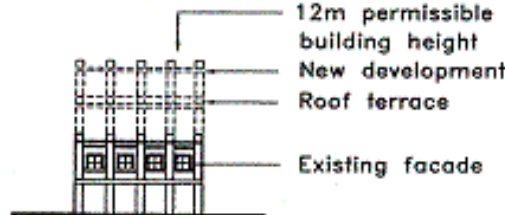
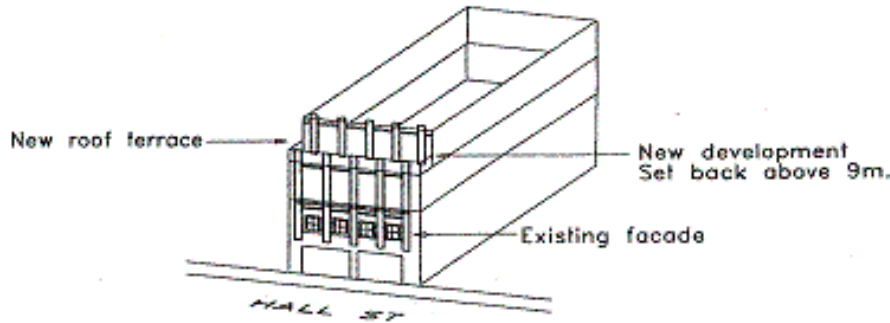
LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 1
OBJECTIVE: Conservation of heritage building in site redevelopment.		
 <p>Property boundary</p> <p>Envelope for new development</p> <p>Existing heritage building</p> <p>Hall St</p> <p>PLAN</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>New development should leave existing heritage buildings intact; the size and the style should impose no negative impact on the heritage buildings, but enhance the existing character. Solar impact on adjacent properties will require consideration.</p>	
 <p>12 metres permissible building height</p> <p>Existing heritage building</p> <p>Street level</p> <p>ELEVATION:</p>	<p>NOTE:</p> <p>The envelope is subject to applicable controls on each individual site.</p>	
 <p>12m permissible building height</p> <p>Development envelope</p> <p>Existing heritage building</p> <p>3D MODEL</p>		

* This property forms part of Development Control Area 10 (Section 3.0).

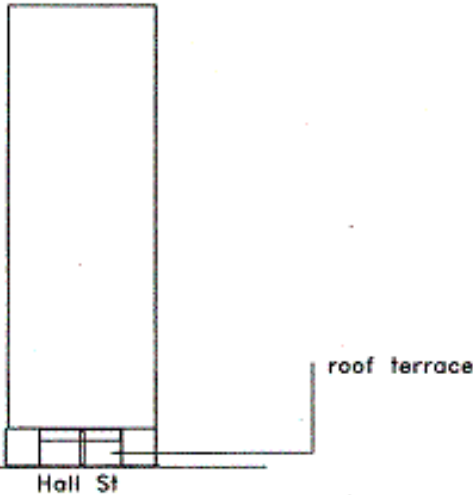
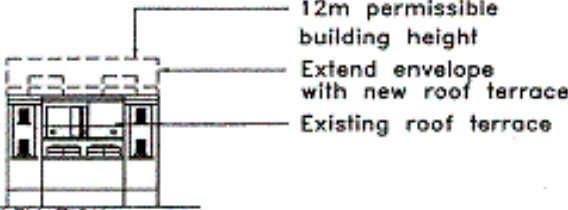
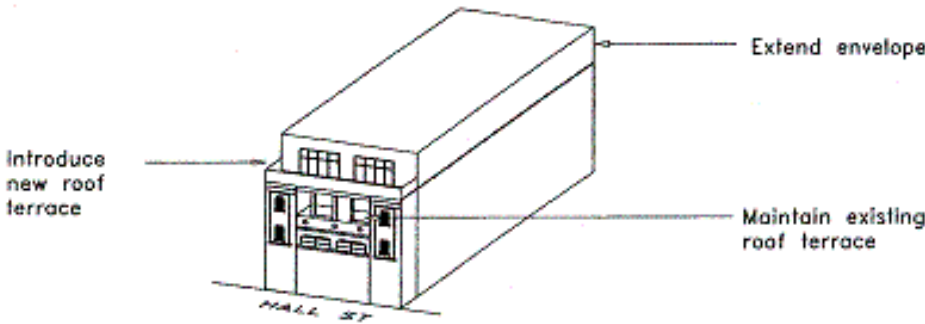
LOCATION CAMPBELL PARADE	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 2
OBJECTIVE: Retain existing facade while redeveloping a site.		
 <p>3m setback over existing facade</p> <p>Campbell Pde</p> <p>PLAN</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Setback new development 3m from front alignment above existing facade.</p> <p>New development should enhance the character of the existing facade.</p>	
 <p>15m permissible building height</p> <p>12.5 Recommended building height</p> <p>Development envelope</p> <p>Existing building height</p> <p>Existing facade</p> <p>ELEVATION</p>		
 <p>15m permissible building height</p> <p>12.5m Recommended building height</p> <p>Development envelope</p> <p>Roof terrace</p> <p>Existing facade</p> <p>CAMPBELL PARADE</p> <p>3D MODEL</p>		

* This property forms part of Development Control Area 4 (Section 3.0).

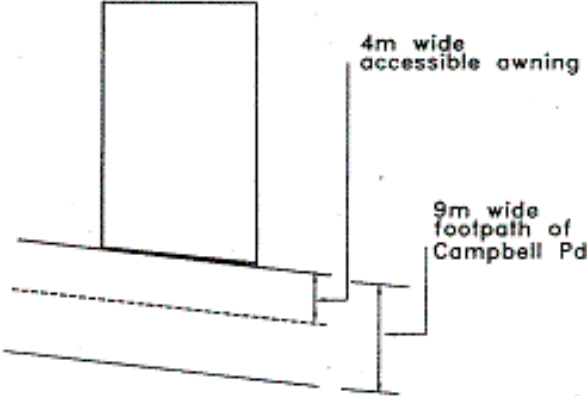
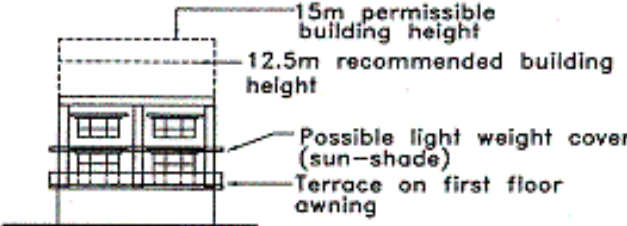
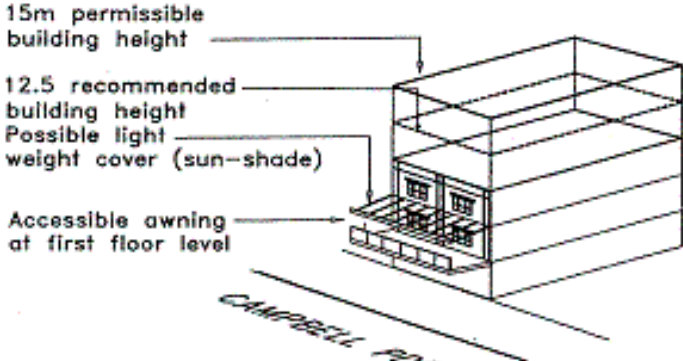
LOCATION CAMPBELL PARADE	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 3
OBJECTIVE: Enhance building character while redeveloping a site by the use of architectural elements from the existing development.		
 <p>PLAN</p>		<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Retain bay window style where it is one of the prominent features of an existing building.</p>
 <p>ELEVATION</p>		
 <p>3D MODEL</p>		

LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 4
OBJECTIVE: Enhance existing building character while redeveloping a site.		
 <p>Hall St</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>New development should enhance horizontal or/and vertical divisions of existing building.</p>	
<p>PLAN</p>  <p>ELEVATION</p>		
 <p>HALL ST</p>		
3D MODEL		

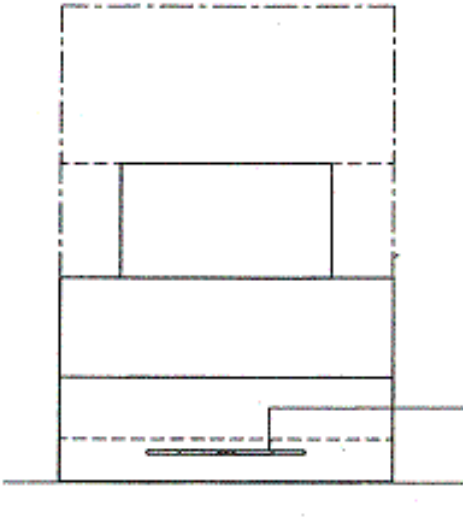
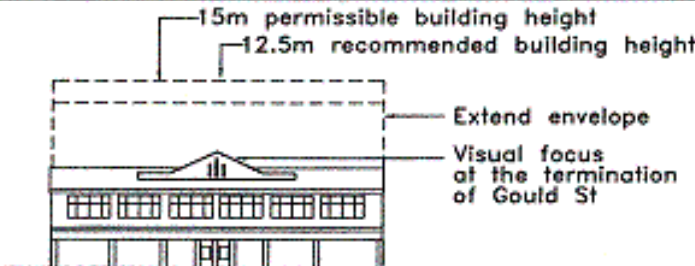
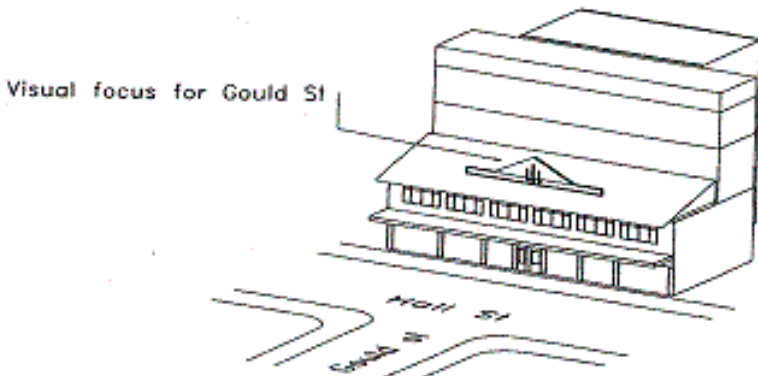
* This property forms part of Development Control Area 10 (Section 3.0).

LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 5
OBJECTIVE: Preserve and enhance Bondi Beach architectural character of roof terrace, promote beach front and street front activities.		
 <p>Diagram showing a building footprint on Hall St. A line points to the roof area, labeled "roof terrace".</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Retain or introduce roof terrace while redeveloping a site;</p> <p>Roof terrace could be combined with a 3m front property boundary setback, according to streetscape requirements.</p>	
<p>PLAN</p>  <p>12m permissible building height Extend envelope with new roof terrace Existing roof terrace</p>		
<p>ELEVATION</p>  <p>Introduce new roof terrace Extend envelope Maintain existing roof terrace</p> <p>HALL ST</p>		
3D MODEL		

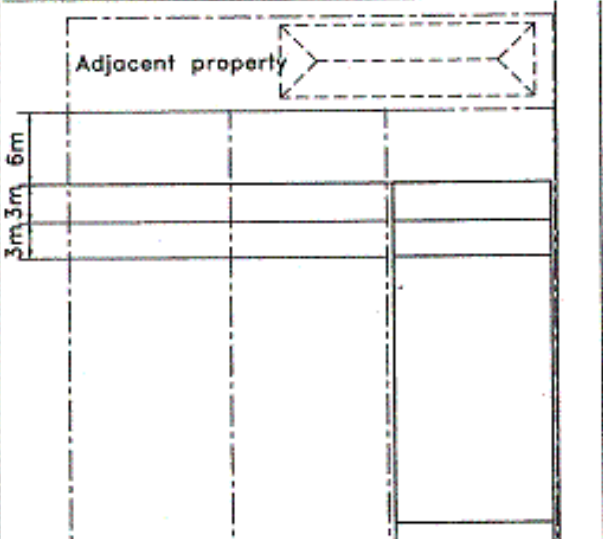
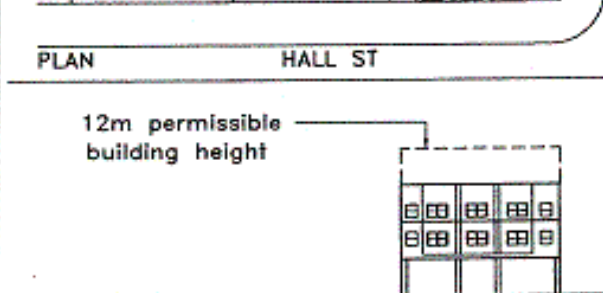
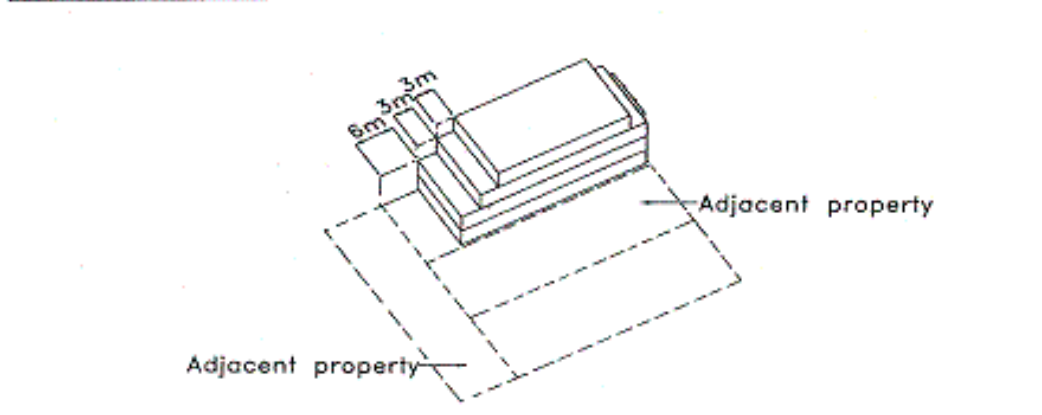
* This property forms part of Development Control Area 9 (Section 3.0).

LOCATION CAMPBELL PARADE	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 6
<p>OBJECTIVE: Unify the the streetscape, enhance the traditional Bondi Beach local character, increase potential for beach front activities, by exploring the opportunity for first floor dining terraces with beach overlook.</p>		
 <p>4m wide accessible awning</p> <p>9m wide footpath of Campbell Pd</p> <p>PLAN</p>		<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Incorporate accessible awning along Campbell Pde as dinning terrace attached to restaurants.</p> <p>Allow for light weight shade structures above terrace for solar protection without obstructing facades.</p>
 <p>15m permissible building height</p> <p>12.5m recommended building height</p> <p>Possible light weight cover (sun-shade)</p> <p>Terrace on first floor awning</p> <p>ELEVATION</p>		
 <p>15m permissible building height</p> <p>12.5 recommended building height</p> <p>Possible light weight cover (sun-shade)</p> <p>Accessible awning at first floor level</p> <p>CAMPBELL PARADE</p> <p>3D MODEL</p>		

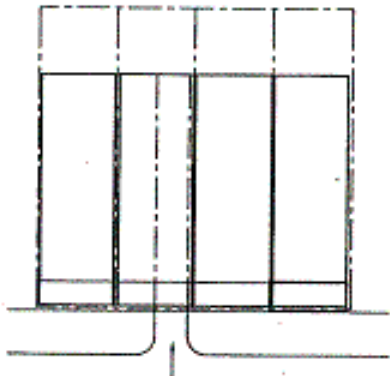
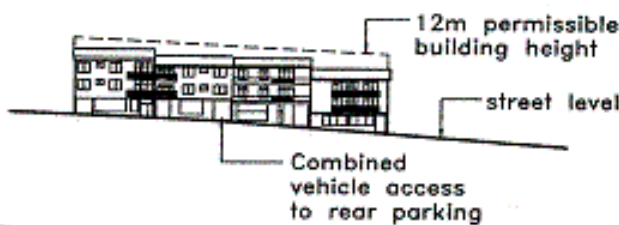
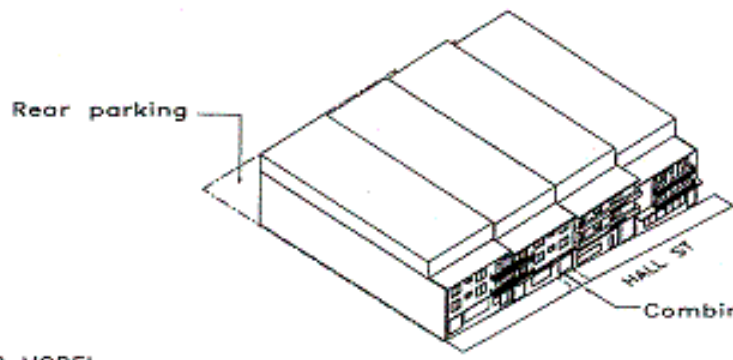
* This property forms part of Development Control Area 3 (Section 3.0).

LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 7
OBJECTIVE: Improve streetscape by creating axial visual focus for streets. Enrich urban environment by introducing focal elements to terminate axial vistas.		
 <p>Visual focus</p> <p>Hall St</p> <p>PLAN</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Retain and introduce visual focus on buildings at the terminating points of streets.</p> <p>Design buildings which terminate axial vistas.</p>	
 <p>15m permissible building height</p> <p>12.5m recommended building height</p> <p>Extend envelope</p> <p>Visual focus at the termination of Gould St</p> <p>ELEVATION</p>		
 <p>Visual focus for Gould St</p> <p>Hall St</p> <p>Gould St</p> <p>3D MODEL</p>		

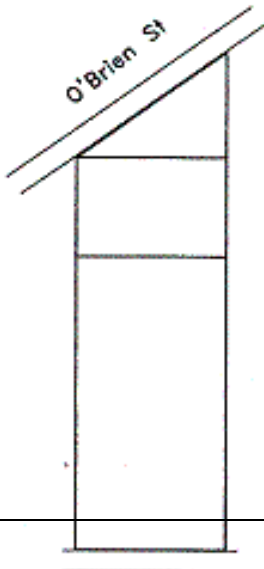
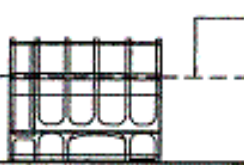
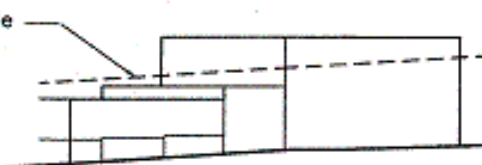
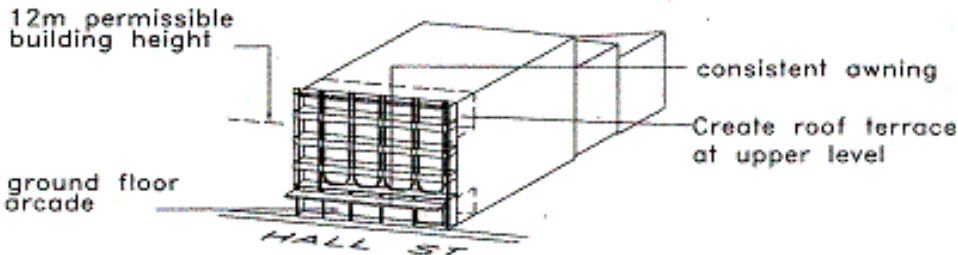
* This property forms part of Development Control Area 12 (Section 3.0).

LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 8
OBJECTIVE: Ensure adjacent properties have sufficient solar access.		
 <p>PLAN</p>		<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Setback each floor from rear property boundary to a distance equal to building height.</p> <p>Minimum distance of 6m is required.</p>
 <p>ELEVATION</p>		
 <p>3D MODEL</p>		

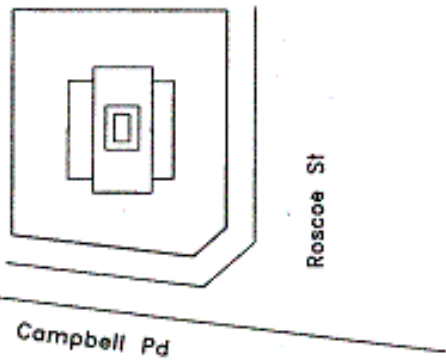
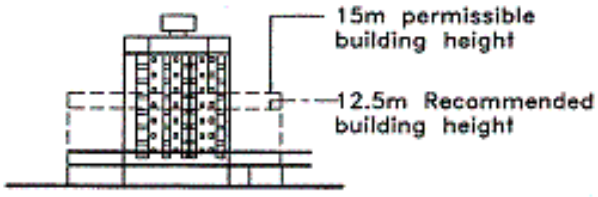
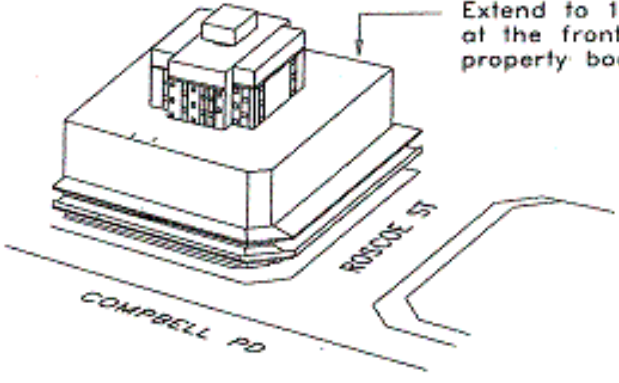
* This property forms part of Development Control Area 15 (Section 3.0).

LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 9
OBJECTIVE: Improve pedestrian amenity and retail frontage continuity by minimising footpath crossings.		
 <p data-bbox="517 1016 604 1046">Hall St</p> <p data-bbox="804 972 1011 1046">Combined vehicle access to rear parking</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Minimise footpath crossing by limiting access points to rear parking areas.</p>	
<p>PLAN</p>  <p data-bbox="724 1173 971 1240">12m permissible building height</p> <p data-bbox="836 1263 971 1292">street level</p> <p data-bbox="627 1319 836 1397">Combined vehicle access to rear parking</p> <p>ELEVATION</p>		
 <p data-bbox="339 1532 531 1561">Rear parking</p> <p data-bbox="963 1733 1331 1762">Combined vehicle access</p> <p data-bbox="963 1688 1043 1718">HALL ST</p> <p>3D MODEL</p>		

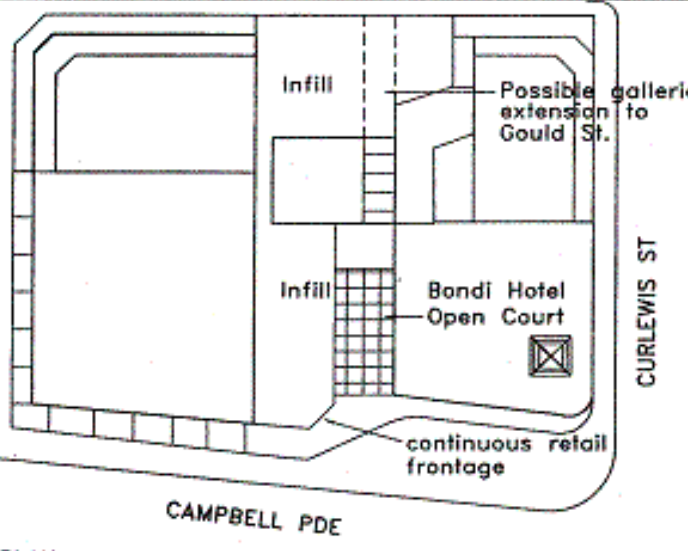
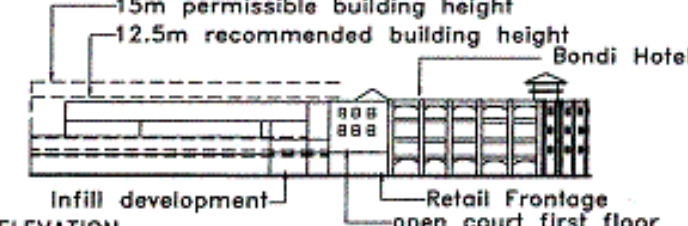
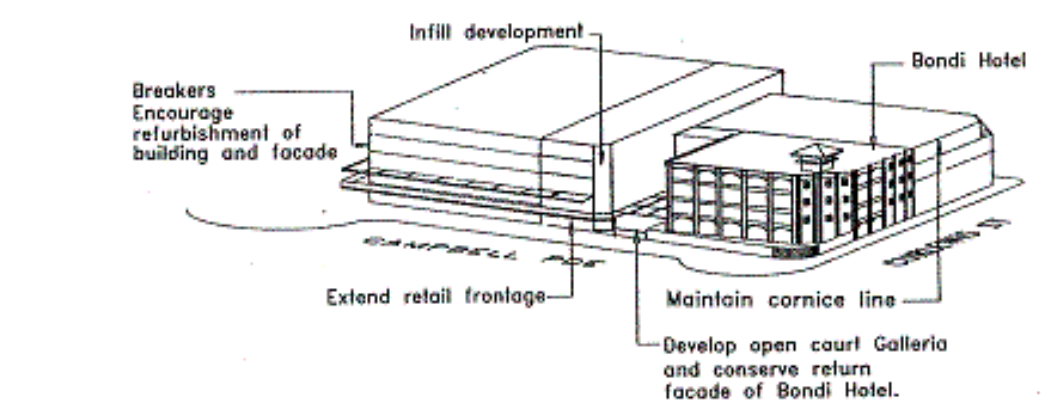
* This properties form part of Development Control Area 10 (Section 3.0).

LOCATION HALL STREET	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 10
OBJECTIVE: Improve the streetscapes of Hall and O'Brien Streets by reducing the bulk impact of the Hakoah Club.		
 <p>PLAN</p> <p>Hall St</p> <p>O'Brien St</p>	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Hall St :</p> <p>Create roof terrace at upper level of the club;</p> <p>Setback at ground floor to create street front arcade;</p> <p>Incorporate continuous awning over footpath on O'Brien St;</p> <p>O'Brien St :</p> <p>Orient ground floor of the building to align with adjacent buildings.</p>	
 <p>ELEVATION</p> <p>Hall St</p> <p>12m permissible building height</p>	 <p>O'Brien St</p> <p>12m permissible building height</p>	
 <p>12m permissible building height</p> <p>ground floor arcade</p> <p>HALL ST</p> <p>consistent awning</p> <p>Create roof terrace at upper level</p>		
3D MODEL		






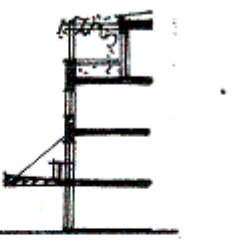

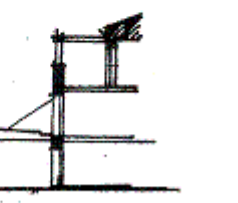
* This property forms part of Development Control Area 11 (Section 3.0).

LOCATION CAMPBELL PARADE	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 11
OBJECTIVE: Maintain and extend scale and character of building frontage to Campbell Pde. Encourage redevelopment of "out of character" buildings along Campbell Pde.		
	<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Build to front property boundary up to recommended building height at both Campbell Pde and Roscoe St frontages.</p> <p>Allows bonus floorspace if required.</p> <p>Incorporate roof terraces/ gardens and encourage first floor dining terrace over public footway.</p> <p>Remove upper levels of tower as a preference.</p>	
		
		

* This property forms part of Development Control Area 4 (Section 3.0).

LOCATION CAMPBELL PARADE	ZONING 3 (a)	DEVELOPMENT CONTROL GUIDELINE 12
OBJECTIVE: Maintain and extend scale and character of building frontage to Campbell Pde. Integrate the facade of Bondi Hotel and reinforce its landmark status.		
 <p>PLAN</p>		<p>DEVELOPMENT CONTROL GUIDELINE:</p> <p>Demolish the attached single story structure to reveal full facade of Bondi Hotel;</p> <p>Allow infill development of under-utilised site. Create open court/ galleria to permit conservation of return facade of Bondi Hotel above first floor.</p> <p>Consider extension of Galleria as pedestrian through route to Gould St. associated with redevelopment of Gould St. site.</p>
 <p>ELEVATION</p>		<p>Extend retail frontage to Campbell Pde. Encourage redevelopment of Breakers to recommended height limit and with new facade.</p>
 <p>3D MODEL</p>		

* This property forms part of Development Control Area 5 (Section 3.0).

STANDARD ELEVATION TYPES		
<p>5 Storey Beachfront Development (Campbell Parade) Permissible Height: 15 metres Recommended Height: 12.5 metres Five levels + basement No setback at 4th floor Parapet desirable Retail & commercial ground floor & possibly 1st floor Awning required 1st floor balcony desirable</p>		
<p>5 Storey Development Permissible Height: 15 metres Recommended Height: 12.5 metres Five levels + basement Setback of 3m. at 4th floor Pergola desirable Retail & commercial ground floor & 1st floor Awning required 1st floor balcony desirable</p>		
<p>4 Storey Development Permissible/Recommended Height: 12 metres Four Levels + basement Setback of 3m. at 3rd floor Roof terrace desirable Retail & commercial ground floor & 1st floor Awning required 1st floor balcony desirable</p>		
<p>3 Storey Development Maximum Height: 10 metres Three Levels + basement Setback of 3m. at 2nd floor Roof terrace or verandah desirable Retail & commercial ground floor Awning required</p> <p>NOTE: These standard elevations types reinforce the vertical emphasis given to most facades in the study area. This emphasis should be retained in any redevelopment and maintained even in situations where amalgamation has resulted in a larger site.</p>		

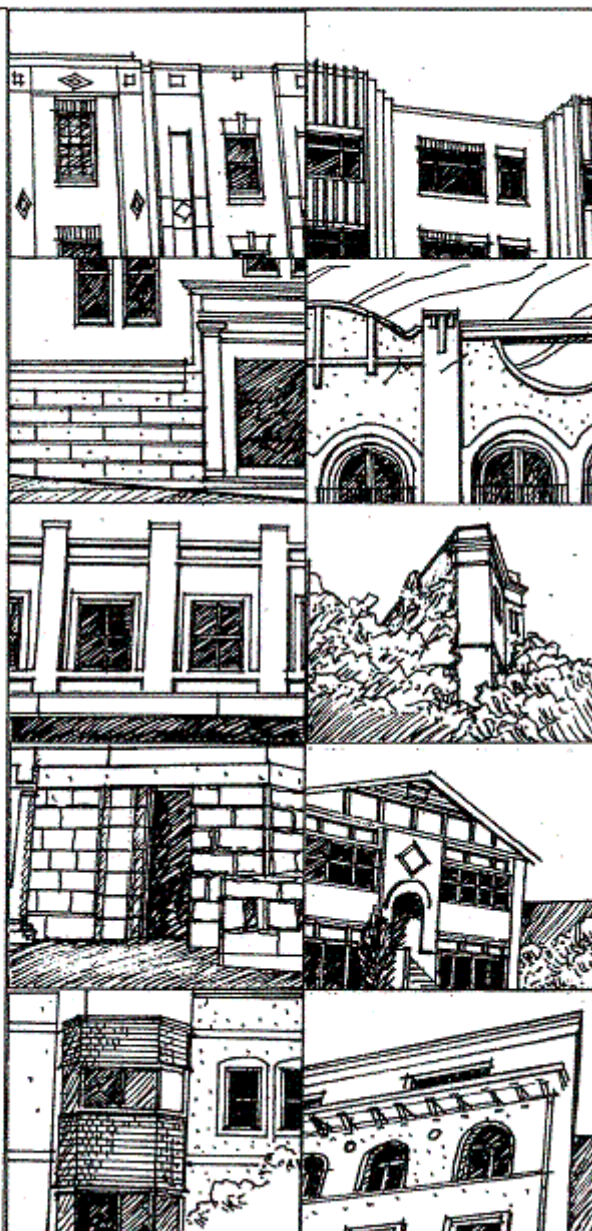
WALLS

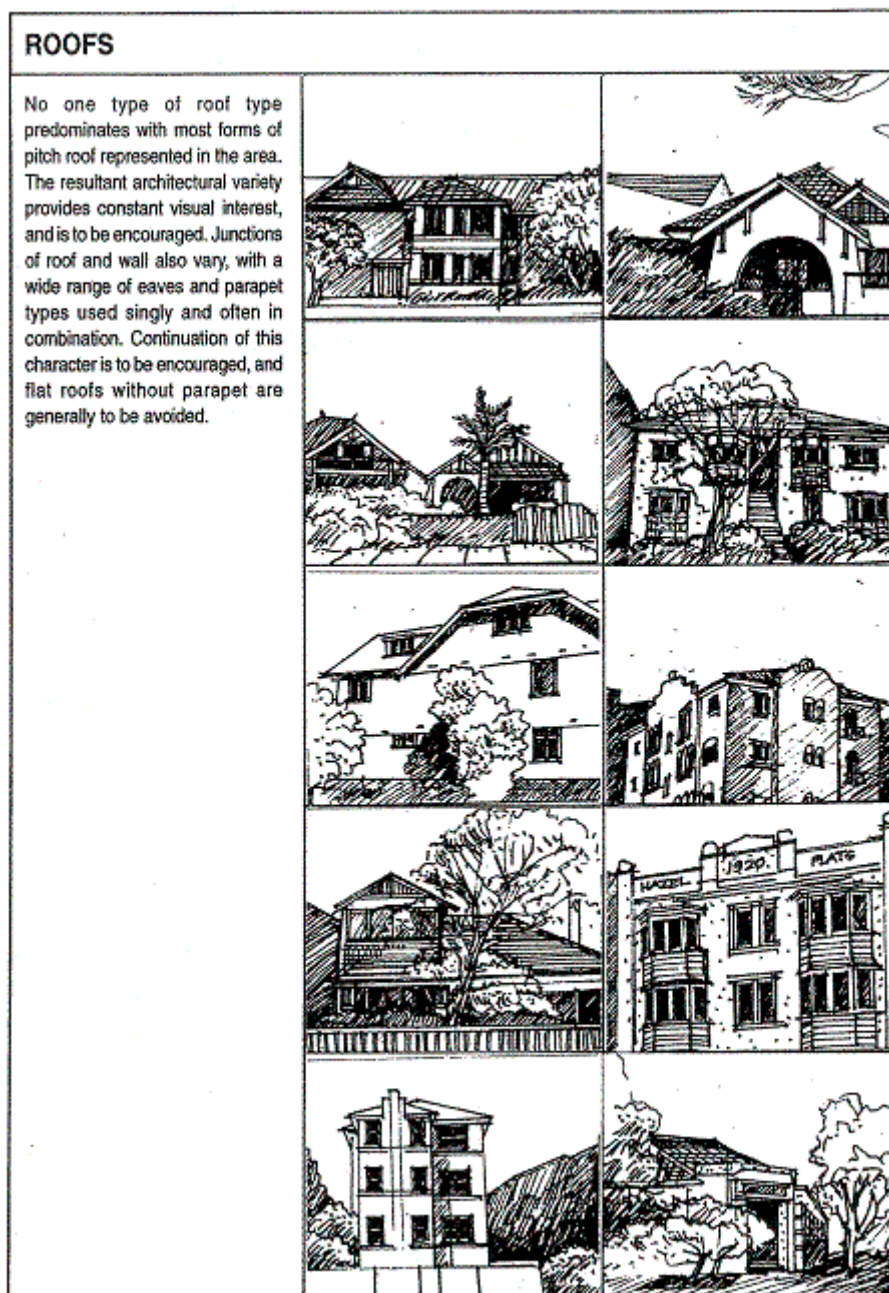
The study area includes buildings with almost every type of masonry wall finish, with timber used as panelling in gables, balconies, bay windows and other secondary uses.

The embellishment of walls, roofs and parapets exemplifies the stylistic differences of each succeeding period. Walls and their concluding parapets are visually important and the development of wall surfaces with a multiplicity of textures and patterns also provides interest and character to otherwise bleak buildings. New building should continue this tradition and avoid the blank unornamented brick surfaces of recent unit development.

Materials include:

- Brick
- Render
- Stone
- Roughcast
- Fibre Cement Sheet
- Shingles
- Timber



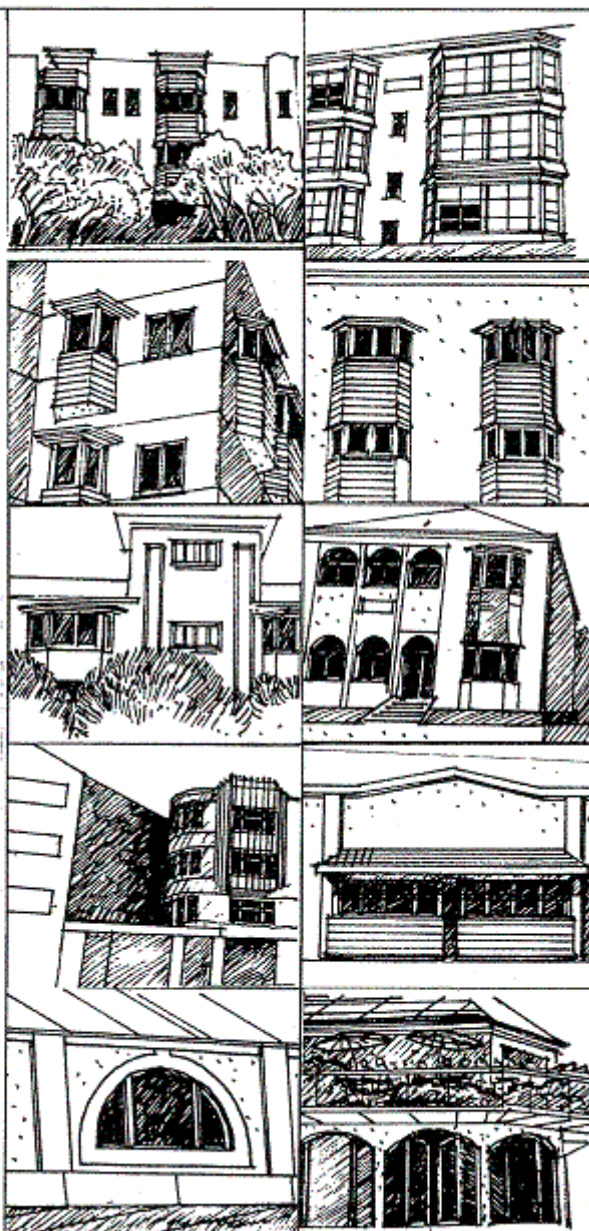


WINDOWS

Bondi's buildings have a rich variety of window types which reflect the resort character of the area.

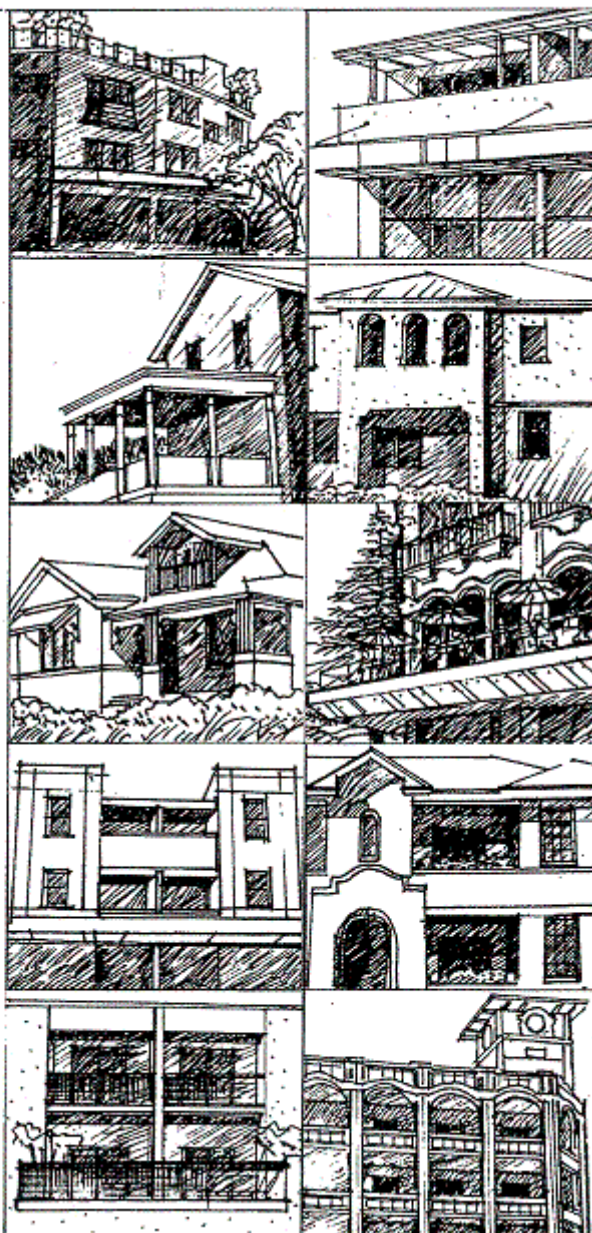
Much building in the area is at an urban scale with use of details appropriate to the larger scale. Externally, the architecture of the area and the corresponding window type varies from Victorian, through various inter-war styles including Art-Deco and Spanish Mission to the faceless expression of four storey walk-ups and developer modern.

Windows reveal extraordinary inventiveness and variation of size, shape and detail. In addition to the variety of types and styles of standard windows, there are numerous types of bay windows which provide greater access to views and sunlight. The continued use of windows which enrich and enliven the facades of buildings in the core area is desirable. It should be noted that the range of windows illustrated is by no means exhaustive.



BALCONIES & VERANDAHS

Verandahs and balconies are evident throughout the precinct in all types and at all scales. Widely used in the area are large covered balconies or verandahs in flat buildings. These spaces function effectively as outdoor rooms for recreational use in summer, giving views, light and air to flats which would be otherwise small and without immediate access to external open space. In addition to the "traditional" verandah room evident on much flat development, terraces in first floor awning locations and at top floor levels set back behind balustrades are to be encouraged.



PARAPETS

Parapets form a distinct and characteristic element in commercial and larger scale residential buildings. Styles in evidence at Bondi include Classical, Victorian, Art-deco, Spanish Mission and other hybrid types. the various styles are used to effect on both linear and corner elevations, enlivening buildings of utilitarian character which would otherwise be commonplace.

The use of all types of parapets in new development is to be encouraged to continue and develop Bondi's building traditions



COLOUR

Colour in Bondi's buildings reflect both periodic change in community taste and the availability of building materials over time.

In terms of natural materials, the use of sandstone as a plinth with the characteristic brown dry-pressed brick or the clinker burnt purple brick above provides a traditional colour palette.

Colours shown at top right are typical of the Colour Palette for Campbell Parade adopted by Council in 1988. This scheme reflected the beachside character of the precinct with complementary sand and sea colours in the high to mid tone range.

Four alternative schemes are shown. These stay within the "sand and sea" range but strengthen tonal contrast and include richer, more saturated hues. Whilst embracing a broader range of colours the proposals avoid the purple/red segment of the spectrum, and mud/olive colourings.

Sample colours taken from the Taubmans range are (from top, left to right):

1.	2.	3.	4.
Sambu T22-3W	Portland Stone T122-2W	Cameo Lace T2-3W	Woollooware T122-5W
Mariner Blue T74-7A	Mascari T116-7A	Portolina T79-4W	Mojo T172-8B1
Golden Globe T22-6A	Deep Splendor T79-7A	2.	
Seersucker T106-3W	Dragonfly T151-5W	Warm Ochre T22-5A	Shy Green T152-3W
Russet Ridge T130-7A	Sea Deep T149-8N	Saxon Blue T62-8N	Earth Tone T34-7A
Blue Masque T71-8A	Baked Dough T27-4W	3.	
Plaza Bluff T115-80		Mojo T172-8B1	
Emerald Turp T82-8N		Fantasy Green T81-7A	
Oceanic Forest T83-2W		Lambs Tail T116-1W	

1

2

3

4

5

For an original colour chart, please obtain a copy from Council's planning counter

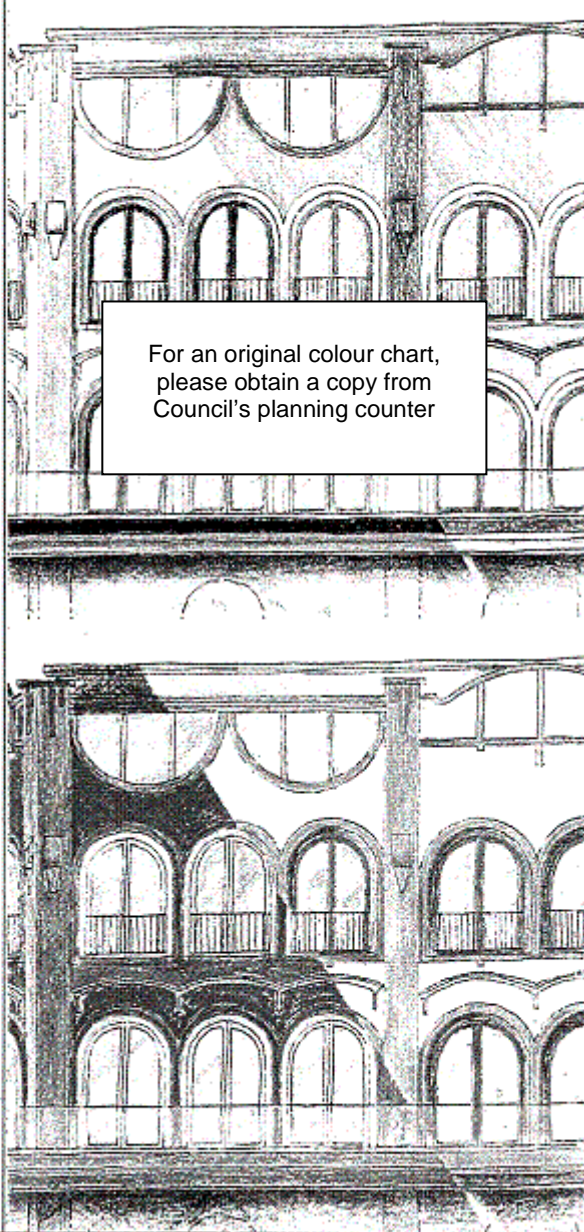
COLOUR APPLICATION

The preceding colour ranges are provided for guidance in the development of colour schemes appropriate for each building, with reference to size, location, style and other specific conditions. They are therefore not definitive colour schemes but should be regarded as an indication of the scope of colour suitable for the preparation of schemes for individual properties.

Some general principles apply:

- Upper storeys which are set back should be the same colour, or preferably a darker colour, as the lower floors of the building as light or strong colours visually come forward.
- Strong elements of the facade should be visually balanced, e.g. in general terms, vertical elements such as columns and pilasters look best linked with horizontal elements painted the same colour.
- Under awnings and colonnades, high tones should be used to reflect both artificial and natural light.
- When economy dictates a limited palette select a lighter tone to emphasise the modelling of desirable architectural detail. Darker tones will reduce the visibility of poorly detailed facades.

Further information on the preparation of colour schemes may be obtained from Council or from Conybeare Morrison and Partners.



For an original colour chart, please obtain a copy from Council's planning counter

Part F Site Specific

F3 Imperial Avenue

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F3 Imperial Avenue

1.0 INTRODUCTION

This Part applies to the area defined by Imperial Avenue (north), Castlefield Street, Denham Street (north), part of Edward Street (south), Miller Street and part of the Castlefield Lane (north) and is known as the Imperial Avenue Area for the purposes in this Part.

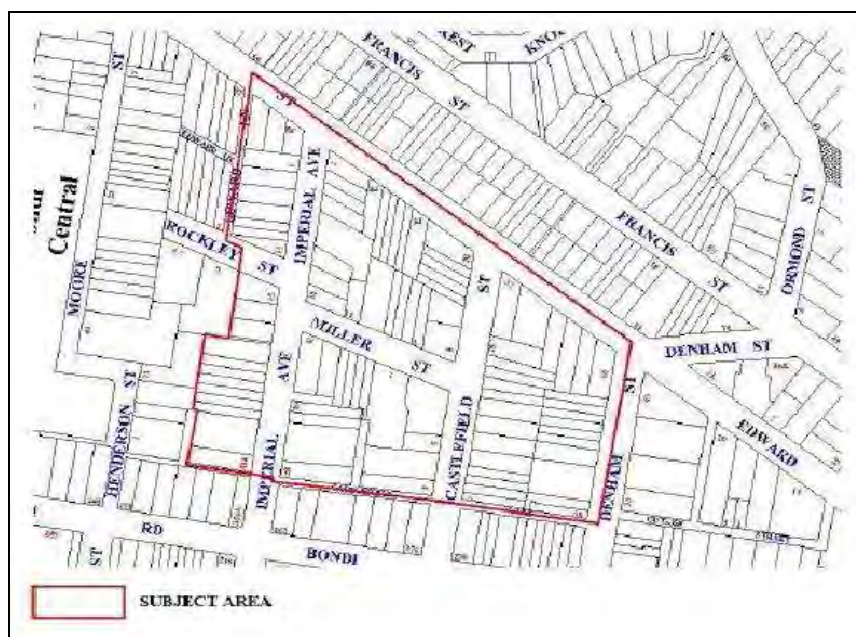


Figure 1. Imperial Avenue area.

1.1 Aims of this Part

The Imperial Avenue Part has the following aims to:

- (a) accommodate demand for additional housing that reflects the desired future character of the Imperial Avenue precinct;
- (b) retain and enhance significant trees and vegetation to preserve the Imperial Avenue precinct's leafy character;
- (c) minimise the negative impacts from development on the amenity of adjoining properties;
- (d) minimise the reliance of housing development on non-renewable energy sources;
- (e) preserve bio-diversity and to protect local indigenous wildlife populations and habitats;
- (f) promote housing development that achieves the principles of ecologically sustainable development;
- (g) preserve the natural, built and cultural significance of identified heritage items and conservation streetscape groups;
- (h) encourage innovation in housing design;

- (i) provide a balance between flexibility and certainty in the assessment process;
- (j) promote understanding between Councillors, developers and residents; and
- (k) integrate increased density without loss of amenity.

1.2 Development to which this Part applies

This Part applies to all development within Imperial Avenue requiring consent under the Waverley Local Environmental Plan 1996 (WLEP 1996) including:

- alterations to an existing building and its site;
- infill development;
- land subdivision; and
- partial and full demolition and construction.

The Imperial Avenue part applies to all development applications, as well as applications to modify development consents under section 96 of *Environmental and Planning Assessment Act 1979* (EP & AA 1979).

In the event of any inconsistencies between the Imperial Avenue Part and other Parts within WDCP 2006 (Amendment No. 4) which relate to residential development, this Part will prevail to the extent of the inconsistency.

1.3 How to Use the Imperial Avenue Controls

Applicants need to comply with the requirements of Section 3 and 4 in this Part to ensure their development meets the relevant requirements. The Imperial Avenue controls are cross-referenced to the controls held in Parts D1 and D2.

Some objectives and performance criteria may not be relevant to all sites. The Statement of Environmental Effects accompanying the development application must provide the justification in such instances.

1.4 Making an Application

Additional heritage requirements apply if the dwelling or site is an item of environmental heritage, is within a heritage conservation group, or in the vicinity of a heritage item. Applicants need to address relevant controls and considerations in WLEP 1996 and Part H1.

2.0 BACKGROUND

The Imperial Avenue Area is acknowledged by Council and residents as having a special character. Historically the area was part of the Castlefield Estate, a 19th Century 'villa' comprising a substantial house and outbuildings set in a large garden. The street pattern and block sizes were the result of the Castlefield Estate subdivision in 1907.

A diversity of accommodation ranging from family houses to studio flats exists in this residential area. Many buildings in the Imperial Avenue

Area were constructed in the Federation period. These houses contribute an attractive architectural character both at a one and two storey scale and by the way of rear and front garden setbacks. Subsequent development during the Inter War Period has given the area some fine free standing houses and apartment buildings.

A sloping topography affords some views to the coast and the areas orientation provides sunlight and breezes. The amenities are derived from the areas proximity to Bondi Beach, Bondi Road commercial precinct and transport route. Wide streets, grassy verges with street trees, combine with the established vegetation on residential properties to provide a leafy quality, which is valued by the residents.

In 1988 and 2000, the residents approached Council to have the area rezoned. A series of rezoning applications to downzone the area were made to the (then) Department of Urban Affairs and Planning. However, the Department was reluctant to support such rezonings.

This Part builds upon the WLEP 1996 establishing detailed criteria for housing form. The local community has provided input on the existing character and the desired future character. Together with the history of the area, a physical site area survey, and a comparative analysis of existing DCP controls form a separate background document to this Part. The "Imperial Avenue Background Document" must be read where necessary in conjunction with this Part.

3.0 SITE AND CONTEXT

3.1 Study area development history

The Imperial Avenue context results from continuous urban development for over 150 years with the predominant period of building being the Federation Period. The urban pattern is derived from subdivision of large historic estates, principally the Castlefield Estate (see Figure 2), into smaller lots generating a street grid with a reasonably regular urban grain of narrow deep lots with semi-detached or smaller detached dwellings interspersed with some larger lots comprising larger detached houses and small residential flat buildings.



Figure 2. Castlefield photographed c. 1870s (Source: Mitchell Library).

Excluding the residential flat buildings, buildings generally have a single and two storey scale with pitched roofs and a pattern of setbacks that create a front and rear gardens, retain reasonably unbuilt upon areas that allow deep soil planting. There is also a palette of traditional materials of brick, tile and timber and a facade articulation of vertically proportioned openings (with either single or group elements) that are shown as punctuations in masonry walls.

4.0 PRECINCT CONTROLS

The following precinct controls for the Imperial Avenue area are to be read in conjunction with Parts D1 and D2. The precinct controls are divided into 'Existing Character' and 'Future Character'.

4.1 Existing Character

A Residential Area

The Imperial Avenue Precinct is a residential area apart from the community focus of the Presbyterian Church and kindergarten. The residential mix covers a wide variety of housing types from large single detached houses to one bedroom and studio apartments in a variety of apartment styles. As a residential area, it benefits from the proximity of the mixed use strip shopping along Bondi Road, accessible on foot.

Topography

The topography of the Imperial Avenue precinct falls in a north east direction towards Bondi Beach. The subdivision of historic estates, primarily the Castlefield Estate (c1907), laid down a north/south grid with the east/west grid adapted to run along the contours. The streets that run in a north/south direction, for example Imperial and Castlefield Streets, take the most direct route down the slope, whereas the streets that run in an east/west direction such as, Edward Miller Streets and Castlefield Lane, generally follow the contour lines.

This street pattern assists with views towards the coast and provides a pleasant exposure to the prevailing north-easterly breezes.

Appearance

Many styles of 20th Century Eastern Suburbs architecture are represented in the Imperial Avenue Area, from Federation style to contemporary apartments.

The Federation style is represented by buildings such as No. 12 Imperial Avenue (see Figure 3) which is one of the grander two storey residences within the Area, set in extensive grounds and incorporating distinctive local features such as the use of local sandstone for the front wall. A medium sized free standing single storey example of the same style is situated at No. 20 Castlefield Street (see Figure 4). While No. 20 is a more modest house, it is set on a generous block incorporating front and rear yards, and could be described as a "family residence".



Figure 3. 12 Imperial Avenue is a large Federation house set in large grounds with sandstone fence and is also a heritage item.



Figure 4. 20 Castlefield Street is a free-standing federation era house that addresses the corner. The site has front, side and rear garden areas and the fence has a remnant sandstone base belonging to an earlier fence.

Many semi detached properties in the Imperial Avenue precinct are representative of the Federation architectural style, varying from virtually original condition, such as Nos. 20 and 22 Imperial Avenue, through to altered and extended properties (see Figure 5). The condition of these properties reflects varying degrees of alteration and renovation.



Figure 5. 20 and 22 Imperial Avenue are a pair of semi-detached Federation era semis that have many original architectural features, with sandstone fence on the street frontage.

Other styles represented in the Imperial Avenue Area from the Inter-War period include the Californian Bungalow, Mediterranean Revival, Classical Revival and Art Deco, No. 15 Imperial Avenue, is a fusion of the Bungalow and the Mediterranean style (see Figure 6).



Figure 6. 15 Imperial Avenue is an Inter War era house that combines materials from the Bungalow style and the some of the design features of the Mediterranean style. It has sizeable garden area with the front garden retained by a sandstone block wall.

Apartment buildings account for half the housing accommodation within the Imperial Avenue area. There are examples of Art Deco red brick three storey flats at Nos. 3 and 41A Imperial Avenue (see Figure 7), and Mediterranean/Classical Revival style in the architecture of the apartment building at No. 18 Imperial Avenue (See Figure 8). While these buildings are often well scaled at three storeys, the internal design of these buildings is often not to contemporary standards with entries located down side paths with little relationship to the street. Internal living rooms are often located overlooking narrow side lanes with little solar access, windows are small and there are often no allowances for private outdoor space or communal facilities. Often these buildings have little or no off-street parking with what parking there is taking up the full street frontage.



Figure 7. 41A Imperial Avenue is a three-storey Inter-war apartment building with a side entry. Its design provided no off-street parking with no private external open space or communal areas, as the building footprint occupies most of the site.



Figure 8. 18 Imperial Avenue is an inter-war apartment building designed in the Classical Revival style. The two storey scale, coloured render, entry facing the street, balcony elements providing private open space, sandstone fencing and garden areas are contributory elements in the Imperial Avenue Area. The setbacks and the articulation of the facades are sympathetic to the pre-World War I two storey houses in the vicinity.

The trend towards apartment buildings accelerated in the three decades following World War II. A rough estimate of the precincts housing stock would suggest that almost half of the residents enjoy apartment living.

A different planning environment saw the development of both the archetypal three storey red or blonde brick apartment buildings of the 1960s and 1970s that form part of the variety of the precinct.

These buildings broke the more traditional pattern of scale materials and form. The three level walk-up variety generally are a little better than the 1930's flat buildings except for small open balconies and off-street car parking. However, they occupy most of the site with large areas of paved parking areas. Later, higher flat buildings generally have smaller footprints relative to the sites with more open space and underground parking in podiums. These buildings often do not relate well to the street at ground level either having relatively blank facades to carparking or being set too far back beyond the general building line. Internal layouts are generally more open with larger balconies that take advantage of the ocean views and the cooling north easterly winds. This statement is particularly true of the open balconies that are almost universally attached to these apartments (see Figure 9).



Figure 9. 16 Miller Street is an example of a residential flat building constructed in the 1960s and 1970s. The height, setbacks and lack of soft landscaped areas differ from the desired future character of the area. However, it does have balconies providing private open space with views, and a smaller building footprint than other flat buildings in the area.

Vegetation

There is established vegetation in the streetscape and residents front and back yards and diversity in size, species and density of planting. Street tree plantings include Poplars, Norfolk Island Pines, Eucalyptus, and Wattles.

There is no consistency in same species planting as most streets exhibit an eclectic mix. Some streets lack density of foliage that would improve aesthetics and amenity for residents and the local bird life.

Existing vegetation from established rear yard planting forms a continuum which spans both adjoining and back to back properties. This gives the precinct a well-vegetated character.

An example of this are the rear yards between Castlefield and Denham Streets. These plantings are shown in Figure 10. Residents have noted their concern about future erosion of this visual and environmental resource. The following indigenous species have been identified on residential blocks including, Bottle Brush, Rough Barked Gum, and introduced species such as Jacaranda, Plane Tree, Coprosma, Oleander, Chinese Privet, Bamboo, Poinsettia, Mulberry, Cabbage Tree, Camphor Laurel and Avocado. These are important for their maturity and their historical association with earlier period of development and have importance to the precinct as part of the established tree canopy. These and other species should be retained. Due to the existing pattern of established vegetation, residents have expressed desire for future redevelopment proposals to take into account the continued existence and health of the trees that the area already encompasses.



Figure 10. The shaded area illustrate green spaces and tree canopies that must be retained.

The remnant sandstone outcrops, particularly on the upper western side of Imperial Avenue, are valued by the community. The sandstone fencing between the houses and the footpath are also valued as a character element in the area and these should be retained.

Parking

The Imperial Avenue Area street pattern was laid out before the occurrence of the car. Consequently, a number of properties do not have on site parking or any means of achieving a garage behind the front building line, or a garage or access off the rear lane.

Specific issues in relation to parking are:

- (a) the impact of 'out of area parkers' eg beach goers or employees of the nearby commercial precinct;
- (b) the potential impact of future developments as well as residential consolidation on the area; and
- (c) there is no overall scheme to address the availability of parking, for example, the resident parking schemes found in other eastern suburbs localities.

Applicants should refer to Council's parking controls in Part I1 and Part H1.

Neighbourhood amenity

The precinct contains only one commercial establishment, this being the Castlefield kindergarten which is associated with the Presbyterian Church (corner of Castlefield and Miller Streets). This is a valued resource to the young families in the area. Furthermore, the precinct does not contain any public open space, however, the relatively wide grassy pavement that borders most of the precincts streets, serves an open space use.

Neighbourhood surveillance

New developments that have had basement parking incorporated into the development often results in new residents never setting foot outside of their building and this could have a deleterious affect on the community fabric, and neighbourhood surveillance. The use of high fences and walls, particularly when they are solid, reduces the ability for surveillance to and from the street and from neighbouring properties. Applicants should refer to the Fences and Walls Controls in Section 4.7.

4.2 Future Character

The Imperial Avenue precinct can be classified as a desirable part of the eastern suburbs residential environment. Residents and their Councillors can identify challenges and issues to be addressed in obtaining the desired future.

In terms of the single family house the contemporary spatial expectations are resulting in larger buildings on limited block sizes which can have detrimental effects on cultural, environmental and visual aspects of the area. As with most of inner Sydney the Imperial Avenue precinct is experiencing a change in demographics resulting in a change to smaller more varied family units, combined with greater variety and an increased number of single member households. The Imperial Avenue area already has a varied housing mix with a trend that sees an increasing number of single households. More aged accommodation may be required and the addition of affordable housing would be beneficial to the community. This varied accommodation would provide a place where people would feel enthusiastic.

The desirability of the Imperial Avenue precinct is enhanced by its close proximity to the mixed commercial strip of Bondi Road. The precinct is a convenient location for shopping, employment and small business opportunities and has convenient transport links to Bondi Junction, CBD and beaches such as Bondi and Tamarama. The future character should preserve and enhance what is good, charming and desirable in the precinct while allowing an appropriate and innovative response to the challenges of the next decade.

Appearance

The appearance of the Imperial Avenue precinct in the future should retain aspects of the built environment that allow the reading of the area's history, the original subdivision pattern and spatial relationships. This is important for the residents' sense of place and community. By identifying items of environmental heritage and heritage conservation

groups the community can ensure that the areas character.

New developments can be sympathetically incorporated in the precinct's positive architectural fabric if the community's wishes and desires are consulted and considered. These include:

- (a) building entry points (either by car or on foot) that do not alienate new residents from the community or the community from the residents;
- (b) maintaining the views and oversight of streets and properties;
- (c) protection of privacy and access to appropriate sunlight;
- (d) adequate landscaping, including retention of mature plantings;
- (e) maintaining environmental heritage; and
- (f) maintaining the elements that the community values for existing and future residents.

Existing and future residents will benefit if future developments enhance the social and architectural fabric of the precinct.

4.3 Heritage

The Heritage Items within the Imperial Avenue area are identified in Schedule 5 of WLEP 1996. The potential heritage items within the Imperial Avenue area, identifies as part of the Imperial Avenue Background Document, are:

- No. 20 Imperial Avenue
- No. 22 Imperial Avenue;
- No. 21-23 Imperial Avenue;
- No. 18 Imperial Avenue;
- No. 16 Imperial Avenue;
- No. 14 Imperial Avenue;
- No. 20 Castlefield Street; and
- No. 25 Castlefield Street.

The Potential Heritage Conservation Groups in the Imperial Avenue area defined by this Part are:

Group 1	Comprising Nos. 28, 24, 22 and 20 Imperial Avenue
Group 2	Comprising Nos. 35, 33, 31, 29, 27, 25 and 21-23 Imperial Avenue
Group 3	Comprising Nos. 9, 11 and 13 Imperial Avenue
Group 4	Comprising Nos. 12, 14, 16, 18 Imperial Avenue and No 11 Miller Street
Group 5	Comprising Nos. 6, 8, 10, 12 and 14 Miller Street
Group 6	Comprising Nos. 1, 3, 5 and 7 Miller Street
Group 7	Comprising Nos. 1, 3, 5 and 7 Castlefield Street
Group 8	Comprising Nos. 21, 23 and 25 Castlefield Street
Group 9	Comprising No. 2 Imperial Avenue, Nos. 34, 36, 38, 40, 42, 44 Edward Street and No. 20 Castlefield Street

Table 1. Potential Heritage Conservation Groups.

Both the Heritage Items and Potential Heritage Items are shown in Figure 11.

The Presbyterian Church is the only non-residential building in the precinct. Churches by their very nature have cultural associations with the community and consequently have cultural significance. It is acknowledged that social changes have lead to the rationalisation of church property. The social and ethnic mix in contemporary society, has also introduced new places/house of worship.

A Heritage Conservation Management plan should be undertaken prior to a change of use of the buildings and the site.

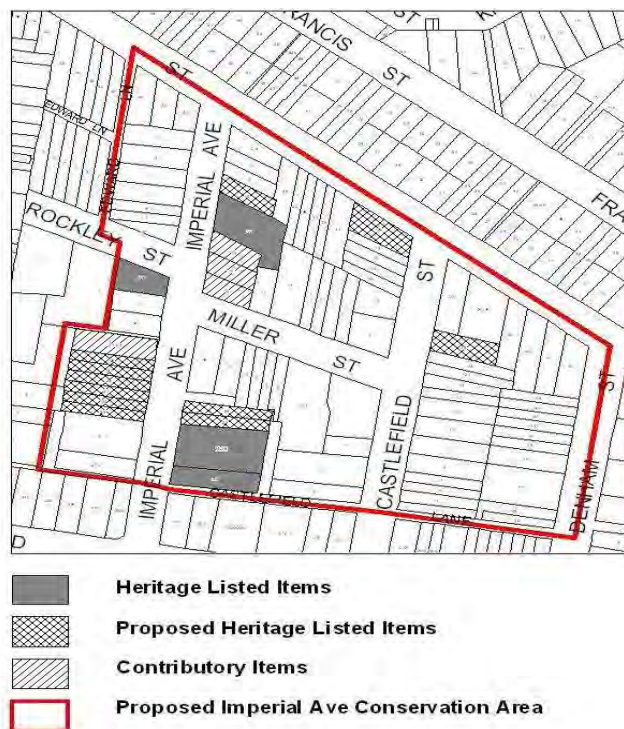


Figure 11. Current and proposed heritage items.

4.4 Streetscape

4.4.1 Streetscape character

A site analysis will identify the surrounding urban grain (i.e., subdivision, built form and setbacks, pattern of on-street and off-street parking, streetscape elements such as retaining walls, and planting and fencing).

4.4.2 Streetscape and building appearance

New development should relate to existing streetscape in scale and setbacks. In response to community concerns regarding infill development and site amalgamation, additional requirements of intended design must satisfy the following requirements:

- (a) Minimum frontage for all new residential flat development is 20 metres. Minimum frontage for all new single dwellings is 6 metres;
- (b) Amalgamated sites are not to leave single or "orphan" semi-detached or detached houses between larger sites and/or

- developments;
- (c) Relocate all existing trees;
- (d) Retain mature trees;
- (e) Identify predominant planting patterns within the entire urban block and retain and reinforce centre block planting corridors and canopies; and
- (f) Show that the significant green zones of existing planting and tree canopies in Figure 10 in this Part are retained and enhanced.



Figure 12. Potential Heritage Conservation groups.

4.5 Building size and location

4.5.1 Height

All development is to be a maximum height of 2 storeys at any one line drawn through a building. Where land form of a site falls more than two metres from the street to the rear of a property an additional basement storey maybe permitted provided all other controls from this Part met.

A variety of roof forms is encouraged. Roof forms should consider neighbouring amenity, overlooking, streetscape suitability and maintain views across the precinct. The maximum overall height permitted is 9.5 metres.

Storeys include any separate level within a building but do not include levels below existing ground level provided for car parking or storage, or both, that protrudes less than 1.2 metres above existing ground level. The number of storeys shall be determined by the maximum number of storeys within a building which may be intersected by the same vertical line, not being a line which passes through any wall of the building.

Attics are not considered a storey as long as they are within the roof form. A storey means any separate level within a building. An attic room means a room contained within the roof space under the beams of the roof where the roof of the building pitches from the ceiling level of the uppermost floor.

4.5.2 Setbacks

Side and rear setbacks controls are aimed at further articulating the envelope of the building. Generally front setbacks are to align with surrounding development. Rear setbacks are to be an average of 25% of the depth of the site.

Minimum setbacks are as follows:

Zone 2(c1) Residential Medium – High Density	<ul style="list-style-type: none">• 6 metres front setback.• Rear and side setbacks to be a minimum of 5 metres with no part closer than 3.5 metres.• The maximum length of wall without articulation is to be 10 metres, with minimum length of wall to be 3 metres.
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Table 2. Minimum setbacks.

4.5.3 Density

Applicants should refer to Part D1 and Part D2.

4.5.4 Building design

Many aspects regarding the design of multi-unit residential developments are now covered by State Environmental Planning Policy No. 65 Design Quality of Residential Flat Development (SEPP 65) criteria. The Waverley/Randwick Design Review Panel has been established to advise these Councils on the appropriateness of new flat developments.

Additional aspects to consider in the design of multi-unit developments are:

- apartment mix should reflect the desired future character and reflect changing demographics;
- apartment design should reflect contemporary environmental requirements for light, ventilation and sun control;
- apartment design should allow flexibility of layout to respond to changes in demographics, family and household composition including, aged, singles, equal share and group housing;
- adaptability of apartment design should be built into layouts through use of framed structures, flexible façade and flexible service arrangements allowing walls and rooms to be relocated;
- ceiling heights should be a minimum of 2.7 metres floor to ceiling; and
- apartment sizes while market driven should reflect the needs of contemporary living.

4.5.5 Safety and security

Applicants should apply the following controls in addition to those relevant held within Part D1 and D2:

- (a) ground floor apartments should have clearly identifiable and separate entries off the street or internal public access route;
- (b) ground floor apartments should have clearly identifiable garden areas minimising site areas with no oversight and control; and
- (c) communal spaces to be designed as part of the main pedestrian access with general oversight from surrounding flats.

4.6 Open space and landscaping

The existing landscape quality has been identified as one of the main characteristics of the precinct. The existing landscape is a mix of exotic and Australian planting which in some cases are considered to be noxious species. Overall, preservation of the existing tree canopy has precedence over species. Care should be taken to identify all existing trees on a site and consideration should be given to their value in relation to the surrounding landscaped context. This is especially important in retaining centre block planting and street tree planting. Landscape area calculations are not to include any area less than 1.5 metres wide. For individual multi-dwelling units refer to Part D2 controls.

4.6.1 Private open space and landscaping

Zone 2(c1) Residential Medium – High Density	30% of remainder
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Table 3. Required landscape area.

Landscape area calculations are not to include any area less than 1.5 metres wide. For individual multi-dwelling units refer to Part D2 controls.

4.6.2 Deep soil

- Residential flat buildings require 40% of site area to be used for deep soil landscaping.
- Dwelling houses and dual occupancies require 33% of the site area to be used for deep soil landscaping.

Any area less than 1.5 metres wide is not to be included in deep soil calculations.

4.7 Fences and walls

Fencing types should be compatible with the controls in Part D1, Part D2 and Part H1.

4.8 Views

Refer to Part D1 and Part D2 for view sharing controls. Note that all new flat developments are to meet the requirements of SEPP 65 design quality criteria. These are to be read in conjunction with setback controls in this Part.

4.9 Stormwater management

Refer to Part G4. The Imperial Avenue precinct is built over sandstone foundations. Surface water run-off in this precinct is reportedly severe across sites. As much of the area is already built upon, solutions will be long term.

Additional controls are:

- (a) All new developments are to have an on site stormwater detention system.
- (b) No more than 20% of the landscaped area on any site is to be hard paved. This does not include driveways and swimming pools within the area calculation.

4.10 Acoustic and visual privacy

Refer to Part D1 and Part D2. Note that all new residential flat developments are to adopt SEPP 65 criteria. This is to be read in conjunction with revised setback controls.

4.11 Access and mobility

All developments are to consider the implications of the *Disability Discrimination Act* 1992. Multi-unit design aspects will be covered by the Waverley/ Randwick SEPP 65 Design Review Panel. SEPP 65 outlines 10 design quality criteria for the design of all new multi-unit residential developments over 3 stories and 4 or more units.

4.12 Carparking and driveways

Refer to Part I1. In addition, the following controls apply:

- (a) All grade or underground carparking is only permissible under the building footprint.
- (b) Location of vehicular entry points is to be from rear lanes where possible, or considered as part of the overall design within the street frontage.
- (c) Natural ventilation to all carparking spaces below buildings is to be maximised.
- (d) Carparking design is to allow for clear sight lines and perimeter security and to conform with Part I2 Land Use and Transport.

4.13 Site facilities

Refer to Part D2. In addition, the following apply:

- (a) Storage is to be provided for all units internally and in dedicated lockable spaces.
- (b) Services connections should be flexible within apartments to allow for future flexibility (see BASIX).
- (c) Shared facilities should be accessible and overlooked by as many apartments as possible to allow these spaces to be safe, well used and practical.

Part F Site Specific

F4 36–48 Ocean Street

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F4 36–48 Ocean Street

1.0 INTRODUCTION

In 1997, the New South Wales Government estimated that during the period between 1991 and 2021, an additional 520,000 new dwellings would be required to house an anticipated population growth within the Sydney region. This assessment results in the State Government pursuing the Urban Consolidation Programme. Waverley Council complied with the requirements of this programme preparing Waverley's Residential Strategy.

One of the requirements outlined in the Council's Residential Strategy was that a Residential Zoning Review (RZR) be undertaken. The RZR identified a number of sites suitable for higher densities within Waverley Council area. The Ocean Street site, which this Part applies to, was one site identified for rezoning to a higher density under the Waverley RZR. Waverley Local Environmental Plan 1996 (WLEP 1996) (Amendment No. 13) to rezone the Ocean Street site was prepared and gazetted on 30 July 1999.

This Part provides development guidelines and controls applicable to this site. The Part accompanies and should be read in conjunction with WLEP 1996 (Amendment No. 13).

1.1 Land to which this Part Applies

This Part is called 36–48 Ocean Street and applies to Nos. 36–48 Ocean Street, part 198–202A Bondi Road, and Lot 2, DP595594, Wellington Place, Bondi. This Part applies to land identified by WLEP 1996 (Amendment No. 13), as shown in Figure 1.

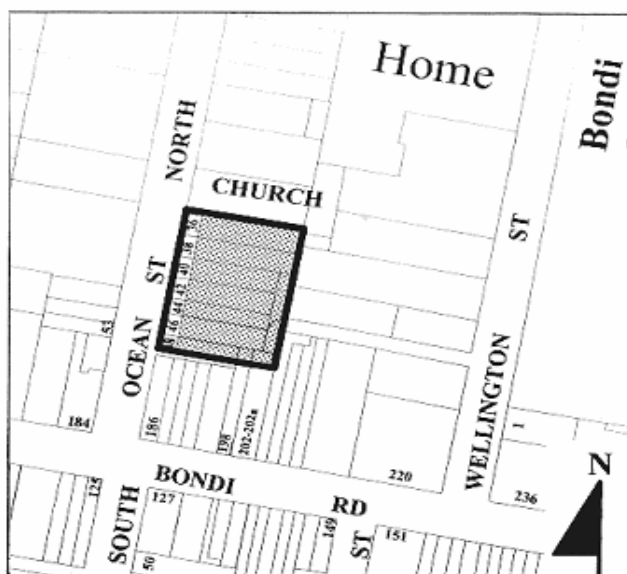


Figure 1. Land to which this part applies.

1.2 Aims and Objectives of this Part

This Part aims to provide specific controls and urban design guidelines for development on the land to which this Part applies, in addition to the general controls prescribed under Part D2.

The objectives of this Part are:

- (a) To promote a more compact use of land by increasing residential density within the guidelines prescribed in this section, consistent with the State Government's requirements.
- (b) To ensure that development on the site minimises the impact on over-shadowing, traffic flow, existing public amenities and the general environment.
- (c) To ensure that development on the site enhances the visual coherence and identity of the street.
- (d) To ensure that development on the site enhances and possibly re-establishes the distinctive character of the church as the street's landmark.
- (e) To ensure that development on the site retains and improves the connection between Ocean Street and Wellington Street.

1.3 Relationship to Part D2 – Multi-Unit Housing

This Part should be read in conjunction with Part. In the event of any inconsistencies between this Part and Part D2, this Part will prevail to the extent of the inconsistency.

