

## PART E – Site Specific Development

Part E is to be read in conjunction with SEPP 65 – Design Quality of Residential Flat Development and all Type Specific and General provisions in Part B to D of this DCP.

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## E1 BONDJ JUNCTION

### 1.1 INTRODUCTION

This Part applies to land as identified in Figure 1. This Part must be read in conjunction with the Public Domain Technical Manual – Bondi Junction Centre.

Additional provisions specified in Clause 1.27 apply to the Town Square and its vicinity. The area is identified with a dashed line in Figure 1.



**Figure 1** Bondi Junction Centre

## 1.2 URBAN FORM CONTROLS

The built form controls define the way the three dimensional form of buildings is modelled to ensure a vibrant and attractive commercial area responsive to the subdivision pattern, existing built form and the Town Centre's streets.

The desired future urban form for Bondi Junction Centre is block edge building forms with tower buildings above. The block edge building form defines the street space, mitigates harsh wind effects and provides consistency in terms of height and alignment along streets throughout the BJC.

Tower building forms occur in the Bondi Junction commercial zones and are designed to provide higher density development commensurate with Bondi Junction's role as a Major Centre as identified in the Sydney Metro Strategy. Encouraging a small footprint tower building is one of the key determinants of sustainability to facilitate cross ventilation, daylight access and to create diversity within the Bondi Junction Centre skyline.

### Objectives

- (a) To coordinate building massing along streets and across blocks.
- (b) To ameliorate the effects of existing unevenly scaled and massed buildings.
- (c) To mitigate the visual effect of tall buildings on the street.
- (d) To mitigate environmental effects of tall buildings on existing surrounding low scale residential development.
- (e) To ensure the streetscape setting for heritage buildings and other noteworthy buildings are retained and enhanced.
- (f) To construct towers which facilitate cross ventilation, daylight access and to create diversity within the Bondi Junction Skyline.

### Controls

- (a) A lower 2 storey shop front façade is required along Oxford Street and Bronte Road and a 6 storey street wall is required on all other streets.
- (b) Above the block edge form a tower building form is required. This form is to be set back from the street edge and from the front, side and rear boundaries (refer to Figures 11 and 12).
- (c) Towers must be slender so as to:
  - (i) Facilitate cross ventilation;
  - (ii) Provide high quality amenity to occupants of the building;
  - (iii) Encourage view corridors;
  - (iv) Provide greater solar access to public spaces and other buildings;
  - (v) Clearly differentiate between the podium and tower elements.

### 1.3 BUILDING USE

The diversity in shop front activity along streets is an important aspect for creating a diverse and lively Centre. Large scale developments can result in significant lengths of blank facades along streets. Office space at street level can also contribute to a decline in street activity as the level of privacy required in offices can lead to obscured glass and blank facades. These situations are to be avoided. It is important that building use is controlled to ensure street level activity is encouraged and BJC is attractive and lively.

Bondi Junction's primary role is as a Commercial Centre so it is important that residential development enhances rather than replaces commercial space particularly on the lower levels of buildings. Although there is a role for residential development in the BJC, this must not be at the expense of commercial development and employment creation.

#### Objectives

- (a) To encourage high quality commercial development.
- (b) To retain lower levels of buildings for commercial and retail uses.
- (c) To increase the diversity and range of shopping and recreational opportunities for people who live, work and visit the Centre.
- (d) To enhance community safety by increasing activity in the public domain on week nights and on weekends.
- (e) To encourage a variety of mixed use development.
- (f) To minimise conflicts between commercial and residential uses.

#### Controls

- (a) Comply with Figure 2 for Control Drawing Building Use locations.

#### *Primary shopping streets*

- (a) The Ground Floor of buildings along primary shopping streets must be designed and used for retail purposes.
- (b) The First floor of buildings must be designed and used for commercial purposes but not limited to retail.
- (c) On sites with wider frontages (over 10m) at least 85% of the building frontage is to be associated with retail uses such as entries, display area, café, restaurant and shop floor.
- (d) On sites with narrow frontages (under 10m) at least 70% of the building frontage is to be associated with retail uses such as entries, display area, café, restaurant and shop floor.
- (e) Entries to residential buildings cannot take up more than 15% of the buildings frontage at street level (for wider building frontages over 10m) and 30% of the building frontage at street level (for narrow frontages under 10m).

#### *Secondary shopping streets*

- (a) The Ground Floor of buildings located on secondary shopping streets must be designed and used for commercial purposes. Retail uses are preferred.
- (b) Entries to residential buildings cannot take up more than 30% of the buildings frontage at street level.

### Laneways

Retail and commercial frontages are encouraged along laneways where possible.

### Arcades, squares and through block links

- (a) The Ground Floor must be designed and used for retail purposes.
- (b) The First Floor must be designed and used for commercial purposes.
- (c) Residential entries cannot take up more than 15% of the frontage.

Arcades and through block links should be grand in scale and form with high visibility and direct connectivity to streets or lanes, rather than be dark single-storey connections with low ceiling heights. They should encourage better pedestrian access whilst supporting pedestrian desire lines (refer to Figure 2).



**Figure 2** Control Drawing Building Use

## 1.4 SUBDIVISION

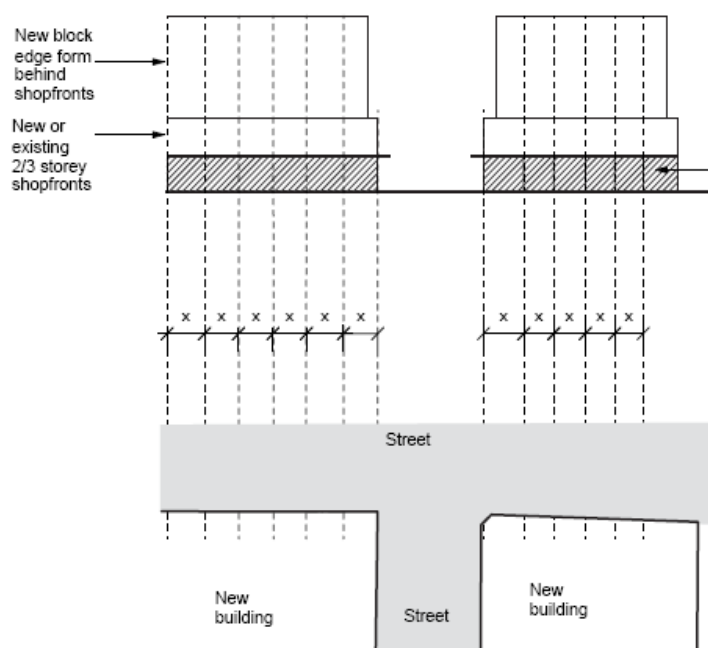
Subdivision and the associated building form that it generates determine the character of urban places. In Commercial Centres a mixture of small allotments and larger amalgamated sites help to create diversity within the centre. Subdivision helps define what is private and public, maintaining streets and laneways for access, connection and movement. Retaining or reinforcing the small allotment size is important to retaining human scale along the street.

### Objectives

- (a) To reinforce the expression of small lot subdivision pattern in building form.
- (b) To enrich the character and diversity within the centre.
- (c) To encourage a human scale in building design.
- (d) To encourage a diversity of shop fronts along streets.
- (e) To encourage the highest and best use of land along shopping streets.

### Controls

- (a) Retaining the small lot subdivision pattern which reflects the original shop fronts along streets in the Bondi Junction Centre is encouraged on lots
- (b) Where this cannot occur due to amalgamation, the design of building elevations is to interpret the small lot subdivision pattern along the street front on lots (refer to Figure 3).
- (c) The design of building elevations on lots is to generally use a 6m grid. This 6m grid can be varied by +/- 2m in order to match an existing grid of an existing building or lot.
- (d) Comply with Figure 4 for small lot subdivision locations.



**Figure 3** Interpretation of the patterns of small lot fronts



**Figure 4** Building frontages to express the small lot subdivision pattern

## 1.5 HERITAGE AND BUILDINGS OF HISTORIC CHARACTER

Heritage items can consist of diverse elements such as parks, beaches, headlands and trees. These, together with buildings and other manmade structures contribute to Waverley's distinctive character. In the commercial area there are; heritage items and heritage conservation areas; archaeological items and area; townscape items; landscape items and area; and urban area. All heritage items and heritage conservation areas are identified in WLEP 2012.

### Objectives

- (a) To ensure buildings of historic character and remaining original shop fronts are retained or reinterpreted.
- (b) To retain the streetscape setting of sites and buildings of historic, architectural and aesthetic significance.
- (c) To recognise the opportunities for heritage sites and contributory buildings to inform streetscape character.
- (d) To ensure developments in or adjacent to conservation areas retain and enhance the conservation values of that area.

### 1.5.1 Buildings of historic character

#### Controls

- (a) Lots identified with buildings of historic character are to retain as a minimum the facade (for a depth of 2m) of the building or preferably the whole building (refer to Figure 5).
- (b) Where a facade cannot be retained the new buildings are to interpret the scale, facade modelling including the location and percentage of glass to solid wall and the vertical and horizontal proportions of the existing building.
- (c) Where the building form, detailing or use of individual buildings of historic character have been inappropriately altered and changed, any application to upgrade or re-use the buildings must clearly demonstrate that the architectural and streetscape value of the building will be enhanced by the proposal.
- (d) Any application to demolish an identified building of historic character must clearly demonstrate that a replacement building will possess equal or higher quality contributory value regarding streetscape, character, architectural design and material quality.
- (e) New development adjacent to buildings of historic character must have facades sympathetic in vertical and horizontal proportions and alignments.
- (f) New buildings adjacent to buildings of historic character or heritage items should display proportions respectful of and build upon proportions similar to adjoining streetscape and forms.
- (g) New buildings adjacent to buildings of historic character or heritage items should draw on the predominant pattern of the streetscape. They are to be open & glazed at street level, have emphasis toward a singular enclosed building form at upper levels and be capped by a lighter more articulated element.



**Figure 5** Buildings of historic character

### Facades

- (h) Original facade elements above awning level such as windows, parapets, balconies and ornamental detailing should be retained where possible.
- (i) Consistency should be achieved through; parapet height, string course both at parapet level, window proportions (sill and lintel height), awning height, fenestration and balcony elements, facade depth and modelling (refer to Figure 6).

### Height

- (j) Match the streetscape proportions and scale of the heritage or contributory building facade.
- (k) The height of the building at the facade shall take into consideration existing parapets and other facade details of established surrounding development.
- (l) The height of awnings of heritage or contributory building should correspond to the surrounding area.

### Materials

- (m) Ensure there is a positive integration of contemporary prefabricated building materials. Using materials similar to or compatible with the existing context (generally rendered or painted masonry).

