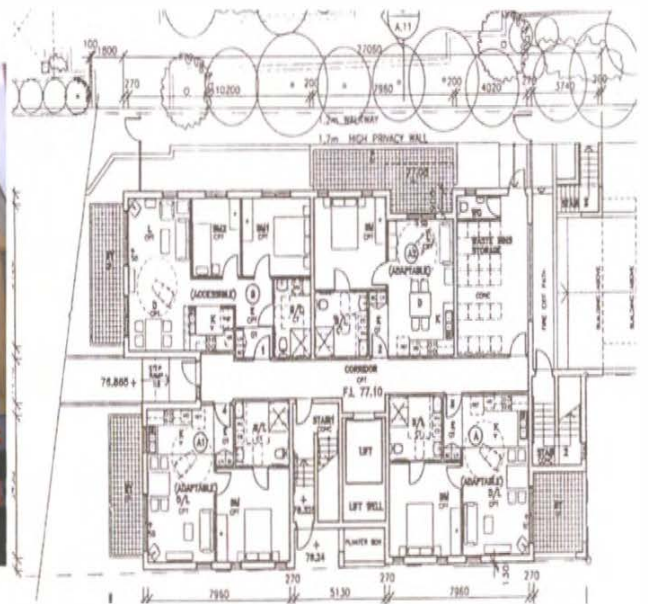


BONDI JUNCTION HERITAGE ASSESSMENT

BY

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2004



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1. Introduction

In October 2002, Council resolved to undertake an immediate planning review of all statutory planning instruments and associated plans that control development within the area of Bondi Junction. In the case of Bondi Junction, a Local Environment Plan (LEP) and associated Development Control Plan (DCP) will form one key implementation plan for the Bondi Junction Strategic Plan which Waverley Council is currently undertaking. While consultation will be the main part of this Strategic Plan, five consultancies are engaged to provide studies and assessments in the following issues:

- Heritage Assessment
- Urban Design
- Traffic and Transport Assessment
- Economic Development Assessment and
- Community Consultation Strategy

1.1 Study Area

As shown in the following map, the study area is bounded by Birrell Street, Council Street, Bondi Road, Syd Einfield Drive, Wallis Street, Oxford Street and York Street.

Figure 1: Bondi Junction Study Area



1.2 Study Aims

The aims of this Heritage Assessment have been to identify and analyse the environmental heritage of the Bondi Junction Area, and to make practical recommendations for its conservation.

The work for this study has included the identification and assessment of individual items, groups and whole streetscapes that are of notable heritage significance and value. This study encourages the sympathetic retention of original but less intact buildings and tries to improve the streetscape context of surviving pre-war elements.

1.3 Methodology

Additionally, the following tasks included:

- An analysis of the particular significance of the study area, its buildings, works, relics and places of historic, scientific, cultural, social, archaeological, architectural, natural and aesthetic value.
- The identification of aims, objectives, policies and strategies, both statutory and non-statutory, to conserve the environmental heritage of the study area.
- The preparation of draft guidelines for new development within and adjacent to places of environmental heritage significance.
- The recommendation of policies for the development of the public appreciation of the environmental heritage of the study area.

1.4 Public Consultation

Waverley Council is currently undertaking a Bondi Junction Strategic Plan to develop a vision for the future of Bondi Junction to reflect community aspirations. This represents a new approach to local planning because it seeks to integrate and coordinate the following areas of planning for Bondi Junction:

- Social;
- Cultural;
- Heritage;
- Open space and recreation;
- Financial and management planning;
- Economic;
- Built environment;
- Safety;
- Traffic and transport;
- Facilities and infrastructure and
- Environmental.

In order to develop a profile of community values, a number of surveys (community survey, users survey and youth survey), focus groups and workshops and community information and feedback sessions (CIFS) were held throughout the development of the Strategic Plan.

The need for a vision for heritage was identified at one of the focus group sessions where Bondi Junction could be "a historic area where visitors and locals can appreciate the heritage, as reflected in the built environment, public displays and community facilities and services." Furthermore, a predominant issue from the CIF session was the need for the upgrading of heritage buildings within Bondi Junction. Additionally, residents want to preserve the historic building form within the area.

2. History of Bondi Junction

Photo 1 & 2: Corner of Oxford Street and Bronte Road



1910



1930's

Source: Local Studies Collection, Waverley Library

2.1 Pre European Settlement

Prior to European settlement of the Sydney Basin the region was home to a group of Aboriginal tribes, bound by loose family connections and speaking variations of a common language called Darug. Those to the southern side of the Harbour and Parramatta River were identified as the Wangal Clan of which Bennelong is the best known member. Following European settlement in 1788, the clan progressively retreated to lands about Ruschcutters Bay and then to the lagoon behind the dunes then fronting Bondi Beach.

As European settlement expanded from Sydney Cove aboriginal settlement tended to cluster about the outskirts of European farms and villages focusing on locations where the natural environment provided opportunity for continued sustenance supplemented by handouts from farms and small villages. Thus to the east of Sydney later accounts of Aboriginal settlement identify Ruschcutter's Bay, the slope to the eastern side of Trumper Park, Bondi Lagoon and Clovelly as residential locations of aboriginals through to the 1860's with the last full blooded aboriginal dying at Clovelly in 1863.

2.2 Initial European Settlement. – Establishment of the South Head and Frenchman's Roads

European settlement of Bondi Junction evolved about primitive tracks established at the time of the First Fleet and responding to the geographic landforms of the location.

Whilst anchored at Botany Bay, Captain Arthur Phillip sent men overland to investigate Cook's earlier report of an inlet to the north. Following the coastal ridgeline they are thought to have arrived at and viewed Port Jackson from the lookout point later to form Bellevue Hill Park. This practise of following the ridgelines about the Coastal inlets of the Sydney Basin established a basis for early road construction. By 1803 a track was recorded leading along the ridgeline to the south of Sydney Harbour then descending to the broad sand blow linking Bondi Beach and Rose Bay before rising again to the signal station established at South Head in 1792. In 1811 the track was consolidated as a crude road formation identified as the South Head Road. At the later location of Bondi Junction another track led south from the new road following the ridgeline previously trekked by Captain Phillip's crew. The track was identified as the Frenchman's Road as it lead to the inner headland of Botany Bay where French explorer LaPerouse had buried his ships surgeon whilst anchored to the north eastern end of Botany when Phillip's First Fleet was in the Bay.

The South Head Road was substantially improved by Major Druitt in 1820, the same year Governor Macquarie established a lookout tower at the Botany Bay end of the Frenchman's Road to discourage smuggling. The improved South Head Road became a fashionable route for Sunday excursions from Sydney. Many Sunday promenaders would terminate their trip at a promontory above the Rose Bay Valley east of what is now Bondi Junction. Governor Macquarie named the vantage point *Belle-Vue* the name soon gaining the suffix *Hill* the name Bellevue Hill being adapted for the sparsely settled area extending back from the lookout point to the junction of the South Head and Frenchman's Roads. The narrow ridgeline occupied by the South Head Road marked a division between the 1500acre expanse of the Cooper Estate to the north and the open sand flats of the Sydney Common to the south. Initially proclaimed by Governor Phillip in 1792 and subsequently extended as the Sydney Water Reserve the common encompassed the open sand soaks and rivulets flowing from the ridgeline to the northern shore of Botany Bay.

2.3 Initial Land Grants

Through the 1820's land within the narrow corridor leading to Belle Vue between the Piper / Cooper holdings and the Sydney Common remained under Crown title. The one exception, a grant of 60 Acres on the southern side of the South Head Road made to Thomas Jones in 1821, passed to William Foreman in 1825 and thence to Barnett Levey in 1826. Levey brother of Solomon Levey (briefly in possession of the vast Captain Piper Estate in partnership with Daniel Cooper) to the opposite side of South Head Road was an entrepreneur and sought to capitalise on the outlook of his grant extending between later day alignments of Paul Street and Hollywood Avenue. Levy's plans were not to use the land as farmland as the owner before had used it and he arranged to built the Waverley House and an estate of cottages on it. The residence was located to the south of Waverley Crescent, itself the result of a further speculative venture by Levey. In 1828 Barnett Levey had undertaken the Permanent settlement was confined to the area around Tea Gardens in Bondi Junction. In mid 19th Century the Waverley community was still isolated from Sydney Cove.

By 1827 Levey had commenced construction of a substantial two-storey residence facing the South Head Road and the following year commenced the Waverley Crescent subdivision including an inn aimed at the travellers to the nearby Belle Vue look out. Waverley Crescent Subdivision was the first private subdivision in the study area. Levey struck difficulties financing the project and sold Waverley House when it was completed in 1829. In 1844, 12.2 hectares of his estate were still undeveloped.

Lands to the west of Levey's grant were briefly the subject of a Charter granted under Royal consent to a corporation enabling reservation of one seventh of all lands within every parish of a county to assist with support and establishment of the Church of England. The Charter of March 9 1826 saw all lands to the south of the South Head Road not already subject to grant or inclusion in the Sydney Common reserved under this provision. By 1829 the Royal consent was facing revocation. The lands within Waverley returned to the Crown. Lands. Prior to reform of the land grants process in August 1831 one further parcel of land was granted under the initial grant system. Based on an earlier promise, farmer Henry Hough was in December 1832 granted possession of 10 acres facing The South Head Road, possession being granted in December 1832. Hough's land became the site of a windmill employed by 1841 for the grinding of corn and other cereals. The demand for such a mill reflected the increased agricultural activity in the area by the 1840's.

Consolidation of the area about the future Bondi Junction stemmed from division of the remaining lands into small grants through the 1830's and early 1840's. Whilst lands to the northern side of the by now renamed, Old South Head Road were largely left undeveloped, the gradual slopes adjacent to the open grazing lands of the Sydney Common were favourable to small scale farming. In the latter part of the 1830's the area, which is now bounded by Oxford Street, Denison Street, a part of Hollywood Avenue and Birrell Street, was subdivided into 12 land grants of approximately 1.2 to 2 hectares. This included the road reserves now known as Denison, Newland, Brisbane, Birrell and Ebley streets and formed the structure for the present subdivision pattern in the area. The grants were advertised for sale in the Government Gazette between September, 1838 and November 1839. They were all sold within this year.