2.0 SPECIFIC DESIGN GUIDELINES AND CONTROLS

2.1 Introduction

This Part provides development guidelines and controls on:

- Building Height;
- Building Appearance and Design;
- Streetscapes;
- Solar Access; and
- Vehicular Access and Parking.

Each topic under this Part outlines specific objectives and prescriptive/performance-based criteria. These objectives and criteria must be achieved when development is proposed on land to which this Part applies. Proposed variations to objectives and / or controls are to be justified within the Statement of Environmental Effects lodged as a part of the development application.

Diagrams and images within this Part are artist's impressions only. They are to be used by applicants to assist in the interpretation of the written development guidelines and controls.

2.2 Building height

Objectives

- (a) To ensure that the built form of development on the site is sympathetic to the landmark characteristics of the adjacent church and its steeple.
- (b) To ensure that development on the site has minimal impact on neighbouring properties in terms of bulk and scale, overshadowing, privacy and views.
- (c) To ensure that development on the site minimises the impacts of over-development on the surrounding properties by reducing the conventional 25 metre height restriction in the 2(c2) Residential - High Density zone.
- (d) To ensure that development on the site forms a gradual height transition from a height of 9 metres adjacent to the church, up to a maximum height of 18 metres 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 18 metre height restriction refers to the scale and modulation generally associated with a 6-storey residential flat building. (Refer to section 3.0 – Models of Surrounding Developments).
- (b) A gradual 9-18 metre height plane applies to the site when viewed from the Ocean Street elevation. The 9 metre height restriction applies to the property immediately adjacent to the Church. The transition from 9 metres to 18 metres is expressed graphically in Figure 2.

2.3 Building Appearance and Design

Objectives

- (a) To preserve the visual amenity and the residential quality, which surrounding residents enjoy.
- (b) To ensure a high standard of building design that is sympathetic and complementary to the existing built form and streetscape of Ocean Street.
- (c) To achieve residential building forms of a scale and character that is in-keeping with the established character of the street.

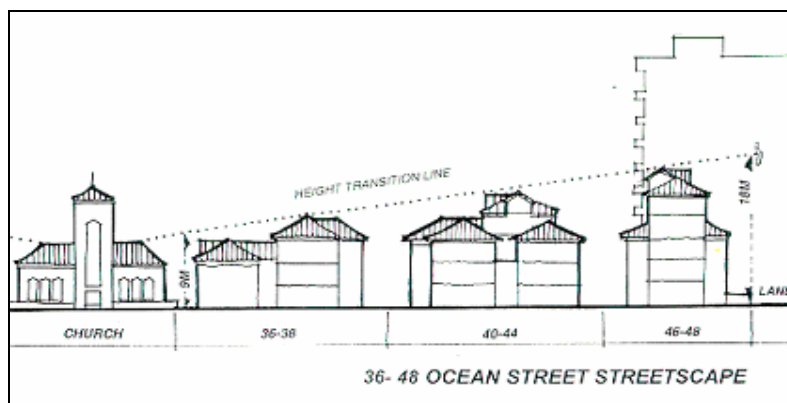


Figure 2. Diagram showing 9-18 metre height transition.

Performance criteria

- (a) Building scale, bulk, massing, roof form and materials should be sympathetic to existing built forms and complement, rather than detract from surrounding development.
- (b) Continuous expanses of walls must be avoided. Walls exceeding 8 metres in length shall be recessed to reflect streetscape modulation. (Refer to Section 3.2 of this Part – 3-6 storey multi-unit developments).
- (c) Building design should be of a high standard. The design should avoid a monolithic appearance (created by large expanses of blank walls) through the use of architectural design features, articulation of the building and fenestration.
- (d) Pitched rooves are encouraged to reflect existing street character, particularly at the 9 metre height limit adjacent to the church. (See Figures 3 and 4).
- (e) Site amalgamation is encouraged, involving 2 or 3 parcels of land.



Figure 3. Pitched roofs are encouraged – a single dwelling example (gable roof) (left).



Figure 4. Pitched roofs are encouraged – a multi-unit development example (hipped roof) (right).

2.4 Streetscapes

Objectives

- (a) To ensure that the building and landscape design enhance the streetscape and neighbourhood character of Ocean Street.

- (b) To ensure the quality and detailing of all surfaces that abut the street edge (including walls and building design) enhance or complement the streetscape.
- (c) To ensure development on the site contributes to the improvement of the street's surveillance and safe pedestrian environments.
- (d) To 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.
- (e) To ensure development on the site incorporates streetscape characteristics that are consistent with the existing streetscape.
- (f) To ensure development on the site retains the existing street tree canopy in Ocean Street.

Performance Criteria

- (a) Streetscape characteristics that are consistent with the existing streetscape must be maintained. Development on site must apply predominant streetscape qualities, including building form, fencing style and front building setback. (Refer to section 3.0 – Models of Surrounding Developments).
- (b) Development on the site 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 Street. (Refer to Figure 5).
- (d) Buildings adjacent to Ocean Street 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.
- (f) Low front fences/walls that enable outlook from buildings to the street, is encouraged to maximise natural surveillance to the street. (Refer to Figure 6).
- (g) All buildings are to be setback beyond the drip line of existing street trees.



Figure 5. Garage entrances are encouraged to be built on the side or the back of buildings (left).



Figure 6. Low front fences/walls are encouraged (right).

2.5 Solar Access

Objectives

- (a) To maintain solar access to the adjoining St. Patrick's Primary School playground.
- (b) To 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 the winter solstice. Applications for development are to be accompanied by shadow diagrams, certified by a Registered Surveyor, demonstrating compliance with this requirement.
- (b) Habitable rooms should not be further than 6 metres (intruded) from an external window to ensure adequate sunlight enters the room.

2.6 Vehicle Access and Parking

Objectives

- (a) To ensure development on the site distributes traffic flows and limits traffic volumes at the intersection of Ocean Street and Bondi Road.
- (b) To ensure that public car parking is maintained within development of land at Nos. 46–48 Ocean Street, Bondi.
- (c) To ensure development on the site provides convenient, accessible and safe on-site parking for residents and visitors.
- (d) To ensure development on the site provides for adequate egress and ingress and satisfactory parking facilities.

Performance Criteria

- (a) Vehicular access to any residential parking space for redevelopment of Nos. 44, 46, and 48 Ocean Street, shall be

limited to the lane (off Wellington Street), at the rear of those properties.

- (b) Development on Nos. 46–48 Ocean Street must ensure that vehicular access, capable of accommodating a small rigid truck, or similar, is maintained to the rear of any business properties fronting Bondi Road, which presently enjoy such legal access.
- (c) On-site parking should be located efficiently, safely and accessibly, whilst taking into account the streetscape objectives.
- (d) Vehicular access strips, driveways, car parks, garages and car spaces should be located for easy and safe vehicular movement and connection to the street network.
- (e) Parking areas and driveways should be located away from bedrooms to minimise the effects of noise.
- (f) Parking areas should be well lit and visible to ensure user and resident safety.
- (g) Basement or underground parking is encouraged.

3.0 MODELS OF SURROUNDING DEVELOPMENT

This Part provides a design vocabulary of existing developments surrounding the subject site. These models may be used as reference to ensure that future development on the subject sites enhances the streetscape and neighbourhood character of Ocean Street.

3.1 Single 2-Storey Detached Dwelling, 2-3 Storey Dwelling (Up to 9.5 metres)



Figure 7. Model of existing single storey dwelling (left).

Figure 8. Model of existing single storey dwelling (right).



Figure 9. Model of existing double storey dwelling.

3.2 3 – 6 Storey Multi-Unit Developments (Up to 18 Metres)



Figure 10. Model of existing 4-storey development.



Figure 11. Model of existing 6-storey development.

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F5 Local Village Centres

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F5 Local Village Centres

1.0 INTRODUCTION

The Part F5 applies to Waverley's local village centres, namely:

- Bronte Beach;
- Bronte (Macpherson Street);
- Charing Cross;
- Murray Street;
- Bondi Road;
- Old South Head Road;
- Hall Street;
- Glenayr Avenue;
- North Bondi;
- Murrivier Road;
- Rose Bay; and
- Blake Street.

The local village centres are zoned 3(a) Business General, 3(b) Business Mixed or 3(c) Business Neighbourhood under WLEP 1996. These centres are referred to as local village centres in this Part.

Separate controls for the Bondi Junction and Bondi Beach commercial centres are held in Parts F1 and F2 respectively of the DCP.

Part F5 has been prepared in conjunction with a Public Domain Improvement Plan and a Technical Manual which set out strategies and planning controls for the design of the public domain for each centre. These documents are available on Council's website.

1.1 Land to which this Part applies

Part F5 applies to the land shown edged in black in the maps held in sections 4 to 15 of this Part. An overall concept map is provided at Figure 1.

Where there is a discrepancy between controls in this Part and other Parts of the DCP, this Part prevails.

1.2 Relationship to other Parts

This Part needs to be read in conjunction with the following Parts:

- Part D2
- Part E1
- Part E2
- Part E3
- Part G1
- Part G2
- Part G4
- Part H1
- Part H2
- Part I1

1.3 Aims of Part F5

The desired future character objectives and planning controls in this Part aim to:

- (a) Reinforce and support the different identities and character of the local village centres;
- (b) Support and maintain the important role that local centres play in providing retail and other services to the local community;
- (c) Ensure the ongoing economic sustainability of the shops serving the local community, in particular the daily shopping needs of residents;
- (d) Maintain the small shop and small shopping centre character of the individual centres;
- (e) Ensure development achieves the stated desired future character of each of the centres;
- (f) Provide for residential unit development in conjunction with shops and commercial uses, such that the mixed use character of the centres is maintained;
- (g) Maintain and enhance the streetscape and contributory heritage character of the centres;
- (h) Minimise the potential negative impacts of development on neighbouring residential properties;
- (i) Facilitate development that is consistent with the principles of Ecologically Sustainable Development (ESD);
- (j) Ensure a safe pedestrian environment within the centres; and
- (k) Maintain & enhance the social character and livability of the centres.

1.4 How to use this Part

This Part contains desired future character objectives and planning controls for Council's Local Village Centres. Section 1 'Introduction' is a general information and introduction section. Section 2 'Local Village Centres' provides general background information on the hierarchy system used to define the local village centres. Section 3 outlines the general planning controls that apply to all centres and which must be considered in addition to specific planning controls for each individual local commercial centre.

Sections 4 to 15 of this Part deal with each of the 12 identified local village centres. Each section deals with one centre and describes the existing character and built form of the centre, the desired future character and outlines the planning controls for the centre.

Note: Compliance with a control does not guarantee that the strategy is satisfied. In some instances the design solutions may not be appropriate for the particular site or situation. Therefore, having

regard to the physical characteristics of the site and the nature and proximity of adjoining and nearby development, council may require alternative design solutions.

The controls may not normally be varied. However, if an applicant is able to clearly demonstrate that a particular control is unreasonable in the circumstances of the case, Council may consider waiving the control. Conversely, having regard to the physical characteristics of the site and the nature and proximity of adjoining and nearby development, Council may require a more restrictive control so as to minimise or eliminate any likely negative impacts.

1.5 Accessibility

The aims of Accessibility are to:

- (a) Ensure that all new and refurbished buildings provide access for people with disabilities as required by the Federal Government's Disability Discrimination Act (DDA) 1992.
- (b) Promote recognition and acceptance within the community of the principle that persons with disability have the same rights of access as the rest of the community.

In the preparation of any development application that seeks to propose works within the areas pursuant to this Part, as identified as a local village centre, it is necessary to consider the relevant accessibility provisions held in the Building Code of Australia and other relevant standards.

1.6 Community Crime Prevention

The aim of Community Crime Prevention is to ensure that crime prevention is a consideration in urban design. It sets out the criteria an application will be assessed against when submitted. The general objective of Community Crime Prevention is to establish design guidelines which enhance the safety of developments for all users and minimise the opportunities for crime to be committed. Specifically this includes:

- (a) enhancing public safety by reducing opportunities for crime to occur;
- (b) improving observation of public and private spaces;
- (c) optimising the use of public spaces and facilities by the community; and
- (d) promoting the design of safe, accessible and well maintained buildings and spaces.

In the preparation of any development application that seeks to propose works within the areas pursuant to this Part, as identified as a local village centre, it is necessary to comply with or meet the performance criteria, controls and guidelines.



Figure 1. Concept Map of Local Village Centres.

- 4 Bronte Beach Neighbourhood Centre.
- 5 Bronte (Macpherson Street) Neighbourhood Centre.
- 6 Charing Cross Small Village.
- 7 Murray Street Neighbourhood Centre.
- 8 Bondi Road Village.
- 9 Old South Head Road Neighbourhood Centre.
- 10 Hall Street Town Centre.
- 11 Glenayr Avenue Neighbourhood Centre.
- 12 North Bondi Neighbourhood Centre.
- 13 Murrivier Road Neighbourhood Centre.
- 14 Rose Bay Small Villages (North and South).
- 15 Blake Street Neighbourhood Centre.



Local Village Centres

2.0 LOCAL VILLAGE CENTRES

2.1 Hierarchy of Waverley's Local Village Centres

The NSW Government's Metropolitan Strategy (City of Cities – A Plan for Sydney's Future) is a long term plan for the growth and transformation that will occur in the Greater Metropolitan Region of Sydney over the next 30 years.

The Metropolitan Strategy includes a focus on centres based planning, nominating regional centres of importance for the future growth of Sydney. A component of the Strategy is the concept of 'sub-regional planning'.

Sub-regional planning is used to translate the Metropolitan Strategy into groups of local government areas and the many communities of Sydney. A component of the sub-regional planning hierarchy is the defining of towns, places or centres into categories based on criteria such as radius, the extent of commercial development, proximity to public transport, dwelling range and character of dwellings.

The subregional planning categories as they apply to Waverley Local Village Centres are as follows:

Town Centre:

- Hall Street.

Village:

- Bondi Road.

Small Village:

- Charing Cross; and
- Rose Bay (north and south).

Neighbourhood Centre:

- Glenayr Avenue;
- North Bondi;
- Blake Street;
- Murrivier Road;
- Murray Street;
- Bronte Beach;
- Bronte (Macpherson Street); and
- Old South Head Road.

3.0 GENERIC CONTROLS

3.1 Introduction

The planning controls of Part F5 for the Local Village Centres comprise the following:

- Generic planning controls that are applicable to all centres – outlined below; and
- Specific centre based controls for each individual centre – outlining more specific, detailed local controls.

Both sets of controls apply and are to be used concurrently.

3.2 Land Uses

3.2.1 Objectives

The land use planning objectives for the local village centres are:

- (a) To provide for a range of predominately small shops and services to meet the daily needs of the local resident community;
- (b) To ensure the ground floor small shop character of each of the centres prevails and is protected;
- (c) To limit and manage potentially disruptive uses, such as cafes and restaurants in order that they do not dominate a centre or limit the provision of a broad range of local shops that are needed to meet the needs of the local resident community;
- (d) To promote mixed-use development incorporating high quality residential use above ground level; and
- (e) To improve the quality of the built and pedestrian environment, particularly the interface between properties and land uses.

3.2.2 Planning Controls

- (a) The ground floor component of a mixed use building is to be used for a permitted non-residential use, with the exception of:
 - (i) Access areas for residential dwellings on upper levels;
 - (ii) Existing purpose built approved and occupied residential dwellings occupying the ground floor of a building; and
 - (iii) Where a site addresses a rear lane, the residential dwellings may address the rear lane at ground level but only where all other specific Local Village Centre planning controls have been satisfied.

- (b) Deep soil planting is to be located in internal courtyards;
- (c) Where a site addresses a rear lane, deep soil planting (in form of a 75l native tree or bush) is to be located at the rear lane;
- (d) Cafes and restaurants are limited as outlined in the individual centre controls identified in this plan;
- (e) Cafes and restaurants located in corner buildings, with side street frontage to residential streets are to orient the trade area, including any outdoor dining, to the commercial street;
- (f) Seating for cafes and restaurants is to be limited to the enclosed ground floor and, where considered appropriate, the footpath frontage, of buildings.
- (g) Building floors above ground and first floor are to be designed for permanent residential use only;
- (h) Carparking is to be located at basement level with vehicular access from side streets or rear lanes rather than the primary street frontage. Refer also to further controls on parking, etc, in Part I1, and within this Part;
- (i) Residential and low scale commercial office uses are acceptable at first floor level;
- (j) Commercial office uses may only take place where the building has been specifically designed, or acceptably adapted, for this use, including adequate separation from residential uses elsewhere in the building; and
- (k) Clearly separate and distinguish commercial and residential entries and vertical separation.

3.3 Public Domain Interface

3.3.1 Objectives:

- (a) To create well defined Local Village Centres, designed for retail trading, appropriate commercial uses and community activity at street level;
- (b) To ensure ground level retail frontage to the street edge;
- (c) To ensure interest and vitality by maintaining and encouraging a mix of predominately small scale individual retail outlets; and
- (d) To ensure original shop fronts, where they exist, are retained and restored.

3.3.2 Planning Controls:

- (a) Buildings are to be located to the front street alignment, with the exception of recommended upper level setbacks, nominated in the controls for each of the individual centres;
- (b) Where existing buildings are setback from the street and are to be refurbished, they are to be extended to the street edge at ground level, except listed heritage items and buildings of historic character;
- (c) Individual buildings are to have a clear street address where entries to upper levels are well defined at the ground floor address;
- (d) Both residential and commercial entries to the footpath are to comply with the controls in section 2.0 of Part J1;
- (e) New shop fronts are to be consistent in width and height with the predominant and historical character of the street, generally in the order of a maximum of approximately 9-10m in width (Refer to development standard 3.3.2 (l));
- (f) Shop fronts may include recessed entries and display windows, where these are included to provide useable display space and achieve the desired future character of the centre;
- (g) Shop fronts are to be made up predominantly of clear glazing with sill heights to be a maximum of 700mm above finished footpath level along street frontages;
- (h) Access to residential dwellings above ground level should not occupy more than 20% of the principal street frontage of any development;
- (i) There are to be no solid facades along the primary street frontage at ground level;
- (j) Vehicular entries into buildings are not permitted along the primary commercial street frontage of sites, except where contemplated in the planning controls for individual centres. Refer to further controls in Part I1. Where there is any inconsistency between this control and Part I1, this control prevails; and
- (k) Footpath dining associated with approved cafes and restaurants is to take place in accordance with the requirements on Part E3 – Footpath Seating For Restaurants and the adopted Local Village Centres Public Domain Improvement Plan for the respective centre.

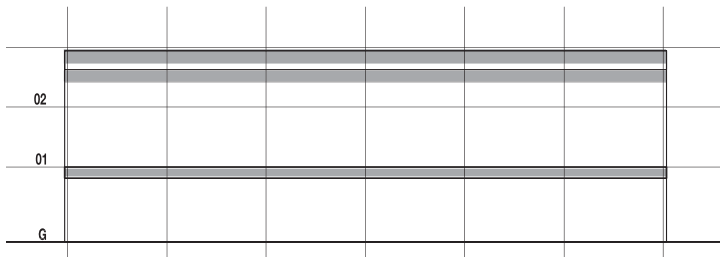
(l)



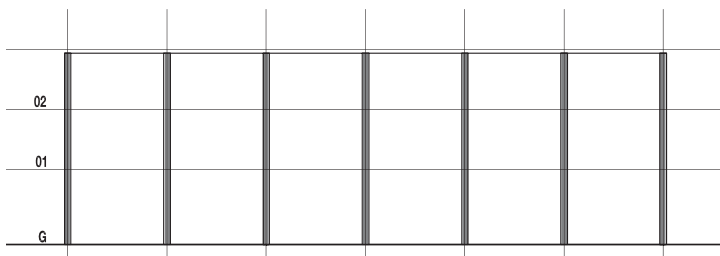
(i)



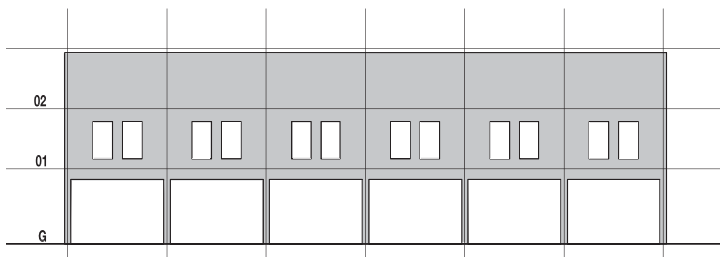
(ii)



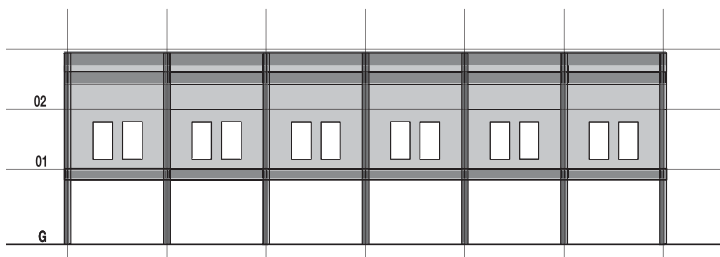
(iii)



(iv)



(v)



(vi)

Figure 2. From existing streetscape to possible infill development. Follow template for location of the caption.

The design of a development proposal is to have regard to the existing streetscape pattern by applying (ii) to (vi) below.

Existing streetscapes are to be analysed to understand the existing streetscape pattern. The pattern can be quantified simply by a height to width ratio. New buildings inserted into an existing streetscape should display similar aspect ratios. This ensures the overall pattern and rhythm of the strip is not negatively impacted by new infill development. (The adjacent diagram shows how this can be achieved.)

Horizontal datum points should be established. (The adjacent diagram shows how this can be achieved.)

The vertical divisions suggestive of lot subdivision should be referenced even if the development site is larger than the traditional lot sizes. (The adjacent diagram shows how this can be achieved.)

Older buildings display a solid to void ratio consistent with a glazed ground level and a more enclosed upper level. The upper levels of these buildings present as a single form with 'punched' openings generally in a masonry background. While a strict replication of this building form is not necessary any new buildings should display similar characteristics in regards to proportions and ratios. (The adjacent diagram shows how this can be achieved.)

The application of (i) to (v) above means that a pattern indicating an understanding of the existing streetscape building form can be quickly established so as to guide the direction of new infill development. (The adjacent diagram shows how this can be achieved.)

3.4 Built Form

3.4.1 Objectives

- (a) To ensure new and refurbished buildings are of an appropriate scale and design quality, achieving the desired future character of each of the centres;
- (b) To ensure development conserves and enhances buildings and locations of historic character;
- (c) To allow, in some locations identified as appropriate in individual centres, some increase in the height and scale of new development, in order to achieve the desired future character for the individual centre;
- (d) To ensure that buildings provide high quality internal environments for the occupants and users of the buildings;
- (e) In the case of development adjacent to buildings of historic character, to promote a complementary scale and form that enhances the character of the centre (refer to 3.3.2 (l));
- (f) In the case of corner buildings, to encourage massing and articulation in order to achieve the desired future character of individual centres;
- (g) To ensure good solar access and amenity to the public domain within the individual centres; and
- (h) To support excellence in contemporary design.

3.4.2 Planning Controls

- (a) Development is to be consistent with the planning controls relating to overall height, floor to ceiling heights and setbacks, outlined for each of the centres;
- (b) Ground floor retail depth must allow for adequate display and sales area as well as essential back-of-house storage and loading facilities. In total this must be a minimum of 8 - 10m in depth; and
- (c) The maximum building depth for floors above ground level, glazing line to glazing line is 18m. Refer to the control diagrams for each individual centre.

3.5 Building Façade Articulation

These objectives and controls must be read in conjunction with section 2.1 Retail Frontages in Part E1 - Retail and Commercial Premises.

Where there is an inconsistency between these Parts, the controls

held in this Part shall prevail.

3.5.1 Objectives

- (a) To ensure that buildings are designed and detailed to provide a strong street address, enhance the streetscape and achieve the desired future character of the relevant centre;
- (b) To reinforce the prevailing street pattern and rectilinear building forms as well as predominantly vertical proportion of bays, openings and windows (Refer to Development Standard 3.3.2 (l));
- (c) To maintain and promote the vertical emphasis of the narrow built forms (Refer to Development Standard 3.3.2 (l));
- (d) To actively support excellence in contemporary design, respecting buildings of historic character with contemporary infill development which does not mimic but builds on the principles of the structure of the streetscape pattern.
- (e) To ensure ground level building frontages are active, open and inviting;
- (f) To reinforce the historic street and subdivision pattern and building articulation to ensure that the rhythm of older street patterns is maintained and enhanced; and
- (g) To ensure that, where the amalgamation of sites occurs to achieve a singular larger development area, the rhythmic pedestrian street experience is not lost.

3.5.2 Planning Controls

- (a) New buildings should display proportions which respect and build upon proportions similar to the adjoining streetscape and building forms (Refer to Development Standard 3.3.2 (l));
- (b) New buildings should draw on the predominant pattern of the existing streetscape. They are to be open and glazed at the street level, have an emphasis toward a singular more enclosed building form at the upper levels and be capped by a lighter more articulated element;
- (c) Balconies to the street facade are to be recessed behind the principal building facade;
- (d) Balustrades to balconies fronting the street are to be predominantly solid with minimal or no glass; and
- (e) Development directly adjoining buildings of historic character are to be designed so as to respect the hierarchy of the adjoining facade articulation (Refer to Development Standard 3.3.2 (l));

3.6 Buildings of Historic Character

3.6.1 Objectives

- (a) To protect and maintain the historical identity of each of the individual local centres;
- (b) To protect individual buildings that are considered to be of historic character in each of the centres;
- (c) To encourage the ongoing and adaptive re-use of buildings of historic character; and
- (d) To allow for new development in the individual centres that complements the character and scale of buildings of historic character.

Note: Buildings of historic character are identified in column diagrams between sections 4.0 and 15.0 of this Part.

3.6.2 Planning controls

- (a) Identified buildings of historic character, as detailed in the planning controls for each of the individual local centres, are encouraged to be retained;
- (b) Where the building form, detailing or use of individual buildings of historic character have been inappropriately altered and changed, any application to upgrade or re-use the buildings must clearly demonstrate that the architectural and streetscape value of the building will be enhanced by the proposal;
- (c) Any application to demolish an identified building of historic character must clearly demonstrate that a replacement building will possess equal or higher quality contributory value with respect to streetscape, character, architectural design, material quality and construction; and
- (d) New development adjacent to buildings of historic character must be sympathetic in scale, alignment, detailing and materials (Refer to Development Standard 3.3.2 (I));

3.7 Signage and Advertising

These objectives and controls for signage and advertising must be read in conjunction with Part E2 - Advertising and Signage. Where there is any inconsistency between these Parts, this Part prevails.

3.7.1 Objectives

- (a) To introduce new controls for signage and advertising for the local village centres.

- (b) To ensure that signage and advertising is compatible with the architectural design of buildings and contributes to achieving the desired future character of the relevant local centre;
- (c) To minimise visual clutter and protect the visual quality of the streetscape and the public domain in each of the local centres;
- (d) To minimise the impact of signage and advertising on residential properties within and adjacent to the local centres; and
- (e) To prevent excessive and obtrusive signage, advertising and illumination of shop fronts and buildings.

3.7.2 Planning Controls

- (a) Advertising signage on buildings and shop fronts must only relate to businesses operating within the same building or shop;
- (b) Signage and advertising must be contained to the ground floor and awning level only. Above ground floor and awning level the only form of signage permissible is in the form of building identification;
- (c) Signage is to be integrated into the architectural design of the individual building, awning or shop front. The signage must complement the materials, fenestration, colours and architectural features of the relevant building, awning or shop front, without dominating or compromising the integrity of these components;
- (d) Where possible, signage is to be located primarily on the awning fascia and under the awning;
- (e) Suspended under awning signs must allow a minimum clearance to footpath level of 2.7m;
- (f) No advertising is permissible on the public footpath or in the public domain unless incorporated into bus shelters, kiosks and the like, permitted by the Council or a public authority;
- (g) Animated or flashing signs and associated flashing lights are not permissible;
- (h) Where multiple occupancies exist within a single building or shop front, a coordinated scheme for all advertising and signage will be required. Uncoordinated and ad-hoc advertising and signage, competing for space and attention will not be accepted or approved by the Council;
- (i) Illuminated signage is to have no direct adverse impact on the amenity of residential properties within or adjacent to the local

centre;

- (j) Electrical conduits to illuminated signs are to be concealed or integrated into the relevant sign; and

Note: The types of signage on buildings that relate to this section are diagrammatically illustrated in Part E2.

3.8 Building Services and Site Facilities

Building services and site facilities for the purposes of this Part relate to:

- Garbage and recycling collection and storage areas;
- Basement storage areas;
- Mail boxes;
- Laundry facilities; and
- Clothes drying areas.

The controls on waste management for the Waverley LGA held in Part G1 - Site Waste Minimisation and Management must also be considered. Where there is an inconsistency between the controls held in Part G1 and this section, the controls in this section prevail.

3.8.1 Objectives

- (a) To ensure that adequate provision is made for essential building services and facilities on site, integrated into the overall design and planning of the building;
- (b) To ensure that the services and facilities are unobtrusive and do not detrimentally impact on the appearance of the buildings or the view of the buildings from the public domain or adjoining residential properties; and
- (c) To ensure that the use and operation of the building services and facilities does not unacceptably impact on the residential amenity of adjoining residential properties.

3.8.2 Planning Controls

- (a) Garbage and recycling storage and collection areas, and the structures in which they are contained, are not to be visible from the public domain;
- (b) Setbacks at ground level at the rear are not to be used at all for any purposes associated with storage of waste or recycling material, such as garbage rooms or bottle storage. Buildings are to be designed and used in a manner that ensures that these activities are wholly contained within the building proper. The only exception is for the regular collection of waste and recycling from the rear, in the event of rear lane access. Where a setback at the rear at ground level is provided, it is to be

- designed and maintained as a landscaped buffer between the subject site and the adjoining property(ies) to the rear;
- (c) The rear of buildings, at ground level, where they back directly on to residential properties or uses are to be designed to be effectively 'sealed' at the rear, in order that noise and odour transmission from the rear of these premises does not occur in any form that detracts from the amenity of the adjoining residential properties;
 - (d) New and refurbished buildings must incorporate venting from ground floor premises in a way that does not result in the transfer of cooking odours impacting on residential properties within the same site/building or neighbouring and adjacent residential properties;
 - (e) Air-conditioning units, exhaust fluing, mechanical ventilation ducting, including venting and exhaust structures and equipment associated with ground floor food premises such as cafes and restaurants and the like, are not to be located in front of the front building line or in places clearly visible to the main street frontage or any adjoining or nearby residential properties should be integrated into the building proper;
 - (f) Mixed use buildings are to be provided with sound proof materials between the commercial and residential level.
 - (g) Mail boxes are to be centrally located accessible by Mail Deliverers and integrated into the major entry to the relevant building;
 - (h) Mixed use buildings are to be provided with one only common television antenna and/or satellite dish, which is to be unobtrusive in appearance when viewed from the public domain; and
 - (i) Residential units within mixed use developments are to be provided with laundry facilities and at least one external clothes drying area, not visible from the public domain.

4.0 BRONTE BEACH NEIGHBOURHOOD CENTRE



Figure 3. Local Village Centre: Bronte Beach, Neighbourhood Centre.

Bronte has two distinct local centres – those shops along Macpherson Street and the buildings at Bronte Beach. Section 5.0 addresses the Bronte (Macpherson Street) Neighbourhood Centre while this section addresses the Bronte Beach Neighbourhood Centre.

Refer to Figure 3 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

4.1 Existing Character & Built Form

This Bronte Beach Neighbourhood Centre is typified by a single stretch of two (2) to three (3) storey mixed-use, largely Interwar, buildings with retail frontage at ground level under continuous awnings. Upper storeys (that is, storeys above ground level) are used for residential purposes.

Whilst there are street awnings those to the western end of the strip are less consistent and successful than those to the eastern end. At the western end both glass and canvas awnings exist which vary from the overall uniform character of the pedestrian experience established at the eastern end.

All buildings of historical character are of brick construction, with painted, rendered, and/or face brick finishes.



Figure 4. Bronte Beach Neighbourhood Centre.
■ Indicates buildings of historical character

Two shops located at 481-485 and 487-491 Bronte Road, possess intact original shop fronts, while 463-467 Bronte Road provides an example of a contemporary infill building, with a setback upper storey, open commercial spaces at ground floor, appropriate openings on upper storeys and a contemporary awning.

Significant views (some partly screened by trees along the bus terminus) of the Bronte Beach, Bronte Park and the ocean are possible from all points along this section of Bronte Road.

This local village centre has become dominated by cafes at this time.

Refer to the column diagram held at Figure 4.

4.2 Desired Future Character Objectives

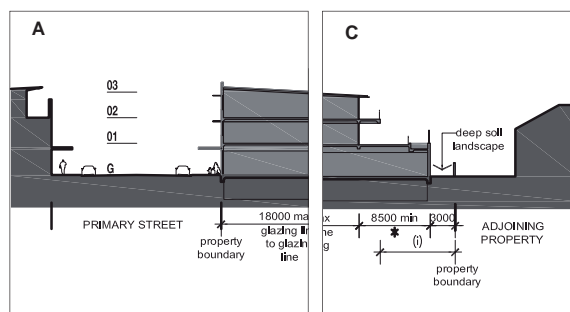
- (a) To ensure that development complements the heights, scale and street rhythm of identified buildings of historical character along Bronte Road.
- (b) To maintain the built form arising from the historical subdivision pattern and the small shop character at street level.
- (c) To maintain the built character of small shops originally built to supply the local residents, together with shop-top housing.
- (d) To ensure the fabric and character of the interwar buildings and shop-fronts are maintained.

4.3 Planning Controls

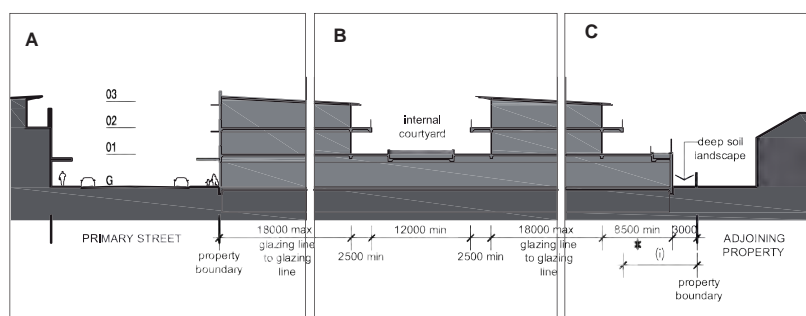
Lots shaded grey should conform to the control diagrams and controls held below in (a)(i) to (a)(vi).



- (a)(i) Control diagram: typical building section - single street frontage shallow site. Components 'A' and 'C' are detailed below in (a)(iii) and (a)(v).

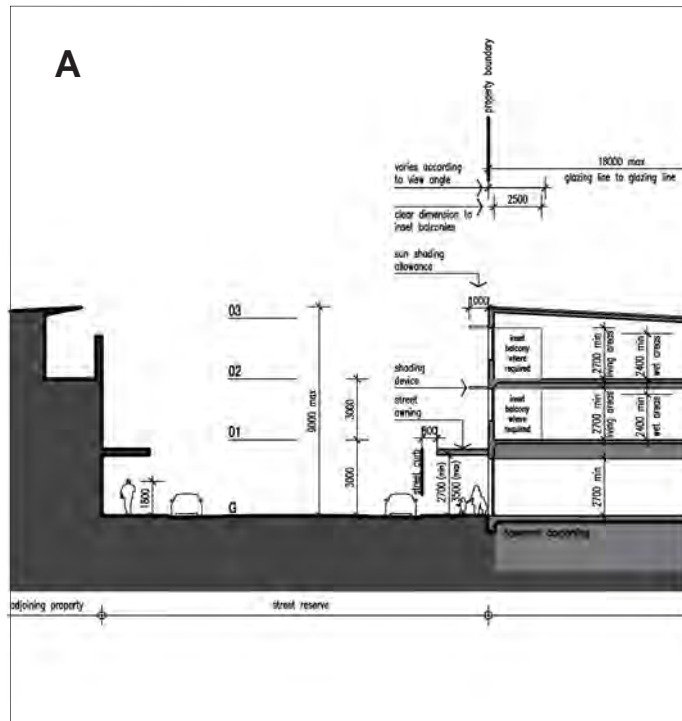


- (a)(ii) Control diagram: typical building section - single street frontage - deep site. The 'A', 'B' and 'C' components of this diagram are detailed below in (a)(iii) to (a)(v).

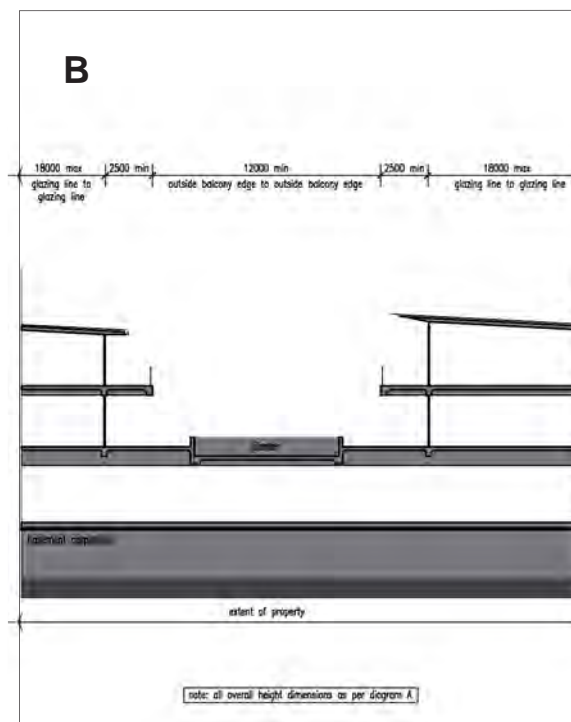


Dimension marked * may be varied where a figured dimension is given in 4.3(b) indicating an overall dimension (i). In all other cases dimension * is a minimum.

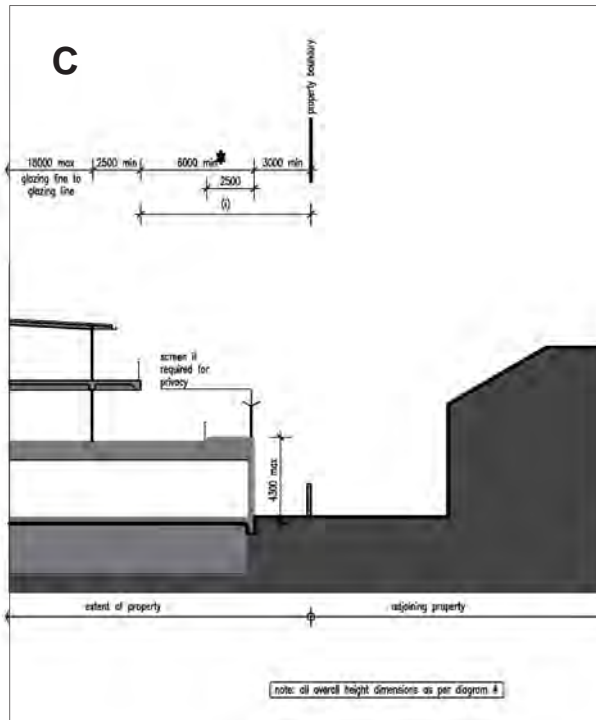
- (a)(iii) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (a)(iv) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.



- (a)(v) Control diagram: building depth and other controls at the rear boundary with adjoining property.



Dimension marked * may be varied where a figured dimension is given in 4.3(b) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b) The control diagram shows the approximate built form footprint outcome as a result of the previous control diagrams. These footprints do not alter applicable floor space ratios (FSRs) held in clause 27 of Waverley LEP 1996. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

5.0 BRONTE (MACPHERSON STREET) NEIGHBOURHOOD CENTRE



Figure 5. Local Village Centre: Macpherson Street, Neighbourhood Centre.

The Bronte local village centre on Macpherson Street is divided into two distinct locations - the western end in the vicinity of Lugal Street and the eastern end in the vicinity of St Thomas Street.

Refer to Figure 5 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

For the purpose of this section, the eastern and western ends of the street will be treated as one centre albeit with some references and controls targeted to the specific ends of the centre.

5.1 Existing Character & Built Form

The Macpherson Street local village centre provides approximately 60 small commercial premises spread out along the length of the street, stretching from Leichhardt Street in the West to St Thomas Street in the East. The range of shops provide for the daily needs of the local community. To the East, near St Thomas Street, the building stock along the ridge-top road is characterised by three (3) storey, mixed-use masonry buildings of diverse styles, both pre-War (c1900) and Interwar. Characteristic buildings have ground floor shops under continuous awnings, residential upper storeys, and some possess intact shop-fronts, or some original elements.

A number of buildings at the west end are higher density residential buildings, while other buildings retain original shop-fronts. Intrusive

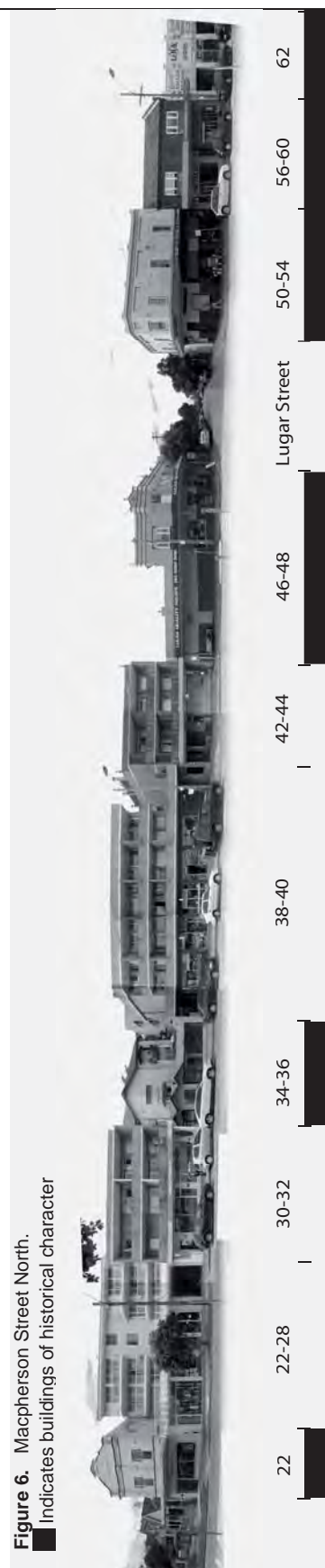


Figure 6. Macpherson Street North. Indicates buildings of historical character

buildings along Macpherson Street include multi-storey residential and large non-residential buildings.

To the West, near Lugar Street, the area is characterised by two (2) storey Interwar commercial buildings of masonry construction, with both decorative face brick and rendered and painted finishes.

Significant views of the ocean exist east along Macpherson Street and to Clovelly looking south from the junction of Macpherson and St Thomas Streets.

Simpson and Macpherson parks are located at the junctions of Macpherson Street with Firth and Carlton streets. These contribute significantly to the character of the centre, allowing clear southern vistas and valued open space. The existing buildings are of two (2) to three (3) storey height.

Refer to column diagrams held at Figures 6 to 9.

5.2 Desired Future Character Objectives

- (a) To ensure that development complements the heights, scale and street rhythm of identified buildings of historical character along Macpherson Street.
- (b) To maintain the built form arising from the historical subdivision pattern and the small shop character at street level.
- (c) To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above.
- (d) To support, maintain and expand upon the diverse mix of local shops and services that provide the day to day needs of the local residential community.
- (e) To encourage on sites and locations consisting of intrusive buildings new development that will improve the streetscape, built form and character of Macpherson Street.
- (f) Maintain the public views and outlook at the eastern end of the centre, as well as outlook over open space at western end of the centre.
- (g) Enhance the pedestrian environment along Macpherson Street.
- (h) The Bronte RSL is an important community building and considered to be a key site in the centre. Due to a difference in ground levels between the two (2) street frontages of the site, it is appropriate that any future building is stepped down so that the planning controls (b)(iv) and (b)(viii) are complied with at the rear boundary.



Figure 7. Macpherson Street South.
Indicates buildings of historical character

5.3 Planning Controls

- (a) Cafes and restaurants, including fast-food take-away restaurants must not constitute more than 20% (being the combined total of the two) of shop-fronts or activities along the frontage of any part of the street between the corners of two other streets;
- (b) Lots shaded grey may conform to the following control diagrams and controls held below in (b)(i) to (b)(viii).



Council may give consideration to the height variation as shown in the elevations below, provided the guidelines held at Annexure F5 - 1 are also applied.

The building footprints held in control diagram 5.3(d) also apply to this variation.

- (b)(i) Control diagram: typical building section - single street frontage - shallow site. The 'A' and 'C' components of this control diagram are detailed below in diagrams (b)(v) and (b)(vii).

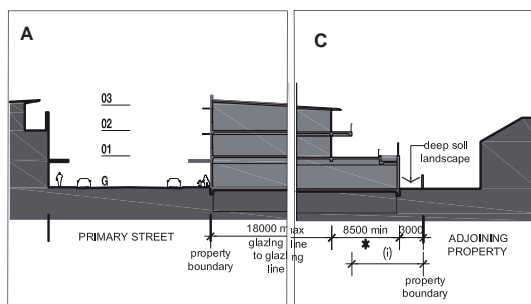
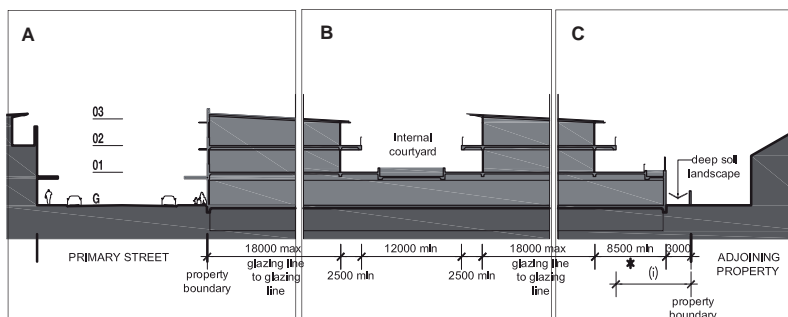


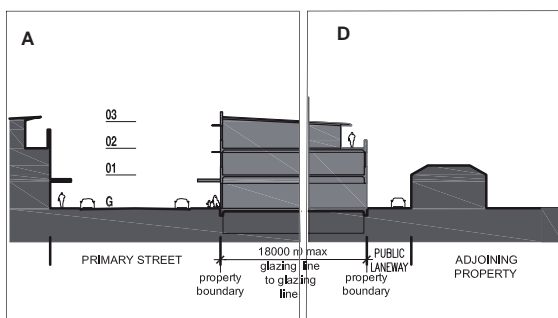
Figure 8. Macpherson Street North. ■ Indicates buildings of historical character

- (b)(ii) Control diagram: typical building section - single street frontage deep site. The 'A', 'B' and 'C' components of this control diagram are detailed below in (b)(v), (b)(vi) and (b)(vii).



Dimension marked * may be varied where a figured dimension is given in 5.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b)(iii) Control diagram: typical building section - dual street frontage - shallow site. The 'A' and 'D' components of this control diagram are detailed below in (b)(v) and (b)(viii).



- (b)(iv) Control diagram: typical building section - dual street frontage - deep site. The 'A', 'B' and 'D' components of this control diagram are detailed below in (b)(v), (b)(vi) and (b)(viii).

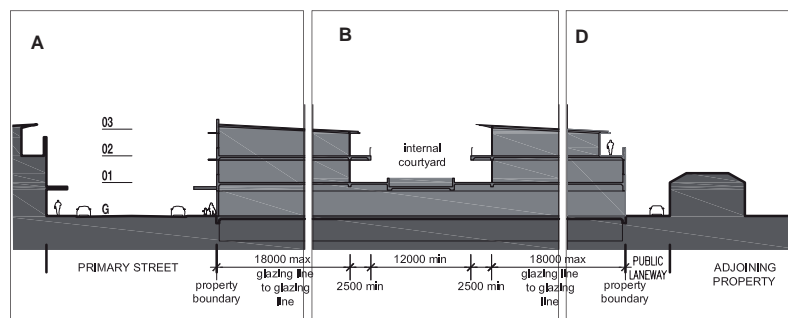
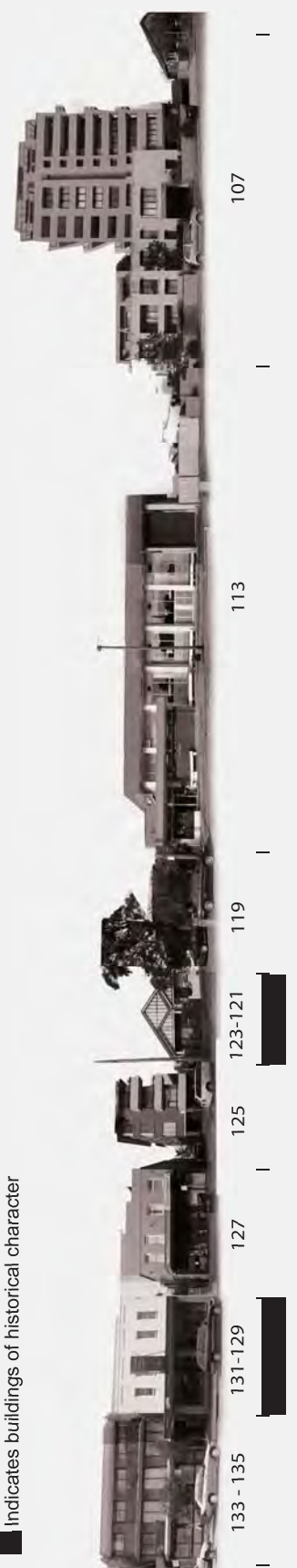
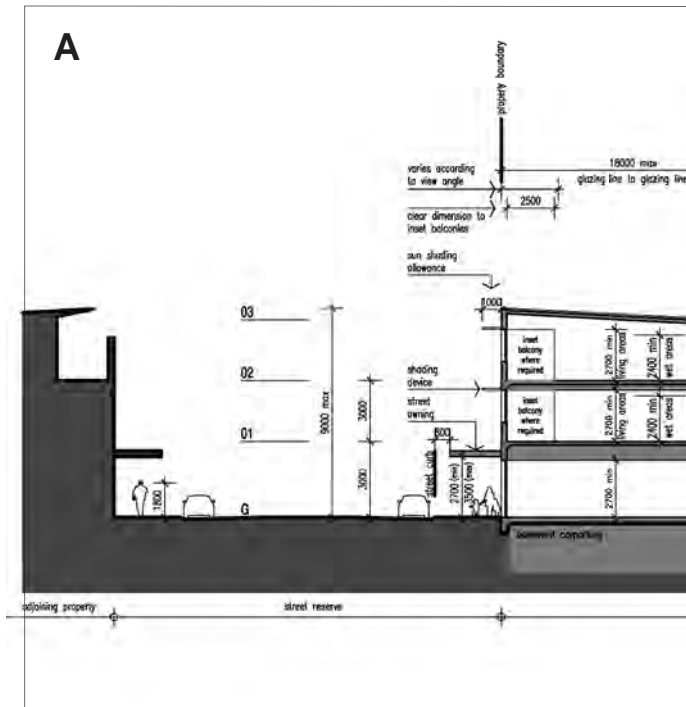


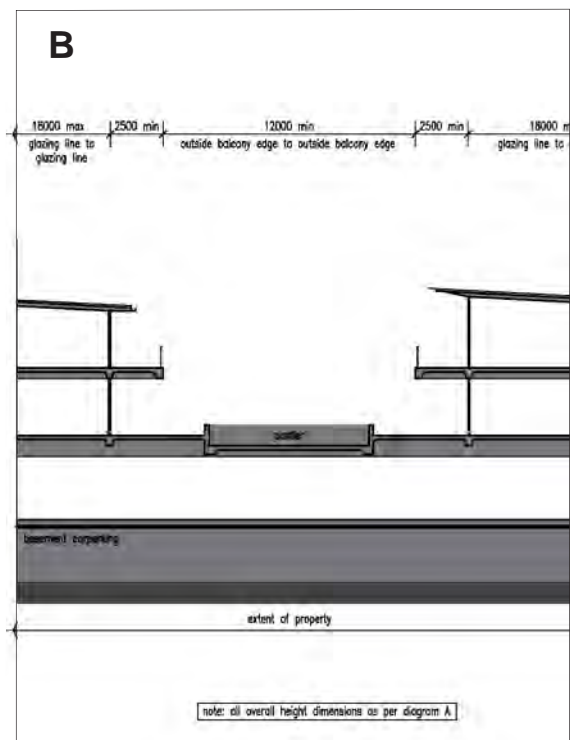
Figure 9. Macpherson Street.
■ Indicates buildings of historical character



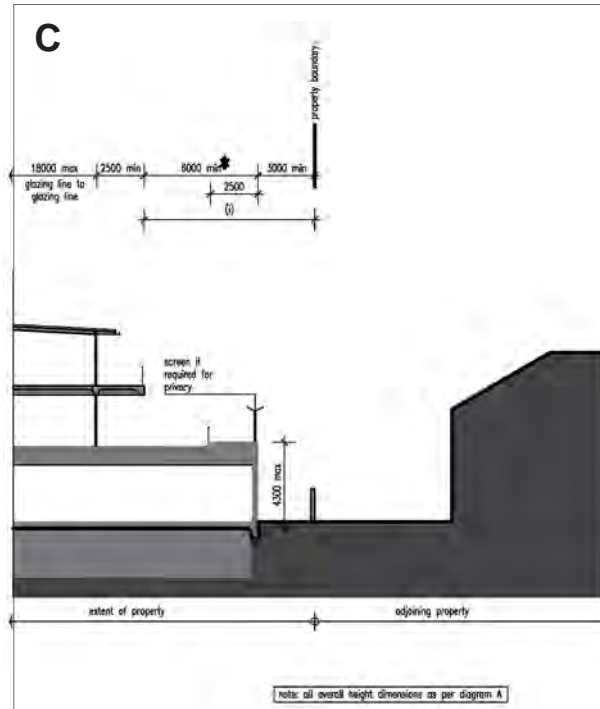
- (b)(v) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (b)(vi) Control diagram: building depth and other controls between front and rear boundaries for deep sites.

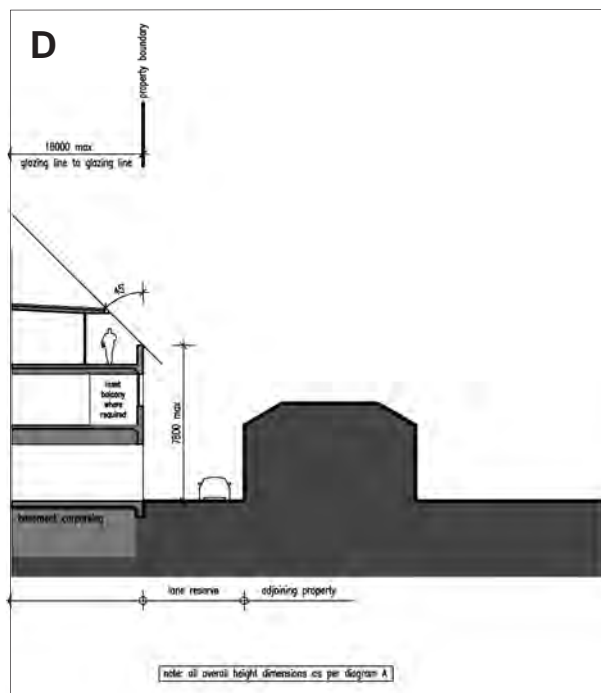


- (b)(vii) Control diagram: building depth and other controls at the rear boundary with adjoining property.



Dimension marked * may be varied where a figured dimension is given in 5.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b)(viii) Control diagram: building depth and other controls at the rear boundary over laneway.



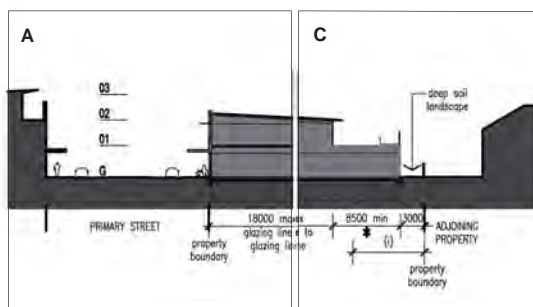
- (c) Lots shaded grey may conform to the following control diagrams and controls held below at (c)(i) to (c)(viii).



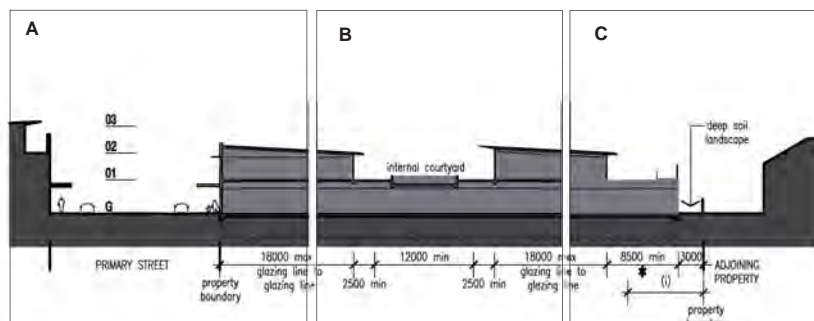
Council may give consideration to the height variation as shown in the elevations below, provided the guidelines held at Annexure F5 - 1 are also applied.

The building footprints held in control diagram 5.3(d) also apply to this variation.

- (c)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed in control diagrams (c)(v) and (c)(vii).

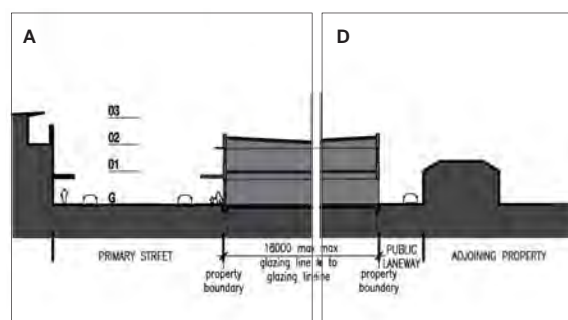


- (c)(ii) Control diagram: typical building section - single street frontage-deep site. Components 'A', 'B' and 'C' are detailed below in control diagrams (c)(v), (c)(vi) and (c)(vii).

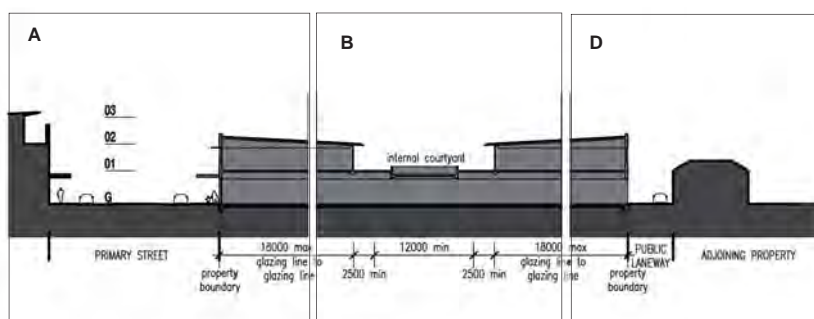


Dimension marked * may be varied where a figured dimension is given in 5.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

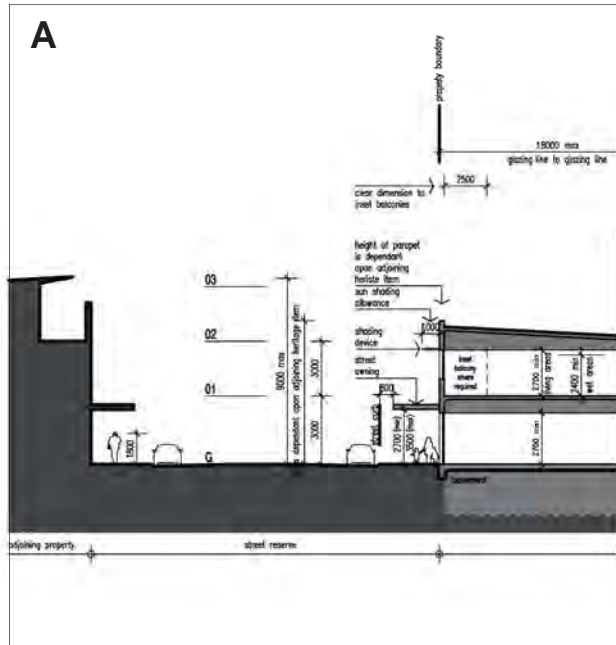
- (c)(iii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed below at control diagrams (c)(v) and (c)(viii).



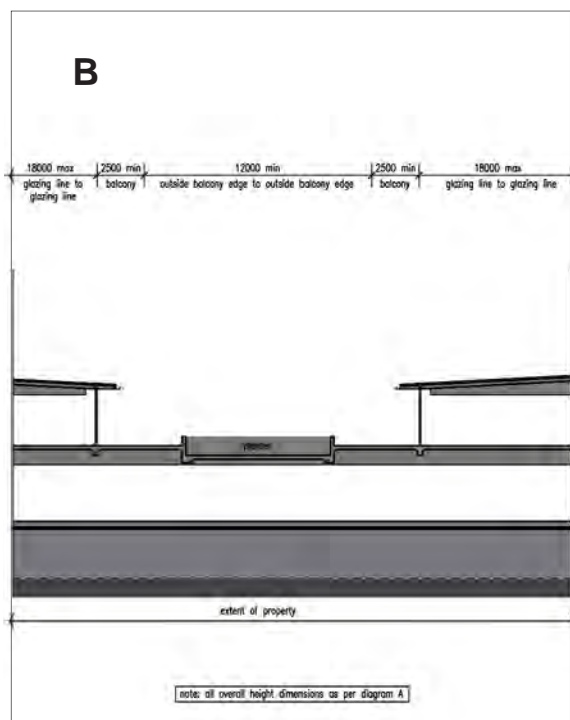
- (c)(iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed below at control diagrams (c)(v), (c)(vi) and (c)(viii).



- (c)(v) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (c)(vi) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.



- (d) The control diagram below indicates an approximate built form footprint outcome as a result of the control diagrams held in sections (b) and (c). These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

6.0 CHARING CROSS SMALL VILLAGE



Figure 10. Local Village Centre: Charing Cross, Small Village.

The Charing Cross local village centre is located along a strip of Bronte Road connecting the eastern beaches, Bondi Junction, Centennial Park and the City. Refer to Figure 10 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

Heritage inventory sheets are included in Annexure F5-2. Heritage controls for the Charing Cross Conservation Area (held in Part H2) also apply. However, where there is an inconsistency between the two Parts, the controls in this Part prevail.

6.1 Existing Character & Built Form

The centre has a diverse range of local shops and services that support the daily needs of local residents and also workers and visitors who frequent the area. The centre has a "high street" character, supporting the local commercial strip as well a major public transport route to and from the City.

The centre continues to fulfil a valuable social role and meeting place for local residents and for the children attending and travelling to the surrounding schools. The diverse local population also includes aged housing within the centre.



Figure 11. Bronte Road East.
■ Indicates buildings of historical character

The centre is contained within an existing Heritage Conservation Area, listed in the Waverley LEP 1996, reflecting of the high heritage significance of the centre. The area maintains a two (2) storey character, with near-complete rows of highly intact Federation terraces (with continuous lateral pitched roofs) and Victorian terraces (with ornate parapet), interspersed with some examples of two storey Interwar and Art Deco apartments.

These buildings of historic character are all of masonry construction, many with painted plaster render with highly decorative finishes. The buildings are mixed-use and maintain a consistent retail ground floor with residential upper storeys and also support awnings over the entire pavement width.

Narrow passages between terraced groups give access to the rear of properties and laneways. Buildings address Bronte Road and do not address the laneways, although some newer buildings have not maintained this approach to the detriment of the Bronte Road streetscape.

In most terraced areas, lot size is regular and narrow in width; however, in redeveloped areas, this has been modified to form irregular divisions.

Numerous buildings within this area possess elements of, or largely intact, original shop fronts. Many others preserve the original entry configuration (i.e. with inset doorway to one side) reconstructed with contemporary materials.

Several buildings of historic character, particularly conjoined terraces, are clearly discernable as 'ensembles', including:

- (a) nine terraces at 15-31 Albion Street;
- (b) six terraces at 3-13 Albion Street;
- (c) three terraces at 279-283 Bronte Road;
- (d) two terraces at 275-277 Bronte Road;
- (e) three terraces at 269-273 Bronte Road;
- (f) ten terraces at 245-263 Bronte Road;
- (g) two terraces at 272-274 Bronte Road;
- (h) four terraces at 296-302 Bronte Road); and
- (i) six terraces at 316-326 Bronte Road, including No. 316 Bronte Road, with a retained façade but with rear demolished.

Refer also to column diagrams held at Figures 11 to 18.

Important views of historic buildings, available from the public domain, include those of the St Mary's Immaculate Catholic Church and associated buildings (a listed State Heritage group), viewed across the community centre at 280-282 Bronte Road.

Appreciation of the high heritage quality of the building stock of this area is compromised by intrusive suspended power lines and the placement above the line of awnings of other built elements such as



Figure 12. Bronte Road East.

Indicates buildings of historical character

advertising structures and air conditioning units.

Buildings are of different colour in this area which positively contributes to the character of the area. Where a number of adjoining buildings have been painted the same colour the scale and rhythm of the street has been diminished.

The Eastern Suburbs Legion Club is an important community based use in the centre, although the building is an intrusive element in the existing Conservation Area.

At present the public domain is not particularly well defined, blurring into the adjacent residential areas, particularly at the northern and southern ends of the high street.

6.2 Desired Future Character Objectives

- (a) To ensure that new development complements the height, scale, design and streetscape rhythm of buildings of historic character along Bronte Road;
- (b) To limit the scale of redevelopment and infill development at the street edge to match the height of the existing heritage parapet façades and roof lines, with setbacks to further levels where appropriate;
- (c) To ensure that the design of infill development remains consistent with the regular division of frontages, where regular divisions occur;
- (d) To ensure an integrated approach and consistent treatment to the conservation of terrace groups of buildings of historic character;
- (e) To conserve and restore, where possible and appropriate, original shop fronts;
- (f) To minimise 'visual clutter' through control of peripheral building elements;
- (g) To encourage the conservation of historic architectural details and reconstruction of missing or degraded elements;
- (h) To maintain and encourage mixed use development with ground floor local shops and services and residential uses above;
- (i) To maintain the ground floor small shops character of the centre;
- (j) To support, maintain and expand upon the diverse mix of local shops and services that provide the day to day needs of the local residential community;



- (k) To enhance the pedestrian environment along Bronte Road;
- (l) To maintain the continuity of awnings where present;
- (m) To maintain Bronte Road as the primary streetscape in the centre with lanes and side passages as secondary frontages; and
- (n) Within the Charing Cross local village centre there exists one 'Key' site at 282 Bronte Road. Indicated as * in section 6.3(n) This site has the potential to be an important public open space.

6.3 Planning Controls

- (a) Alterations to individual shop facades above awning level are not permitted where that facade is part of an homogeneous or symmetrical group of buildings of historic character;
- (b) Development of existing buildings of historic character must result in facade elements above awning level such as windows, parapets, balconies and ornamental detailing being retained, and where necessary, restored;
- (c) Development must result in the facade at the street alignment comprising a canopied shop front at ground level, and first floor facade above the awning. The height of the building at the facade shall take into consideration existing parapets and other facade details of established surrounding development;
- (d) Developments on corner sites with major street frontages are to be designed to accentuate the corner, and provide the transition between one streetscape and the next. Existing corner splays shall be retained. These provisions do not apply to laneways, driveways and side passages;
- (e) New development is to incorporate façade proportions, modulation and fenestration as outlined in planning control 3.3.2(l). Such development is to be designed to be compatible with the historic character of the existing streetscape. New development must complement the existing buildings, based on the following:
 - (i) height and alignment of adjacent buildings;
 - (ii) lining up major horizontal elements (eaves/parapets, window sills, and/or heads);
 - (iii) repeating the major vertical bay widths/rhythms established by adjacent buildings;
 - (iv) matching general proportions/forms of facade modulation of adjacent buildings, particularly fenestration and balcony elements;
 - (v) using materials similar to, or otherwise compatible width, the existing context (generally rendered or



Figure 14. Albion Street.

painted masonry);

- (f) Development involving buildings with original shop fronts must result in the shop fronts being retained, and where required, restored;
- (g) Development involving the erection of a new shop front is to ensure that it is simply detailed with large areas of glazing and narrow mullions/framing;
- (h) Development must result in the front façade at first floor level having a solid masonry finish, and shall be either smooth rendered, or bagged and painted;
- (i) Awnings to buildings are to be provided in accordance with the details provided in the diagrams below;
- (j) New development is to be provided with any necessary vehicular access from an available rear lane or secondary street frontage. Where Council agrees that vehicular access is necessary from the primary street frontage, being Bronte Road, the building design must include an over pediment or feature to reduce disruption to the existing façade. This control must be read in conjunction with Parts H2 and I1;
- (k) New development requiring a necessary vehicular access from Bronte Road must incorporate a driveway pediment with a maximum clearance of 4.3m, aligned with adjacent string courses, awning, or parapet heights. Vehicle entrances are to be a maximum 3.3m in width. This control must also be read in conjunction with Parts H2 and I1;
- (l) New development is to facilitate cable bundling and incorporate design for the reduction of above ground services; and
- (m) Cafes and restaurants, including fast-food take-away restaurants must not constitute more than 20% (being the combined total of the two) of shopfronts or activities along the frontage of any part of the street between the corners of two other streets.



Figure 15. Bronte Road West.

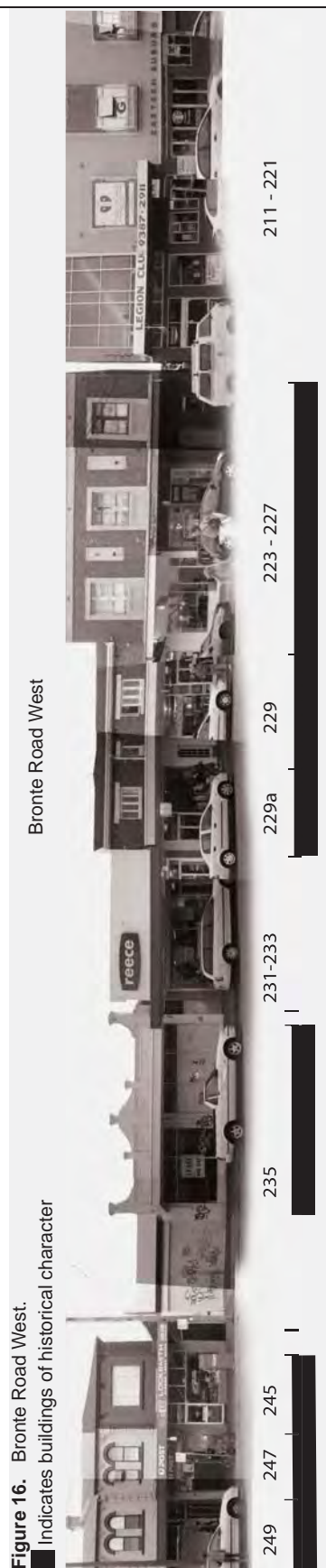
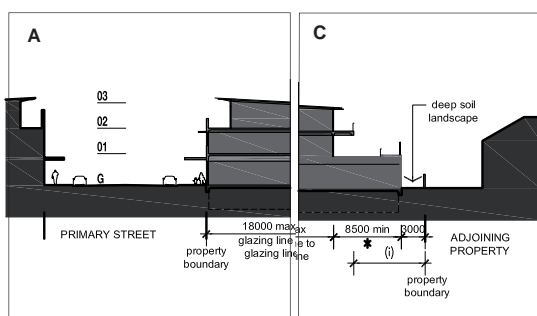
Indicates buildings of historical character

- (n) Lots shaded grey should conform to the following control diagrams and controls held below in (n)(i) to (n)(viii).

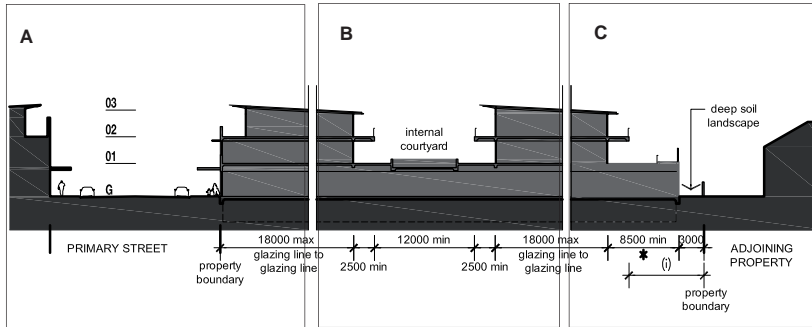


The following sign marked * indicates a key site. Refer section 6.2(n) for the desired future character objective.

- (n)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in control diagrams (n)(v) and (n)(vii).

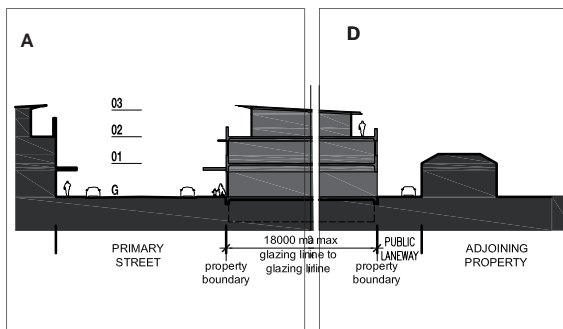


- (n)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed in control diagrams (n)(v), (n)(vi) and (n)(vii).



Dimension marked * may be varied where a figured dimension is given in 6.3(w) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (n)(iii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed below in control diagrams (n)(v) and (n)(viii).



- (n)(iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed in control diagrams (n)(v), (n)(vi) and (n)(viii).

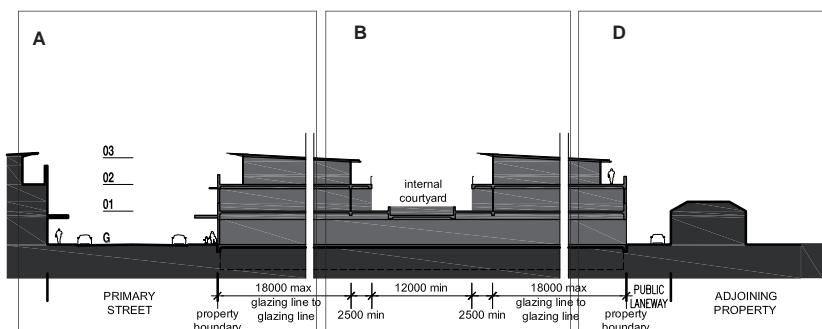
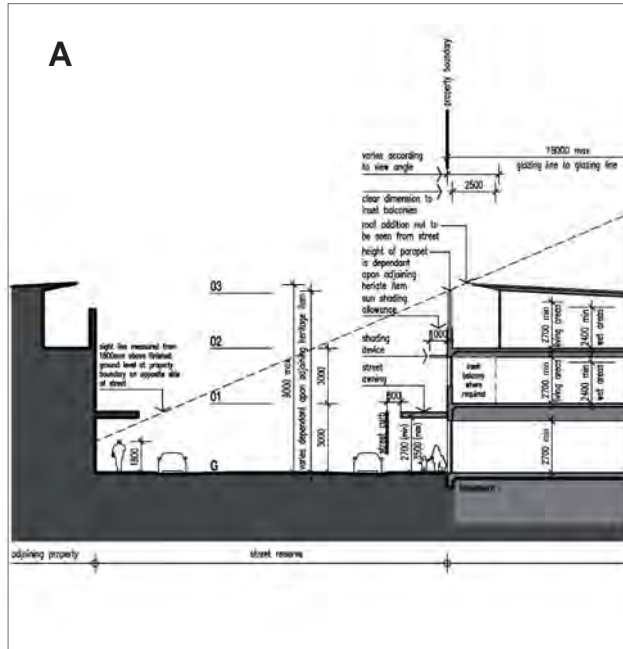


Figure 17. Bronte Road West.
Indicates buildings of historical character



- (n)(v) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (n)(vi) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.