### Windows

- (n) When restoring a facade that has been subject to substantial alterations over time, look to similar examples in the street to determine correct window proportion, style and materials.
- (o) Ensure the window area is proportionate to the wall mass.
- (p) Prefabricated aluminium windows will not be appropriate.

### Awnings

- (q) Existing box section awnings, cantilever, or suspended by tie rods, should be retained. New awnings should match the form of adjacent awnings and maintain the same alignment.
- (r) Pitched or domed awnings of plastic, glass or canvas construction are not permitted.

### Colour

- (s) Achieve a sympathetic juxtaposition of colour on adjacent building forms and ensure that a row of shops which are homogeneous or symmetrical in style adopt a uniform tonal distribution over the facade without limiting individual colour expression on each shop.



**Figure 6** Interpretation of buildings with historic character

### 1.5.2 Streets with Heritage and Buildings of Historic Character

#### Objectives

- (a) To ensure that the scale of existing height of original 2/3 storey shop fronts is retained along streets.
- (b) To enhance the streetscape setting adjacent to heritage sites.
- (c) To retain and reinforce a pedestrian scale to streets.
- (d) To encourage ongoing adaptive re-use of buildings of historic character.

#### Controls

- (a) New buildings on lots with frontages identified in Figure 7 are to have a 2/3 storey façade along the street and are to be built to the street alignment.
- (b) Balconies to the street facade are to be recessed behind the principle building facade.
- (c) Open spaces and external building forecourts at street level are discouraged on streets with heritage buildings.
- (d) New building on lots with frontages identified in Figure 7 should be designed in accordance with the subdivision controls in Part E1.4.



Figure 7 Building elevation in streets with heritage

## 1.6 ACTIVE STREET FRONTAGES

The design of building frontages along the street is one of the most critical elements in ensuring the centre is an active and vibrant commercial area. Active frontages are at Ground Level (the first level building elevations are also desirable) and include internal building spaces that have direct pedestrian access to the street and provide Town Centre activities. These activities include civic, community or entertainment. Active frontages do not include residential although foyers or entries to residential buildings can make up a small proportion of active frontages.

Active frontages have a high level of connection both physically and visually. Active frontages are one or a combination of the following: shop fronts, cafe or restaurant if accompanied by an entry from the street, pedestrian entrances to retail premises, upper level uses, pedestrian entries or forecourts to buildings, commercial and residential lobbies.

### Objectives

- (a) To promote pedestrian activity and safety in the public domain
- (b) To provide a high degree of surveillance over the street.
- (c) To provide transparency and visual contact between the street and the building's interior.
- (d) To facilitate future adaptability and flexibility of uses.
- (e) To ensure that all streets have active commercial frontages.
- (f) To maximise the amount of active frontages throughout the BJC.
- (g) To create a 'public face' for buildings to enhance the character of streets.

### Controls

#### *General Controls*

- (a) Locate ground levels at grade with finished footpath levels.
- (b) Provide clear glazing to windows and doors from floor to ceiling at ground level. The sill height may not be more than 500mm above adjacent street paving. Obscured glazing is not acceptable.
- (c) Reinforce corner frontages on primary shopping streets with shop or office front windows. Splayed corners or entries on corners are discouraged.
- (d) Openable shop fronts for restaurants or cafes and the like are encouraged.
- (e) Outdoor restaurants, cafes and the like are encouraged.
- (f) First level active frontages are encouraged.
- (g) The installation of roller shutters is not permitted.

#### *Primary Shopping Street Frontages*

- (a) Active frontages are to occur at ground level along all primary shopping streets (refer to Figures 8 and 9).
- (b) Acceptable uses for primary shopping frontages include; retail or the entry area to an entertainment or civic building, the entry area of residential or commercial premises.
- (c) One door (into entertainment, civic, community, commercial or retail uses) per preferred 6m (max. 10m) length of street frontage must be provided.
- (d) Not more than 10% of the street frontage on a lot can have blank walls or service areas (excluding structure, columns and beams).

- (e) Commercial and residential lobbies if accompanied by an entry and occupying less than 10% (or the minimum requirements according to the National Construction Code) of the buildings street frontage can front the street.
- (f) No less than 90% of the building is to be aligned to the street boundary for ground and first level.
- (g) Active uses on levels that are setback are encouraged to look over the street, particularly on corner sites.
- (h) Retail uses are to have a minimum depth of 10m when measured from the street facade.
- (i) "Active Street Frontages and Address" for the development of the Town Square and its vicinity are additionally specified in Clause 1.27.5

#### *Secondary Shopping Street Frontages*

- (a) Secondary shopping street frontages are indicated in Figure 8.
- (b) One door (into entertainment, civic, community, commercial or retail uses) is preferred per 6m to 10m of street frontage (refer to Figure 9).
- (c) At least 50% of the frontage is to be associated with retail uses; access and display areas. The other 50% can be other types of commercial uses such as offices or cafes and restaurants.
- (d) Not more than 15% of the street frontage can have blank walls or service areas (excluding structure, columns and beams).
- (e) No less than 80% of the building is to be aligned to the street.
- (f) Active uses on levels that are setback are encouraged to have active uses looking over the street, particularly on corner sites.

#### *Arcades, squares and through block links*

- (a) The arcades, squares and through block links identified in Figures 8 and 30 must have active frontages.
- (b) Acceptable uses include; predominantly retail, entries to entertainment or civic buildings or commercial premises. Max 15% of the frontage can be the entry to a residential premise.
- (c) One door per preferred 4m (max. 8m) length of street frontage must be provided.
- (d) 95% of the frontage is to be associated with retail uses: access into the building, display area, café and restaurant areas.
- (e) Not more than 10% of the frontage can have blank walls or service areas (excluding structure, columns and beams).



Figure 8 Location of active frontages

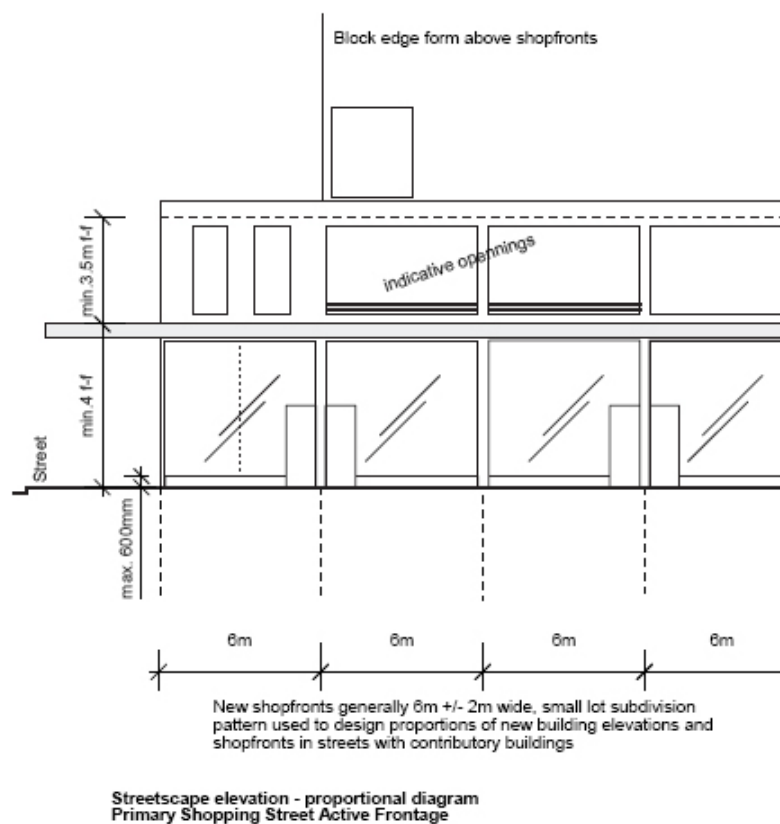


Figure 9 Primary street

## 1.7 STREET ALIGNMENT AND FRONT SETBACKS

Streets with buildings aligned to one another and to the street edge is a key characteristic of commercial centres. This is an important ordering principle and results in:

- **Definition of the public domain and visual order:** Ensuring all buildings in a street align, provides unity of building forms to give greater emphasis to the public space of the street rather than to individual buildings;
- **Active spaces:** Building to the street alignment helps to bring the public uses inside the building and on the street closer together so that the spaces are accessible and visible for pedestrians;
- **Territory and security:** A consistent alignment helps reduce the occurrence of niches or small spaces which can be unsafe at night and ambiguous in terms of whether they are public or private; and
- **Create pedestrian scaled spaces:** Building to the street alignment provides enclosure to the street and a sense of intimacy between buildings and the public domain. The remaining original narrow lot shop fronts align to the street edge and have human scale.

### Objectives

- (a) To enhance streets as the commercial and civic space for the centre.
- (b) To provide easy and legible pedestrian access ways and entrances into buildings.
- (c) To create consistent and unified building elevations along streets.
- (d) To improve the quality of the public domain.
- (e) To ensure building facades create a human scale to the street.
- (f) To define the space of public streets and other public spaces such as squares and parks.
- (g) To maximise safety within public places.

### Controls

#### *General Controls*

- (a) Buildings are to have front elevations aligned to the street boundary with setbacks in accordance with Figures 10-12.
- (b) Situations where a variation to building in alignment with the street boundary may occur includes where the building is adjacent to a heritage building that may have a curtilage, setback or important building elevation facing the side boundary. In such cases site specific heritage information is consulted, or for a public building to create a forecourt.
- (c) Open spaces at the street front for private buildings are not permitted.
- (d) "Street Alignment, Street Setbacks and Street Frontage Heights" for the development of the Town Square and its vicinity are additionally specified in Clause 1.27.1 and 1.27.2.

#### *Calculation rules*

- *The front setback is measured from the lot boundary along the street to the outer most edge of the building elevation (not the garage or car parking area).*

- Setbacks are measured at 90 degrees to the lot boundary and include any articulation to the building elevation as well as including roofed or external living areas.
- This setback is not a minimum or maximum distance but rather the building is to be built along the alignment of the front boundary setback.

*Two/three storey shop front facades*

- (a) Corner sites are to be built to both street alignments.