Figure 2: Land Grants, c. 1820-1860

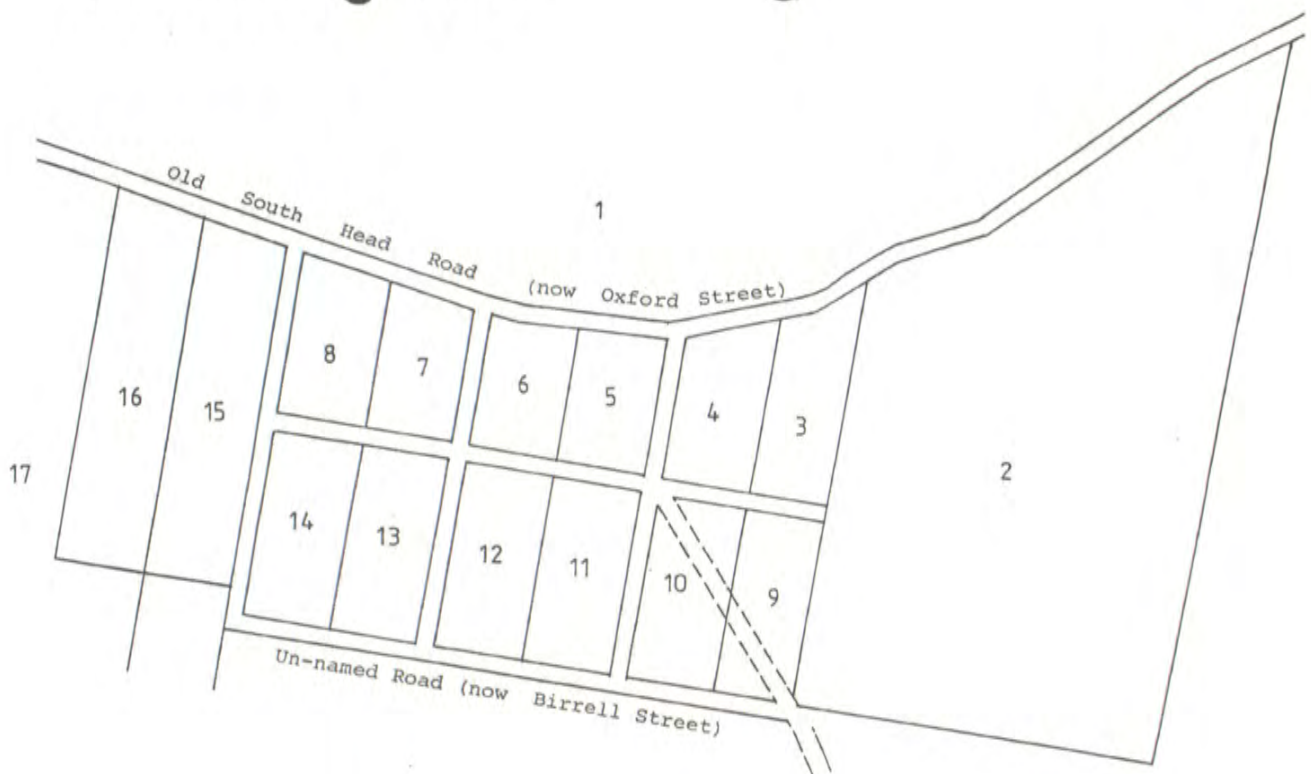


FIGURE 2.1 : LAND GRANTS, BONDI JUNCTION (Schedule attached) - c.1820-1860

Source: Bondi Heritage Study, 1987

Explanation to Figure: Land Grants, c. 1820-1860:

1. Daniel Cooper & Solomon Levey, 1130 acres (457ha). Consolidated grant registered 22 March, 1830.
2. Barnett Levey, 60 acres (24.24ha), registered 19 October, 1831. Back dated to 1 January, 1827.
3. Elizabeth Speed (Formerly Raine), Fullon Ville, 5 acres (2.02 ha). Registered 1 January, 1839. Reserved 5 June, 1830.
4. Jacob Josephson, 4 acres 2 roods (1.82ha). Registered 7 March, 1839. Sale Price 76 Pounds 7 Shillings.
5. John Booth Jones, 4 acres (1.62 ha). Registered 16 February, 1839, Sale Price 58 Pounds.
6. John Booth Jones, 3 acres 3 roods (1.52ha). Registered 16 february, 1839. Sale Price 58 Pounds.
7. Thomas Ware Smart, 4 acres (1.62ha). Registered 5 January, 1839. Sale price 58 Pounds.
8. John Booth Jones, 4 acres 2 roods (1.82ha)

Some 11 acres of land formerly within the Sydney Common and located to the west of Henry Hough's "Hope Farm" were appropriated in 1841 as Glebe Lands for St James Church in Sydney. The lands were subdivided as residential lots on 28 year leases in 1848 with limited success. Approval of a small parcel of land to the west side of St James Road in 1858 as a site for a Church of England School house testified to the consolidation of the locality as a residential location by the early 1850's.

2.4 Consolidation of Bondi Junction

Occupation of lands about the future Bondi Junction continued to be determined by the Sydney Common now Lachlan Swamps Water reserve. In efforts to remove noxious industries from Sydney beginning in the 1820's Government grants sought to relocate these industries to areas beyond the catchment of both the Tank Stream and the Lachlan and Botany Swamps. Hence early grants along the South Head Road in the Rose Bay Valley are accompanied by requirements for the construction of tanneries, the Rose Bay-Bondi lagoons being remote from Sydney's water supply. Similar noxious industries were progressively located to the Tamarama and Double Bay Valley sides of the ridgelines occupied by the South Head and Frenchman's Roads. Glenrock Tannery established in Carrington Road by J Vickery in 1866 represented the closest noxious industry to the Lachlan Swamp Catchment. Objections to the small of the tanning pits saw the tannery closed and subdivided as the Tannery Estate in 1881.

Establishment of a village at the junction of the Old South Head Road and the former Frenchman's Road, later Cowper Road (now Bronte Road). Catering to passing travellers and day-trippers from Sydney the intersection became the location of established inns and tea gardens with the original identity of Bellevue hill changing to that of Tea Gardens. By the 1850's horse drawn omnibuses began regular services from the Tea Gardens to the city with connecting services to Simeon Pearce's village of Randwick and the seaside settlement of Coogee accessed along Cowper Road. This role of transport interchange would remain a feature of the village as it developed into a suburb of Sydney.

From the 1850's settlement focused on lands to the east and north of the future Bondi Junction. Wealthy landowners chose the ridgeline and slopes facing the harbour and ocean as the sites of large residences providing a distinctive pattern of substantial houses set within generous grounds well away from the close settlement of the villages at Tea Gardens and Charring Cross.

Within the small grants to the southern side of Old South Head Road/Oxford Street the only significant residence recorded from the later 19th Century was Westgate House. T.W. Wiltshire occupied Westgate Cottage at the corner of St James Road and Oxford Street in 1871-72 with a subsequent storey added when later occupied by Lt. Col. T.W. Raymond. Portions of the lands previously reserved for a Church of England Schoolhouse were included in the Westgate Estate Subdivision of 1881.

Between 1860 and 1887 the fledgling Waverley Municipality transformed from an area where "the scattered and irregular way in which buildings have been erected tends to show that there is little prospect at the present time of their being consolidated into a regular and compact town"

to

"a borough of 1,510 houses having established main streets at both Charring Cross and Tea Gardens. " Since 1881 steam trams had operated from Charring Cross to Sydney and by 1882 were conveying 4,700 passengers a day. Despite duplication of tramlines to Tea Gardens and beyond by 1885 the combined population of Waverley, Randwick, Paddington and Woollahra was 25,190 spread over 20,000 acres. The expanding tram system spelt the end of this sparse population. The character of Waverley and the proposed conservation area began to change from the era of small holdings, estates and villas to an area that was becoming increasingly suburban. In 1884 a new line was opened to Bondi and the junction. At this time the junction was still known as the Tea Gardens, but was identified within the tram network as Bondi Junction.

In 1870 there had been approximately 21 streets and 184 occupied properties in the whole area of Waverley, while ten years later at least 40 streets had been laid out (Sands, J., Sands Directory, 1870-1932). By the end of 1870's a diverse range of development with large villas, industrial sites, and modest cottages located in close proximity to each other. In 1874 the 4.5 acre site including the Tea Garden Hotel and site located on the Western site of Cowper Street (now Bronte Road), was subdivided into 19 allotments and in 1875 it was re-subdivided into 55 allotments

Over the following years a variety of buildings continued to be built which included large freestanding villas like 'Gladsmuir' erected in 1881 on Llandaff Street, to rows of single, double and three storey terraces and small timber cottages. The predominant housing form was increasingly the terrace chosen in the following decade by the upper-working class and salaried middle class.

Transport brought commuters and enabled travel to industries south of Sydney and movement of labour to new industries about the Bondi Junction. In 1886 George Fletcher opened his Stove Works and Ornamental Iron Foundry to the northern side of Bondi Junction. The Waverley brewery and a gas works also opened in the same area. Main street frontages also experienced substantial change due to growth.

Through the land boom of the 1880's pressure for residential sites saw subdivision of the small holdings to the south of Oxford Street and subdivision of lands within the Cooper Estate to the North of Oxford Street by the Australian Land Company on behalf of Daniel Cooper III. In 1881 demolition of Hough's windmill was completed, the grant in May 1881 being subdivided into '183 allotments with twenty feet frontages, except the corner allotments which ranged from thirty one feet to Oxford Street and forty feet to other corners. '

This subdivision created Mill Hill Road, Hough and Hope Streets and present Spring Street, all aligned with the grid pattern of the original grants. To the west of the subdivision a further section of the former Church of England School reservation was resumed for construction of a tram depot the land being formally annexed from the Centennial Parklands.

Similar subdivision and associated construction of narrow fronted residences occurred to the vacant lands north of Oxford Street. Following establishment of steam tram services the Australian Land Development Company undertook development of the Grafton Estate subdividing lands stretching from the earlier Edgecliff Estate west of the Junction, east to a line defined by Adelaide Street and Burrow and Gleeson's Brewery. Junction Street within Section E of the Estate typifies the progressive infill of these lands. Offered for sale in 1885 Junction Street subdivisions were occupied by sporadic rows of residence between 1888 and 1892 and were all built upon by 1895. The late nature of much of the construction reflected a gradual move away from the earlier residential focus of Paddington to the west. Improved tram services particularly after electrification of the line in 1902 and the introduction of the semi detached and wider single storey terraced residences of the Federation era fuelled the growth of the area.

With residential growth came the impetus for increased amenity. New Churches were constructed at this time in Mill Hill Road Denison Streets and in Oxford Street east of the Bronte Road junction. This junction had by the turn of the century also provided the name Bondi Junction. This finally replaced the name Tea Gardens i which stemmed from the Hotel first established in Cowper Street in 1854 as the Waverley Tea Gardens and later known as the Tea Gardens Hotel following subdivision of the 4.5 acre site.

Figure 3: Land Subdivision, c.1860-1921

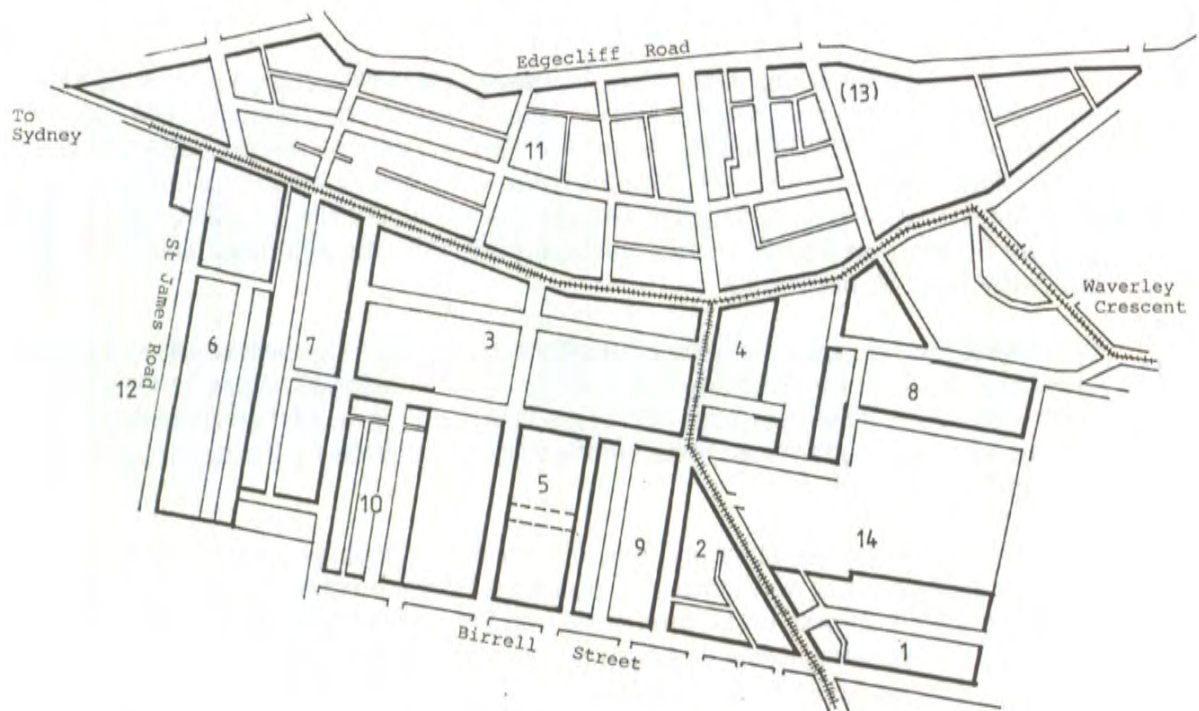


FIGURE 2.2 : LAND SUBDIVISIONS, BONDI JUNCTION (Schedule attached) - c.1860-1921

Source: Bondi Junction Heritage Study, 1987

The new century brought continued growth of close spaced housing about the shopping centre which soon extended along Oxford Street from the expanded tramsheds to the junction with Bondi Road. Industry rapidly closed the land Increasing land values and complaints against noxious odours hastened the demise of the iron stove works whilst centralisation of breweries about Central Railway saw the relocation of the Waverley Brewery to South Dowling Street.