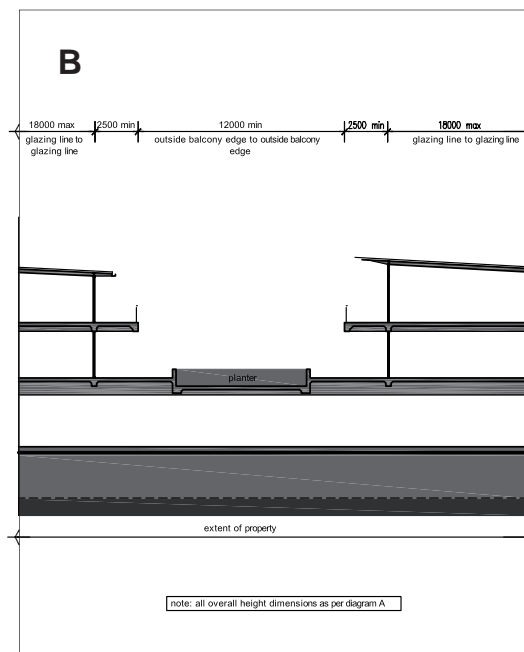
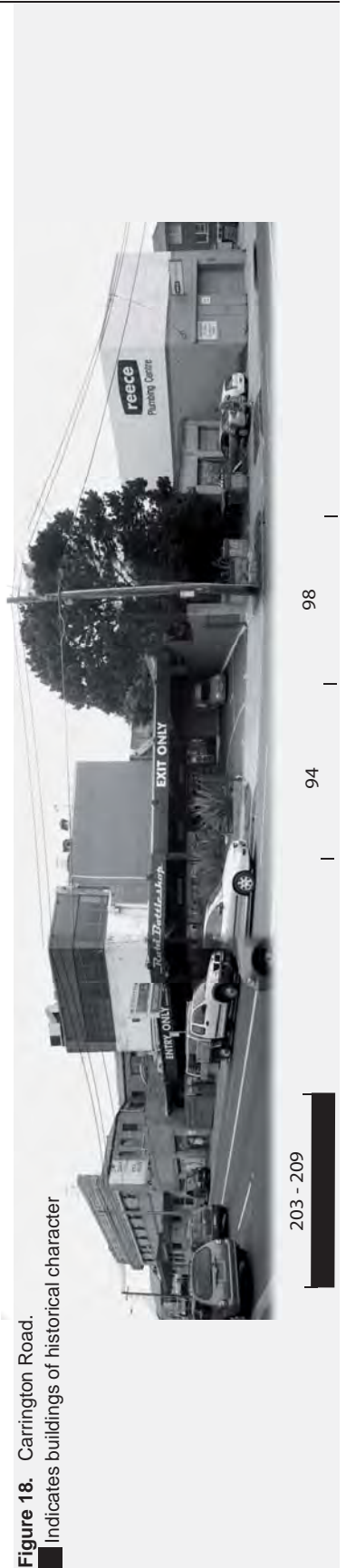
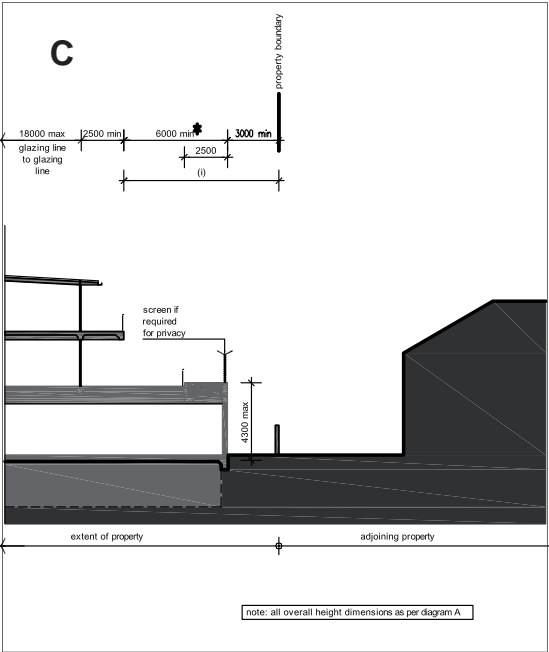


Figure 18. Carrington Road.
Indicates buildings of historical character

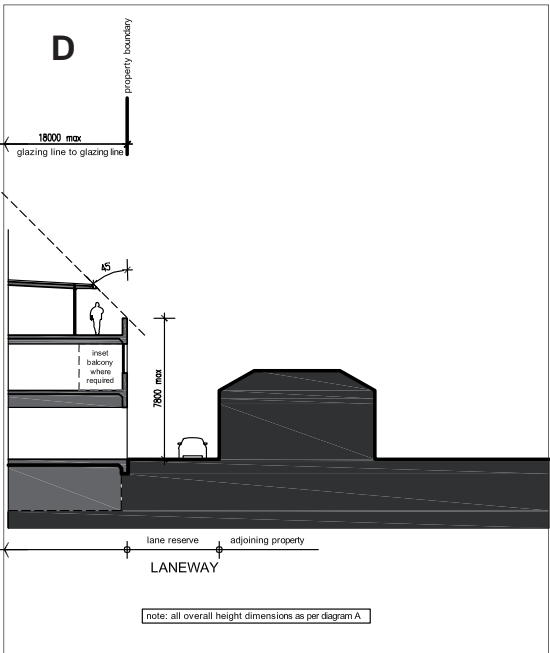


(n)(vii) Control diagram: building depth and other controls at the rear boundary to an adjoining property.



Dimension marked * may be varied where a figured dimension is given in 6.3(o) indicating an overall dimension (i). In all other cases dimension * is a minimum.

(n)(viii) Control diagram: building depth and other controls at the rear boundary over laneway.



- (o) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams in this section. These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

7.0 MURRAY STREET NEIGHBOURHOOD CENTRE



Figure 19. Local Village Centre: Murray Street, Neighbourhood Centre.

This centre is made up of a collection of four (4) shops located at the intersection of Belgrave and Murray Streets. Refer to Figure 19 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

7.1 Existing Character and Built Form

The centre is surrounded by predominantly small lot and medium density residential housing and though the centre is small, it serves the local residential catchment and passing trade from the Bronte Public School (located towards the south).

This area has a modern, post-war suburban character, with few clear historical elements and varied building typology.

45 Belgrave Street is a two storey mixed-use, red brick corner shop, while 47-49 Belgrave Street are Federation shops and housing.

There are 'pocket' parks at the opposite corners to these buildings which provide a landscape feature to the area. Refer to the column diagram shown at Figure 20.

The 'shop house' buildings of 47-49 Belgrave Street are of a scale and detail appropriate to the location and provide a degree of character to the area.



Figure 20. Belgrave Street South.
■ Indicates buildings of historical character

7.2 Desired Future Character Objectives

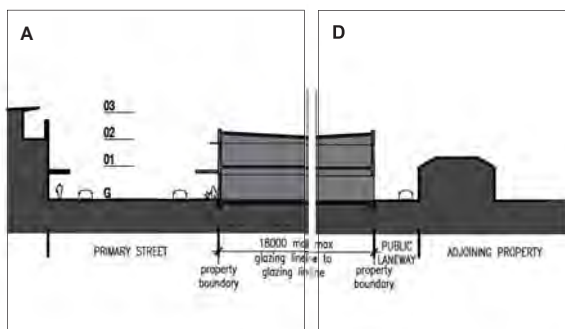
- (a) To maintain the existing scale of the small centre.
- (b) To maintain mixed use developments in the centre, with ground floor local shops and services and upper level residential use.
- (c) To maintain, and where possible in the future, enhance, the range of local shops and services to meet the day to day needs of local residents.
- (d) To limit the number and location of cafes in the centre.
- (e) To maintain and enhance the pedestrian environment and existing public open space.

7.3 Planning Controls

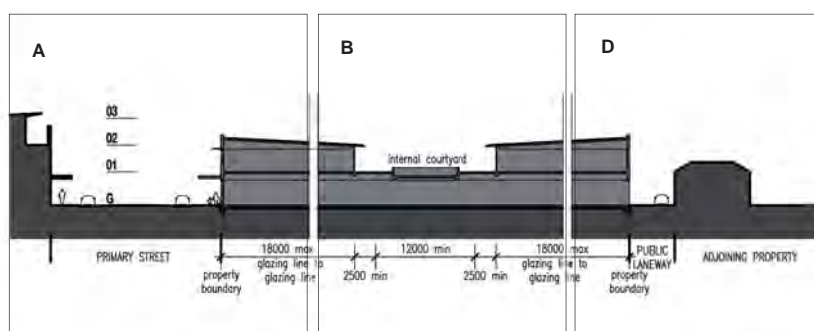
- (a) In order to retain the local neighbourhood centre character, and to retain the majority of premises for local shops and services, the centre is restricted to one (1) only local café.
- (b) Lots shaded grey should conform to the following control diagrams and controls held below in (b)(i) to (b)(v).



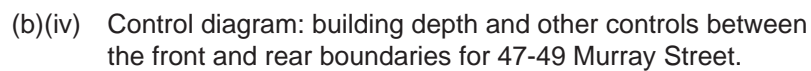
- (b)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'D' are detailed below at (b)(iii) and (b)(v).



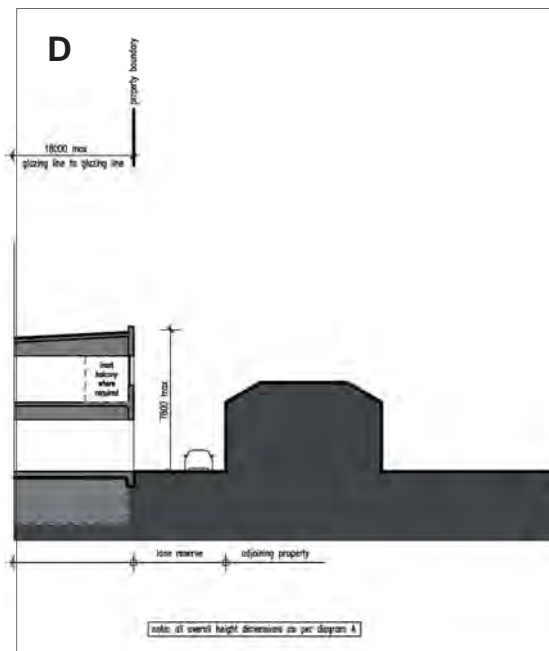
- (b)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'D' are detailed below at (b)(iii), (b)(iv) and (b)(v).



Dimension marked * may be varied where a figured dimension is given in 7.3(c) indicating an overall dimension (i). In all other cases dimension * is a minimum.



- (b)(v) Control diagram: building depth and other controls at the rear boundary over laneway.



- (c) The control diagram indicates an approximate built form footprint outcome as a result of the controls diagrams in this section. These footprints do not alter the applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



8.0 BONDI ROAD VILLAGE



Figure 21. Local Village Centre: Bondi Road, Village.

Bondi Road Village is a diverse strip of retail shops and local services fronting both sides of the Bondi Road. This section applies to the land shown in grey. The village is located approximately 1km from Bondi Junction and contains approximately 95 shop front premises made up of a wide range of specialty shops that attract and serve the local population.

Refer to Figure 21 above. This section applies to the land shown in grey which is zoned 3(b) Business Mixed and 3(c) Business Neighbourhood under Waverley LEP 1996.

8.1 Existing Character & Built Form

Bondi Road is an important and busy transport corridor that runs along the 'spine' connecting Bondi Beach to Bondi Junction and the City. The existence of a number of bus stops draws people to Bondi Road, serving to increase pedestrian presence. A strength of the village is the good pedestrian accessibility to the retail shops from the relatively large residential catchment.

The strip is composed of smaller 'shop house' buildings of a scale which are reflective of the historical small scale lot subdivision pattern. Buildings are generally two (2) storeys to the street edge, having an effective height, due to the existence of parapets and roof forms, of three (3) levels. A number of contradictions occur to this pattern in the form of larger high rise 1960's and 1970's residential and hotel towers. These buildings are inconsistent with the overall scale of the street fabric and the lower podium levels of the building (lower two (2) to

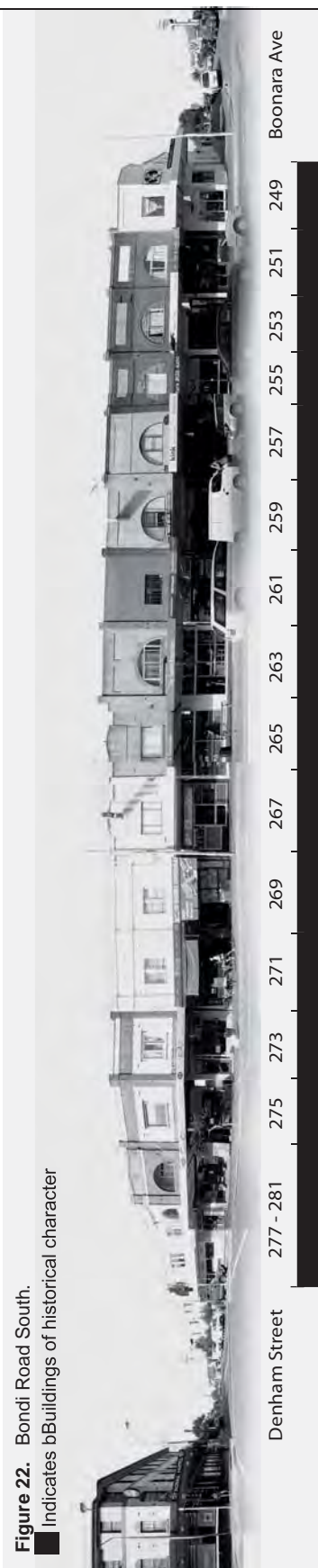


Figure 22. Bondi Road South.

■ Indicates bBuildings of historical character

three (3) levels) tend to have front and side setbacks inconsistent with adjoining development and the rhythm of the streetscape. All existing buildings of historic character are mixed use, with commercial ground floor and residential upper storey(s).

Numerous buildings within this area possess elements of, or largely intact, original shop-fronts. Many other buildings preserve the original entry configuration (i.e. with inset doorway to one side) reconstructed with contemporary materials.

Several items are clearly discernable as 'ensembles', including both conjoined terraces and individual buildings. These include:

- three single storey, double width shops with brick facades and parapet (103-105, 107-109, and 111-113 Bondi Road, which also possess their original roof forms, doorway configurations and façades);
- a stylistically-linked group of buildings, constructed contemporaneously (127, 129-131, and 133-135 Bondi Road); and
- five groups of conjoined terraces: 159-165; 167-183; 251-265; 267-275; 277-281; and 298-302 Bondi Road.

Refer to column diagrams held at Figures 22 to 28.

8.2 Desired Future Character Objectives

- To maintain the role and character of Bondi Road in providing local shops, services and residential accommodation for the local community;
- To ensure that development complements the heights, scale and street rhythm of identified buildings of historical character in Bondi Road;
- To maintain the built form arising from the historical subdivision pattern and the small shop character at street level.
- To limit the scale of redevelopment and infill development at the street edge to match the parapet façade height of buildings of historic character, with setbacks to further levels where appropriate;
- To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above;
- To support, maintain and expand upon the diverse mix of local shops and services that provide the day to day needs of the local residential community through the following objective at (g);
- To limit and manage the proliferation of cafes and restaurants, including areas of outdoor dining, in order that these uses do not dominate the character of the centre or undermine the current and



Figure 23. Bondi Road South.
■ Indicates buildings of historical character

future role and function of local shops that provide the day to day needs of the local resident community; and

- (h) In the case of future works and improvements to the 1960s and 1970s residential and hotel towers that exist along Bondi Road, to encourage the street and podium levels to better knit the street fabric together through the introduction of shop fronts at ground level.

Two sites along Bondi Road that constitute key sites are highly developed private hotels (115-119 Bondi Road and 212-218 Bondi Road). It is unlikely that these buildings will ever be developed to conform with the planning controls in this Part. If the sites were to be redeveloped it would be reasonable to accept an FSR outcome similar to the existing building mass, however remodeled or rebuilt so as to more appropriately respond to the urban form objectives of this document.

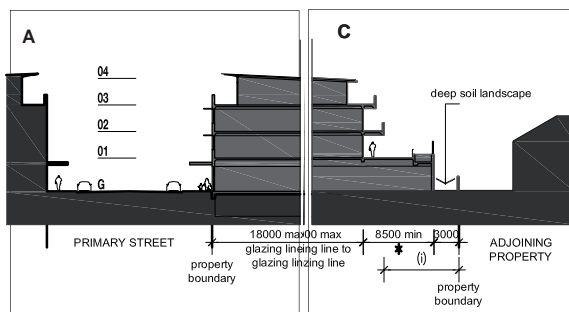
8.3 Planning Controls

- (a) Development is to have a maximum building height of four (4) storeys in the Mixed Business 3(b) zone and three (3) storeys in the Neighbourhood Business 3(c) zone;
- (b) Cafes and restaurants, including fast-food take-away restaurants must not constitute more than 20% (being the combined total of the two) of shop-fronts or activities along the frontage of any part of the street between the corners of two other streets, where the properties are zoned to allow the purpose with development consent;
- (c) Buildings shaded grey may conform to the following control diagrams and controls held below in (c)(i) to (c)(viii).

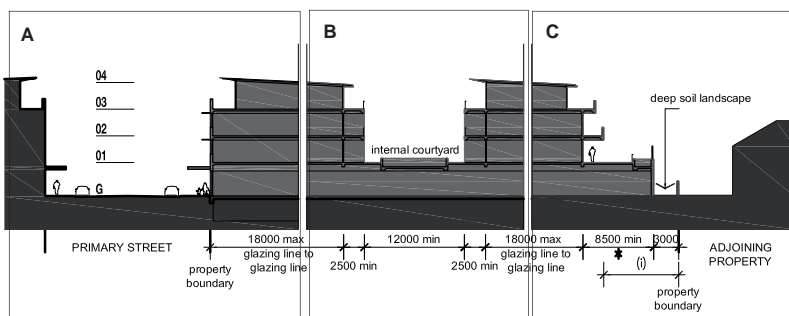


Figure 24. Bondi Road South.
Indicates buildings of historical character

- (c)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in (c)(v) and (c)(vii).



- (c)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed below in (c)(v), (c)(vii) and (c)(viii).



Dimension marked * may be varied where a figured dimension is given in 8.3(r) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (c)(iii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed below in (c)(v) and (c)(viii).

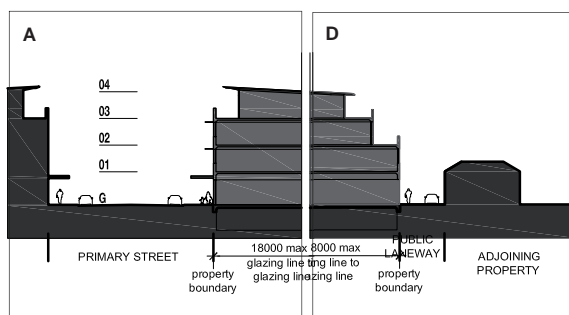


Figure 25. Bondi Road South.
Indicates buildings of historical character



- (c)(iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed below in (c)(v), (c)(vi) and (c)(viii).

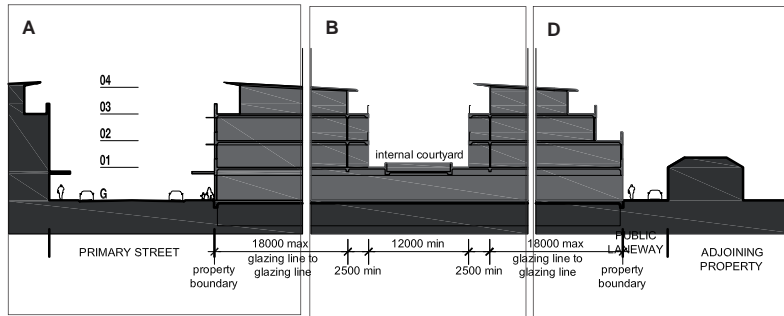
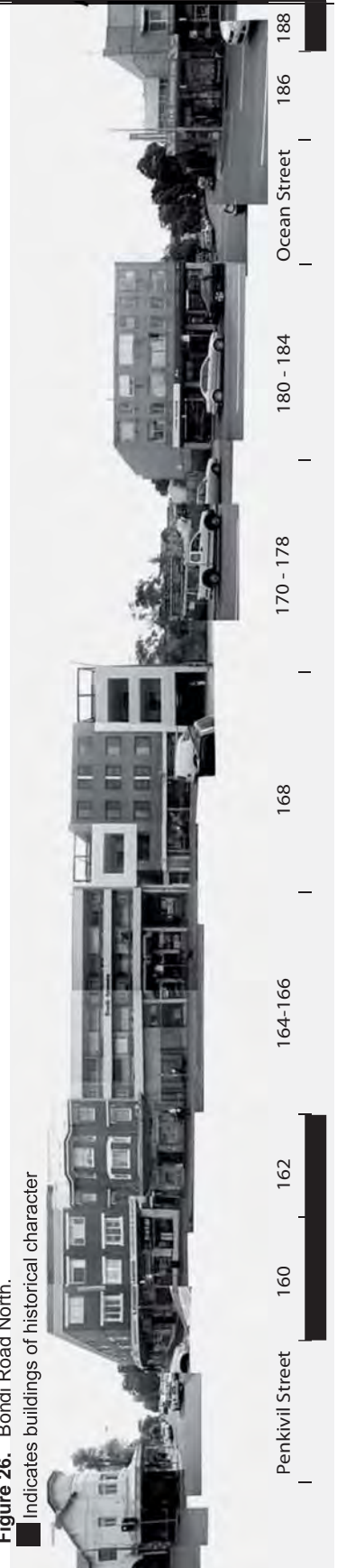
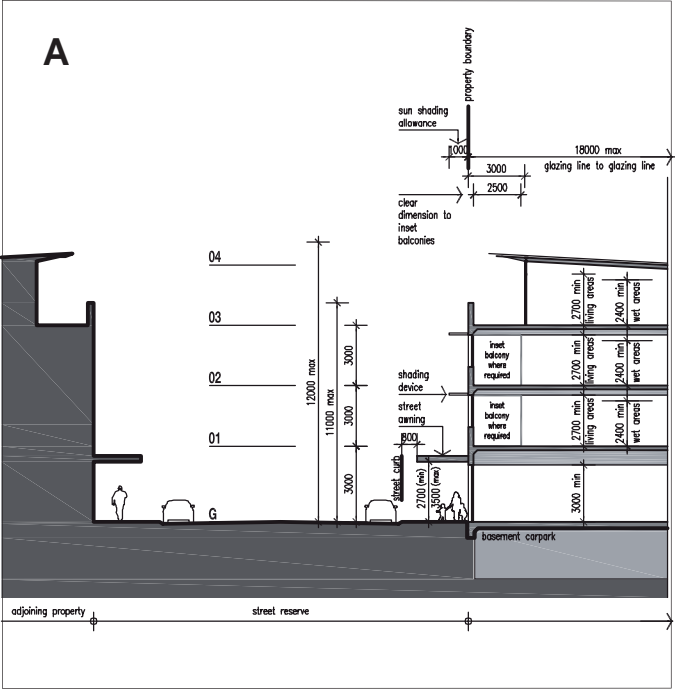


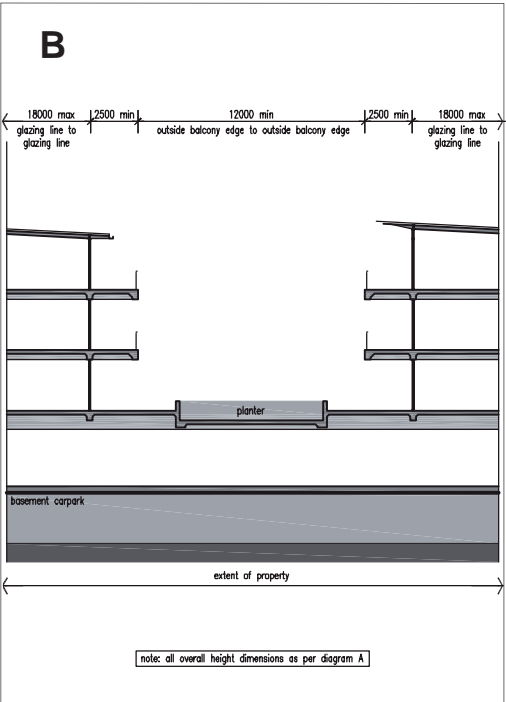
Figure 26. Bondi Road North.
 ■ Indicates buildings of historical character



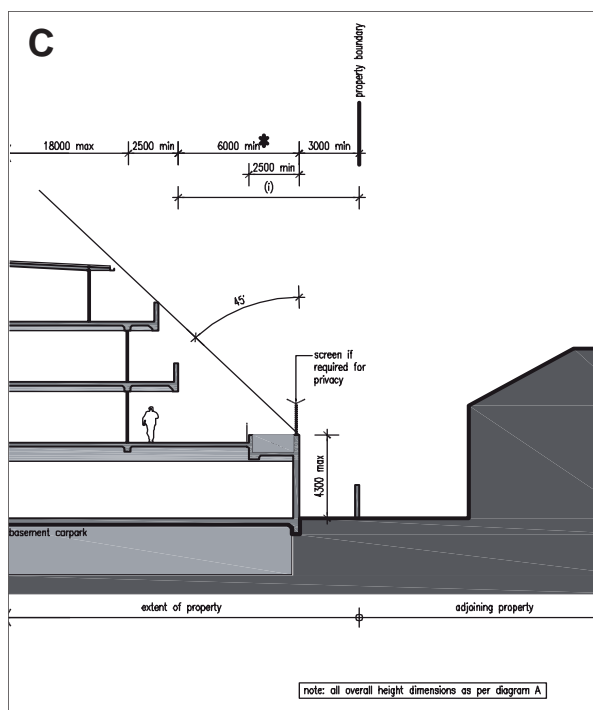
(c)(v) Control diagram: floor to ceiling heights and other controls at the street frontage.



(c)(vi) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.



- (c)(vii) Control diagram: building depth and other controls at the rear boundary with an adjoining property.



Dimension marked * may be varied where a figured dimension is given in 8.3(e) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (c)(viii) Control diagram: building depth and other controls at the rear boundary over laneway.

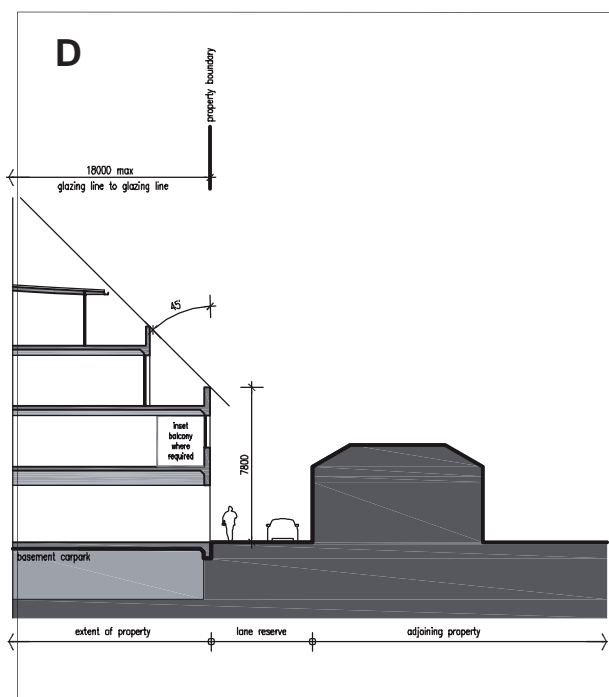


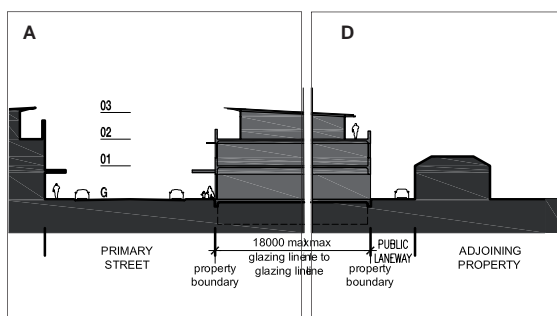
Figure 28. Bondi Road South.
Indicates buildings of historical character



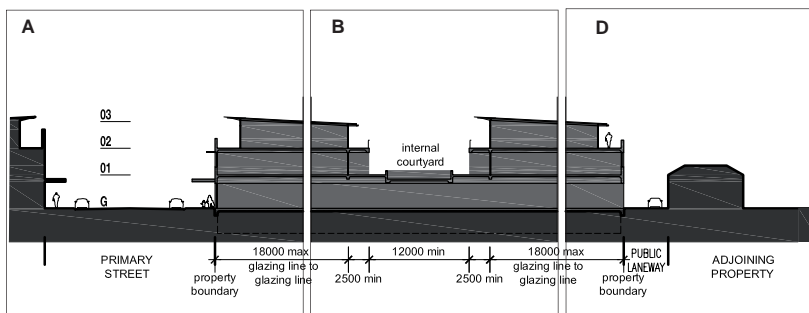
- (d)(i) Buildings shaded grey should conform to the following control diagrams and controls held below in (d)(ii) to (d)(vi).



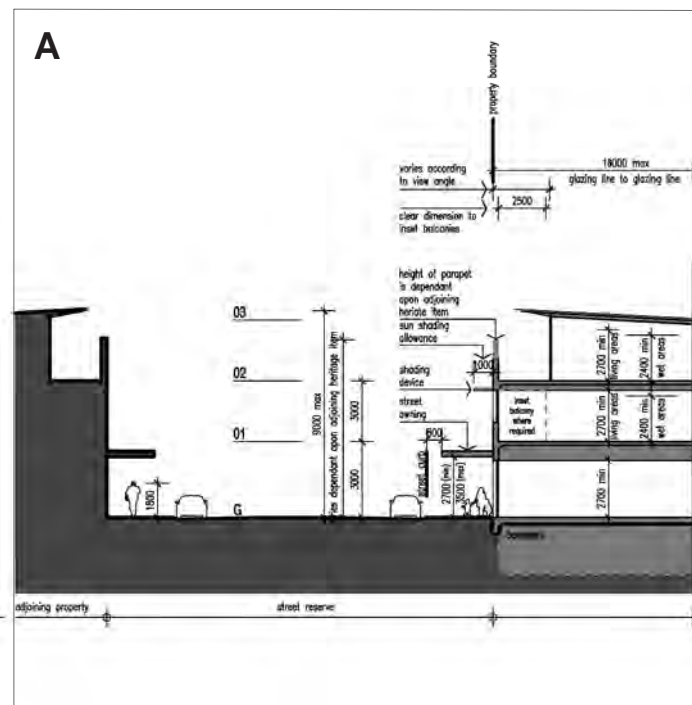
- (d)(ii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed below in (d)(iv) and (d)(vi).



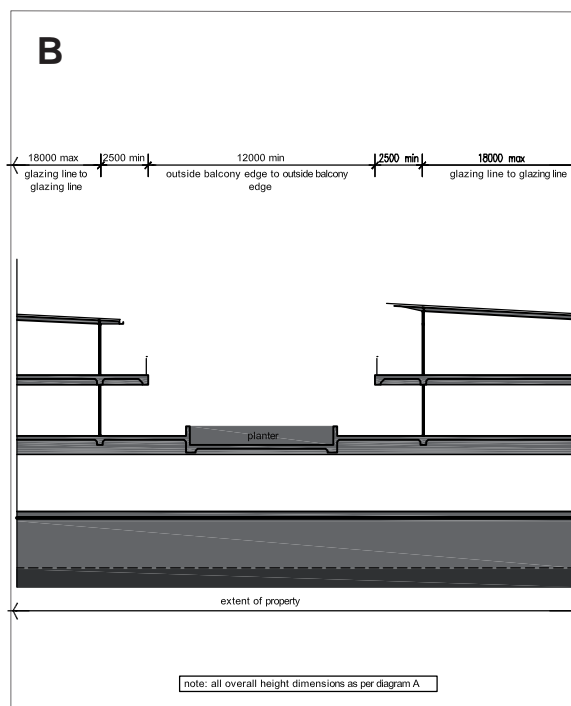
- (d)(iii) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed below in (d)(iv), (d)(v) and (d)(vi).



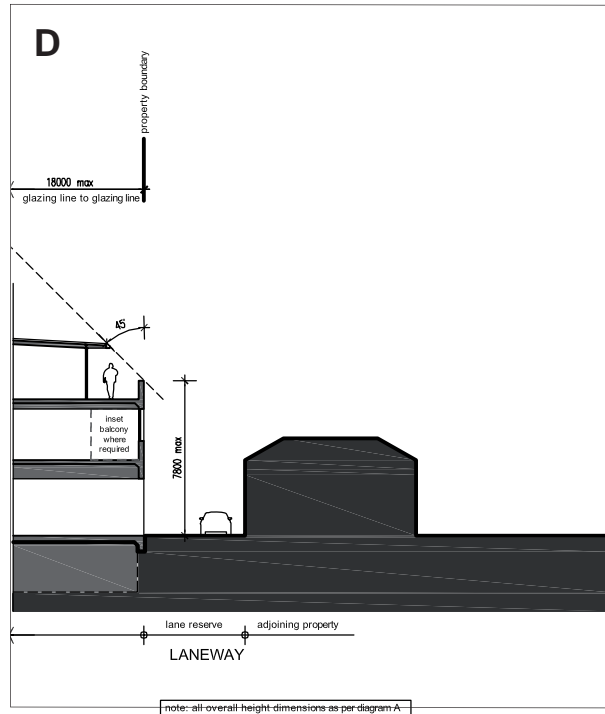
- (d)(iv) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (d)(v) Control diagram: building depth and other controls between front and rear boundaries for deep sites.



- (d)(vi) Control diagram: building depth and other controls at the rear boundary with an adjoining property.



- (e) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held in sections (c) and (d). These footprints do not alter the applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

9.0 OLD SOUTH HEAD ROAD NEIGHBOURHOOD CENTRE



Figure 29. Local Village Centre: Old South Head Road, Neighbourhood Centre.

Old South Head Road signifies the local government boundary between Waverley and Woollahra councils. It contains five separate clusters of retail and commercial activity along the length of the road. Refer to Figure 29 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

Three small commercial clusters located at the respective intersections of Flood Street and Old South Head Road, Blair Street and Old South Head Road, and Murriville Road and Old South Head Road are known as the Old South Head Road Neighbourhood Centre.

The two larger clusters located further north along Old South Head Road between Onslow Street and Strickland Street and in the vicinity of Oceanview Avenue are known as the Rose Bay Small Village (north and south). This centre is addressed in section 14 of this Part.

9.1 Existing Character & Built Form

The five commercial clusters found along the road accommodate approximately 110 shop front premises of which approximately 70 are in the Waverley local government area.

The two clusters forming the Rose Bay Small Village (north and south) are at the northern end of the road and contain a variety of uses that when combined with the retail strips within the Woollahra local government area, provide the day to day needs of the local community.

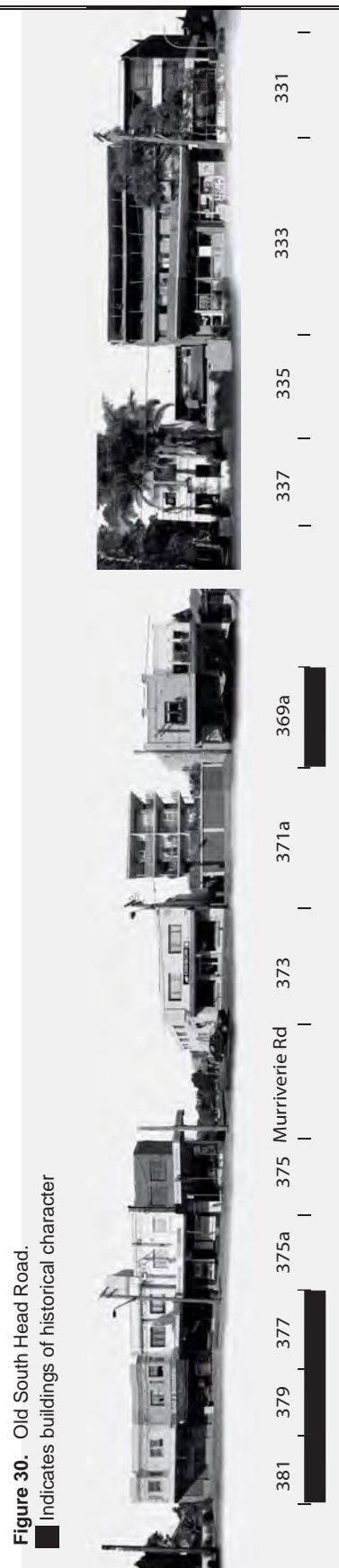


Figure 30. Old South Head Road.

■ Indicates buildings of historical character

The three clusters forming the Old South Head Road Neighbourhood Centre are located at the southern end of the road and are considerably smaller compared to the Rose Bay centres, in terms of the number of commercial premises and scale of development.

9.1.1 Intersection of Old South Head Road and Flood Street

The buildings in this local village centre occupy a bend in the corner of Old South Head Road. They are of mixed architectural fabric. The immediate environment is dominated by traffic and the commercial/retail use of some of the buildings provides a buffer between the road and the residential buildings that sit behind these uses.

The centre has a number of late Victorian, Federation, and Interwar style dwellings with commercial uses being housed within modern structures.

Height varies between one and three storeys, with buildings located to the front of the property boundaries. Buildings are typically of masonry construction, with residential buildings possessing decorative face and painted brick work.

9.1.2 Intersection of Old South Head Road and Blair Street

This intersection is a prominent marker along the length of Old South Head Road, dominated by traffic, providing little pedestrian amenity.

The buildings are mixed architecturally with no predominant style or built form. The relative importance and scale of the intersection is not reflected in the scale of development.

Buildings are of varied height, yet most contain a retail/commercial ground floor and residential upper storeys, and possess some historic character.

9.1.3 Intersection of Old South Head Road and Murriverie Road

This section of the centre provides a break in the residential streetscape and contains a set of retail/commercial shops with residential uses above. The scale is predominantly two storeys.

The area is also dominated by traffic movement and the commercial strip consists of trade shops and outlets, with no local convenience shops.

This section of the centre contains no heritage items, or heritage conservation area listings. With a varied building typology, including some pre-war items, this area does not possess a uniform or identifiable character.

Refer to column diagrams held at Figures 30 to 34.



Figure 31. Old South Head Road.

Indicates buildings of historical character

9.2 Desired Future Character Objectives

Flood Street Intersection

- (a) To ensure that development complements the heights, scale and street rhythm of the existing built form in the area; and
- (b) To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above.

Blair Street Intersection:

- (a) To accommodate a potential increase in the general scale of development in this section of the centre, subject to appropriate site consolidation and satisfying amenity considerations and impacts on adjoining sites;
- (b) To maintain and expand on the current range of land uses, including automotive repairs and service station;
- (c) To maintain and remediate original shop fronts as part of any future development;
- (d) To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above; and
- (e) The site marked * in Figure 28 (14-28 Curlewis Street) is considered key to the long term objectives of this Part and public domain environment of this precinct. The development of this site to address each of the three (3) street boundaries by building to each property boundary is considered key. The resultant building form will anchor the built form of the intersection while ensuring that each street, Blair and Curlewis streets, is given an improved urban form and scale.

Murriverie Road Intersection

- (a) To maintain the predominantly two storey scale, with any additional levels (if appropriate) being set back from the street edge;
- (b) To maintain and remediate original shop fronts as part of any future development; and
- (c) To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above.

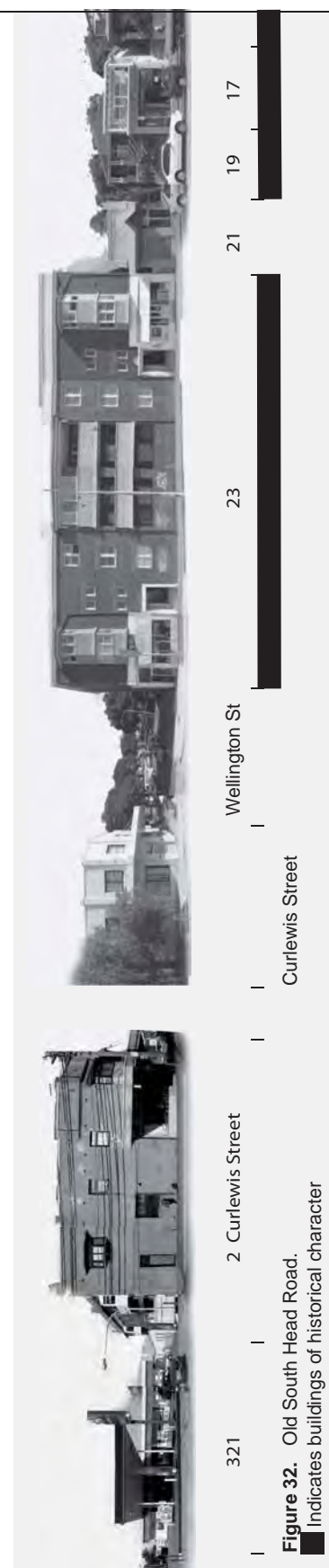


Figure 32. Old South Head Road.
Indicates buildings of historical character

9.3 Planning Controls

- (a) In order to retain the local neighbourhood centre character and to retain the majority of premises for local shops and services, each small centre is restricted to one (1) only local café;
- (b) Lots shaded grey may conform to the following control diagrams and controls held below in (b)(i) to (b)(viii).



Council may give consideration to the height variation as shown in the elevations below, provided the guidelines held at Annexure F5 - 1 are also applied.

The building footprints held in control diagram 9.3(e) also apply to this variation.

- (b)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed in (b)(v) to (b)(vii).

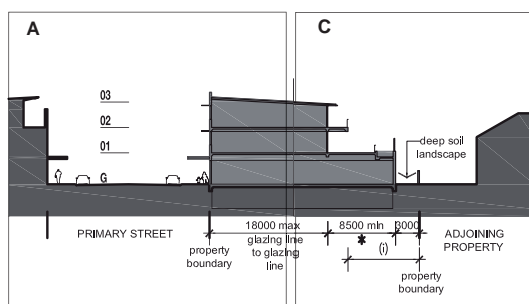
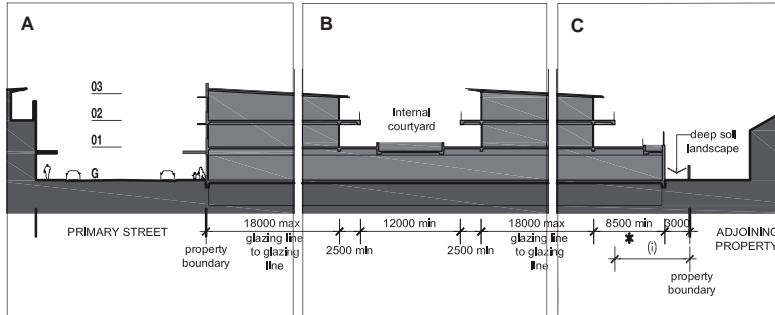


Figure 33. Curlewis Street.
■ Indicates buildings of historical character

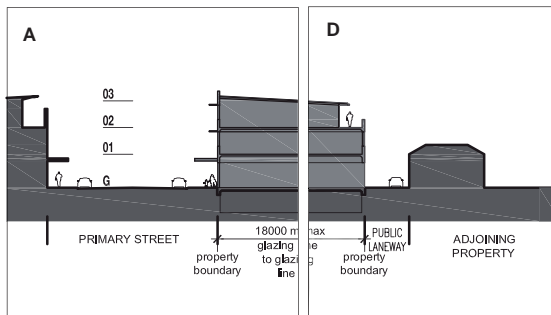


- (b)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed in (b)(v), (b)(vi) and (b)(vii).



Dimension marked * may be varied where a figured dimension is given in 9.3(z) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b)(iii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed in (b)(v) and (b)(viii).



- (b)(iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'C' are detailed in (b)(v), (b)(vi) and (b)(viii).

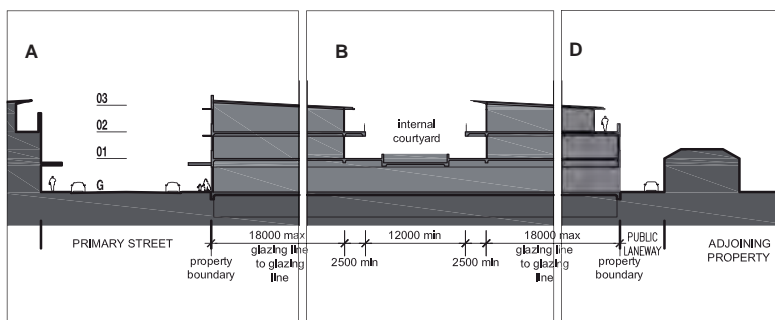
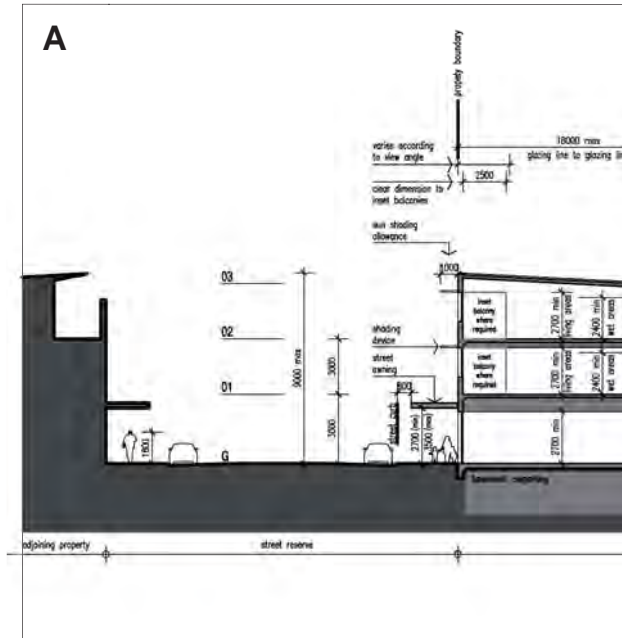
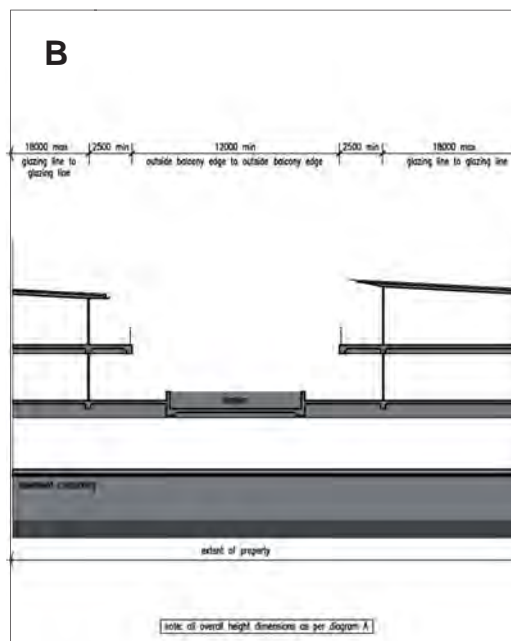


Figure 34. Old South Head Road.
Indicates Buildings of Historical character

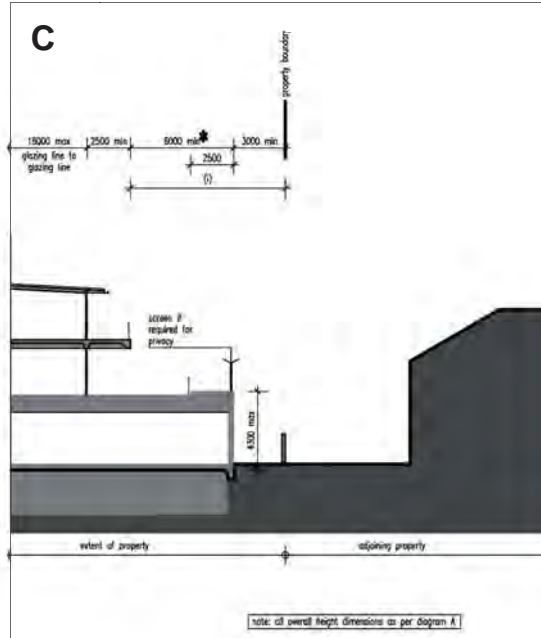
- (b)(v) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (b)(vi) Control diagram: building depth between the front and rear boundaries for deep sites.

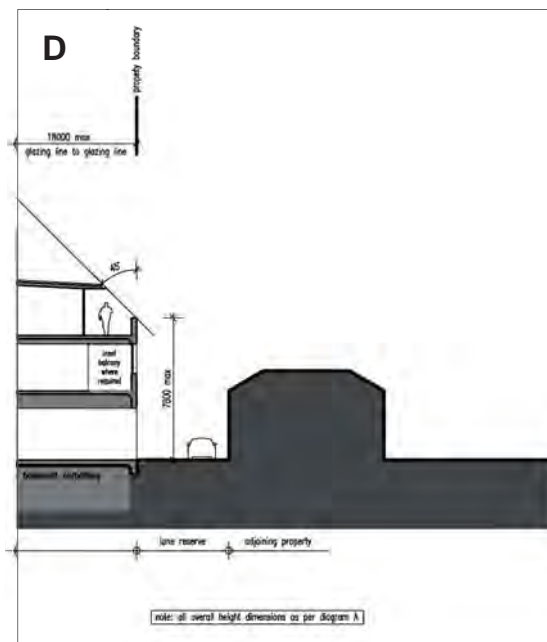


- (b)(vii) Control diagram: building depth and other controls at the rear boundary with adjoining property.



Dimension marked * may be varied where a figured dimension is given in 9.3(e) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b)(viii) Control diagram: building depth and other controls at the rear boundary over laneway.

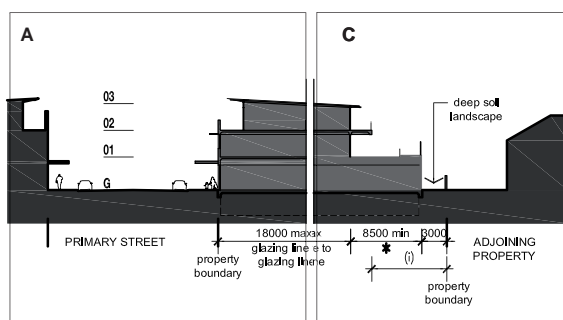


- (c) Lots shaded grey should conform to the following control diagrams held below in (c)(i) to (c)(viii).

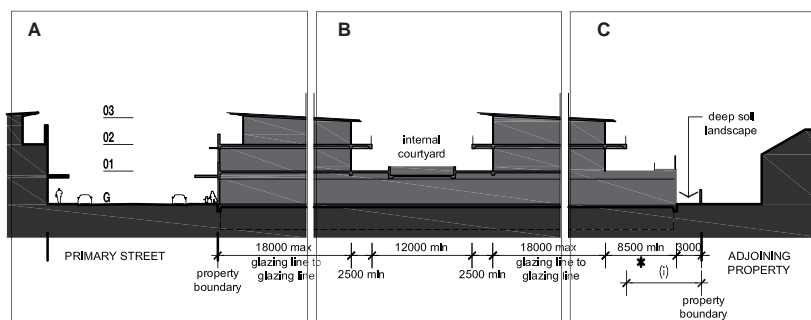


The building footprints held in control diagram 9.3(e) also apply to this variation.

- (c)(i) Control diagram: typical building section - single street frontage - shallow site. The components 'A' and 'C' are detailed in (c)(v) and (c)(vii).

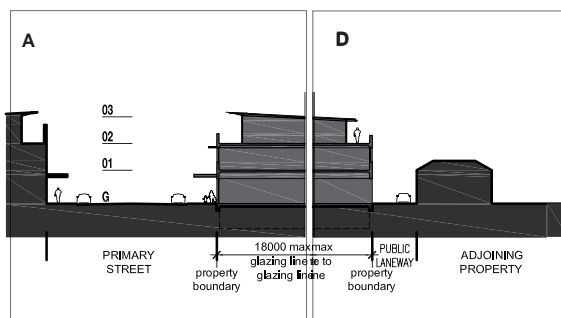


- (c)(ii) Control diagram: typical building section - single street frontage - deep site. The components 'A', 'B' and 'C' are detailed in (c)(v), (c)(vi) and (c)(vii).

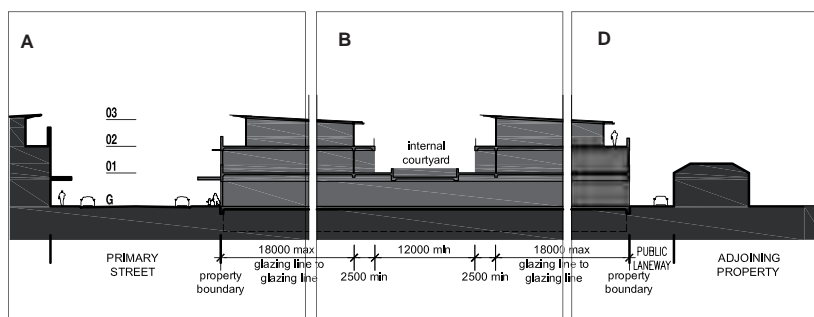


Dimension marked * may be varied where a figured dimension is given in 9.3(z) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (c)(iii) Control diagram: typical building section - dual street frontage - shallow site. The components 'A' and 'D' are detailed in (c)(v) and (c)(viii).

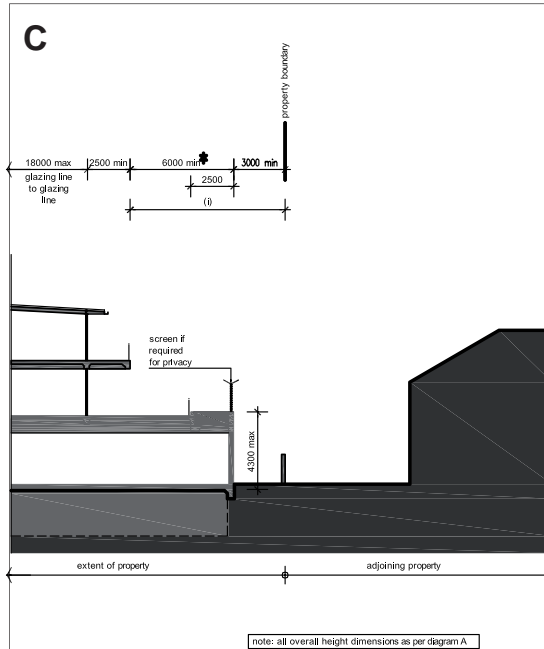


- (c)(iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed in (c)(v), (c)(vi) and (c)(viii).



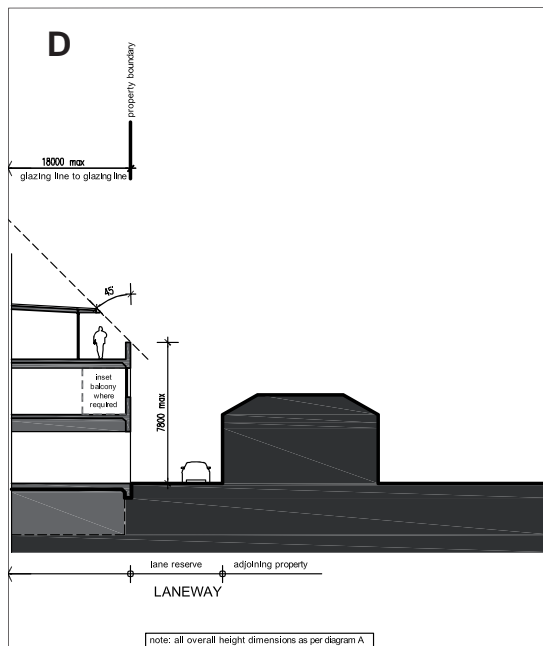


- (c)(vii) Control diagram: building depth and other controls at the rear boundary with an adjoining property.



Dimension marked * may be varied where a figured dimension is given in 9.3(e) indicating an overall dimension (i). In all other cases dimension * is a minimum.

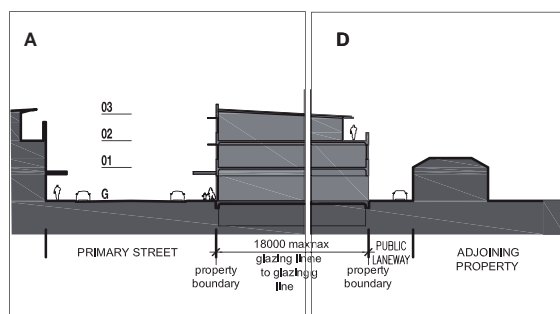
- (c)(viii) Control diagram: building depth and other controls at the rear boundary with laneway.



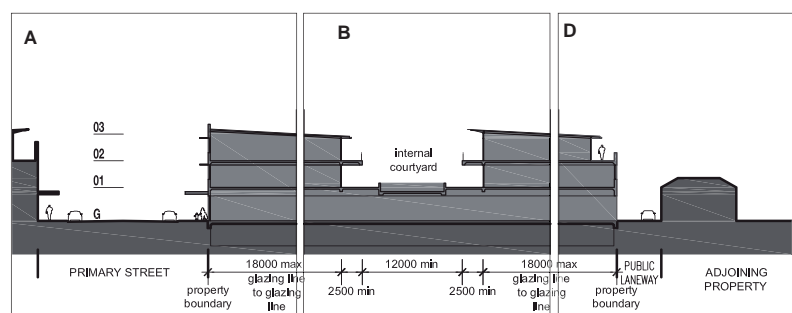
- (d) Lots shaded grey may conform to the following control diagrams held below in (d)(i) and (d)(v).



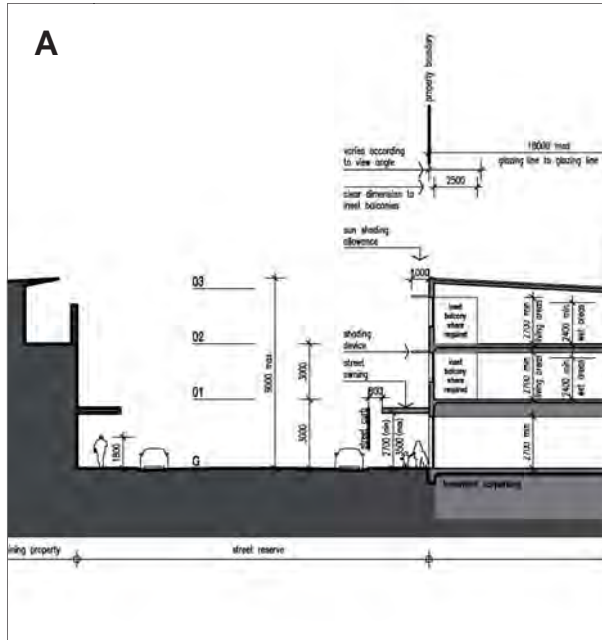
- (d)(i) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed in (d)(iii) and (d)(v).



- (d)(ii) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed in (d)(iii), (d)(iv) and (d)(v).



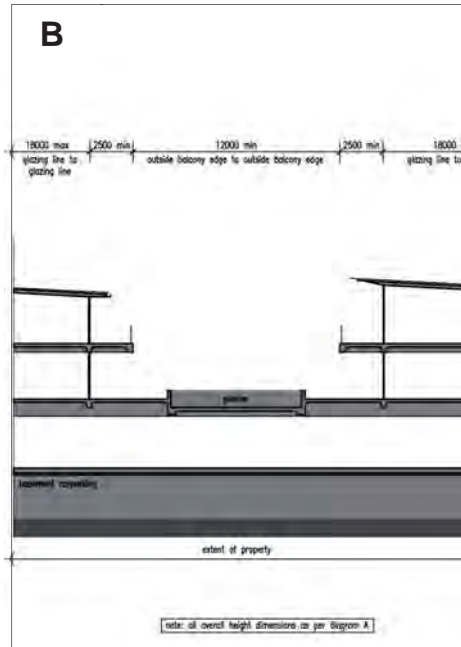
- (d)(iii) Control diagram: floor to ceiling heights and other controls at the street frontage.



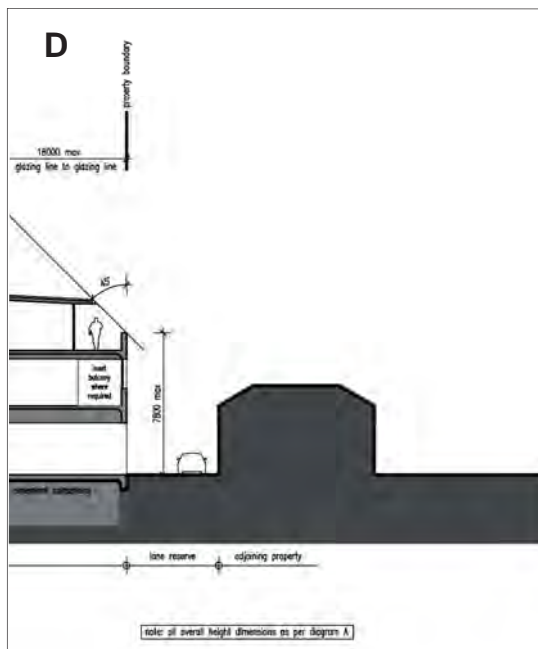
Council may give consideration to the height variation as shown in the elevations below, provided the guidelines held at Annexure F5 - 1 are also applied.

The building footprints held in control diagram 9.3(e) also apply to this variation.

- (d)(iv) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.



- (d)(v) Control diagram: building depth and other controls at the rear boundary with laneway.



- (e) The control diagram indicates the approximate built form footprint outcome as a result of the control diagrams held in sections (b), (c) and (d). These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



10.0 HALL STREET TOWN CENTRE



Figure 35: Local Village Centre: Hall Street, Town Centre.

While Hall Street is located in the vicinity of Bondi Beach and is physically linked to Campbell Parade, it has its own character and local identity. The Hall Street local village centre extends into Glenayr Avenue as far as Roscoe Street. It has a separate function to Campbell Parade, catering more to the daily needs of the local community, but nonetheless influenced by the existence of visitors and tourists.

Refer to Figure 35 above. This section applies to the land shown in grey which is zoned 3(a) Business General under Waverley LEP 1996. Development controls for Hall Street also appear in Part F2 Bondi Beach. Where there is an inconsistency, the controls in this Part prevail.

10.1 Existing Character & Built Form

Hall Street and the southern end of Glenayr Avenue contains predominantly mixed use development, with retail shops at ground floor level and residential uses on the upper floors. The retail strip is also adjoined by residential streets along its length, resulting in a vibrant mixed use area but with challenges in terms of managing the interface between the non-residential and residential uses.

Due to the popularity of Bondi Beach and Hall Street, the extent of regional and local traffic and car parking has a strong influence on the character and use of the area, particularly the public domain.

The local retail strip has approximately 55 local businesses with a diverse range of shops and services. Food retailing outlets – cafes and restaurants – are prominent and make up approximately 20% of the local businesses.

Building heights vary mostly between two (2) and four (4) storeys. The built environment is dominated in terms of scale and bulk by the Hakoah Club



Figure 36. Hall Street North.
■ Indicates buildings of historical character

building.

The area contains a consistent pattern of retail buildings located to the front edge of the street boundaries, although some have substantial setbacks from street boundaries. Buildings are typically of masonry construction, with face (decorative) brick and/or painted brick.

In terms of building footprint, regular side passages tend to emphasise separated, regular lots of narrow frontage.

Within the Hall Street precinct are two Key Sites, namely the Bondi Post Office on the corner of Hall Street and Jacques Avenue, and the intersection of Hall Street, O'Brien Street and Glenayr Avenue.

Refer to column diagrams held at Figures 36 to 43.

10.2 Desired Future Character Objectives

- (a) To maintain Hall Street and the southern end of Glenayr Avenue as a separate and discrete precinct within the wider Bondi Beach town centre, with the role and character of providing local shops, services and residential accommodation for the local community;
- (b) To ensure that development complements the heights, scale and street rhythm of identified buildings of historic character in Hall Street;
- (c) To maintain the built form arising from the historical subdivision pattern and the small shop character at street level;
- (d) To maintain the mixed-use character of the centre by locating the shops and services at ground level and residential units above;
- (e) To support, maintain and expand upon the diverse mix of local shops and services that provide the daily needs of the local residential community;
- (f) To effectively manage the retail/commercial and residential interface in the centre;
- (g) To limit and manage the proliferation of cafes and restaurants, including areas of outdoor dining, in order that these uses do not dominate the character of the centre or undermine the current and future role and function of local shops that provide the daily needs of the local resident community; and
- (h) To maintain and enhance accessibility to public open space.

10.3 Planning Controls

- (a) Cafes and restaurants, including fast-food take-away



Figure 37. Hall Street North.
■ Indicates buildings of historic character

restaurants must not constitute more than 20% (being the combined total of the two) of shopfronts or activities along the frontage of any part of the street between the corners of two other streets. The intent is that these types of uses and activities will constitute a maximum of 20% of shop fronts and activities within the overall centre and within each section of each centre.

- (b) Lots shaded grey may conform to the following control diagrams and controls held below in (b)(i) to (b)(v).



The Hall Street Post Office (marked 'P' above) is a significant heritage building. The Hall Street planning controls, relating to possible built form outcomes for the Town Centre, do not apply to this site. Any future development of the site will be determined by a detailed heritage assessment of possible outcomes specific to the site and the building.

The building elevations below reflect a height of 13 metres for a number of sites in this centre. This height goes beyond the building height contained in WLEP 1996, which is 12 metres reflecting the height for the 3(a) Business General zone applying to the land.

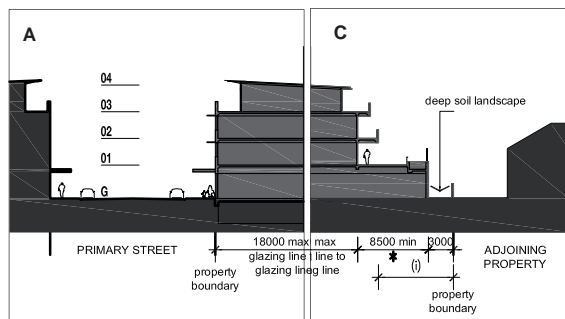
Council may give consideration to the height variation as shown in the elevations below, provided the guidelines held at Annexure F5 - 1 are also applied.

The building footprints held in control diagram 10.3(c) also apply to this variation.

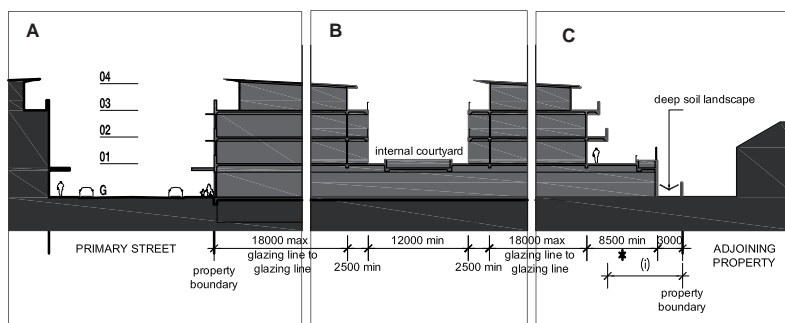


Figure 38. Hall Street North.
■ Indicates buildings of historical character

- (b)(i) Control diagram: typical building section - shallow site.
Components 'A' and 'C' are detailed below in control diagrams (b)(iii) and (b)(v).



- (b)(ii) Control diagram: typical building section - deep site.
Components 'A', 'B' and 'C' are detailed below in control diagrams (iii), (b)(iv) and (b)(v).



Dimension marked * may be varied where a figured dimension is given in 10.3(c) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b)(iii) Control diagram: floor to ceiling heights and other controls at the street frontage.

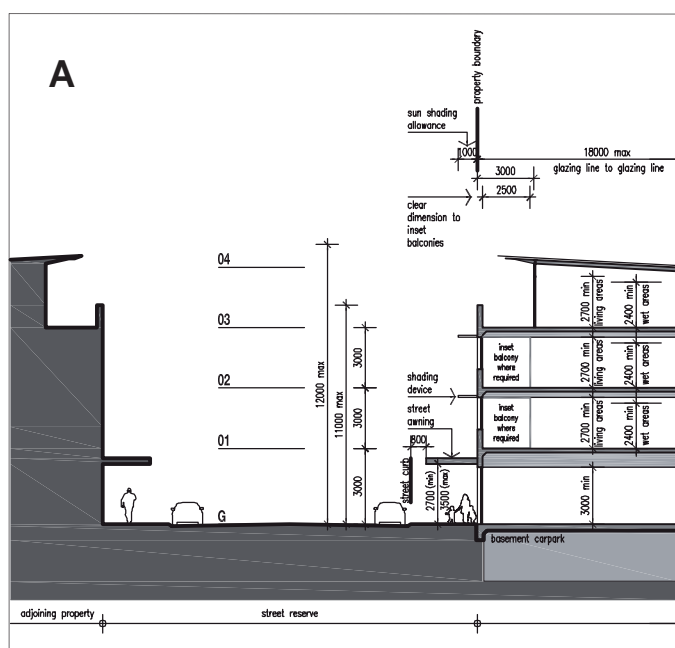
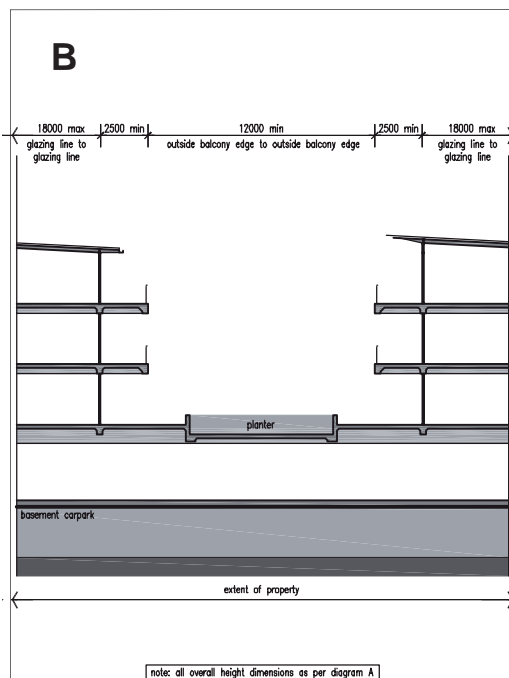
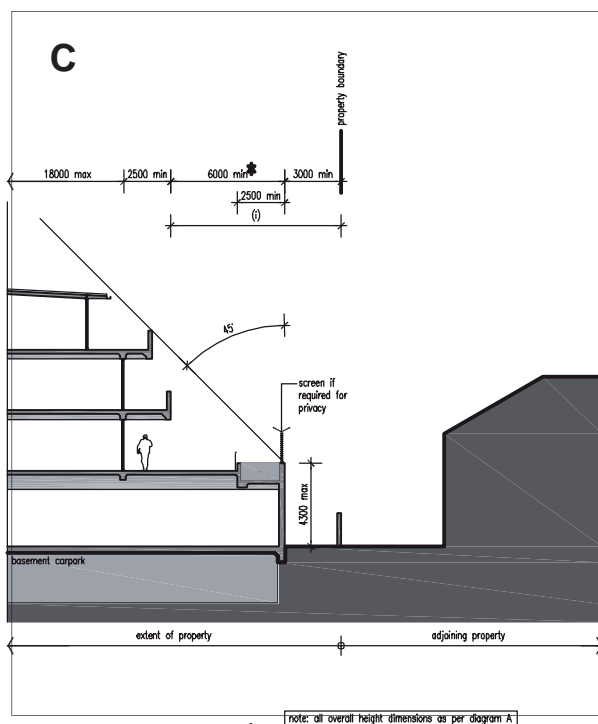


Figure 39. Hall Street North. Hall Street South
Indicates buildings of historical character

- (b)(iv) Control diagram: building depth between front and rear boundaries for deep sites.

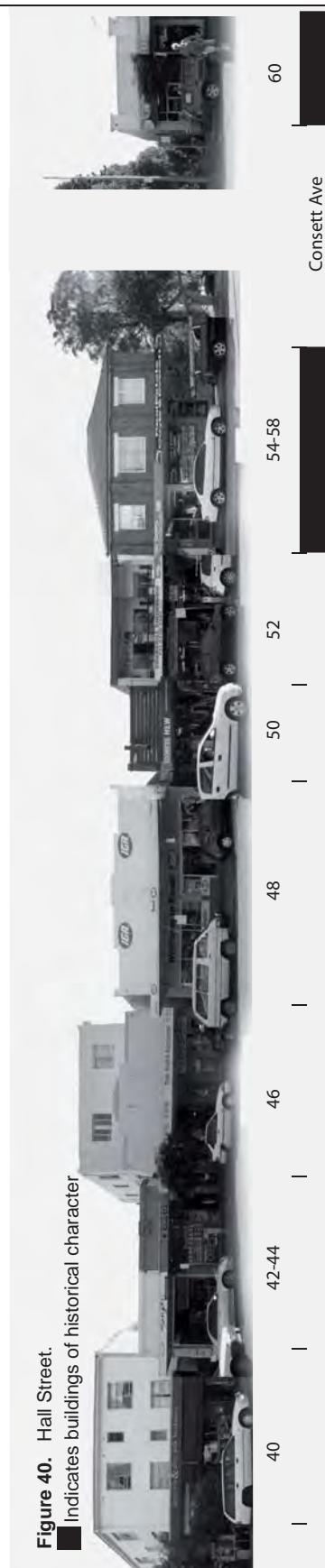


- (b)(v) Control diagram: building depth and other controls at the rear boundary with adjoining property.



Dimension marked * may be varied where a figured dimension is given in 10.3(c) indicating an overall dimension (i). In all other cases dimension * is a minimum.

Figure 40. Hall Street. Indicates buildings of historical character



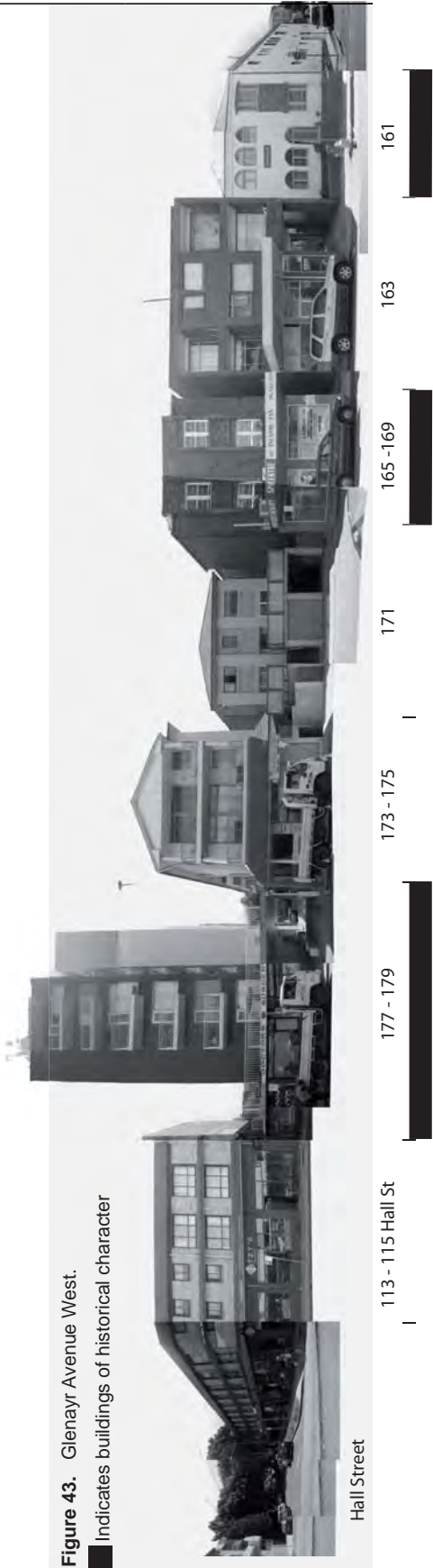
- (c) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held in sections 10.3(b). These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



Figure 42. Glenayr Avenue East.
Indicates buildings of historical character



Figure 43. Glenayr Avenue West.
Indicates buildings of historical character



11.0 GLENAYR AVENUE NEIGHBOURHOOD CENTRE



Figure 44. Local Village Centre: Glenayr Avenue, Neighbourhood Centre.

The Glenayr Avenue local village centre contains approximately 30 local shops and businesses located in a variety of building stock. Refer to Figure 44 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

The centre is less concentrated and generally more low key than the nearby Hall Street centre, although the two centres do blend at the southern end of Glenayr Avenue.

11.1 Existing Character & Built Form

The centre comprises two areas. The first is a small group of buildings located at the corner of Curlewis Street characterised by two (2) storey Interwar mixed-use buildings. The second area is centred around the 'Seven Ways' intersection which is largely comprised of generous two (2) to three (3) storey Interwar apartment buildings and also notable for its mixed use buildings with ground floor shops and residential storeys above.

In addition to the two distinct centres, Glenayr Avenue includes a series of small scale nodes, interspersed with residential development.

The 'Seven Ways' commercial centre has good quality local shops and cafes. Three of the buildings addressing the 'Seven Ways' and 83-85 Glenayr Avenue possess intact original shop-fronts.