*Block edge Building Forms- Second floor to Ceiling of fifth floor*

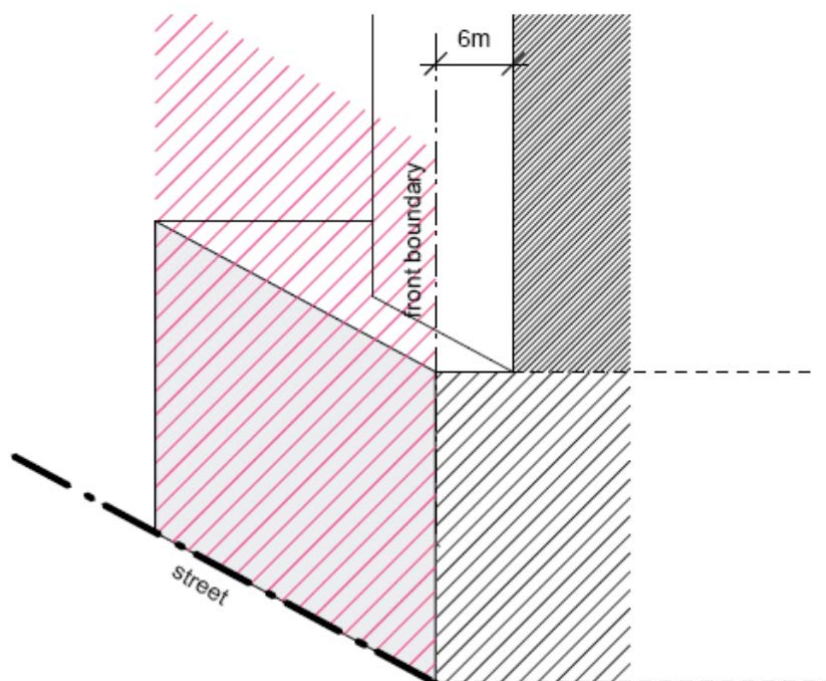
- (a) Development in streets with heritage buildings are to include a minimum 6m setback to built form above the street wall (refer to Figure 12).
- (b) Developments on all other lots are to have front building elevations built to the street alignment to a maximum of 6 storeys block edge development built to the street boundary (refer to Figure 11).

*Tower building forms – Sixth floor and above*

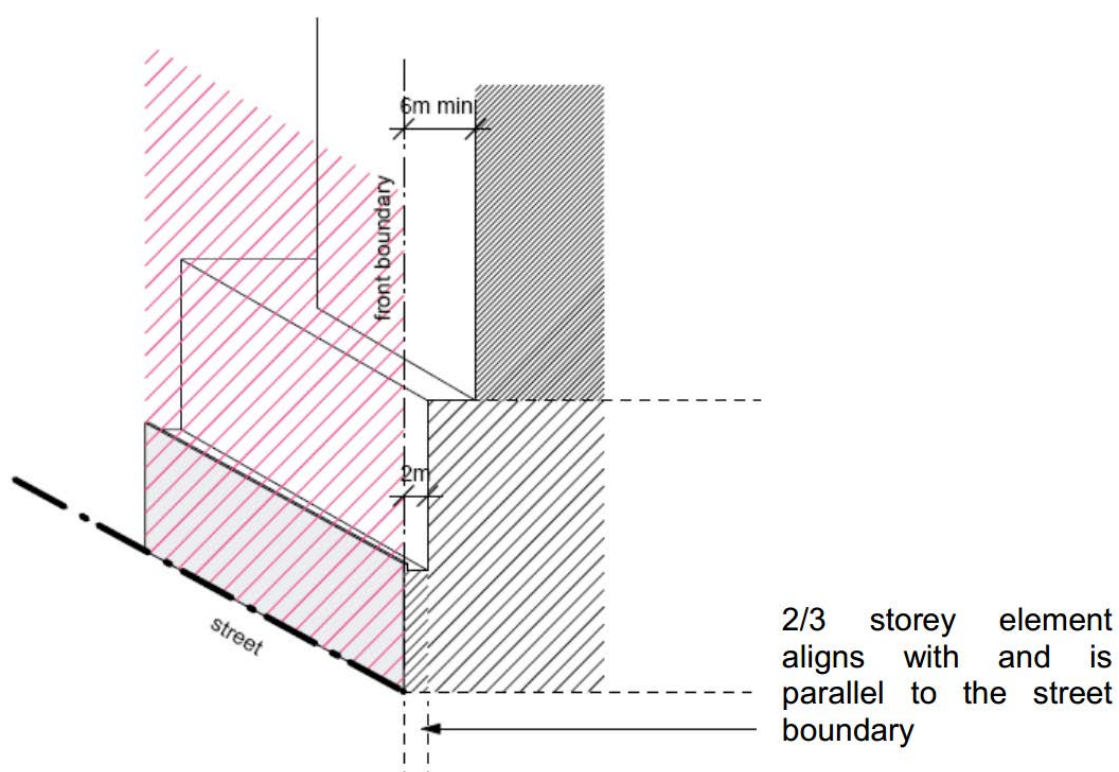
- (a) Tower building forms are to be set back a minimum of 6m from the street wall, are to be parallel to the street boundary and oriented to the front and the rear boundary.



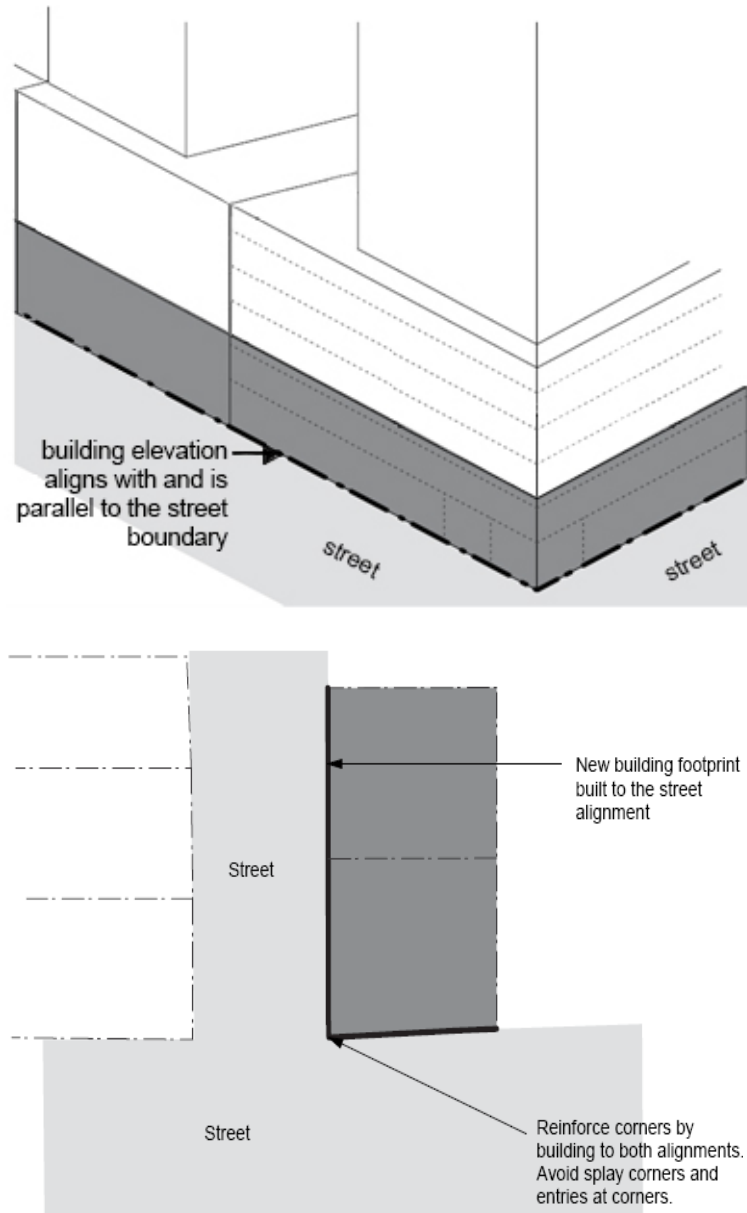
**Figure 10** Control Drawing Building to the street alignment.



**Figure 11** Setbacks from the street: buildings in street without heritage



**Figure 12** Setbacks from the street – buildings in streets with heritage



**Figure 13** Control diagram: corner sites

## 1.8 SEPARATION

Achieving adequate separation distances between the windows of living areas of residential buildings and the windows of working areas of commercial buildings are important considerations when building in an existing and established area. Separation ensures that both existing and new residents can enjoy privacy both to internal and external spaces as well as access to sunlight and outlook.

### Objectives

- (a) To provide amenity and liveability for new building.
- (b) To protect the amenity of existing buildings.
- (c) To facilitate visual and acoustic privacy between buildings.
- (d) To facilitate light and air to buildings.

### Controls

#### *General Controls*

- (a) Generally buildings are to be oriented (refer to Calculation Rules - Separation) to the front and rear boundaries.
- (b) Where neighbouring sites have no buildings or have not been redeveloped side setback controls are to be used.

#### *Ground floor to fifth floor*

- (a) Avoid orienting buildings to the side boundaries.
- (b) Windows cannot be located or oriented to the side boundary for a distance of 8m from the front boundary to ensure that there is a continuous building frontage along the street.
- (c) Where existing buildings occur separation distance may be used instead of boundary setbacks in order to ensure distances for privacy and amenity for existing buildings are retained.
- (d) Zero side setbacks can occur when no windows exist.
- (e) Separation between residential and residential (refer to Figure 14).
- (f) Separation between mixed use and commercial (refer to Figure 15).
- (g) Separation between commercial (refer to Figure 16).

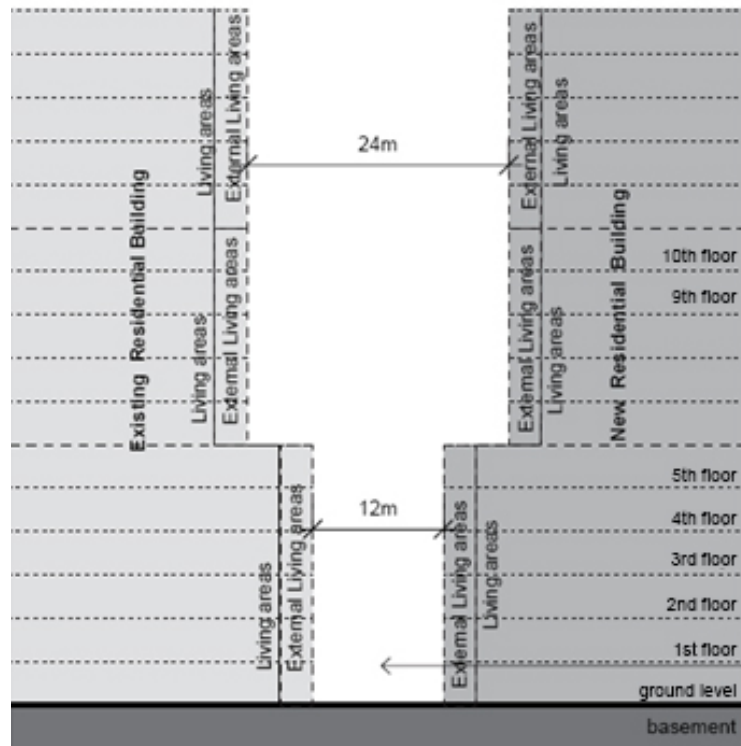
#### **Calculation Rules - Separation**

**Building orientation** refers to the direction of the external face of the building that provides the primary source of light, air and outlook to both residential uses (living room windows/doors and external living areas) and commercial uses (office or shop windows).