In 1910 Bondi Junction received its first picture show an open air enclosure established on the later site of the Metro Theatre and in the 1970's, the Westfield Shopping centre. This theatre, a second theatre in Bondi Road and a third opposite the initial site were rebuilt by the Olympic Theatre Company who also assumed control of another theatre in Bronte Road – the Star. All were substantially rebuilt between the Wars those in Oxford Street becoming the Metro and Coronet with the Star retaining its name and accommodating 2300 patrons after its 1928 reconstruction.

By the outbreak of World War One Oxford Street Bondi Junction possessed a notable recent and continuous streetscape of substantially two storey forms having street front post supported verandahs screening shopfront windows with residential floors above. Major civic buildings principally hotels, churches and theatres punctuated this line whilst the sealed roadway and its enclosing buildings reflected the gentle sweep of the omnipresent tramlines. Prior to the First World War most of Waverley's population relied on public transport and suburban development was both generated by and focused on tram routes.

Growth in Australia continued well into 1915 when the first casualty figures from the Gallipoli campaign brought construction to a halt. A housing shortage followed leading to the conversion of many larger residences to residential flats and boarding houses. Construction of was Whilst the first purpose built flats had been built in Windmill Street Milers Point in 1906 residential flat construction principally evolved after the First World War again focusing on areas close to transport. About Bondi Junction this resulted in residential flat construction to the south east of Oxford in the vicinity of Ebley and Allen Streets both in new subdivisions of former large residences such as Eastcourt and in streets formerly occupied by light industrial rural and service industries. This precinct with its wide street alignments also witnessed the introduction of California Bungalow Style residences, a housing style employed in vast numbers in the outer areas of Bronte and Bondi by speculative developers of the Inter War period. Pockets of flats also developed within remnants of the Grafton Estate to the northern side of Oxford Street.

With a substantial working class population Waverley was significantly affected by the Great Depression of 1929-33. Growth in this period reflected the national pattern with hotels and picture theatres undergoing reconstruction and expansion and more economical forms of housing particularly residential flats continuing to be built.

Figure 4: Street Pattern, c. 1925

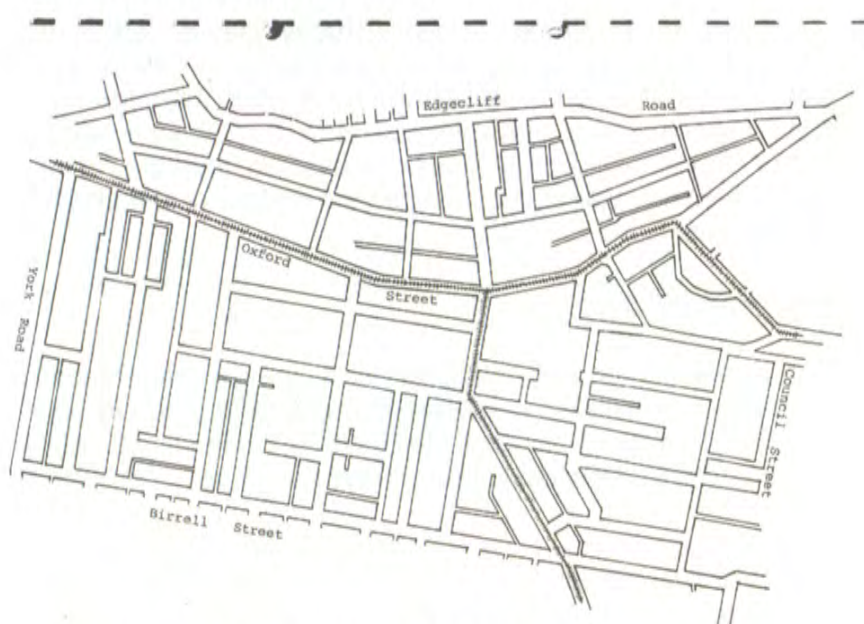


FIGURE 2.3 : STREET PATTERN, BONDI JUNCTION, CIRCA 1925

Source : Wilson & Co., Wilsons Authentic Director

Source: Bondi Junction Heritage Study, 1987

When War again commenced in 1939 Bondi Junction remained much as it stood at the beginning of the previous conflict a closely settled commuter and working class suburb focused about a strip shopping centre offering a broad range of entertainment and retail opportunities.

Post World War Two saw Waverley reach its highest recorded population in the 1950's. Substantial growth to the outer areas of Bondi and Dover Heights combined with the continued but static population about Bondi Junction. Change soon came with the growth of vehicle ownership releasing much of the population from dependence upon the tram system and connecting bus services. Trams were seen as an obstacle to the smooth flow of motor traffic and were rapidly abandoned with Waverley Tram Depot converted to a bus depot in 1959. The Junction became more of a through way to residential areas and the beaches beyond. Construction of a retail Department Store by Grace Brothers in the late 1950's and the persistence of the large picture theatres into the early 1960's maintained the identity of the Junction as a retail and entertainment centre.

In 1915 the City and Suburban Electric Railways Bill had included a provision for the extension of the railway to Bondi Junction but it was not until the 1970's that this project was undertaken. 19 years after the last tram ran into Bondi Junction, the Eastern Suburbs Rail commenced in 1979 with Bondi Junction Station opened to the northern side of Oxford Street below a bus interchange. A study of Bondi Junction done in 1969 by the State Planning Authority of NSW aimed to create an efficient and economic passenger interchange and to optimise the public investment in a major transport hub undertaking by creating conditions for a positive and buoyant re-development. The outcome of this study was the creation of a bus/rail interchange, the construction of an expressway and the construction of a vehicular free Oxford Street Mall.

In conjunction with rapid rail connection to the city came other changes. The decline of picture theatres due to the impact of television, saw first the Star in Bronte Road then the Coronet and Metro theatres closed, the last as part of a large scale redevelopment of the northern side of Oxford Street incorporating office towers above a retail podium. Visually this substantially changed the Oxford Street shopping precinct from a predominantly two storey street frontage to a new order of scale extending the singularly high form of Grace Bothers on the southern side of the street.

From the mid - 1960's onward, a new order of height was also developing about Spring Street parallelling Oxford Street. Beginning with multi storied developments on the former site of the Star Picture Theatre and for the Eastern Suburbs Rugby League Club in Bronte Road this pattern of growth continued with a further podium and twin tower development at the Eastgate site of the early 1980's. The pattern of tall structures along the ridgeline dividing the watershed to the harbour and Centennial parklands has been maintained in subsequent growth, mainly of a residential nature. Concentrating this process has been the construction of Syd Enfield Drive about the Northern side of the Junction and closure of Oxford Street between Newland Street and Bronte Road in 1979.

2.5 The State of Contemporary Fabric

The pattern of expansion along the high ground has continued to the present. Reconstruction of the Westfield Shopping Centre incorporating the Grace Bothers Store currently under construction and reconstruction of the Bondi Junction Mall have had little impact upon earlier building forms which were substantially removed in the construction phase of the mid 1960's -80's.

At the beginning of the 21st Century Bondi Junction remains as a suburban retail centre focused on the transport interchange of rail and bus and the shopping complexes to east and south.

Beyond these along Oxford Street to the west and Bronte Road to the south east extends a remnant line of late 19th to early 20th Century shop fronts interspersed with later retail and residential developments. To the south remain the residential subdivisions set within the pattern of early small land grants and to the north a transitional area of new high rise residential towers, car-parking areas and remnants of late 19th Century housing defining the Edgecliff and Grafton Estate subdivisions of the late 19th Century. Of the early settlement pattern identifiable remains are the road alignments of the original South Head Road and Frenchman's Road Cowper Street and of Barnett Levey's ill fated Waverley Crescent subdivision Levey's house having been demolished in 1906. To the south of Oxford Street the original land grant pattern is also discernible in the street setout leading down to Birrell Street. Residences, agricultural structures and archaeological remains from this phase remain to the south of Birrell Street beyond the study area. Of the late 19th and early 20th Century period of consolidation there remain the closely settled subdivisions of these small grants including residential construction and community structures, remnants of the Bondi tramways namely in elements of the Bondi Bus Depot in archaeological form and in the alignment of intersections and isolated groupings of shop fronts to Oxford Street and Bronte Road. Of the Inter War period there remain extensive residential forms to the south east side of the Junction including residential flat buildings also seen to the north together with new two storey shopfronts and reconstructions of earlier hotels.

The principal streets remain dominated by construction of the later 20th Century a pattern being further consolidated by current construction.

3. Assessment

3.1 Assessment of Existing Listings

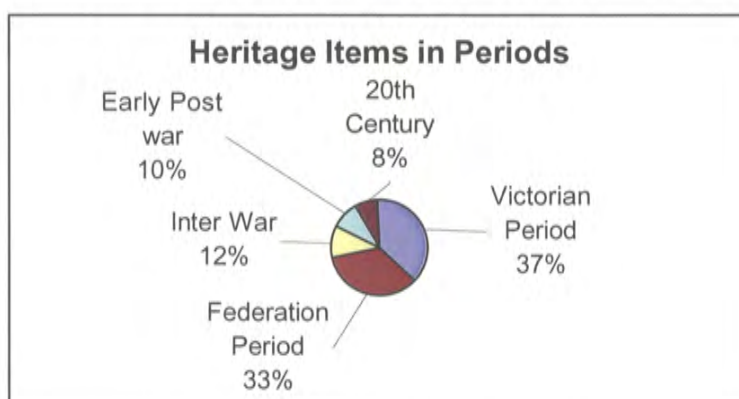
Heritage items can consist of diverse elements such as parks, beaches, headlands and trees. These, together with buildings and other man made structures contribute to Waverley's distinctive character.

One heritage conservation area exists within the Bondi Junction Study Area, which is named Mill Hill Conservation Area. Its boundaries are Birrell Street, York Road, St James Road, Oxford Street, Denison Street, Ebley and Lawson Street. This area contains mostly Federation (1895-1915) and Victorian (1820-1902) houses.

In addition to the Mill Hill Conservation Area there are 55 heritage items within the Bondi Junction vicinity and containing items such as Victorian letter receiver, buildings, built within different eras, streetscape elements and parks and plants.