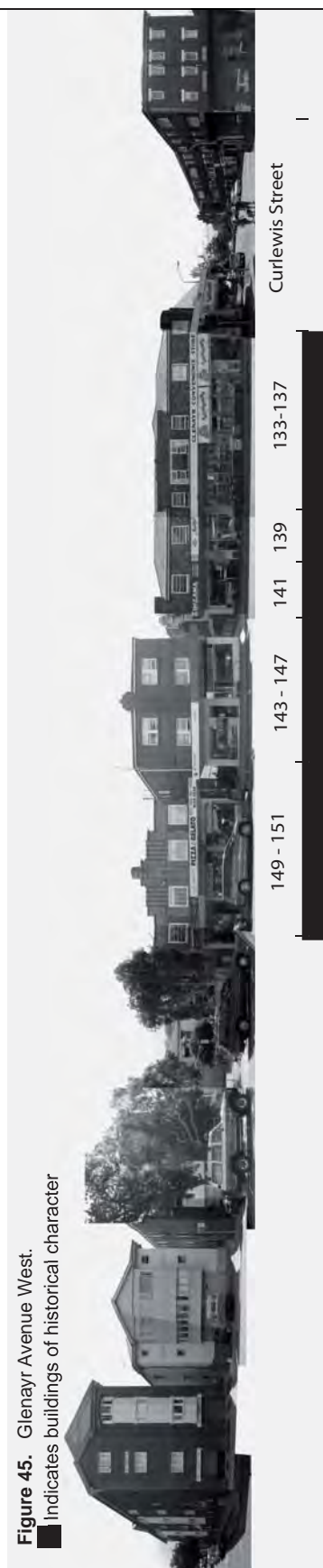


Figure 45. Glenayr Avenue West.
■ Indicates buildings of historical character

Several mixed-use corner sites (commercial ground floor and residential upper floor(s)), assessed as being buildings of historic character are examples of successful transition in form and function between the commercial uses of Glenayr Avenue and the residential character of the side streets. These corner buildings enable a transition by a reduction in height, and the incorporation of a setback, in those (northern) facades while addressing the residential side street.

Refer to column diagrams held at Figures 45 to 49.

11.2 Desired Future Character Objectives

- (a) To maintain the role and character of the discrete sections that make up the Glenayr Avenue centre, including the provision of local shops, services and residential accommodation for the local community.
- (b) To ensure that development complements the heights, scale and street rhythm of identified buildings of historical character in Glenayr Avenue.
- (c) To effectively manage the retail/commercial and residential interface in the centre, and in particular maintain the strong residential character where it currently exists along Glenayr Avenue.
- (d) To ensure an appropriate architectural design and scale for corner site development.
- (e) To maintain the built form arising from the historical subdivision pattern.
- (f) Within mixed use developments, maintain the predominant small shop character at street level.
- (g) To support, maintain and expand upon the diverse mix of local shops and services that provide the day to day needs of the local residential community.
- (h) To limit and manage the proliferation of cafes and restaurants, including areas of outdoor dining, in order that these uses do not dominate the character of the overall centre, or the discrete sections within the centre, or undermine the current and future role and function of local shops that provide the day to day needs of the local resident community.
- (i) To maintain and improve pedestrian amenity along Glenayr Avenue.
- (j) The 'Seven Ways' interstecction of Blair Street and Glenayr Avenue should stand as the focus of the Glenayr Avenue precinct. This intersection has the potential to be an even more vibrant and active public space.

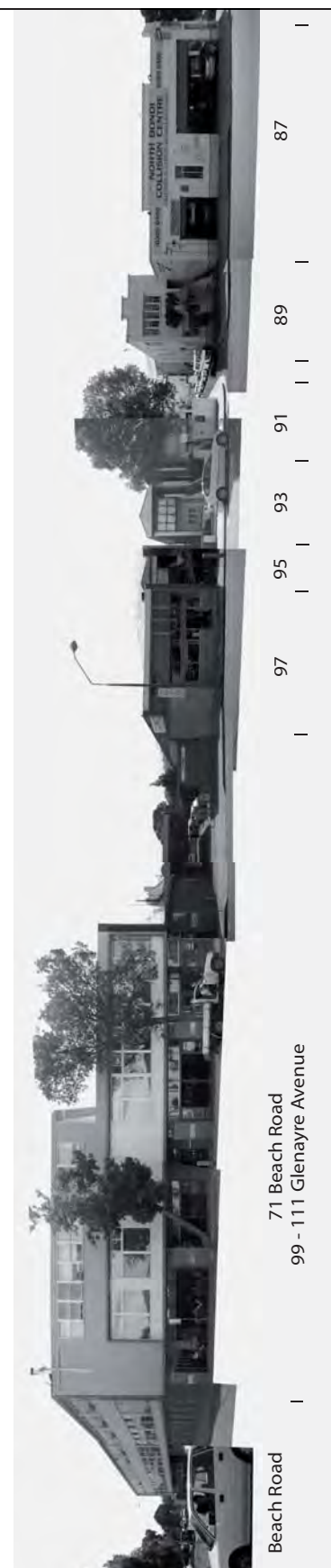


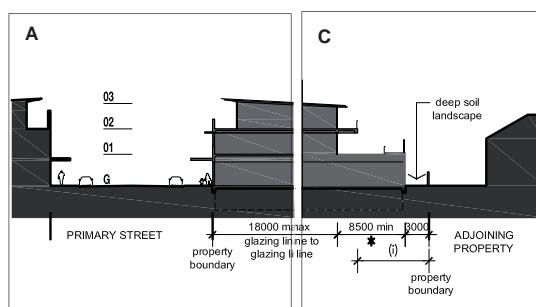
Figure 46. Glenayr Avenue.
■ Indicates buildings of historical character

11.3 Planning Controls

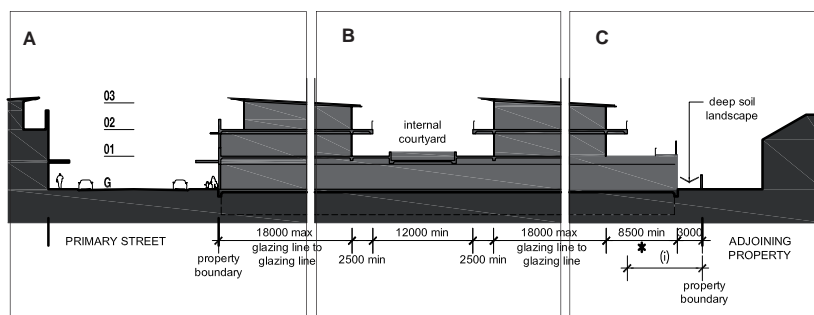
- (a) Cafes and restaurants, including fast-food take-away restaurants must not constitute more than 20% (being the combined total of the two) of shop-fronts or activities along the frontage of any part of the street between the corners of two other streets.
- (b) The lots shaded grey should conform to the following planning control diagrams and controls held below in (b)(i) to (b)(v).



- (b)(i) Control diagram: typical building section - single street frontage - shallow site. The 'A' and 'C' components are detailed below in (b)(iii) and (b)(v).



- (b)(ii) Control diagram: typical building section - single street frontage - deep site. The 'A', 'B' and 'C' components are detailed below in (b)(iii), (b)(iv) and (b)(v).



Dimension marked * may be varied where a figured dimension is given in 11.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (b)(iii) Control diagram: floor to ceiling heights and other controls at the street frontage.

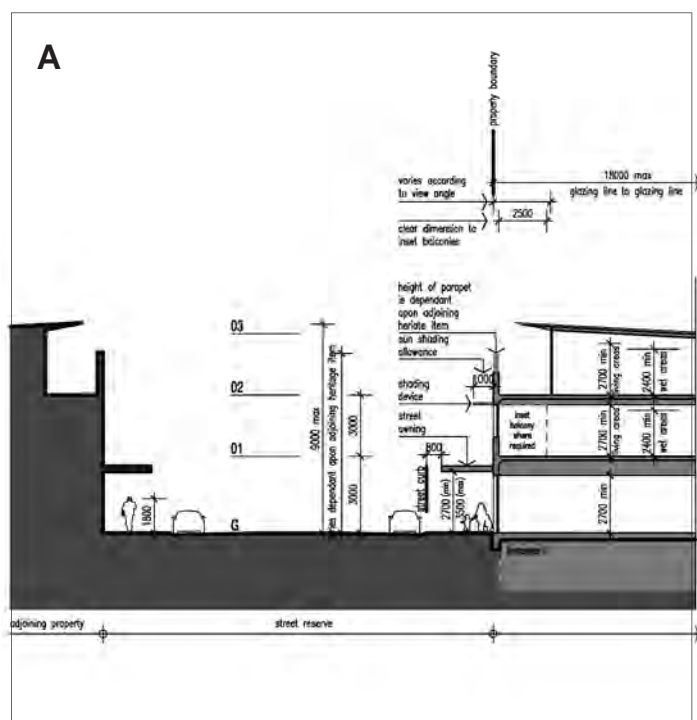
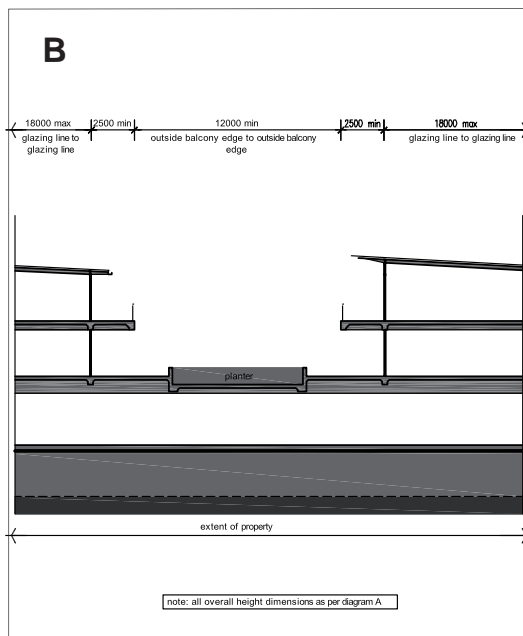


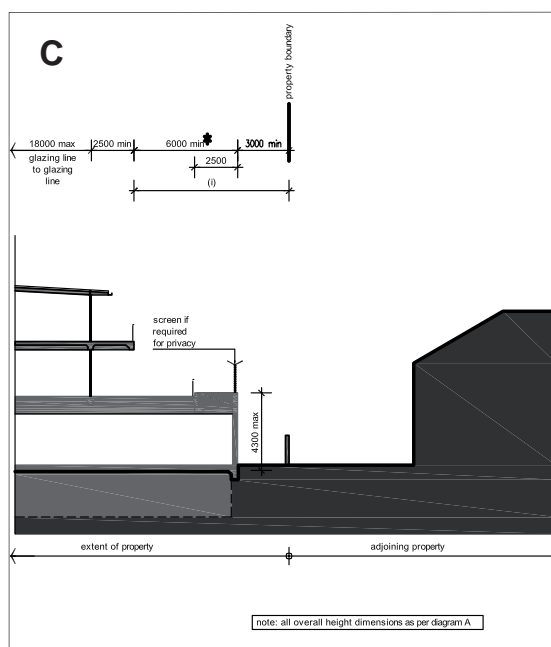
Figure 48. Glenayr Avenue.
Indicates buildings of historical character



- (b)(iv) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.



- (b)(v) Control diagram: building depth and other controls at the rear boundary with adjoining property.



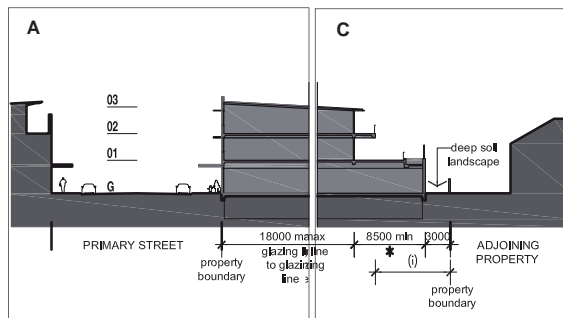
Dimension marked * may be varied where a figured dimension is given in 11.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.



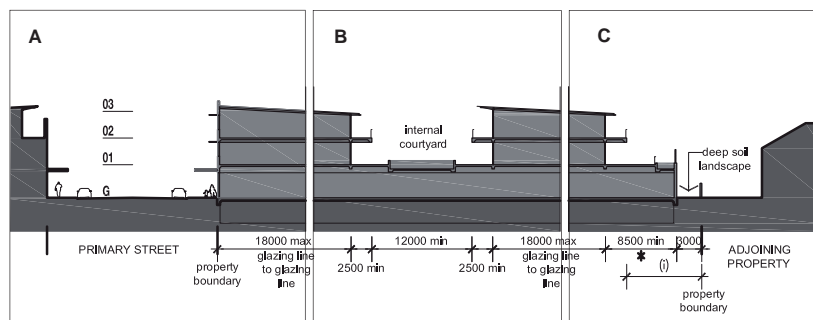
- (c) Lots shaded grey should conform to the following control diagrams held below in (c)(i) to (c)(viii).



- (c)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in (c)(v) and (c)(viii).

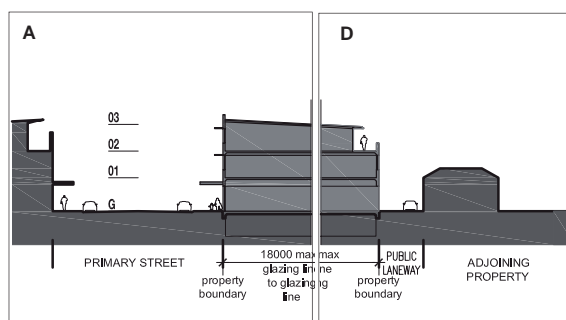


- (c)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed below in (c)(v), (c)(vi), and (c)(vii).

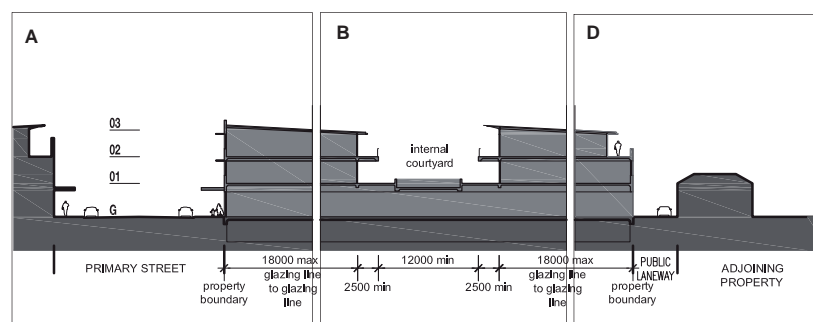


Dimension marked * may be varied where a figured dimension is given in 11.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

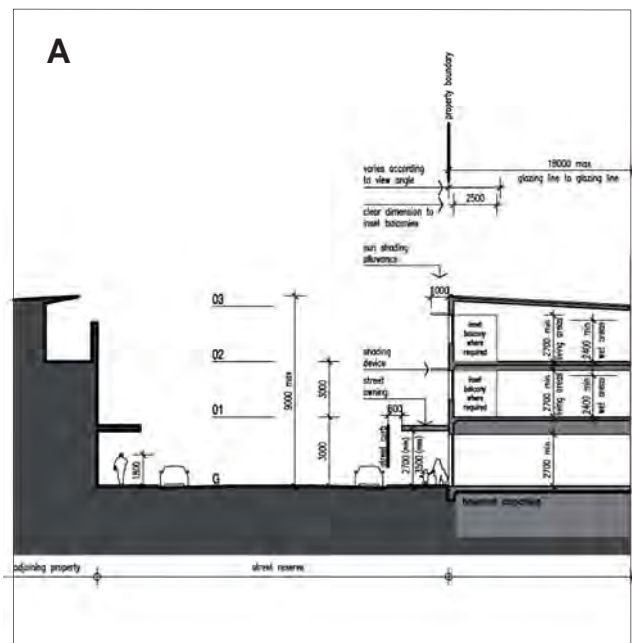
- (c)(iii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed below in (c)(v) and (c)(viii).



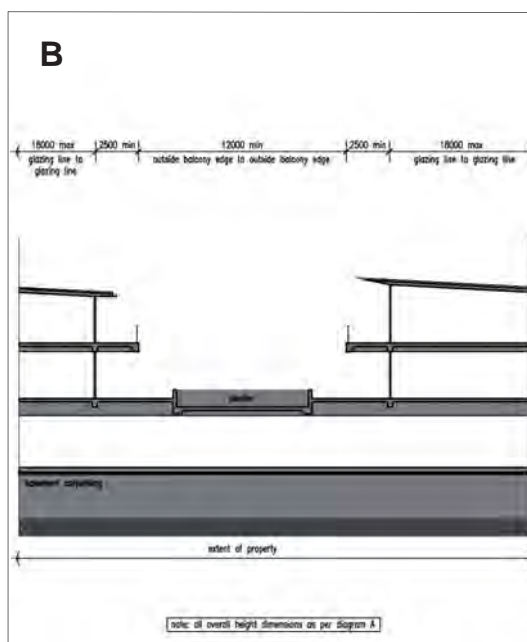
- (c)(iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed below in (c)(v), (c)(vi) and (c)(viii).



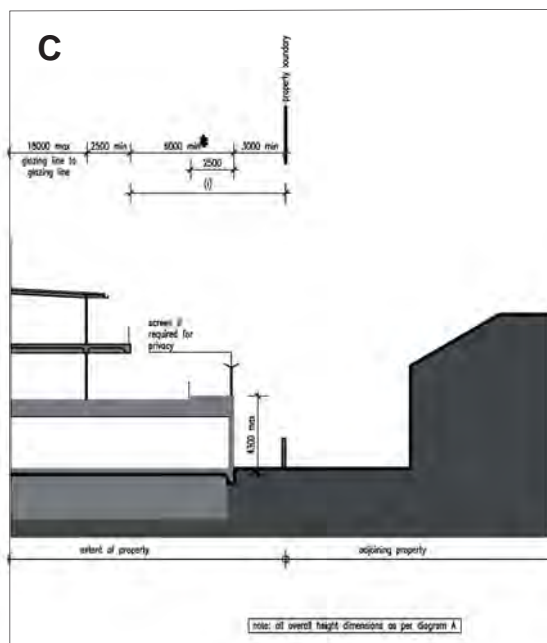
- (c)(v) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (c)(vi) Control Diagram: building depth and other controls between the front and rear boundaries for deep sites.

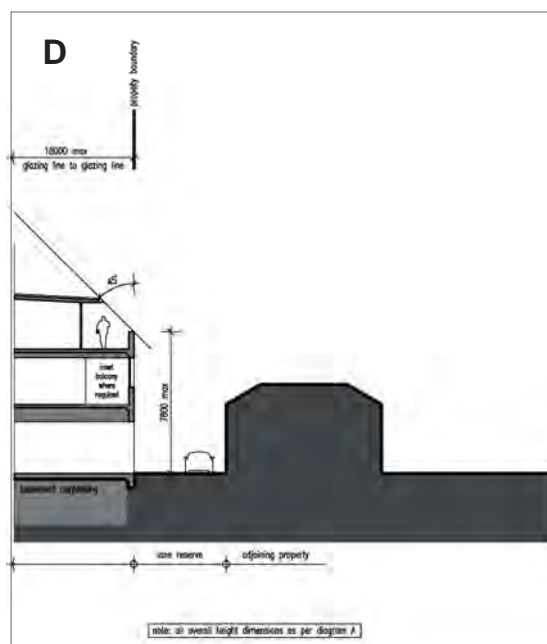


- (c)(vii) Control diagram: building depth and other controls at the rear boundary with an adjoining property.



Dimension marked * may be varied where a figured dimension is given in 11.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (c)(viii) Control diagram: building depth and other controls at the rear boundary with laneway.



- (d) This control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held in sections 11.3(b) and (c). These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

12.0 NORTH BONDI NEIGHBOURHOOD CENTRE



Figure 50. Local Village Centre: North Bondi, Neighbourhood Centre.

North Bondi Neighbourhood Centre involves a cluster of shops adjacent to the bus terminus at the northern end of Campbell Parade where it meets Scarborough Crescent, at the intersection with Brighton Boulevard. Refer to Figure 50 above. This section applies to the land shown in grey and zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

12.1 Existing Character & Built Form

The Campbell Parade/Terminus local shopping strip offers a range of retail and other services, providing for the daily needs of the local residents.

This area has a varied building typology, although building styles are all of the Interwar period and built to the street property boundaries. Construction does not exceed three (3) storeys (generally two (2) storeys with a pitched roof) and the majority of buildings of historic character are of brick construction with decorative face brickwork.

All of the buildings of historic character are mixed use, with commercial ground floor and residential upper storeys.

Most buildings in this part of the centre address the terminus/junction area along Campbell Parade and this space is considered to have historic character for the area, given its socially important role as a transport interchange.

Brighton Boulevard North



Figure 51. Campbell Parade. Indicates buildings of historical character

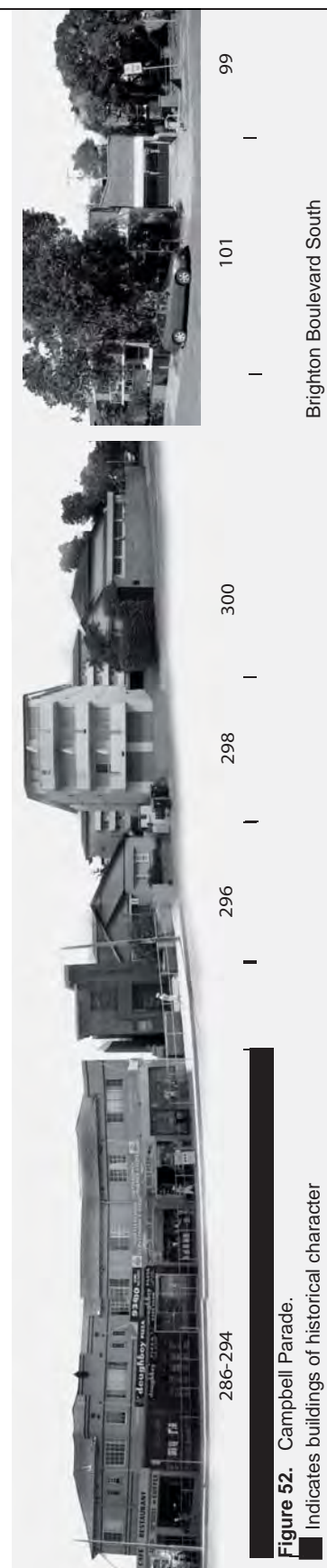
Refer to the column diagrams held in Figures 50 to 52.

12.2 Desired Future Character Objectives

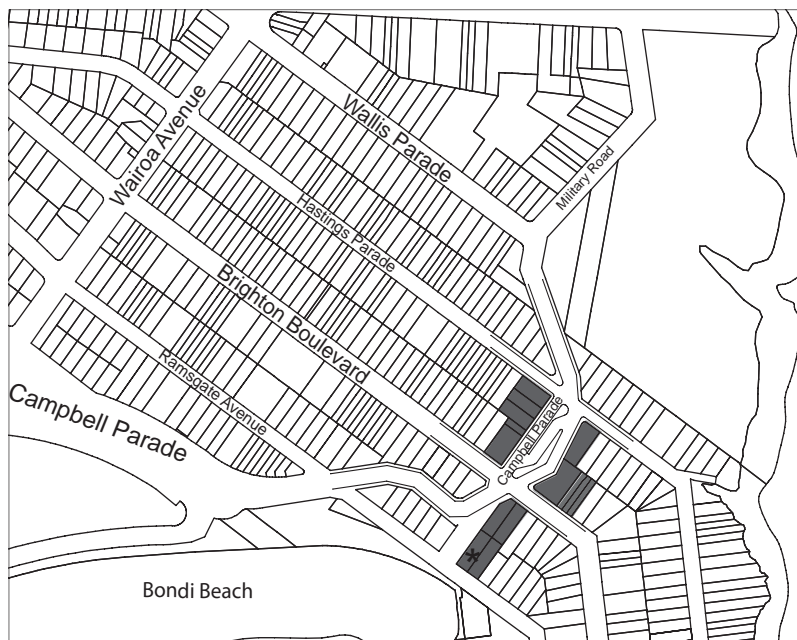
- (a) To maintain North Bondi as a separate and discrete precinct to the larger Bondi Beach precinct, with the role and character of providing local shops, services and residential accommodation for the local community.
- (b) To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above.
- (c) To support, maintain and expand upon the diverse mix of local shops and services that provide the day to day needs of the local residential community.
- (d) To limit and manage the proliferation of cafes and restaurants, including areas of outdoor dining, in order that these uses do not dominate the character of the centre or undermine the current and future role and function of local shops that provide the day to day needs of the local resident community.
- (e) Where redevelopment in the neighbourhood centre occurs, to ensure the scale of new development protects the residential amenity of adjoining and surrounding properties.
- (f) To maintain the predominantly two - three storey scale of development, at the same time as protecting the existing amenity of properties adjoining the centre.
- (g) The North Bondi RSL is an important community building and considered to be a key site in the centre and it is included in 12.3(b). It is unlikely that this building marked *, will ever be developed to conform with the planning controls.
- (h) The bus interchange is a key community site and future development at this site is addressed in the Local Village Centres Public Domain Improvement Plan.

12.3 Planning Controls

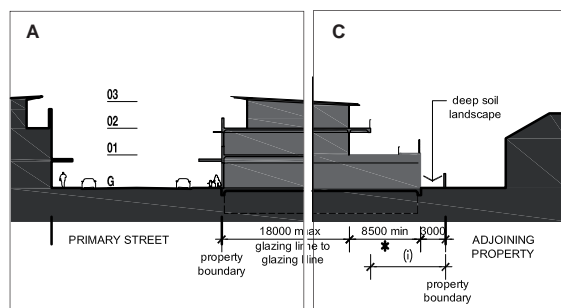
- (a) Cafes and restaurants, including fast-food take-away restaurants must not constitute more than 30% (being the combined total of the two) of shop-fronts or activities along the frontage of any part of the street between the corners of two other streets.



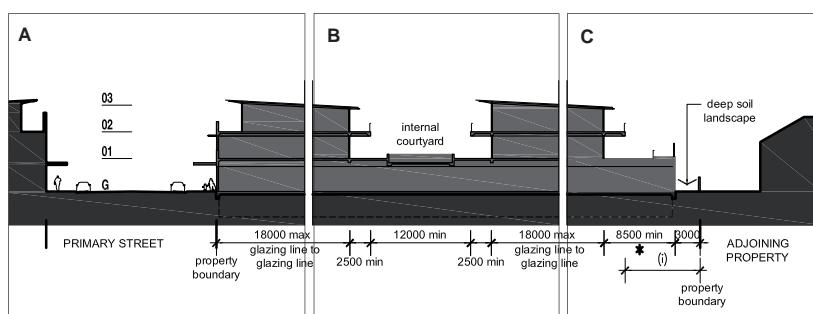
- (b) Lots shaded grey should conform to the following control diagrams held below in (b)(i) to (b)(v).



- (b) (i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in (b)(iii) and (b)(v).



- (b) (ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed below in (b)(iii), (b)(iv) and (b)(v).



Dimension marked * may be varied where a figured dimension is given in 12.3(c) indicating an overall dimension (i). In all other cases dimension * is a minimum.

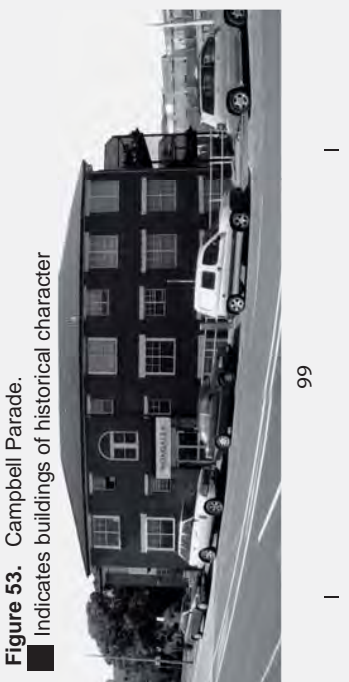
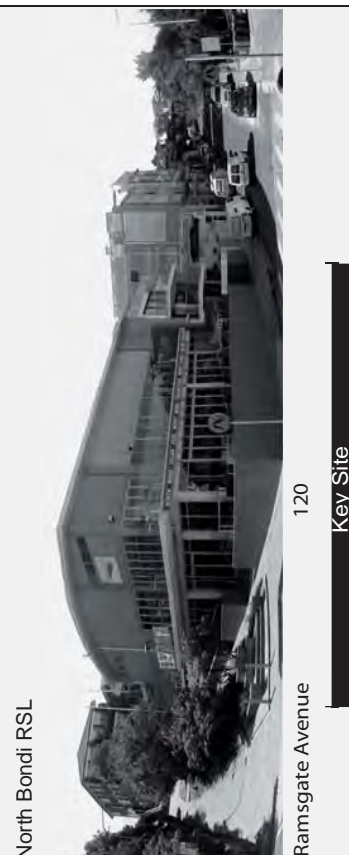
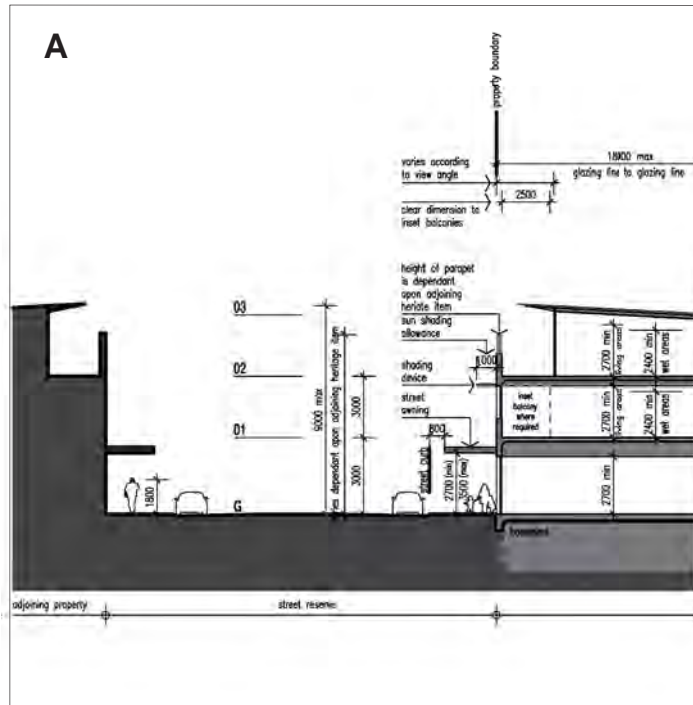
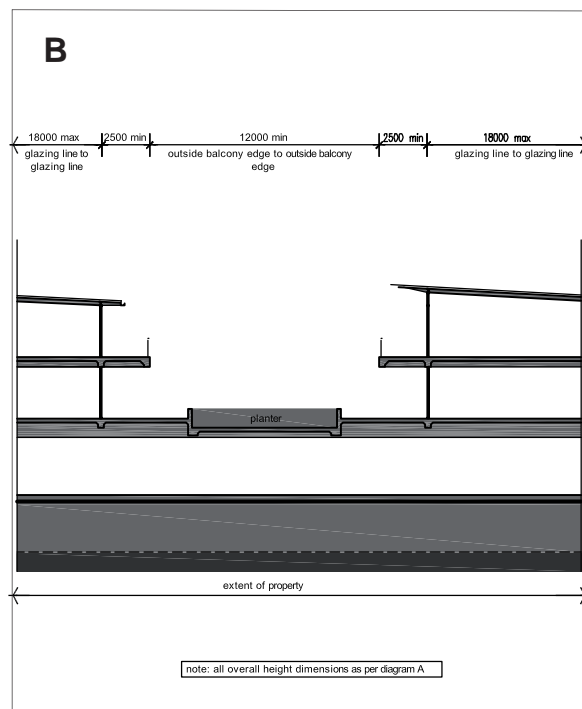


Figure 53. Campbell Parade.
■ Indicates buildings of historical character

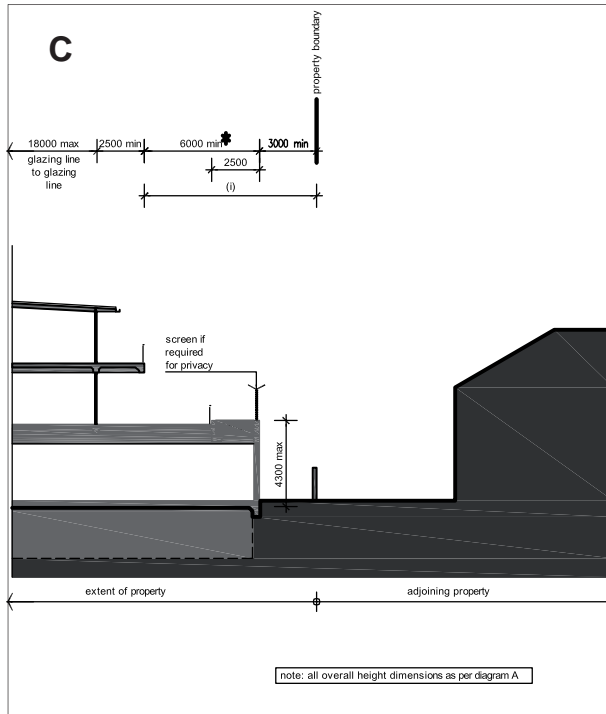
- (b) (iii) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (b) (iv) Control diagram: building depth between the front and rear boundaries for deep sites.

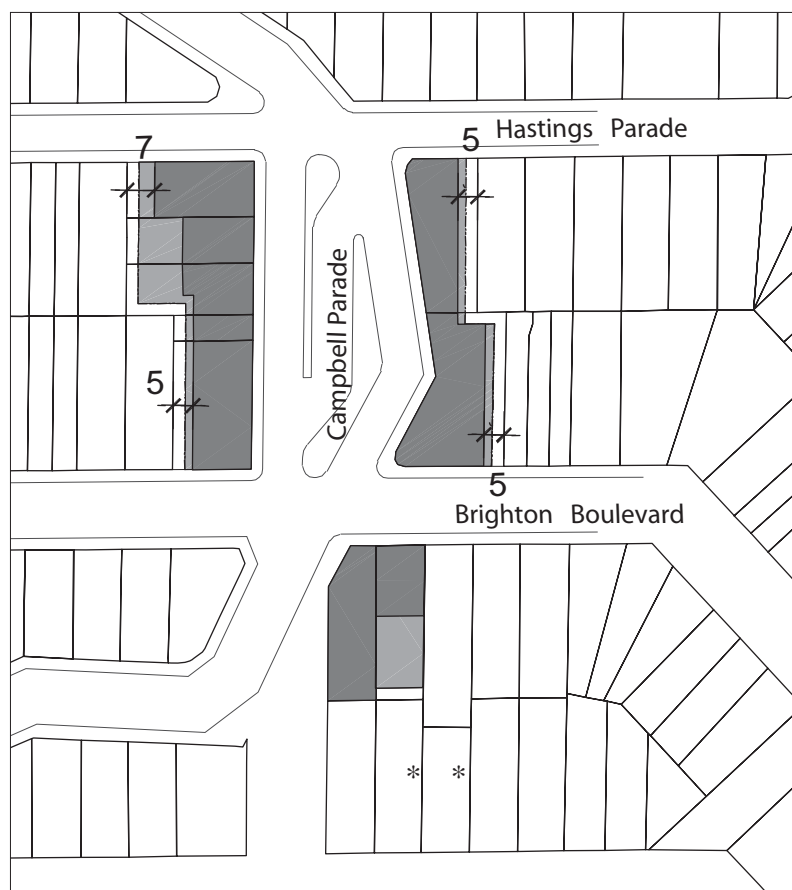


- (b)(v) Control diagram: building depth and other controls at the rear boundary with adjoining property.



Dimension marked * may be varied where a figured dimension is given in 12.3(c) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (c) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held in sections (b)(i) to (b)(v). These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

* Any redevelopment of the North Bondi RSL, 118 Ramsgate Avenue, must conform with FSR and height controls held in Waverley LEP 1996. Due to the nature of this community facility the exact outcome of any proposal should be developed in consultation with Council.

13.0 MURRIVERIE ROAD NEIGHBOURHOOD CENTRE



Figure 54. Local Village Centre: Murrivierie Road, Neighbourhood Centre.

The Murrivierie Road local village centre is comprised of approximately nine shops which are used for commercial and retail purposes with some residential uses above ground floor. Refer to Figure 54 above. This section applies to the land shown in grey. The land is zoned 3(c) under the Waverley LEP 1996.

13.1 Existing Character & Built Form

The shops are spread over three sections of the street, providing a range of goods and services to assist in meeting the daily needs of the local residents. The area maintains a strong two (2) storey character.

The mixed use buildings are of a range of typologies, built to the street edge with awnings. The building of historic character at No.1 Mitchell Street have had some alterations, although the original shop front exists.

The strongest historic character of the centre is provided by the substation, located east of the pocket park on Murrivierie Road.

No. 2 Mitchell Street is a good example of a successful transitional building in terms of height (from one (1) to two (2) storeys) and function (from mixed-use to residential).

The centre accommodates a small pocket park at the south east intersection of Murrivierie Road and Glenayr Avenue.

Refer to column diagrams held in Figures 55 to 57.



Figure 55. Murrivierie Road South.

Indicates buildings of historical character

13.2 Desired Future Character Objectives

- (a) To ensure that new development complements the height and scale of buildings of historic character in the centre;
- (b) To allow appropriate infill mixed-use redevelopment, incorporating ground floor local shops and upper level residential;
- (c) To ensure a consistent approach to street setbacks for new development;
- (d) To ensure appropriate architectural design and scale for corner site development;
- (e) To conserve and maintain original shop fronts where they exist;
- (f) To maintain and support a range of local shops and services meeting the day to day needs of local resident community;
- (g) To limit and manage the location of local cafes in order that these uses do not dominate the character of the centre or undermine the current and future role and function of local shops that provide the day to day needs of the local resident community;
- (h) To maintain and enhance accessibility to public open space; and
- (i) To improve pedestrian amenity/environment.

13.3 Planning Controls

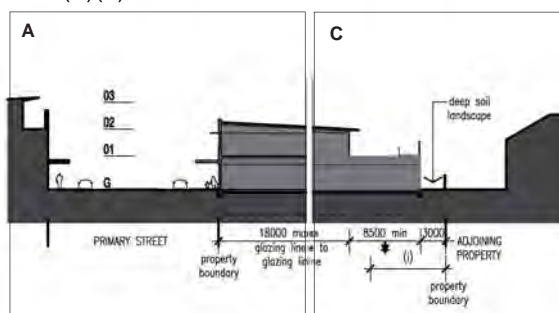
- (a) All new development and redevelopment must include street awnings of consistent form and height, complementing those existing in the centre;
- (b) The building at No.1 Mitchell Street is to be retained. Any development associated with the building is to retain, and where necessary restore;
- (c) In order to retain the local neighbourhood centre character, and to retain the majority of premises for local shops and services, the centre is restricted to one (1) only local café.



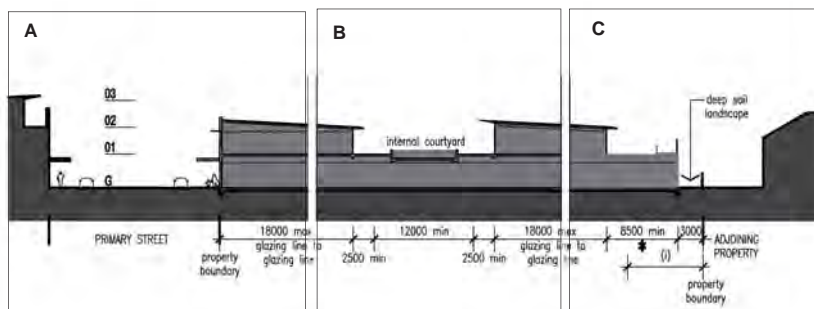
- (d) Lots shaded grey should conform to the following control diagrams and controls held below at (d)(i) to (d)(v).



- (d)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in (d)(iii) and (d)(v).



- (d)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed below in (d)(iii), (d)(iv) and (d)(v).



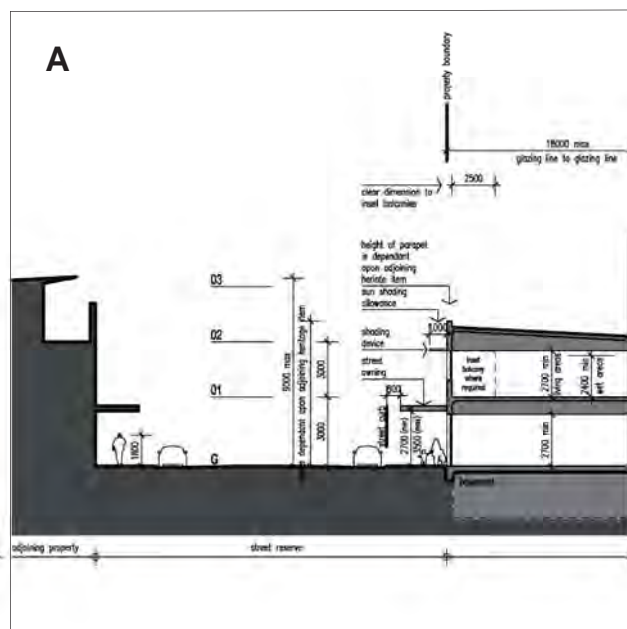
Dimension marked * may be varied where a figured dimension is given in 13.3(e) indicating an overall dimension (i). In all other cases dimension * is a minimum.

Figure 57. Glenayr Avenue West.

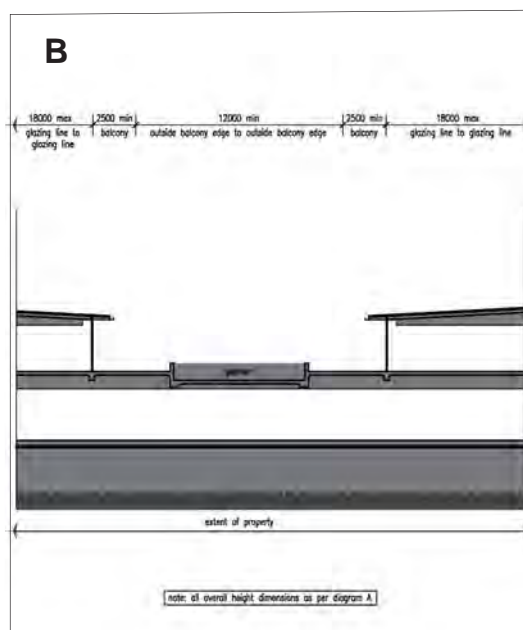
Indicates buildings of historical character

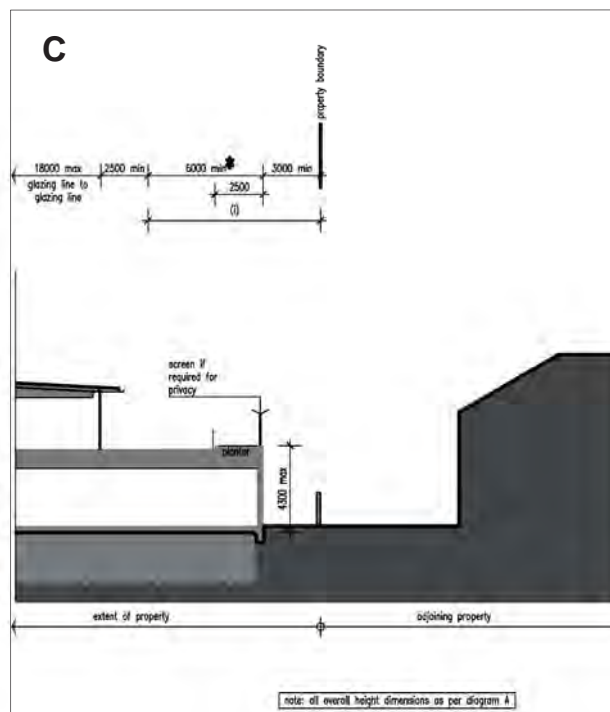


- (d)(iii) Control diagram: floor to ceiling heights and other planning controls at the street frontage.



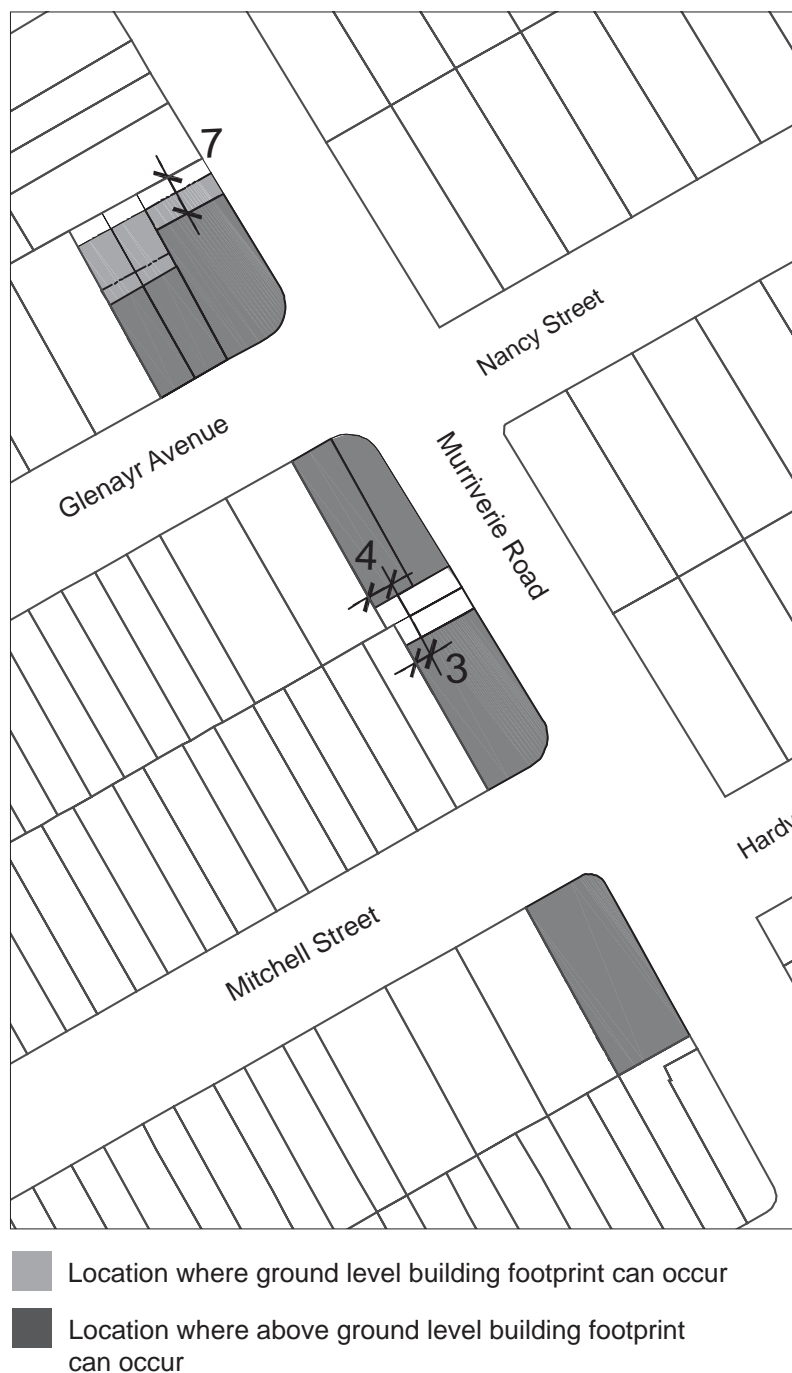
- (d)(iv) Control diagram: building depth and other planning controls between the front and rear boundaries for deep sites.





Dimension marked * may be varied where a figured dimension is given in 13.3(e) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (e) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held in sections (d)(i) to (d)(v). These footprints do not alter applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



14.0 ROSE BAY SMALL VILLAGE (NORTH AND SOUTH)



Figure 58. Local Village Centre: Rose Bay (north and south), Small Villages.

Old South Head Road is the local government boundary between the Waverley and Woollahra Council areas. Two clusters located along Old South Head Road between Onslow Street and Strickland Street and in the vicinity of Oceanview Avenue have been combined and are known as the Rose Bay Small Villages. Refer to Figure 58 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood under Waverley LEP 1996.

The three smaller commercial clusters located further south at the respective intersections of Flood Street and Old South Head Road, Blair Street and Old South Head Road, and Murrivier Road and Old South Head Road are known as the Old South Head Road Neighbourhood Centre and are addressed in section 9.0 of this Part.

14.1 Existing Character & Built Form

The five retail and commercial clusters found along Old South Head Road accommodate approximately 110 shop front premises of which approximately 70 are within the Waverley local government area.



Figure 59. Old South Head Road East.
■ Indicates buildings of historical character

The two clusters forming the Rose Bay Small Village contain a variety of uses that, when combined with the retail strips on the Woollahra side of the road, provide the daily needs of the local community.

Shop top housing is an important feature of Old South Head Road and provides housing diversity and affordability, as well as increased pedestrian activity and presence within the village.

Refer to column diagrams held at Figures 59 to 62.

14.1.1 Intersections of Old South Head Road and Dover Road, Onslow, Liverpool and Beaumont streets

The shops located in the vicinity of the intersections of Old South Head Road and Dover Road, Onslow, Liverpool and Beaumont streets are generally known as the 'Rose Bay shops' and form a significant local shopping strip with a mix of retail and commercial buildings.

Significantly, there are very few buildings which do not accommodate retail or commercial uses at ground level. Many buildings within this length have been developed in the 1970's.

This part of the Small Village exhibits good distinction between the retail/commercial area and the residential side streets.

This section contains no heritage items, or conservation area listings. Some corner sites (as indicated) have historic character.

The building typologies in the Small Village are highly diverse, with many modern constructions of limited architectural character.

The creation of larger residential blocks of limited design value, inconsistent awning heights, lack of continuity in height and bulk of neighbouring structures, and suspended power lines, have impacted on the character of this area.

Height is generally between one and three storeys, with a retail/commercial ground floor and (mainly) residential upper storeys.

14.1.2 Intersection of Old South Head Road and Oceanview Avenue

This local village centre has a ridge top location and within similarity to the 'Rose Bay shops', contains diverse, modern building typologies, of limited character.

Buildings in this section have a height of two (2) to three (3) storeys, with a retail/commercial ground floor and (generally) residential upper storeys.

Development to the western side of Old South Head Road is of a higher scale which is up to four (4) storeys.

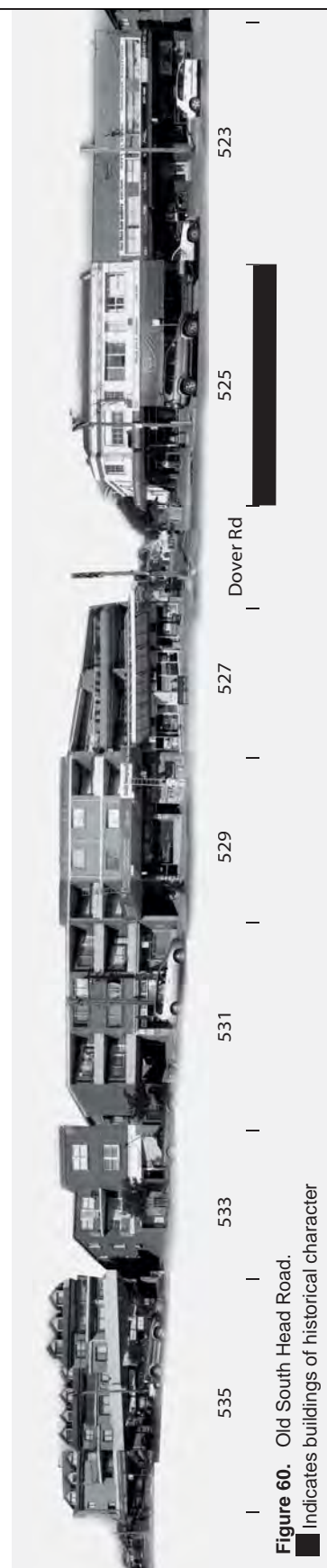


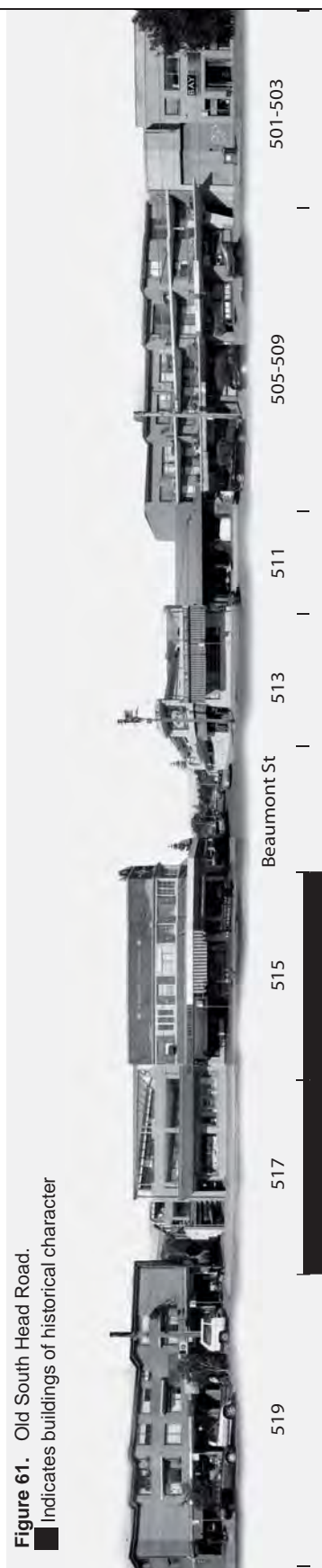
Figure 60. Old South Head Road.
■ Indicates buildings of historical character

14.2 Desired Future Character Objectives

- (a) To ensure that the design of infill development remains consistent with the regular division of frontages, where regular divisions occur;
- (b) To ensure an integrated approach and consistent treatment to the conservation of buildings of historic character;
- (c) To minimise 'visual clutter' through control of peripheral building elements;
- (d) To maintain and encourage mixed use development with ground floor local shops and services and residential uses above;
- (e) To maintain and support a range of local shops and services meeting the day to day needs of local residents;
- (f) To enhance the pedestrian environment along Old South Head Road;
- (g) To maintain and improve the continuity of awnings over the footpath;
- (h) To maintain Old South Head Road as the primary streetscape in the village with side streets as secondary frontages;
- (i) Encourage a consistent approach to buildings in relationship to 'street edge' boundaries;
- (j) Allow a greater scale of mixed use development where appropriate;
- (k) Maintain a good distinction between the mixed use sections of Old South Head Rd and residential side streets; and
- (l) Conserve and enhance those corner sites containing buildings of historic character.

14.3 Planning Controls

- (a) New development requiring a necessary vehicular access from Old South Head Road must incorporate a driveway pediment with a maximum clearance of 4.3m, aligned with adjacent string courses, awning, or parapet heights. Vehicle entrances are to be a maximum 3.3m in width;
- (b) New development is to facilitate cable bundling and incorporate design for the reduction of above ground services;



- (c) Cafes and restaurants, including fast-food take-away restaurants must not constitute more than 20% (being the combined total of the two) of shop-fronts or activities along the frontage of any part of the street between the corners of two other streets;
- (d) Lots shaded grey may conform to the following control diagrams held below at (d)(i) to (d)(viii);

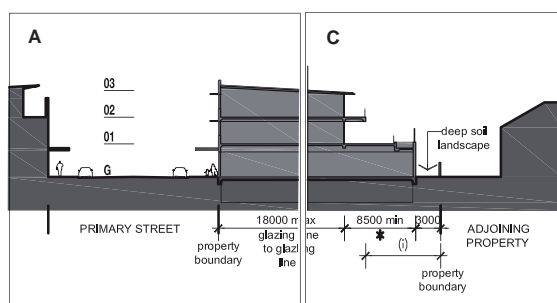


Council may give consideration to the height variation as shown in the elevations below, provided the guidelines held at Annexure F5 - 1 are also applied.
The building footprints held in control diagram 14.3(e) also apply to this variation.

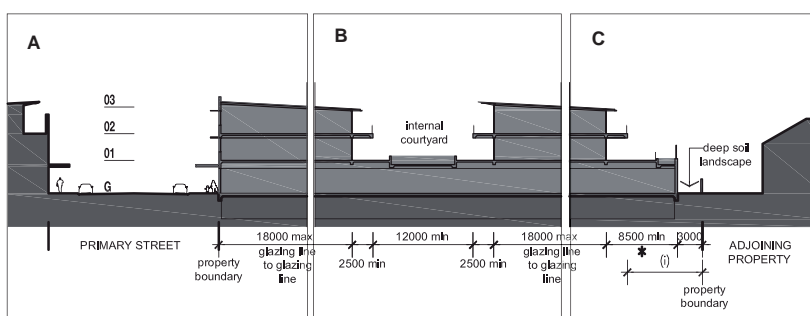
Figure 62. Old South Head Road.
Indicates buildings of historical character



- (d) (i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in (d)(v) and (d)(vii).

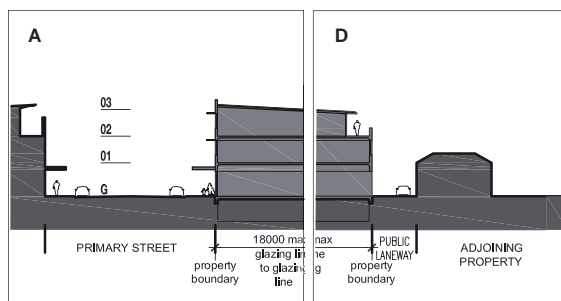


- (d) (ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed below in (d)(v), (d)(vi) and (d)(vii).

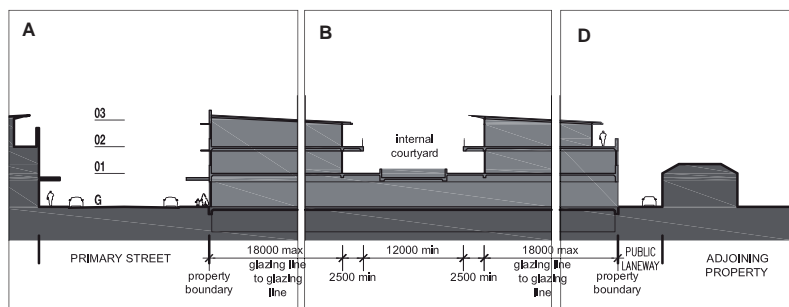


Dimension marked * may be varied where a figured dimension is given in 14.3 (m) indicating an overall dimension (i). In all other cases dimension * is a minimum.

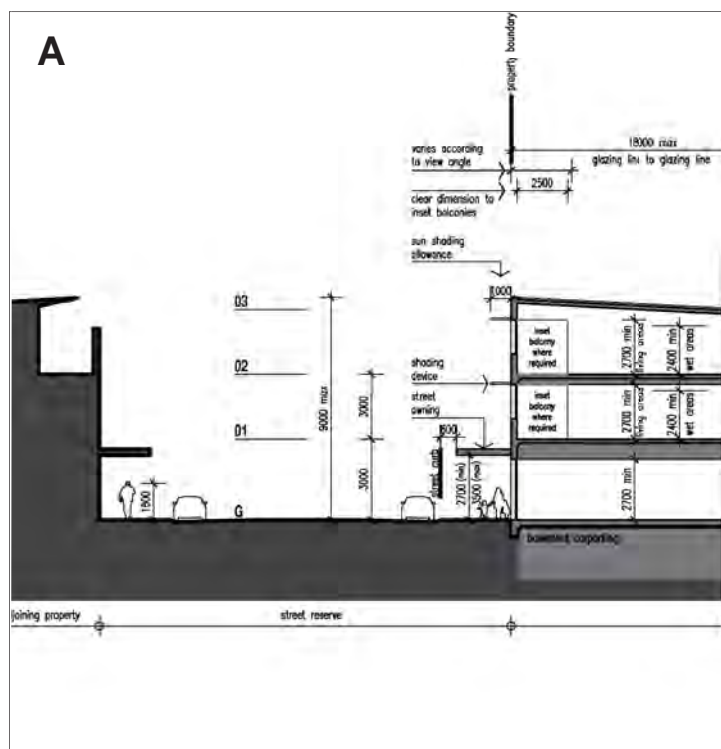
- (d) (iii) Control diagram: typical building section - dual street frontage - shallow site. Components 'A' and 'D' are detailed below at (d)(v) and (d)(viii).



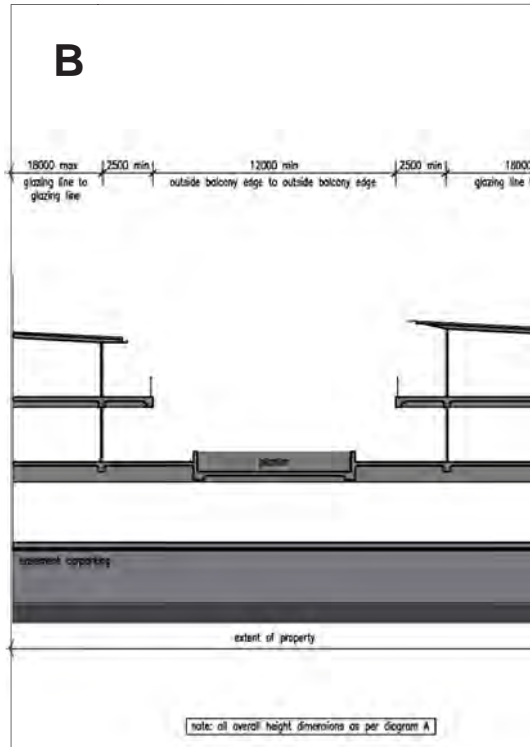
- (d) (iv) Control diagram: typical building section - dual street frontage - deep site. Components 'A', 'B' and 'D' are detailed below in (d)(v), (d)(vi) and (d)(viii).



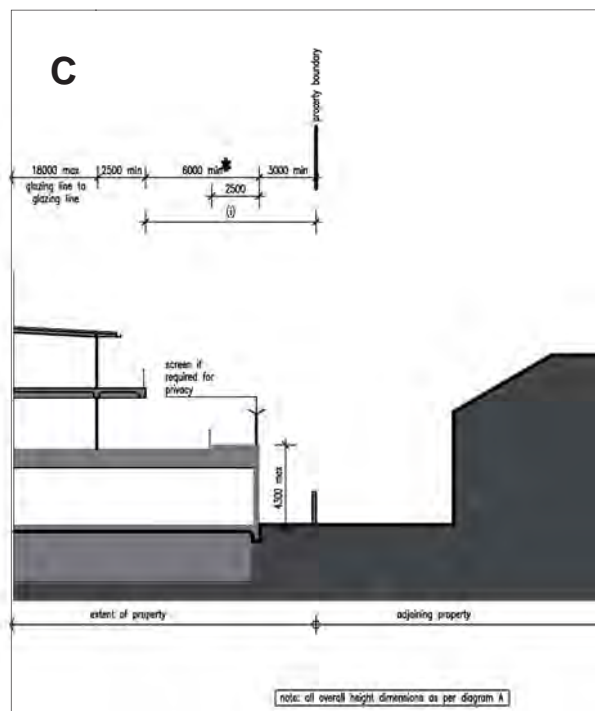
- (d) (v) Control diagram: floor to ceiling heights and other controls at the street frontage.



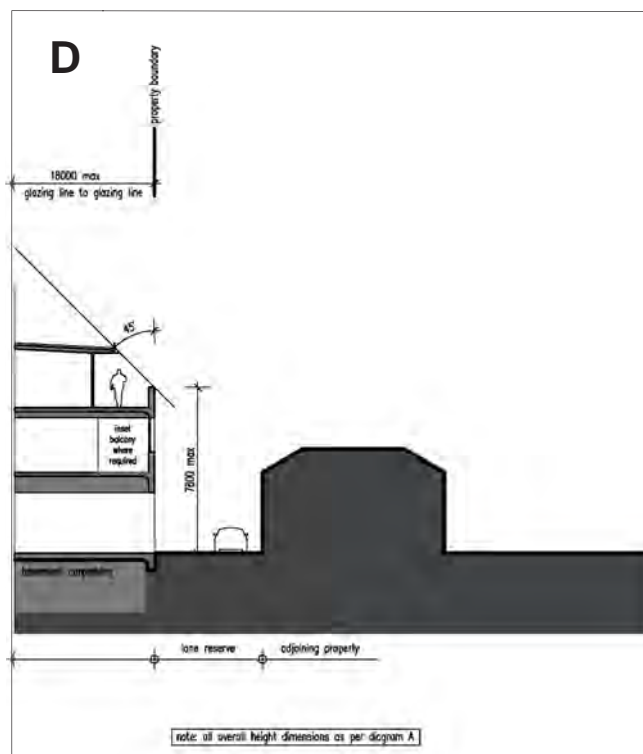
- (d) (vi) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.



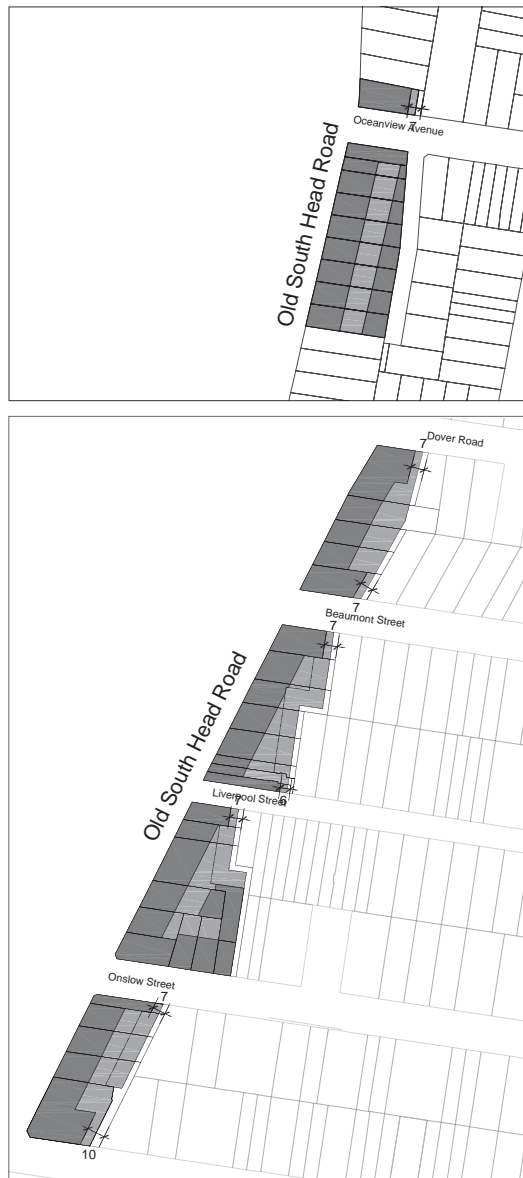
- (d) (vii) Control diagram: building depth and other controls at the rear boundary to an adjoining property.



- (d) (viii) Control diagram: building depth and other controls at the rear boundary to a laneway.



- (e) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held below in (d)(i) to (d)(viii). These footprints do alter the applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



- Location where ground level building footprint can occur
- Location where above ground level building footprint can occur

15.0 BLAKE STREET NEIGHBOURHOOD CENTRE



Figure 63. Local Village Centre: Blake Street, Neighbourhood Centre.

The Blake Street Neighbourhood Centre is located at the intersection of Blake Street and Military Road, Dover Heights. Refer to Figure 63 above. This section applies to the land shown in grey which is zoned 3(c) Business Neighbourhood Centre under the Waverley LEP 1996.

15.1 Existing Character & Built Form

This local village centre has several small shops and commercial uses, providing some services to the local resident community. The centre does not possess a distinctive historical or neighbourhood character, with modern buildings and renovations having occurred over time.

The building typology and the street edge definition are varied. While the scale of buildings varies, it is generally two (2) storeys in character. Some buildings in the centre possess street awnings over the footpath.

Due to its elevated location the centre enjoys prominent views west along Blake Street to the inner harbour and City skyline.

15.2 Desired Future Character Objectives

- (a) To establish and support a centre characterised by mixed use development incorporating small local shops and services for the local resident community;
- (b) To encourage new mixed use development with ground level local shops and services and upper level residential use; and

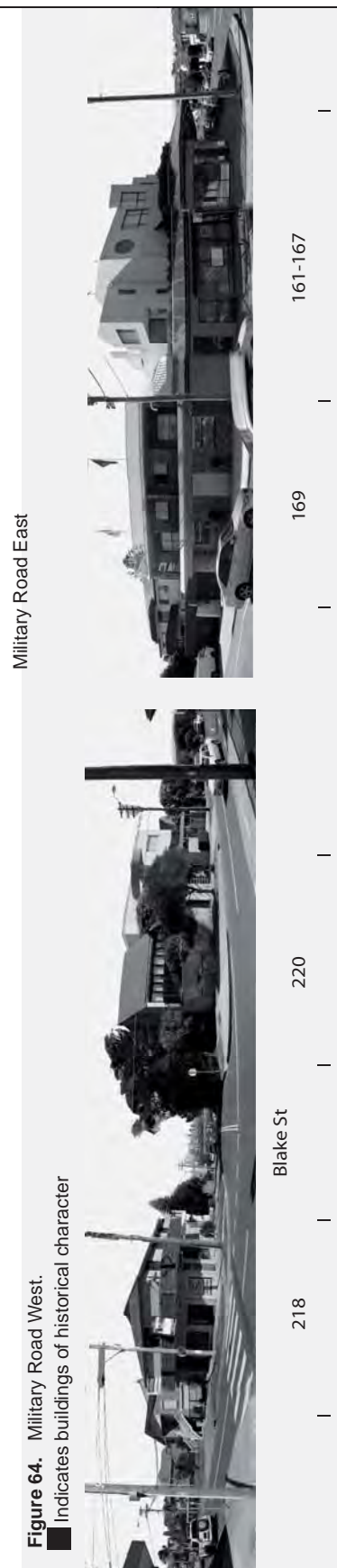


Figure 64. Military Road West.
Indicates buildings of historical character

- (c) Where redevelopment in the neighbourhood centre occurs, to ensure the scale of new development protects the residential amenity of adjoining and surrounding properties.

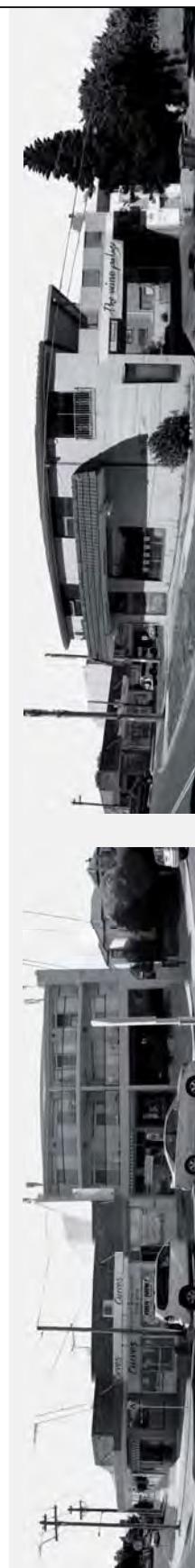
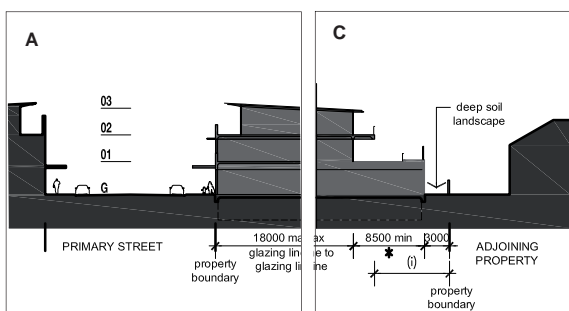
Refer to column diagrams held at Figures 64 to 65.

15.3 Planning Controls

- (a) All new development and redevelopment must include street awnings of consistent form and height, complementing those existing in the centre;
- (b) In order to retain the existing local neighbourhood shopping character the centre is restricted to one (1) only local café; and
- (c) Lots shaded grey should conform to the following control diagrams held below at (c)(i) to (c)(v).



- (c)(i) Control diagram: typical building section - single street frontage - shallow site. Components 'A' and 'C' are detailed below in (c)(iii) and (c)(v).



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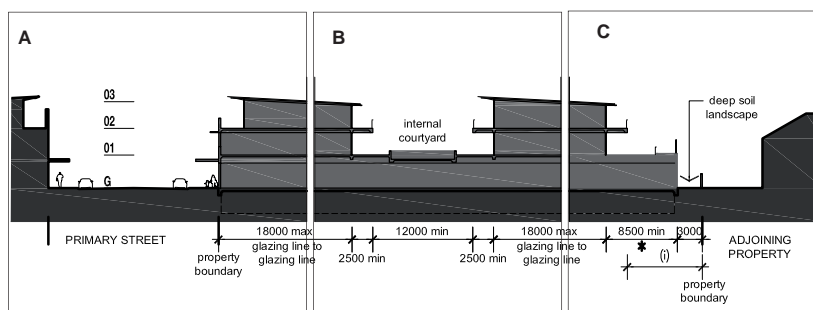
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Blake Street South

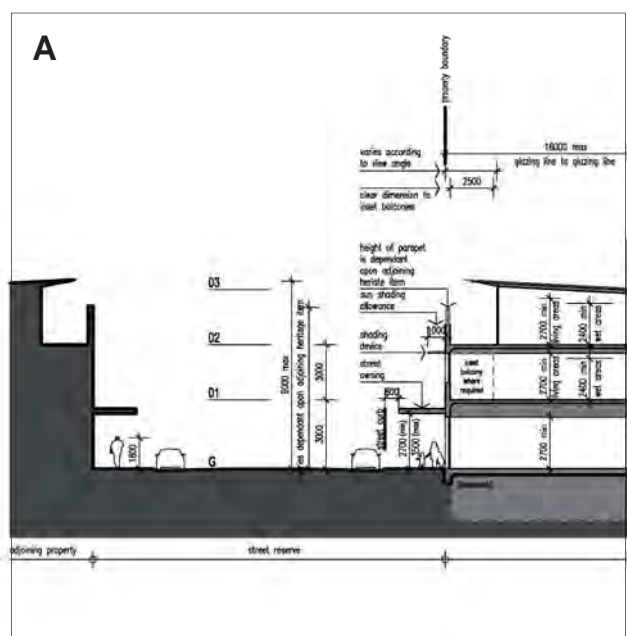
Figure 65. Military Road East. Indicates buildings of historical character

- (c)(ii) Control diagram: typical building section - single street frontage - deep site. Components 'A', 'B' and 'C' are detailed below in (c)(iii), (c)(iv) and (c)(v).

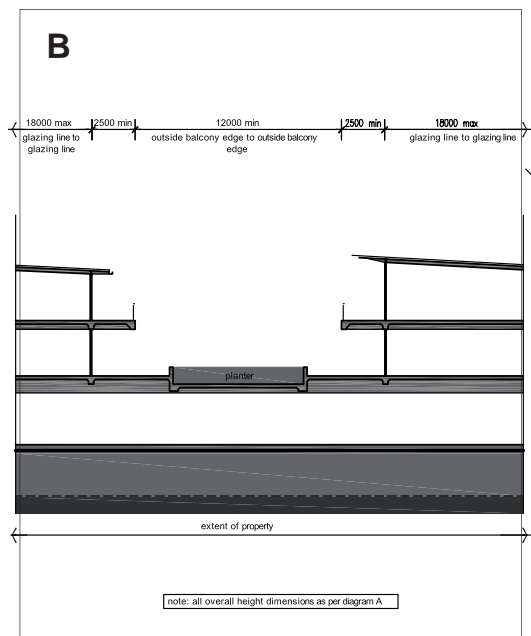


Dimension marked * may be varied where a figured dimension is given in 15.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

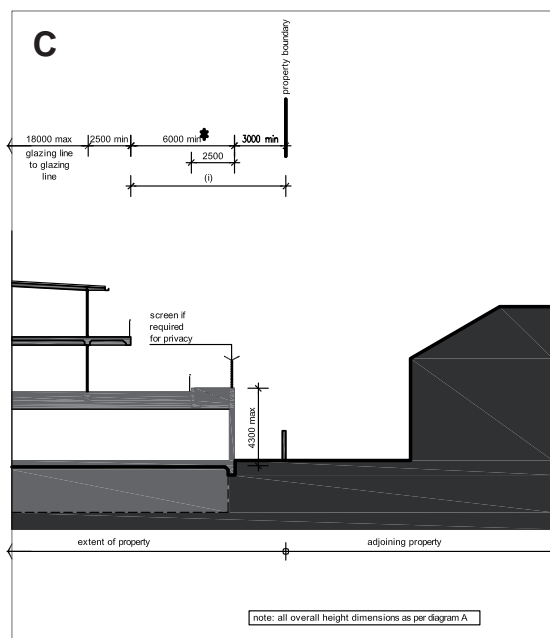
- (c)(iii) Control diagram: floor to ceiling heights and other controls at the street frontage.