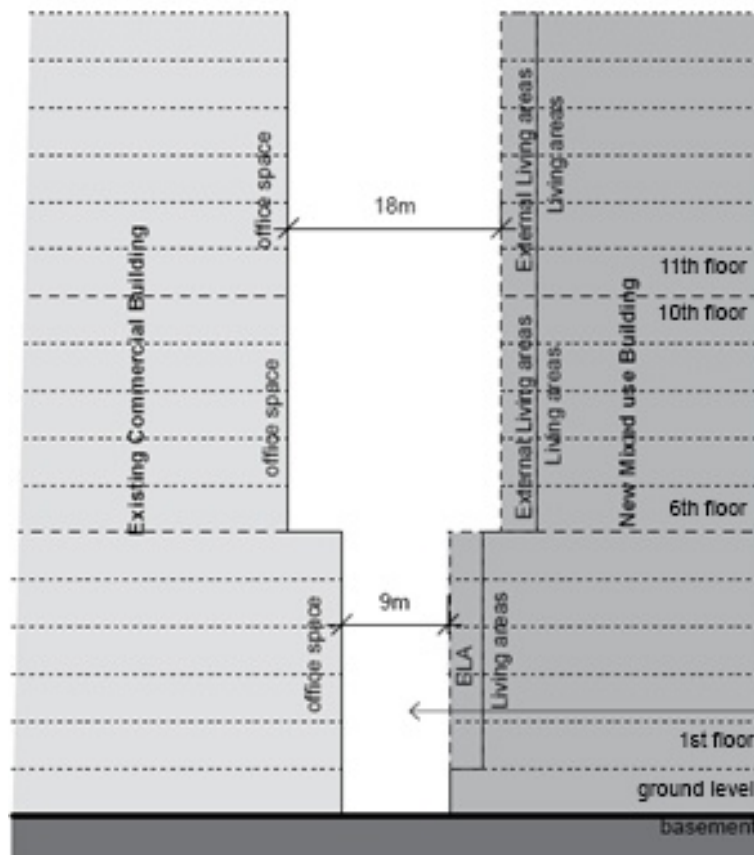
The measurement is to be taken from the windows/doors of the living room that give the rooms its primary source of outlook, light and air. Living areas include living rooms and external living areas such as balconies and terraces. For an external living area the measurement is taken from the outermost point of the balustrade.

**Primary windows:** For living rooms that have more than one orientation, the orientation that provides the primary source of light, air and outlook is only required to be used and is described in the controls as primary windows.

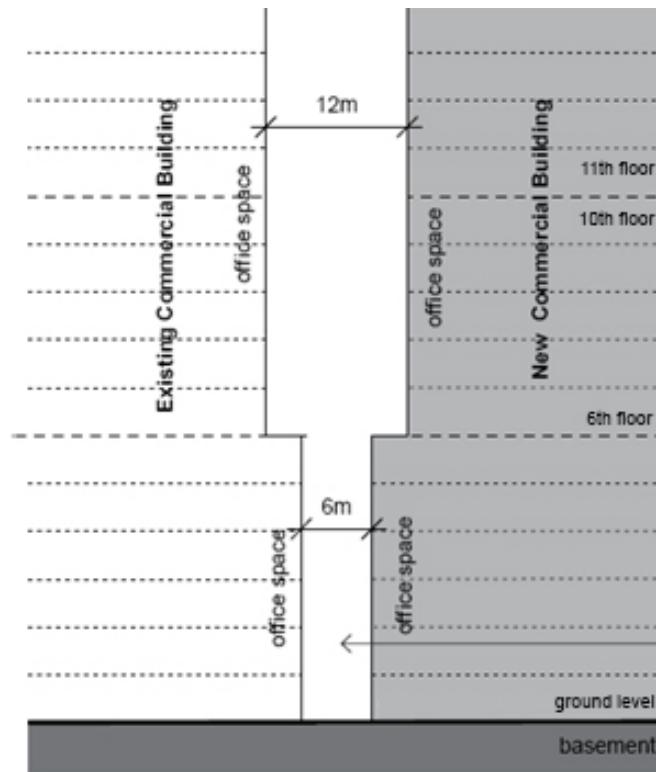
**All other windows:** includes bedroom windows and windows to non-habitable rooms. Living rooms that have a second orientation can also provide outlook, light and air to the room but in the case that greater privacy is required these windows/doors can be of opaque material, fixed, shaded or smaller in size.



**Figure 14** Minimum distances between residential living areas



**Figure 15** Separation distances between residential living areas and commercial uses



**Figure 16** Separation distances between commercial uses

## 1.9 SIDE AND REAR BOUNDARY SETBACKS

Side setback controls are to be used when a site does not have neighbouring buildings with windows facing the side boundaries. Developments will need to consider the position of existing windows and use separation distances to ensure that the orientation of neighbouring buildings are taken into account.

### Objectives

- (a) To define the street space.
- (b) To facilitate visual and acoustic privacy between buildings.
- (c) To facilitate light and outlook.

### Controls

#### *Side Boundary Setbacks*

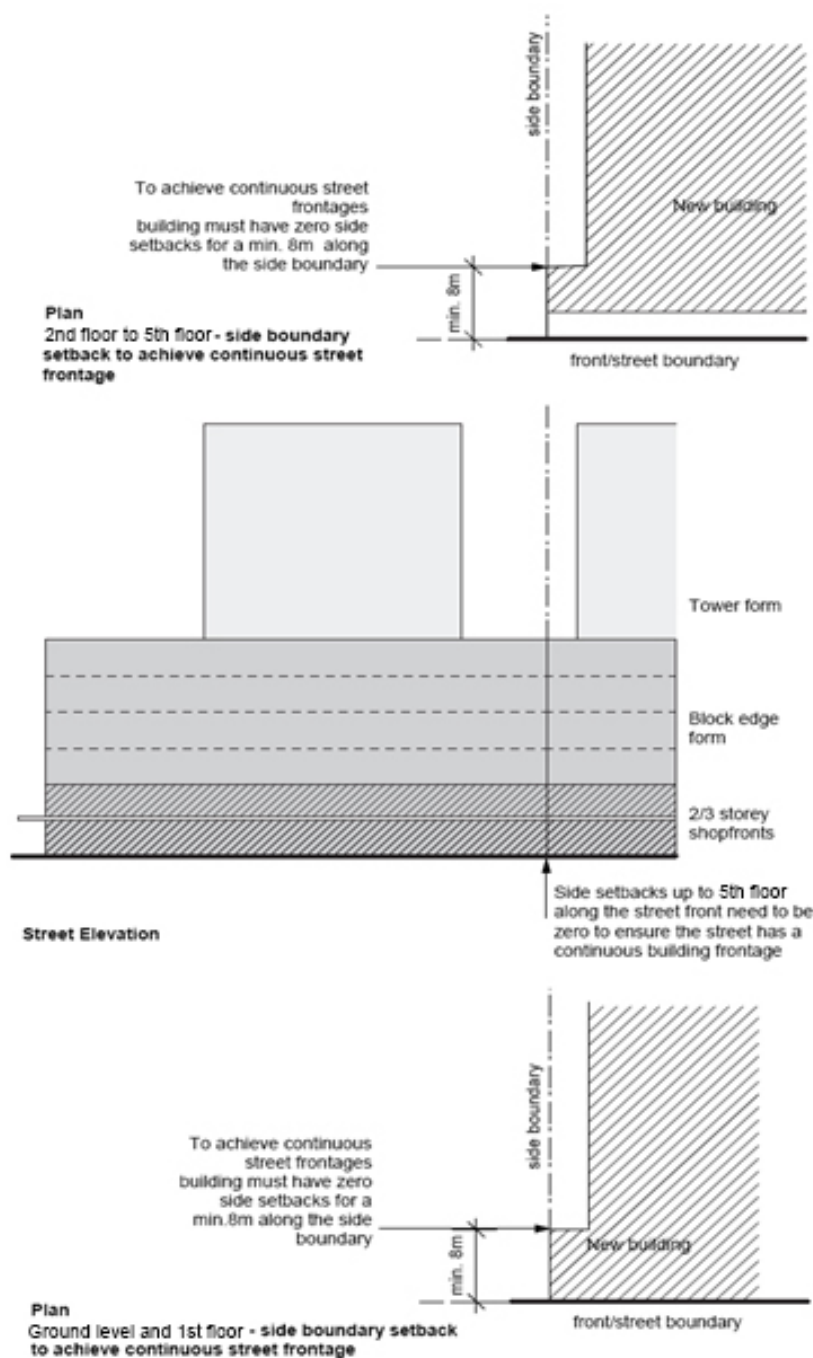
- (a) In new developments where internal and external living areas face the side boundaries setback distances must be met. Where a new development is located next to an existing building that has internal and external living areas facing the side boundaries separation distances must be achieved by the new development (refer to Figure 17).
- (b) Avoid orienting living areas to the side boundaries where possible.

#### *Block edge building forms - Ground floor to ceiling of fifth floor*

- (a) The block edge building form is to be orientated generally to the front and the rear boundaries however where windows face the side boundaries the following setback distances apply:

<b>9m min.</b>	Primary windows of living areas/balconies
<b>4.5m min.</b>	All other windows
<b>3m min.</b>	All other windows on small sites (24m wide or smaller)