As shown in the following bar chart, a high proportion (37%) of the heritage items that are already listed, in the Bondi Junction Study Area are within the Victorian Period, while 33% are within the Federation Period. The other heritage items are divided within the Inter War Period (12%), Early Post War (10%) and 20th Century Period (8%).

Figure 5: Heritage Items in Periods



Source: Heritage Inventory

The age of buildings relates closely to the growth of transport. Victorian and transitional buildings are generally concentrated around Bondi Junction and close to transport routes and Federation buildings beyond these points.

The heritage value of Bondi Junction, has to a large degree, been lost and been replaced with buildings of little architectural merit or consistent character. Therefore, the conservation of heritage items should add value to the present environment as well as play an important role in our understanding of the past.

3.2 Assessment of Existing Fabric and Possible Listings

In order to conserve representative evidence of historical development patterns within this study area, it is considered that the following items are of heritage significance and should be preserved for future. The wide range of items includes existing structures, archaeological sites as well as man made landscapes and natural landscapes. It is important for the item to be of significance for the area than to be merely perceived as an aesthetically pleasant attribute without a heritage identity.

The conservation of items, areas or groups plays an important role in understanding the past and also the present and it can also contribute for the existing and future generations.

The present character of Bondi Junction has predominantly developed within three key time periods. Oxford Street and Bronte Road have played an important role where the first major phases of settlement took place. European settlement began in the 1820's and the first private subdivision had been laid out by 1828. In 1858 the whole of the area had been granted to purchasers. Most of the original residences have been redeveloped and little evidence remains of the first 60 years of European settlement. Major through-roads however, are the most obvious remnants of evidence.

The character of Bondi Junction was also developed by the rapid suburban development and the construction of the tramway which began in the early 1880's. New development in the vicinity of Bondi Junction was not apparent until the construction of the tramway was completed in 1881. The major part of the study area was subdivided for residential development between the late 19th to the early 20th century. Then the next phase of new development occurred in the 1920's where the style of housing changed dramatically.

The last important decade started after the completion of the Eastern Suburbs railway. This phase of development is dominated by one to two storey terrace housing with cottages and large free-standing houses.

Between the 1920's and 1930's infill development predominantly in the 1970's, and after the construction of the Eastern Suburbs Railway, dramatic changes in development occurred within the commercial precinct. During this period Oxford Street was converted to a mall and multi storey retail, office and residential development has created the Bondi Junction Commercial Centre that we now see today. The new developments created pressure for redevelopment of two storey retail buildings along Oxford Street and Bronte Road. While only a few shops remain, these illustrate the historical development of the retail and commercial area of Bondi Junction (as demonstrated by the Imperial Building on Oxford Street).

In the following table all potential heritage items are listed and each item is explained in detail in Appendix A.

Inventory Item	Address	Item Name / Period of Development
1	37-51 Allens Parade	Two storey residential terraces from early 20 th Century
2	53-55 Allens Parade	Symmetrical Federation semi
3	57-59 Allens Parade	Symmetrical Federation semi in transitional Victorian/Edwardian style
4	2-4 Botany Street	Pair of residential terraces constructed in the property boom of 1880's
5	6-8 Botany Street	Pair of residential terraces constructed in the property boom of 1880's
6	10-12 Botany Street	Pair of residential terraces constructed in the property boom of 1880's
7	19 Botany Street	Semi detached residence in Inter War Free Classical Style
8	25-29 Botany Street	Single storey face brick terrace groups from the early 20 th Century
9	31-33 Botany Street	Semi detached single storey residence with high pitched roof forms with Gothic influence
10	40-46 Botany Street	Two storey late Victorian terrace row

11	48 Botany Street	Large free residence constructed in the Victorian Italianate Style
12	126-162 Ebley Street	Two storey residential terrace row in Federation Filigree style
13	123-125 Ebley Street	Two storey semi detached residences in Federation Filigree style
14	127-129 Ebley Street	Two storey semi detached residences in Federation Filigree style
15	131-133 Ebley Street	Two storey semi detached residences in Federation Filigree style
16	135-137 Ebley Street	Two storey semi detached residences in Federation Filigree style
17	3-39 Llandaff Street	Two storey residential terrace row from late 19 th early 20 th Century
18	194-200 Oxford Street	Two storey residential terraces from circa 1888 to 1895
19	232 Oxford Street	Nelson Hotel is an example of the 1930's style corner building
20	304 – 330 Oxford Street	Turn-off-the-Century commercial terraces
21	358 – 374 Oxford Street	Federation commercial terraces from around 1893
22	406 Oxford Street	White late Victorian commercial terrace
23	434 – 450 Oxford Street	Imperial Building with a late Victorian retail facade
24	15 Porter Street	Freestanding single storey residence comprises Federation Style residence and was constructed in early 20 th Century
25	17 Porter Street	Freestanding single storey residence comprises Federation Style residence and was constructed in early 20 th Century
26	19 Porter Street	Freestanding single storey residence comprises Federation Style residence and was constructed in early 20 th Century
33	2-36 St James Road	Single storey terrace cottages are from early 20 th Century
34	York Street, corner Oxford Street	Waverley Bus Depot was built in 1902

4. Recommendations

As discussed in section 1.2, this report aims to identify physical evidence, which records the historical and cultural development of the area. Proposed heritage items and conservation areas are listed in Appendix I. These provide important evidence of Bondi Junction historical and cultural development and should be acknowledged as significant contribution to the present character of the area.

To ensure conservation and enhancement of fabric within Bondi Junction identified as having significance, the following recommendations are made:

4.1 Administration of the Conservation Process

To maintain the cultural heritage significance of identified items and areas, there needs to be a sympathetic relationship of the items, both to original sites and surrounding location. Re-development of remaining old residential areas, together with the expansion of the commercial centre, by Westfield Shopping Centre development, and commercial activity expansion about the Mill Hill conservation area, are changing the character of Bondi Junction. Clear identification of heritage items together with a conservation policy will allow Waverley Council to ensure the preservation of heritage significance within this active contemporary setting.

This Heritage Assessment recommends that all items identified in Appendix I, be included in the proposed Waverley LEP - Bondi Junction 2003 as Heritage Items.

In the ongoing development of Bondi Junction it is important to note that Waverley Council inventory sheets assess proposed heritage items on the bases of historic, scientific, cultural, social, archaeological, architectural, natural and aesthetic significance. These may be factors not really apparent to property owners. For this reason it is important that any demolition of proposed heritage items as buildings or adjacent to listed items or within a draft conservation area, be assessed as to impact. Under Section 130 of the NSW Heritage Act, 1977 properties identified by an LGA can be placed on an Interim Heritage Order. An Interim Conservation Order (ICO) restricts the demolition of buildings. Between the exhibition and the gazettal of the proposed LEP Section 130 be utilised as a control instrument to protect the proposed heritage items from demolition during this period. This instrument should only be in use until the Bondi Junction LEP is gazetted.

4.2 Promotion Recommendations

In order to promote heritage conservation it is recommended that:

- Waverley Council should maintain and expand its heritage advisory service to include a full-time heritage / urban design officer.
- Waverley Council may also expand advisory services through a heritage committee comprising a cross-section of representatives. (This committee should focus on promotion and education and should co-operate with the local press).
- The committee members should also establish a close working relationship with the heritage adviser.
- Waverley Council should set up a Waverley Heritage Fund to support amongst other things an annual Heritage Award. Such projects could also seek additional funding from the NSW Heritage Office.

The main aim of the above would be to encourage a vigorous debate and awareness of heritage issues within the Bondi Junction Area. This would also encourage the local community to attend regular meetings.

4.3 Recommendations for Interface of Commercial and Conservation Areas

The geographic location of existing and proposed conservation areas places these in direct juncture with established and expanding commercial/retail areas. The interface is of two forms, namely:

- Residential groupings and commercial buildings on opposing sides of a street e.g. Denison Street; and
- Commercial properties with rear or side boundaries abutting residential boundaries within conservation areas.

In some situations such as the western end of Oxford Street commercial buildings facing Oxford Street are included within the conservation area. There has been a marked creep of non-residential activities into conservation areas. This is particularly evident where there is an established commercial character to the actual streetscape, e.g. Denison and Ebley Streets.

The following recommendations are made for the management of these interface situations.

Where buildings within a Conservation Area face commercial precincts on the same street frontage, it is recommended that:

- Commercial occupation of such buildings be permitted only to the extent that the density, volume and frequency of use are compatible with residential occupation of the conservation area. This generally equates to home office activities with the further restriction that those using the building should not undertake commercial activity within the conservation area beyond normal office hours (7a.m. – 6 p.m.) unless there are residents within the building.
- The appearance of buildings within the interface zone be compatible with the residential character of the Conservation Area. All aspects of building finishes, such as signage, lighting, security and access are to comply with this requirement (i.e. Denison Street).
- Streetscape character identified within the study be maintained in the interface area with improvements to street planting and furniture specifically designed to enhance the transitional nature of the setting.

Where commercial/retail buildings within a commercial/retail setting share rear or side boundaries with a Conservation Area it is recommended that:

- The interface be considered the common boundary with appropriate zoning to the commercial retail structures to enable use/construction responding to the main street setting (i.e. Mill Hill Conservation Area).
- That rear vehicle entries and service ways be designed and managed in a manner sympathetic to the conservation and amenity of the Conservation Area.
- That development of commercial sites having a main street setting be of a form compatible with the aesthetic character and amenity of the Conservation Area at common boundaries.

To further delineate the Interface between Conservation Areas and surrounding commercial/retail developments and high volume traffic ways, it is recommended that:

- Entry to Conservation Areas be signified by gateway measures including traffic control/calming devices, signature street planting, street furniture, paving and signage.

- There be an emphasis on pedestrian movement within Conservation Areas including development of pocket parks (by virtue of street closures and utilisation of broad street verges), facilitated walking and bicycle routes, short cut pathways to commercial/ retail precincts and footpath lighting.
- Consideration be given to shared vehicle/pedestrian areas within Conservation Areas particularly in rear laneways and in the vicinity of street closures.
- All property owners within Conservation Areas should be provided with explanatory guide sheets. Guidesheets should detail the background to, nature of and recommended methodology of conservation for the area.

4.4 Recommendations for Owners of Heritage Items

The following recommendations are proposed for owners of heritage items.

- Waverley Council could provide a clear statement of the significance of the site including identification of the core form, detailing and relationship of the streetscape.
- An overall emphasis could be placed on training and educating the owners of heritage buildings. A possible approach could be to conduct a heritage training workshop at a local level.
- Additionally, a regular heritage newsletter for Bondi Junction (possible through the Bondi Junction Office) should be set up promoting the exchange of information and networking.
- Develop heritage guidelines and a Heritage Information Kit, which could include audio-visual material to be available for downloading from the Internet on Council's website. This material could inclusive of guidelines for the conservation, maintenance and reconstruction of period settings for buildings of heritage value, and in particular fences and gardens facing the streets.
- As the assessment is focused on conservation areas rather than individual items, owners should be made aware of the benefits in terms of amenity and increased value stemming from conservation.
- The owners of potential heritage items should be individually notified in advance with the availability of direct consultation.
- Special incentives should be given to private projects, which promise maximum conservation benefits for minimum public outlay. Possibilities include provision of information, waiving of application fees and parking concessions. The sorts of projects could include:
 - ❖ the preservation of native trees;
 - ❖ the use of traditional colour schemes;
 - ❖ maintenance of timber details and timber buildings;
 - ❖ the restoration of period fences, especially at key locations; and
 - ❖ sympathetic infill in general.

As an example, incentives could be given on:

- ❖ bonus floor space;
- ❖ allowing additional development to occur on the condition that the heritage items are conserved; and
- ❖ working with developers to negotiate an acceptable compromise.