- (c)(iv) Control diagram: building depth and other controls between the front and rear boundaries for deep sites.





- (c)(v) Control diagram: building depth and other controls at the rear boundary to an adjoining property.



Dimension marked * may be varied where a figured dimension is given in 15.3(d) indicating an overall dimension (i). In all other cases dimension * is a minimum.

- (d) The control diagram indicates an approximate built form footprint outcome as a result of the control diagrams held in sections (c)(i) to (c)(v). These footprints do not alter the applicable FSR values. In a number of circumstances figured dimensions are provided below (in metres) to vary setback requirements so as to achieve urban design objectives or appropriate development potential. In all other circumstances the dimensional requirements in preceding figures of this chapter apply.



-  Location where ground level building footprint can occur
-  Location where above ground level building footprint can occur

Annexure F5-1

Detailed provisions in respect to height and floor space ratio (FSR) development standards in WLEP 1996.

Council has prepared Part F5 for all local village centres, including those with 3(a) Business General, 3(b) Business Mixed and 3(c) Business Neighbourhood zones under WLEP 1996.

Part F5 planning controls have been developed following detailed urban design and planning analysis of each of the existing centres and establishment of desired future character objectives.

Floor space ratio (FSR) and building height controls for commercial zones are contained in clauses 27 and 28 in WLEP 1996. Part F5 - Local Village Centres includes building envelope controls by way of building elevation diagrams – which establish maximum building heights and footprints. This annexure contains guidelines to determine the proposed development that might be consistent with WLEP 1996.

Review findings in relation to building height and floor space ratio controls – proposed development.

1. The urban design and planning review of the local village centres has resulted in separate recommendations to Council regarding amendments to WLEP 1996, being:
 - Old South Head Road Neighbourhood Centre at the intersection with Blair Street and Curlew Street – recommending changes from 9m (3 storeys) to 13m (4 storeys) and an FSR increase from 1:1 to 1.5:1;
 - Rose Bay Small Village – recommending changes from 9m (3 storeys) to 13m (4 storeys) and an FSR increase from 1:1 to 1.5:1;
 - Macpherson Street Neighbourhood Centre – recommending, at the north-western end, near Leichhardt Street, and on the southern side where the current Bronte RSL is located, changes from 9m to 13m;
 - Hall Street Town Centre – recommending an increase in height from 12m to 13m; and
 - The western end of Bondi Road Village – recommending an increase in height from 12m to 13m.
2. Some proposed development in accordance with the review findings may satisfy the aims and objectives of the development controls.
3. Each matter will be considered on its merits and whilst the findings and recommendations mentioned above in point 1 may provide some general guidance as to an acceptable solution, a full and complete consideration of such matters will be made when in receipt of a well founded objection to the development standards under State Environmental Planning Policy (SEPP) No.1.

Council, in dealing with any SEPP 1 objection will consider the following questions:

- a) Is the planning control of height and/or FSR a development standard?
- b) What is the underlying object or purpose of those standards?
- c) Is compliance with the development standard consistent with the aims of the Policy and in particular does compliance with the development standard tend to hinder the attainment of the objects specified in 5.5(a)(i) and (ii) of the *Environmental Planning & Assessment Act 1979*?
- d) Is compliance with the development standard unreasonable or unnecessary in the circumstances of the case?
- e) Is the objection well founded?

The FSR development standards included in WLEP 1996 are:

- 3(a) max 1:1
- 3(b) max 1:1
- 3(c) max 0.5:1

The height development standards included in WLEP 1996 are:

- 3(a) max 12 metres
- 3(b) max 12 metres
- 3(c) max 9 metres

The general aims of WLEP 1996, outlined in Clause 2 are as follows:

- “(a) to replace all existing local environmental planning controls which apply to the land to which this Plan applies with a single local environmental plan;*
- (b) to provide a framework for more flexible planning controls;*
- (c) to improve the amenity, safety and environmental quality of the built and natural environment;*
- (d) to provide for the economic and efficient use of land;*
- (e) to ensure development proceeds in an ecologically sustainable and equitable manner;*
- (f) to provide the opportunity for all members of the public to participate in the planning decisions of the Council; and*
- (g) to provide an appropriate balance and distribution of land uses.”*

The specific aims of WLEP 1996 included in Clause 3(2) are as follows:

“(2) The specific aims of this Plan in relation to commercial development are:

- (a) to encourage a range of activities within commercial zones;*
- (b) to prevent the expansion of commercial zones at the expense of residential zones;*
- (c) to maintain and improve the pedestrian environment of commercial areas; and;*
- (d) to promote a mix of uses to satisfy the demands of commercial and residential development in commercial zones.”*

The zone objectives, under WLEP 1996 are as follows:

“Zone No. 3(a) Business General

1. Objectives of zone

The objectives of this zone are:

- (a) to allow for retail, entertainment, tourist and commercial uses;*
- (b) to allow for residential development mixed with other permissible uses so as to encourage urban consolidation and increase the vitality of localities within this zone; and*
- (c) to control the physical and functional characteristics of business centres so as to minimise their impact on neighbouring residential areas.*

Zone No. 3(b) Business Mixed

1. *Objectives of zone*

The objectives of this zone are:

- (a) to allow for a range of retails and commercial uses;*
- (b) to allow for residential development mixed with other permissible uses so as to encourage urban consolidation and increase the vitality of commercial centres; and*
- (c) to control the physical and functional characteristics of business centres so as to minimise their impact on neighbouring residential areas.*

Zone No. 3(c) Business Neighbourhood

1. *Objectives of zone*

The objectives of this zone are:

- (a) to provide a range of shops and low intensity commercial uses that serve the daily needs of adjacent residential neighbourhoods; and*
- (b) to encourage the mixing of residential development with those uses.”*

The underlying objectives of the floor space ratio and height controls are to control the bulk, scale, appearance and impacts on amenity of a development.

- 4. In considering whether to vary the relevant standard(s), Council will also need to be satisfied that the proposed development will:
 - i) be consistent with the objectives of the zone of the land under WLEP 1996, and,
 - ii) be consistent with the Desired Future Character Objectives as contained in Part F5 of Waverley DCP 2006, for the particular local village centre in which the land is located, and
 - iii) comply with all other planning controls applicable to the land, as contained in Part F5 of Waverley DCP 2006, and
 - iv) improve or contribute positively to the public domain and would achieve design excellence, and
 - v) not unacceptably impact on the amenity of residential dwellings on any adjoining land, including compliance with provisions relating to minimum solar access and visual privacy to residential properties, as contained in Waverley DCP 2006.

Part G Environment

G1 Site Waste Minimisation and Management

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G1 Site Waste Minimisation and Management

1.0 INTRODUCTION

This Part applies to all development applications for demolition and/or construction (including alterations, additions and fit-outs). It clarifies approval requirements for a Site Waste and Recycling Management Plan (SWRMP) that must accompany all development applications (DA).

Council aims to minimise waste and maximise resource recovery during the demolition, construction and on-going management of a property, ~~and~~ facilitate safe and efficient waste and recycling collection from all premises as well as assist all stakeholders to design for sustainable, safe and healthy waste minimisation and resource recovery systems.

1.1 Objectives and guiding principles

The guiding principles for the requirements in this Part are:

- (a) Waste avoidance and resource recovery: Minimise waste generated during the demolition, construction and ongoing use of premises through efficient resource recovery.
- (b) Increased source separation of materials to reduce landfill waste: Maximise the re-use and recycling of building and construction materials and generated wastes to reduce the consumption of finite natural resources.
- (c) Access: Ensure waste and recycling systems are easy to use and complement waste and recycling services.
- (d) Safety and hygiene:
 - Promote safe practices for storage, handling and collection of waste and recycling.
 - Ensure hazardous material such as asbestos is disposed of safely.
 - Ensure health and amenity for residents and workers in the Waverley local government area (LGA).
- (e) Pollution prevention: Prevent storm water pollution that may occur as a result of poor waste and recycling storage and management practices.
- (f) Ecologically Sustainable Development (ESD): Promote the principles of ESD through waste avoidance, resource recovery, recycling and alternate waste treatment methods to achieve improved environmental outcomes.
- (g) Noise minimisation: During use and collection of waste and recyclables.

1.2 Development covered by this Part

This Part applies to all works requiring a development application under

the Environmental Planning and Assessment Act 1979 (EP&AA 1979), Waverley Local Environmental Plan 1996 (WLEP 1996) and Waverley Development Control Plan 1996 (Amendment No. 4).

This Part should also be used as a guide for activities, which are classified as exempt and complying development, (see part C1 and Part C2) and development under Section 5 of the EP&AA 1979.

1.3 Submission requirements

1.3.1 Site Waste and Recycling Management Plan (SWRMP)

The Site Waste and Recycling Management Plan (SWRMP) enable Council to assess the waste and recoverable resources likely to be generated as a result of the proposed development. SWRMP will ensure that appropriate actions are taken to properly manage the generation, storage and disposal of wastes and recyclables. The SWRMP will also ensure Council you are aware of safety procedures that must be taken when removing hazardous waste (see Waverley Council's Asbestos Policy 2005 for further information).

A SWRMP is required to be submitted when lodging a DA. It is to include:

- (a) The waste and recycling management systems and storage areas identified on the plans/drawings of the development site.

The plans/drawings must show:

- the size and position of waste and recycling storage areas;
- access route of tenants to waste and recycling storage area;
- collection point and/or access route of collection vehicles;
- ventilation of waste and recycling storage area; and
- bin and storage area washing facilities.

- (b) The SWRMP is in two parts:

Checklist No. 1 aims to provide Council with details about the size, position and accessibility of the waste storage area and is submitted with the DA.

Checklist No. 2 aims to provide Council with details of the quantity of waste to be generated and how this is to be minimised. In this part the applicant details of the ongoing waste management strategy. This is to be submitted with the Construction Certificate Application.

1.4 How to use this Part

This Part is divided into five sections:

Section	2.0	Demolition and Construction Clauses that apply to the demolition and construction of all developments.
Section	3.0	All Development General clauses that apply to all development.
Section	4.0	Residential Development Specific clauses related to residential developments in addition to Section 2.0 and 3.0.
Section	5.0	Commercial Development Specific clauses related to commercial development in addition to Section 2.0 and 3.0.
Section	6.0	Mixed Development Specific clauses related to mixed commercial and residential developments in addition to Section 2.0 and 3.0.

All persons submitting a DA must refer to Section 3.0 and any other sections relevant to assist them in the preparation of their SWRMP.

2.0 DEMOLITION AND CONSTRUCTION

Objective

- (a) To encourage a high level of demolition and construction waste to be reused or recycled where possible.

2.1 General controls

- (a) All waste streams are to be stored separately on site, i.e.:
- Landfill waste;
 - Recyclable Waste;
 - Materials to be re-used on-site; and / or
 - Excavation materials.
- (b) Materials should be recycled or reused and stored separately. (See Annexure G1-1 and visit: (www.resource.nsw.gov.au/data/cd_directory_sydney.pdf)).
- (c) Where the space on a development is limited, approval may be granted by Council to place a skip on a footpath or other public area. Guidelines in Annexure G1-7 must be complied with.
- (d) Waste and recycling containers/skips may only be provided by persons or companies holding a current permit granted by Council.
- (e) Asbestos and other hazardous materials must be removed, handled and disposed of according to the *Occupational Health and Safety Regulation 2001* (made under the *Occupational Health and Safety Act 2000*).
If the building or structure being demolished or altered was built before 1987 it is likely to contain asbestos. Where asbestos is present, Waverley Council's Asbestos Policy 2005 and National

Occupational Health & Safety Commission's: Code of Practice for the Safe Removal of Asbestos 2000 (1988) must be complied with.

2.2 Space control

- (a) On-site storage areas / containers for all waste and recycling streams must be indicated on the site plans / drawings as part of the SWRMP.

2.3 Access controls

- (a) Where material cannot be reused or recycled, it should be disposed of at an 'approved' landfill. This must be specified in the SWRMP Checklist.
- (b) Easy vehicular access to waste and recycling material storage areas must be provided.
- (c) Construction materials are to be stored away from waste and recycling materials to enable easy access for waste collectors.

2.4 Amenity control

- (a) Ensure hazardous materials such as asbestos, lead paint or dust in roof cavities are handled and removed in a safe manner.

3.0 ALL DEVELOPMENT

3.1 General controls

- (a) All waste facilities must comply with the Building Code of Australia (BCA) and all relevant Australian Standards.
- (b) Heritage conservation considerations may alter some requirements of this Part in the refurbishment of existing buildings.
- (c) Council will supply and service 140L and 240L Mobile Garbage Bins (MGB).

Where a 660L MGB is preferable the following are applicable:

- It must be discussed with and agreed upon by Council.
- The developer is to provide the bins at own their cost.

- (d) Waste and recycling receptacles must be stored at all times within the boundary of the site.
- (e) No incineration devices are permitted.
- (f) Any volume reducing equipment must be installed in accordance with the manufacturers design specifications. The equipment must be installed on either a concrete plinth 75mm high or on legs at least 150mm high and have a space between the unit and the walls to enable easy access for cleaning and maintenance. Compaction rates must not be set higher than 2:1.

3.2 Space controls

- (a) Space must be provided within the premises for the storage of garbage and recycling. The space allocated must be sufficient

to store, in separate containers, the volume of garbage and recycling likely to be generated between collections. Approximate waste and recycling rates for various commercial and residential developments are provided in Annexure G1-2.

- (b) Sufficient space must also be provided for any equipment necessary to manage the waste and recycling likely to be generated on the premises between collections.

3.3 Access controls

- (a) The waste and recycling storage area must be located in a position that is convenient for both users and waste collection personnel.
- (b) The path for wheeling bins between the waste and recycling storage area and the vehicle collection point must be free of steps and kerbs. The waste storage area must be as close as practicably possible to the service road collection point.

The path between the storage area and kerbside collection point must be indicated on the plans/drawings in the waste management plan.

- (c) A suitable collection point must be nominated on a service road where loading operations can occur.
- (d) Collection vehicles should be able to service the site with ease and with no need to reverse.
- (e) Collection from within the boundary of the property is only possible upon prior negotiation with Council.
- (f) Where collection vehicles are required to drive into a property to collect waste and recycling, the site must be designed to allow:
 - Collection vehicles to enter and exit the property in a forward direction and
 - Adequate vehicle clearance.

Access roads must comply with:

- BCA and the relevant Australian Standards;
- Specifications given at time of negotiation with Council; and
- Specifications in Annexure G1-3.

3.4 Amenity controls

- (a) The potential for noise and odour must be minimised.
- (b) All garbage and recycling must be inside Council approved bins or skips, with lids closed to reduce littering, stormwater pollution, odour and vermin. Garbage and recycling not presented in the correct manner will not be collected.
- (c) All organic waste should be either treated in a composting or worm farming system, or must be stored in a Council approved bin or skip with lid closed.

3.5 Construction controls

- (a) The floors of garbage, recycling and other waste storage rooms must be constructed of concrete or other approved materials at

least 75mm thick. The floor should be finished with a smooth even surface, coved at the intersection with walls and plinths with a ramp to the doorway where necessary.

The floor of the waste and recycling storage areas must be graded and drained to the sewerage system and approved by the Sydney Water Corporation.

Under no circumstances is waste-water from the cleaning of the waste storage area and waste bins, to drain into the stormwater system.

- (b) The walls of the garbage, recycling and other waste storage rooms must be constructed of an approved rigid impervious material. Walls should be cement rendered internally to a smooth even surface and coved at all intersections. If metal receptacles are to be used a bump rail should be fitted at least 50mm clear of the wall.
- (c) The ceilings of the garbage, recycling and other waste storage rooms must be finished with a rigid, smooth faced non-absorbent material that can be easily cleaned.
- (d) The walls, ceilings and floors of the waste storage rooms should be finished in a light colour.
- (e) The waste and recycling storage rooms should have a close fitting and self-closing door that can be opened from within the room. The door should be of sufficient width to accommodate waste receptacles.
- (f) Smoke detectors must be fitted in accordance with Australian Standard 1670 Fire Detection Warning, Control and Intercom Systems – System Design, Installation and Commissioning and connected to the fire prevention system of the building.
- (g) The central garbage and recycling rooms must be equipped with a supply of hot and cold water, mixed through a centralised mixing valve with a hose cock.
- (h) The waste and recycling storage rooms should be designed to prevent the entry of vermin.
- (i) Clear and easy-to-read “NO STANDING” signs and “DANGER” signs must be displayed on the external face of the waste storage rooms where appropriate (with letters no less than 5cm in height).
- (j) Any compacters or mechanical devices used in the storage of waste must be childproof.
- (k) Waste storage areas must be provided with artificial light, controlled by switches located both inside and outside the rooms. Consideration must be given to the energy efficiency of the lighting system.
- (l) Any part of the waste management system that is visible from outside the development must be consistent with the building design.

3.6 Management controls

- (a) The design of the waste and recycling management system must identify responsibility for cleaning of waste receptacles and storage areas. This must be clearly stated in the SWRMP Checklist No. 2.
- (b) The design of the waste management system must identify responsibility for transfer of bins within the property, to the collection point and back to the storage area. This must be clearly identified in the plan/drawings and stated in the SWRMP Checklist No. 2.
- (c) All waste and recycling receptacles must be put out for kerb-side collection no earlier than the previous evening.
- (d) All waste and recycling receptacles must be removed from the kerb-side as soon as possible on the same day as the collection service.

Note: Penalties apply for bins left on footpaths after collection day.

- (e) Standard signage on how to use the waste management system must be displayed in all communal waste storage areas. Residential signs are available from Council, examples can be found at (www.waverley.nsw.gov.au/council/pws/waste/New_system/Education_materials/index.asp).
- (f) Clear and easy to read signs identifying the different waste receptacles (e.g. paper/cardboard recycling, plastic/glass/metal recycling, garbage and green waste) and where in the storage area these should be positioned must be displayed. Detailed signs depicting what can be placed in each receptacle must also be displayed. Signs are available from Council for residential use, examples can be found at (www.waverley.nsw.gov.au/council/pws/waste/New_system/Education_materials/index.asp) along with contact details of a company who will supply commercial signs – the Beverage Industry Environment Council.

4.0 RESIDENTIAL DEVELOPMENT

4.1 Single dwelling controls

4.1.1 General controls

4.1.2 Space controls

- (a) Space must be provided inside each dwelling for a receptacle to store garbage and another for recycling, each with the capacity to store two day's worth of materials (see Annexure G1-2).
- (b) Space must be allocated within the boundary of the property to store MGB's (see Annexure G1-4).
- (c) Consideration must be given to the storage of green waste.
- (d) A designated unsealed area for composting must be provided. Taking into account proximity to dwellings and site drainage systems (see Annexure G1-5).

4.1.3 Access controls

- (a) Refer to controls in Section 3.3.

4.1.4 Amenity control

- (a) All garbage and recycling must be inside council issued mobile MGBs with lids closed to reduce littering, stormwater pollution, odour and vermin.
- (b) Garbage and recycling not presented in the correct manner will not be collected.
- (c) All organic waste should be either treated in a composting or worm farming system, or must be stored in a Council approved bin or skip with lid closed.

4.1.5 Management controls

- (a) Refer to controls in Section 3.6.

4.2 Multi-unit Residential Buildings, Boarding Houses, Backpackers, Serviced Apartments controls

4.2.1 General controls

4.2.2 Space controls

- (a) Space must be provided inside each dwelling for a receptacle to store garbage and others for recycling, each with the capacity to store at least two day's worth of materials. See Annexure G1-2 for waste generation rates.
- (b) An easy to access, communal waste and recycling storage area/room, must be provided for the storage of garbage and recycling between collections. This space must adequately house MGB's (see Annexure G1-4).
- (c) If the development contains a garden, a contained area for the storage of green waste must be provided. A minimum of 1m³ (1 cubic metre) must be allocated. If a large quantity of green waste is to be generated, a larger area may be required.
- (d) A room or caged area must be allocated for the storage of discarded bulky items, such as old furniture, awaiting council pick up. This is to avoid the occurrence of illegal street dumping.
- (e) A designated unsealed area for composting must be provided. Taking into account proximity to dwellings and site drainage systems (see Annexure G1-5).

4.2.3 Access controls

- (a) Multi unit buildings containing more than 3 habitable storey's must provide a system for convenient transportation of waste and recyclable material to the communal waste and recycling storage area.

A waste transportation system may include a passenger or goods lifts, or a chute system. If a chute system is used a

process for transferring recycling as well as waste must be provided. Chutes are not suitable for recycling – they limit source separation and cardboard can easily become stuck causing a fire hazard (see Annexure G1-6). Refer to controls in Section 3.3

4.2.4 Amenity controls

- (a) If residential units are adjacent to or above:
- Waste and recycling storage facilities;
 - Waste and recycling compaction equipment and chutes; or
 - Waste and recycling collection and vehicle access points.
 - They must be insulated from noise to comply with the residential amenity provisions of this Part. Refer to controls in Section 3.4.

4.2.5 Management controls

- (a) The building owner / body corporate is responsible for all waste or recycling generated from the premises and left on the footpath outside the property that is not stored in a Council issued MGBs or not due to be collected. This includes discarded household items etc. Refer to controls in Section 3.6.

5.0 COMMERCIAL DEVELOPMENT

5.1 Restaurants, Food Retailers, Clubs, Hotels, Retail Premises

5.1.1 General control

- (a) All businesses must have written evidence, held on site, of a valid and current contract with a licensed collector of garbage and recycling.

5.1.2 Space controls

- (a) All commercial premises must have a dedicated and enclosed waste and recycling storage area, which has adequate space to meet waste generation rates (See Annexures G1-2 and G1-4).
- (b) Separate space must be allocated for the storage of liquid wastes and oils etc. The liquid waste storage areas must be undercover, bunded and drained to a grease trap.
- (c) Where a compactor is required, follow the guidelines in Annexure G1-6.

5.1.3 Access controls

Refer to controls in Section 3.3.

- (a) In multi storey developments, consideration must be given to the convenient transportation of waste and recycling from the various floors to the central storage area.
- Such transportation system may include a passenger or goods lifts, or a chute system. If a chute system is used a process for transferring recycling as well as waste must be provided (see Annexure G1-7).

- (b) It should be noted that some systems require the waste container to be lifted above the vehicle to be emptied (front lift skip) or loaded (waste compactor) (see Annexure G1-3).
- (c) Liquid waste from grease traps, must only be removed by licensed contractors, approved by Sydney Water and NSW EPA.

5.1.4 Amenity controls

- (a) For commercial premises whose waste contains 20% or more food waste, a daily waste collection is required, unless an alternative is agreed upon with Council. Refer to controls in Section 3.4.

5.1.5 Management controls

- (a) The waste and recycling management and collection system, along with allocated responsibilities should be clearly outlined in contracts with cleaners, building managers and tenants etc. Refer to controls in Section 3.6.

5.2 Commercial Offices

5.2.1 General control

- (a) All businesses must have written evidence, held on site, of a valid and current contract with a licensed collector of garbage and recycling.

5.2.2 Space control

- (a) Space must be provided on each floor and in the central waste storage area for the separation and storage of all recyclable cardboard, paper and paper products.

5.2.3 Access controls

- (a) It should be noted that some collection services require the waste container to be lifted above the vehicle to be emptied (front lift skip) or loaded (waste compactor) (see Annexure G1-3). Refer to controls in Section 3.3.

5.2.4 Amenity controls

- (a) Paper and cardboard should be stored in a dry, vermin proof area. It should be stored no longer than 2 weeks to prevent pests from breeding. Refer to controls in Section 3.4.

5.2.5 Management controls

- (a) The waste management and collection system, along with allocated responsibilities should be clearly outlined in contracts with cleaners, building managers and tenants etc.

6.0 MIXED DEVELOPMENTS

6.1 Mixed development controls

6.1.1 General controls

- (a) There must be at least two separate centralised waste and recycling storage rooms or areas, one for commercial waste and one for residential waste. They must be self-contained and have separate keys and locking systems.
- (b) The waste and recycling handling and collection systems from residential and commercial areas are to be completely separate. The waste management plan must clearly identify the management systems and collection points for both commercial and residential waste streams.
- (c) The waste and recycling handling management system for each component of the mixed development must comply with the relevant sections of this Part (i.e. Section 4.0 and Section 5.0).
- (d) For land within a local village centre, the objectives and controls held in Section 3.8, Part F5 must also be considered.

6.1.2 Space controls

- (a) Sufficient space must be allocated within each waste and recycling storage area to store the amount of waste likely to be generated in each respective component of the development (see Annexures G1-2 and G1-4).
- (b) Space allocation must comply with the space specifications in Section 4.0 and 5.0.

6.1.3 Access controls

- (a) Access considerations of both the users and waste collection staff in the various components of the mixed development must comply with the stipulations in the relevant sections of this Part.

6.1.4 Amenity controls

- (a) Noise and odour from the commercial waste facility must not impact on residents in the same site (see Section 3.5).
- (b) Residential units must be insulated from noise if they are adjacent to, or above:
 - Waste and recycling storage facilities;
 - Waste compaction equipment; or
 - Waste and recycling collection and vehicle access points.
- (c) For commercial premises whose waste contains 20% or more food waste, a daily waste collection is required, unless an alternative is agreed upon with Council.

6.1.5 Management controls

- (a) Commercial tenants in a mixed development must be actively discouraged from using the resident's waste facilities.

7.0 FURTHER INFORMATION

Further waste avoidance and resource recovery information: (www.waverley.nsw.gov.au/council/pws/waste/Workshops/Waste_reduction_resources.asp).

Annexure G1-1
Examples of Building Material Reuse

For a Construction and Demolition Recycling Directory, (www.resource.nsw.gov.au/data/cd_directory_sydney.pdf).

Materials On-site	Reuse/Recycling Potential
Concrete	Filling, levelling materials and/or road base
Bricks	Cleaned and/or rendered over for reuse
Roof-tile	Crushed as landscaping and driveways
Hardwood beams	Floorboards, fencing and/or furniture
Other timber	Formwork, bridging, blocking and propping
Doors, windows, fittings	Second hand building materials
Glass	Aggregate for concrete production
Synthetic and recycled rubber (eg under carpets)	Used for safety barriers and/or speed humps
Significant trees	Relocated on-site
Garden Organics	Mulching, composting, for reuse as landscaping/fertiliser
Overburden	Power screened for topsoil

Annexure G1-2 Residential Waste and Recycling Generation Rates

Based on a study by the Southern Waste Board in 2001 the approximate waste and recycling generations rates for a two person dwelling are as followed.

Generation rates for a two person dwelling	
Waste stream	Amount
Garbage	80 L/unit/week
Paper and cardboard recycling	25 L/unit/week
Other Recycling	15 L/unit/week

Use these figures to estimate the storage space required inside each residential dwelling for the storage of at least two days worth of waste and recycling.

Council's MGB allocation for multi-unit residential buildings, boarding houses, backpackers and serviced apartments is as follows:

- 1 x 240 L MGB for garbage per 3 units – collected weekly
- 1 x 240 L MGB for paper/cardboard per 8 units – collected fortnightly/alternate weeks
- 1 x 240 L MGB for other recyclables per 8 units – collected fortnightly/alternate weeks
- 660 L MGB's may be considered in consultation with council

Councils MGB allocation and services for single dwellings is as follows:

- 1 x 140L MGB for garbage
- 1 x 140L MGB for paper/card board recycling
- 1 x 140L MGB for other recyclables
 - Garbage collected weekly
 - Recycling collected on alternate weeks, ie. each collected fortnightly.

* Further information on Council's waste services is available in the Waste Avoidance and Resource Recovery Part.

Type of premises	Waste generation	Recycling generation
Backpacker Accommodation	40L/occupant/week	20L/occupant/week
Boarding House/Guest House	60L/occupant/week	20L/occupant/week
Food Premises		
Butcher	80L/100m ² floor area/day	Discretionary
Delicatessen	80L/100m ² floor area/day	Discretionary
Fish Shop	80L/100m ² floor area/day	Discretionary
Green Grocer	240L/100m ² floor area/day	120L/100m ² floor area/day
Hair Dresser	60L/100m ² floor area/day	Discretionary
Restaurants	660L/100m ² floor area/day	130L/100m ² floor area/day dining
Supermarkets	240L/100m ² floor area/day	240L/100m ² floor area/day
Takeaway	80L/100m ² floor area/day	Discretionary
Hotel	5L/bed/day 50L/100m ² bar area/day 660L/100m ² dining area/day	50L/100m ² of bar and dining areas/day
Licensed Club	50L/100m ² bar area/day 660L/100m ² dining area/day	50L/100m ² of bar and dining areas/day
Motel (without public restaurant)	5L/bed/day 660L/100m ² dining area/day	1L/bed/day
Offices	50L/100m ² floor area/day	10L/100m ² floor area/day
Retail (non food sales)		
Shops less than 100m ² floor area	50L/100m ² floor area/day	25L/100m ² floor area/day
Shops over 100m ² floor area	50L/100m ² floor area/day	50L/100m ² floor area/day
Showrooms	40L/100m ² floor area/day	10L/100m ² floor area/day

NB. These figures are estimates only.

**Annexure G1-3
Vehicle Dimensions and Turning Circles**

Rear Loading MGB Collection Vehicle Dimensions	
Length	10.600m
Width	2.800m
Height	3.600m
Wheelbase	5.250m
Turning circle	16.500m between kerbs.

Access and Turning Provisions

Any turning circle considerations must make allowances for driver steering error and overhangs. The steering error allowance should be at least 0.6 metres (absolute minimum) on both sides of the wheel path and 1m as desirable minimum.

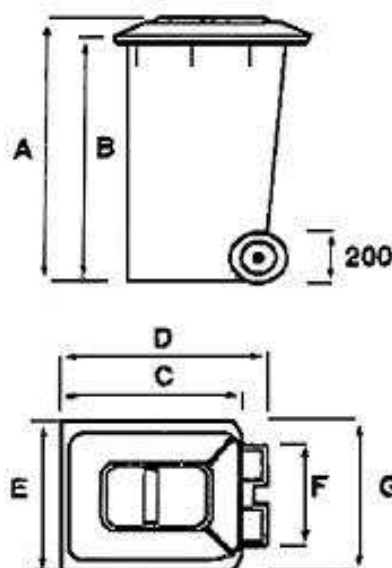
Best design practice for access and egress from a development calls for a separate entrance and exit to allow the collection vehicle to travel in a forward direction at all times. Where there is a requirement for the collection vehicles to turn at a cul-de-sac head within a development, the design should incorporate a bowl, 'T' or 'Y' shaped arrangement.

The design aspects that must be taken into account include the following:

- The weight, height and length of Council collection trucks.
- Placement of waste and recycling bins outside each home, or in a common collection area.
- Parked cars greatly inhibit the turning of collection truck.
- Trucks should only be expected to make a three-point turn to complete a U-turn.
- Allow for collection vehicle overhang and possible interference with bins and road furniture.

**Annexure G1-4
Council Supplied Mobile Garbage Bin Dimensions (MGB)**

Bin Type	140L	240L	660L
A (HEIGHT)	925 mm	1060 mm	1235 mm
B	870 mm	990 mm	-
C	550 mm	660 mm	-
D (WIDTH)	615 mm	730 mm	1360 mm
E (DEPTH)	535 mm	585 mm	1235 mm
F	395 mm	400 mm	-
G	535 mm	585 mm	-



Source: Sulo Waste Management

Annexure G1-5 Composting and Worm Farming Guidelines

A composting facility must be provided in all residential use developments. Such facility may comprise either:

A dedicated area on the site for the accommodation of a sufficient number of commercially available compost bins or worm farms, or

A purpose designed compost area incorporated in the landscaped (low waste garden) area of the site.

Location: conveniently accessible from all dwellings and reasonably close to the waste storage area. The facility should be located so as not to cause any nuisance to the occupants of the building on this or neighbouring sites.

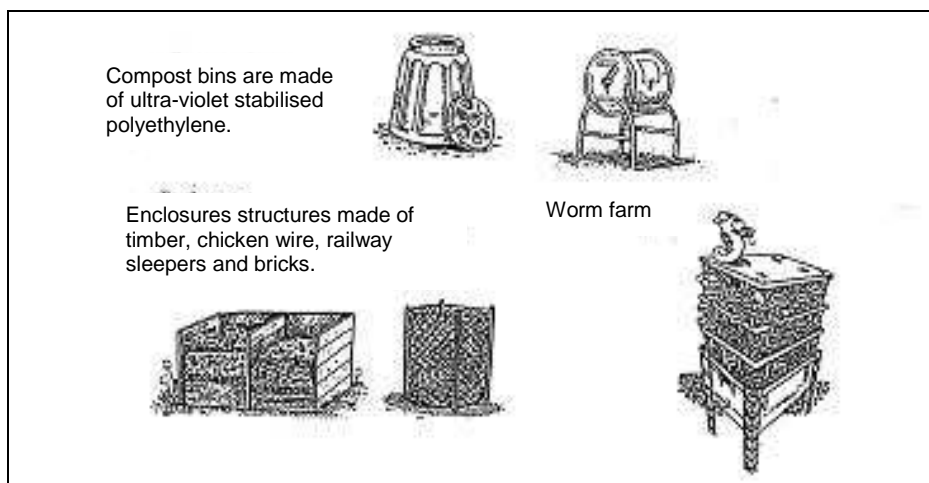
Size: the capacity of compost bins for single dwellings is discretionary and will depend on the circumstances in the individual case. In new dwelling houses, an area of 1000mm x 1000mm should be provided.

In multi- unit residential buildings, provision should be made for:

- A dedicated area to accommodate sufficient compost bins having a minimum capacity of 30 litres for each dwelling unit; or
- A purpose designed compost structure having a minimum capacity of 1 cubic metre for every 6 dwelling units or part thereof.

Construction: a permanent compost facility may be three-sided, two-compartment structure made of solid timber or masonry, with a cover for weather protection.

Examples of composting and worm farming containers and structures



For further information, contact Council's Waste Education & Research Officer on 9369 8000.

Annexure G1-6 Garbage Chutes Guidelines

Chutes are only suitable for the transfer of garbage but are not suitable for the transfer of recyclables. The drop generally damages recyclable material especially glass. Paper and cardboard blockages also cause a fire hazard. NB. To encourage source separation it must be just as easy to transfer recycling to the central storage area as it is general waste.

- If a chute systems is installed provisions must be made for the separation of recyclable materials from waste materials. ie. alternative system such as a lift for recyclable materials.
- Chutes, service openings and charging devices must be constructed of metal or other smooth faced, durable, fire resistant and impervious material of non-corrosive nature.
- Chutes must be cylindrical in section and the internal diameter should be adequate.
- Chutes must be vertical without bends or "off-sets" and not be reduced in diameter.
- Chute branches to charging devices must be capable of delivering the waste to the chute without using force.
- Chutes must terminate in the waste and recycling room and discharge the waste or recycling directly into a receptacle or garbage compactor.
- A cut-off must be provided at or near the base of the chute to effectively close off the chute whilst the receptacle or compacting device is withdrawn.
- Charging devices must:
 - (a) Be designed to effectively close off the service opening in the chute when the device is opened for loading.
 - (b) Automatically return to the closed position after use;
 - (c) Permit free flow of waste and recycling into the chute;
 - (d) Not project into the chute;

Permit easy cleaning of the device and connection between the service opening and the chute.

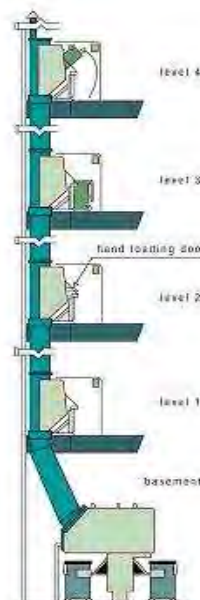
- Service storage rooms must:
 - (a) Be provided in convenient, well-light and ventilated positions;
 - (b) Be provided with a charging device;
 - (c) Be not less than one metre (1m) or more than one and one-half metres (1.5m) above the floor level;
 - (d) Have an area of not more than one-half (1/2) the cross sectional area of the chute.
- The floor below each charging device and service opening must be finished with a smooth impervious material with a minimum area of not less than one square metre (1m²) situated centrally below the charging device.
- The chute, charging device and service opening must be capable of being easily cleaned.
- Chutes must be ventilated to ensure that air does not flow from the chute through any service opening.

Service Lifts

A service lift (or service elevator) may be appropriate in place of a waste chute in developments where a caretaker is to be employed. A service lift is a dedicated elevator system for the transport of waste and recycling containers and other equipment required for the operation of the development. A waste service compartment must be provided on each floor of the development to allow residents to store waste and recyclables. Resident's place their waste and recyclables in bins provided and these are transported daily by the caretaker to the waste storage room. Each service room must be designed with sufficient space for the storage of two day's waste and recycling for all residents on that level. Developers will need to check with Council whether this option is acceptable.

Compactors

Compactors are used to compress the waste (or recyclables) into smaller collection containers. The compaction ratio is typically set at around 2:1. Higher ratios are not used as they may result in heavier bins, causing OH&S problems, mechanical damage and breakage of recyclable materials. Best practice compaction systems compact directly into a 240 litre MGB or a skip, reducing the requirement of manually loading the compacted waste into bins or skips. Compactors are extremely useful for mixed garbage, if used for recyclables extreme care must be taken not to cross contaminate the recycling streams. Compactors are less useful for steel containers and should not be used for glass. Compactors require regular maintenance. In particular, systems fed from a chute can be prone to blockages or failure of the "electronic eye", which can result in garbage overflowing or backing up the chute. As a result if the 2:1 compaction ratio, the requirement for garbage storage bins is halved. This information was sourced from: Resource NSW (The Department of the Environment and Conservation), "Better Practice Guide for Waste Management in Multi-Unit Dwellings", 2002.



Annexure G1-7

Placing a Waste Storage Container in a Public Place

To place a waste storage container (skip) in a public place, such as on a roadway or footpath, a Building Waste Container Company registered with Council must be used. A list of registered companies can be obtained from the customer service counter at level 1 of Waverley Council Chambers.

For the purposes of this Part, a waste storage container means a bulk container, commonly known as a skip, that is used for the temporary storage and transportation (by a registered vehicle) of waste and recycling materials generated by building demolition and construction activities, as well as general household rubbish. Also for the purposes of this Part, a public place means the whole of a public roadway, including any footway and grass verge, but does not include a public park or reserve which is land used for public recreation and like purposes.

A waste container may be placed in a public place, only where there is no suitable space available on the user's premises. Council permits this to encourage source separation and recycling of waste materials. Council encourages the use of multiple containers or careful scheduling of single container collections to enable separation of re-useable and recyclable materials. Details of the container must be marked on the plans presented to Council when applying for a construction certificate.

Approval Requirements

Permission to supply and locate a building waste container / skip is granted subject to compliance with the following conditions:

1. The Company holds a current Council permit to place a waste storage container in a public place;
2. The Company have lodged an appropriate security deposit with Council to cover the costs for repair of any damage caused to public property;
3. Containers will be positioned in conformity with the "Interim Guidelines for the Placement of Building Waste Containers" as prepared by the Roads and Traffic Authority of N.S.W;
4. Containers shall not exceed a width of 2.5m;
5. No containers shall be located in a public reserve without the prior approval of Council;
6. Containers shall not be left on a roadway longer than seven (7) days;
7. Containers shall bear the name and telephone number of the supplier;
8. Suppliers agree that the site where containers are being placed will be left in a clean and tidy condition with all spillage removed from the area;
9. Suppliers are to be responsible for any incidence of damage arising from poor placement of containers or spilt debris; and
10. Suppliers are to agree in writing to indemnify Council against any public liability claim arising from the placement of containers on Council's roadways and such insurance cover to indemnify Waverley Council for a minimum amount of \$10,000,000.

When placing a waste storage container / skip in a public place the following provisions must be complied with:

1. Public safety and convenience must be preserved;
2. The container will not cause any damage to public property;
3. The container is a size appropriate to the location;
4. The container is clearly identifiable;
5. The container is clearly visible to traffic;
6. The container does not restrict or obstruct traffic visibility;
7. The container does not disturb or obstruct the free flow of pedestrian or vehicular traffic; and
8. The container does not disturb normal stormwater flow.

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Part G Environment

G2 Solar Access

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G2 Solar Access

1.0 INTRODUCTION

This Part applies to all residential zoned land or land which allows for mixed development under the relevant Local Environmental Plans. It applies to all development applications for residential development including alterations and additions with a value less than \$50,000.

This Part should be read together with the following Parts:

- D1 – Dwelling House Development
- D2 – Multi Unit Housing
- D3 – Boarding Houses and Backpacker Accommodation and Bed and Breakfasts
- F1 – Bondi Junction Commercial Centre
- H2 – Charing Cross
- F2 – Bondi Beach
- F3 – Imperial Avenue
- F4 – Ocean Street
- F5 – Local Village Centres

1.1 Objectives

The objectives of this Part are to:

- (a) improve the quality and energy efficiency of alterations and additions;
- (b) assist in providing solar access information and resources;
- (c) foster partnerships between the Council, State Government and industry; and
- (d) form part of a single comprehensive and integrated set of performance and prescriptive standards to cover aspects of quality residential development in NSW.

1.2 How to use this Part

Section 2.0 outlines information to be submitted with a development application. Section 3.0 contains design solutions that may be employed to meet the minimum energy efficiency requirements and achieve the performance criteria. The adoption of any one or a range of suggestions will not necessarily achieve compliance but may contribute to the attainment of the performance criteria.

1.3 SEPP (Building Sustainability Index: BASIX) 2004

The State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 supersedes any development control held within an LEP or DCP. Specifically, where a development control for residential development proposal will result in a reduction of energy use and a reduction in potable water consumption - for single dwelling, dual occupancy (and other Class 3 buildings), multi-unit development, and alterations and additions (with a value above \$50,000).

2.0 SUBMISSION REQUIREMENTS

2.1 What to submit with a development application

Section 2 outlines information to be submitted in a development application. Table 1 outlines the details to be provided and specifications required.

Land use or activity proposed	Details to be provided	Specifications required
Single dwellings (see Section 4.0)	<ul style="list-style-type: none"> Site analysis True solar north point <p>The following design details:</p> <ul style="list-style-type: none"> Floor plan layout Passive solar elements Cross-ventilation elements Shadow diagrams (if requested by Council) Comparative shadow diagrams (if requested by Council) 	<ul style="list-style-type: none"> Window areas: N, S, E, W walls Window shading elements Water heating system specs and rating Construction materials and colours Mechanical ventilation Water saving devices
Minor alterations and additions	(For single dwellings plus Site analysis - not required for minor ground floor additions)	(For single dwellings)
Major alterations and additions (see Section 5.0)	(For single dwellings)	(For single dwellings)
Additions to heritage dwellings (see Section 5.0)	(For single dwellings plus design, colour schemes, materials etc sensitive to original heritage building)	(For single dwellings)
Medium density and attached dwellings (see Section 5.0)	<p>(For single dwellings plus Solar setback line - where applicable)</p> <ul style="list-style-type: none"> Dwelling landscaping plan Clothes drying areas 	(For single dwellings)
Multi-unit residential Buildings (see Section 7.0)	(For Medium Density)	(For single dwellings) Clothes dryer star rating

Table 1. Council's information requirements.

2.2 How to determine compliance

Compliance is determined on an application satisfactorily achieving the intent and performance criteria in the relevant sub-sections. On all development applications, minimum compilation scores or ratings are required as presented in Table 2.

Land use or activity proposed	Compliance requirements
Medium density and attached dwellings (see Section 6.0)	80% of all lots shall be orientated such that solar collectors face between 20° West of North and 30° East of North. (Note: This applies to developments with a site area larger than 1 hectare and/or developments which contain 5 or more building allotments).

Table 2. Minimum Compilation Requirements.

2.3 Site analysis

Where solar access is constrained, a site analysis is required to be submitted in accordance with this Part. Site analysis involves consideration of environmental factors to the site that will influence the site and the building/s to be developed on it (see Figure 1). The complexity of the site analysis will depend on the size and complexity of the project.

A typical site analysis diagram will include:

- Physical characteristics of the site.
- Site context, such as adjacent buildings or structures affecting the site, relationship of the site to the street, identification of key features (views, orientation, etc).
- The overshadowing caused by existing buildings, on or adjacent to the site.
- The orientation of true solar north, and a range of 30 degrees east and 20 degrees west of true north.
- Trees on or affecting the site, identifying location, type, size and condition.
- Prevailing seasonal winds, sun and shade characteristics.

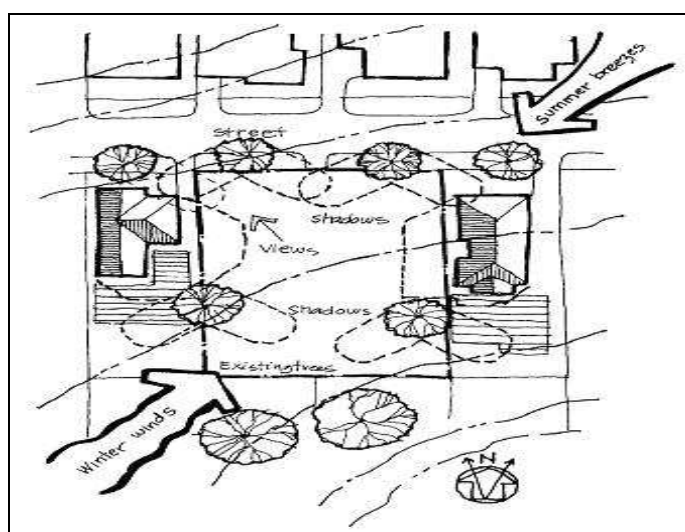


Figure 1. Site Analysis: Factors for Consideration.

3.0 SOLAR ACCESS

3.1 Background principles

Solar access is the term applied to the ability of a solar collector that is part of, or situated on a dwelling or lot (including open space and clothes drying area) to capture sunlight and take advantage of that energy to a reasonable level.

Design for solar access can begin with the design of a subdivision, but it may also relate to a rooftop solar hot water system panel or might involve preserving sunlight for the northern windows of a dwelling. If dwelling lots are designed to maximise solar access, energy efficiency is much easier to achieve in the design of the dwellings. However, conflicts can arise in already developed areas, where tall buildings or additions exist or are planned, or where trees block solar access.

Site analysis is an important aspect of maximising solar access to developments and minimising impacts of building projects on neighbours. A site analysis will be required under certain circumstances (see Section 2.0).

Shadow diagrams for winter solstice at 9:00am, 12 noon and 3:00pm must be submitted for all developments that have the potential to impact the solar access of an adjoining property (see Section 2.0). This is particularly relevant for dwellings with two or more consecutive floors and in some instances comparative shadow diagrams may be required.

3.2 Submission requirements for solar access

Intent

To preserve solar access to north facing 'solar including windows, photovoltaic panels, solar hot water/air panels, clerestory windows etc, private open space and clothes drying facilities in all residential development.

Performance Criteria	Possible Design Solutions
<p>Solar collectors face between 20° West of true solar North and 30° East of true solar North and receive direct sunlight for 2 hours on June 21 as follows:</p> <ul style="list-style-type: none"> • Full solar access is to be maintained to solar hot water or photovoltaic panels; • Two hours of direct sunshine is received by 50% of other north facing solar collectors designed/installed under this Part; • Sunlight is available to at least 40% of required private open space for at least two hours; and • Any new development will not reduce the solar access of solar collector/s of an adjoining property to less than two hours per day in mid- winter except solar hot water and photovoltaic panels to which full access must be maintained. 	<ul style="list-style-type: none"> • Design so that all north facing solar collectors have in front of them a volume bounded by an imaginary inclined plane, angled up at 30° to the horizontal and two vertical planes 45° either side of the centre-line which is clear of all shadow-forming objects such as trees, garages, neighbouring dwellings (see Figure 2). • Step building heights, plans and setbacks to permit solar access requirements. • In the absence of existing solar hot water panels provision must be made for future installations. • Position solar collectors in areas where no shadows fall (determine through site analysis).

3.3 Subdivision

Possible design solutions

- (a) Orientation and topography suitability
 - Lots should be oriented so that one axis is within 30 degrees east and 20 degrees west of true solar north (refer to Figure 3).
 - North-facing slopes improve opportunities for solar access; small lots are best suited to north-facing slopes with gradients of less than 15% (or 1:9). South-facing slopes impose a penalty on solar access; large lots/lowest densities are therefore best suited to south-facing slopes (refer to Figure 3).
- (b) Lot size and shape
 - Sloping sites are suitable for medium to large lots only.
- (c) Access
 - Footpaths are designed to access public transport routes.
 - Subdivision design includes: clearly marked bicycle network; marked kerbside bike lanes, dedicated cycle ways, links to regional cycle ways.
- (d) Setbacks
 - Variable setbacks and zero lot lines are a means of maximising solar opportunity, especially with small or narrow lots. Setbacks are manipulated to maximise solar access (see Figure 5).

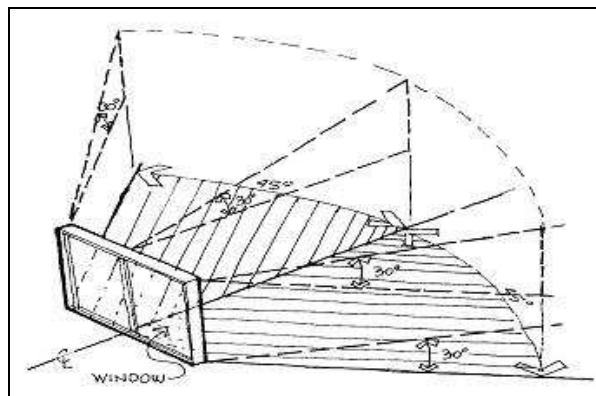


Figure 2. Desired Solar Access for Solar Collectors: Area to be free of shadow forming objects.

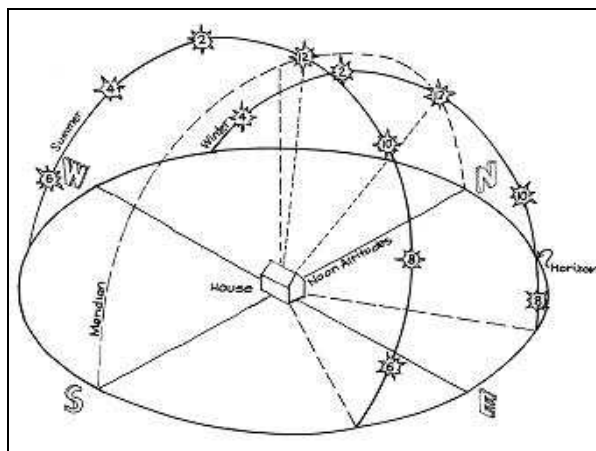


Figure 3. Variations in the sun's path during the year.

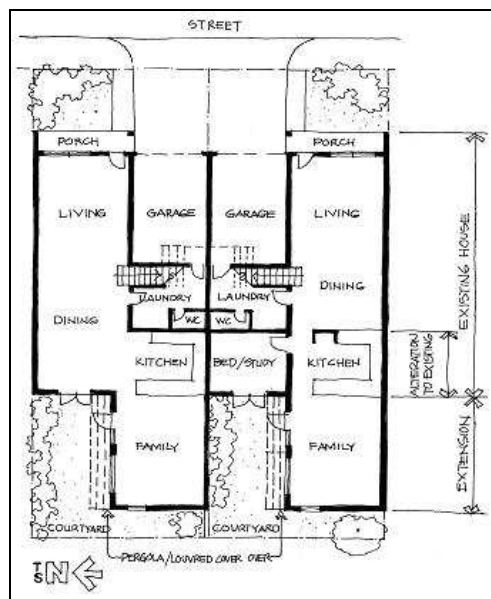


Figure 4. Variable Setbacks and Solar Access.

3.4 Urban Design and Landscaping

Intent

To ensure that streetscape components do not detrimentally affect solar access to individual dwellings (see Figure 5).

4.0 SINGLE DWELLINGS

This Section applies to all single dwelling applications.

4.1 Background principles

An energy efficient dwelling is, in effect, passive solar by design, and minimises household energy needs for the provision of services such as lighting, hot water, space heating in winter and cooling in summer. Passive solar design principles achieve these effects by combining and balancing the effects of building and window design, orientation and shading, insulation, thermal mass and ventilation to create naturally comfortable thermal interiors.

4.2 Orientation and solar access

Provide solar access in accordance with Section 3.0 (see Figure 7).

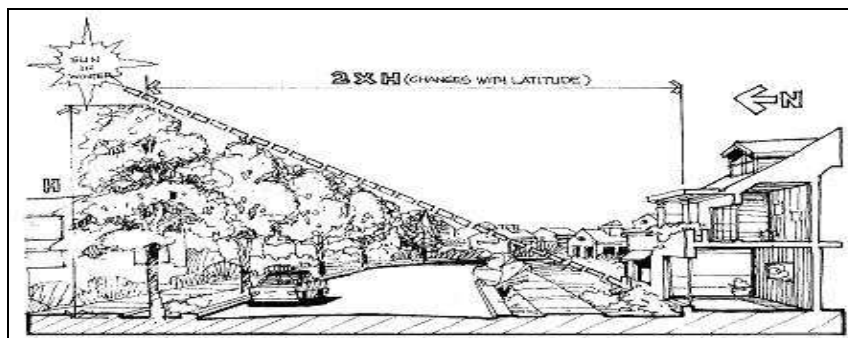


Figure 5. Streetscapes: basic principles for tree planting for selective shading, summer and winter.

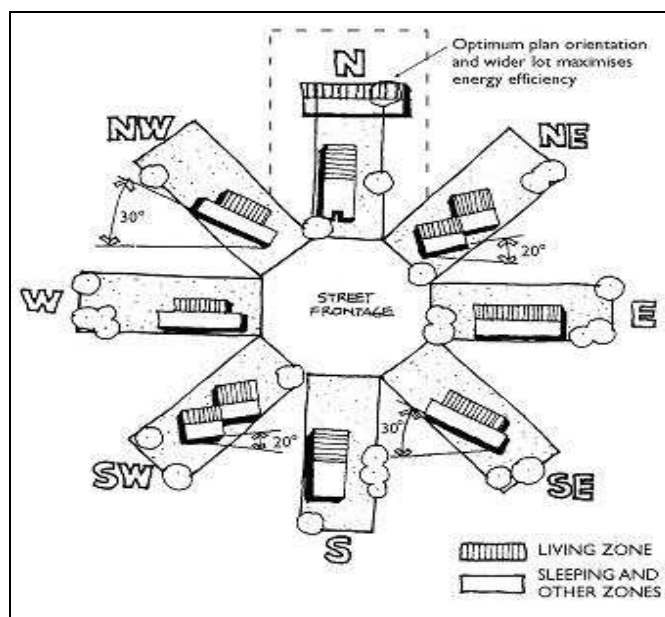


Figure 6. Solar access, orientation and floor plan layout principles relevant to True Solar North.

5.0 ALTERATIONS AND ADDITIONS

This section applies to all residential alterations and addition applications. Different compliance requirements exist for 'Major' and 'Minor' alterations and additions. At the time of renovation, it is possible to maximise the environmental amenity of the sections to be constructed (see Figure 7).

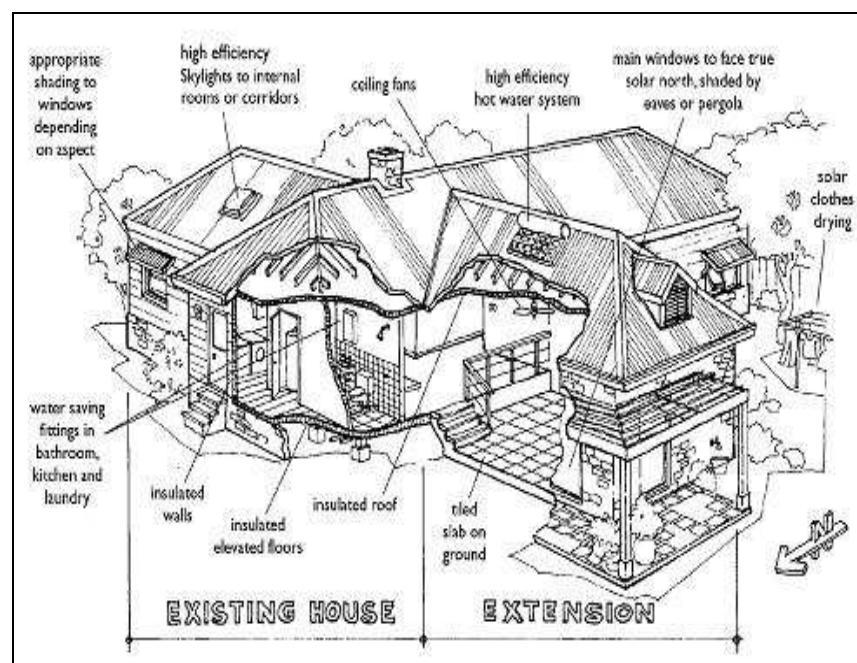


Figure 7. Principles for energy efficient alterations and additions.

Where optimum passive solar design principles cannot be achieved due to existing physical conditions, this Part seeks to ensure that overall maximum energy efficiency is obtained.

5.1 Background principles

Alterations and additions can benefit the energy efficiency and comfort of a dwelling. An energy efficient alteration or addition employs passive solar design principles to maximise comfort and minimise household energy needs for services such as lighting and space heating in winter and cooling in summer.

5.2 Solar design and access

Passive solar design maximises thermal comfort in those areas of a dwelling that are most heavily used, generally the living areas. Where possible principles of orientation (ie. major windows of extensions facing between 30 degrees east and 20 degrees west of true solar north) should be observed (refer to Figure 7). Figure 8 shows a day lighting design solution for dwelling with poor solar access.

6.0 MEDIUM DENSITY AND ATTACHED DWELLINGS

This Section relates to medium density and attached dwellings under three habitable stories.

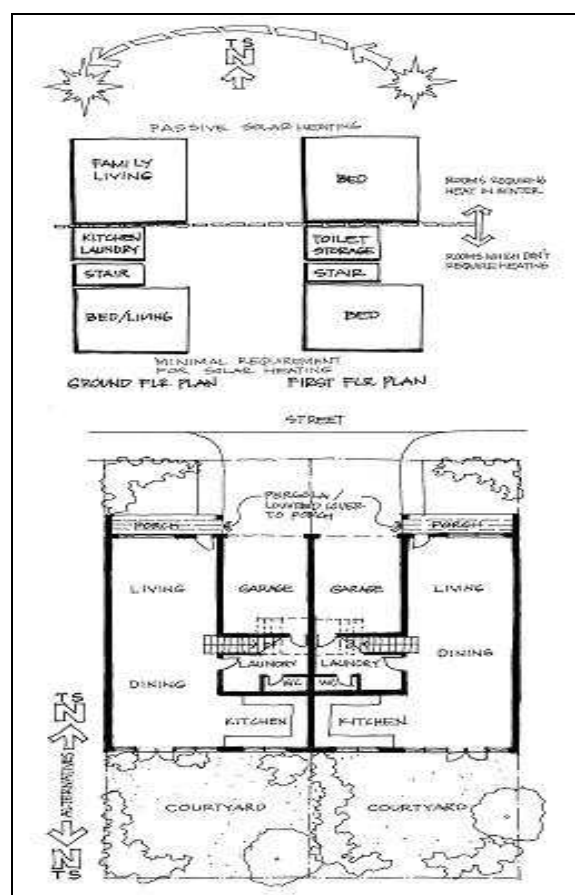


Figure 8. Orientation of zones within a dwelling for maximum solar access

Where optimum passive solar design principles cannot be achieved due to existing physical conditions, this Part seeks to ensure that maximum energy efficiency overall is maintained.

6.1 Background principles

Due to the climate-moderating effects of common walls, medium density and attached dwellings are potentially more energy efficient than other dwelling types and less is therefore generally required to achieve similar energy efficient outcomes as compared to other residential types. Developments should use passive solar design to maximise comfort and minimise household energy needs for the provision of services, such as lighting and space heating in winter and cooling in summer.

7.0 MULTI-UNIT RESIDENTIAL BUILDINGS

This Section relates to multi-unit residential buildings. While multi-unit residential buildings are usually on larger blocks and may therefore have the flexibility to be oriented toward true solar north, this is not possible in all circumstances.

Where optimum passive solar design principles cannot be achieved due to existing physical conditions, this Part seeks to ensure that maximum energy efficiency overall is maintained. Section 6.0 provides some additional information of relevance to multi-unit residential buildings and should be read in conjunction with Section 8.0.

8.0 GENERAL CONTROLS

8.1 Urban design and landscaping

Background principles

Streets and public spaces in a subdivision can be designed to contribute to solar efficiency, chiefly through the selection and location of trees. Deciduous trees can make the greatest shade and allow sunlight to penetrate. Trees can also be used as wind breaks, many evergreen species are ideal for this purpose provided that the potential conflicts between species and solar access are considered.

There are potential conflicts between the principles of ESD, biodiversity and the use of non-indigenous deciduous trees which also require managing of leaf drop issues. Consult Council's Parks and Gardens Section and Council's Tree Preservation Order.

8.2 Submission requirements for subdivision design and multi-unit residential buildings

Intent

To maximise the number of dwelling allotments which have good solar access.

Performance Criteria	Possible Design Solutions
<ul style="list-style-type: none">80% of all lots shall be orientated such that solar collectors face between 20° West of North and 30° East of North. (Note: This applies to developments with a site area larger than 1 hectare and/or developments which contain 5 or more building allotments).Building allotments are of a suitable shape to provide solar access to dwellings and private open space.	

8.3 Private landscaping

8.3.1 Background principles

Landscaping principles for individual dwellings are based upon the location and species selection of trees. Trees will influence solar access, shade and shadows, provide wind breaks, and channel or deflect breezes. For further information as to the appropriateness of preferred trees and plants, please contact Council's Park's and Garden's section.

8.3.2 Submission requirement for Private Landscaping

Intent

To achieve landscape design that does not inhibit the energy and solar efficiency of individual dwellings.

Performance Criteria	Possible Design Solutions
<p>Specific areas of a dwelling are targeted to receive sunlight in winter (Living rooms as a minimum), shade in summer, (e.g. outdoor recreation areas where shade from mature tree/s will not interfere with adjoining resident's solar access) through locations and types of trees, shrubs, vines, etc.</p> <p>Landscaping is used to protect against cold winter winds, or to channel summer breezes</p>	<ul style="list-style-type: none"> ▪ Deciduous trees should be planted to the north of the dwelling. ▪ Tall cylindrical-shaped trees in row plantings are ideal for shading low-angle sun on the eastern and western sides of a dwelling. ▪ Consider use of mature trees that do not cast a shadow over solar collectors at any time of the year. ▪ If evergreens are planted within the northern quadrant of a dwelling, they should be spaced well away from the dwelling itself so as not to block the winter sun of any dwelling. ▪ Variations in mature heights of different species of trees and shrubs should be taken advantage of for shading walls and windows. ▪ Consider including courtyards sheltered by vegetation (summer only). Vegetation can provide strong shadow over courtyards in summer and should contribute significantly to comfort levels within a dwelling.

8.4 Other information

There are few domestic activities that do not require some energy input. The above advice applies to those activities which are common to most dwellings, however there are also those additions to dwellings which may be considered as being ancillary or luxury items, such as swimming pools or spa pools, which can be large single consumers of energy.

The same principles apply as for heated swimming pools as for domestic water heating: insulate to reduce energy needed to maintain water temperature, reduce losses and use sustainable energy sources such as solar heating for water heating. Heated swimming and spa pools should be kept covered when not in use.

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Part G Environment

G3 Telecommunication and Radiocommunication Utilities

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G3 Telecommunication and Radiocommunication Utilities

1.0 INTRODUCTION

1.1 Background

The development of telecommunications and radio-communications facilities has produced significant benefits to the community in all areas of communications. However, it has also added to the proliferation of base stations and supporting infrastructure, resulting in considerable community concern regarding effects of this infrastructure on visual amenity, property values and potential health risks from electromagnetic radiation (EMR).

The Australian Communications Industry Forum (ACIF) Industry Code ACIF C564:2004, 'Deployment of Mobile Phone Infrastructure,' applies a precautionary planning approach to the installation of telecommunications infrastructure to ensure the public is informed about proposed installations. Additionally, all facilities are required to comply with the 'Radiation Protection Standard Maximum Exposure Levels to Radiofrequency Fields – 3 kHz to 300 GHz' on EMR exposure levels.

1.2 Application of this Part

This Part applies to all land within the Waverley local government area (LGA). It applies to any fixed transmitter, its supporting infrastructure and ancillary development under the following legislation:

- (a) *Telecommunications (Low-impact Facilities) Determination* 1997 (or LIF Determination);
- (b) *Telecommunications Act* 1997; and
- (c) *Radiocommunications Act* 1992.

Local councils are the consent authorities for facilities that require development consent and modification to development consents, under the terms of the *Environmental Planning and Assessment Act* 1979 (EP&AA 1979). These are facilities that are referred to as "non-low-impact facilities".

Councils do not have regulatory control over "low-impact facilities". These are facilities described in the *LIF Determination Act* 1997, which exempts low-impact facilities from State and Territory planning and environmental laws. Council intends that these controls be used as guidelines for the siting and construction of any telecommunication and radiocommunication facilities in the Waverley LGA, pursuant to the Precautionary Principle to ensure health, environment and social amenity. This Part does not apply to temporary emergency services.

1.3 Purpose of this Part

The purpose of this Part is to:

- (a) provide controls for the design and siting of telecommunication and radiocommunication facilities that require development consent from Council;
- (b) provide guidelines to telecommunication carriers for the siting and design of “low-impact” facilities as classified under the *LIF Determination Act 1997* (described in Section 1.6.4);
- (c) provide a consistent and integrated planning framework that addresses the community’s interests in the effective and efficient provision of telecommunications and radio-communications infrastructure, so that it achieves environmental, economic and social sustainability in the short, medium and long term; and
- (d) provide guidance to carriers about Council’s requirements for:
 - site selection
 - lodging an application, and
 - conducting community consultation.

1.4 Objectives of this Part

The objectives of this Part are outlined into four categories: social, environmental, economic and administrative.

1.4.1 Social

The objectives addressing social matters are:

- (a) to apply a precautionary approach to the deployment of telecommunications and radiocommunications infrastructure;
- (b) minimise public exposure to EMR;
- (c) to avoid the siting of facilities in community sensitive locations;
- (d) to ensure that the general public and local communities have access to telecommunications technology taking into account the precautionary principle;
- (e) to achieve equity for the various stakeholders by endeavouring to balance their needs; and
- (f) to provide mechanisms through which information can be disseminated to ensure that the community is adequately informed and empowered to participate in the planning/decision-making process.

1.4.2 Environmental

The objectives addressing environmental matters are:

- (a) to help implement principles of sustainable urban design in respect to telecommunications and radiocommunications infrastructure;

- (b) to promote good industrial design of infrastructure; and
- (c) to provide infrastructure that is visually compatible with the surrounding character of the buildings and infrastructure, with particular regard to heritage buildings/areas and cultural icons;

1.4.3 Economic

The objectives addressing economic matters are:

- (a) to identify the type of land use zones suitable for infrastructure in the LGA;
- (b) to ensure reasonable access to and accommodate the planning requirements of new telecommunications technology;
- (c) to provide equitable availability of locations to carriers;
- (d) to assess whether the proposed infrastructure is consistent with permitted development in adjacent areas; and
- (e) to provide clarity for stakeholders and a consistent approach to the assessment of telecommunications infrastructure.

1.4.4 Administrative

The objective addressing administrative matters is to ensure that council obtains information about existing and proposed infrastructure.

1.5 Relationship with other legislation

1.5.1 Telecommunications Act 1997

The *Telecommunications Act* 1997 establishes a regime for carriers' rights and responsibilities when inspecting, maintaining or installing telecommunications facilities. Carriers installing 'low-impact' facilities, must comply with Schedule 3 of this Act. Schedule 3 prescribes a carrier's obligations relating to best practice, compliance with relevant industry standards and codes, community consultation and notification. This Part clarifies Council's expectations of carriers who operate under the Act.

1.5.2 Radiocommunications Act 1992

The *Radiocommunications Act* 1992 regulates Radio-communication transmitters. It provides for the licensing of radiocommunications equipment and applies mandatory standards to its use. This can be downloaded from (www.comlaw.gov.au).

This Part clarifies Council's expectations of carriers who operate under the Act.

1.5.3 Telecommunications Code of Practice 1997

The *Telecommunications Code of Practice* 1997 reiterates and builds on the obligations that are in Schedule 3 of the *Telecommunications Act*. The *Telecommunications Code of Practice* 1997 establishes obligations

on carriers in land-access situations such as inspecting land, installing low-impact facilities and maintaining facilities. It also requires carriers to comply with recognised industry codes and standards.

The Code can be accessed at the Department of Communication Information Technology and the Arts website (www.dcita.gov.au/tel/carriers_powers_to_install_telecommunications_infrastructure/legislation_and_standards) under 'Powers and Immunities'. This Part clarifies and standardises the expectations of Council in respect to land-access situations.

1.5.4 Telecommunications (Low-impact Facilities) Determination 1997

The *Telecommunications (Low-impact Facilities) Determination 1997* as amended (the LIF Determination), defines what is meant by low-impact facilities. It exempts telecommunications infrastructure classified as low-impact, from compliance with state and local government regulations, however carriers are still required to comply with the relevant requirement in Schedule 3 of the *Telecommunications Act 1997*.

Telecommunications facilities, which do not comply with the low-impact requirements are classified as non-low impact facilities. These facilities are regulated under State and territory Laws and development consent from Council is required for their installation and use. The LIF Determination can be found at (www.dcita.gov.au/tel/carrier_powers_to_install_telecommunications_infrastructure/overview).

This Part applies to low-impact and non-low-impact facilities. While the Part does not have the authority to override the LIF Determination, Council expects compliance with this Part.

1.5.5 Industry Code ALIFG C564:2004 for the Deployment of Mobile Phone Infrastructure

This Code (see abstract at Annexure G3-1) derives authority from the *Telecommunications Act 1997* and applies only to telecommunications carriers and their infrastructure. It does not apply to other broadcasters, Councils or other agencies. It requires carriers to apply a precautionary approach to site selection and the design and operation of infrastructure; to consult with council and community regarding siting; to provide information to the public; and implement a complaints- handling procedure. It applies to low-impact and non-low-impact facilities.

This Part broadens the scope of the ACIF Code as it applies to carriers and their agents, builders and operators of all EMR emitting infrastructure including those operating under the *Radiocommunications Act 1992*.

2.0 MAKING AN APPLICATION

2.1 Lodgement requirements

Development consent is not required for low-impact facilities. However,

as part of a carriers' consultation obligations, the carrier must provide Council with a written submission. All non low-impact facilities require Council consent under the EP&AA 1979. As part of Council's assessment of a non-low-impact facility development application, the carrier is required to detail all of their existing infrastructure in the LGA.

The Development Application, or in the case of a 'low-impact' facility, written submission must include the following:

- a) demonstrated compliance with the relevant sections of the ACIF Code;
- b) rationale for deciding whether the proposal is a low or non-low-impact facility;
- c) an EMR assessment in accordance with the ARPANSA prediction methodology and report format as described in the ACIF Code:
 - Mobile carriers must provide compliance evidence, which indicates that exposure details contained in the application are true and accurate and consistent with the ACIF Code. Other radiocommunication infrastructure carriers must provide an EMR compliance certificate confirming exposure details in the application.
- d) site and locality analysis (see Section 2.1.1);
- e) Statement of Environmental Effects (see Section 2.1.2);
- f) a 360 degree prediction map of exposure levels at 1.5m above publicly accessible surfaces within 300m and identifying likely community sensitive locations in accordance with 5.1(c) in the ACIF Code, or for other sites upon request;
- g) a photo montage of the proposed facility in context of the location;
- h) the results of any community consultation process, consistent with requirements in the ACIF Code for a low impact facility; and
- i) if the site is identified in Waverley Local Environmental Plan 1996 (WLEP 1996) or Waverley and Woollahra Joint Local Environmental Plan 1991 (JLEP 1991) as a heritage item or as part of a heritage conservation area, a heritage report/impact statement will be required.

2.1.1 Site and Locality Analysis

A site and locality analysis establishes the development context by showing graphically the constraints and opportunities of the proposed site in relation to existing adjacent land uses and buildings. The analysis should confirm the suitability of the proposed site and design.

- a) A site and locality analysis plan must be drawn to scale and submitted with all applications. The plan should indicate in relation to the proposed site, for a radius of 300 metres:
 - i) existing vegetation;
 - ii) site boundaries and dimensions;
 - iii) topography;

- iv) location and use of existing buildings, adjoining roads and walk ways;
- v) dimensions, elevations, materials, colours and finishes of all proposed buildings and works;
- vi) views to and from the proposed site; and
- vii) location of any sensitive land use within the adjacent area.

Note: No facility may be installed:

- within a 300 metre radius of any school;
- adjacent to a playground;
- on a Waverley Council Child Care Centre; or
- on a listed Heritage Item in the Waverley LGA.

Refer to Annexure G3-3 for school exclusion zones, the location of Waverley Council Child Care Centres and playgrounds.

2.1.2 Statement of Environmental Effects

- (a) The Statement of Environmental Effects (SEE) must explain how the proposed radiocommunications or telecommunications facility has responded to the site analysis and the objectives of this Part.
- (b) The SEE is to demonstrate how the precautionary principle has been applied in the siting, design and operation of the proposed facility as described in Sections 5.1, 5.2 and 5.7 of the ACIF Code.

2.1.3 Public notification/consultation

- (a) Development applications are to comply with Council's requirements on notification and signage. Refer to Part C3.
- (b) For facilities covered by the LIF Determination, the carrier is to consult with affected community, irrespective of Council boundaries, as required by the ACIF Code.
- (c) The applicant is to consult with Council about a consultation strategy.
- (d) Consultation must be commensurate with the anticipated impact of the facility.
- (e) The applicant must make reasonable endeavours to conduct consultation in such a way that local ethnic communities are informed about the proposal and are able to comment on it.
- (f) For each facility, a notice must be erected notifying the intention of the carrier to erect infrastructure on site and provide the name and contact details of the carrier, consistent with the ACIF code.
- (g) The applicant must provide Council with the results of its community consultation undertaken for facilities covered by the LIF Determination.
- (h) For each facility, a permanent and legible weatherproof sign must be publicly visible in the immediate proximity of the facility, to identify the name and contact details of the operator or site manager.

3.0 DESIGN CONTROLS

3.1 Visual Impact

Antennas and supporting infrastructure should be designed to minimise the visual impact from the public domain and adjacent areas.

- (a) the facility should be integrated into the design and appearance of the building or infrastructure on which it is located considering colour, texture, form, bulk and scale.
- (b) Infrastructure must:
 - be well-designed;
 - have concealed cables where practical and appropriate;
 - be unobtrusive where possible; and
 - be consistent with the character of the surrounding area.
- (c) Infrastructure must be removed when no longer in use; and
- (d) Restoration of the site must occur when construction is complete.

3.2 Co-location

Co-location is the practice of locating more than one telecommunication facility, usually by different carriers, on one facility or structure.

- (a) telecommunication lines should be located within any existing underground conduit or duct;
- (b) antennae and similar structures should be attached to existing utility poles, towers, structures, buildings or other telecommunication facilities, so as to minimise visual impact;
- (c) co-location may not always be a desirable option where:
 - cumulative emissions are a consideration;
 - it may be visually unacceptable;
 - there are physical and technical limits to the amount of infrastructure that structures are able to support; or
 - the required coverage cannot be achieved from the location.
- (d) carriers are to demonstrate a precautionary approach and effective measures which minimise the negative impacts of co-location.

3.3 Location

Applicants are required to consider the following when selecting a site:

- (a) The applicant is to demonstrate in selecting a site, they have adopted a precautionary approach in regards to minimising EMR exposures consistent with Section 5.1 of the ACIF Code.
- (b) No facility may be installed within a 300m radius of any school in the Waverley LGA. A map showing exclusion zones can be found at Annexure G3-2.
- (c) No facility may be installed adjacent to a playground. A map

showing playground locations can be found at Annexure G3-3.

- (d) No facility may be installed on a Waverley Council Child Care Centre. See Annexure G3-3 for listings.
- (e) No facility may be installed on a Heritage Item or in a Heritage Conservation area as listed in WLEP 1996. (Refer to Schedule 5 of WLEP 1996 for this list).
- (f) Preferred land zones for the location of facilities as determined by this Council, are commercial centres.
- (g) The applicant is to demonstrate particular consideration of likely sensitive land uses. Sensitive land uses may include areas:
 - where occupants are located for long periods of time (e.g. residences);
 - that are frequented by children (eg. schools, child care centres, playgrounds); and
 - where there are people with particular health problems (eg hospitals, aged care facilities).