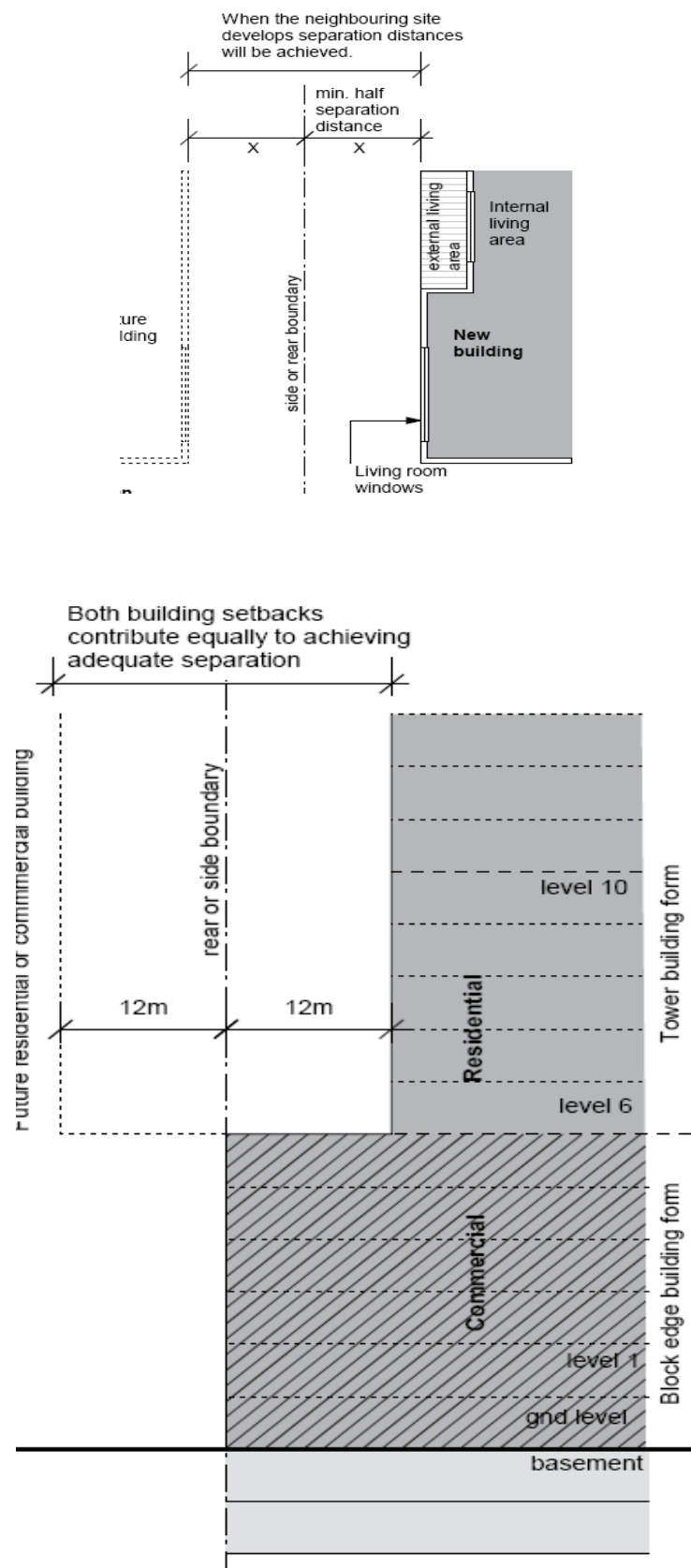
- (b) Sites that do not have windows of neighbouring buildings looking onto the site can have zero side boundary setbacks for a distance from the front boundary of min. 8m to achieve a continuous frontage along the street.
- (c) Sites adjacent to buildings that have windows looking onto the side boundaries are to ensure that separation distances are met.



**Figure 17** Side boundary setbacks close to the street front

*Tower building forms – Sixth to ninth floor and above*

- (a) Sites adjacent to buildings that have windows looking onto the side boundaries are to ensure that separation distances are met (refer to Figure 18).
- (b) In all other instances the side setback is to ensure separation distances can be achieved in expectation that the neighbouring site will be developed in the future. This is to be achieved by providing setback distances half that of separation distances.



**Figure 18** Side and rear boundary setbacks without overlooking by neighbouring buildings

*Block edge building forms- Ground Floor to ceiling of fifth floor*

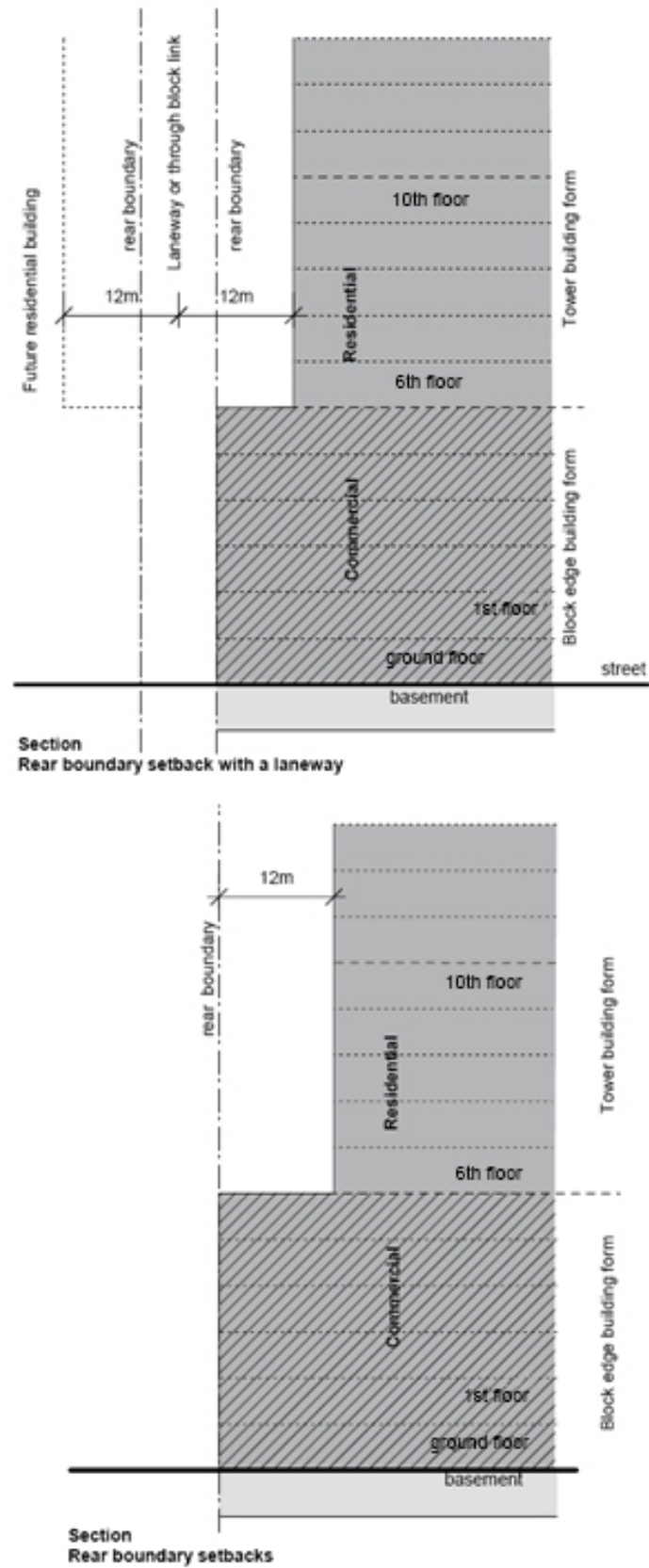
- (a) On lots with rear laneways the rear boundary setback can be zero if separation distances are met. The laneway can be included in the separation distance (refer to Figure 19).
- (b) Sites that have the windows of neighbouring buildings looking onto the site are to ensure that the separation distances are met.
- (c) Sites that do not have existing building windows looking onto the site are to achieve setback distances half that of separation distances required. This can include a rear laneway.

*Tower building forms – Sixth floor upwards*

- (a) Sites that have existing building windows looking onto the site are to ensure that the separation distances are met (refer to Figure 19).
- (b) Sites that do not have existing building windows looking onto the site are to achieve setback distances half that of separation distances required, this can include a rear laneway.

**Calculation rules**

- *Side setbacks are measured from the lot's side boundary to the outside edge of the building elevation. Setbacks are measured at 90 degrees to the lot boundary and are measured to the outer most edge of the building elevation including balconies, terraces and porches.*
- *Rear boundaries may be either on a laneway or where two lots back onto one another.*
- *Lots that extend from street to street do not have rear boundaries but rather have two street frontages.*
- *Side and rear setbacks are measured to the outermost part of the buildings elevation i.e. edge of balconies rather than the glass line.*



**Figure 19** Rear setbacks

## 1.10 BUILDING FOOTPRINT

A building footprint is a two dimensional area designed to provide useable floor areas and to set the extent of a building in relation to the site boundaries. It defines the width and depth of the overall buildable area within which a future building is to be located.

Building footprint provides the appropriate location and alignment of future development in relation to the street layout, block and lot size in a particular location. Building footprint is used to control building amenity in terms of light, ventilation, privacy, outlook and security required for the intended uses as well as setting the relationship between the building and the street.

### Objectives

- (a) To reinforce the street edge.
- (b) To provide amenity in terms of solar access and natural ventilation.
- (c) To promote sustainable design less reliant on artificial heating, cooling and lighting by encouraging thin cross section buildings.
- (d) To provide ground and first floor plates which cater for commercial uses and to encourage commercial from Ground to fifth floor.
- (e) To provide for flexible commercial or residential uses in the tower components of buildings.
- (f) To ensure that shop fronts line commercial shopping streets.

### Controls

#### *General Controls*

- (a) To achieve narrow cross section buildings consider using atria, light wells and courtyards open to the sky to achieve additional daylight and or stack and cross ventilation.
- (b) The use of skylights to provide the primary source of daylight and ventilation to habitable rooms is not permitted.
- (c) Where possible provide commercial and residential spaces with at least two external walls.
- (d) Where possible ensure that common areas such as corridors and entrances have natural light and cross ventilation i.e. openable windows.
- (e) Where possible, achieve natural cross ventilation to dwellings by having window openings in walls facing two different directions, and opposite directions where possible.
- (f) Maximise daylight to all areas such as lobbies, corridors, kitchens and bathrooms by limiting the depth of buildings.
- (g) Avoid or minimise the reliance on mechanical ventilation or air conditioning to these areas.
- (h) "Building Depth and Bulk" for the development of the Town Square and its vicinity are additionally specified in Clause 1.27.3.

#### *Block edge building form*

- (a) Commercial:
  - (i) For commercial floor plates a maximum 100% site coverage is allowed from Ground to fifth floor as long as setback and separation controls are met (refer to Figure 20).

- (ii) For commercial buildings that only have daylight access to two and opposite sides of the building the maximum building footprint depth is a maximum of 20m.