Therefore, the LEP should be updated for consistency.

- In order to restrict the demolition of items which are under heritage assessment, the Section 130 of the NSW Heritage Act protects these interim items.

4.5 Recommendations for Waverley LEP - Bondi Junction 2003

Heritage items in public ownership, or under direct public control, should be properly conserved and maintained. The conservation of these items should be to a high standard, setting an example to private owners and stimulating their interest. Any publicly owned items, recorded in Appendix I should be brought to the attention of the authorities concerned, for inclusion in registers under Section 170 of the Heritage Act.

- Street improvements within proximity to proposed and existing heritage items should be considered. Street lights, litter bins, plant containers and other street furniture as well as paving and kerbing should be consistent with heritage buildings and conservation areas. items.
- It is recommended that a detailed study to determine future species selection and requirements for street tree planting for the Bondi Junction Area should be carried out by Waverley Council, Environmental Services in partnership with Strategic Planning, with possible assistance of the State Heritage Assistance Program.

It is understood that the Waverley LEP - Bondi Junction 2003 will comprise the specific heritage and conservation provisions for heritage items within the Bondi Junction Study Area. Therefore, it is recommended that all items in Appendix I should included as 'heritage items'. Similarly, Conservation Areas and Conservation Groups should be included as shown on the accompanying maps. The main areas recommended, are: Botany Street Area, Oxford Street west, Mill Hill Conservation Area and Waverley Crescent, which are explained in more detail in the following section.

4.1.1 Recommendations for Individual Items, Groups and Areas

4.1.2 Recommendations for Botany Street Area

The Botany Street Area is surrounded by Birrell Street, Council Street, part of Waverley Street, Llandaff Street, Hollywood Avenue, Ebley Street, Allens Parade and Adam's Lane. This area is part zoned 2b, 2c(1) and 2c(2).

The range and compatible residential types from 1890's to 1940's recording the consolidation of open lands about Bondi Junction follows establishment of regular tram services. The proposed conservation area includes representative examples of varied styles from Victorian filigree through the Inter War Art Deco. The area retains notable streetscapes, characterised by the width of road easements and the quality of residential groupings. Its contained nature lends itself to conservation whilst maintaining development opportunities that are compatible with the amenity and the significance of the existing setting.

The proposed conservation Area includes notable and previously listed buildings, including the Porter Terraces, the Congregational Church (1-3 Botany Street) and the Italianate Community Health Centre in 26 Llandaff Street.

The building streetscape in the Botany Street Area is diverse and although buildings are not consistent to adjoining developments, they form a cohesive streetscape combining a variety of styles, materials and distribution of buildings along the street. Some representative developments are shown in the following photos.



Photo 3: 19 Botany Street



Photo 4: 57-59 Allens Parade



Photo 5: 53-55 Allens Parade



Photo 6: 48 Botany Street



Photo 7: 44a Allens Parade



Photo 8: 40-46 Botany Street

Recommendation:

In this case the stated objectives are to provide for the conservation and enhancement of buildings of architectural significance and to allow compatible medium infill development. The buildings are mostly freestanding developments and it is recommended that the Botany Street area be listed as a conservation area within a schedule to the proposed LEP. The extent is shown in the following map.

Figure 6: Botany Street Conservation Area with Group Listing



4.1.3 Recommendations for Imperial Building on Oxford Street

Figure 7: Imperial Building



Source: Tract Consultants PTY Ltd.

The Imperial Building in Oxford Street mall is one of the best late 19th early 20th Century retail buildings remaining within Bondi Junction. It covers 434 to 450 Oxford Street Mall and contains 9 shops. Although the ground floor façade has been altered, the first floor is still largely intact.

The building represents a rare intact example of Victorian retail street frontage applying the principles of grand terraces to the evolving form of the retail shop. Whilst consistency of detail has been diminished by alterations of individual shopfronts. The potential remains for unified and detailed restoration.

Recommendations:

It is recommended by this study to list the façade of the Imperial Building as a major streetscape element in Oxford Street mall under the proposed LEP for Bondi Junction as shown in the drawing above.

In order to keep the Imperial style, a two level awning verandah should be reinstated and detail elements should be restored. In addition, the colour scheme of the whole building (as shown in the drawing above) should be consistent to enhance the singular character of the building and its unique style.

4.1.4 Recommendations for Oxford Street – Western End

Oxford Street is of historical significance as the retail precinct developed along the tramway in the late 19th and in the early 20th Century. The streetscape character of the western end was established at this time with two to three storey buildings built to the street alignment. Since that time the façade of most buildings have been altered or completely redeveloped. Evidences from the former character of the street still remains providing valuable information on the way the area was developed.

Despite a few modern intrusions, the streetscape along Oxford Street expresses a consistent character although most of the buildings along the street are of no great architectural merit. The majority of buildings are consistent early 20th Century retail forms.

Along the western end of Oxford Street are a number of retail premises. The properties from 304 to 330 and 358 to 374 Oxford Street are not individually outstanding as examples of retail architecture, in many cases, having been altered extensively to the ground floor and at least partly to the first floor.

However, the overall form and scale of these buildings demonstrate the economic significance of the development as an important local shopping centre in the period around the turn of the century. These buildings still contribute to the character of the area and the parapets are important elements against the skyline.

Recommendations:

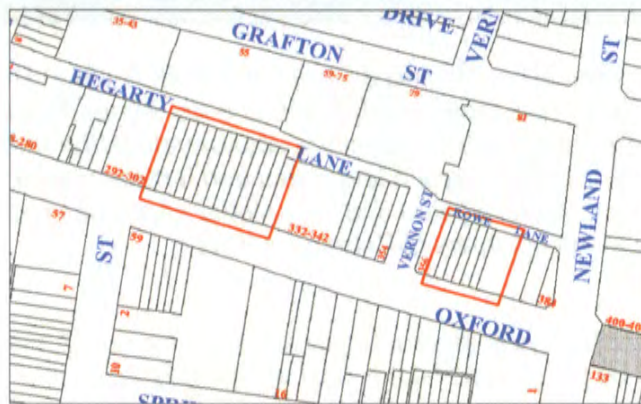
It is recommended by this study that retail properties on western Oxford Street, including 304 to 330 and 358 to 374 Oxford Street, as a group listing to the proposed LEP for Bondi Junction as shown in the following map.

It is recommended that the retail properties at 304 to 330 and 358 to 374 be identified as group listings in conjunction with existing listings. Adaptive reuse of these groups should be encouraged utilising cohesive forms aligned with and reinforcing the linear nature of Oxford Street. New developments should maintain and emphasise the theatrical character of existing shopfronts. New developments utilising existing street frontages, should conserve existing fabric in depth.

The history of the buildings of 304 to 330 and 358 to 374 Oxford street should be further investigated and the owners of these buildings should be encouraged to undertake appropriate conservation works.

Future developments within this area should respect the scale and form of the traditional street frontage. To preserve the few remaining buildings and groups of significant heritage items in Bondi Junction, new developments will need to be assessed in accordance with the heritage significance of the area. New developments should relate to existing heritage buildings in size, form and materials and respect the existing pattern of development.

Figure 8: 304 to 330 and 358 to 374 Oxford Street



4.1.5 Recommendation for Waverley Bus Depot

Photo 9: Waverley Bus Depot



The Waverley Bus depot is located on the corner of Oxford Street and York Road in Bondi Junction and is bounded by Oxford Street, York Road, York Place and St. James Road. It was built as a tram depot in 1902. The existing depot retains the western elevation and complements the heritage values of the site and surrounding areas and it respects and improves surrounding residential amenity. A World War I and II memorial is located on the site. The building provides a dramatic profile at the boundary of Centennial Park.

Recommendations:

This good example of 1902 transport architecture is of local significance, having social, historical and aesthetic value. The facade should be preserved and any new works undertaken in sympathy to the form and material of its construction and setting.

The Waverley Bus Depot has incorporated a former tram shed fronting York Road. The importance of the tram shed as a local landmark of aesthetic and cultural significance should be conserved for the future. An archaeological assessment should also be conducted, prior to and new works at the site. A historical search on all phases of the land use of the site and related activities since European settlement should be required, along with a record of built fabric in plan or map form.

4.1.6 Recommendations for Mill Hill Conservation Area

The name Mill Hill stems from the location of Henry Hough's windmill, established in the ridgeline circa 1841. Whilst St. Barnabas Church now occupies the former mill side, the subdivision of Hough's land has provided a consistent precinct of late 19th early 20th Century residential development. The mill was used until 1878 and was demolished in 1881.

It had the distinction of being the last Sydney mill in existence. From 1881, the farm was divided into 183 allotments and brought into to become Mill Hill Road, Hough and Hope Streets. There is still a possibility that the houses and house yards contain archaeological material.

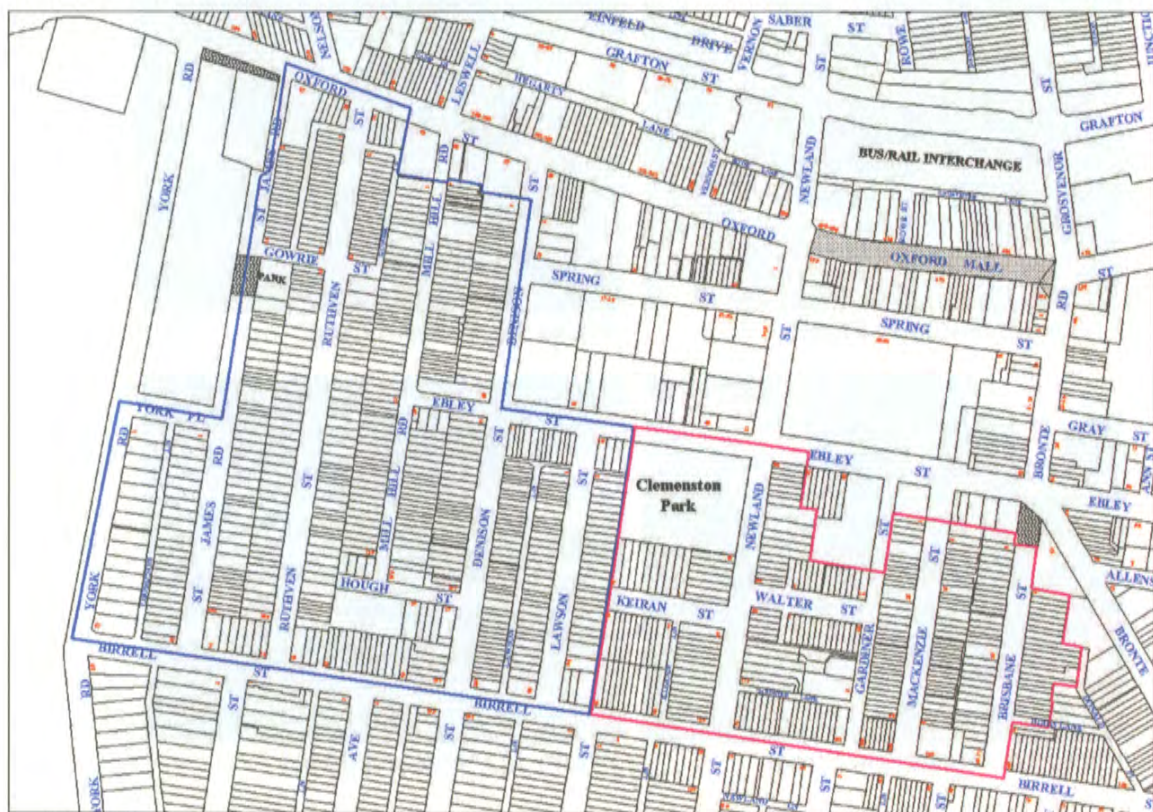
This Conservation Area is a residential area within the Bondi Junction Strategic Plan and has an existing diversity in housing forms and is characterised by a mixture of single and two storey terrace style dwellings, semi-detached dwellings, single storey workers cottages and contains some commercial premises.