Further information can be found in the ACIF Code.

3.4 Heritage and environment

Infrastructure proposed for areas of environmental significance (as defined in the LIF Determination) require:

- (a) development consent under the LIF Determination and Council's relevant environmental planning instruments.
- (b) the applicant to avoid or minimise the visual impact of any proposed facility on the heritage significance of adjacent/adjoining/surrounding heritage items and conservation areas. The applicant is to provide a heritage / report impact assessment as relevant; and
- (c) the applicant to avoid or minimise the physical impact of any proposed facility on endemic flora and fauna.

Council prohibits the siting of telecommunication or radiocommunication facilities on listed heritage items. Refer to Schedule 5 of WLEP 1996 for a list of heritage items and heritage conservation areas as well as JLEP 1991 – Bondi Junction Commercial Centre.

3.5 Physical design controls for telecommunication or radiocommunication facilities

Applicants are required to consider/address the following when designing their telecommunication and radiocommunication facilities:

- (a) Infrastructure must be of high quality design and construction;
- (b) Proposals should consider the range of alternate infrastructure available, including new technologies which would minimise unnecessary or incidental EMR emissions and exposures, as required under Section 5.2.3 of the ACIF Code;
- (c) The plan for the facility must include measures to restrict public access to the antenna(s). The facility must display appropriate

signs warning of EMR and providing contact details for the facility(ies) owner/manager;

3.6 Facility health controls

Applicants are to provide evidence of the following:

- (a) precautions they have taken to minimise EMR exposures to the public;
- (b) documentation which demonstrates that the proposed facility complies with the relevant Australian exposure standards as specified by the ACMA; and
- (c) a 360 degree prediction map of cumulative EMR emissions, as discussed in Section 2.1.

Annexure G3-1

Access to Codes, Acts and Further Information

1. ACIF Industry Code for Deployment of Mobile Phone Infrastructure

The following Australian Communications and Media Authority website addresses lead to an abstract of the code and the code itself can be downloaded from this page:

http://www.acma.gov.au/telcomm/industry_codes/codes/abtem20.htm

The code can also be accessed from the Australian Communications Industry Forum website at:

http://www.acif.org.au/ACIF/files/C564_Oct_2002.pdf

2. Telecommunications Act 1997

This can be found on the Australian Broadcasting Authorities website.

<http://www.aba.gov.au/legislation/telecomm%5Fact/>

3. Mobile Carriers Forum (MCF) Publication “Low-impact Mobile Facilities – Guidelines for Better Visual Outcomes”

The MCF has prepared guidelines to assist in the siting and design of new low-impact mobile telecommunication facilities, with the aim of minimising visual impact and achieving appropriate and acceptable outcomes. The guidelines include photographs of a range of radiocommunications infrastructure and are available from the AMTA website www.amta.org.au – go to Network Deployment and click on Low Impact Guidelines.

4. Australian Radiation Protection and Nuclear Safety Agency

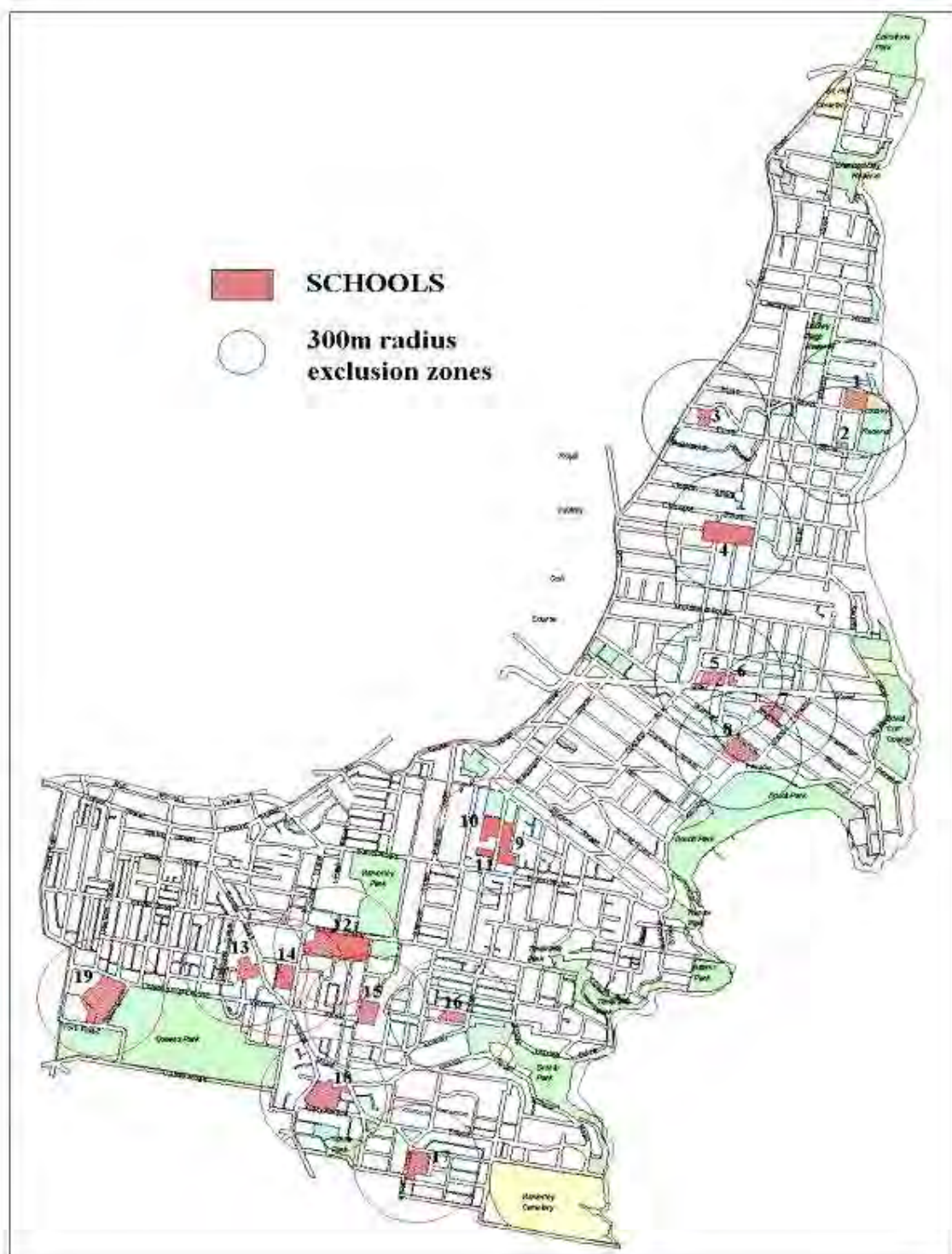
The following ARPANSA web address has a detailed discussion regarding the health implications of the mobile phone system:

<http://www.arpansa.gov.au/mp11.htm>

5. Low-impact Facilities for Better Visual Outcomes

A discussion on facility design can be accessed at www.amta.org.au/mcf.

Annexure G3-2
School Exclusions Zones



Annexure G3-3

List of Schools in the Waverley LGA	
Name of School	Address
1. Yeshiva Jewish Day School Kesser Torah College	Cnr Blake St/Napier Street, Dover Heights Cnr Blake St/Napier Street, Dover Heights
2. King David Pre School	Dover Road, Dover Heights
3. Rose Bay Secondary College	Hardy Street, Dover Heights
4. Galilee Catholic Primary School	60b Blair Street, Bondi Beach
5. Reddam House	56 Mitchell Street, North Bondi
6. Wairoa Special School	Cnr Hastings Parade/Gould Street, North Bondi
7. Bondi Beach Public School	Campbell Parade, Bondi Beach
8. Bondi Public School	5 Wellington Street, Bondi
9. Scarba House	30 Wellington Street, Bondi
10. Montessori Eastern Suburbs	8 Wellington Street, Bondi
11. Waverley College	131 Birrel Street, Waverley
12. Waverley Public School	Bronte Road, Waverley
13. St Charles School St Clare's Colleges	Carrington Road, Waverley 41-51 Carrington Road, Waverley
14. Waverley College Primary School	44 Henrietta Street, Waverley
15. Bronte Public School	Hewlett Street, Bronte
16. Clovelly Public School	Arden Street, Waverley
17. St Catherines School	26 Albion Street, Waverley
18. Moriah College Moriah Primary School	York Road, Queens Park Queens Park Road, Bondi Junction
Child Care Centres	
19. Bronte Child Care Centre	42 St Thomas St, Bronte
20. Gardiner Child Care Centre	6 Gardiner St, Bondi Junction
21. Waverley Child Care Centre	Clementson Park Newland St, Bondi Junction
22. Waverley Family Day Care	25 Ebley St, Bondi Junction

Note: Also visit Waverley Council's website at:

- www.waverley.nsw.gov.au/commsservices/children/FDC.asp
- www.waverley.nsw.gov.au/commsservices/children/LDC.asp

In the event that Council's Child Care Services have been augmented.

Playground Locations



Part G Environment

G4 Water Management

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G4 Water Management

1.0 INTRODUCTION

This Part contains planning controls relating to the management of all aspects of the water cycle in an integrated and consistent manner. The planning controls promote the need for long-term sustainable social, ecological and economic outcomes. Specifically, the planning controls relate to the management of stormwater, roofwater, greywater, blackwater and groundwater.

This Part applies to development in the following circumstances:

- (a) for residential development requiring a Building and Sustainability Index (BASIX) certificate to assist the applicant in identifying ways to reduce potable water consumption;
- (b) for residential development, requiring a BASIX certificate, but where an applicant desires to go beyond the 40% reduction required by the BASIX State Environmental Planning Policy (SEPP);
- (c) for alternations and additions to residential development requiring a BASIX certificate excluding minor alterations, retro-fits, and the like; and
- (d) for commercial and mixed development excluding minor alterations, retro-fits, and the like.

1.1 Objectives

The objectives of this Part are to:

- (a) ensure that an integrated and consistent approach to water cycle management is achieved;
- (b) preserve and protect the health, amenity and property of residents and the community;
- (c) protect and conserve the environment, specifically the receiving waters of catchments;
- (d) plan, implement and maintain the stormwater system in accordance with the principles of Ecologically Sustainable Development (ESD); and
- (e) support best planning management practices.

This Part is supported by technical guidelines entitled 'Water Management Technical Guidelines' (WM Technical Guidelines). These Guidelines contain the information required to complete a conforming design.

1.2 What sections apply to my development?

Information that must be submitted with a development application (DA) and a construction certificate is outlined in Clause 9 of Part B – “Submitting a Development Application”.

The following table provides an overview of the application of Water Management planning controls and is intended to direct the reader to the relevant sections in both Part G4 - Water Management of the Waverley DCP 2006 and the WM Technical Guidelines

WM Technical Guidelines can be found on Councils website from ‘Publications, Policies and Major Reports’. Refer to Table 1. Water Management References and Application for specific requirements.

	DCP Ref	Application	Technical Guidelines Ref
Stormwater Disposal Methods			
Infiltration	2.1.2	Any development application except exempt development and where identified on the Infiltration Map, or on a merit basis.	3.1, 2.0 & 4.0
Gravity	2.1.3	Any development application except exempt development.	3.2, 2.0 & 4.0
Charged	2.1.4	Single dwelling residential development only except exempt development.	3.3, 2.0 & 4.0
Pump	2.1.5	Any development application except exempt development and where gravity system or infiltration system cannot be used, and downstream easement cannot be obtained.	3.4, 2.0 & 4.0
Stormwater Systems			
On-site detention (OSD)	2.2	New development Increase in impervious area $\geq 30m^2$ Additional storey	5.0
OSD offsets	2.2.2	One third the volume of a rainwater tank may be used as an OSD offset. The storage volume of an infiltration system may be used as an OSD offset. New impermeable area may be offset through the replacement of proposed or existing impermeable surfaces with permeable surfaces/paving.	6.0 3.1 8.0
Roofwater harvesting	2.3	Where roofwater harvesting is proposed.	6.0
Stormwater re-use	2.4	Where stormwater re-use is proposed.	7.0
Permeable paving	2.5	Where permeable paving is proposed.	8.0
Stormwater quality	2.6	All development applications.	9.0
Floor level control	3.0	All development applications except exempt development.	4.5
Seepage / dewatering	4.0	All development applications.	10.1 & 10.2
Other Systems			
Groundwater extraction & use	4.0	Where groundwater extraction and use is proposed.	10.3
Greywater & blackwater re-use	5.0	Where greywater or blackwater re-use is proposed.	11 & 12

Table 1. Water Management References and Application

2.0 STORMWATER SYSTEMS

2.1 Stormwater disposal methods

Disposal of stormwater from the site must be provided using one or a combination of the following disposal methods (listed in order of preference):

- (a) Infiltration;
- (b) Gravity connection to Council's stormwater system;
- (c) Charged system;
- (d) Pump system.

A stormwater system must be constructed in accordance with AS/NZS 3500:2003 National Plumbing & Drainage and WM Technical Guidelines.

2.1.1 Application of this section

Sections 2.1.2 to 2.1.5 apply to all DA except exempt development.

2.1.2 Infiltration

Infiltration systems such as gravel filled trenches and sand filters may be used to retain and infiltrate stormwater on site. These systems are most effective in areas where the soil has a high infiltration rate. If the underlying soil is found to have very low infiltration capacity, the use of infiltration systems is discouraged.

- (a) Infiltration may be proposed in areas:
 - (i) where infiltration is permissible according to the Infiltration Map (refer to Figure 1).
 - (ii) outside those shown as permissible on the Infiltration Map. These will be assessed on their merits.
- (b) Infiltration systems are NOT permitted in areas with:
 - (i) land slip or geotechnical problems associated with reactive soils;
 - (ii) existing seepage problems;
 - (iii) where contamination of ground water is possible (for example chemicals, pesticides, herbicides, petroleum products, heavy metals, nutrients, bacteria and viruses);
 - (iv) where the site is known or suspected of being contaminated (such as service stations, automotive repair shops or dry cleaners);
 - (v) exposed bedrock at surface;
 - (vi) shallow soil over rock or shale;
 - (vii) steep terrain (>10%); or
 - (viii) high water table.
- (c) The storage volume of an infiltration system may be used to reduce the on-site detention storage volume.
- (d) Infiltration systems are to be designed in accordance with

Australian Runoff Quality Guidelines (Institution of Engineers) and WM Technical Guidelines.

2.1.3 Gravity systems

Gravity systems allow for the discharge of stormwater from the site directly to the Council kerb or underground drainage system via gravity.

- (a) Gravity systems are encouraged where feasible.
- (b) Gravity systems must be designed, installed and maintained in accordance with the WM Technical Guidelines.

2.1.4 Charged systems

Where all reasonable efforts to establish a gravity drained system have been unsuccessful, charged (or pressure) lines may be permitted, subject to the requirements outlined in the WM Technical Guidelines.

- (a) Charged systems may be proposed for single dwelling residential development only.
- (b) Charged systems must be designed, installed and maintained in accordance with the WM Technical Guidelines.

2.1.5 Pump systems

A pump system is a system comprising pumps and pipes to convey stormwater where gravity drainage to either overland flow paths or the stormwater system cannot be achieved.

Pump systems must be designed, installed and maintained in accordance with the WM Technical Guidelines.

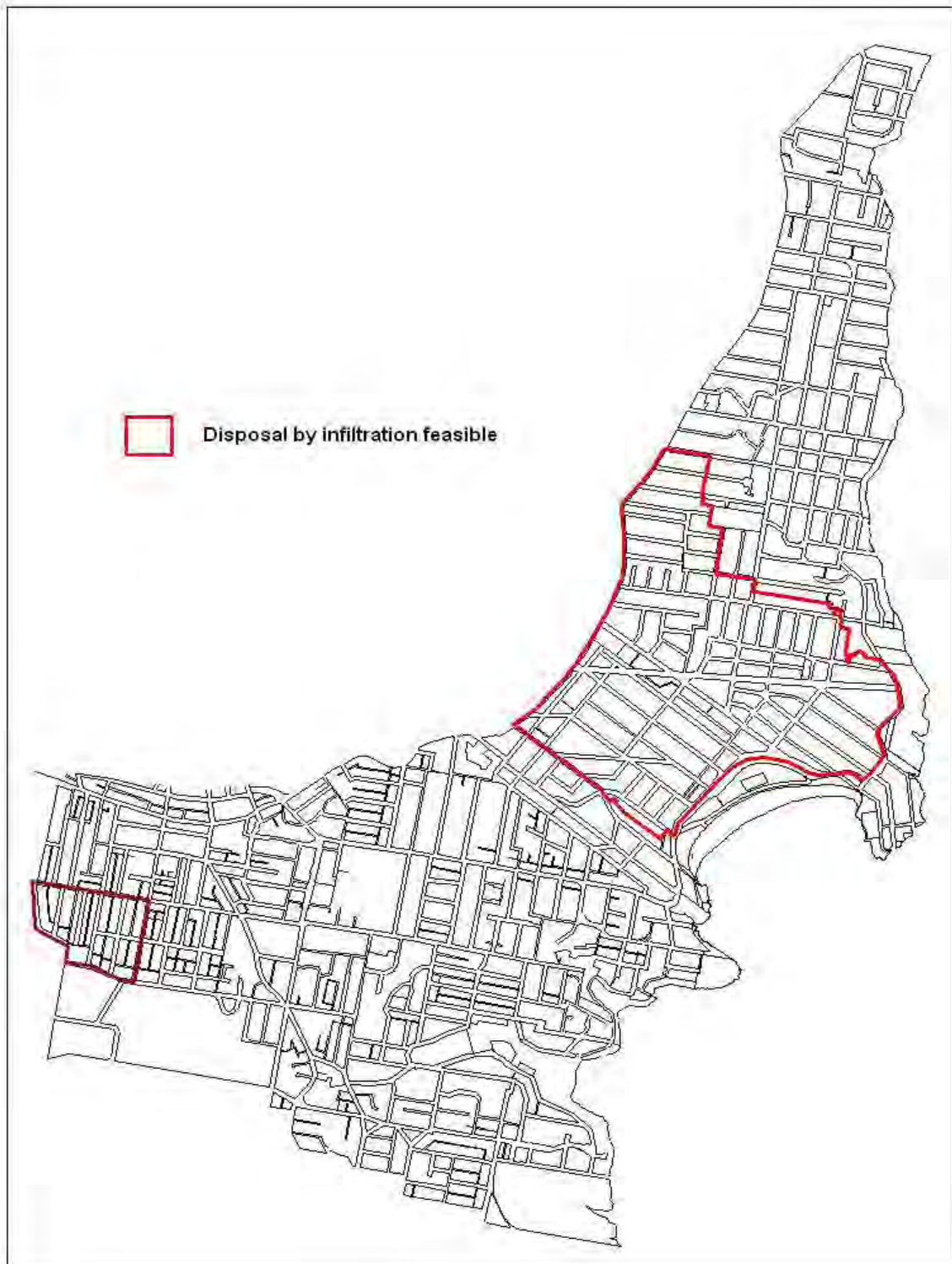


Figure 1: Infiltration Map

2.2 On-site detention of stormwater

On Site Detention (OSD) systems ensure that stormwater flow from the site is temporarily detained on site and the discharge is restricted to a rate that can be accommodated by Council's existing stormwater drainage system. The following planning controls apply to OSD systems.

2.2.1 Application of this section

- (a) Any new development, or
- (b) Where there is an increase in impervious area of 30m² or more; or
- (c) Where an additional storey is proposed.

2.2.2 Planning controls

- (a) The OSD system must be designed, installed and maintained in accordance with the WM Technical Guidelines.
- (b) Up to one third of the storage volume of a rainwater tank may be used to reduce the OSD storage volume.
- (c) The storage volume of an infiltration system may be used to reduce the on-site detention storage volume.
- (d) New impermeable area may be offset through the replacement of proposed or existing impermeable surfaces with permeable surfaces/paving. This will enable some developments to reduce or offset their OSD storage volume requirements.
- (e) A Positive Covenant and Restriction as to user must be placed on the Property Title to ensure that the OSD system remains in place and is adequately maintained. This will be undertaken at the owners' expense. An example Positive Covenant template is included in the WM Technical Guidelines.

2.3 Roofwater harvesting

Roofwater harvesting systems keep the rainwater on site (retained) to be reused again for such things as irrigation, toilet flushing etc.

2.3.1 Application of this section

Where roofwater harvesting is proposed.

2.3.2 Planning controls

Roofwater harvesting refers to the capture of rainwater that falls on the roof of a building. The provisions relate to rainwater tanks:

- (a) development applications for non-exempt (under State Environmental Planning Policy (SEPP) 4) rainwater tanks will be considered on their merits;
- (b) rainwater tanks should be designed, installed and maintained in accordance with the supporting WM Technical Guidelines; and
- (c) up to one third of the storage volume of a rainwater tank may be used to reduce the on site detention storage volume.

2.4 Stormwater harvesting & re-use

To assist the applicant, stormwater harvesting and re-use refers to the collection, treatment, storage and use of stormwater run-off from urban areas. The harvesting and re-use of stormwater may complement other approaches to integrated water cycle management.

2.4.1 Application of this section

Where stormwater harvesting and re-use is proposed.

2.4.2 Planning controls

- (a) DA for stormwater harvesting and re-use will be considered on their merits in accordance with the WM Technical Guidelines, current Government requirements and in consultation with relevant Government agencies.
- (b) Stormwater reuse is permitted for non-potable purposes and is generally limited to toilet flushing, outdoor irrigation and car washing provided it is treated to an adequate level suitable for the reuse application. Other uses will be considered on a merit basis.
- (c) DA must demonstrate that human health, groundwater resources, neighbouring properties, the stormwater system and the environment will not be compromised as a result of stormwater use.

2.5 Permeable surfaces/paving

Any land area that allows infiltration into the soil is considered permeable. Permeable paving allows infiltration into the soil while still allowing vehicles or pedestrians to use the area.

2.5.1 Application of this section

Where permeable paving is proposed.

2.5.2 Planning controls

- (a) New impermeable area may be offset through the replacement of proposed or existing impermeable surfaces with permeable surfaces/paving. This will enable some developments to reduce or offset their OSD storage volume requirements.
- (b) Permeable paving shall be considered 100% permeable for the purpose of calculating OSD storage volume requirements.
- (c) Permeable paving shall be designed, installed and maintained in accordance with the manufacturer's recommendations.
- (d) Permeable paving is not suitable for areas of high traffic volumes or vehicle weights, high sediment loads, steep terrain (greater than 5%), high water tables, and non-engineered fill or contaminated land.
- (e) Permeable surface materials installed on ground with low infiltration shall be drained using an effective subsoil drainage system to a rainwater tank or the site stormwater system.
- (f) Permeable paving must be drained using an effective sub-soil

drainage system for either infiltration into the ground or discharged to the stormwater system. Stormwater may also be captured for re-use provided it is treated to an adequate level suitable for the reuse application.

2.6 Stormwater quality

This section refers to the management of all water leaving the site including infiltrated water, surface and piped flows. Stormwater treatment measures minimise erosion and the loss of soil, and protect receiving waters and downstream catchments from polluted runoff.

2.6.1 Application of this section

All development applications.

2.6.2 Planning controls

- (a) Council strongly encourages that stormwater treatment measures as outlined in the *'Managing Urban Stormwater: Treatment Techniques'* (NSW EPA 1997) be incorporated into the design of a development in order to avoid polluted runoff. Pollution incidents will be fined under the *Protection of the Environment Operations Act 1997*.
- (b) A plan to manage erosion and sedimentation must be prepared in accordance with Clause 9.1.7 of Part B and the WM Technical Guidelines and submitted with the development application. Erosion and sedimentation control measures are to be installed and maintained during construction.

3.0 FLOOR LEVEL CONTROL

Floor levels should be at a level that will ensure that they are not subject to stormwater inundation or nuisance flooding.

3.1 Application of this section

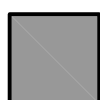
Section 3 applies to all development applications except exempt development or where the increase in impervious area is less than 10m².

3.2 Planning controls

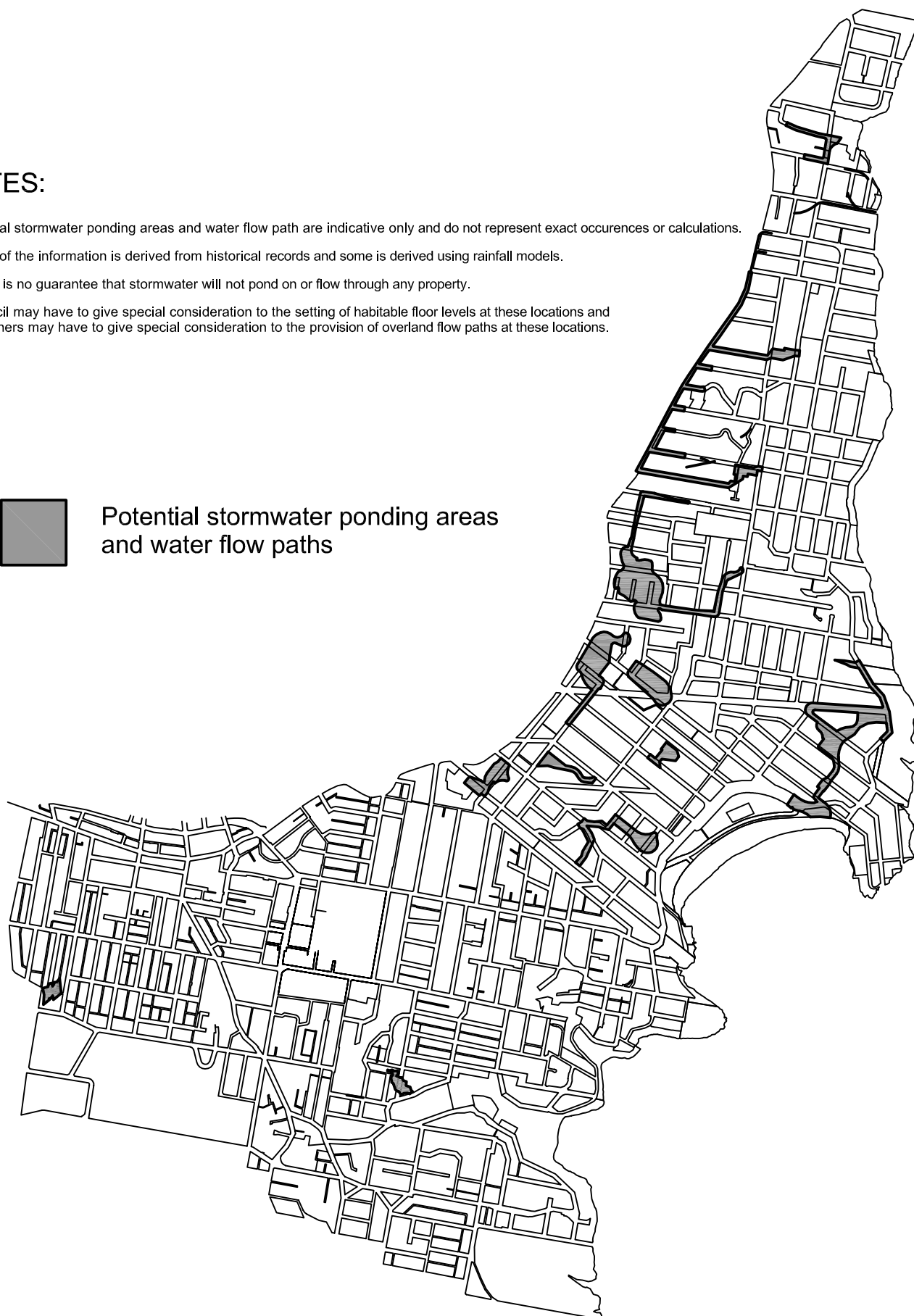
- (a) For areas identified as potential stormwater ponding areas and water flow paths in Ponding Areas Map (p.11), habitable floor levels must be set at a minimum of 300mm above the predicted design flood level for a 1 in 100 year storm event.
- (b) For all other areas habitable floor levels must be set at a minimum of 150mm above the level of adjacent ground for habitable areas.
- (c) Designs must be undertaken in accordance with the WM Technical Guidelines.

NOTES:

- i) Potential stormwater ponding areas and water flow path are indicative only and do not represent exact occurrences or calculations.
- ii) Some of the information is derived from historical records and some is derived using rainfall models.
- iii) There is no guarantee that stormwater will not pond on or flow through any property.
- iv) Council may have to give special consideration to the setting of habitable floor levels at these locations and designers may have to give special consideration to the provision of overland flow paths at these locations.



Potential stormwater ponding areas
and water flow paths



4.0 SEEPAGE WATER, DEWATERING, GROUNDWATER EXTRACTION AND USE

Seepage water, dewatering and groundwater are described here to assist the applicant. Seepage water is water percolating through the soil and along rock strata. Dewatering is the process of removing groundwater from the soil to lower the level of the water table in the area. Groundwater is water that exists beneath the surface of the property in underground streams and aquifers.

4.1 Application of this section

All development applications.

4.2 Planning controls

- (a) All works connected to a source of underground water and used for water supply, groundwater monitoring, dewatering, or other specified purposes must be licensed by the relevant NSW Government department. Any bore drilling contractor must also be licensed.
- (b) Seepage water from basement car parks and sub surface flows from structures that intersect high ground water flows:
 - (i) shall be harvested and reused on site; or
 - (ii) piped to the underground stormwater drainage system. Piped connections to Council's kerb are not permitted.
- (c) A development application is required for temporary or permanent dewatering and groundwater extraction and use:
 - (i) must be prepared in accordance with the WM Technical Guidelines including detailed investigations by a suitably qualified practitioner addressing the relevant hydrological, hydrogeological, soil contamination and public health issues.
 - (ii) will be assessed by Council on their merits;
 - (iii) where appropriate, will be referred by Council to the relevant NSW Government department to be considered for an access licence. If successful, the access licence will be issued to the proponent.

5.0 GREYWATER & BLACKWATER RE-USE

For the purposes of this section, greywater and blackwater are described as follows. Greywater refers to wastewater generated from hand basins, showers, baths, laundries and in certain circumstances, kitchens. Blackwater refers to wastewater generated from a toilet, urinal or bidet.

5.1 Application of this section

Where a greywater or blackwater re-use system is proposed.

5.2 Planning Controls

- (a) The manual collection and re-use of greywater by means of a bucket or similar receptacle does not require a development application but must be undertaken in accordance with NSW Government recommendations and the WM Technical Guidelines.
- (b) A greywater diversion device complying with the *Local Government (General) Regulation 2005 (75A)* does not require a development application but must be installed by a licensed plumber. All greywater diversion devices must be registered with Council upon installation.
- (c) A development application is required by Council to install a greywater diversion device not complying with the *Local Government (General) Regulation 2005 (75A)*.
- (d) A development application is required by Council to install and operate a greywater or blackwater treatment system.
- (e) The greywater or blackwater treatment system must be designed, installed, maintained and monitored in accordance with NSW Government requirements and the WM Technical Guidelines.
- (f) Development applications for greywater or blackwater treatment systems will be assessed on their merits in accordance with the WM Technical Guidelines, current NSW Government requirements and in consultation with relevant Government agencies.
- (g) Greywater sourced from kitchens must be treated in a greywater treatment system and cannot be utilised via manual bucketing or a greywater diversion device.
- (h) Greywater reuse is permitted for non-potable purposes only and is limited to toilet flushing, outdoor irrigation and laundry use provided it is treated to an adequate level suitable for the reuse application. Other uses will be considered on their merits
- (i) Blackwater reuse is permitted for non-potable purposes only provided it is treated to an adequate level suitable for the reuse application.
- (j) DA must demonstrate that human health, groundwater resources, neighbouring properties, the stormwater system and the environment will not be compromised as a result of greywater or blackwater use.
- (k) A Positive Covenant must be placed on the Property Title to ensure that the greywater or blackwater treatment system is adequately maintained. This will be undertaken at the owners' expense. Example Positive Covenant templates are included in the WM Technical Guidelines.

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Part H Heritage

H1 Heritage Conservation

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H1 Heritage Conservation

This Part applies to all land identified as a heritage item or situated within a heritage conservation area within Waverley Local Environmental Plan 1996 (WLEP 1996) and Waverley and Woollahra Joint Local Environmental Plan 1991 – Bondi Junction Commercial Centre (JLEP 1991).

1.0 OBJECTIVES

The objectives of this Part are to:

- (a) Provide design guidelines and principles to ensure that the significance of heritage items and conservation areas are not adversely affected by new development.
- (b) Provide a consistent and coherent policy for applicants, Council officers and the community for the assessment of applications affected by heritage controls.
- (c) Encourage alterations and additions to heritage property which are sympathetic to the character and quality of the existing buildings and streetscape.
- (d) Discourage development and works which will adversely affect the heritage significance of a heritage item or conservation area.

2.0 CONTEXT

2.1 Introduction

This Part has been produced to assist applicants in preparing development applications that will make a positive contribution to the heritage of buildings and the streets in which they are situated.

The heritage aspects of Waverley are shaped by nature and local history. It consists of many diverse elements such as parks, beaches, headlands and trees that contribute to Waverley's distinctive character but to a greater extent it relates to buildings and other man made structures.

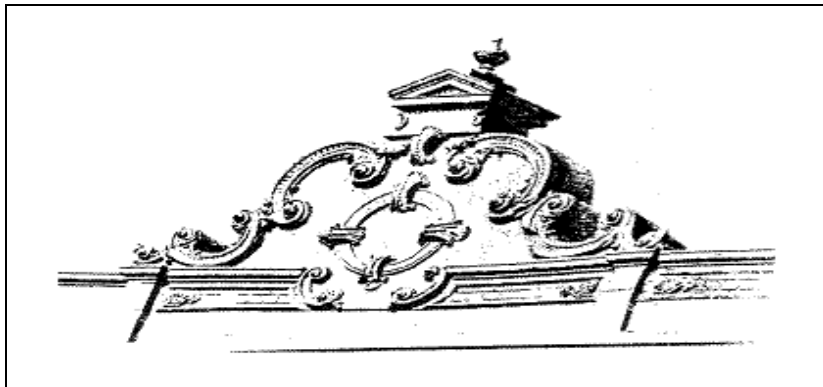


Figure 1. An example of a decorated parapet.

2.2 Heritage Items

A heritage item has cultural significance meaning aesthetic, historic, scientific and / or social value for future generations. All heritage items have been individually identified and assessed as part of a detailed heritage study prior to being included within Councils LEPs.

Council encourages the retention of heritage items in their significant form whilst allowing sympathetic development to occur. Heritage items do not only include buildings but also consist of land which bounds them, sites or significant features such as gardens or interiors.

Where new buildings or new building work is to be carried out, it is important that the character, quality and value of the street and individual buildings are respected.

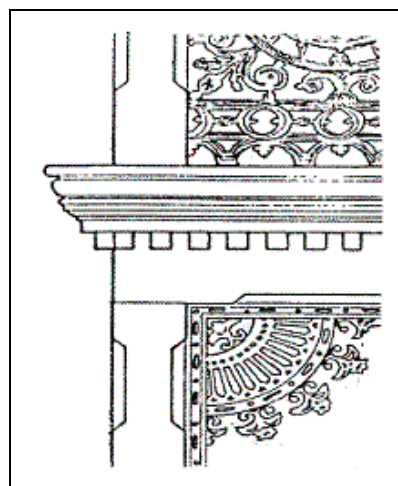


Figure 2. An example of a filigree iron bracket and timber verandah detail.

2.3 Heritage Conversation Area

A conservation area contains a group of buildings where historical origins and relationships between various elements create a distinctive character of heritage. The heritage significance may include subdivision and street pattern, form and scale, the consistency of building materials or the common age of the building stock.

Waverley's unique heritage is not confined to a few individual buildings or sites. It includes all built and other elements which contribute to Waverley's distinctive character.

2.4 Streetscape

Council is concerned with improving the quality of local streetscapes, not only those with heritage significance. Council's controls also call for all new buildings to respect the existing character and quality of their respective street.

Designing with due consideration for the character of the street and the particular building and constructing it carefully with materials of equal or better quality will maintain or enhance the value of the street and your property.



Figure 3. Streetscapes are defined by built forms, topography and planting.

2.5 The main architectural styles of Waverley

There are approximately 350 individual houses listed in Waverley LEP 1996 and around fifteen items or groups identified within JLEP 1991. These include buildings from the Victorian Period (c1850-1893), ranging from grand villas to simple worker's cottages constructed from timber and stone.

Buildings from the Federation period (c1893-1915) are more numerous and this is also reflected in Council's heritage listings. Most local Federation houses consist of neat suburban bungalows and semi-detached cottages. Houses and flat buildings from the Inter-War period (1915-1940) are also well represented particularly in the northern areas of the LGA. A number of distinctive buildings from the later half of the 20th century complete the heritage list.

Conservation areas identified in this Part are considered to have architectural, historical, scenic and natural qualities which merit protection. Part H2 Charing Cross Conservation Area provides specific urban design controls and guidelines for the Charing Cross conservation area and applicants must refer to this Part.

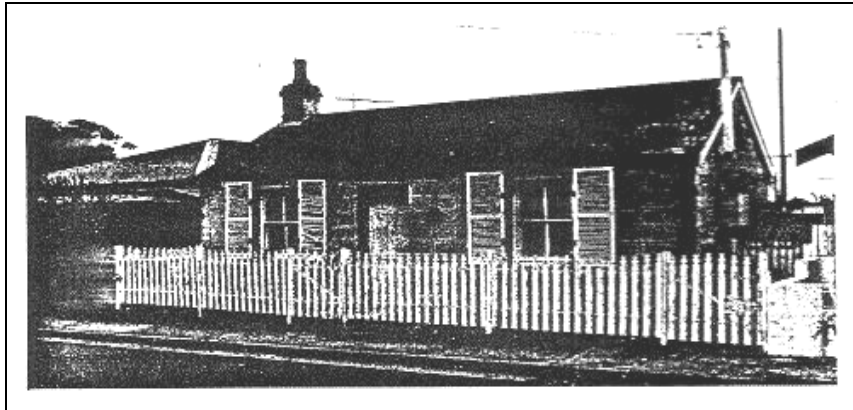


Figure 4. Workers cottage in the Queens park area.



Figure 5. Prominent inter-war bungalow.

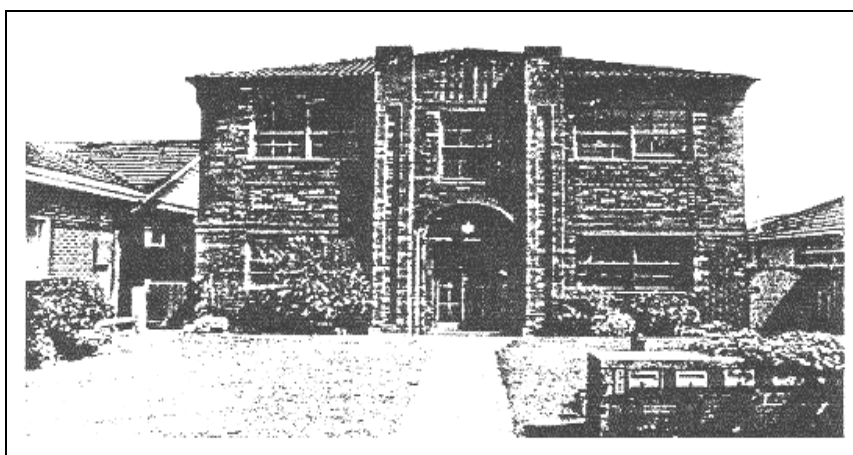


Figure 6. Typical inter-war residential flat building.



Figure 7. 14 Aboukir Street, Dover Heights.

2.6 Elements to be considered during the design process

The high proportion of attached and semi-detached houses in the Waverley local government area (LGA) calls for a special approach to design, if the local character and heritage is to be sensitively conserved. For instance, front garages and high walls can potentially impact upon local streetscapes. They potentially break up the established pattern of fences, gardens and setbacks, as well as potentially obscure attractive older buildings and reduce the perceived width of the street.

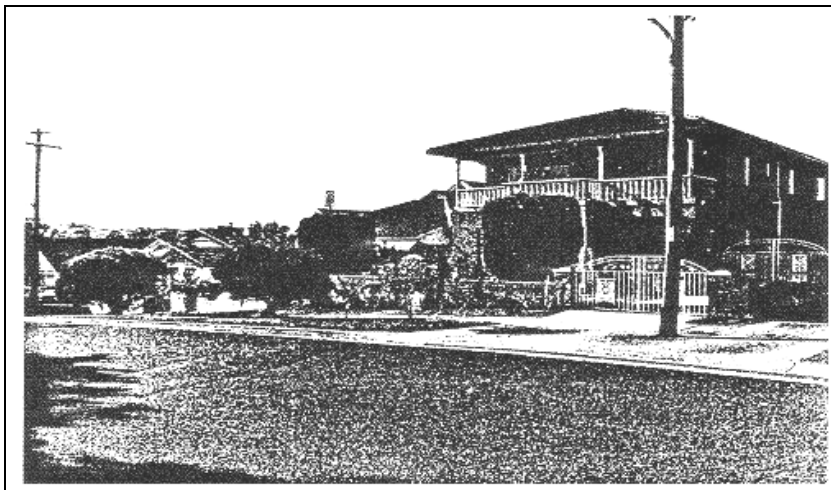


Figure 8. Typical late 20th century nostalgic style residence.

3.0 HERITAGE STUDIES - WLEP 1996 and JLEP 1991

In 1989 and 1994 Waverley Council commissioned heritage studies of the LGA. The studies identified items and areas of heritage significance which were then incorporated into WLEP 1996 and JLEP 1991.

Specific provisions relating to heritage items and conservation areas are contained in both LEPs. Both heritage items and heritage conservation areas are identified in each LEPs' accompanying Heritage Map. These components should be read in conjunction with this Part. Applicants can visit Council's website at (www.waverley.nsw.gov.au/council/pes/DCP_pricelist.asp) and click on 'Heritage Map' and 'Heritage Inventory List'.

4.0 APPLICATION REQUIREMENTS

4.1 When is a Development Application required?

A development application is required for any work affecting a heritage item or a building within a heritage conservation area. A development application is required for demolition, subdivision, removal of archaeological relics and alterations and additions to buildings, particularly where that work will adversely affect the heritage significance of an item or heritage conservation area. (Note that such things as external painting are considered to be alterations).

This Part suggests a range of solutions with the aim of respecting the heritage of Waverley and the work of earlier designers and builders.

A listing means that Council, as part of the development application process, must consider the heritage significance of the building in addition to all other relevant controls in WDCP 2006 (Amendment No. 4). This ensures that what is proposed is sensitive and appropriate.

4.2 State Heritage Trust

Where a place or object is also listed on the State Heritage Register, Council will refer applications to the NSW Heritage Office for consent. Information is available on the NSW Heritage Office website at (www.heritage.nsw.gov.au).

4.3 National Trust

Where a building or conservation area is also listed by the National Trust, it is Council's practice to refer applications to the Trust for comment. Council will consider submissions made by the National Trust however; Council is not bound to follow the Trust's advice.

4.4 Consultation with Council

Applicants are strongly advised to consult with Council's Planning staff before considering any work to a heritage item or to a building within a heritage conservation area.

If a property is listed as a heritage item or is located within a conservation area, any Inventory Sheet outlining the building's history, style and design features can be downloaded from (www.waverley.nsw.gov.au/area/heritage.asp).

4.5 Seek Professional/Architectural Assistance

Where external or major alterations or additions are proposed, applicants are strongly advised to seek professional architectural assistance. If your property has special heritage interest, applicants should consult with a recognised expert in conservation and good architectural design.

4.6 Other heritage significant buildings and areas in the Waverley local government area

Waverley's valuable built heritage is not confined to listed heritage items and conservations areas. Owners of all older style houses are strongly encouraged to enhance and care for them in the most appropriate manner.

As part of the development application process, Council considers the design, appearance and the potential impact on streetscape when works are proposed on an existing building, irrespective of its heritage status.

Council approval is not required for the external painting of non-heritage item buildings, with the exception of Campbell Parade, Bondi Beach where colour schemes requirements apply. Please refer to Part F2 Bondi Beach. Whether approval is required or not, these guidelines will assist you in showing off your older style home to best advantage.

5.0 PLANNING PARAMETERS

5.1 Design Principles

When designing additions to heritage buildings, an understanding of common features of various styles is useful. Annexure H1-1 provides a synopsis of the five major architectural styles prior to 1945. While those styles should be considered where appropriate, Council recognises that each building is also an individual design.

Set out below are the basic design principles to assist applicants in producing an appropriate design solutions. Assessment of your building requires consideration to the following headings:

5.1.1 Scale and Proportion

Scale and massing are essential to the character and quality of heritage listed items or buildings in a conservation area. Scale refers to the size of the whole building or any of its parts in relation to each other and to people. Proportion refers to the relationship of height to width or depth of each element or the whole building. A large second storey addition to a single storey house will almost always compromise its scale and proportion and therefore its character and value.

Scale and proportion are as important for the smaller elements of a building as they are for the larger elements. Figures 9 to 12 show examples of building scale and proportion.

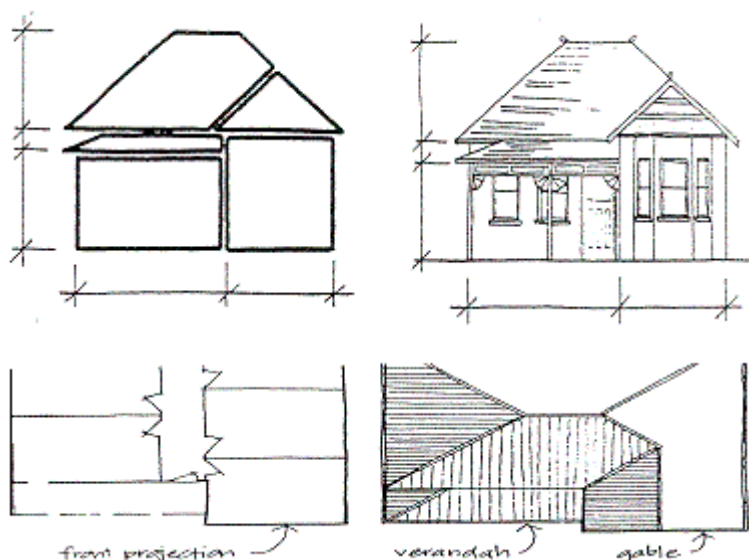


Figure 9. The diagram shows the articulation of the separate parts, the shapes and proportions of a dwelling.

Figure 10. Building articulation is also expressed with different functions creating a human scale.

Figure 11. A front projection can break up building mass, give human scale, and give individual identity without destroying the scale and character of the street. Also see Figure 15.

Figure 12. This drawing shows there is no single roof but rather, a number of smaller roofs.

The distinctive quality of historical houses is dependent upon a balance between symmetry and asymmetry. For example, Federation period houses often have their rooms arranged symmetrically around a central corridor. However, the front elevation is made asymmetrical by the placing of a bay and/or turret on one side and often has gables, which are not centred on the house. A successful design achieves a “balance” of the various elements.

5.1.2 Shape

Buildings of a particular historical style tend to have elements of a characteristic shape. A typical 1920s or 1930s bungalow for example, has simple front facing gables of low pitch. A Federation period house, on the other hand, will usually have a more complex roof form with a steeper pitch. (See Figures 13 and 14).

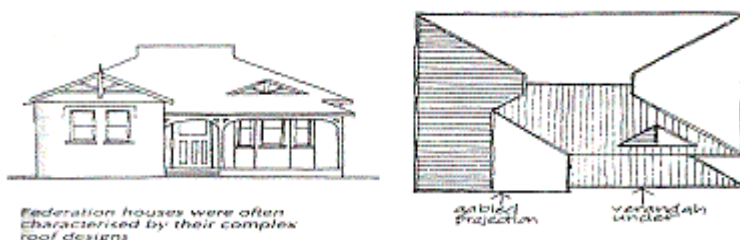


Figure 13. Federation houses are characterised by their complex roof designs.

Figure 14. Even complex roof forms tend to have gabled projections with a veranda beside.

5.1.3 Materials

The construction of the majority of Waverley's older buildings was solid and well executed. Original materials should be maintained or replaced when required.

If the original finish or texture cannot be achieved using modern tools and materials, Council advises applicants to use, where possible, original technology because of the results they will produce. Modern finishes are of less concern if they are not visible from the street.

5.1.4 Roofing materials and roof form

Characteristic roof forms and roofing materials are to be maintained. The original roofing material should be maintained and when replacement needs to occur it should be done with an alternative material.

5.1.5 Fitting into the context of your street or area

The design proposal needs to address the following streetscape issues:

- (a) the width of the street between building facades or front walls;
- (b) the average height of buildings;
- (c) the average setback of building front walls;
- (d) the average position of garages, if any;
- (e) the type and size of front fences;
- (f) the materials of the walls, roof and roof pitch;
- (g) the type of windows and doors;
- (h) the modelling of walls;
- (i) any individual decorative features; and
- (j) the architectural style of buildings in the street.

For example, a second storey addition should be sited to the rear, below the line of sight (when viewed from the street). You should aim to ensure that a substantial part of the original roof form is maintained at the front of the dwelling, when adding a new storey.

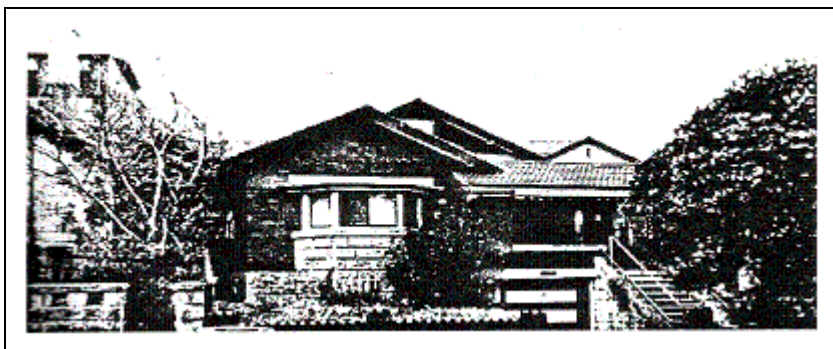


Figure 15. Additional floor set within a raised gable roof.

5.2 Land size and siting

It is important to note the general pattern of setbacks and site planning in the street when siting new buildings or additions. See Figure 16.

Floor space ratio (FSR) controls enable Council to ensure that new dwellings and alterations and additions to existing dwellings are of an acceptable size and bulk in relation to the size and shape of allotment and adjoining properties. The FSR controls for dwelling houses and dual occupancies are available in Part D1 - Dwelling House and Dual Occupancy Development.

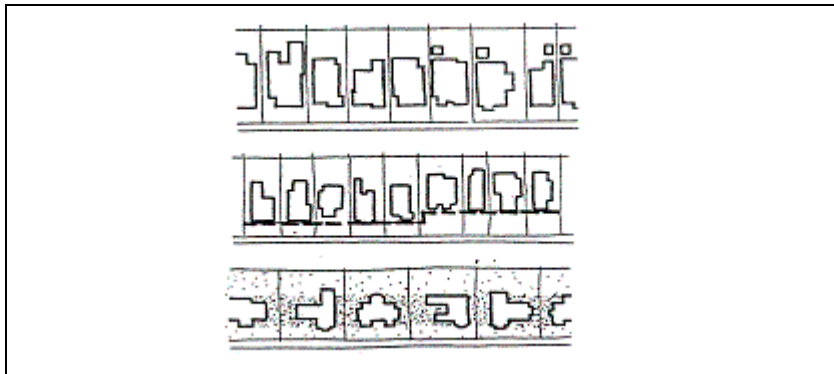


Figure 16. Street alignments.

5.2.1 Site planning priorities

- (a) If possible, extensions should be kept to the rear of the site. (See Figure 17).

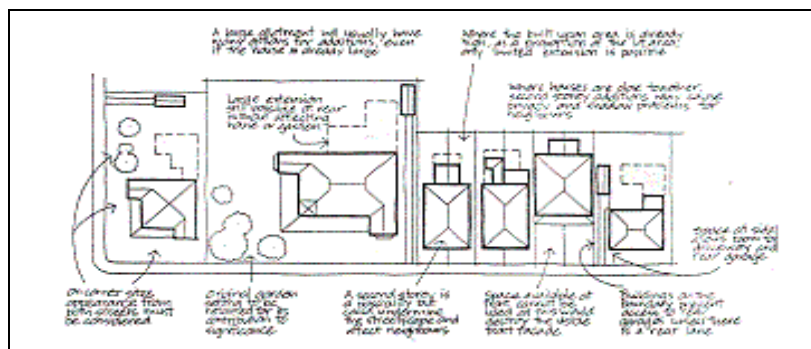


Figure 17. Site planning.

- (b) If there is insufficient space for a rear extension, side extensions should be setback as far as possible from the street. (See Figure 18).

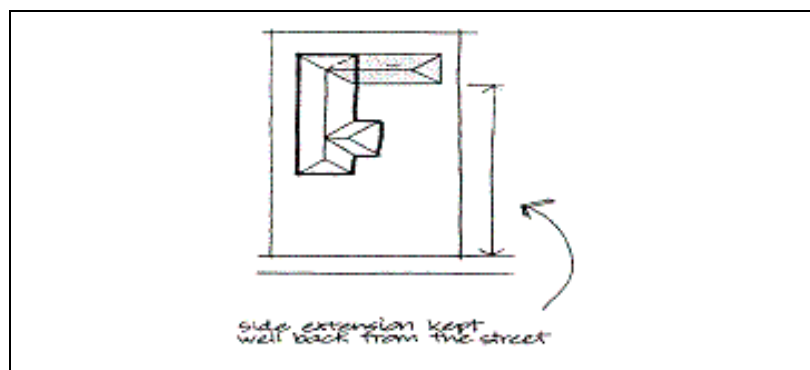
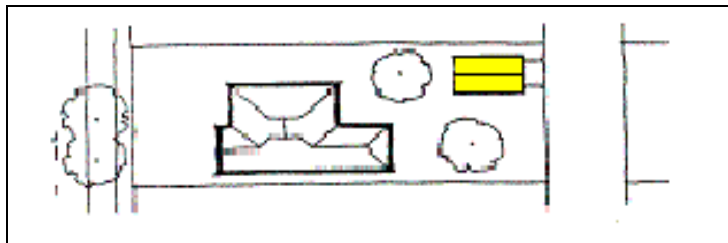


Figure 18. Side extension.

- (c) Where sites are severely constrained, rooms can often be placed in the existing roof space where a dormer or similar addition may be permitted, but this is not usually permitted at the front of a dwelling. Front dormer windows are particularly discouraged where the building is a heritage item or part of a relatively unaltered semi-detached, row or terrace house.
- (d) A minor addition may be more appropriate than a major addition. In considering alterations, an applicant should look for ways of making better use of the space available. For instance, rebuilding at the rear of the site may achieve an applicant's goals without endangering heritage values.

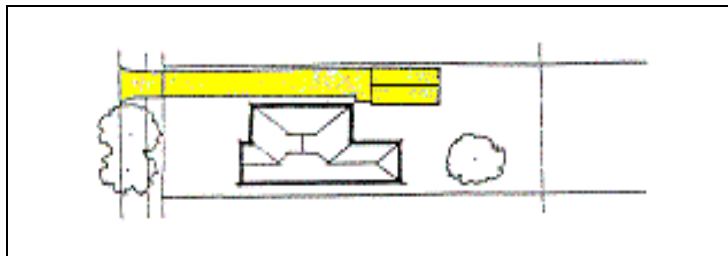
5.2.2 Siting of car accommodation

- (a) Locate parking to the rear of the site where there is access from a rear lane.



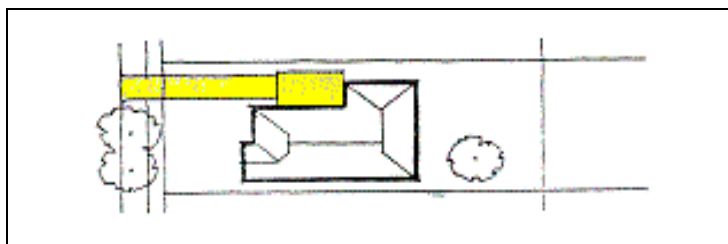
OR

- (b) Locate parking towards the rear of the site. This is appropriate where the parking accommodation is not visible from the streetscape. Moreover, that such accommodation does not attract from the item of heritage value.



OR

- (c) Locate parking at the side of the house, well set back from the streetscape. In this case, the property has access from the front. This arrangement is not to detract from the streetscape or the heritage value of the item.



Figures 19 (a) to (c) Car accommodations.

5.3 Modifying existing facades

Changes to the façade are generally not recommended, particularly for heritage items and items within conservation areas. However, where changes are proposed, the applicant are to note the following:

- it is preferable that changes to roof forms are minimal;
- changes in roof forms are discouraged, however heritage dwellings that already comprise of a large, complex roof form (see Figures 13 and 14, as examples) may be able to accommodate a positive design outcome;
- new decorative elements that are in addition to the original style are discouraged;
- the reinstatement of original features that have been removed are encouraged; and
- high walls or fences and unsympathetic garden treatment (e.g. rockeries, dense plantings that are out of character) are discouraged.

Figures 20 and 21 illustrate examples of sympathetic additions.



Figure 20. This attic addition responds to the form and scale of the existing roof.

Figure 21. Careful design is required when designing one sided additions. They should be kept low and well back to avoid an unbalanced look.

5.3.1 Fencing

Boundary fence designs can have a significant impact on the streetscape given their proximity to the street. Appropriate fencing can unify and make a positive contribution to the character and quality of a street.

Applicants are encouraged where possible to keep original fences and to use new, closely matching elements to replace what has been lost where possible. Common local materials included timber, iron, brick and stone. A variety of fence types are shown in Figure 22.

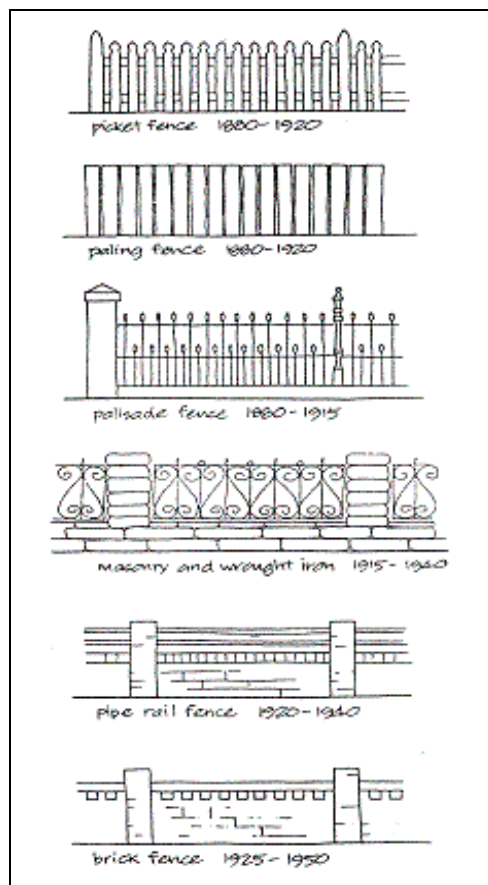


Figure 22. Examples of fence types.

5.4 Materials and details

The design and workmanship of older buildings is generally high standard with good quality materials. Although it is rarely necessary to make exact copies of original features, attention to the quality of materials and details is important. Consider the matters set out in the following points with respect to materials and detail.

5.4.1 Bricks

- New brick work should match the existing brick and mortar colours as well as the type of joint and brick laying pattern.

5.4.2 Cement render

- Original face brick should not be rendered. (This will destroy the building's original colours and textures).
- Stucco work on Victorian buildings should not be "chipped back" or "sand stocked". (The render protects the older, poor quality brick and removal may affect the structural soundness of the wall as well as allow damp penetration).

5.4.3 Timber

- New building work constructed of timber should match the existing building elements made of timber (e.g., window frames, weatherboarding, fascias, brackets, columns, friezes, etc).

5.4.4 Metal

- Reinstall cast iron or wrought iron elements, where possible. (Cast iron was particularly common in the 19th century where it was frequently found on verandahs and balconies. Decorative wrought iron was often used as a substitute early in the 20th century and was featured in both balustrading and fences).

5.4.5 Stone

- Sandstone fencing, foundations, etc should be retained and sympathetically incorporated into any new additions or alterations. Restoration and repair of slate and stone must be carried out by specialists.

5.4.6 Roofing

- The use of modern roofing materials is discouraged as they can significantly alter the character and appearance of an older building.
- New tiles or slates should match the existing old tiles/slates as closely as possible and concrete tiles are not considered a suitable replacement material.

5.4.7 Flooring and paving

- Retain and/or match the original flooring materials.

5.4.8 Windows

- New windows should match the existing in size and detail, including the existing sill details, window heads, and stained or patterned glass type.
- Window openings should not be enlarged or altered.

5.4.9 Paint

- Previously unpainted surfaces should not be painted. Painting of original stone or face brickwork causes fretting and eventually substantial damage as it traps moisture inside. Similarly, clear sealer such as silicone should also not be used.
- Original face brickwork and stonework should not be rendered.

Annexure H1-1
Common Architectural Styles in Waverley

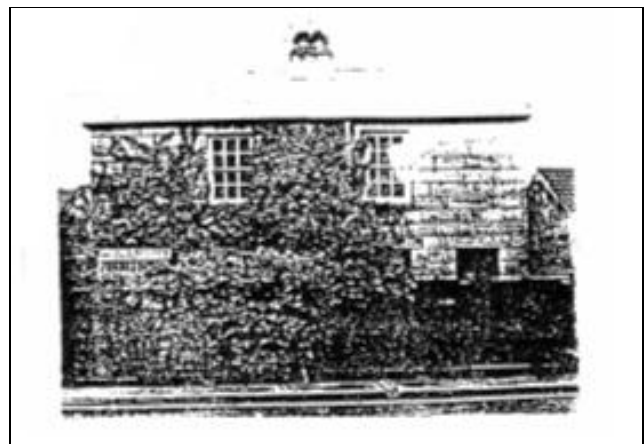
1. VICTORIAN GEORGIAN/COLONIAL

Early Victorian period circa 1820 – 1840

Victorian Georgian was a style often with unsophisticated details. There are a number of simple worker's cottages and "weekenders" with some 2 storey dwelling examples in Waverley in this style.

Broad characteristics:

- symmetrical façade;
- exposed brick or stone walling
later rendered brick;
- medium pitched roof sometimes
hipped;
- close eaves;
- sash windows with multiple
panes (often 12 panes);
- louvred shutters;
- panelled doors (generally early
6 panel later 4 panel);
- simple chimney;
- veranda under broken back or
separate roof structure;
- slender veranda posts;
- decorative valances;
- flat stone lintels or tapered brick;
- roofs were originally covered
with shingles but have often
been replaced/over-laid with
corrugated iron; and
- dormers (on later houses).



Victorian/Georgian style sandstone cottage

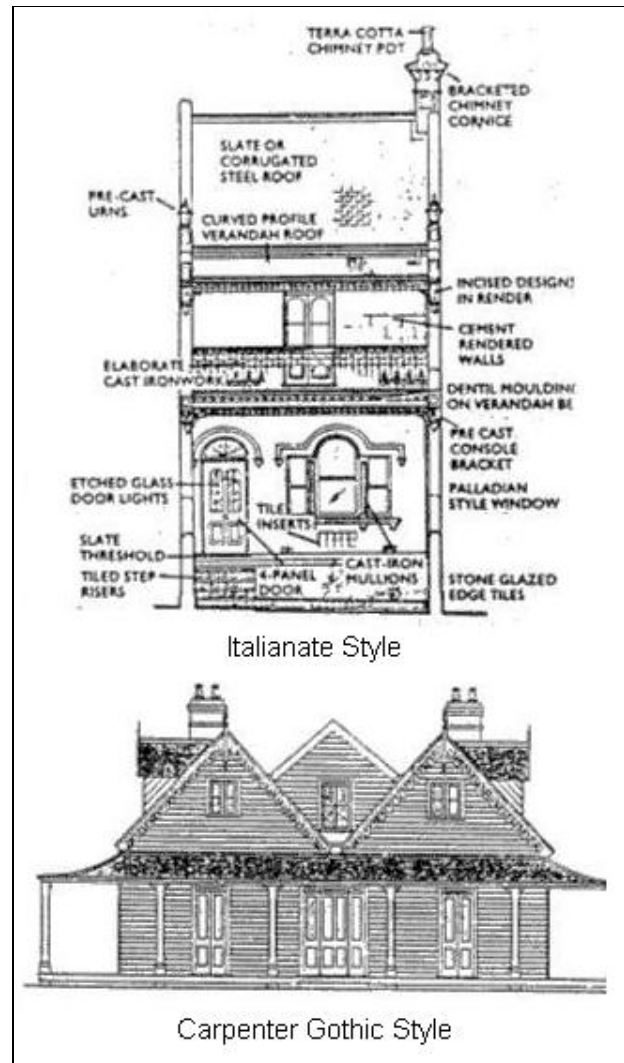
2. VICTORIAN ITALIANATE/GOTHIC

Mid Victorian period circa 1840-1870

The Victorian Italianate style engendered the feeling of the vernacular Italian Renaissance architecture. As the style achieved status, the buildings became more formal and assertive. The tower and asymmetrical façade were devices intended to give landmark qualities.

Broad Characteristics

- solid masonry façade frequently rendered with “Ashlar” markings;
- regular vertical proportion to windows and doors;
- use of ornamental decoration such as string courses, cornice details etc.;
- strong horizontal division of façade using balconies and use of balustrades;
- intricately textured verandah;
- slender round veranda railing;
- iron balcony and verandah railing;
- symmetrical fenestration;
- parapet employing classical motifs;
- tower, often with parapet or pyramidal roof;
- combined frieze and fringe;
- roofs generally low to medium pitch accept gothic style houses finished in slate; and
- verandas with corrugated iron roofs.

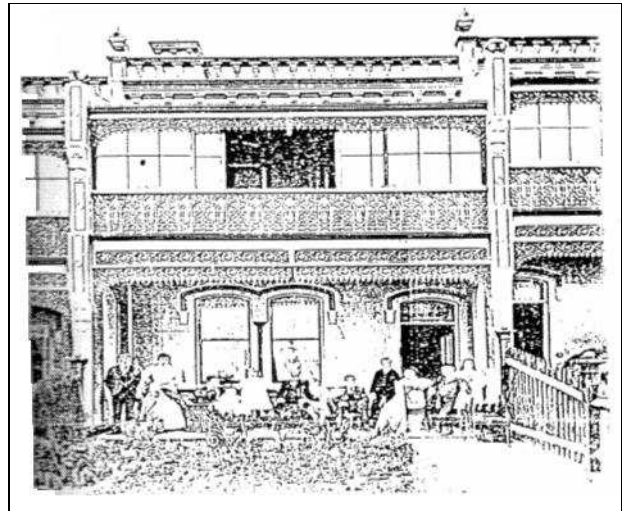


3. VICTORIAN BOOM STYLE

Late Victorian period 1880 – 1902

This style developed as a product of the economic boom of the early 1880s. This period represents a combination of style decoration and comprised of often large buildings, which were asymmetrical in:

- rendered or face brick walls. Polychrome brickwork was sometimes used;
- broken roof forms were common and the preferred roofing material was slate, often used in different shapes and hues;
- corrugated iron was commonly used elsewhere;
- elsewhere decoration “picked out” different elements in a variety of colours;
- wall mountings were often picked out in colour;
- front doors were commonly four panelled with fanlights and sidelights filled with leadlight;
- leadlight was frequently found in the upper portion of the front doors;
- doors were often painted in two tones;
- windows were large paned but in the second half of the period the upper sash was often divided into small panes of different coloured glass; and
- verandahs were supported by columns of cast iron or turned timber and embellished with the same materials.



14-22 Porter Street circa 1883 in Victorian Filigree style

4. FEDERATION/EDWARDIAN, QUEEN ANNE, ART NOVEAU

Circa 1895-1915

Although there are a variety of Federation styles in Waverley, the majority echo contemporary trends in British and American architecture which evolved from interpretation and adaptations of overseas styles. The Federation period took its name from Federation of the six Australian colonies on 1 January 1901 and was encouraged by the vogue for the Garden City.

Broad characteristics:

- symmetry & asymmetry;
- ensemble of varied roof shapes (both hips, gables & parapets);
- corners project diagonally;
- timber gables and large boards;
- tall chimneys with terracotta pots;
- ornamental timber frieze or valance;
- projecting bay windows;
- roughcast walling;
- contrasting colours & textures;
- picturesque;
- verandahs on more than one side;
- warm face brickwork, red or lending to red;
- eaves often prominent particularly in arts & crafts style;
- slate or marseilles pattern terracotta roof tiles;
- tuck pointed brick walling, particularly in Queen Anne style; and
- keystone motif over arches.



Federation Queen Anne style building



Victorian Italianate style building



Inter-war Tudor Old English style residential flat building

5. INTER-WAR/CALIFORNIA BUNGALOW

**Art Deco, Arts and Crafts, higher style wave front.
Spanish Mission Circa 1915 – 1945.**

The inter-war period saw considerable growth in Waverley and numerous examples exist of Mediterranean and Spanish mission styles c. 1915 – 1940. Similarly, Inter-War, Art Deco and Romanesque styles exist, however, of greater consequence in terms of their number are the Californian Bungalows.

Broad characteristics:

- visually prominent low-pitched roof;
- wide eaves overhang;
- exposed roof timbers;
- street facing gable;
- bracketed purlin;
- taper cut bargeboard;
- sleep-out verandah;
- flat top chimney;
- shingling & shingled skirt;
- roughcast rendering;
- tapered pylon with stone capping;
- liver coloured brickwork;
- marseilles tiles; and
- side hung casement windows.



Californian Bungalow



Californian Bungalow at 43 Yanko Avenue, Bronte

Part H Heritage

H2 Charing Cross Conservation Area

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H2 Charing Cross Conservation Area

1.0 BACKGROUND

"Charing Cross" was named in 1859 by resolution of Council. Its ridge top location and position at the intersection of a number of local through roads assisted its development as a retail/ commercial centre, well in advance of Bondi Junction.

The major period of building activity in Charing Cross was during the 1880's and 1890's, and this is reflected in the Victorian Italianate style. Subsequent changes characterising further periods of growth in Charing Cross include Federation "Free Style" facades between 1900 and 1920, and the replacement of most prominent corner sites containing hotels and banks in the Art Deco style during the 1930's and 1940's.

Much of this building stock remains today, reflecting the characteristic history and architectural integrity of Charing Cross. Over time, the refurbishment of these shops has resulted in changes that have substantially altered the fabric of the building which, in some cases, are irreversible. The desire to make the building as maintenance free as possible has meant the introduction of contemporary building materials which may conflict with the character, style, and existing materials used on the building. This Part identifies items of historic and architectural significance in Charing Cross and presents guidelines for the appropriate upgrading or renovation of shop facades.

1.1 Village Character

Early references to retail traders in Charing Cross in 1899 and 1920 indicate a predominance of establishments providing essential goods and services. Today, the trend continues along these lines, where services are provided at a personal level, and a certain neighbourhood character is retained.

2.0 INTRODUCTION

This Part provides guidelines for development within Charing Cross Conservation Area as shown in Figure 1. It should also be read in conjunction with Part F5 – Local Village Centres, Section 6.0 and Annexure F5-2.



Figure 1. Charing Cross Conservation Area.

3.0 HERITAGE LISTINGS

Waverley Council has identified a number of buildings of significance in Charing Cross and these are listed as heritage items under the provisions of Waverley Local Environmental Plan 1996 (WLEP 1996). The WLEP 1996 identifies Charing Cross as a heritage conservation area.

The National Trust has identified the whole of the Charing Cross retail/commercial precinct as an Urban Conservation Area on its Register. These areas have either an overall townscape, architectural or historic character which, in the Trust's view, should be conserved even though not every individual building in the area is significant. The Trust requests owners, developers and local councils to ensure that any new development within an Urban Conservation Area is designed to be in harmony with the heritage significance of the area. The Trust's Register is "intended to perform an advisory and educational role" and its listing has "no legal force" (National Trust).

4.0 AIMS AND OBJECTIVES

The aims and objectives of this Part are:

- (a) To reinforce the Charing Cross commercial precinct as an area of historic, architectural, and aesthetic significance, with an established streetscape and village character.
- (b) To recognise the opportunities for buildings within the Charing Cross precinct to retain the characteristics which contribute positively to the established streetscape.
- (c) To introduce detailed urban design controls and guidelines which ensures the existing built form is retained, and that new development enhances the existing streetscape by:
 - (i) retaining proportion, unity and scale;
 - (ii) providing guidelines for appropriate infill development, including bulk, scale and height;
 - (iii) censuring the positive integration of contemporary prefabricated building materials with late 19th and early 20th century building forms; and
 - (iv) ensuring the appropriate application of colours to these existing built forms.
- (d) To assist shop owners, residents and developers in the restoration of existing buildings or design of new buildings in a manner which reflects such character.

5.0 THE NEED FOR CONSERVATION: STYLE INDICATORS

In 1987, the National Trust identified Charing Cross as an Urban Conservation Area because of its well-preserved examples of late 19th and early 20th Century commercial architecture. The buildings are rich in detail, presenting focal points of interest; each shop front commanding individual attention, yet through their cohesiveness of scale and height, provide a rhythm to the facade which presents an impressive vista when viewed along the length of Bronte Road. The character of Charing Cross is recognised in its:

- historic and aesthetic appeal;
- repetition of like building forms; and
- relatively intact presentation.

These shop fronts have been almost consistently retained along the length of this commercial precinct. They have predominantly developed in four styles, outlined in the sub-sections that follow.

5.1 Characteristics of Victorian Italianate:

- solid masonry facade divided into vertical bays by engaged columns;
- regular vertical proportion to windows, doors and bays;
- use of ornamental decoration such as string courses, pediment and cornice details such as colonnading, grecian urns or balls atop pediments, garland, patera and rosette motifs;
- standard building frontages which follow the street alignment;
- masonry finish with ashlar mortar detail;

- strong horizontal division of the facade using cantilevered awnings to provide a division of light and shadow above and below the awning;
- consistency of height to parapets and column capitals; and
- bracketed cornice to parapet and bracketed window sills.

For an example of a Victorian Italianate shop façade, refer to Figure 2.

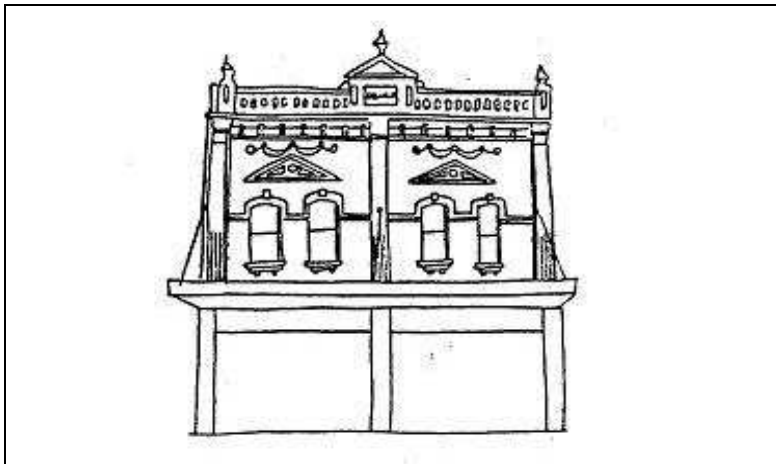


Figure 2. An example of a Victorian Italianate façade.

5.2 Characteristics of the Federation Free Style:

- combined face brick and pebbledash surface;
- engaged columns extending above parapet height;
- introduction of curved motifs to top of parapet, verandah opening, etc;
- curvilinear recessed verandahs;
- curvilinear parapet features;
- strongly contrasting materials, textures, or colours; and
- keystone motif over arches.

For an example of a Federation Free Style shop façade, refer to Figure 3.