*Tower building forms*

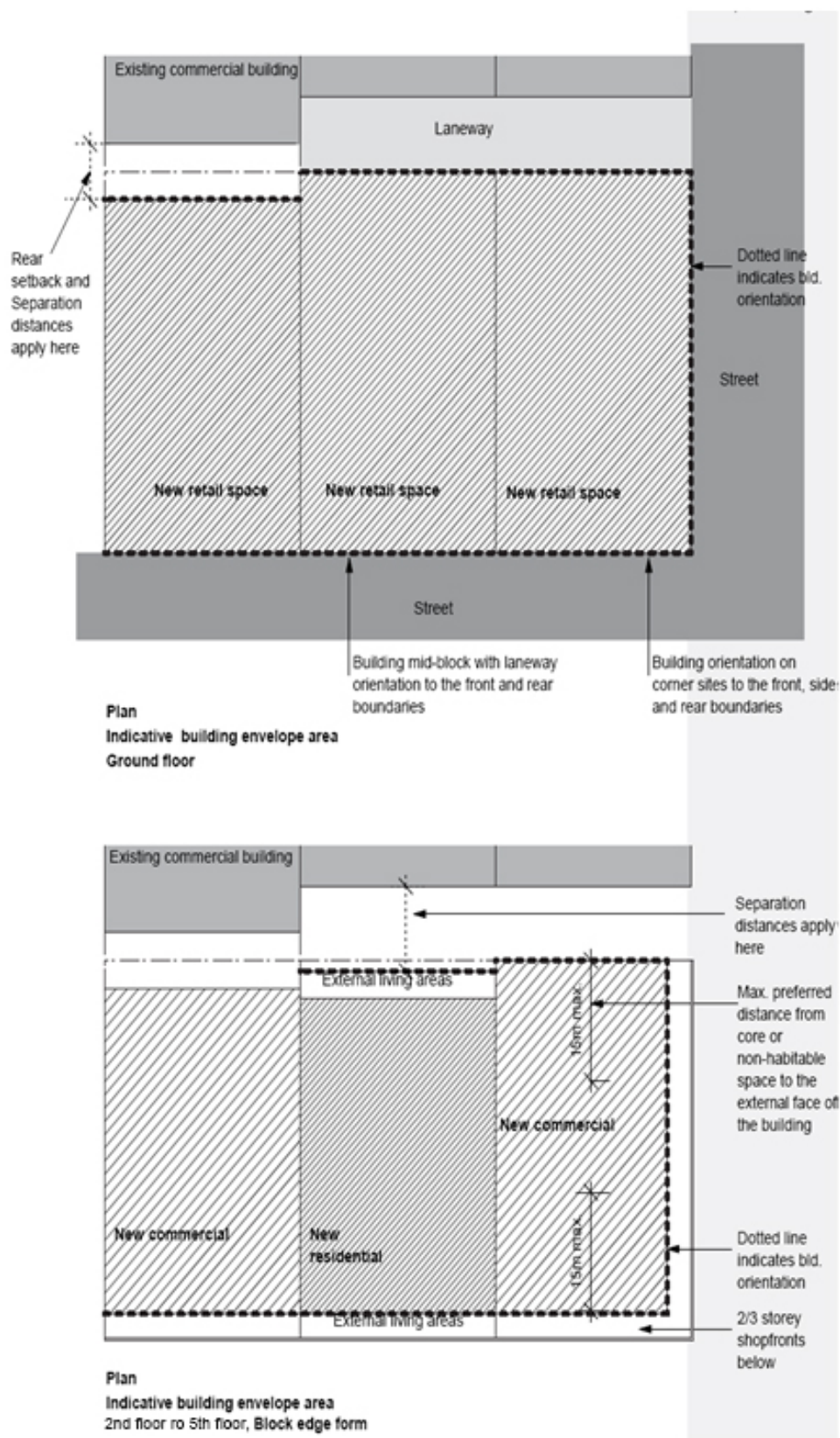
- (a) Commercial:
  - (i) Tower building forms are to be designed so that no commercial habitable space is preferably more than 15m from a source of daylight (refer to Figure 21).
- (b) Residential:
  - (i) Residential tower buildings are to have dwelling depth no greater than 8m from a source of sunlight (not including service areas and non-habitable rooms).

**Calculation rules**

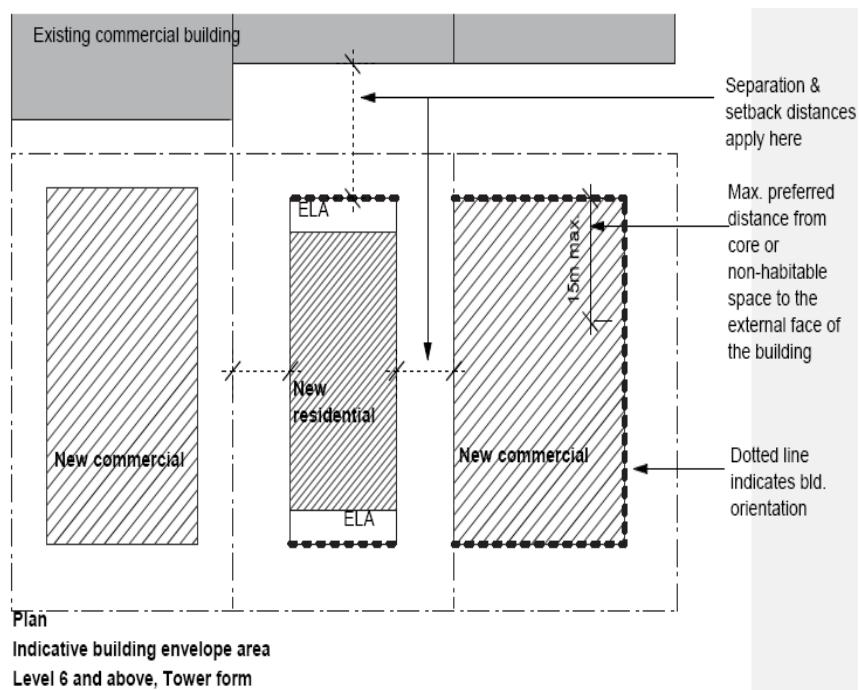
*Building footprint depth refers to the dimension measured from the buildings front or street elevation to the back elevation (rear of the site). Building depth includes the internal plan depth of the dwelling; it does not include external living areas. Building footprint width is measured from side building elevation to side elevation. Building width is set by the width of the site minus the required side setback.*

*Where buildings are not oriented to the street and the rear boundary then the footprint depth will be the dimension of the shorter axis. Mixed-use buildings may have a deeper ground level footprint to accommodate commercial uses with a narrower residential footprint above.*

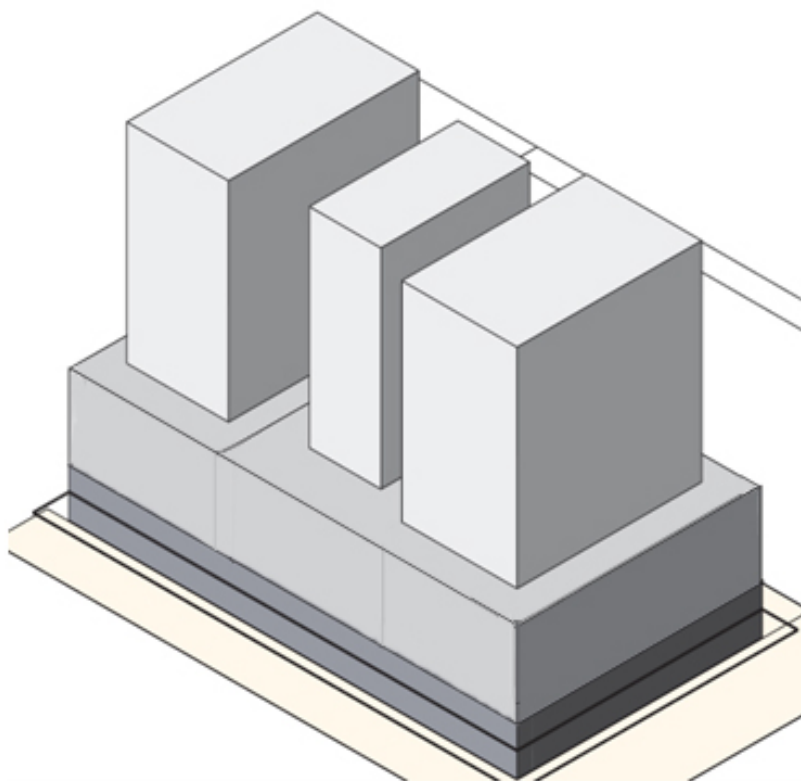
*Some sites may have irregular site conditions such as topography or site shape. Such sites may require particular footprint design solutions that address such irregularities. For example buildings on narrow sites may require slender footprints to protect the amenity of neighbouring sites and to achieve the required setbacks. Sites on steep topography may require detached building footprints to account for the differences in grade.*



**Figure 20** Indicative building footprints on a small site: ground level block edge form



**Figure 21** Indicative building footprint on a small site: tower building form



**Figure 22** Indicative block 3D modelling of three footprint components

## 1.11 BUILDING ORIENTATION

Building orientation is a term used to describe the primary aspect of the buildings elevation containing the windows of the living areas of a dwelling and external living areas. The buildings orientation is defined in relation to the site boundaries.

Building orientation is essential in ensuring privacy and outlook for new buildings and to protect the amenity of neighbouring buildings particularly those with residential uses. Orientation is a key aspect in ensuring that new development adds to the streetscape in a positive way.

### Objectives

- (a) To easily achieve setback distances for privacy and outlook.
- (b) To provide a frontage and clear entry facing the street.
- (c) To avoid overlooking neighbouring dwellings.
- (d) To prevent development from impacting on neighbouring lots for privacy, sunlight access or outlook.

### Controls

- (a) Block edge building forms are to be oriented to and address the street(s).
- (b) Orient tower forms to the front and the rear of lots where possible.
- (c) Blank walls are not to front public streets.
- (d) Where possible orient bathroom, laundry and other ancillary room windows to the side boundaries.

### Calculation rules

*Building orientation refers to the direction that the primary windows of living rooms and external living areas face.*

*Orientation to the front means that the primary windows of living rooms and external living areas face the street and are generally parallel to the front boundary.*

*Orientation to the rear means that the primary windows of living rooms and external living areas are generally parallel to the rear boundary.*

Adequate ceiling heights are important for light penetration, internal air movement and cross ventilation as well as to allow for innovative environmental approaches to heating, cooling and ventilation.

## Objectives

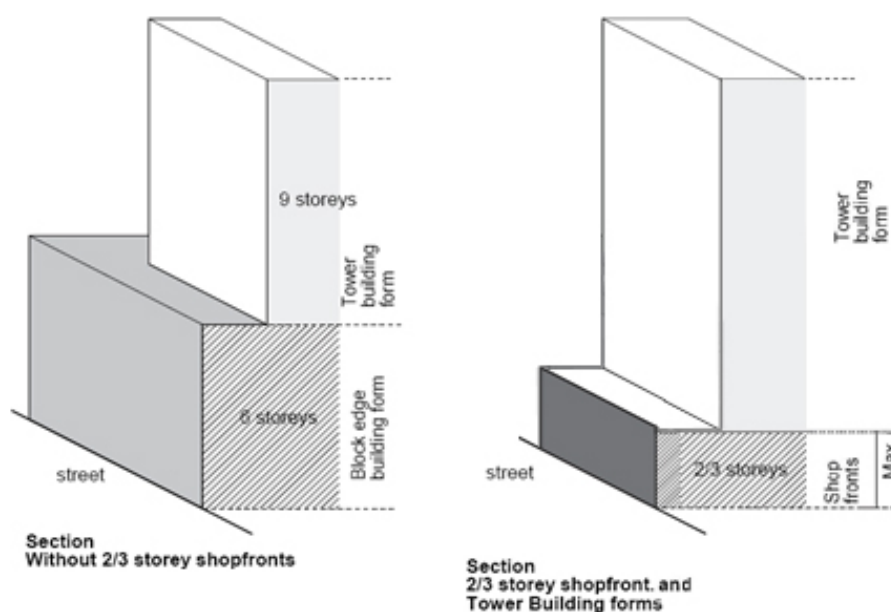
- (a) To ensure buildings create a human scale to the street.
- (b) To encourage development and redevelopment potential.
- (c) To reduce the incidence of high winds at street level.
- (d) To provide a transitional scale between commercial and residential.
- (e) To strengthen the Town Centre form with consistent heights along streets.