Recommendations:

The area surrounded by Birrell Street, Brisbane Street, and Ebley Street, including the Clemenson Park, retains a consistency housing form that of the Mill Hill Conservation Area.

This area is geographically linked and sharing similar streetscape and aesthetic characteristics to the Mill Hill Conservation Area. Therefore, it is recommended to include the described area in the Mill Hill Conservation Area. The following map shows the suggested extension. While the area marked in blue shows the current Mill Hill conservation area, the area marked in red shows the suggested extension.

Figure 9: Proposed Extension of Mill Hill Conservation Area



The area is also notable for its street trees. For example in Brisbane Street, Hill's Figs were planted, probably around 1950 to 1960. These are now maturing and beginning to form a canopy across the streets as illustrated in photo 9. These rare indigenous trees should be preserved and specialist seed collecting should be considered to enable replacement where it is appropriate. The trees in Gardiner and Mackenzie Street are in a bad condition. Some should be replaced by indigenous plants to achieve a consistent streetscape.

Brisbane Street also has good examples of cast iron picket fences and gates, which are constructed around 1880 to 1905. Fences underline the period a property was built in and they play an important part in the fabric of the Waverley Council area. Where fences have been removed, the overall significance of the item is usually lessened. Therefore the fences in Brisbane Street should be preserved in future. Educational brochures advising the maintenance or reconstruction of the front fences and/or front gardens, should be prepared by Waverley Council and made available to the public.



Photo 10: Keiran Streetscape



Photo 11: Brisbane Street



Photo 12: Gardiner Street



Photo 13: Walter Street



Photo 14: Mackenzie Street



Photo 15: Newland Street

4.1.7 Recommendations for Clemenston Park



Photo 16: Clemenston Park



Photo 17: Clemenston Park II

Clemenston Park was designed by Jackson, Teece, Chesterman and Willies Architects in 1992/1993. This pocket park within Bondi Junction is located on the corner of Ebley and Newland Street. It has an ordinary design and is not often used by the public, probably due to its missing shelter from the sun and from the street.

Recommendation:

Clemenston Park is a small rectangular park facing Ebley Street between Newland and Denison Streets Bondi Junction. Located on the eastern boundary of the current Mill Hill Conservation Area and within the proposed expansion of the Conservation Area, the park represents the only substantial green area within the Conservation Area and serves as both a passive park and children's recreation area.

At present the park is exposed to Ebley Street a busy traffic route with lower areas of the park closely associated with the adjacent child care facility.

The future of this park should be carefully planned in relation to the surrounding Conservation Area. Considerations should include:

- Increasing the area available within the park for open recreation space.
- The need to provide a degree of visual and aural separation from the increasing traffic flow in Ebley Street and
- The relationship of the park as open space to any planned development on the Council owned site further east in Ebley Street.

The park provides a means of enhancing the adjacent Conservation Area rather than an item of significance.

4.1.8 Recommendations for Waverley Crescent

Waverley Crescent is closely associated with the establishment of Waverley being the first local road constructed c 1828 and retaining the name of the Municipality taken from the 1829 residence Waverley formerly standing to the north of the Crescent. Waverley Crescent encompasses Fingleton Reserve a landscaped park, which serves to preserve and enhance the curved form of the road way and historically formed part of the open lands providing a vista of the harbour to the north. No building fabric remains evident from this period, Waverley House having been demolished in 1906 and other elements of Barnett Levey's Waverley Crescent Estate vanishing much earlier. The existing streetscape is one of poorly altered Victorian, Federation and Inter-war residences combined with unremarkable residential flat construction. Street vistas are short due to the curving street plan, which emphasises side elevations of residences. Limited street planting and the narrow carriageway also focus attention on built fabric. This is in turn contrasted with nearby high rise construction to the west and the historic form of the 1863 residence Ben Eden viewed along the Waverley Crescent extension to the east.

Recommendations

Two items, 22-24 Waverley Crescent and Fingleton Reserve are already listed as items of Heritage Significance. This study recommends that the road formation of Waverley Crescent be listed with the provision of interpretive material located within Fingleton Reserve and detailing the origins of the Crescent and its initial relationship to Waverley House.

Street paving lighting and fencelines should all be established as a reflection of the road form and should present a consistent style and form in order to emphasise the continuous curved nature of the roadway.

Consideration should also be given to development controls that encourage built forms reflecting the crescent form of the street frontage and the focal park opposite.

As this is an area of ongoing building renewal garages and vehicle hard stands should be limited to the principle building setbacks with floor space bonuses provided to ensure a consistent setback and alignment of built forms.

Barnett Levey in 1827-29 in Waverley Crescent.



Photo 18: Waverley Crescent



Photo 19: Waverley Crescent from Fingleton Reserve

Recommendation:

While two items are already listed in Waverley Crescent (22-24 Waverley Crescent and Fingleton Reserve), this study recommends the listing of the street itself. It should be preserved due to its curved form and the fact that Waverley Crescent was the first road being built in Bondi Junction.

While Waverley House was demolished and the site redeveloped in 1904, the site still remains of historical significance within the local community and this is the local source of the name of Waverley.

5. Conclusion

Leyshon Consulting's 2003 Economic Overview of Bondi Junction has identified the increase of residential high rise construction within Bondi Junction, the declining percentage of commercial space relative to other near city focal points and a substantial decline of some 172 residence mainly semidetached, terraced row houses and townhouses. These factors have placed pressure on remaining built fabric as the pressure for residential accommodation continues both within the Mill Hill and Botany Street areas, along the Oxford Street ridgeline and the line of Bronte Road.

To conserve heritage areas and items within this culture of increasing density will require a close but managed association of new and existing fabric. Conservation will rely to a degree upon the acceptance and understanding of the heritage planning process and values by residences and property owners coupled with a degree of innovation both in building design and streetscape management.

The preparation of clearly understood guidelines and planning controls relating heritage items and precincts to other aspects of Bondi Junction and of the overall municipality will assist both residents and council in achieving realisable goals of community amenity and retention of cultural significance.

To ensure a broadbased acceptance of heritage planning objectives, management of conservation items and areas should extend to advanced notification of all potential purchasers in the area as to the objectives and benefits of conservation management and the desired planning objectives for Bondi Junction as a whole.

Public awareness of heritage planning should be linked to other areas of community concern and to the overall functional aspects of Bondi Junction as a residential and community focus.

APPENDIX I

Potential Heritage Items in Bondi Junction Study Area

Bondi Junction Heritage Assessment

Item identification Sheet

Name:	Inventory item No.: 1
Other Names:	Type of Item: Precinct
Address: 37-51 Allens Parade	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey residential terraces form a consistent row arranged in symmetrical pairs stepped down the fall of Allen's Parade. Whilst original face brickwork and rendered detailing has been painted over the form, detailing and relationship of the buildings constructed in Federation filigree style remains intact. Later replacement of roof cladding and construction of street front walls are reversible works, which at present detract from the aesthetics of the group. The terraces record the early 20th Century subdivision of lands about the ridgeline to the east of Bondi Junction previously occupied by large freestanding residence open paddocks and small service structures. Significance. The consistent have local significance as a cohesive grouping of Federation period terraces retaining extensive detailing and streetscape value.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 2
Other Names:	Type of Item: Precinct
Address: 53-55 Allens Parade	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: Good symmetrical Federation semi in excellent condition. Hipped form with feature gablet. Turned timber verandah posts with good carved valences. Significance: Good example of a symmetrical Federation semi detached which is essentially intact. Local significance.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 3
Other Names:	Type of Item: Precinct
Address: 57-59 Allens Parade	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: Good symmetrical Federation semi. Transitional Victorian/Edwardian style with tuckpointed face brick. Timber verandah posts and iron lace fringe. Original brick palisade fencing. Significance: Fine, intact example of a transitional, Federation semi detached. One of the few well preserved examples in the area. Local significance.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 4
Other Names:	Type of Item: Precinct
Address: 2-4 Botany Street	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The residential terraces at 2&4, 6&8 and 10&12 Botany Street provide good but altered examples of the more gentrified housing to the higher ground about Bondi Junction. Constructed in the property boom of the 1880's the paired terraces retain varying degrees of detail of Victorian Italianate and Victorian Filigree styles with the paired buildings set out to common alignment and evenly spaced. The form and spatial arrangement prefaced the introduction of the semi-detached residence as a favoured form of development within the Federation period. Significance: The terrace group retains substantial streetscape quality together with sufficient detailing to enable progressive restoration. The group is a good example of terrace housing developed for more affluent owners on the ridgelines about Bondi Junction and demonstrate a stage in the evolution of the freestanding residences of the late 19th Century.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development X Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 5
Other Names:	Type of Item: Precinct
Address: 6-8 Botany Street	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The residential terraces at 2&4, 6&8 and 10&12 Botany Street provide good but altered examples of the more gentrified housing to the higher ground about Bondi Junction. Constructed in the property boom of the 1880's the paired terraces retain varying degrees of detail of Victorian Italianate and Victorian Filigree styles with the paired buildings set out to common alignment and evenly spaced. The form and spatial arrangement prefaced the introduction of the semi-detached residence as a favoured form of development within the Federation period. Significance: The terrace group retains substantial streetscape quality together with sufficient detailing to enable progressive restoration. The group is a good example of terrace housing developed for more affluent owners on the ridgelines about Bondi Junction and demonstrate a stage in the evolution of the freestanding residences of the late 19th Century.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 6
Other Names:	Type of Item: Precinct
Address: 10-12 Botany Street	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The residential terraces at 2&4, 6&8 and 10&12 Botany Street provide good but altered examples of the more gentrified housing to the higher ground about Bondi Junction. Constructed in the property boom of the 1880's the paired terraces retain varying degrees of detail of Victorian Italianate and Victorian Filigree styles with the paired buildings set out to common alignment and evenly spaced. The form and spatial arrangement prefaced the introduction of the semi-detached residence as a favoured form of development within the Federation period. Significance: The terrace group retains substantial streetscape quality together with sufficient detailing to enable progressive restoration. The group is a good example of terrace housing developed for more affluent owners on the ridgelines about Bondi Junction and demonstrate a stage in the evolution of the freestanding residences of the late 19th Century.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 7
Other Names:	Type of Item: Precinct
Address: 19 Botany Street	Group of Buildings Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: Residential flat development commenced in Sydney with construction of the first example at Miller's Point in 1906. During the First World War housing shortages led to internal subdivision of existing residence as residential flats. The process continued after the war with purpose built structures experimenting in forms and aesthetic resolution. This example represents a rare combination of semi-detached residence and the residential flat building detailed in austere Inter War Free Classical style. The building has a deep red brick exterior of strong symmetry with rendered lintels and cornice. Attached pilasters rising through the elevation form capitals above the parapet. The squat form seen from the street conceals a lower ground floor set below street level.	Period: 1800-1858 1859-1880 1881-1918 1919-1968 X 1969-1989 1990-2003
Significance: The building is an unusual and strongly detailed example of the evolving residential flat building between the wars. Its simple form demonstrates the influence of emerging modernism on the revival styles of the Inter War period.	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
References:	
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 8
Other Names:	Type of Item: Precinct
Address: 25-29 Botany Street	Group of Buildings Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: Speculative development of the Federation period saw the construction of single storey face brick terrace groups capitalising on wider allotments and forming a transitional form between the Victorian terrace form and the emerging semi detached residence which dominated residential construction to inner Sydney during the early 20th Century. The terrace of three residence employ a continuous bull nosed verandah, central gable and raised end walls to project a singular cottage form. Recent construction of a high brick wall to the central residence is out of character and considered reversible. Significance The terrace group retain substantial streetscape significance and demonstrates the effective but economical design employed in speculative construction of the early 20th Century.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic