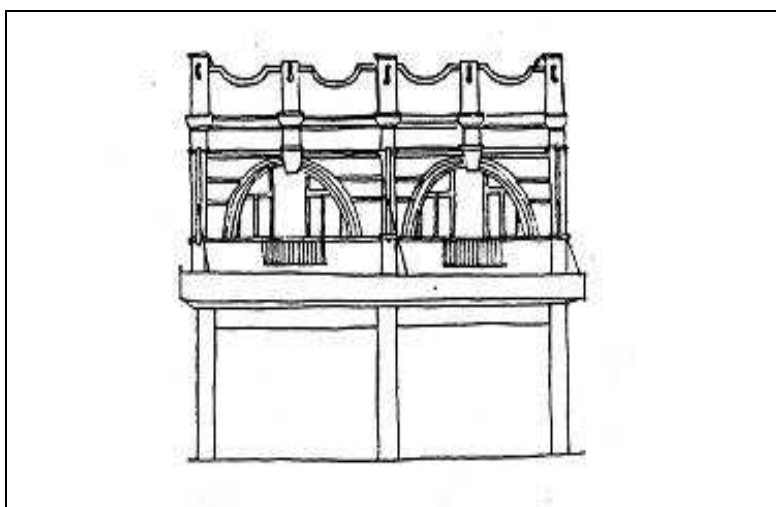


Figure 3. An example of a Federation Free Style façade.

5.3 Characteristics of the Art Deco Style:

- limited almost exclusively to the renovation of corner sites, suggesting a need to view this style in a dimensional form;
- examples include the Charing Cross Hotel and the Commonwealth Bank;
- simple geometric shapes;
- vertical emphasis;
- roof concealed by a parapet;
- arrowhead, parallel line, zig zag or chevron motifs;
- stylised, low relief integrated lettering in parapet;
- ornamental metal window or balcony motifs;
- parapet stepped up to a fin wall feature;
- windows with horizontal divisions; and
- smooth rendered facade.

For an example of an Art Deco shop façade, refer to Figure 4.

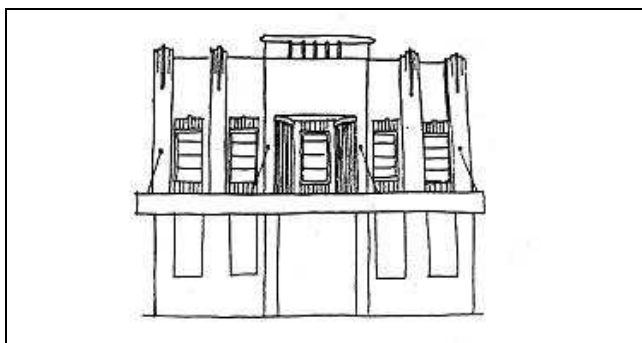


Figure 4. An example of an Art Deco façade.

5.4 Characteristics of the Inter-War Functionalist Style:

- simple geometric shapes;
- horizontal emphasis;
- roof concealed by parapet;
- stylised, low relief integrated lettering in parapets;
- curved corner feature with vertical emphasis;
- fenestration in horizontal bands; and
- light colours.

Figure 5 illustrates an example of an Inter-War Functionalist façade.

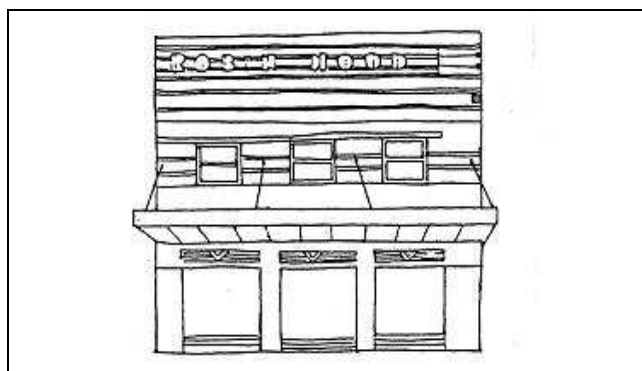


Figure 5. An example of an Inter-War Functionalist façade.

6.0 CONTROLS

Most of the shops fronting Bronte Road have a 2-storey elevation to the street. The combination of their consistent alignment and height provides a continuous facade flanking the street. This sense of enclosure predominates, contributing to the village character and providing a curved vista along the length of Bronte Road. In order to retain the characteristics of this facade, appropriate infill development is critical. The following controls should therefore be addressed, both in the upgrading of an existing facade, and in the construction of new infill development. Where these controls conflict with the controls in Part F5, controls in Part F5 prevail.

6.1 General

- (a) Alterations to individual shop facades above awning level will not be permitted where that facade is part of a homogeneous or symmetrical group of facades.
- (b) Original facade elements above awning level such as windows, parapets, balconies and ornamental detailing should be retained where possible.

6.2 Height

- (a) Buildings are subject to the provisions of WLEP 1996, clause 28(2).
- (b) The height of new development at the street alignment should not exceed the height of existing buildings.
- (c) Generally, the facade at street alignment shall comprise a canopied shop front at ground level, and first floor facade above the awning.
- (d) The height of the building at the facade shall take into consideration existing parapets and other facade details of established surrounding development.
- (e) Additional floors should be setback from the street alignment to ensure a two storey elevation to the facade is maintained where appropriate (see Figure 6). This control does not apply to land in the Charing Cross small village centre (refer to Part F5, Section 6.0).

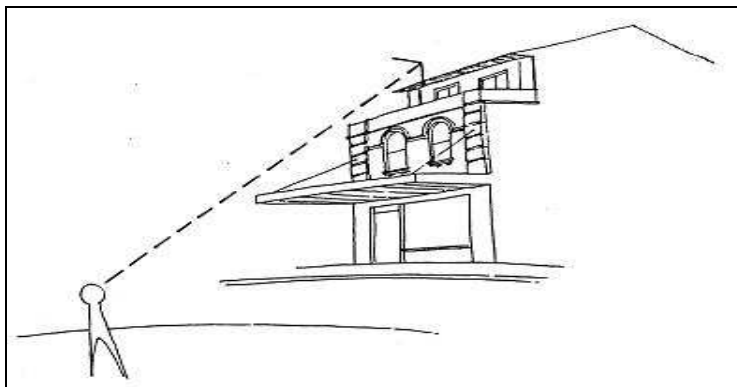


Figure 6. Setbacks showing visual emphasis of a 2-storey façade.

6.3 Setbacks

- (a) New development should conform to the established street front building alignment for the extent of its height.
- (b) Consideration will be given to a variation of the established alignment in the case of a comprehensive development incorporating a pedestrian open space function.

6.4 Corner setbacks

- (a) Developments on corner sites should be designed to accentuate the corner, and provide the transition between one streetscape and the next. Existing corner splays shall be retained.

6.5 Floor Space Ratios (FSR)

- (a) Development shall comply with the FSR of WLEP 1996, Clause 27.

6.6 Carparking requirements

Refer to Part I1, Section 3.5.

6.7 Façade proportion

Facade proportion is achieved through modulation (i.e., the division of the wall surface into regular proportions, or modules is the basis for providing detail and interest to the façade). It helps to guide the placement of windows (fenestration).

Modulation of the facade in a regular rhythm was a characteristic feature of Victorian and earlier 20th Century facades. It helps to break the facade into proportions more relative to a human scale. By adding relief to the facade surface, its features and details can be further accentuated by sunshine and shadow (see Figure 7).

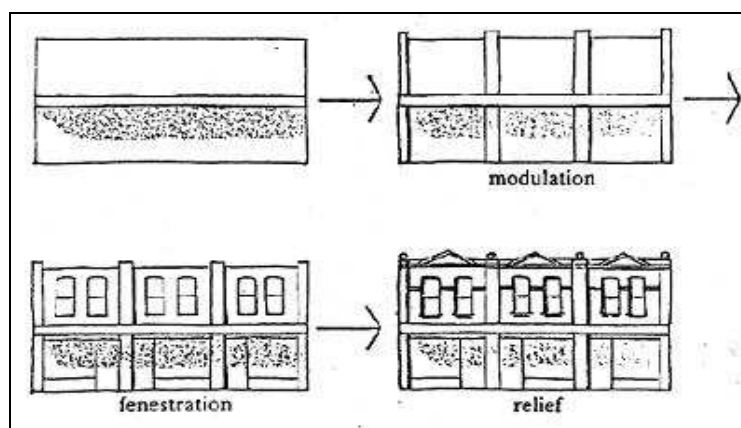


Figure 7. Facade proportion from modulation to relief.

The bulk of a large building facade can be reduced by dividing the facade into units of equal proportion. This is usually between four and five metres, in accordance with the proportions of existing shop fronts within Charing Cross.

Vertical elements should be emphasised. Bays should be defined vertically by engaged piers extending above the parapet. A window of vertical proportion should be featured in each bay.

Horizontal proportions should be considered both in new development, and in the redevelopment of old facades. Consistency should be achieved through:

- parapet height;
- string course both at parapet level, and to the remainder of the facade;
- window proportions (sill and lintel height);
- awning height and continuity;
- top hamper proportions; and
- window kick plate height.

The application of the above elements can result in an overall consistent design. (Refer to Figure 8).

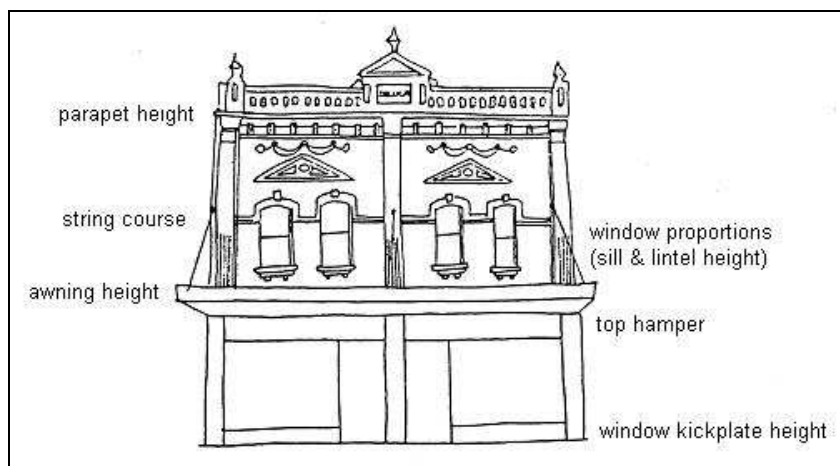


Figure 8. A façade demonstrating consistency.

6.8 Window materials and proportions

When restoring a facade that has been subject to substantial alterations over time, designers should look to similar examples in the street to determine correct window proportion, style and materials.

In general, Victorian facades (refer to Figure 8) are based upon the horizontal division of the facade by string courses, parapet and sill details, and are punctuated by windows with generally vertical proportions. This vertical emphasis is highlighted by engaged piers flanking the facade.

In Edwardian examples (refer to Figure 8), window openings are more horizontal in proportion, but there is a vertical division of the glazed surface.

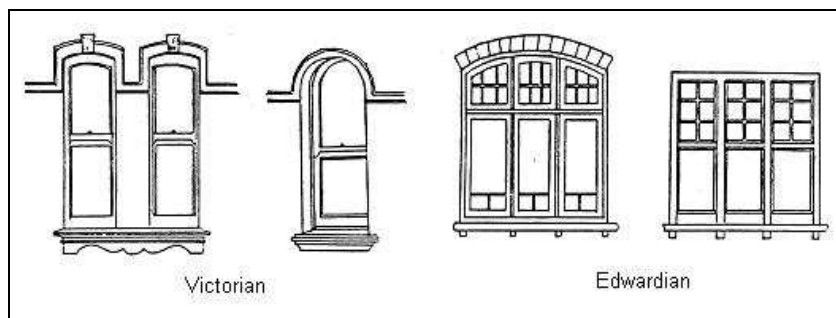


Figure 9. Examples of Victorian and Edwardian window.

Ensure that the window is proportionate to the wall mass. Often prefabricated aluminium windows will not be appropriate for the following reasons:

- the tendency for horizontal emphasis rather than vertical;
- the absence of, or inadequate spacing of mullions and transoms;
- framework being too light in scale, and disproportionate to wall mass;
- comprising anodised aluminium, or a limited colour range which is inappropriate to the remainder of the façade; and
- aluminium windows should only be used where they can repeat proportions of existing timber windows in terms of mullion and transom width and spacing, in order to appropriately complement the detail of the existing façade.

6.9 Under awing shop fronts

Details of earlier shop front features should be retained. These include brass shop front window frames, and recessed and tiled entries.

New under awning shop fronts should be simply detailed with large areas of glazing and narrow mullions/framing.

Existing shop fronts should not be bricked up or replaced by roller shutters.

6.10 Facade materials

(a) **Render** The facade at first floor level (above awning) shall have a solid masonry finish, and shall be either smooth rendered, bagged and painted, or finished in face brick. In the case of a Federation facade, a pebbledash finish may also be considered. Surface finishes such as rough cast cement, sprayed cement, or aggregate finishes should be avoided.

(b) **Bricks** Smooth faced bricks (e.g., clay or manganese) should be used in preference to sandstock or clinkers. The latter have a heavily mottled and textured finish which tends to disguise the more intricate details of the facade, and to detract from the features of adjoining buildings.

(c) **Cladding** The use of aluminium facade cladding whether for the whole facade or as a "parapet feature", should be avoided. Such cladding is inconsistent with the predominant building materials used in

Charing Cross, and may disguise an existing building facade of relative character or architectural merit.

6.11 Awnings

The traditional shop front awning is a characteristic element in the Charing Cross retail precinct. It separates the facade by providing shadow to the shop front, and allows sunlight access to the first floor facade, drawing attention to its detail. Awnings protect pedestrians from sun, rain and wind down drafts.

Existing box section awnings, either cantilevered, or suspended by tie rods, should be retained. New awnings should match the form of adjacent awnings and maintain the same alignment, to ensure unity in streetscape details.

Pitched or domed awnings of glass or canvas construction shall not be permitted where they interrupt a run of traditional awnings.

6.12 Colour

The overall objectives for the use of colour in Charing Cross are to:

- a) achieve a sympathetic juxtaposition of colour on adjacent building forms; and
- b) ensure that a row of shops which are homogeneous or symmetrical in style should adopt a uniform tonal distribution over the facade, without limiting the individual expression of colour on each shop.

Base colours. Those used on the primary facade of the building, should be light in tone. Colour intensity (or hue) should be minimal. Primary colours and white should be avoided. Walls should be painted in a matt or low sheen finish.

Highlighting colours. Used to highlight string courses, parapet details, window and door mouldings and the like, should be in contrast to the base colour but having a single tonal intensity. Primary colours should be avoided. Details should be finished in a matt to semi gloss range.

Trim colours. Windows and awning fascias should be in darker contrast to base and highlight colours. Colour intensity may be greater but primary colours should be avoided. Windows should be finished in either a semi-gloss or full gloss.

Unpainted face brick work should be left unpainted. Face brick work in terracotta or manganese was often used as a feature on Federation facades, where a balance was achieved between a stuccoed or rendered surface and a face brick surface.

6.13 Signs

Generally, signage shall be restricted to under awning shop fronts, awning fascias and as suspended under awning signs.

Signage above the awnings shall be limited to appropriate areas allocated for such a purpose in the original facade design (parapets for example). Notwithstanding the provisions for advertising signs (Part E2), flush mounted, or projecting wall signs shall not be permitted above the awning.

Council will give foremost consideration to the architectural qualities of the building when addressing the suitability of the proposed sign.

6.14 Verandah enclosures

There are a number of examples of shop fronts in Charing Cross built in the Federation Arts and Crafts Style. As a characteristic feature of the style, these shops displayed a recessed verandah opening in the form of a semi-circular arch. The facade is detailed with an iron lace balustrade, and access to the verandah is by means of a pair of french doors flanked by a skylight and side lights.

Many of these verandah forms have been enclosed using inappropriate and unsympathetic methods in terms of window proportion and materials.

The appropriate way of enclosing these verandahs is by means of a Diocletian window (see diagram on next page). This is a semi-circular window divided by mullions into three lights. The window frame should be constructed in timber, and should conform to the existing arch, thereby avoiding the need to partially brick in the verandah.

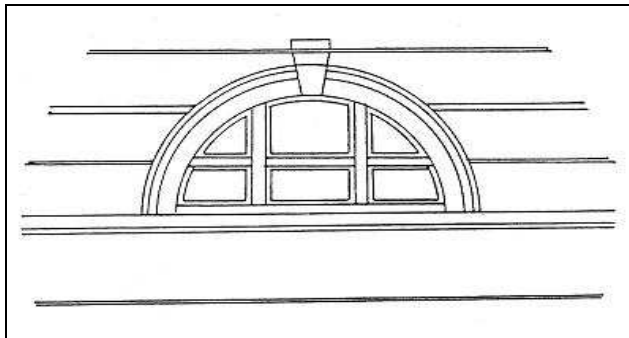


Figure 10. An example of a Diocletian window.

6.15 Vehicular entrances

Where possible, vehicle entrances to rear parking or loading areas should incorporate an over pediment or feature to reduce disruption to the existing facade. The driveway pediment should have a clearance of 4.3m, and should preferably be aligned with adjacent string courses, awning, or parapet heights. Vehicle entrances should be a maximum 3.3m in width. (Refer to Figure 11).

6.16 Infill development - specific controls

New infill development should be designed to be compatible with the historic character of the existing streetscape. New development should match, or otherwise sympathetically relate to, existing buildings, based on the following:

- (a) matching height and alignment of adjacent buildings;
- (b) lining up major horizontal elements (eaves/parapets, window sills, and/or heads);
- (c) repeating the major vertical bay widths/rhythms established by adjacent buildings;

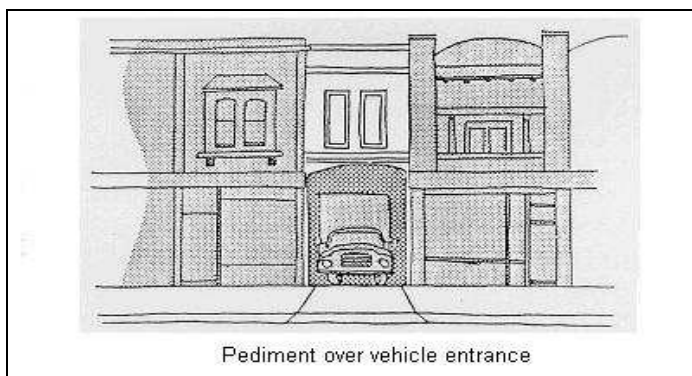


Figure 11. Pediment over vehicle entrance.

- (d) matching general proportions/forms of facade modulation of adjacent buildings, particularly fenestration and balcony elements;
- (e) using materials similar to, or otherwise compatible with, the existing context (generally rendered or painted masonry); and
- (f) The appropriate height/scale of new infill development is a function both of its immediate context and architectural character. The following sites have been identified as having potential for facade upgrading or infill development:
 - 211 - 221 Bronte Road (Eastern Suburbs Legion Club*);
 - 231 - 235 Bronte Road (vacant – as at January 2004*);
 - 314 Bronte Road (House of Lattice);
 - 306 Bronte Road (motor cycle sales);
 - 284 - 294 Bronte Road (vacant – old Caltex site*);
 - 276 - 278 Bronte Road (mixed development and residential flat building);
 - 244 - 250 Bronte Road (supermarket and hairdresser*);
 - 336 - 344 Bronte Road (Kennards Hire*); and
 - 78 - 82 Carrington Road (Westpac bank).

Details of the means by which facade improvements can be achieved for some of these buildings are set out in the Inventory in Annexure H2 – 1.

6.17 Energy efficiency

For all new commercial development, the following standards apply:

- roof/ceilings are to be insulated to R3.0 and wall to R1.0 for double brick, R1.5 for brick veneer or light weight walls;
- roofs are to contain sarking or foil backed blanket;
- hot water system(s) with a Greenhouse Score of 3.5 or greater is to be installed – preference is given to solar-gas boosted storage or instantaneous gas; and
- new development must not reduce the solar access of solar collectors of an adjoining property to less than two hours per day in mid-winter except where solar hot water/photovoltaic panels must maintain full solar access.

For alterations and additions to existing commercial developments that

increase the floor area by less than 50 per cent of the existing area, the following standards apply:

- roofs are to be insulated to R3.0 and contain sarking or foil backed blankets;
- new hot water systems are to achieve a Greenhouse Score of 3.5 or greater. Preference is given to solar–gas boosted storage or instantaneous gas; and
- new development must not reduce the solar access of solar collectors of an adjoining property to less than two hours per day in min-winter except where solar hot water/photovoltaic panels must maintain full solar access.

6.18 Community crime prevention

Crime Prevention through Environmental Design (CPTED) seeks to encourage the design and management of the built environment to reduce the opportunity for crime. This section seeks to enhance the safety of developments and minimise crime, specifically:

- (a) enhancing safety by reducing opportunities for crime to occur;
- (b) improving observation of public and private spaces;
- (c) optimising the use of public spaces and facilities by the community; and
- (d) promoting the design of safe, accessible and well maintained buildings and spaces.

The following key principles should be applied to the design and management of land uses to reduce opportunities for crime:

- (a) Surveillance – encourages opportunities for casual surveillance;
- (b) Accessibility and target hardening – restricts access and maximise use of appropriate security measures;
- (c) Reinforce territory/space management – encourages ownership of communal areas and sense of community and formally supervise/care for urban space; and
- (d) Defensible space – appearance that space is cared protected.

For the purposes of development within the Charing Cross Conservation Area, it is necessary to apply controls within Section 2.9 of Part E1 as relevant, to ensure that development and landscaping within a given site enhance security and feelings of safety.

6.19 Accessibility

Council seeks to ensure that all new and refurbished buildings provide access for people with disabilities as required by the Federal Government's *Disability Discrimination Act (DDA 1992)* 1992. Council also seeks to promote recognition and acceptance within the community of the principle that persons with disability have the same rights of access as the rest of the community.

All applications lodged within the Charing Cross Conversation Area, should be considered with regard to accessibility pursuant to provisions held within Section 2.10 of Part E1 as relevant, in addition to the Building Code of Australia (BCA) and relevant Australian Standards.

Annexure H2 – 1 Inventory

This inventory provides key factors that will assist applicants in developing the following key sites:

15-31 Albion Street:

- row of nine Victorian Filigree 2-storey shops;
- ornate facades characterised by circular patera motifs, floral garlands (festoons);
- balustraded parapet (only remaining on Nos. 15 and 17 Albion Street);
- engaged pilasters with Corinthian capitals;
- tapered corbel motifs imitating exposed rafters;
- pediment motif above windows of classical proportions;
- string course at mid wall height;
- nos. 25 and 27 Albion Street contain original windows; the rest have been mostly replaced with aluminium;
- no. 31 Albion Street is a good example of an appropriate colour finish to the façade; and
- the existing stepped awning runs along the full facade and is in good condition; and most of the under awning shop fronts are in original condition, containing opaque skylight glass, kickboards and recessed door.

Recommended Treatment: Cohesive colour treatment which unifies the facade and highlights facade details.

3-13 Albion Street:

- “Deluca”, a row of six Victorian Filigree two storey shops;
- balustraded parapet topped with grecian urns;
- similar style to 15-31 Albion Street, however windows in pairs set further apart, and include hood mouldings on the façade;
- all windows are in original condition, except for No. 11, which has been stripped of all significant detail; and
- substantially altered shop fronts.

Recommended Treatment: Cohesive colour treatment based on colour guidelines outlined in this Part.

1 Albion Street:

- frontage equivalent to three Victorian shop front widths;
- remaining Victorian features include parapet string course, and decorative Italianate motif on top of parapet;
- evidence of previous cantilevered balcony with concave corrugated iron roof, originally accessed by three french doors;
- almost colonial in design; and
- now substantially altered with balcony removed and french doors bricked up to smaller scale aluminium windows and good condition.

Recommended Treatment: Consider reinstatement of french doors with individual balustrades and canopies over.

195-199 Bronte Road:

- Victorian Italianate two storey shop with residences above;
- stylistic features; parapet concealing roof, squat pinnacle - type features extended above parapet;
- ornate use of patera motifs, bracketed string courses and festoon friezes;
- key stone motifs over windows, bracketed window sills and quoins on building corners and good condition.

Recommended Treatment: Appropriate colour treatment to highlight facade details.

81 Carrington Road:

- Charing Cross Hotel established in 1859;
- originally a two storey Victorian Italianate building with first floor verandah;

- similar in style to existing Victorian building at 189 to 199 Bronte Road on the opposite corner;
- replaced by a 1920's Art Deco building incorporating a larger corner splay; and
- characterised by the following elements: symmetrical form; distinctive facade bays; rendered finish; stylised low relief ornamentation; horizontal banding; accentuated by vertical fins stepped above the parapet; wave and parallel line motif; ornamental balcony grilles; roof partly concealed by parapets; and windows horizontally divided by transoms.

Good condition retaining original wall tiles and awning soffit. Well-selected colour scheme.

87 Carrington Road:

- 1930's brick building containing two shops with residence above;
- pitched roof with partial parapet;
- reflects similar roof design on the Charing Cross Hotel.
- brick course around window;
- good condition; and
- face brick work should remain unpainted.

89-91 Carrington Road:

- two shops with residence above;
- remaining pediment details indicate that this building was once similar in style to 272-274 Bronte Road;
- the style was Victorian Italianate, with paired windows of vertical proportions; label course over windows; decorative bracketed window sills;
- original facade was stuccoed with ashlar masonry details. Now covered in sprayed cement; and
- poor condition.

Restoration Guidelines: The original surface should be exposed and windows replaced with paired windows of vertical proportion. Under the awning, the original shop fronts with recessed doors, moulded window kick plates and ceramic tiled walls should be retained.

93 Carrington Road:

- originally a pair of 2-storey Victorian semis; now a shop residence above;
- a verandah has been enclosed and shop fronts substantially altered;
- original slate roof replaced with terracotta;
- poor condition; and
- substantial upgrading will be required, but it is recommended that the form of this building be retained, as a suitable transition between retail and residential building forms.

78-82 Carrington Road:

- resembling the International Style, this single storey bank building is characterised by uninterrupted surfaces and minimal detail of cornice and plinth;
- the vertical emphasis of windows is somewhat uncharacteristic of this style, suggesting perhaps the refurbishment of an earlier building style; and
- there is the potential for the redevelopment of this building to present a form and style consistent with the established character of the area.

94 Carrington Road:

- (Rated to 223 Bronte Road). "Stamatiko Flats";
- a group of six Spanish Mission style flats, attached to the rear of shops fronting Bronte Road;
- a combination of interconnecting courtyards, terraces and stairwells; and
- Spanish mission style indicators include: use of light tones and colours; walls capped with Cordova roof tiles; rendered/rusticated façade; bracketed entry porches; plaster ornament such as patera motif and cartouches on parapets; interconnecting terrace and courtyard arrangements; and symmetrical form.

Poor condition, requiring substantial upgrading, including repairs to rendered brick work, external guttering and painting.

234 Bronte Road:

- Georgian Revival style;
- symmetrical form;
- quoined pilasters give rhythm to the facade and serve to frame windows;
- rendered cornice encompasses string course and patera motifs;
- classical order of portico.

Recommended Treatment: Corporate colours are inappropriate to this style. A more sympathetic colour treatment is required.

238-240 Bronte Road:

- Victorian Italianate;
- shops and residence above;
- pitched corrugated iron roof;
- the facade painted to resemble sandstone (of interest, but not in the building's original context);
- window addressing the corner of the building;
- bracketed eaves; and
- window still extended as a string course, supported by brackets.

242-250 Bronte Road:

- row of four single storey shops;
- rendered low parapet, sufficient in height to support awning bars;
- parapet screens a hipped iron roof behind;
- suitable for first floor facade infill;
- uniform base colour with contrasting string course will help to highlight this façade; and
- shop fronts to 248 and 250 are unaltered and should be retained.

252-254 Bronte Road:

- Victorian Georgian facade to the first floor;
- unique stone facade incorporating gabled frontage to street with iron roof;
- adds interest and variety to roof line; and
- contributes to a village "character".

256-258 Bronte Road:

- shop with substantial Victorian residence above;
- rendered facade incorporating two sash windows;
- string coursed parapet with central arched feature;
- evidence of a bull-nosed balcony canopy to first floor; and
- art Deco entrance doors should be retained.

260-264 Bronte Road:

- two federation shops with residences above.;
- terracotta tiled roof forms a break to the parapeted streetscape;
- face brick facade, incorporating timber windows divided into three bays, painted an appropriate "vellum" (grey-green) colour;
- original shop frontage, with recessed doorway to resident entrance above;
- original shop front tiles in black and grey, in excellent condition; and
- these should be retained.

266 Bronte Road:

- Victorian Italianate shop with residence above;
- rendered facade, semi-circular arched windows;
- vermiculated key stones on window arches;
- string courses on parapet;
- this would be an impressive facade if suitably painted; and
- the shop front has been substantially altered.

268-270 Bronte Road:

- two shops with residences above;
- federation building (1903) displaying earlier Victorian features;

- rows of ionic capital motifs recessed into the facade on the parapet relief;
- balls capping pilasters;
- scrolls and flourishes on the central parapet are almost Flemish in appearance;
- boxed sash windows with shingled bay projection from the façade;
- shop fronts in original condition; and
- these should be retained.

272-274 Bronte Road:

- two Victorian shops with residence above;
- paired windows and label course over;
- paired windows to 274 have been removed and replaced with aluminium windows;
- shop front unaltered on 272 (brass glazing bars and recessed entrance door, kick boards etc);
- the rendered block work trace lines evident on No. 272 have been obscured by sprayed cement applied to the surface of No. 274; and
- the correct paired window form to No. 274 should be reinstated.

276-278 Bronte Road:

- 3-storey mixed residential/commercial building incorporating shops at ground level;
- 1982-83 cream brick building with contrasting window panel features in chocolate brown;
- flat roof with timber fascia;
- vertical division into two bays is appropriate, however horizontal division into three floors is inconsistent with scale of established building form; and
- concrete awning has incorrect fascia depth and is not in alignment to adjoining shop awnings.

Recommended Treatment: Comprehensive facade refurbishment to give the scale and appearance of a 2-storey building within the established facade boundary. A colonnaded wall feature could be considered for the southern boundary, to help screen the building facade, and relate it to the character of adjoining development at No. 280-280 Bronte Road.

280-282 Bronte Road:

- 2-storey Victorian Italianate/Gothic commercial premises and single storey terrace café;
- these buildings are presently being restored in a manner appropriate to the requirements of this Part;
- the removal of the front boundary wall will open these buildings to the street and provide a much needed pedestrian space; and
- the full exposure of the magnolia tree and other landscaping elements will help to define a solid landscape feature in Bronte Road.

284-294 Bronte Road:

The eventual redevelopment of this site should address the following principles:

Right of Way to Charingfield Hostel

The right of way on the northern edge of the site from Bronte Road to the Charingfield Hostel is to be unimpeded visually and physically in order to:

- (a) allow ease of pedestrian ingress and egress for the elderly residents of the Charingfield Hostel and ready access for emergency vehicles; and
- (b) allow for an appropriate separation between the new building and the heritage buildings on the adjoining site to the north.

A footpath (of at least 1.8 metres in width) is to be provided as part of the right of way that can be used by the residents of the Charingfield Hostel. The design and construction is to be suitable for older people and permit the use of wheelchairs.

Relationship to Charingfield Hostel

There is to be a sufficient setback provided on the eastern boundary of the site such that the amenity of residents living in the Charingfield Hostel is protected and quality

landscaping (available to be used for deep planting) can be provided.

Design and appearance

Consistent with the aims and objectives of this Part, and in addition to its other provisions, the following will need to be considered in terms of building design:

- (a) the division of the façade into vertical bays that are consistent with the scale and character of shopfronts located to the south of the site;
- (b) suitable alignment and proportion of windows;
- (c) string course and parapet details; and
- (d) care being given to the design of shopfronts including provision of recessed doorways and the use of appropriate building materials for fenestration and entrance ways.

Height

The height of the building on the Bronte Road frontage shall not exceed two storeys and should conform with the requirements of Section 5.2. The height may increase to three storeys towards the rear subject to:

- (a) the need to protect the amenity of residents living in the Charingfield Hostel and avoid overshadowing and minimise overlooking;
- (b) the need to ensure the scale of the building on its northern side does not adversely impact on the heritage buildings to the north (which are subject to a Permanent Conservation Order); and
- (c) a pitched roof being provided rather than a flat roof.

Mixed Development

In order to maintain an appropriate mix of employment-generating, retail and residential floorspace in the Charing Cross commercial precinct, floorspace equivalent to at least 0.5:1 of the entire site area should be allocated within the building for commercial/retail purposes.

The balance of the floorspace in the building may be used for residential purposes subject to:

- (a) the residential portion of the building being physically and substantially joined to the commercial portion of the building; and
- (b) the design criteria, design solutions and controls contained in Part D2 Multi-Unit Housing being considered and applied where appropriate.

Carparking

Excessive car parking is unnecessary to provide access to the site because it is well served by public transport. The number of car parking spaces should be minimised to help reduce traffic congestion in the vicinity of the site and reduce pedestrian-vehicle conflict on the Bronte Road footpath. The requirements of Part I1 Land Use and Transport will be applied to this site.

Public Area Improvements

The section of Bronte Road footpath fronting any building on the site should be upgraded and street trees provided to a standard required by the Council. A pedestrian awning should also be provided along the full Bronte Road frontage of the building.

296-302 Bronte Road:

- row of four shops with residences above;
- simple Federation boxed bay windows and corrugated iron canopies;
- paired windows to each boxed bay;
- uniform colour scheme provides an impressive, cohesive façade;
- original under awning shop fronts (brass glazing bars and recessed entrance door) still exist on 296 and 298; and
- the uniform awning adds to the cohesiveness of this group.

306 Bronte Road:

- 3-storey building with no shop front awning;
- minimal facade features incorporating wide expanses of reflective glass; and
- height is consistent with the remainder of the streetscape, however rhythm and proportion is unbalanced due to third floor.

Recommended Treatment: More vertical definition of facade into two bays. Reduced glazed window area to establish vertical alignment of windows. Introduce shop front awning. More defined and detailed parapet incorporation string courses.

308 Bronte Road:

- two-storey Federation facade incorporating ground floor shop and through-vehicle access, and residential component on first floor;
- manganese brick with arched parapet design and rendered doric verandah columns;
- string course containing brick dentils;
- rendered panels on parapet for signage; and
- no upgrading work required.

310-312 Bronte Road:

- two Federation shops with residence above;
- face brick, painted, but in poor condition;
- capped pilasters and some moulding detailing on parapet;
- two windows (originally verandah openings) but not identical;
- one is arched; the other has a string course sill;
- the original Federation shop front wall tiles are in excellent condition;
- the proposed building colour should enhance the colour of these tiles (green); and
- boarded up window to No. 312 should be reinstated.

314 Bronte Road:

- currently a single storey glass and colorbond facade dominated by a loading dock opening;
- development consent has been granted for a solid rendered facade in two bays, incorporating pilasters, string courses and blind window tracery; and
- design reflects scale and proportion of adjacent facades and will represent appropriate infill for the streetscape.

316-326 Bronte Road:

- row of six Federation Free Style shops;
- two storey, red brick and rendered stucco facades;
- dominant parapet design, incorporating capped pilasters;
- the two central shop facades are raised to give symmetry/unity to the row of shops;
- semi-circular arched verandahs;
- strong use of string courses;
- consistent cantilevered awnings;
- zig-zag iron work on balcony railings;
- nos. 318 and 320 Bronte Road have had their facades painted. This has severely disrupted the unity of the row;
- four of the verandahs have been enclosed; Nos. 320 and 322 Bronte Road using masonry with aluminium windows;
- original under awning shop front on 318 and 324 Bronte Road (brass glazing bars, recessed door entry and kick plates); and
- originally two French doors to each verandah.

Recommended Treatment: Nos. 318 and 320 Bronte Road should be painted to match the face brick work colour of the remainder of the row. Rendered surfaces should be painted in "biscuit" or "vellum" and string courses in a contrasting "Brunswick Green" or "Maroon". Verandah infill's should be removed or replaced with diocletian windows (similar to No. 318).

330 Bronte Road:

- characteristic Art Deco bank façade;
- colonnaded, recessed window design;
- rendered façade;
- vertical fin features on pilasters;
- awning and shop front substantially altered but retaining above - awning window

<p>proportions; and</p> <ul style="list-style-type: none">• appropriate colour. <p>203-209 Bronte Road:</p> <ul style="list-style-type: none">• Robin Hood Hotel (Cnr Bronte and Carrington Roads);• two storey public hotel in Art Deco style;• the National Trust advised that the Robin Hood Hotel has been established on this site as early as 1859;• a 1920s photograph shows a three storey Victorian Italianate building on this site, characterised by a prominent belvedere addressing the corner;• this building was replaced by the existing Robin Hood Hotel sometime in the 1920s in the Art Deco Style;• it is now only a two storey building but the height of its parapet allows the building to retain the scale of a three storey building;• cream brick with contrasting horizontal banding, punctuated by an emphatic vertical fin;• the vertical is accentuated by a stepped pediment;• it is symmetrical in form, addressing the intersection of the two streets;• it is characterised by Deco-style raised lettering contained within the horizontal banding on the parapet and stylised low-relief ornamentation;• it is good condition; and• all existing details including ceramic wall tiles should be retained. <p>211-221 Bronte Road:</p> <ul style="list-style-type: none">• Eastern Suburbs Legions Club;• three storey building with rendered blank façade;• vertical feature in aluminium cladding formed into a canopy to mark the entrance way;• slate facade at ground level;• the facade is inconsistent with established streetscape; and• the absence of any detail is out of scale with the remainder of the retail precinct. <p>Recommended Treatment: Division of existing facade into six bays of approximately 5 metre frontage each, to provide a scale based on human proportions and a rhythm consistent with existing shop facades. Introduce window openings or blind window tracery to reduce the anonymity of facade. Prove vertical emphasis as a means of contrast to the horizontal banding of the adjoining hotel. Introduce horizontal line proportion consistent with established streetscape, parapet string courses, window headers and sill string courses.</p> <p>223-227 Bronte Road:</p> <ul style="list-style-type: none">• row of three shops, each with residence above;• 1930's Revivalist style;• two storey, manganese brick and cement render;• strong string course and stepped parapet elements. In reasonable condition; and• requires new awning, painting of rendered surfaces and upgrading of timber work. <p>229 Bronte Road:</p> <ul style="list-style-type: none">• 2-storey Federation shops with residence above;• leadlight windows with terracotta roof;• no parapet; and• good condition. <p>231 Bronte Road:</p> <ul style="list-style-type: none">• two shop fronts;• pilasters projecting above facade to hold up awning struts;• painted white; and• potential to add a second floor as appropriate streetscape infill. <p>245-263 Bronte Road:</p> <ul style="list-style-type: none">• "Heads buildings" 1887;	
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- row of ten shop fronts in the Victorian Italianate Style;
- paired semi-circular arched windows, all in original state and in good condition, except No. 245 Bronte Road;
- pitched roof; original material either slate or corrugated iron;
- some are now tiled. Bracketed eaves;
- quoined pilasters divide the bays; and
- all under awning shop fronts altered, except 241-251 Bronte Road, which retained their recessed doorway entrances.

Recommended Treatment: Opportunity for a unifying colour scheme, involving neutral facade colour, highlighted by varied window trim colours for each shop front.

265-267 Bronte Road:

- pair of two storey Federation shops;
 - semi-circular verandah arch with keystone;
 - original facade brick with rendered string course and pilasters; and
 - original lead-light glazing to shop front at No. 267 Bronte Rd should be retained.
- Recommended Treatment: Verandahs now bricked up with inappropriate aluminium square windows. Either, install full sheet glazing or diocletian window or reinstate verandah opening.

269-273 Bronte Road:

- row of three Victorian shops;
- nos. 271 and 273 Bronte Road sharing a balcony with convex iron roof form turned timber columns and lace iron work on balustrade and frieze panel;
- individual verandah to No. 269 Bronte Road (now gone), with two French doors opening into it;
- characterised by an ornate name plate above the parapet of each shop; and
- original margin glass used on the balcony door of No. 271 Bronte Road.

Recommended Treatment: Contrasting colour banding on string courses. Reinstatement of turned timber posts to No. 273 Bronte Road. Painting of balcony canopy.

275-277 Bronte Road:

- pair of two storey shops;
- same Italianate facade as 15-31 Albion Street (Bracketed cornice, festooning, decorative pilaster capitals, pediment motif above windows;
- colonnaded parapet missing;
- shop fronts substantially altered; and
- plasterwork on underside of awning is intact and should be retained.

272/283 Bronte Road:

- row of three Federation shops;
- these replaced an earlier Victorian Italianate building (1890s);
- characterised by a scroll topped pediment, engaged pilasters and string courses and semi-circular verandah openings;
- originally in dark face brick, Nos. 272-281 Bronte Road have been painted over;
- the verandah incorporates an iron lace balustrade;
- original French doors with sky lights and side lights to No. 279 Bronte Road only;
- verandah facade to No. 281 Bronte Road has been substantially altered;
- horizontal emphasis of windows detract from the unity from these three shops; and
- shop fronts dating to 1930 evident on No. 279 and 283 Bronte Road.

285 Bronte Road:

- Albion Cycles (Cnr Bronte Road and Albion Street);
- two storey shop and residence above;
- splayed corner;
- painted brick and rendered parapet containing stuccoed inserts; and
- would originally have had an awning in galvanised iron and timber (with timber posts) around its three sides.

Annexure H2-2

Charing Cross Streetscape Study

The following map highlights the study area, as well as an extract of the Charing Cross heritage urban conservation area.

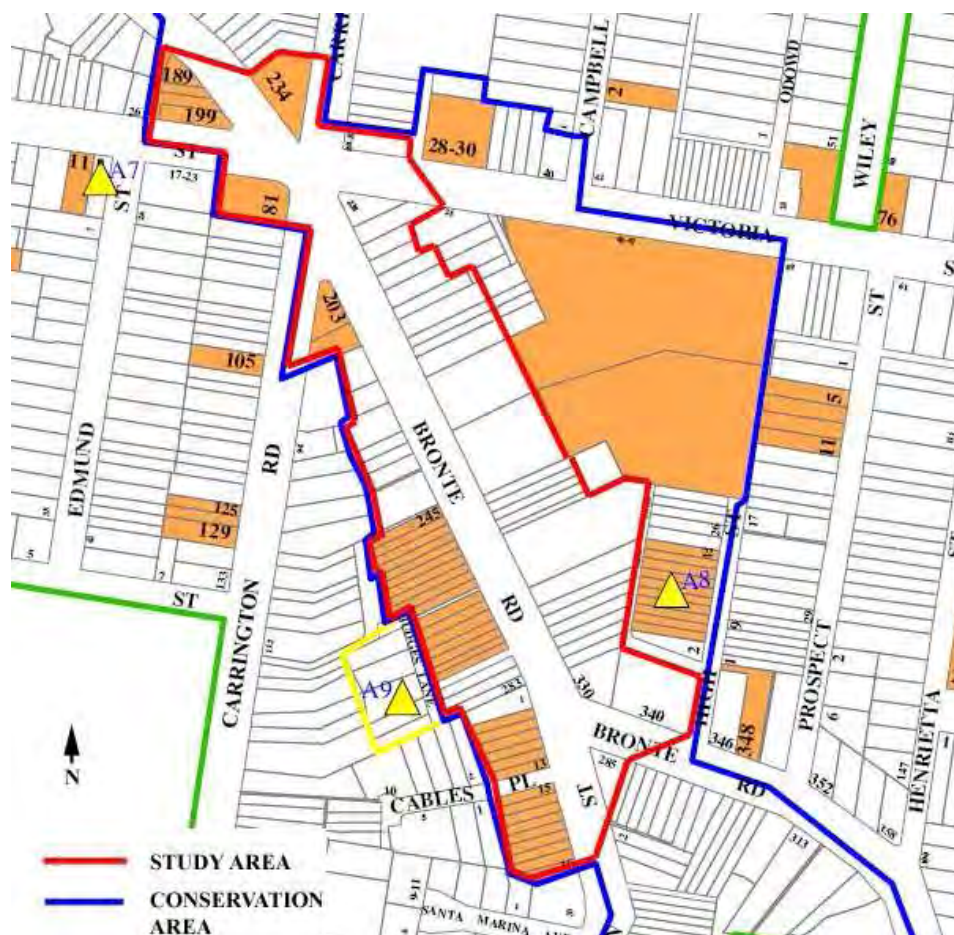


Figure 12. Study area and Charing Cross urban heritage conservation area.

Annexure H2-2 provides recommendations for future conservation opportunities as well as appropriate colour schemes for the identified properties or property groups. Furthermore, the Charing Cross Streetscape Study provides a physical description of every building or building group within the study area and general recommendations for the overall improvement of the streetscape.

All of the buildings included in the study are located in the Charing Cross heritage urban conservation area. Refer also to further controls on the Charing Cross heritage urban conservation area in Part H2 - Charing Cross Conservation Area.

Conservation of Original Fabric

A large amount of original fabric still exists in the street facades of the conservation area, particularly in the upper wall areas above the awnings. However, much of it has been compromised by later additions or is covered by unsympathetic paint schemes. It is recommended that each period of building be respected for its individual contribution to the development of the area and that future treatment will be consistent with the original character of the building.

Original shopfronts are becoming increasingly rare and remaining examples should be conserved. Partial or missing examples of original fabric can be restored or reconstructed to aid interpretation and appreciation of the streetscape, however, this must be done with care and be based on evidence, thorough research and inspection of the physical evidence on site by an experienced conservation architect.

Colour Schemes

Cleaning and repainting the facades of the buildings in the study area would be an improvement to the presentation of the street. Many individual buildings have unsympathetic colour schemes that are inconsistent with the style of the building and with the grouping in which they were built.

It is desirable that the colour scheme of each building or group of buildings be informed by the period in which it was built and by physical investigation of the early paint layers on the exterior fabric. A conservation architect or heritage practitioner could carry out paint scrapes to determine the early colours. These colours could then be interpreted in a colour scheme that suits the current owners or tenants. Correct tonal relationships (the use of light and dark colours on various elements) are more important than exact replication of hues.

The accompanying inventory sheets for each building or group of buildings contain recommended colour schemes which are based on the period, style, and current treatment of the buildings. For example, in some cases where original face brickwork has been painted over, the colour scheme provides a recommendation to paint the brickwork brown to simulate face brick. These recommended colour schemes are speculative, relying on knowledge of original colour schemes of other buildings of similar periods, and are not based on physical intervention. It is preferable to undertake paint scrapes to determine the original colour scheme of each building, however, if this is not possible, the recommended colour schemes would result in a more historically relevant appearance of the streetscape.

Colour terms used in the inventory sheets relate to the Australian Standard 2700S Colour Standards for General Purposes as follows:

Colour name	AS 2700 colour name	AS2700 code
Biscuit	Raffia	X31
Bridge grey	Light grey	N35
Bronze green	Deep bronze green	G63
Brown (to simulate brickwork)	N/A – approve by sample	
Buff	Oatmeal	Y54
Copper beech	Dark brown	X65
Cream	Sandstone	Y53
Crimson	Maroon	R65
Deep Brunswick green	Bottle green	G11
Eau-de-Nil	Palm green	G44
Forest green	Holly	G12
French grey	Storm grey	N42
Grey green	Banksia	G53
Indian red	Deep indian red	R64
Manilla	Manilla	Y45
Mid-brown	Brown	X54
Mountain blue	Blue jay	T24
Off-white	Off-white	Y35
Olive	Mist green	G54
Pale grey (to simulate render)	N/A – approve by sample	
Pink brown	Cinnamon	X45
Sea green	Lichen	G55

Colour name	AS 2700 colour name	AS2700 code
Vellum	Surf green	G43
Venetian red	Venetian red	R62
White	N/A	N/A

Recommended Finishes

All render and plaster should have a semi-gloss finish. All timber and metalwork should have a gloss finish.

Awnings


Most of the shopfronts within the study area have awnings and should be maintained in the future. Many of the older awnings have no ceilings and are supported on open steel trusses. It is recommended to improve the appearance of awnings generally. Apart from general cleaning, replacement of rusted fascias and the recommendations included in the individual inventory sheets, the following is recommended:


- Open trusses should be treated against corrosion and painted;
- Gutters and downpipes should be repaired and regularly maintained;
- A uniform lighting scheme should be developed to give the commercial areas a distinctive character, excitement and attractive atmosphere at night; and
- Advertising should be restricted to defined areas of the facades.


Inventory Sheets

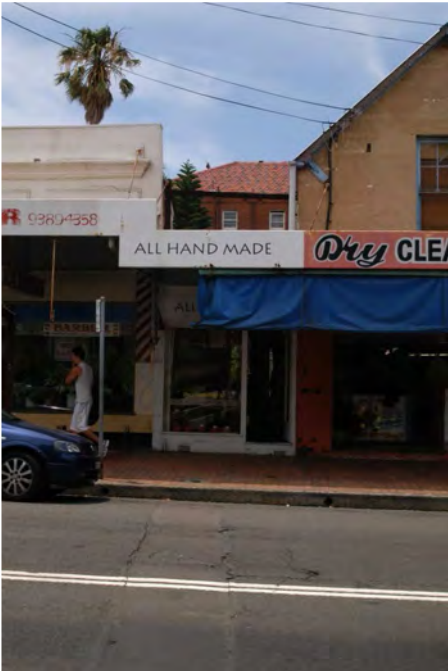
The following inventory sheets are arranged in street address order as follows:



- East side of Bronte Road (even numbers) from north to south;
- Albion Street;
- Bronte Road (odd numbers) from south to north; and
- Carrington Street.


Address: 234 Bronte Road (former) Waverley Post Office	Inventory Item No:
Description: <i>Form:</i> Single storey public building <i>Style:</i> Inter-war Classical Revival <i>Roof:</i> Parapet with string course <i>Walls:</i> Face brick with painted render <i>Windows:</i> Large glazed panels, aluminium framed <i>Notable elements:</i> Building conforms to the wedge shaped site, with front entry portico fully rendered featuring Tuscan columns and entablature. Heavily moulded cornices to parapet. Interior brickwork to portico painted. View to main facades blocked by road and advertising signs. Significance: Fine example of an Inter-War Classical Revival public building, built 1923. Beautifully maintained and virtually intact. Major streetscape contribution on this historic six-way intersection. Complements hotel buildings on adjoining corners. Local Significance.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Remove advertising banners from exterior of building. Restrict painted signs to parapet (as is currently the case). Request RTA to rationalise intrusive road signage at intersection in front of building Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - manilla Face brickwork - unpainted Original window frames and sashes - forest green Aluminium windows and doors - unpainted Other external timberwork - white	
Photograph: 	


Address: 238-242 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shops with residences above with single storey shop attached. <i>Style:</i> Victorian Italianate <i>Roof:</i> Hipped and gabled corrugated iron roof with turret feature at corner. Painted parapet to single storey shopfront adjacent. <i>Walls:</i> Painted to resemble sandstone. South gable - painted brickwork. <i>Windows:</i> Timber framed, double hung and sliding sash <i>Notable elements:</i> Bracketed eaves, moulded window sill extended as string course, and pilaster mouldings flanking first floor windows. Weatherboard applied finish on west elevation. Shop front substantially altered.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Remove faux sandstone and weatherboard wall finishes and repaint render. Replace sliding sash windows in first floor west elevation to match extant double hung first floor windows. Reconstruct window sill moulding to match remainder of first floor Re-open ground floor window in east elevation. Reduce quantity of advertising on drop-down shade blinds affixed to awning. (Shade blinds without advertising which are retracted when not required would be less intrusive.) Remove services from western and northern façades by redirecting to less prominent facades. A modest painted sign identifying the single storey shop would be appropriate to the parapet. Otherwise, signs should be restricted to the awning fascias. Reconstruct finial to pyramidal corner roof turret from physical evidence. Oxidized ridge cappings may require replacement Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - biscuit Original window and door frames - off-white Original window sashes and door leaves - Venetian red Eaves string brackets - biscuit Fascia board - manilla Gutters and downpipes - Venetian red Corrugated metal roofing - bridge grey Soffit of awning - eau-de-nile Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 244-250 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Single storey pair of shops <i>Style:</i> Edwardian <i>Roof:</i> Low parapet string course with pitched roof behind <i>Walls:</i> Rendered and painted, tiles to below awning façade <i>Notable elements:</i> Label course below parapet string course. Dropdown sunshade awnings to front facade. Glazed shopfronts with recessed door to nos. 248 and 250.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Retain form of shop fronts nos. 248 and 250 Remove mounted air-conditioning unit above entrance door to no. 248 Replace shopfront of no. 246 with form and materials similar to those at no's. 248 & 250. Investigate cause of and repair cracking to parapet, particularly the areas at centre of no. 244-246, near the south awning fixing point of no. 246, and the south end of no. 250 near the label course. Reconstruct label course to 244-246 to match those at 248 and 250. Treat rust and repaint awning fascia to no. 250. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - manilla Raised cornice - Venetian red Soffit of awning - eau-de-nile Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 252 Bronte Rd	Inventory Item No:
Description: <i>Form:</i> Single storey infill shop <i>Roof:</i> Not visible. <i>Walls:</i> Painted brick below shop window. <i>Notable elements:</i> Early 20 th century infill shop front with timber door. Awning fixed to metal bracket attached to nos. 250 and 254. Potentially a former laneway or right-of-way which was filled in by a narrow shop. Listed as a bootmaker's in the 1909 Sands Directory, but not listed in 1900.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: Retention not important to the significance of the Conservation Area. Little streetscape contribution. Could be demolished to create pedestrian laneway. Check early maps of the area for confirmation that laneway existed. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> · Soffit of awning - eau-de-nile · Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 254 Bronte Rd	Inventory Item No:
Description: <i>Form:</i> Two storey shop with residence above <i>Style:</i> Victorian <i>Roof:</i> Corrugated metal gable <i>Walls:</i> Sandstone <i>Windows:</i> Timber framed, double hung sash <i>Notable elements:</i> Plain bargeboard and single sandstone chimney to south side, exposed rough sandstone on north elevation. Evidence of cantilevered balcony to first floor (see historic photograph below).	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input checked="" type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Repair/restore timber framed sash and glazing to window Inspect/repair stone chimney and facade Do not paint sandstone walls. Reconstruct cantilevered first floor balcony on the basis of historical photograph Routinely paint exterior joinery. Bargeboard and window joinery require painting presently. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Face stone walls - unpainted Original window and door frames - off- white Original window sashes and door leaves - deep Brunswick green Bargeboard - buff Iron trim to bargeboard - deep Brunswick green Corrugated metal roofing - bridge grey or natural Soffit of awning - eau-de-nile Façade under awning and awning fascia at owner's discretion 	Historic Photograph: 1885-86  Source: Waverley Local Studies Library, vertical file; 256 Bronte Road; 254 Bronte Road at left of image.
Photograph: 	


Address: 256-258 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shop with residence above. <i>Style:</i> Late Victorian Commercial/ Neo-classical. <i>Roof:</i> Parapet string course with central pediment <i>Walls:</i> Rendered and painted <i>Windows:</i> Timber framed, double hung sash <i>Notable elements:</i> Moulded entablature and pilaster details. Evidence of balcony canopy above first floor windows. Ground floor shopfront substantially altered.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> · Opportunity to reconstruct bull nose first floor balcony on the basis of physical evidence; however the final appearance would be conjectural. · Shopfront should be reconfigured to a form similar to other period shopfronts to be more sympathetic with the age of the building. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> · Rendered walls - olive · Original window and door frames - vellum · Original window sashes and door leaves - deep Brunswick green · Soffit of awning - sea green · Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 260-264 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Pair of two storey shops with residences above. <i>Style:</i> Federation <i>Roof:</i> Terracotta tiles <i>Walls:</i> Face brick first floor; painted brick and tile ground floor. <i>Windows:</i> 3 bay, timber framed, double hung sash <i>Notable elements:</i> Upper part of shopfront joinery is original, as is central doorway entrance to residence above.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> · Clean face brick to first floor façade. Remove paint from brickwork to ground floor level. Face brick surfaces should remain unpainted. · Retain original portions of shop fronts. Other parts of shop fronts could be rebuilt to be more consistent with earlier design. · Retain first floor windows. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> · Face brick - unpainted · Original window frames and sashes - manilla · Eaves soffit and fascia - manilla · Gutters and downpipes - mountain blue · Brickwork below awning - manilla · Original tiling below awning - unpainted (blue) · Soffit of awning - off-white · Façade under awning and awning fascia at owner's discretion 	
Photograph: 	



Address: 266 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Single storey shop with former residence (façade only extant) above. <i>Style:</i> Victorian Italianate <i>Roof:</i> Parapet with string course <i>Walls:</i> Rendered and painted <i>Windows:</i> semi-circular, timber framed, double hung sash <i>Notable elements:</i> String courses, arches with keystones and fluted pilasters. Air-conditioning unit above awning. Shop front substantially altered and first floor behind facade removed.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> · Rebuild first floor behind facade · Relocate air-conditioning unit away from front facade Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> · Rendered walls, generally - manilla · Raised mouldings - as existing (indian red) · Original door and window frames - off- white · Original door leaves and window sashes - indian red · Soffit of awning - manilla · Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 268-270 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shops with residences above. <i>Style:</i> Federation <i>Roof:</i> Parapet with central semi-circular pediment and four panels of roughcast render. <i>Walls:</i> Rendered and painted brickwork (originally unpainted) <i>Windows:</i> Timber framed, boxed sash in projected shingled bay <i>Notable elements:</i> Elaborate parapet decoration including pilasters, ball finials and date (1903) on central pediment. Original shopfronts.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Consider stripping paint from that part of the façade that was originally face brickwork. Retain original shop fronts and restore where necessary. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - biscuit Date on pediment - crimson Bay window frames and door frames - cream Original door leaves and window sashes - deep Brunswick green Bay shingles - deep Brunswick green Soffit of awning - cream Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 272-274 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Pair of two storey shops with residences above. <i>Style:</i> : Late Victorian Commercial/ Neo-classical. <i>Roof:</i> Parapet with string course, pediment to no. 274 <i>Walls:</i> Rendered and painted <i>Windows:</i> Paired segmental arch (no. 272) with timber sashes (no. 274 openings modified and aluminium framed) <i>Notable elements:</i> Hood mouldings with label course over. Two covered vents to no. 272 above awning façade, and original shop front with brass glazing bars, recessed entrance door and kickboards. No. 274 shop front substantially altered. No 274 has rendered pediment on parapet.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reconstruct segmental arch windows to no. 274 to match the form of those at no. 272. Reinstate glazing to bottom sashes of no. 272's windows. Reconstruct pediment on no.272. Retain original shop front to no. 272 and reconstruct shop front to no. 274 to match. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - brown pink Original window frames and door frames - off- white Original door leaves and window sashes - Venetian red Aluminium windows - unpainted Soffit of awning - vellum Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 276-278 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Three storey building with shops on ground floor and residences above. <i>Style:</i> Twentieth century modern <i>Roof:</i> Flat with timber fascia <i>Walls:</i> Cream face brick <i>Windows:</i> Aluminium framed, sliding sash <i>Notable elements:</i> Vertical division in two bays and concrete awning to front and side (south) facades. Recessed balconies on first and second floors with face brick balustrades, ornamental timber bards, cement planter boxes, accessed by aluminium framed sliding doors.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input checked="" type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: - The Draft DCP recommends extensive refurbishment of the facades. However, the building in its present form relates to the height and setback of the adjoining Victorian building at no. 274, and it is not considered essential to substantially alter 276-278 to improve its streetscape contribution. Recommended Colour Scheme: - As existing	
Photograph: 	


Address: Former Minamurra Cottage & Parish House 280-282 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey former residence (no. 280) and single storey former residence now used as a café (no. 282) <i>Style:</i> Reproduction Victorian Italianate? <i>Roof:</i> Wide gable frontage attached to a large hip roofed addition. Slate and corrugated iron. <i>Walls:</i> Rendered and painted <i>Windows:</i> Tripartite form with narrow side openings flanking a centre opening and timber framed double hung sash with centre mullions. <i>Notable elements:</i> Fretwork bargeboards, moulded render to gable vents, window heads and sills. Later additions set back from the main frontage with timber balustrades to open verandahs.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input checked="" type="checkbox"/> Late 20 th Century 1961-present
Significance (no. 280): Waverley Heritage Assessment (Draft), 2004/5 states that this "large residence at 280 Bronte Rd is a rare surviving example of the large Victorian residences constructed along Bronte Road ridgeline between the Tea Gardens and Charing Cross. The former residence constructed in Victorian Italianate style records the style detail and form of Victorian Italianate villas which once dominated the central ridgeline of Waverley. The building, together with 282 Bronte Road, records significant historic stages of settlement in Charing Cross." Close inspection, however, reveals that the building is no more than a façade on a modern building and the majority of fabric has been substantially reworked in recent years. Significance (no. 282): Likewise this is noted in the Assessment as a "narrow Victorian vernacular cottage combines elements of Victorian stylistic movements notably the Victorian Italianate and Victorian Gothic." But the only part of the building fabric that appears old is the front verandah. It is not known how much authentic fabric exists in either of these buildings.	
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed (draft) <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> More research is needed to understand the recent renovations or rebuilding of this property. The recommended treatment would depend on that understanding. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - off-white Original window frames and door frames - crimson Original door leaves and window sashes - crimson Bargeboard capping, finial, etc. - crimson Slate roofing - unpainted Verandah ironwork - deep Brunswick green Other external timberwork - off-white 	
Photograph: 	


Address: 284-294 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of shops with residences above. <i>Style:</i> Late Twentieth century contextual modern <i>Roof:</i> Parapet string course <i>Walls:</i> Painted bagged brickwork except no. 284 - painted rusticated render <i>Windows:</i> <i>Notable elements:</i> Contextual façade detailing. Recessed balconies to first floor with window styled openings and accessed by set of glazed doors. New shop fronts to ground floors in the form of Victorian shopfronts. Individual building element on north end (no. 284) with imitation rustication, and recessed corner balcony to front and side (north) facades.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input checked="" type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: · No recommendations Recommended Colour Scheme: · As existing ·	
Photographs: <div style="display: flex; justify-content: space-around;"> <div data-bbox="237 1115 499 1630">  </div> <div data-bbox="571 1093 1337 1630">  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div data-bbox="237 1630 499 1684"> <p>Elevational view of 284 Bronte Rd</p> </div> <div data-bbox="571 1630 1337 1684"> <p>General view of 284-294 Bronte Road</p> </div> </div>	

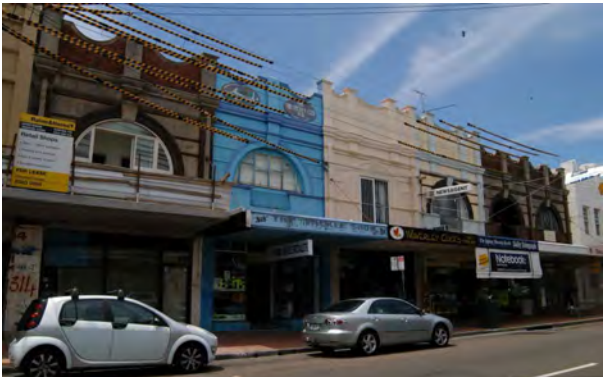
Address: 296-302 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of shops with residences above. <i>Style:</i> Federation period commercial building <i>Roof:</i> Parapet with dentilated string course <i>Walls:</i> Painted brickwork (originally fair-faced) <i>Windows:</i> Timber framed, double hung windows in brick bays with corrugated metal canopies above. <i>Notable elements:</i> Original shop fronts with brass glazing bars and recessed entrance doors to nos. 296 and 298.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Existing paint colours and super graphics on first floor facades detract from the appearance of the building and should be removed. Retain and restore original shop fronts to nos. 296 and 298. Remove window mounted air-conditioning unit to no. 300 Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Painted face brick and rendered walls - off-white Original window and door frames - vellum Original door leaves and window sashes - bronze green Eaves timbers to bay windows - off-white Exposed gutters and downpipes - bronze green Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 304-306 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shop with residences above. <i>Style:</i> Modern contextual <i>Roof:</i> Parapet with string course <i>Walls:</i> Rendered and painted <i>Windows:</i> Aluminium framed? <i>Notable elements:</i>	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input checked="" type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> No recommendations Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Face brick walls and rendered walls - grey green Door and window frames - vellum Window sashes and door leaves - bronze green Façade under awning and awning fascia at owner's discretion Soffit of awning - vellum 	
Photograph: 	


Address: 308 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shop and through-vehicle access with residences above. <i>Style:</i> Federation <i>Roof:</i> Arched parapet <i>Walls:</i> Magnesium face brick <i>Windows:</i> Replaced with aluminium frames? <i>Notable elements:</i> Rendered doric verandah columns and string course with brick dentils. Rendered panels on parapet for signage. Original shopfront	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Retain and restore original shop fronts. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Face brick work - unpainted Rendered panels - as existing (cream) External columns - as existing (copper beech) Soffit of awning - manilla Façade under awning and awning fascia at owner's discretion Walls within recessed verandahs - off- white Door frames and doors to verandah - copper beech 	
Photograph: 	


Address: 310-312 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shops with residences above. <i>Style:</i> Federation <i>Roof:</i> Parapet skillion <i>Walls:</i> Rendered and painted brickwork. <i>Windows:</i> Original arched verandah openings filled-in with aluminium windows. <i>Notable elements:</i> Decorative rendered parapet. Ground floor shop fronts are sympathetic in form and detailing.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> · None Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> · Rendered walls - grey green · Door and window frames - vellum · Window sashes and door leaves - bronze green · Façade under awning and awning fascia at owner's discretion · Soffit of awning - vellum 	
Photograph: 	


Address: 314 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey shops with residences above. <i>Style:</i> Modern infill with Federation details <i>Roof:</i> Parapet <i>Walls:</i> Rendered and painted <i>Windows:</i> None at time of inspection <i>Notable elements:</i> Engaged pilasters and horizontal string courses. Under development at time of inspection.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input checked="" type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> No recommendations Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - off -white Window and door frames, window sashes and door leaves - Venetian red Façade under awning and awning fascia at owner's discretion Soffit of awning - vellum 	
Photograph: 	


Address: 316-326 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of shops with residences above. <i>Style:</i> Federation <i>Roof:</i> Parapet with capped pilasters <i>Walls:</i> Red face brick with roughcast render panels; brickwork has been painted on nos. 318-322 <i>Windows:</i> Some original arched verandah openings infilled with timber framed double hung and sliding sashes (no. 316 and 318 respectively) <i>Notable elements:</i> Central pair (nos 320 & 322) have raised parapets and form the centre-piece of the group. Moulded and gauged semi-circular brick arched verandahs with rendered key stone, accessed by two French doors, infilled except no. 324, which remains intact. Modern signs attached to parapet of no. 318 and projecting sign to no. 324. Original shop fronts on no. 318 and 324, including brass glazing bars, recessed door entry and kick plates, other shop fronts substantially altered. This is an architecturally distinctive group of buildings with one intact example from which to restore the others.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> No. 316: replace concrete slab awning with awning to match the existing. Re-open first floor verandahs if possible. Remove projecting signs. Retain original shop fronts. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): No's. 316, 324, 326: <ul style="list-style-type: none"> Existing face brickwork - unpainted Painted roughcast panels - cream Main cornice, rendered parts of piers, keystone, etc. - off-white Infill window at first floor level (if any) - off-white Soffit of awning - vellum No. 322: <ul style="list-style-type: none"> Recessed roughcast - cream Unpainted brickwork - unpainted Raised strings, piers, etc. - off-white Painted brickwork - cream Security grille - mid-brown Soffit of awning - cream No's. 318, 320: <ul style="list-style-type: none"> Recessed roughcast panels - cream Raised strings, piers, sills - off-white Balustrade (no. 318) - off-white Painted brickwork - cream Soffit of awning - cream Security grille and window (no. 320) - mid-brown Window frame (no. 318) - mid-brown All: <ul style="list-style-type: none"> Façade under awning and awning fascia at owner's discretion 	
Photograph: 	


Address: 330 Bronte Road	Inventory Item No:
Description: <i>Form:</i> One and two storey bank building. <i>Style:</i> Art Deco <i>Roof:</i> Parapet <i>Walls:</i> Rendered and painted <i>Windows:</i> Recessed, timber framed, double hung sash <i>Notable elements:</i> Characteristic Art Deco vertical fin features on pilasters. Awning and shop fronts substantially altered.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Replace awning with thinner construction more in keeping with other buildings in the street. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - manilla Window and door frames - cream Window sashes and door leaves - cream Façade below awning at owner's discretion Fascia to awning - manilla Awning soffit - cream 	
Photograph: 	


Address: 1 Albion Street	Inventory Item No:
Description: <i>Form:</i> Two storey shop with residence above. <i>Style:</i> Victorian Italianate <i>Roof:</i> Parapeted skillion form <i>Walls:</i> Rendered and painted <i>Windows:</i> Aluminium framed to ground floor <i>Notable elements:</i> Moulded rendered parapet with central anthemion motif. First floor balcony with carved timber posts, a cast iron lacework balustrade and concave corrugated iron roof accessed by three French doors. Shop front substantially altered.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> · Provide more sympathetic security measure to ground floor shop windows than the current gates. · Remove metal roller shutter door to first floor south French door. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> · Rendered walls - pink brown · Door frames - off-white · Door leaves - crimson · Motif on parapet - crimson · External timberwork - off-white · Balustrade rails and cast iron - crimson · Roof to balcony - striped in pink brown and crimson · Soffit to balcony - eau-de-nile · Façade below awning and awning fascia - at owner's discretion · Soffit to awning - vellum 	
Photograph: 	


Address: 3-13 Albion Street Deluca	Inventory Item No:
Description: <i>Form:</i> Two storey row of six (shops with residences above). <i>Style:</i> Victorian Boom <i>Roof:</i> Balustraded parapet topped with pediments and urns. <i>Walls:</i> Rendered and painted <i>Windows:</i> Paired timber framed, double hung sash, segmental arch <i>Notable elements:</i> Rendered decoration floral garlands (festoons) and Classical motifs similar to 15-31 Albion Street and 275-277 Bronte Road. Name 'DELUCA' in each pediment. Alterations to No. 11 (original windows and decorative mouldings removed). Most shop fronts substantially altered. Significance: "A good row of a late nineteenth century commercial/residential terrace, with a reasonable intact above awning facade. Together with nos. 15-31 Albion Street it has a good contribution to the streetscape and is of local significance." (State Heritage Inventory)	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reconstruct awning, windows and moulding details to No. 11 Albion Street to match no. 13. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - French grey Raised strings, festoons, pediment moulds, sills, pilasters, cornice brackets, cornice, balustrade coping and other raised mouldings - vellum Window frames and sashes - bronze green Soffit to awnings - vellum Façade below awning and awning fascia - at owner's discretion 	
Photograph: 	


Address: 15-31 Albion Street	Inventory Item No:
Description: <i>Form:</i> Two storey row of nine (shops with residences above). <i>Style:</i> Victorian Boom style <i>Roof:</i> Parapet string course, nos. 15 and 17 have balustrade in parapet which has been removed from others. <i>Walls:</i> Rendered and painted <i>Windows:</i> Timber framed, double hung sash, some replaced in aluminium. <i>Notable elements:</i> Decorative plasterwork motifs similar to 1-13 Albion Street and 275-277 Bronte Road. Alterations to nos. 17, 23 and 25 shopfronts, and new aluminium windows to first floor windows. Most shops retain original shop front with opaque highlight glass and recessed doors. Significance: "A good row of a late nineteenth century commercial/residential terrace, despite alterations to above awning facade. Together with nos. 3-13 Albion Street it has a good contribution to the streetscape and is of local significance." (State Heritage Inventory)	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reconstruct windows and moulding details to nos. 15, 19, 23, 25, 27, and 31 Albion Street to match those at no. 17. Remove security grilles from window of no. 29 and roller shutter from window of no. 27. Remove projecting sign from no. 29. Replace balusters missing from parapet of no. 17 and reconstruct balustrade on nos 19 - 31. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - biscuit Window frames - off-white Window sashes - deep Brunswick green Soffit of awning - eau-de-nile Façade below awning and awning fascia - at owner's discretion 	
Photograph: 	



Address: 285 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey rendered commercial building with Residences behind (Bronte Road Frontage) and above <i>Style:</i> Edwardian style <i>Roof:</i> Parapet with skillion. <i>Walls:</i> Rendered and painted <i>Windows:</i> Timber framed, double hung sashes on ground floor, first floor windows and shop front mainly replaced. <i>Notable elements:</i> Roughcast rendered panel course and fluted pilasters in parapet. Once had a wrap-around awning. The two-storey verandah to Bronte Road elevation is of original configuration with bullnosed roof but timber balustrades have been replaced. New timber fold-back window openings to ground floor to Bronte Road and Albion Street. Rear courtyard with new timber fence to Albion Street and rear access stair to residence above.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> If the opportunity arises, install cantilevered awning to balance the corner streetscape and relate the building to the rest of the commercial development. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - vellum Window and door frames - off white Door leaves and window sashes - bronze green Verandah timbers - grey green Edge of verandah floor - bronze green Balustrade rail - bronze green Balustrade slats - vellum Gutter and downpipes - bronze green Verandah roof - bridge grey Soffit of balcony and soffit of balcony floor - eau-de-nile 	
Photograph: 	


Address: 279-283 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of three (shops with residences above). <i>Style:</i> Federation <i>Roof:</i> Brick parapet string course with plasterwork scroll pediment on top and brick corbels and motifs - missing on no.281. <i>Walls:</i> Originally face brickwork, however, this remains only on no. 283. Painted brickwork to no. 279. Painted rendered walls to no. 281. <i>Windows/doors:</i> Original French doors with highlights and side lights to no. 279. New French door and sidelights to no. 283, aluminium door and window ensemble to no. 281. <i>Notable elements:</i> Engaged pilasters, gauged brickwork string courses and semi-circular verandah openings to above awning facade. Cast iron lacework balustrade to nos. 279 and 283 is unusual for this date of building but may have been an anachronism or later uninformed 'restoration'. 1930s style ground floor shopfronts to nos 279 and 283.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Strip paint to restore face brickwork facade to no. 279 and paint render on 281 dark colour to blend with brickwork. Remove aluminium door and window ensemble to nos. 281 & 283 and replace with joinery to match no. 279 Check evidence of original balustrade detail and restore so that all are consistent. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> No. 279: <ul style="list-style-type: none"> Painted brickwork - brown to simulate brickwork Rendered copings - manilla to match no. 283 Balustrade and french door assembly - bronze green No. 281: <ul style="list-style-type: none"> Unpainted face brickwork - unpainted Rendered and painted brickwork - brown to simulate brickwork Balustrade - bronze green Recessed infill to verandah - bronze green </div> <div style="width: 48%;"> No. 283: <ul style="list-style-type: none"> Face brickwork - unpainted Rendered coping - manilla Cast iron balustrade - bronze green Door assembly - bronze green All: <ul style="list-style-type: none"> Soffit of awning - vellum Façade below awning and awning fascia - at owner's discretion </div> </div>	
Photograph: 	


Address: 275-277 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Pair of two storey buildings (shops with residences above). <i>Style:</i> Victorian Italianate <i>Roof:</i> Parapet with skillion roof <i>Walls:</i> Rendered and painted <i>Windows:</i> Timber framed, double hung sash (aluminium on 277). <i>Notable elements:</i> Decorative plasterwork motifs similar to 1-13 and 15-31 Albion Street. Shopfronts now substantially altered. Significance: "One of the best surviving, late nineteenth century, commercial terraces in the Waverley Council area (with no. 245-273), from a streetscape point of view. Local significance." (State Heritage Inventory)	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reconstruct windows to no. 277 to match those at no. 275. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - manilla Raised piers, cornice, festoons, label moulds, pediment mouldings, sills and skirts - off-white Metal window frames - unpainted Timber window frames and sashes - manilla Façade below awning and awning fascia - at owner's discretion Soffit of awning - off-white 	
Photograph: 	

Address: 269-273 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of three (shops with residences above). <i>Style:</i> Victorian Italianate. <i>Roof:</i> Parapet with skillion roof. <i>Walls:</i> Rendered and painted <i>Windows/doors:</i> Timber framed, double hung sash, arched windows with arch fanlight above single door to nos. 271-273, casement window and single door with fanlight to no. 269. <i>Notable elements:</i> Rendered Italianate decoration to parapet. Cantilevered balcony to first floor of nos. 271-273 with moulded timber posts on no.271, a cast iron lacework balustrade and convex corrugated iron roof. Accessed by a single door. No. 269 has Juliet balcony to first floor window and door and retains original shop front on ground floor. Significance: "One of the best surviving, late nineteenth century, commercial terraces in the Waverley Council area (with no. 245-277), from a streetscape point of view. Local significance." (State Heritage Inventory)	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Remove Juliet balcony to no 269 and reconstruct verandah with turned posts and cast iron to match no. 271. Reconstruct window and door to no. 269 first floor to match no. 271 Retain original shop front of no 269. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - biscuit Original window and door frames - off-white Original window sashes and door leaves - Venetian red Verandah posts, beams, and floors - biscuit Cast iron - bronze green Gutters and downpipes - bronze green Roof to balcony - striped in bronze green and biscuit Façade below awning and awning fascia - at owner's discretion Soffit of awning - eau-de-nile 	
Photograph: 	