## Controls

- (a) Refer to the WLEP 2012 for numeric heights. Proposals on some sites may result in less than the maximum numeric heights due to topography or other site conditions however proposals cannot have any more storeys than specified on Figure 23 and 24.



**Figure 23** Control drawing: number of storeys



**Figure 24** Maximum number of storeys

*Block edge building form*

- (a) Streets with heritage and buildings of historic character are to have 2 / 3 storey street walls (refer to Figure 10).
- (b) Block edge building forms are to be 6 storeys in all other locations (refer to Figure 10).

*Tower building forms*

- (a) Tower buildings can be up to either 8, 10 or 16 storeys (inclusive of the 6 storey block edge form).
- (b) Tower forms are to be set back from the street wall.

*Lots adjacent to surrounding residential lots*

- (a) Lots are to ensure they do not overshadow neighbouring or adjacent residential lots so as to preserve solar access to private open space.
- (b) Lots to the southern side of Ebley Street and Bronte Road are to drop to 2 storeys at the rear to achieve solar access.

### 1.13 VIEWS, VISTAS AND TREE PRESERVATION

Views from public spaces are an important aspect of the character of a place. Bondi Junction is located on a ridge which provides Bondi Junction with vistas of the Woollahra ridge slopes and Harbour Foreshore glimpses to the north down Newland Street and Bronte Road. To the south, there are vistas of the suburbs of Queens Park, Randwick and Clovelly.

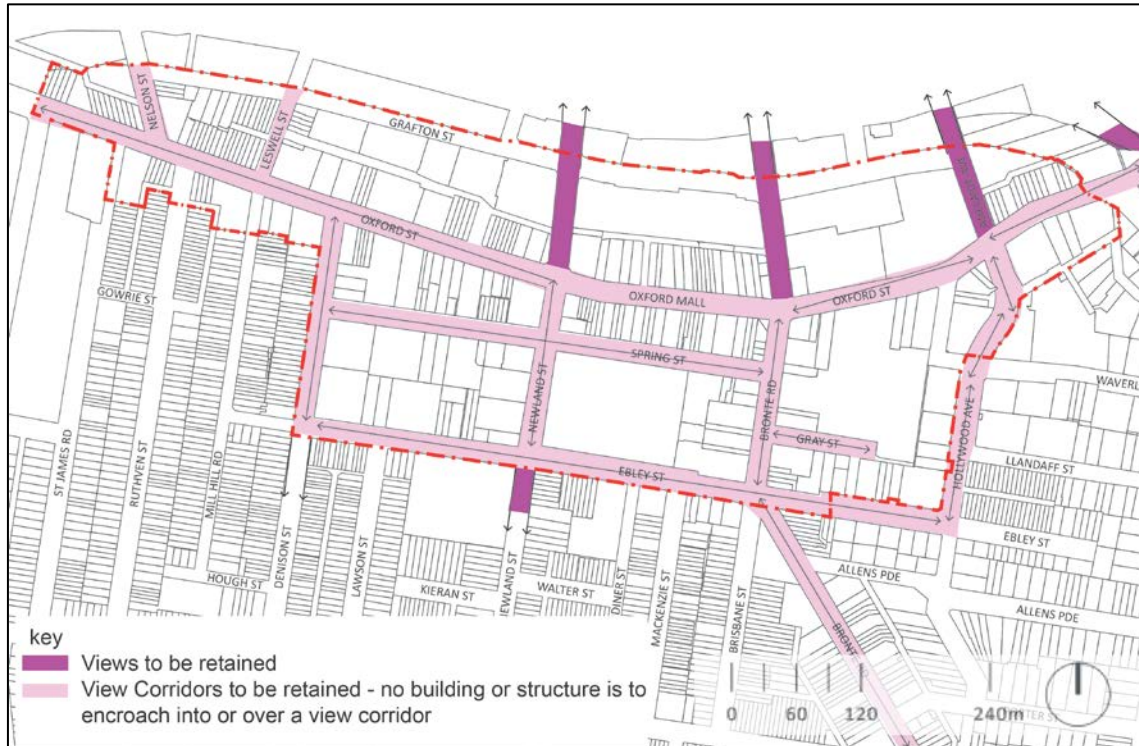
The most important views occur within Bondi Junction along its streets. These views are short to mid-range urban or town centre views and are contained by buildings and extend from one end of the street to the other. These views down streets give the overall visual quality of the centre and help to define and differentiate different places within the centre. As such they are intrinsic to the quality of the urban environment and are to be retained and enhanced in the future.

#### Objectives

- (a) To retain significant vistas.
- (b) To recognise the importance of Town Centre or street views.
- (c) To enhance views and vistas throughout the centre.
- (d) To retain significant trees and vegetation.

#### Controls

- (a) Retain vistas down Newland Street, Bronte Road and Grosvenor Street both to the south and the north.
- (b) No building or structure is to build into or on a street view corridor.
- (c) Development proposals that open up significant vistas from the public domain are encouraged, particularly north-south vistas.
- (d) Comply with Figure 25 for locations of views and vistas referred within this section.



**Figure 25 Views and vistas**

## 1.14 OPEN SPACES AT THE STREET FRONT

The built form within the centre is to be built to, align with and reinforce the street edge. This is to ensure that BJC streets are lined with shop windows, doors to create vibrant and busy street frontages. Buildings that are setback from the street alignment can reduce the appearance and activity on the street therefore generally open spaces at the street front are not allowed.

However a new open space as a forecourt to a public building such as a library, a performance space or a community hall may be considered if carefully designed to ensure the space is pedestrian friendly, adds to the quality of the public domain and is strategically located to enhance pedestrian connections within the centre. Generally open spaces that do not receive good solar access will be more useable if enclosed but with a high level of visual connection i.e. by using glass.

### Objectives

- (a) To retain a consistent alignment along streets.
- (b) To retain and increase activity on the street front.

### Controls

- (a) New open spaces on the street front for private buildings are not suitable for Bondi Junction.
- (b) New open spaces on the street front for public buildings may be considered if they meet the following controls:
  - (i) New open spaces require active frontages along all the built sides of the space.
  - (ii) Logical and functional pedestrian connections through and beyond the space are to be provided.
  - (iii) Clear sight lines into and throughout the space.
  - (iv) The space must be accessible and useable to the public.
  - (v) Public open spaces must not be located on block and street corners, and must be a min. of 10m from a corner.

## 1.15 DESIGN EXCELLENCE

### Objectives

- (a) To improve the design quality of buildings within the Bondi Junction Centre.

### Controls

- (a) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.
- (b) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters:
- (i) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
  - (ii) whether the form and external appearance of the development will improve the quality and amenity of the public domain,
  - (iii) whether the proposed development detrimentally impacts on view corridors,
  - (iv) whether the proposed development detrimentally restricts solar access to the Oxford Street Mall, the Waverley Street Mall, other public plazas and public open spaces,
  - (v) how the development addresses the following matters:
    - the suitability of the land for development,
    - existing and proposed uses and use mix,
    - heritage issues and streetscape constraints,
    - the relationship of the development to other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity, and urban form,
    - bulk, massing and modulation of buildings,
    - street frontage heights,
    - environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
    - the achievement of the principles of ecologically sustainable development,
    - pedestrian, cycle, vehicular and service access, circulation requirements, and
    - the impact on, and any proposed improvements to, the public domain.
- (c) "Building Exteriors" for the development of the Town Square and its vicinity are additionally specified in Clause 1.27.8

## 1.16 BUILDING ELEVATIONS

Building elevation design refers to the three dimensional modelling and detailing of the external wall surfaces of a building. Well designed building elevations establish the building's identity in the street and contribute to the centre as a whole. It is important that the elevations are designed to respond to the internal layout of the building and address environmental conditions and the relationship between internal and external spaces as well as to create memorable and beautiful streets.

### Objectives

- (a) To promote high architectural quality in buildings.
- (b) To create buildings which respond to environmental conditions.
- (c) To reduce reliance on mechanical heating and cooling.
- (d) To improve visual quality of communal spaces and public places.

### Controls

- (a) All elevations must be architecturally designed and contribute to the street in which they are located.
- (b) Design building elevations which incorporate the principles of passive design and the properties of thermal mass, glazing and insulation, to reduce the need to artificially heat or cool. Provide openable windows to living and working environments.
- (c) Facades are not to be totally flat but rather to have relief modelling.
- (d) refer to Figures 26 and 27 for indicative elevations and facades.
- (e) "Building Exteriors" for the development of the Town Square and its vicinity are additionally specified in Clause 1.27.8

#### *Ground Floor Building Elevations*

- (a) The ground floor building elevation may not vary more than 300mm deep from the alignment to the front boundary. Where this variation occurs it is to be used to express the access into the premises and the relief modelling of the facade.

#### *First Floor*

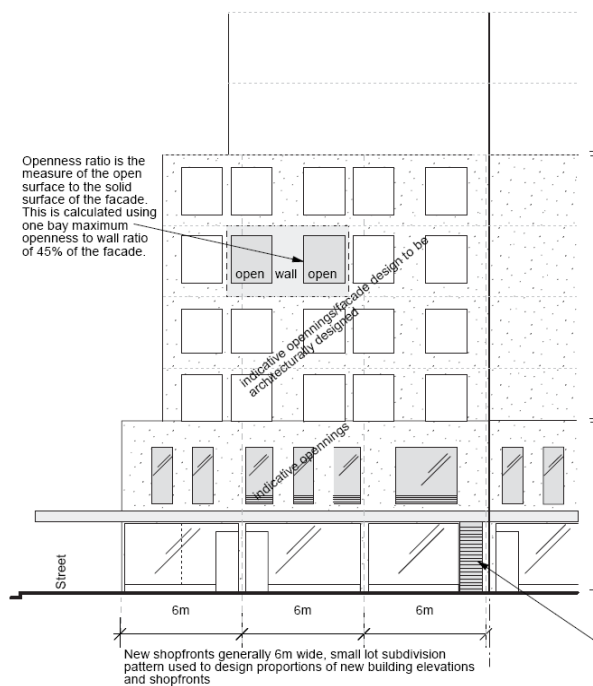
- (a) Elevations are to be composed of a solid wall with punched openings. The solid wall is to have relief modelling.
- (b) The horizontal proportions of the facade must relate to the ground level shop fronts.
- (c) Facades can have an openness ratio of up to 35% of one bay of a facade, the remaining 65% must be solid.