Bondi Junction Heritage Assessment

Item identification Sheet

Name:	Inventory item No.: 9
Other Names:	Type of Item: Precinct
Address: 31-33 Botany Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site
Description and Historic Background: The semi detached single storey residences are constructed in rendered masonry with high pitched roof forms now tile clad. The paired residences are joined by a continuous verandah recessed between projecting gable fronts. The street front gable ends incorporate canted window bays with arched Italianate window openings. Decorative barge boards to the gable ends and turned timber pinnacles add a Gothic influence to the detailing, whilst prominent chimneys with moulded render capping continue the predominant Italianate detailing. Botany Street provided a later thoroughfare through land undeveloped in the 1870's and associated with large land holdings about principle residence to the ridgeline to the east of Bondi Junction. The initial subdivision of the 1880's allowed for substantial attached residences on generous blocks capitalising on the view and proximity to larger houses with substantial surrounding gardens. Significance One of the earliest residences in Botany Street the semi detached Victorian cottages employ a form achieving notable scale and streetscape presence due to symmetrical set out and the prominence of the forward gables. The combination of Gothic and Italianate detailing reflects the influence of the Victorian Romantic Movement. Together with the terraces at 2-12 Botany Street these semi-detached residences record the initial subdivision pattern of spacious well appointed residences commanding the ridgeline above Bondi Junction.	Monument Garden/Park Other Period: 1800-1858 1859-1880 X 1881-1918 1919-1968 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment

Item identification Sheet

Name: Terrace Group	Inventory item No.: 10
Other Names:	Type of Item: Precinct
Address: 40-46 Botany Street	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: A late Victorian terrace row of substantial two storey residences designed in Federation filigree style originally employing tuck pointed brickwork with moulded render and stone features. Original finishes remain evident in chimney stacks with detailing remaining throughout the group but painted over. Palisade fencing and party walls to front yards have been compromised by construction of high brick fence to front of No. 44. Significance The terrace group record the late 19 th and early 20 th Century subdivision of open grounds about major residences owned by the Vickery family and other wealthy locals along the ridge line to the east of Bondi Junction. The group retains notable streetscape and aesthetic value.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological X Architectural Natural Aesthetic X

Bondi Junction Heritage Assessment

Item identification Sheet

Name:	Inventory item No.: 11
Other Names:	Type of Item: Precinct
Address: 48 Botany Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: A large free residence having commanding views to the west and previously to the east. The rendered two story masonry residence with hipped slate roof has been constructed in the Victorian Italiannate Style Botany Street provided a later thoroughfare through land still undeveloped in the 1870's and associated with large land holdings about principle residence on the ridgeline to the east of Bondi Junction. The initial subdivision of the 1880's allowed for substantial attached residences on generous blocks capitalising on the view and proximity to larger houses with substantial surrounding gardens.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance One of the earliest residences in Botany Street this residence is representative of large freestanding residence constructed within extensive landscaped grounds located along the high ground to the east of Bondi Junction which provided views to the east and west. The remaining building records the Victorian Italianate style favoured by these residences.	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social X Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 12
Other Names:	Type of Item: Precinct
Address: 126-162 Ebley Street	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey residential terrace row comprises paired residences in symmetrical plan form stepped down the west facing slope of Ebley Street. The original Federation Filigree style and detail is still substantially despite localised alteration and painting of face brickwork. Roofs originally of patterned slate are of varied tile and metal cladding. The terrace row resulted from late 19th and early 20th Century subdivision of remaining open lands to the eastern periphery of Bondi Junction providing sites for continuous terrace developments and semi detached terrace form residences.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance The residential group together with two storey semi detached residences of the same period located opposite, record the style detail and urban plan form of Federation terraced streetscapes.	
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 13
Other Names:	Type of Item: Precinct
Address: 123-125 Ebley Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey semi detached residences originally of face brick construction with Marseilles terra cotta tile hipped roofs, retain varying degrees of detail in the Federation filigree style. The paired buildings are of common alignment and evenly spaced. The form and spatial arrangement illustrate the superiority of the semi-detached residence over the attached terrace row constructed opposite in the same period. The grouped residences together with the terrace row opposite resulted from late 19th and early 20th Century subdivision of remaining open lands to the eastern periphery of Bondi Junction providing sites for continuous terrace developments and semi detached terrace form residences.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance The residential group together with attached terrace row, record the style detail and urban plan form of Federation terraced streetscapes. The group provide a cohesive streetscape of consistent detail and historic origins.	
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 14
Other Names:	Type of Item: Precinct
Address: 127-129 Ebley Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey semi detached residences originally of face brick construction with Marseilles terra cotta tile hipped roofs, retain varying degrees of detail in the Federation filigree style. The paired buildings are of common alignment and evenly spaced. The form and spatial arrangement illustrate the superiority of the semi-detached residence over the attached terrace row constructed opposite in the same period. The grouped residences together with the terrace row opposite resulted from late 19th and early 20th Century subdivision of remaining open lands to the eastern periphery of Bondi Junction providing sites for continuous terrace developments and semi detached terrace form residences.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance The residential group together with attached terrace row, record the style detail and urban plan form of Federation terraced streetscapes. The group provide a cohesive streetscape of consistent detail and historic origins.	
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 15
Other Names:	Type of Item: Precinct
Address: 131-133 Ebley Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey semi detached residences originally of face brick construction with Marseilles terra cotta tile hipped roofs, retain varying degrees of detail in the Federation filigree style. The paired buildings are of common alignment and evenly spaced. The form and spatial arrangement illustrate the superiority of the semi-detached residence over the attached terrace row constructed opposite in the same period. The grouped residences together with the terrace row opposite resulted from late 19th and early 20th Century subdivision of remaining open lands to the eastern periphery of Bondi Junction providing sites for continuous terrace developments and semi detached terrace form residences.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance The residential group together with attached terrace row, record the style detail and urban plan form of Federation terraced streetscapes. The group provide a cohesive streetscape of consistent detail and historic origins.	
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 16
Other Names:	Type of Item: Precinct
Address: 135-137 Ebley Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey semi detached residences originally of face brick construction with Marseilles terra cotta tile hipped roofs, retain varying degrees of detail in the Federation filigree style. The paired buildings are of common alignment and evenly spaced. The form and spatial arrangement illustrate the superiority of the semi-detached residence over the attached terrace row constructed opposite in the same period. The grouped residences together with the terrace row opposite resulted from late 19th and early 20th Century subdivision of remaining open lands to the eastern periphery of Bondi Junction providing sites for continuous terrace developments and semi detached terrace form residences.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance The residential group together with attached terrace row, record the style detail and urban plan form of Federation terraced streetscapes. The group provide a cohesive streetscape of consistent detail and historic origins.	
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 17
Other Names:	Type of Item: Precinct
Address: 3-39 Llandaff Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey residential terrace row comprises paired residences in symmetrical plan form stepped down the west facing slope of Llandaff Street. The original Federation Filigree style and detail is still substantially evident despite localised alteration and painting of face brickwork. Roofs originally of patterned slate have in most cases been reclad in tile or metal. The terrace row is a result of late 19th and early 20th Century subdivision of remaining open lands to the eastern periphery of Bondi Junction providing sites for continuous terrace developments and semi detached terrace form residences.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
Significance The residential group, record the style detail and urban plan form of Federation terraced streetscapes.	
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name: Terraces on Oxford Street	Inventory item No.: 18
Other Names:	Type of Item: Precinct
Address: 194- 200 Oxford Street	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The two storey residential terraces form a cohesive group of late 19th Century residential terraces circa 1888 to 1895. Despite removal of original external, the terraces retain rendered moulding to window and door surrounds together with iron filigree to balconies, iron palisade fencing and prominent moulded render fence posts. Significance: The terrace group together with Westgate House to the opposite side of Oxford Street provides rare examples of the 19th Century streetscape leading into Bondi Junction.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment

Item identification Sheet

Name: Nelson Hotel	Inventory item No.: 19
Other Names:	Type of Item: Precinct
Address: 232 Oxford Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The Nelson Hotel opened on September 1938 under licensee Victor Toohey. The Hotel was one of many reconstructed by the major breweries Tooths and Tooheys through the Inter War period in response to the restrictive drinking hours. Introduced in 1916. Such Hotels included extensive bar frontages enabling rapid sales of beer during the notorious 'six oclock swill'. Prior to utilisation of the Inter War Functionalist Style of the late 1930's -40's new hotels utilised the revival styles favoured between the wars frequently with Art Deco style interiors. The Nelson Hotel retains notable interiors in this style complete with its original bar layout. The building is detailed externally in Inter -War Classical Freestyle with raised pediments to the return corner and western elevations. Exteriors have original tiling with timber and chromed metal door and window framing beneath a metal suspended awning. Exteriors to the first floor are of mottled face brick with moulded render detailing including giant order pilasters cartouches and quoined returns. Timber framed windows have six pane double hung sashes. Significance The Nelson Hotel is a notable example of the Inter War hotel, recording the style and form of hotels constructed in response to restrictive drinking hours of the Inter War years. The building has notable architectural qualities both externally and internally the interior being a widely referenced example of Art deco design. The building has strong streetscape value responding to the corner site and the scale and horizontal emphasis of Oxford Street during the Inter War period.	Period: 1800-1858 1859-1880 1881-1918 1919-1968 X 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic X Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment

Item identification Sheet

Name: Commercial Terraces	Inventory item No.: 20
Other Names:	Type of Item: Precinct
Address: 304-330 Oxford Street	Group of Buildings yes Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The turn-off-the –century commercial retrieved terraces form a cohesive group. Shopfronts are on ground floor and some are substantially altered. Offices and storage above some shopfronts. Integrity lost due to painting of brick and other alterations. Retains good parapet, some elaborate stucco mouldings. Significance: Good group of Federation commercial terraces. Architectural integrity lost, but retains streetscape interest and some excellent retailing. Local significance.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X

Bondi Junction Heritage Assessment

Item identification Sheet

Name: Commercial Terraces	Inventory item No.: 21
Other Names:	Type of Item: Precinct
Address: 358-374 Oxford Street	Group of Buildings yes Single Building
Description and Historic Background: The shopfronts at 358-374 Oxford Street demonstrate a cohesive street frontage designed in the Victorian Classical Style and integrating multiple shopfronts within a consistent 'terrace' form. The group incorporates a raised central pediment in moulded render flanked by three shopfronts to opposing sides having repetitive detailing. The western extension returns as a splayed corner to Vernon Street. Original detailing remains predominantly above a later suspended metal awning to the street frontage. The group retains cohesiveness in the format of shopfront with first floor offices and residential flats above. The undulating parapet line emphasises the linear movement of the streetscape. The consistent elevations remain from speculative development of retail shops following the Tramways Extension Act of 1880, which established regular tram services to Waverley. Growth of Bondi Junction was accelerated by electrification of the tram service in 1902-03. Improved transport combined with subdivision of lands to the Cooper Estate north of Bondi Junction and of the small grants to the south to promote growth of the shopping strip. In 1926 replacement of traditional post supported shopfront verandah's and awnings with steel suspended awnings was made compulsory in Bondi Junction, providing a long lasting impact upon the appearance of new and existing retail structures. Significance: The shopfronts at 358-374 Oxford Street demonstrate a consistent street frontage designed in the Victorian Classical Style, integrating multiple shopfronts within a consistent 'terrace' form. The scale of the speculative development reflects improvements in transport to Bondi Junction following the Tramways Extension Act of 1880. The building group has notable architectural qualities and strong streetscape value responding to the scale and horizontal emphasis of Oxford Street during its initial period of consolidation in the late 19th Century. Capacity remains for reinstatement of original awning and verandah detailing to these late Victorian shopfronts.	Engineering Work Historic Site Monument Garden/Park Other Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions Suburban development Other Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X
Photo: 	