Address: 265-267 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Pair of two storey buildings (shops with residences above). <i>Style:</i> Edwardian <i>Roof:</i> Brick parapet and skillion. <i>Walls:</i> Painted brickwork with rendered details <i>Windows:</i> Aluminium framed <i>Notable elements:</i> Gauged brickwork arch above bricked-up balcony. Original lead-light glazing and recessed doorway to no. 267 shop front. Significance: "One of the best surviving, late nineteenth century, commercial terraces in the Waverley Council area (with no. 245-277), from a streetscape point of view. Local significance." (State Heritage Inventory)	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reinstate first floor verandah openings. If this is impossible, replace aluminium windows with more sympathetic timber framed casement windows and express arched opening (by filling with glazing or by painting recessive colour). Retain original shop front facades. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Recessed roughcast - cream Raised mouldings, cornices, keystones, piers - off-white Face brickwork - cream Metal window frames - unpainted Façade below awning and awning fascia - at owner's discretion Soffit of awning - cream 	
Photograph: 	



Address: Heads Building 245-263 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of ten (shops with residences above). <i>Style:</i> Victorian Italianate <i>Roof:</i> Pitched corrugated iron with hipped ends, except concrete tiles to no. 245. (Originally probably slate.) <i>Walls:</i> Rendered and painted <i>Windows:</i> Timber framed, semi-circular arched, double hung sashed. New opening and aluminium framed to no. 245. <i>Notable elements:</i> Bracketed eaves, quoined pilasters and architrave mouldings to windows. Centred nameplate pediment 'HEAD'S BUILDINGS 1887' (between nos. 253 and 251), engaged chimneys and original form of stepped awning. Significance: "One of the best surviving, late nineteenth century, commercial terraces in the Waverley Council area (with no. 245-277), from a streetscape point of view. It is a good example of a long and consistent row. Local significance." (State Heritage Inventory)	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reconstruct window openings and corrugated iron roof to no. 245 to match no. 263. Remove window mounted air-conditioning unit at no. 247. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Rendered walls - off-white Raised mouldings, window hoods, sills - grey green Eaves soffit and fascia - grey green Original window and door frames - off-white Original window sashes and door leaves, raised lettering at centre gable - bronze green Mouldings at centre gable, Raised mouldings to chimneys, rusticated piers - grey green Façade below awning and awning fascia - at owner's discretion Roofing to awning - bridge grey Soffit of awning - vellum 	Historic Photograph: c1930  Source: Waverley Local Studies Library, vertical file, Charing Cross, no. 6399 (detail)
Photograph: 	

Address: 243 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Single storey two car garage <i>Style:</i> Twentieth Century <i>Roof:</i> Parapet <i>Walls:</i> Rendered and painted <i>Windows:</i> None <i>Notable elements:</i> Double roller garage doors marked with graffiti and small telegraph pole attached to parapet.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input checked="" type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Opportunity to demolish and rebuild shop single or two storey shop, sympathetic to streetscape. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Walls - vellum Beam over roller shutters - olive Roller door and frame - off-white 	
Photograph: 	



Address: 239-241 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Pair of single storey shops <i>Style:</i> Edwardian <i>Roof:</i> Brick parapet string course <i>Walls:</i> Painted brickwork with rendered panels and mouldings <i>Windows:</i> Large glazed shopfronts <i>Notable elements:</i> Pilasters projecting above facade, and relief with painted vents in parapeted facade. No apparent entrance doors to shopfront.	Type of Item: <input type="checkbox"/> Single building <input checked="" type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Brickwork requires repointing and some repair of cracking. Strip paint from previously fair-face brickwork. Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Walls above awning, generally - cream Recessed panels - off-white Walls above dado under awning - cream Tiled dado and dwarf walls - strip paint or paint eau-de-nile Window frames - off-white Soffit of awning - vellum Roof of awning - bridge grey Fascia of awning - at owner's discretion 	
Photograph: 	


Address: 237-235 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Single storey shop <i>Style:</i> Mid 20 th Century <i>Roof:</i> Parapet <i>Walls:</i> Rendered and painted <i>Windows:</i> Aluminium framed <i>Notable elements:</i> Modern shopfront and signs attached to above awning facade.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input checked="" type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: · Opportunity to add second storey sympathetic to streetscape. Recommended Colour Scheme: · As existing	
Photograph: 	


Address: 233-229 Bronte Road		Inventory Item No:
Description: <i>Form:</i> Pair of two storey buildings (shops with residences above). <i>Style:</i> Federation <i>Roof:</i> Pitched with terracotta tiles <i>Walls:</i> Face brickwork <i>Windows:</i> Lead-light casement <i>Notable elements:</i> Original shop fronts with central recessed 15 panel-glazed door. Rendered and painted brickwork sill above and below first floor windows. Lead-light to first floor south windows removed.		Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts		Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Reinstate lead-light to first floor south windows. Retain shopfront. Recommended Colour Scheme: <ul style="list-style-type: none"> As existing 		Historic Photograph: c1930  Source: Waverley Local Studies Library, vertical file, Charing Cross, no. 6399 (detail)
Photograph: 		



Address: 223-227 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Two storey row of shops with residences above. <i>Style:</i> 20 th century Classical Revival <i>Roof:</i> Cement render parapet with central pediment <i>Walls:</i> Face brickwork and cement render above awning facade. Rendered and painted below awning. <i>Windows:</i> Paired double hung sash windows <i>Notable elements:</i> Cement rendered string course Shop fronts to nos. 275 and 277 generally intact with recessed entrance door. Shopfront to no. 273 substantially altered. Judging from historic photograph, the rendered pediment seems to have been added later.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input checked="" type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Inspect/repair awning and awning roof Repair first floor windows. Clean cement render details to above awning facade Reconstruct shopfront to no. 273 to match no. 275 Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <ul style="list-style-type: none"> Face brickwork - unpainted Unpainted rendered parapet - unpainted Painted render surrounds and panels - painted to simulate render (pale grey) Window frames and windows - off-white Roof to awning - bridge grey Soffit of awning - bridge grey Façade below awning and awning fascia at owner's discretion 	Historic Photograph: c1930  Source: Waverley Local Studies Library, vertical file, Charing Cross, no. 6399.
Photograph: 	

Address: Eastern Suburbs Legions Club 221-211 Bronte Road	Inventory Item No:
Description: <i>Form:</i> Three storey commercial building. <i>Style:</i> Late 20 th century <i>Roof:</i> Flat <i>Walls:</i> Rendered blank facade with vertical feature in aluminium cladding and slate façade at ground level. <i>Windows:</i> Aluminium frame, combination of shapes and sizes <i>Notable elements:</i> Awning over southern entrance only and advertising signs along ground floor facade.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input checked="" type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: · No recommendations Recommended Colour Scheme: · As existing	
Photograph: 	

Address: Robin Hood Hotel 203-209 Bronte Road		Inventory Item No:
Description: <i>Form:</i> Two storey hotel <i>Style:</i> Ocean Liner style, featuring Art Deco detailing and motifs <i>Roof:</i> Parapet with skillion behind. <i>Walls:</i> Light face brickwork with darker brick and rendered decorative bands <i>Windows:</i> Double hung sash, timber <i>Notable elements:</i> Building conforms to the wedge shaped site with a rounded corner facade. Characteristic horizontal lines with vertical feature element on corner. Original tiles below awning and original Art Deco coloured lettering on parapet. Corner balcony recently enclosed. Significance: "Excellent example of a modern commercial building in an Ocean Liner/International style, also featuring Art Deco motifs and detailing. Essentially intact and beautifully maintained. Characteristic streamlining makes a powerful streetscape contribution on this prominent corner. Complements "Charing Cross Hotel" on adjoining corner, which has much in common stylistically. Local significance." (State Heritage Inventory)		Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts		Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Retain all existing details including ceramic wall tiles. Replace awning fascia with ribbed profile similar to that shown on historic photograph. Add sympathetic lettering on awning. Remove banner from corner parapet. Recommended Colour Scheme: <ul style="list-style-type: none"> As existing 		Historic Photograph: 1949  Source: Waverley Local Studies Library, vertical file, Hotels - Robin Hood Hotel, no. 2751.
Photograph: 		

Address: 195-199 Bronte Road	Inventory Item No:		
Description: <i>Form:</i> Two storey building containing shops with residences above. Semi-basement at rear. <i>Style:</i> Victorian Italianate. <i>Roof:</i> Parapet and skillion. <i>Walls:</i> Rendered and painted with neo-classical decoration. <i>Windows:</i> Timber framed, segmental arch, double hung sash <i>Notable elements:</i> Elaborate rendered façade decoration including festoons, bracketed cornice and rusticated quoins. Cantilevered balcony to south facade with concave corrugated iron roof, accessed by three French doors. Four window-mounted air conditioning units. Ground floor shop fronts substantially altered.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings		
Significance: "Fine example of a Late Victorian commercial pair. Important streetscape element on a key corner site, in the heart of Charing Cross. Together with Post Office and Hotels contributes to an outstanding townscape grouping. Essentially intact above awning facades. Special historic interest as the Bank of NSW's first Waverley branch. Local significance." (State Heritage Inventory)	OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input checked="" type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present		
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area		
Recommendations: <ul style="list-style-type: none"> Reconstruct balcony posts and balustrade to south façade Recommended Colour Scheme (see report for correlating Australian Standard 2700S colours): <table border="0"> <tr> <td> <ul style="list-style-type: none"> Rendered walls - biscuit Raised string courses and brackets, panel borders, coping, hood moulds, rendered sills, etc. - mid-brown Original window and door frames - manilla Original door leaves and window sashes - mid-brown Other external timberwork - biscuit Raised mouldings to external timberwork - mid-brown Verandah posts and beams - off-white </td> <td> <ul style="list-style-type: none"> Gutters and downpipes - mid-brown Altered facade under awning at owner's discretion Rear face of blank windows - off-white Fascia to awning at owner's discretion Awning roofing - bridge grey Chimneys and parapet finials - biscuit Raised moulding to chimneys - mid-brown Soffit to awning - manilla Corrugated metal roofing to balcony - striped in biscuit and mid-brown. </td> </tr> </table>		<ul style="list-style-type: none"> Rendered walls - biscuit Raised string courses and brackets, panel borders, coping, hood moulds, rendered sills, etc. - mid-brown Original window and door frames - manilla Original door leaves and window sashes - mid-brown Other external timberwork - biscuit Raised mouldings to external timberwork - mid-brown Verandah posts and beams - off-white 	<ul style="list-style-type: none"> Gutters and downpipes - mid-brown Altered facade under awning at owner's discretion Rear face of blank windows - off-white Fascia to awning at owner's discretion Awning roofing - bridge grey Chimneys and parapet finials - biscuit Raised moulding to chimneys - mid-brown Soffit to awning - manilla Corrugated metal roofing to balcony - striped in biscuit and mid-brown.
<ul style="list-style-type: none"> Rendered walls - biscuit Raised string courses and brackets, panel borders, coping, hood moulds, rendered sills, etc. - mid-brown Original window and door frames - manilla Original door leaves and window sashes - mid-brown Other external timberwork - biscuit Raised mouldings to external timberwork - mid-brown Verandah posts and beams - off-white 	<ul style="list-style-type: none"> Gutters and downpipes - mid-brown Altered facade under awning at owner's discretion Rear face of blank windows - off-white Fascia to awning at owner's discretion Awning roofing - bridge grey Chimneys and parapet finials - biscuit Raised moulding to chimneys - mid-brown Soffit to awning - manilla Corrugated metal roofing to balcony - striped in biscuit and mid-brown. 		
Photograph: 			

Address: 78-82 Carrington Road	Inventory Item No:
Description: <i>Form:</i> Single storey building but equivalent to two storeys in height <i>Style:</i> Contemporary minimalist <i>Roof:</i> Parapet <i>Walls:</i> Rendered and painted <i>Windows:</i> Aluminium framed <i>Notable elements:</i> Signs and two flagpoles attached to facades.	Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input type="checkbox"/> Early 20 th Century 1901-1939 <input checked="" type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input type="checkbox"/> Key element <input type="checkbox"/> Contributes <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Detracts	Heritage Status: <input type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: · No recommendations Recommended Colour Scheme: · As existing	
Photograph: 	

Address: Charing Cross Hotel 81-83 Carrington Road		Inventory Item No:
Description: <i>Form:</i> Two storey hotel. <i>Style:</i> Inter-War, Art Deco <i>Roof:</i> Hipped, terracotta tiles, broken by parapets <i>Walls:</i> Rendered and painted (originally mainly face brick) <i>Windows:</i> Timber framed, double hung sash with horizontal glazing bars <i>Notable elements:</i> Distinctive Art Deco facade with characteristic vertical fins stepped above the parapet, horizontal bands, recessed balconies, ornamental balcony grilles and wave and parallel line motif. Original pressed metal ceiling below awning. Significance: "Good example of an Inter-War, Art Deco style hotel. Unaltered except for rendering and painting. Property also has historic interest as the site of the area's first hotel. In continuous use as a hotel since 1857. Local significance." (State Heritage Inventory)		Type of Item: <input checked="" type="checkbox"/> Single building <input type="checkbox"/> Group of buildings OF CONSTRUCTION <input type="checkbox"/> Mid Victorian 1860-1880 <input type="checkbox"/> Late Victorian 1881-1900 <input checked="" type="checkbox"/> Early 20 th Century 1901-1939 <input type="checkbox"/> Mid 20 th Century 1940-1960 <input type="checkbox"/> Late 20 th Century 1961-present
Streetscape Contribution: <input checked="" type="checkbox"/> Key element <input type="checkbox"/> Contributes <input type="checkbox"/> Neutral <input type="checkbox"/> Detracts		Heritage Status: <input checked="" type="checkbox"/> Individually Listed <input checked="" type="checkbox"/> Within Conservation Area
Recommendations: <ul style="list-style-type: none"> Retain original wall tiles and awning soffit Retain name of hotel. Remove projecting advertising sign. Recommended Colour Scheme: <ul style="list-style-type: none"> As existing 		Historic Photograph: 1949  Source: Waverley Local Studies Library, vertical file, Hotels - Charing Cross Hotel, no. 5723.
Photograph: 		

Part I Land Use and Transport

11 Land Use and Transport

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11 Land Use and Transport

1.0 INTRODUCTION

This Part applies to all land within the Waverley local government area (LGA). This Part should be read in conjunction with parking provisions throughout WDCP 2006 (Amendment No. 4).

1.1 Strategic Framework

This Part has been prepared in the context of the Waverley Transportation Policy adopted by Council in August 2002.

The Vision of the Waverley Transportation Policy holds that:

- Transport in Waverley will become more sustainable, reducing negative effects while enhancing residents' quality of life and local amenity.

This Part has been prepared in accordance with one of the strategies held within the Waverley Transportation Policy, which is to:

- Integrate land use and transportation in such a way that provides accessibility without relying on excessive mobility, especially by private vehicles. And in turn, provides for users without access to cars.

1.2 Objectives

The objectives of this Part are to:

- (a) Establish controls for parking that reflect the characteristics of the LGA in terms of urban form, land use and proximity to public transport.
- (b) Ensure that the provision of off-street parking is subject to considerations of urban design, streetscape and heritage conservation.
- (c) Establish parking policies that encourage walking, cycling, and public transport usage thereby reducing car dependency.
- (d) Minimise conflict between pedestrians, cyclists and vehicular movements.
- (e) Ensure that transport aspects of development are met by providing:
 - (i) bicycle storage and amenities in residential and non-residential developments;
 - (ii) areas for the loading and unloading of service vehicles; and
 - (iii) parking and loading facilities with manoeuvring areas of adequate dimensions to allow their easy use.

1.3 How to use this Part

This Part contains provisions to be considered in the preparation and assessment of development applications (DA). It addresses land use, urban design, streetscape and transport issues, and provides for pedestrians, bicycle parking, vehicular access, car parking spaces and loading facilities.

1.4 Consultation

Council's Department of Planning and Environmental Services can be consulted on the interpretation of this Part. Dependent upon the scale, location and nature of a given development, Council may be required to consult with relevant traffic authorities. For some proposals, Council may require a traffic study to be submitted with a DA.

1.5 Relationship with other Parts

This Part should be read in conjunction with the following Parts that also contain specific controls on parking:

- Part D1 – Dwelling House and Dual Occupancy Development
- Part D2 – Multi-Unit Development
- Part D3 – Boarding House, Backpacker Accommodation and Bed and Breakfast Establishments
- Part F3 – Imperial Avenue
- Part F4 – 36 – 48 Ocean Street
- Part F5 – Local Village Centres
- Part G4 – Water Management

2.0 PARKING PROVISION - CONTEXT

2.1 Introduction

Approaches to transportation, land use planning and urban design have changed over recent decades as generally focused around the private car. Whilst there are a number of clear benefits afforded by private car use there are also significant negative impacts. Community views on transport planning are changing and contemporary planning theory is looking to a more sustainable and integrated transport and land use planning approach.

Council seeks to address issues regarding on-site parking demand, the principle of car use reduction encouraging walking, cycling and the use of public transport.

2.2 Public Transport Initiatives

As part of the strategy to reduce private vehicle trips, Council is undertaking, in consultation with relevant State bodies to encourage the provision of additional buses and examine the provision of different modes of public transport such as light rail and commuter buses.

2.3 Bicycle infrastructure initiatives

Encouraging bicycle use as a form of transport for improving health benefits, easing of road congestion, reducing atmospheric pollutants (including greenhouse gases) and traffic noise, are well documented. An important factor in encouraging the use of the bicycle as an alternative transport mode is providing appropriate facilities such as secure bicycle parking and amenities such as showers and lockers at appropriate destinations.

3.0 PARKING CONTROLS

3.1 Residential Parking Provision Zones

The controls for car parking vary across the LGA but are generally based on proximity to existing public transport services. Based on this and other characteristics, the LGA is divided into three Parking Provision Zones. These zones are summarised in Table 1. Figure 1 illustrates the location of the parking provision zones. Figure 2 illustrates the major bus routes within the Waverley LGA.

Parking Provision Zone (see Figure 1)	Description	Location	Rate of Provision
A	High accessibility to public transport and services, high density, prone to traffic congestion.	<ul style="list-style-type: none"> Properties within the Bondi Junction Commercial Centre (shown on Figure 1). Properties within commercial centres identified by a Business zone under WLEP 1996. Properties fronting major bus routes (shown on Figure 2) 	Lowest
B	Good access-ibility to public transport and services, moderately high density, significant on-street parking subject to pressures from vehicular traffic.	<ul style="list-style-type: none"> Properties not included in Zone A or Zone C. 	Moderate
C	Fair accessibility to transit and some services, relatively low density, significant off-street parking, relatively low levels of vehicular traffic.	<ul style="list-style-type: none"> Properties north of Murrivier Road, excluding properties zoned 2(c1) Residential – Medium and High Density under WLEP 1996. 	Highest

Table 1. Parking Provision Zones.

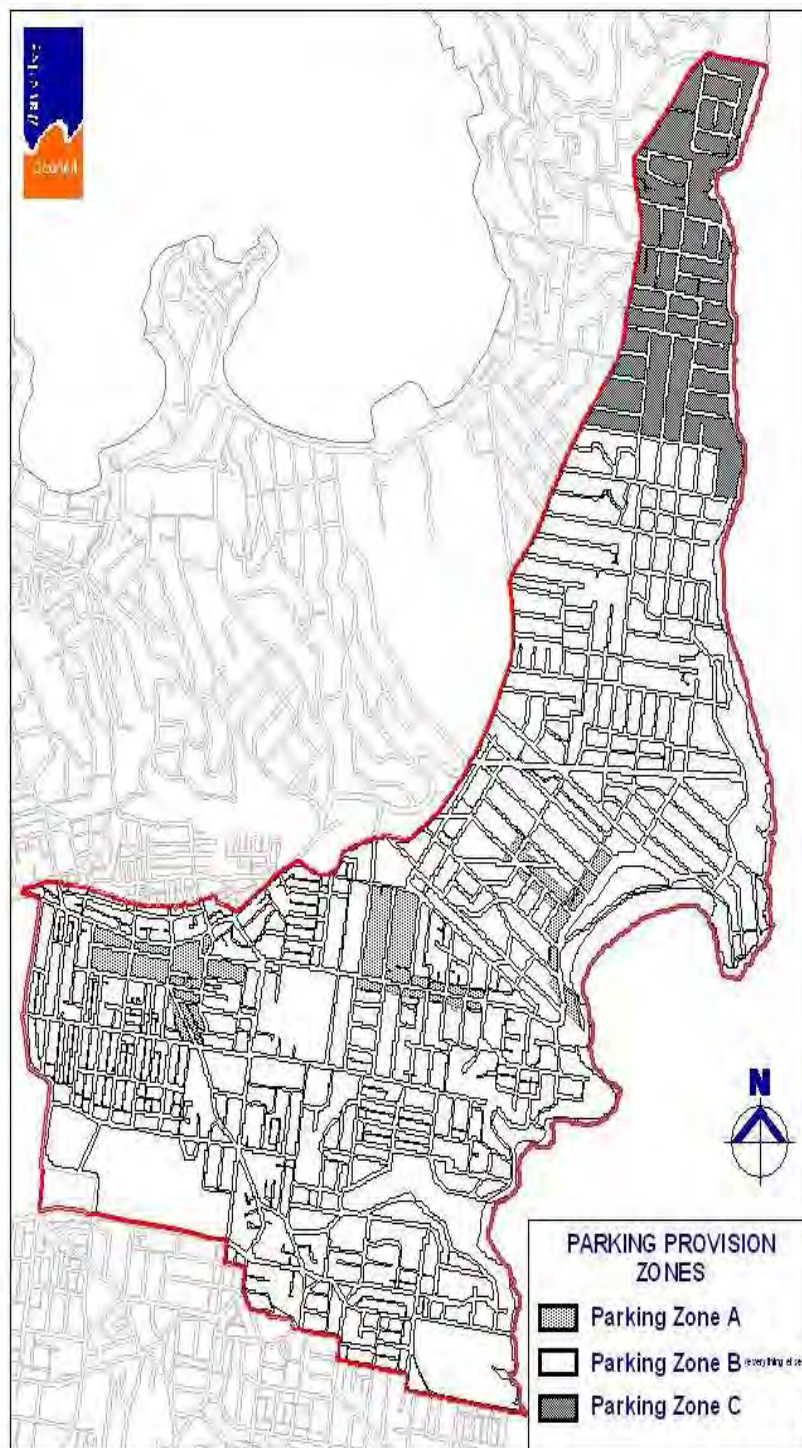


Figure 1. Parking Provision Zones.



Figure 2. Major bus routes (shown by black line).

3.2 Parking Provision Rates

3.2.1 Car Parking for Residential Land Uses

Car parking spaces for residential development are determined at minimum and maximum rates. The number of spaces should fall within this minimum and maximum “envelope”.

Car parking spaces are to be provided for residential land uses at the following rates (except as otherwise indicated under Clauses 3.3 – 3.7):

Residential Type	Proposed Provision Rate (spaces per dwelling)					
	Parking Zone A		Parking Zone B		Parking Zone C	
	Min	Max	Min	Max	Min	Max
Medium / High Density						
1 Bedroom	0.3	0.6	0.4	0.8	0.5	1.0
2 Bedroom	0.4	0.8	0.8	1.0	0.8	1.2
3 Bedroom	0.8	1.2	1.0	1.5	1.0	1.8
Single Dwelling						
2 to 3 Bedroom	0	1	0	1	0	1
4+ Bedroom	0	2	0	2	0	2
Visitor Parking	No visitor parking spaces are required for the first 14 units. Thereafter, 1 visitor parking space is required for every 7 additional units. The required number of visitor parking spaces is reducible by 1 space for every 6m of on-street parking space located in front of the subject site.					
Accessible Parking	Accessible parking provisions are included within the calculations pursuant this, Table 2.					

Table 2. Residential Car Parking Rates

3.2.2 Bicycle Parking Rates

- Bicycle parking is to be provided in all new residential developments (except new development comprising aged housing, housing for people with disabilities and dwelling houses); all new commercial, retail and industrial developments; and, all community, educational, health and recreational facilities. Refer to the rates shown in Table 3.
- Where bicycle parking is to be provided within a car parking area, care is to be taken to ensure that adequate sight lines are provided to maximise safety.
- Areas for bicycle parking will not be included as part of gross floor area or gross leasable area (GLA) for the purpose of calculating car parking provision.

3.2.3 Car Parking - Other Land Uses

Carparking spaces are to be provided for other land uses at the rates shown in Table 4.

Use	Rate	Conditions
Ground floor dwellings	Resident 0.25 per dwelling Visitor 0.25 per dwelling	<u>Resident bicycle parking</u> : is to be provided by way of a secure, lockable area or bike locker, at ground or car park level.
Other dwellings	Resident 1.00 per dwelling Visitor 0.25 per dwelling	<u>Visitor bicycle parking</u> : is to be provided by way of bicycle racks and located in convenient locations, be clearly visible and accessible to pedestrian entries so as to encourage their use.
Commercial, retail & industrial	1 per 10 car parking spaces	<u>Bicycle parking</u> : is to be provided by way of either secure lockable area(s), bike lockers or bicycle racks, located within the ground floor foyer or adjacent to any forecourt, or within the car parking area. One-wheel racks are not acceptable.
Community, educational & recreational facilities	1 per 10 car parking spaces	

Table 3. Bicycle parking rates.

Auditoria, cinemas, places of assembly, theatres	1 per 5 seats
Backpackers hostel	1 per 10 guests or 1 per 4 bedrooms (maximum)
Café, restaurant, take-Away	1 per 50m ² GLA
Car repair & service stations	6 per work bay plus 1 per 20m ² GFA of convenience store
Car tyre retailers	3 per 100m ² GFA OR 3 per work bay (whichever is greater)
Catering & reception facilities (not elsewhere described)	1 per 10m ² GFA
Child care centres, kindergartens, pre-school centres	1 per 4 employees plus 1 per 8 children for drop-off/pick-up facility
Convalescent hospitals, nursing homes	1 per 10 beds plus 1 per 2 employees or 1 per 8 beds whichever is the greater
Discos, nightclubs, licensed bars, reception centres, club, hotel & tavern bar areas	1 per 10 persons as endorsed as the maximum number on the subject liquor license
Drive-in liquor stores	1 per 8m ² GFA including queuing lane spaces
Drive-in restaurants & take-away food stores	1 per 8m ² GFA plus 1 per 6 seats
Educational facility	1 car space per 50 students in year 12, 1 space per 4 employees and 1 space per 20 Tertiary students
Hospitals	1 per 4 beds
Industrial uses	1 per 100m ² GFA

Table 4. Car Parking Rates – Other uses.

Local places of public worship	1 per 20 seats
Regional places of public worship	1 per 10 seats or 1 per 10m ² GFA if no permanent seating provided
Motor showrooms	1.5 per 200m ² GFA plus 6.0 per work bay
Offices, commercial premises & professional consulting rooms	1 per 60m ² GFA
Residential hotels, guesthouses, serviced apartments & motels	1 per 4 guest rooms
Shops / Retail	1 per 30m ² GLA
Veterinary hospitals	1 per 22.5m ² GFA
Warehouses	1 per 300m ² GFA

Table 4 (cont.). Car Parking Rates – Other uses.

3.3 Development within Bondi Junction Commercial Centre

The Bondi Junction Commercial Centre (situated within Zone A Parking Provision) has high accessibility to public transport and services. It also comprises high density development and is prone to traffic congestion. Therefore, reduced car parking provision rates apply to certain development. Notwithstanding Table 4, car parking spaces in the Bondi Junction Commercial Centre are to be provided at the rate shown in Table 5.

Land Use Type	Car Parking Spaces
Auditoria, Cinemas, Places of Assembly, Theatres	1 per 20 seats
Offices, commercial premises & professional consulting rooms	1 per 100m ² GFA
Restaurants	1 per 50m ² GLA or (if hours of operation are outside usual business hours – 0 for an initial 100m ² GLA plus 1 per 50m ² GLA)
Shops/Retail	1 per 60m ² GLA

Table 5. Car Parking Rates - Bondi Junction Commercial Centre.

3.4 Pedestrian dominated streets in Bondi Junction Commercial Centre

Council may also require on-site parking provision be reduced for development fronting "pedestrian-dominated" streets in the Bondi Junction commercial centre, as shown in the area marked in Figure 3. The exact reduction in on-site parking provision will be determined by Council on a case-by-case basis.

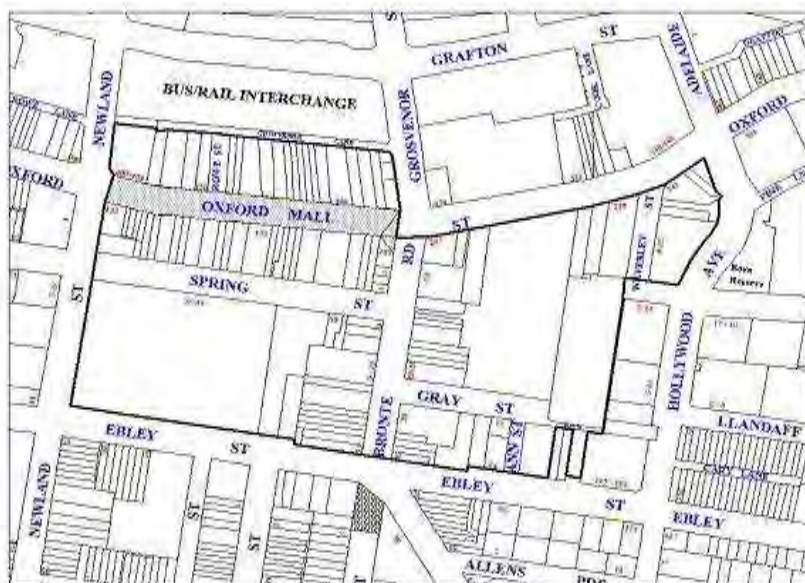


Figure 3. Land subject to Clause 3.4.

3.5 Development within Charing Cross

This Section refers to all land to which Part H2 Charing Cross Conservation Area applies. Council will consider the provision of reduced rates of car parking, to meet the objective of encouraging walking, cycling and use of public transport. The exact reduction will be determined on a case by case basis.

3.6 Affordable Housing Parking Provisions

Council seeks to encourage the provision of affordable rental housing in Waverley LGA. To achieve this, Council may enter into Voluntary Planning Agreements (VPA) with applicants to acquire and secure units pursuant to the Waverley Affordable Housing Program Policy 2007 (WAHPP 2007) and Voluntary Planning Agreements Policy 2007 (VPAP 2007). Affordable Housing proposed within a given development is to be facilitated by parking on a rate equivalent to the units throughout the property. Refer to Part D2 – Multi-Unit Housing for more information.

3.7 Mixed Use Developments

3.7.1 Justification for Reduction of Car Parking Requirements

A reduction in the number of car parking spaces provided for a mixed use development may be permitted by Council where an applicant is able to provide evidence where a development has varying parking demand for each use.

3.7.2 Information Required by Council

In order to assess whether a reduction in car parking provision under Clause 3.7.1 is justified, Council requires the following survey data of existing, comparable developments for each use within the development:

- (a) maximum utilisation of available parking;
- (b) time of peak demand;
- (c) proportion of people using other facilities on-site;
- (d) proportion of people arriving by car and public transport;
- (e) average car occupancy for vehicles accessing the site/use; and
- (f) the hours of operation for each use.

3.8 Accessible Parking

- (a) Accessible Parking spaces are to be provided at the following rate:
 - (i) Multi Unit development – 1 per 10 dwellings with at least 1 accessible visitor space for all developments comprising 8 or more dwellings.
 - (ii) Commercial/ retail development – 10% of total car spaces.
- (b) Parking for people with disabilities is to be provided in accordance with Appendix C of AS 2890.1 Parking Facilities - Off-street car parking, or if superseded, by the current Australian Standard relating to off-street parking for people with disabilities.
- (c) Parking spaces for people with disabilities are to be located as close as possible to the subject premises and be signposted using standard signage. A continuous accessible path of travel must be provided from each accessible parking space to the closest accessible public entrance or wheelchair accessible lift. The design for drainage should identify any accessible path of travel and if unavoidable, pits should be grated for smooth passage of wheels, walking frames, walking sticks and the like.

Note: Australian Standard AS1428 Design for access and mobility provides technical details to ensure a continuous accessible path of travel for people with disabilities and should be referred to.

- (d) The location of accessible parking is to be indicated on DA plans.

3.9 Assessment of Parking Provisions

3.9.1 Calculation of Number of Spaces

- (a) When calculating the provision of car parking spaces, bicycle parking spaces or loading facilities, the following method is to be applied:
 - (i) the number of spaces for each use on the site is to be calculated separately and to two decimal places;
 - (ii) the number of spaces for each use is to be totalled; and
 - (iii) the total number of facilities or spaces to be provided is to be rounded to the nearest whole number, i.e. 2.15 spaces equals a requirement for 2 spaces and 2.50 spaces equals a requirement for 3 spaces.

3.9.2 Change of Use

Where a DA involves a change of use, the parking rate for the new use is to be calculated as the difference between the parking rates required for both the present and proposed uses (under this Part).

3.9.3 Alterations and Additions

- (a) Where a DA involves alterations and additions to an existing building without a change of use, the increase in car parking provision is to be calculated on the basis of the net increase in gross floor area, number of bedrooms or dwellings, or other appropriate requirements under this Part for that use.
- (b) Council reserves the right to require the parking provision rate based on the total requirement for the use if, in its opinion, the development application involves a re-construction of the building.
- (c) Where a DA involves alterations and additions to an existing building without a change of use, Table 3 shall be used to determine the new bicycle parking provision, to be calculated at the rate for the entire premises.

3.10 Excess Parking

Carparking, provided in excess of that required under this Part, is to be considered part of the gross floor area of a development (for the purposes of calculating the floor space ratio of that development).

3.11 Variations of Standards

- (a) Council may waive or reduce any car parking standard contained within this section if Council considers that such a variation will permit a better planning solution to development of the subject site.
- (b) Council reserves the right to require a greater provision of bicycle parking than indicated in Table 3, where in Council's opinion, the particular nature of the development will generate an increased demand for bicycle parking.

3.12 Residential Parking Schemes

Residential Parking Schemes operate in a number of areas within the Waverley LGA. No parking permits will be issued to residents of developments that have been designed and approved by Council in accordance with this Part.

3.13 Traffic Generating Development

- (a) Certain DA's are required to be referred to the Traffic Authority of NSW under the provisions of State Environmental Planning Policy (Infrastructure) 2007. Reference should be made to the SEPP to establish whether a development is required to be referred to a Regional or Local Traffic Committee. Additional uses that may be referred to either the Regional or Local Traffic

Committees are as follows:

- Motels
- Shopping centre
- Convenience store
- Car tyre retail outlets
- Restaurants
- Truck stops
- Factories
- Warehouses
- Video stores
- Bulky goods stores
- Child care centres
- Gymnasiums
- Markets
- Professional consulting rooms
- TAB
- Extended hours medical centres

- (b) Where a DA involves the addition or alteration of a use and the increase in traffic generation is greater than 10%, the car parking component together with the traffic impacts are to be examined as a whole (incorporating the original development) and referred to either the Regional or Local Traffic Committees.

4.0 PROVISION OF LOADING FACILITIES

Loading facilities are to be provided for the uses shown in Table 6.

USE	RATE
Car tyre retailers	1 per 800m ² GFA
Catering & reception facilities	1 per 400m ² GFA
Department stores	1 per 1500m ² up to 6000m ² plus 1 per 3000m ² thereafter
Drive-in liquor stores	1 per 400m ² GFA
Drive-in take-away food stores	1 per 400m ² GFA
Industrial uses	1 per 800m ² GFA
Licensed bars, clubs, hotels & taverns (with a GFA greater than 100m ²)	1 per 1000m ² GFA
Mortuary chapels	1 per site
Motor showrooms	1 per 800m ² GFA
Offices, commercial premises & professional consulting rooms (with a GFA greater than 400m ²)	1 per 4000m ² up to 20,000m ² plus 1 per 8000m ² thereafter
Residential flat buildings (with more than 25 dwellings)	1 per 50 dwellings
Restaurants (with a GFA greater than 100m ²)	1 per 400m ² GFA
Shops (including supermarkets) (with a GFA greater than 100m ²)	1 per 400m ² GFA up to 2000m ² plus 1 per 1000m ² thereafter
Warehouses	1 per 800m ² GFA
Other uses	As may be required by Council

Table 6. Loading Facilities.

The LGA has older established areas, which were designed and built before the widespread use of cars. The retrospective provision of off-street car parking has caused significant impacts on streetscapes and has impacted upon the amenity of pedestrians and cyclists.

5.0 URBAN DESIGN, STREETSCAPE AND HERITAGE CONSERVATION

5.1 Design considerations

The design of new developments should ensure that:

- Pedestrian and cyclist amenity on streets is maintained or improved.

- Existing on-street parking supply is protected by minimising impacts of additional vehicular kerb crossings.
- The continuity of streetscapes, streetscape elements and landscaping is maintained.
- Car parking bays, garages, etc and vehicular access do not dominate the streetscape.
- Heritage conservation areas are protected.
- Site layout, landscape design, deep soil zone provision and drainage are not detrimentally affected through the provision of on-site car parking.

5.2 Design of parking and access

- (a) All car accommodation is to be located behind the front building line.
- (b) No part of a building is to be altered or demolished to primarily provide car parking except where topography or appropriate building design allows.
- (c) Parking facilities in commercial areas should be sited and designed to minimise their visual impact on the continuity and amenity of a street frontage.
- (d) The external appearance of any parking or loading structure or area is to be of a high standard and finish when viewed from the street. Landscaping is to be used to soften the impact of such structures/areas.
- (e) Open driveways and parking spaces in residential flat developments are to be of exposed aggregate, grasscrete or other quality finish.
- (f) Parking and driveways areas in a dwelling house development are to be paved using only pervious material to reduce the run-off of stormwater.
- (g) Entry gates and structures for car accommodation are to be of an open design to allow for improved security by way of street surveillance. An open design will also reduce any impact on the streetscape.

5.3 New vehicle crossings

- (a) Vehicular crossings for dwelling houses are to be of single vehicle width only.
- (b) Where there is no car parking on an original lot and off-street parking is not characteristic, vehicular access from the street is not permitted.
- (c) Vehicular crossings should be provided from rear lanes where possible.
- (d) No vehicular crossings or off-street parking (other than from rear lanes) are permitted in heritage conservation areas where there will be an adverse impact on streetscape continuity, the character of the built form or landscape setting.

- (e) Properties which have two street frontages, are only permitted to have one vehicular crossing.
- (f) Where possible, vehicular crossings should be shared with neighbouring properties.
- (g) New vehicular crossings must be constructed from permeable material or wheel strips.

5.4 Landscaping

- (a) Open car parking areas are to be landscaped to:
 - (i) ensure that 50% of their area will be shaded; and
 - (ii) to improve their appearance.
- (b) Open car parking or loading areas are to be adequately landscaped to screen them from view of the street and other public areas where possible.
- (c) A landscape strip of between 1.5 metres and 3.0 metres is to be provided for open car parking areas along the street frontage. A greater landscaped strip may be required to screen multi-level car parks.
- (d) Landscaping strips are to be established and maintained with appropriate planting. The location of landscape strip, as well as a detailed landscaping plan will be required to be submitted when lodging a DA.

6.0 DESIGN GUIDELINES FOR PARKING AND LOADING FACILITIES

6.1 Adoption of Australian Standards

The design of parking and loading facilities is to be in accordance with all the relevant Australian Standards pursuant to the Building Code of Australia (BCA).

6.2 Accessible Parking

Council seeks to ensure that all new and refurbished buildings provide access for people with disabilities as required by the Federal Government's *Disability Discrimination Act (DDA 1992)* 1992. Council also seeks to promote recognition and acceptance within the community of the principle that persons with disability have the same rights of access as the rest of the community.

The design of car parking for people with disabilities is to be in accordance with AS 2890.1 Parking Facilities – Off-street Carparking, or if superseded, by the most current Australian Standard relating to off-street parking for people with disabilities.

6.3 Parking Spaces for Small Cars and Motorcycles

- (a) For developments requiring more than 50 car parking spaces, a maximum of 2% of the required parking spaces may be

specified as "small car spaces", with a minimum length of 5 metres. Such spaces are to be indicated on the plans submitted and clearly indicated when completed.

- (b) For developments requiring more than 20 car parking spaces, separate car parking spaces for motorcycles must be provided. These spaces can be provided in excess of the stipulated requirements or in lieu of a maximum of 1% of required car parking spaces. These spaces are to be indicated on the plans submitted, and clearly signed for motorcycle use only when completed.

6.4 Design and Layout of Parking Facilities

6.4.1 Siting and Location

- (a) On-site parking for visitors/customers is to be located so that it is convenient and accessible to users: that is, within a reasonable distance of access to the premises it serves. This applies especially to bicycle parking.
- (b) Consideration may be given to the provision of parking facilities on another adjacent parcel of land if the applicant can provide a secure guarantee that such parking will be available at all times during the currency of the development.

6.4.2 General Layout

- (a) Parking areas are to be designed to expedite vehicle circulation by adopting a simple layout, thereby minimising congestion points and reducing any potential conflict in vehicular movements.
- (b) Car park design should ensure that all vehicles enter and leave the site in a forward direction.
- (c) Within larger, short-term parking areas, a one-way circulation pattern is to be adopted. Where bicycle parking is to be provided within a parking area, it should be located as near as possible to the pedestrian access areas. Adequate sight lines are to be provided to ensure bicycle safety.

6.4.3 Pedestrian/Bicycle Circulation and Safety

Location of parking spaces is not to obstruct pedestrian and bicycle access to the premises or major pedestrian and cycling routes. Within parking areas of larger than 10 carspaces, segregated routes for main pedestrian and bicycle movements must be created making use of line marking, pedestrian crossings, signage and where appropriate speed humps.

Exit points of parking areas of larger than 10 carspaces require the following safety devices installed within the boundary of the property:

- (a) Two stop signs.
- (b) A white, unbroken line at the exit point appropriate to accompany stop signs.

- (c) Two fish eye mirrors to improve sighting of pedestrians traversing the public footpath area.
- (d) Either a boom gate or a speed hump within 8 metres of the exit point.
- (e) Speed limit of 5 km per hour to be enforced within the carpark; which should be clearly sign posted.

All these devices will be installed within the boundary of the property and not on public land, footpath or road areas.

6.4.4 Speed Humps

- (a) Where it is considered necessary to provide speed humps to regulate vehicle speeds, these must be of the approved design. In this regard, the applicant is to confer with Council's Manager Technical Services. Speed humps are to be adequately signposted using standard signage.
- (b) Locations of speed humps are to be shown on application plans.

6.4.5 Line marking and Signposting

- (a) All parking spaces are to be clearly line-marked and signposted. This includes customer, visitor or bicycle parking.
- (b) Where a one-way circulation pattern is adopted, direction of flow is to be indicated by signposting and arrow markings on the surface of aisles and driveways. Segregated entries and exits are to be signposted.
- (c) In large parking areas, means of egress are to be indicated by directional signs.
- (d) The use and location of signs is to be shown on application plans.
- (e) Loading areas are to be situated so that, when in use, they do not interfere with pedestrian, bicycle or vehicular circulation on the site or at the site interface with the streetscape. Separate access and circulation lanes for large vehicles should be provided if the site is to be serviced by such vehicles.
- (f) For other vehicle types, it will be necessary for the applicant to justify bay sizes in terms of the dimensions of the vehicles.
- (g) All necessary segregated routes for main pedestrian and bicycle movements will be clearly line-marked and sign posted and indicated on plans submitted.

6.5 Use of Templates

The templates provided in the Australian Standards indicate the paths swept by manoeuvring vehicles and may be used by applicants to design access to parking and loading facilities. A minimum clearance of 300mm between the swept path and any building and obstruction is to be maintained.

6.6 Gradients

Gradients of all manoeuvring areas, aisles, parking spaces and loading bays are to comply with the relevant Australian Standards.

6.7 Drainage, Light, Ventilation

- (a) All parking areas are to ensure adequate drainage of surface water into Council's stormwater system to prevent flooding of adjoining properties or public footpaths. The applicant is to refer to Part G4 – Water Management.
- (b) Where a parking area is excavated, provisions are to be made for the drainage of runoff and seepage in accordance with Part G4 – Water Management.
- (c) Covered or enclosed parking areas are to have adequate provision for lighting and ventilation, preferably by natural means. Council may require the provision of artificial lighting and mechanical ventilation where necessary.

6.8 Access to Residential Allotments

Where an allotment is subdivided to create a "battleaxe" shaped allotment, the access "handle" is to have a minimum width of 3.5 metres.

6.9 Stacked Car Parking

6.9.1 General

Stacked parking spaces are to comply with the dimensions for individual spaces.

6.9.2 Horizontally Stacked

Horizontally stacked parking is only permitted for residential development and in addition to the parking requirements indicated in Clauses 3.2, 3.4 and 3.6. Stacked pairs of car spaces are to be allocated to the same dwelling and are not acceptable for visitor parking.

6.9.3 Vertically Stacked

Vertically stacked parking is only permitted where site constraints (such as horizontal dimensions or vertical relief) prevent full provision of conventional parking.

6.10 Allocation of Car Parking Spaces

6.10.1 Residential Development

Under strata title, parking spaces are to be included either as a part lot associated with a particular dwelling or as common property. Lots that are comprised solely of parking spaces are not permitted.

6.10.2 Non-residential Strata-Titled Development

Under strata title, parking spaces are to be included as either common property or as a part lot. Lots that comprised solely of parking spaces are not permitted.

7.0 Community Crime Prevention

Carparks, in particular multi-storey and underground car parks, are places where many people feel especially vulnerable. Whether designing a carpark for a commercial centre or large housing development, attention needs to be given to perceived and active

safety. This section provides performance criteria for ground level, multi-storey or underground car parks and applies to car parking generally, both public and private.

7.1 General Controls

- (a) Parking areas should be well lit and visible to allow for casual surveillance from the development. Similarly, pedestrian entry and exit points should have a high level of illumination.
- (b) Areas that can potentially allow for the concealment of people within parking facilities (for instance blind or dark areas) should be avoided and resolved at the design phase.
- (c) Residential components of a parking facility within a mixed development should have a secure separation from parking allocated to other uses and from publicly accessible and common areas.

7.2 Underground/Multi Storey Car Parks

a) Car Park Layout

The aim of these controls is to ensure the configuration of the car park is designed to facilitate ease of access and to enhance safety for all users of the site.

Performance criteria	Design Suggestions/ Requirements
The car park should be designed to allow people easy identification of their vehicles.	Non residential car parking should be divided into sections/groups of cars, each visually distinguishable from the other e.g. through different colours, visual themes or physical separation to help people relocate their cars quickly.
Car parks should be designed to allow quick and easy access to pedestrian entry/exit points.	Access to the liftwell, stairwell or directions to these points should be clearly visible from every car parking space. Location signs for pedestrians and drivers should be large and legible with strong colours, standard symbols and simple graphics. Unauthorised pedestrian access should be restricted (most theft from cars is undertaken by people who enter the car park on foot).
Car parks should be designed to minimise the number of entry/exit points.	Entry/exit points at ground level should be located to maximise opportunities for casual surveillance from a car park operator or "active" uses at ground level e.g. shops, cafes.

Performance criteria	Design Suggestions/ Requirements
	Where possible, exit from the car park should be via controlled/supervised boom gates.
Car parks should be designed to maximise opportunities for casual surveillance.	Facilities such as telephones and bicycle storage should be in the most prominent and visible areas possible.
	<p>Facilities such as telephones and bicycle storage should be in the most prominent and visible areas possible.</p> <p>Parking spaces for more vulnerable user groups such as disabled people should be located in highly visible locations.</p> <p>If seating is installed, ensure it does not encourage loitering, such as near toilets and that it is placed in highly visible locations e.g. near pedestrian entry/exit points.</p> <p>Consider the incorporation of uses within the car park which allow for casual surveillance such as car wash services.</p>

b) Lighting

The aim of these controls is to ensure safety and perceptions of safety through appropriate and adequate lighting.

Performance criteria	Design Suggestions/ Requirements
The location and type of lighting promotes user safety.	<p>*Lighting throughout the car park must conform to Australian Standard (AS) 2890.1 Parking Facilities – Off Street Car Parking and AS1680.2 Interior Lighting – Circulation Spaces and Other General Areas as a minimum standard.</p> <p>Avoid lighting which produces areas of glare and shadow. Lighting should have a wide beam of illumination which reaches to the next light or the perimeter of the site.</p> <p>Lighting intensity at the entrance to an underground or covered multi storey car park should be graded (from brightest at the entrance) to allow for gradual adjustment of driver/pedestrian vision as per Australian standard.</p>

Performance criteria	Design Suggestions/ Requirements
	All lighting should be vandal resistant.
Ensure lighting is of an adequate brightness.	Lighting should be sufficiently bright to enable a car park user to see into the rear seat of a parked car before they enter the car.
Ensure adequate lighting of access ways/facilities.	Pedestrian access ways to, from and around the car park should be well lit as should toilets, telephones etc.
Ensure materials used enhance lighting of the car park.	The ceilings and walls of the car park and associated access routes should be painted in light colours.

c) Security

The aim of these controls is to ensure appropriate security measures are employed in underground/multi-storey car parks.

Performance criteria	Design Suggestions/ Requirements
Car parks should be designed and managed to reduce the opportunity and /or incentive for vandalism and illegal access and employ an appropriate range of security measures.	<p>A help point or information of where to obtain help should be located on each car parking level as a minimum.</p> <p>Convex mirror should be used where there are blind corners to allow users to see ahead.</p> <p>Where appropriate security officers/CCTV should be used.</p> <p>Routine patrols of car parks by security staff are recommended in public car parks.</p> <p>Consideration should be given to the provision of an escort service to assist customers to their cars at night.</p> <p>Consider the installation of roller security grilles to individual parking spaces in car parks serving residential developments.</p> <p>Provide signs at the car park entrance advising users to lock their cars and informing them of the security systems in place.</p> <p>Where exits are closed after hours, ensure this information is conveyed at the car park entrance.</p> <p>Ensure the speedy repair or cleaning of damaged or vandalised property as a deterrent to further damage.</p>

Details of all security measures to be used should be outlined in the Statement of Environmental Effects accompanying the development application.

7.3 Ground Level Car Parks

a) Car Park Layout

The aim of these controls is to ensure the design of the car park reduces opportunities for crime to property and persons, facilitates ease of access, and enhances safety for all users of the site.

Performance criteria	Design Suggestions/ Requirements
Ensure car parks are designed to promote the safety of all users.	<p>Large expanses of car parking should be avoided where possible. Large car parks should be divided into sections/groups of cars, each visually distinguishable from the other. Where possible, these sections should be able to be opened and closed separately according to need. This enhances supervision capacity and minimises opportunities for crime.</p> <p>If large expanses of parking cannot be avoided, effective surveillance should be provided.</p> <p>Signs should be provided at the car park entrance advising users to lock their cars.</p>
Entrances and exits both for cars and pedestrians should be clearly signposted.	Signs should be clearly visible from all parking spaces by day and night. Identification signs should be provided in large car parks to enable drivers to easily locate their cars.
A clear delineation should be made between private and public space.	Use landscaping, changes in materials, street furniture etc to distinguish between areas.
The design of the car park should maximise opportunities for casual surveillance.	<p>Where possible, car parks should be overlooked by windows from adjacent uses, e.g. dwellings, shop.</p> <p>Carparks should be located to permit maximum opportunities for surveillance by passersby.</p> <p>Facilities such as telephones, bicycle storage and spaces designated for specific user groups should be located in the most visible areas possible.</p>
<p>Ensure sightlines throughout the parking area are unobscured.</p> <p>Ensure landscaping does not provide opportunities for concealment.</p>	<p>Avoid vegetation with concentrated top to bottom foliage. Low ground cover or high canopied vegetation is preferable.</p> <p>Keep vegetation pruned to maintain sight lines.</p>

Landscape plans should be submitted with an application for a car park or a development containing a car park if landscaping is proposed.

b) Lighting

The aim of these controls is to enhance safety and perceptions of safety through adequate and appropriate lighting.

Performance criteria	Design Suggestions/ Requirements
Ensure the location and type of lighting promotes user safety.	<p>*Lighting throughout the car park should conform to Australian Standard (AS) 2890.1 Parking Facilities – Off Street Car Parking and AS1158.1 Lighting for Roads and Public Spaces – Vehicular Traffic at the minimum.</p> <p>Lighting should have a wide beam of illumination which reaches to the beam of the next light or the perimeter of the site.</p> <p>Avoid lighting which produces areas of glare and shadow.</p> <p>All lighting must be vandal resistant.</p>
Ensure lighting on the site is of adequate brightness.	<p>Lighting should be sufficiently bright to enable a car park user to see into the rear seat of a parked car before they enter the car.</p> <p>Links between the car park and the development it is intended to serve should be well lit.</p> <p>Lighting should be on at all hours after dark while the car park is accessible or operate on a sensor system.</p>

Details of all lighting must be submitted with an application for a car park or development containing a car park i.e. details of location, type and intensity.

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Definitions

Definitions

A-Board (or sandwich board) means a two sided structure generally located on the footpath outside a shop or arcade to advertise a particular shop or product.

Accredited Certifier means a suitably qualified person who has gained accreditation from an accreditation body to issue complying development, construction, occupation and subdivision certificates.

The Act means the *Environmental Planning and Assessment Act 1979*.

Active Solar Energy Systems are systems, which combine the sun's energy with local climatic conditions to achieve thermal, comfort inside buildings with the use of mechanical devices.

Adjoining Land means land, which abuts an application site or is separated from it only by a pathway, driveway, laneway, roadway or similar thoroughfare.

Advertised Development means development, other than designated development, that is identified as advertised development by the regulations, an environmental planning instrument or a development control plan.

Advertisement means a sign, notice, device or representation in the nature of an advertisement visible from any public place or public reserve or from any navigable water.

Advertisement within a Site means an advertisement, which is not visible from outside the site on which it is displayed. Such an advertisement must not be displayed on a heritage item or on a site in a heritage conservation area.

Advertising Structure means any device whether freestanding or attached to any building or works, which is designed principally for the purpose of displaying an advertisement, and includes an awning sign, fin sign, roof sign, projecting wall sign, pole or pylon sign, flashing, flood lit or moving sign, or advertising panel, but does not include a flush wall sign or awning fascia sign.

Average Recurrence Interval (ARI) is the average time interval (expressed in years or fraction of years) between recurrences of a rainfall event of a given intensity and duration.

Aerial means part of a radio or television system attached to the outer wall of a building or to the roof alignment that radiates or receives electromagnetic energy into or from free space.

Affected Person means a person, organisation, company or the like:

- (a) Who owns or occupies land that adjoins an application site;
- (b) Who, in the opinion of the authorised Council officer, may be detrimentally affected by the use of an application site or the erection of a building or carrying out of works on an application site; or
- (c) Who occupies a building (including but not limited to a boarding house or an individual unit within a residential flat building) that is the subject of a development application.

Affordable Housing refer to Waverley Local Environmental Plan 1996.

Air-Conditioning / Mechanical Ventilation means a structure attached to a building that allows the furnishing of air.

Alteration and Addition means any alteration or addition requiring a development application.

Ancillary Building means a building that is not part of the dwelling house and is not a garage or carport and is not a laneway development

Ancillary Development means development such as landscaping, gardening, paving or the erection of minor structures including fountains that is ordinarily incidental or ancillary either to a use allowed by a development consent or to a lawful existing use (as defined in Section 106 of the *Environmental Planning and Assessment Act 1979*).

Applicant refers to the person(s) making a development application to Council.

Application Site means the land to which the development application applies.

Attached Dual Occupancy means a dual occupancy where one dwelling is physically connected to another dwelling and where:

- the two dwellings comprise a single building, and
- the two dwellings are connected by a substantial wall separating habitable rooms such as lounge rooms, dining rooms, bedrooms or kitchens, or by the floor of one dwelling and the ceiling of the other.

A dual occupancy is not attached if the only physical connection between them is a veranda, pergola, balcony, breezeway, garage or carport.

Australian Standard (AS) means structural, technical and building requirements prepared by the Standards Australia Committee and approved by the Council of Australian Standards.

Authorised Council Officer(s) means the Council officer(s) who are responsible for the processing, assessment and determination of an application.

Aviaries mean an enclosure in which birds other than poultry or pigeons are kept.

Awning means a roof like structure that protrudes from the wall of a building, either over a window or doorway.

Awning Fascia Sign is a painted or adhered sign positioned on the fascia or return end of an awning.

Base Flows are flows that occur during dry weather conditions.

Bed and Breakfast Establishment refer to Waverley Local Environmental Plan 1996.

Best Management Practice means the design of a stormwater treatment measure in accordance with most current best practice guidelines.

Blackwater is wastewater generated from toilets.

Boarding House refer to Waverley Local Environmental Plan 1996.

Body Corporate means an owners corporation constituted under Section 11 of the *Strata Schemes Management Act 1996*.

Brothel means premises used for the purpose of prostitution but does not include premises, which could otherwise constitute a home occupation. Premises other than premises, which constitute a home occupation, may constitute a brothel even though used by only one prostitute for the purposes of prostitution.

Building means part of a building and any structure or part of a structure.

Building height (or height of building) means the vertical distance between ground level (existing) at any point to highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Bushfire Hazard Reduction means the reduction or modification (by controlled

burning or by mechanical, chemical or manual means) undertaken by the NSW Fire Brigade of material that constitutes a bush fire hazard.

Business Identification Sign means being an advertisement that displays information relating to the place or premises to which it is fixed.

Café (See definition for **Restaurant**).

Canopy means an overhanging protection or shelter usually found over a window or door.

Carrier means a telecommunication carrier.

Centre Based Child Care Service means any service (such as a service of the kind provided at a long day care centre, a pre-school centre, an occasional care centre, a children's neighbourhood centre or a multi-purpose child care centre) that is provided at a fixed premises, other than the home of the licensee by a person:

- For the purpose of education, minding or caring for (but without providing residential care) for four (4) or more children (disregarding any children who are related to the person providing the service); and who are under the age of six years and who do not attend school; and
- For fee, gain or reward,

but does not include:

- a care giving service that is provided by a registered care giver within the meaning of the *Children and Young Persons (Care and Protection) Act 1998*; or
- a home-based child care service that is provided by a licensed care giver within the meaning of the *Children and Young Persons (Care and Protection) Act 1998*; or
- a mobile child care service that is provided by a licensee within the meaning of the *Children and Young Persons (Care and Protection) Act 1998* (or as amended); or
- a baby-sitting, playgroup or child-minding service that is organised on an informal basis by the parents of the children involved.

Co-located Facilities are one or more telecommunication or radiocommunication facilities often owned by different carriers on or within an original facility or a public utility structure.

Collection Point is the usual (or agreed) point on the footpath/roadway, or on-site, where garbage and recyclables are loaded onto vehicles.

Commercial Premises means a building or place used as an office or for other business or commercial purposes.

Commercial Sign means an advertisement having maximum dimensions 1200mm x 600mm, and which identifies by description the place to which it is attached, and/or the person residing or carrying on an occupation therein.

Complying Development means development consent is required in the form of a Complying Development Certificate.

Compost Bin is a container to hold organic and biodegradable waste while it is being converted into soil conditioner, compost or humus by a biological decay process.

Consent Authority for the purpose of this DCP means Waverley Council.

Construction Certificate means a certificate referred to in Section 109c(1)(b) of the *Environmental Planning and Assessment Act 1979*.

Council means Waverley Council.

Critical Habitat means an area or areas of land comprising the habitat of an

endangered species, population or ecological community.

Cumulative Impact is the impact of radiation from various sources or the impact of radiation over time.

Dangerous Goods means substances which are classified as such under the *NSW Dangerous Goods Act 1975*.

Designated Development means development as specified under section 77A of the *Environmental Planning and Assessment Act 1979* to be development that is declared to be designated by an environmental planning instrument or regulation.

Detached Dual Occupancy means a development with 2 dwellings proposed to be located on the same allotment of land, where the dwellings are not attached dual occupancy.

Detention refers to the holding of stormwater for short time periods (refer to Retardation) aimed at reducing high flows. This reduces the peak flow of runoff, not the volume.

Detention Basin is a storage area used to temporarily store stormwater flows during a storm event in order to reduce the peak flow. No water is permanently stored in a Detention Basin but is released to the stormwater system following the peak flow event.

Dual Occupancy means 2 dwellings (whether attached or detached) on the same allotment.

Development means:

- the use of land, and
- the subdivision of land, and
- the erection of a building, and
- the carrying out of a work, and
- the demolition of a building or work, and
- any other act, matter or thing referred to in Section 26 of the *Environmental Planning and Assessment Act 1979* that is controlled by an environmental planning instrument

but does not include any development of a class or description prescribed by the *Environmental Planning and Assessment Regulations 2000* for the purposes of this definition.

Development Application (DA) means an application for consent under Section 4 of the *Environmental Planning and Assessment Act 1979*, to carry out development but does not include an application for a complying development certificate.

Dwelling means a building containing only one dwelling.

Ecologically Sustainable Development (ESD) is development which 'uses, conserves and enhances the community's resources so that ecological processes on which life depends are maintained and the total quality of life, now and in the future, can be increased' (National Strategy for Ecologically Sustainable Development).

Electro-Magnetic Radiation (EMR) is the radiation in the microwave and radiofrequency band of the electromagnetic spectrum.

EP& A Act 1979 and **EP & AA 1979** is the *Environmental Planning and Assessment Act 1979*.

Exempt Development is development that does not require development consent and is of minor environmental impact.

External Wall Height is the height measured vertically from natural ground level

to the outer face of any wall at the base of the parapet, or at the point at which it joins the roof form.

Fascia Sign is a sign painted or positioned on the fascia or return end of the awning.

Fill means the depositing of soil, rock or other similar extractive material obtained from the same or another site, but does not include:

- the depositing of topsoil or feature rock imported to the site that is intended for use in garden landscaping, turf or garden bed establishment or top dressing of lawns and that does not significantly alter the shape, natural form or drainage of the land, or
- a waste disposal landfill operation.

Fin Sign is an advertising structure attached to a flat roofed building (such as a service station driveway canopy), generally positioned at right angles to street frontage.

Floor Space Ratio (FSR) is the ratio of the gross floor area of the building to the total area of the site on which the building is located or proposed to be located.

Flush Wall Sign means a sign attached or painted onto the wall of a building.

Food Waste is any food waste such as vegetables, cereals, bones, meats and fish and fatty and oily sludges such as de-watered grease trap wastes.

Freeboard means a margin of safety applied to calculations that estimate the water surface during a storm event. The freeboard accounts for the inaccuracies in calculation methods.

Garbage is any solid or inert materials generated by development and land-use activities (including domestic activities) that are discarded, rejected, unwanted, surplus or abandoned, that remains after the separation of compostable, re-useable and recyclable materials.

Garbage Chute is a duct in which deposited material descends from one level to another within the building, due to gravity.

Green Waste is a vegetative material, such as grass, plants, leaves, branches, shrub and tree loppings.

Grey Water is wastewater generated from hand basins, showers, laundries and kitchens.

Gross Floor Area (GFA) (Dwelling-House, Dual Occupancy, Class 1b Buildings e.g., Boarding Houses, Backpacker Accommodation, Bed and Breakfast) means the total floor area of the building measured from the outside of the external walls or the centre of a common wall, but does not include:

- columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall; and
- car parking including internal access to this car parking, and storage to a combined maximum of 30 square metres.

Gross Floor Area (GFA) (Multi-Unit Housing and Class 3 Buildings eg, Boarding Houses and Backpacker Accommodation) means the sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosing walls as measured at a height of 1400mm above each floor level excluding:

- (1) columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall;
- (2) lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
- (3) car parking needed to meet any requirements of the Council and any internal access thereto; and

- (4) space for the loading and unloading of goods.

Gross Leasable Area (GLA) means the sum of the areas at each floor of a building, where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage areas.

Ground Area is the total lot area minus roof area.

Groundwater is water contained within the voids and spaces in rocks or soils.

Hazardous Material is potentially hazardous or toxic material(s) that contribute to the toxicity of residual waste. They include but are not limited to, asbestos, used batteries, waste oils, paints, solvents, cleaning and pool chemicals, pesticides, poisons and sharps such as syringes.

Hazardous Substances means a substance that:

- is listed in the *List of Designated Hazardous Substances*, (as listed on www.ascc.gov.au) or
- fits the criteria set out in the 'Approved Criteria for Classifying Hazardous Substances', as published by the National Occupational Health and Safety Commission.

Heritage Item refer to Waverley Local Environmental Plan 1996.

Heritage Conservation Area refer to Waverley Local Environmental Plan 1996.

High Flows means flows generated from rainfall events greater than the 1 in 5 year ARI storm event.

Home Based Child Care Service means a child care service:

- that is provided at the home of the licensee of the service for the purpose of educating, minding or caring for (but without providing residential care for) up to seven (7) children, under the age of 12 years, of which five have not started school, (disregarding any children who are related to the person providing the service); and
- that is provided for fee, gain or reward; and
- that is provided at the premises where the person providing the service resides;

but does not include:

- a care giving service that is provided by a registered care giver under the Family Day Care scheme within the meaning of the *Children and Young Persons (Care and Protection) Act 1998* (or as amended); or
- a centre based child care service that is provided at a centre within the meaning of the *Children and Young Persons (Care and Protection) Act 1998* (or as amended); or
- A mobile care service that is provided by a licensee within the meaning of the *Children and Young Persons (Care and Protection) Act 1998* (or as amended); or
- a babysitting, playgroup or child minding service that is organised on an informal basis by the parents of the children involved, for no fee, gain or reward; or
- a child minding service provided by a person for one or more children (disregarding any children who are related to the person) at premises where at least one of the children resides.

Home Occupation means an occupation carried on in a dwelling house or in a dwelling in a residential flat building by the permanent residents of the dwelling house or dwelling.

Horizontally Stacked Parking means where vehicles are parked one behind

the other, such that the second vehicle cannot leave its space independently.

Household Clean-Up is a twice-yearly collection service that Council provides for the removal of bulky unwanted items such as furniture and white goods.

Impervious means a surface that does not allow water to infiltrate into the ground, including roofs, roads, pavements, hard surfaced sports courts, any “sealed” areas and permanent water bodies such as swimming pools.

Infiltration is the downward movement of water from the surface to the subsoil.

Integrated Development is development that in addition to Council consent, requires a number of permits, licences and other approvals from public authorities as well as approval under the *Environmental Planning and Assessment Act 1979*.

Interallotment Drainage means common stormwater drainage system that serves one or more private properties.

Land includes any building or part of a building erected on the land.

Landscaped Area means that portion of the site that is designed or designated to be used for passive or active recreation, access ways or as a garden, but excludes driveways, swimming pools, spas, hard stand car spaces and open roofed areas.

Laneway Development means a building which fronts a rear lane and which is not a dwelling.

Liquid Waste is a non-hazardous liquid waste generated by commercial premises that is supposed to drain to the sewer or be collected for treatment by a liquid waste contractor (inc. grease trap waste).

Local Development is development that cannot be carried out without development consent.

Low Flows are flows generated from rainfall events less than the 1 in 5 year ARI storm event including frequent events.

Low Impact Facility is a facility that is exempted from state and council local planning under the *Telecommunications (Low-impact Facilities) Determination 1997*.

Major Alteration and Addition is an alteration or addition where the area of the building (being the subject of the application) equals or exceeds 50% of the floor area of the existing building when measured to the outside surface of the building walls. This includes areas of the existing building such as kitchens and bathrooms when these are included in the works within the application.

Major Stormwater System is a stormwater system used to convey flows in excess of the capacity of the minor system.

Microwave Antenna means a radio or television aerial attached to the outer wall of a building or on the roof alignment that enables the transmission of sound or microwaves.

Minor Alterations and Retrofits means any internal alterations and additions or external additions which does not increase the area of the existing building envelope.

Minor Stormwater System means a stormwater conveyance system comprising the land formation, pits and pipes, gutters, swales, grated trenches and other stormwater conveyance devices that are used to convey or retain stormwater in storm events up to the 20 year average recurrence interval storm event.

Mobile Garbage Bin (MGB) is a bin on wheels (‘wheely’ bin) with a lid supplied by Council.

Natural Ground Level means the existing ground level on the site prior to variation by way of excavation or filling, or that level accepted or determined by Council.

Neighbouring Land means any land, other than adjoining land, which in the opinion of the Authorised Council Officer, may be detrimentally affected by a development application (and may include properties in a neighbouring Local Council area).

Non Potable Water is water that is to be used for non drinking purposes such as toilet flushing, laundry use, garden watering, car washing, etc.

North Point relates to the orientation of a dwelling or part thereof. A reference to 'north' is a reference to true solar north and not magnetic or compass north.

Occupier in relation to a property means any person in lawful occupation of that property and includes a tenant or a boarding house resident.

On-site Detention (OSD) means detention of water on-site (refer to Detention).

On-site Retention (OSR) means retention of water on-site (refer to Retention).

Organic Waste is a biodegradable, compostable wastes of plant and animal origin, such as garden refuse and food wastes capable of being converted into soil conditioners, compost or humus by a biological decay process.

Outbuilding means an unattached building or structure that includes a bird aviary, cubby house and other play equipment, cabana, garden shed and greenhouse and the like.

Overland Flow Path is the path that stormwater may take if the piped or channelled stormwater system becomes blocked or its capacity exceeded. Overland flow paths provide a fail safe system to ensure that stormwater is not likely to cause flood damage.

Owner means:

- the person or persons who appear on Council's computer rates records to be the owner of the land at the date of notification;
- in the case of land that is the subject of a strata scheme under the *Strata Schemes (Freehold Development) Act 1973*, or a leasehold strata scheme under the *Strata Titles (Leasehold Development) Act 1986*, the body corporate and each strata unit owner in the case of land that is a community, precinct or neighbourhood parcel within the meaning of the *Community Land Development Act 1989*, the Association for the parcel and each individual owner within the scheme.

Painted Sign means a sign painted directly onto:

- (a) an awning fascia; and
- (b) a glass shopfront.

Parking Space means any garage, carport or carspace or court available for use by vehicle etc.

Passive Solar Energy Systems are systems which combine the sun's energy with local climate characteristics, to achieve thermal comfort inside buildings without the use of mechanical devices.

Peak Flows is the maximum instantaneous outflow from a catchment during a storm event.

Pergola means a structure that contains no walls.

Permeable Paving is paving materials that allow infiltration into the soil.

Permissible Site Discharge means the maximum discharge from the site during a 1 in 5 year ARI storm event under pre-development (existing) site

conditions.

Pervious means a surface that permits water to infiltrate into the ground.

Pitched Roof means a roof having a minimum pitch greater than 10 degrees and a maximum of 35 degrees.

Pole Sign is a sign having an area no greater than 3.4m², erected on a pole or pylon independent of any building or other structure. A pole sign is generally used in place of a building whose setback from the street alignment renders it unsuitable for advertising display purposes.

Potable Water is water that may be consumed.

Private Open Space means open space that is associated with a dwelling and does not comprise publicly accessible open space.

Professional Consulting Rooms means development as defined under Section 4 of the Interim Development Model Provisions – Reg 4.

Pump-out Systems is a system comprising pumps and pipes to convey stormwater from a stormwater sump or storage to a gravity draining stormwater system.

Radio-Communications Facility is a base station or radio-communications link, satellite-based facility or radio-communications transmitter.

Recycle means to reprocess into useable material.

Regulations is the *Environmental Planning and Assessment Regulations 2000*.

Residential Accommodation means a single-dwelling or sole occupancy unit, but excludes serviced apartments, boarding houses and backpacker accommodation.

Residential Flat Building means a building containing three (3) or more dwellings.

Resource Recovery means to re-use or recycle materials.

Restaurant means a building or place, the principal purpose of which is the provision of food or beverages to people for consumption on the premises and that may also provide take away meals and beverages.

Restricted Premises means a business premises or retail premises that, due to their nature, restrict access to patrons or customers over 18 years of age, and includes sex shops and similar premises but does not include hotel accommodation, a pub or brothel.

Retention is the storing of a form of water for beneficial use. Can apply to all forms of water including rainwater, stormwater and recycled water. May occur by storing water in a tank or by infiltration.

Re-use is re-using a product for the same or different purposes without further manufacture, to prolong the original product lifetime.

Roofwater is rain (water) that falls on the roof of a building.

Runoff is interchangeable with stormwater (see *Stormwater*).

Semi-Detached Dwelling means a dwelling-house that is part of a pair of dwellings designed with proportions and appearance similar to a single, free-standing dwelling.

Setback means the horizontal distance between a building and a site boundary, measured along a line perpendicular to the site boundary.

Sewage means any form of wastewater (refer to Wastewater) connected to the sewerage system.

Site means the allotment or group of allotments of land on which a building stands or is proposed to be erected.

Site Analysis means the process of identification and analysis of key features of the site and immediate surroundings to assist in understanding how future dwellings will relate to each other and to their locality.

State Significant Development means development as defined under Section 76A(7) of the *Environmental Planning and Assessment Act 1979*.

Soft Landscaping means that portion of the site that is provided as open space that is grassed or planted or retained as bushland but is not covered by paving or similar material and is capable of absorbing stormwater run off, except swimming pools. Soft open space includes fixed planter boxes with a minimum width of 900mm and a minimum soil depth of 1 metre.

Soil & Water Management Plan (SWMP) means strategies and controls for a development or site to prevent pollution of the environment from all pollutants during the construction stage.

Solar Collector means any building element or appliance specifically designed to capture or collect the sun's rays for the benefit of the occupants.

Solar Setback Line means an imaginary line drawn on a lot, indicating the minimum setback from the lot's northern boundary.

Streetscape means the character of a locality (whether it be a street or precinct) defined by the spatial arrangement and visual appearance of built and landscape features when viewed from the street.

Stormwater is rainfall that is concentrated after it runs off all urban surfaces such as roofs, pavements, carparks, roads, gardens and vegetated open space and includes water in stormwater pipes and channels.

Subsurface irrigation means application of water below the soil surface.

Sump is a cavity or depression where water drains to and which may then be pumped out.

Swimming Pool means a structure designed to contain water for swimming which is an impermeable structure capable of holding water at constant levels regardless of fluctuations in the level of ground water or contiguous tidal waters outside it.

Telecommunication Facility is any part of the infrastructure of a Telecommunications Network. It includes any telecommunications line, equipment, apparatus, telecommunications tower, mast, antenna, tunnel, duct, hole, pit, pole or other structure or thing used, or for use in connection with a Telecommunications Network.

Temporary Accommodation means the provision of short-term accommodation on a nightly, weekly or monthly basis, with a person staying in the premises for not more than 2 months.

Temporary Sign being an advertisement of a temporary nature that:

- (a) announces any local level event of a religious, educational, cultural, political, social or recreational character or relates to any temporary matter in connection with such an event; and
- (b) does not include advertising of a commercial nature except for the name(s) of an event's sponsor, being ancillary to the purpose of the advertisement.

Temporary signs may consist of advertisements in the form of banners, bunting, posters and the like.

Terrace-Style Dwelling means a dwelling-house that is:

- part of a group of similar dwellings featuring relatively narrow width in

- relation to depth, attached along their side boundaries; and
- visually similar to other dwellings in the same group, designed as an integral part of that group.

Third Party Advertising relates to signs whose advertising content is unrelated to the activity of the building or site on which they are positioned, or to the sale or distribution of merchandise from that building or site.

Top Hamper Sign is a sign attached above a doorway / window of a building, and is below awning height.

Tree Preservation Order (TPO) means an order that protects trees that are of significance to the natural value of the Waverley Council area.

Type 'A' Premises means licensed premises that allows the consumption of alcohol without the consumption of food such as a pub, hotels, registered club, nightclub (including those with a restaurant component) and karaoke lounge. These premises may also have a Place of Public Entertainment (POPE) licence whereby entertainment (e.g. amplified or live music is provided).

Type 'B' Premises may include restaurants (including take away), cafes, retail (such as convenience stores and chemists), medical centres and other commercial premises. Some of these premises may also have a POPE licence and provide entertainment (e.g. restaurants with amplified or live music).

Under Awning Sign means a sign attached to the underside of an awning.

Useable Open Space means an area of open space that is accessible, relatively flat and clear of obstructions and can be used for active or passive recreation

Vertically Stacked Parking means where one or more vehicles are raised above a parking space by way of a mechanical or hydraulic lift, allowing more than one vehicle to occupy a surface level parking space.

Wastewater is greywater and blackwater (see Blackwater).

Water Sensitive Urban Design means a design approach promoting sustainable management of the total water cycle through the ecologically sensitive design of homes, streets (and their drainage systems) and whole suburbs.

Written Notice means the written notification letter sent by Council to adjoining and neighbouring land advising of the proposed development.