Bondi Junction Heritage Assessment

Item identification Sheet

Name: Terraces in Oxford Street Mall	Inventory item No.: 22
Other Names:	Type of Item: Precinct
Address: 406 Oxford Street	Group of Buildings Single Building yes
Description and Historic Background: The shopfront at 406 Oxford Street retains the detailing and scale of late Victorian and early Federation shopfronts. The facade retains a decorated parapet having a raised central aedicule and baluster detailing set above a projecting (probably) stone cornice. Elegant Corinthian pattern pilasters frame window and door openings within the first floor elevation. Openings have been altered, with new window frames inserted. A metal suspended awning projects above the street level shopfront, replacing previous post supported verandah detailing. The street level frontage has been substantially altered. The elevation remains from development of retail shops following the Tramways Extension Act of 1880, which established regular tram services to Waverley. Growth of Bondi Junction was accelerated by electrification of the tram service in 1902-03. Improved transport combined with subdivision of lands to the Cooper Estate north of Bondi Junction and of the small grants to the south to promote growth of the shopping strip. In 1926 replacement of traditional post supported shopfront verandah's and awnings with steel suspended awnings was made compulsory in Bondi Junction, providing a long lasting impact upon the appearance of new and existing retail structures. Significance: The shopfront at 406 Oxford Street is a retail street frontage designed in late Victorian Classical Style, employing a high standard of decorative moulding within a well-proportioned facade. The quality of the development reflects the establishment of Bondi Junction as a significant retail centre following improvements in transport brought about by the Tramways Extension Act of 1880. The building has notable architectural qualities and strong streetscape value responding to the scale and horizontal emphasis of Oxford Street during its initial period of consolidation in the late 19th Century. Capacity remains for reinstatement of original awning and verandah detailing to this late Victorian shopfront.	Engineering Work Historic Site Monument Garden/Park Other Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions Suburban development Other Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X
Photo: 	

Bondi Junction Heritage Assessment
Item identification Sheet

Name: Imperial Building	Inventory item No.: 23
Other Names:	Type of Item: Precinct
Address: 434-450 Oxford Street	Group of Buildings Single Building X
Description and Historic Background: The Imperial Building retains consistent street frontage designed in the Victorian Classical Style integrating nine shopfronts within the consistent form of a grand terrace. A raised parapet above the three centre shops incorporates a broken pediment surmounted by a classical sculptured figure in classical form. The frieze beneath the pediment carries raised lettering identifying the group as the Imperial Building. The main first floor elevation is articulated by pilasters of moulded render and glazed door recesses above which are alternating arched and pointed recesses. Juliet balconies project from each opening above the existing awning. The suspended awning is of later construction resulting from a 1920's Council directive requiring removal of existing post-supported balconies. Beneath the awning contemporary ongoing alteration has removed original shop frontages. The building remains from speculative development of retail shops following the Tramways Extension Act of 1880. Improved transport combined with subdivision of lands to the Cooper Estate north of Bondi Junction and of the small grants to the south to promote growth of the shopping strip. In 1926 replacement of traditional post supported shopfront verandah's and awnings with steel suspended awnings was made compulsory in Bondi Junction, providing a long lasting impact upon the appearance of new and existing retail structures. SIGNIFICANCE: The Imperial Building at 434-450 Oxford Street retains a notable and consistent street frontage designed in the Victorian Classical Style integrating nine shopfronts within the consistent form of a grand terrace. The scale of the speculative development reflects improvements in transport to Bondi Junction following the Tramways Extension Act of 1880. The building group has notable architectural qualities and strong streetscape value responding to the scale and horizontal emphasis of Oxford Street during its initial period of consolidation in the late 19th Century. Capacity remains for reinstatement of original colour schemes, awnings and verandah detailing to these late Victorian shopfronts.	Engineering Work Historic Site Monument Garden/Park Other Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions
Photo: 	Suburban development X Other Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic

Bondi Junction Heritage Assessment

Item identification Sheet

Name:	Inventory item No.: 24
Other Names:	Type of Item: Precinct
Address: 15 Porter Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The freestanding single storey residences at 15-19 Porter Street Bondi Junction comprise Federation Style residence of face brick and Marseilles pattern terra cotta tile roofing set out in asymmetric plan form to the southern side of the street. Whilst individually altered the group retain substantial original detailing including gable end detailing of pebble dash and half timbering with ladder frame and newel post detailing, canted bay windows, fretwork valance beams and timber detailing to verandahs and elements of original iron palisade fencing. The group was constructed in the early 20th Century following subdivision of lands originally part of Barnett Levy's Waverley Estate of 1827. SIGNIFICANCE The residences at 15-19 Porter Street Bondi Junction comprise a well-detailed and consistent grouping of freestanding homes constructed in the Federation Bungalow Style. The residences retain extensive original detailing and complement the opposing terraced residences identified within Waverley LEP 1996 as Items of Heritage Significance. The combined groupings provide a streetscape of considerable aesthetic quality.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 25
Other Names:	Type of Item: Precinct
Address: 17 Porter Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: The freestanding single storey residences at 15-19 Porter Street Bondi Junction comprise Federation Style residence of face brick and Marseilles pattern terra cotta tile roofing set out in asymmetric plan form to the southern side of the street. Whilst individually altered the group retain substantial original detailing including gable end detailing of pebble dash and half timbering with ladder frame and newel post detailing, canted bay windows, fretwork valance beams and timber detailing to verandahs and elements of original iron palisade fencing. The group was constructed in the early 20th Century following subdivision of lands originally part of Barnett Levy's Waverley Estate of 1827. SIGNIFICANCE The residences at 15-19 Porter Street Bondi Junction comprise a well-detailed and consistent grouping of freestanding homes constructed in the Federation Bungalow Style. The residences retain extensive original detailing and complement the opposing terraced residences identified within Waverley LEP 1996 as Items of Heritage Significance. The combined groupings provide a streetscape of considerable aesthetic quality.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural Natural Aesthetic X

Bondi Junction Heritage Assessment
Item identification Sheet

Name:	Inventory item No.: 26
Other Names:	Type of Item: Precinct
Address: 19 Porter Street	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: This freestanding single storey residence comprises Federation Style residence of face brick and Marseilles pattern terra cotta tile roofing set out in asymmetric plan form to the southern side of the street. Whilst individually altered the group retain substantial original detailing including gable end detailing of pebble dash and half timbering with ladder frame and newel post detailing, canted bay windows, fretwork valance beams and timber detailing to verandahs and elements of original iron palisade fencing. The group was constructed in the early 20th Century following subdivision of lands originally part of Barnett Levy's Waverley Estate of 1827. SIGNIFICANCE The residences at 15-19 Porter Street Bondi Junction comprise a well-detailed and consistent grouping of freestanding homes constructed in the Federation Bungalow Style. The residences retain extensive original detailing and complement the opposing terraced residences identified within Waverley LEP 1996 as Items of Heritage Significance. The combined groupings provide a streetscape of considerable aesthetic quality.	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003
References:	Settlement Patterns: Land Grants Private Subdivisions Suburban development Other
Photo: 	Significance: Historic Scientific Cultural Social Archaeological Architectural Natural Aesthetic X

Bondi Junction Heritage Assessment

Item identification Sheet

Name: Terrace Housing St. James Road	Inventory item No.: 27
Other Names:	Type of Item: Precinct
Address: 2-36 St James Road	Group of Buildings X Single Building
Land Title Information:	Engineering Work Historic Site Monument Garden/Park Other
Description and Historic Background: These single storey attached residences have prominent gabled roof forms addressing the street frontage and incorporating varied elevation treatments comprising canted bay windows and metal roofed verandahs. Whilst gable ends are predominantly detailed with fretted bargeboards, those at 22&24 St James Road have Anglo Dutch style gables. Arranged in symmetrical pairs, the cottages have bullnose metal roofs over entry porches to opposing sides of a central party wall. Moulded render detailing to the leading edge of the party wall, rendered quoin detailing and former tuck pointed brickwork remain evident. Roof cladding, originally of patterned slate, has been extensively replaced by corrugated metal and tile. Pressed metal roofing to bay windows remains evident to some residences. Iron picket fencing remains intact to much of the row. The group is attributed to the entrepreneurial builder J. Harkness who constructed similar groups of residences about the slopes north of Bondi Junction leading down to Double Bay. The residential group evolved from sale of lands formerly part of the St James Glebe Estate originally granted to the United Church of England and Ireland on 22 February 1859. SIGNIFICANCE: The single storey attached residences at 2-36 St James Road are a notable and consistent grouping designed in the Federation Gothic and Federation Anglo Dutch Style integrating residences within a grouping reflecting the ongoing influence of the 19th Century Romantic Movement. The building group has notable architectural qualities and strong streetscape value responding to the small scale and narrow subdivision pattern of the location. Capacity remains for reinstatement of original colour schemes, roof cladding and landscaping to these residences	Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003 Settlement Patterns: Land Grants Private Subdivisions Suburban development X Other Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X
Photo: 	

Bondi Junction Heritage Assessment
Item identification Sheet

Name: Waverley Bus Depot	Inventory item No.: 28
Other Names: Waverley Tram Depot	Type of Item: Precinct
Address: York Road, between Oxford street and York Place	Group of Buildings Single Building X
Land Title Information:	Engineering Work Historic Site
Description and Historic Background: The existing Waverley Bus Depot incorporates elements of the former Waverley Tram Depot in particular the western section of the former tramsheds constructed on the site in 1902. The shed comprises a rectangular steel framed structure having industrial saw tooth roofing clad in corrugated metal and later translucent fibreglass roofing. The western wall of the building is of decorative face brickwork with Anglo Dutch style raised parapets constructed in similar style to those employed on other tram depots of the period. The building and associated depot was constructed in conjunction with electrification of the Bondi Junction tram route in 1902. The depot was constructed on lands formerly part of the St James Glebe Estate originally granted to the United Church of England and Ireland on 22 February 1859 and on other lands formerly part of the Sydney Common. In 1959 much of the depot was reconstructed to form the Waverley Bus Depot. Extensive sections of the original tramshed together with buildings closer to Oxford Street were demolished. A former war memorial close to the Oxford Street entry was relocated to the front of the existing bus depot building. SIGNIFICANCE The remaining elements of the Waverley Tram Depot (now Bus Depot) retain historic and technical significance in relation to the establishment of reliable transport to Bondi Junction. The western elevation to the tramshed also retains considerable landscape and streetscape significance to York Road and the Centennial Parkland beyond.	
Period: 1800-1858 1859-1880 1881-1918 X 1919-1968 1969-1989 1990-2003	
Settlement Patterns: Land Grants Private Subdivisions Suburban development Other	
References: Dowd & Foster, the history of the Waverley Municipal District Keenan, Tramways of Sydney	
 Significance: Historic Scientific Cultural Social Archaeological Architectural X Natural Aesthetic X Photo:	

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