#### *Second to fifth floor*

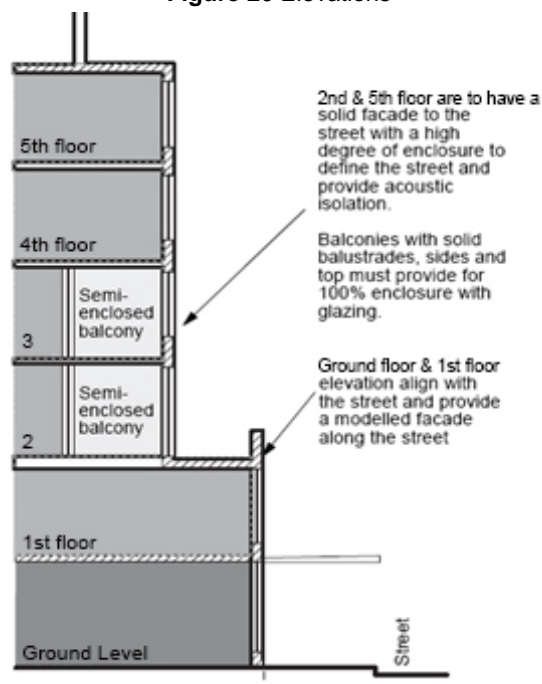
- (a) Elevations are to be composed of a solid wall with punched openings.
- (b) The horizontal proportions of the facade must relate to the ground level shop fronts.
- (c) Building facades can have an openness of up to 45% of one bay of a façade with the remaining 55% solid.
- (d) Elevations cannot have open balconies. As a minimum the balustrade, side and top of the balcony opening must be part of the solid façade.
- (e) The tower component of buildings can be highly individual in character.

*Above fifth floor*

- (a) The maximum unarticulated wall length is 25m<sup>2</sup>.
- (b) Use solar protection elements appropriate to north facing facades such as awnings, deep reveals, roof overhangs.
- (c) Use solar protection elements appropriate to east or west facing facades such as external louvers, shutters, screens. These may be used in conjunction with awnings, deep reveals, roof overhangs.



**Figure 26** Elevations



**Figure 27** Façade section

## 1.17 AWNINGS AND COLONNADES

Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. They encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the local area. Awnings can provide an interface within the public domain contributing to the identity of a development. Awnings are encouraged in order to define the edge of the footpath and reduce the apparent visual bulk of the building. Awnings may not be appropriate for heritage sites. Colonnades are not appropriate in BJC as they do not fit with the existing character of the centre.

### Objectives

- (a) To provide shelter for public streets thus minimising the adverse effects of rain, strong winds, summer sunlight and reflectivity.

### Controls

- (a) Colonnades are not permitted.
- (b) Provide awnings on buildings as indicated in Figure 28 including around corners.
- (c) Awnings should have consistent heights above the footpath with a minimum height between the footpath level and underside of awning of 3.1m. Extend across the width of the footpath to within 0.6m of the kerb line. Awning height is to be in the range 3.2m - 4.2m (clear soffit height), the face is to be horizontal.
- (d) Compliment the height, depth and form of existing awning where they occur in the street.
- (e) Awnings are required to step with topography. Sloping awnings are discouraged.
- (f) Locate awnings over building entries.
- (g) Provide under-awning lighting.
- (h) The colour of awning fascias is to be consistent along the street.
- (i) "Awnings" for the development of the Town Square and its vicinity are additionally specified in Clause 1.27.6



**Figure 28** Awnings

## 1.18 PUBLIC ART IN THE PRIVATE DOMAIN

Council encourages applicants to incorporate public art in the private domain where an application is submitted within the B3 Commercial Core Zone and B4 Mixed Use Zone for major alterations and additions or a new development.

### Objectives

- (a) To encourage high quality artworks and the integration of art into development;
- (b) To increase visual and other sensory experiences within development for the communities sense of place;
- (c) To increase identifiable textures, character and designs appropriate to the area within private domain spaces through the introduction of public art and architectural design within development; and
- (d) To increase public art in the area for greater community cohesion and understanding of the history, culture and place.

### Controls

- (a) Provide high quality artworks and the integration of art into development in publicly accessible locations, particularly main entrances, street frontages and lobby areas.
- (b) Ensure art is sensitive, reflective and demonstrative of the community to provide creative expression and character in development.
- (c) Ensure public art is integrated into the architectural integrity of a development.
- (d) Applications are to be in accordance with Council's Public Art in the Private Domain Guidelines.

## 1.19 DESIGNING BUILDINGS FOR FLEXIBILITY

Flexible buildings are designed for durability and are capable of serving a variety of uses. Buildings, particularly on the lower levels can be designed to be equally capable of accommodating residential or commercial uses. This allows the Centre to retain its capacity to expand its commercial floor space easily as demand increases in the future.

### Objectives

- (a) To improve the quality of the built environment and apply sustainable practices.
- (b) To encourage the design of low energy consumption, durable, flexible, adaptable buildings.
- (c) To promote the design robust buildings to allow flexibility over time, for conversion between residential and commercial uses.

### Controls

- (a) Design the block edge component of buildings (third to fifth floor) to permit adaptation for other future uses, with minimal structural and service alteration by:
  - (i) Concentrating service elements such as fire stairs, air conditioning units, service risers, toilets, kitchens and the like located together to allow larger free floor plate areas; and
  - (ii) Designing service areas and risers generously to make them readily accessible and capable of additional capacity.

## 1.20 CEILING HEIGHTS

Higher ceilings can create better proportioned internal spaces, better air movement and greater sunlight penetration. Generous ceiling heights are particularly important in buildings with small, deep rooms or in rooms that have little sun penetration such as those facing south, this can help reduce the need for mechanical heating and cooling. On commercial levels; particularly the ground floor, higher ceiling are required to allow room for services such as air-conditioning as well as to help light penetrate further into the buildings.

On residential levels the floor to floor ceiling height has to be according to the NSW Residential Flat Design Code and the National Construction Code (NCC) respectively.

### Objectives

- (a) To maximise heights in habitable rooms by stacking wet areas from floor to floor.
- (b) To encourage use of taller, highlight windows and fan lights.
- (c) To coordinate internal ceiling heights and slab levels with external height datum lines, e.g., datum and parapet lines set by surrounding existing buildings.
- (d) To increase the sense of space in rooms and provide well proportioned rooms.
- (e) To promote solar access into all buildings.

### Controls

- (a) Ground Floor: 4.0m minimum floor to floor.
- (b) First floor: 3.5m minimum floor to floor.
- (c) Above first floor, commercial use: minimum 3.5m floor to floor.

## 1.21 EXTERNAL LIVING AREAS

External living area is space that extends the internal space of the building, particularly living areas. An external living area is part of the private outdoor recreational and relaxation space for a dwelling. External living areas can take the form of terraces, decks and the like and can be located either on ground or above ground. Small balconies and similar structures from bedrooms are not considered external living areas.

External living areas should not adversely impact on the amenity of neighbours. The location of the external living area needs to be carefully considered with regard to achieving privacy. The location of external living areas can assist in controlling sun access by promoting daylight access in winter and shade in summer.

### Objectives

- (a) To provide an external living area for each dwelling.
- (b) To enhance the amenity of internal living spaces.

### Controls

- (a) External living areas are to be provided for each dwelling and located adjacent to the internal living area so that they extend the internal ground level living spaces.
- (b) External living areas are to have a minimum size of 12m<sup>2</sup> and a minimum dimension of 2.5m.
- (c) External living area is to be screened to achieve visual privacy if located less than 4m from a side boundary.
- (d) The roof of developments can be used to extend external living areas.
- (e) External living areas are to be:
  - (i) located adjacent to the main living areas, such as living room, dining room, kitchen to extend the dwelling living space; and
  - (ii) sufficiently large and well proportioned to be functional and promote indoor/outdoor living to fit a dining table and four chairs.
- (f) Detail and design balconies or terraces in response to the local climate and context, thereby increasing their usefulness. This may be achieved by:
  - (i) locating balconies and terraces facing predominantly north or east, utilising sun screens, shutters and operable walls to control light and wind;
  - (ii) providing balconies or terraces with operable screens, Juliet balconies or operable walls/sliding doors with a balustrade may be preferable in special locations where noise or high winds prohibit other solutions;
  - (iii) choosing cantilever balconies, partially cantilever balconies and/or recessed balconies in response to daylight, wind, acoustic & visual privacy;
  - (iv) design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy;
  - (v) detail balustrades using a proportion of solid to transparent materials to address sight lines from the street, public domain or adjacent development

## 1.22 WIND MITIGATION

Bondi Junction Centre experiences a high frequency of natural wind currents, mainly as a consequence of its location and landform being located on a ridgeline and close to the highest point in the Sydney area south of the Harbour. The ridgeline at this point takes the form of a saddle, with its centre at Newland Street, between Oxford Street and Spring Street. From this central point the land rises up gently towards east and west, and drops down rather more steeply towards north and south.

In the morning the prevailing winds come from the west and north-west. This is with the exception of the warmer months of the year, October to March, when the prevailing winds come from north-east through to the south directions. In the afternoon, the wind's direction is somewhat reversed, as the prevailing winds come from north-east through to the south directions, with the exception of the winter months, when the prevailing winds come mainly from the south and west directions.

### Objectives

- (a) To mitigate the effects of strong wind at street level.
- (b) To ensure wind does not preclude the functioning of the Town Centre's key uses.

### Controls

- (a) Buildings shall not create uncomfortable or unsafe wind conditions in the public domain which exceeds the Acceptable Criteria for Environmental Wind Conditions.
- (b) Locate or design outdoor areas to ensure places with high wind level are avoided.
- (c) All applications for buildings over 5 storeys in height shall be accompanied with a wind environment statement. For buildings over 9 storeys and for any other building which may be considered an exposed building shall be accompanied by a wind tunnel study report (refer to Annexure E1-1).
- (d) Acceptable criteria for environmental wind conditions:

Area Classification	Limiting Weekly Maximum Gust-Equivalent Mean	Limiting Annual Maximum Gust
Outdoor dining areas, amphitheatres etc	3.5m/s	10 to 13m/s
Main retail centres such as Oxford St Mall, parks, communal recreational areas such as common swimming pool on the podium	5.5m/s	13m/s
Footpaths and other pedestrian access ways	7.5m/s	16m/s
Infrequently used laneways, easements, private balconies	10m/s	23m/s

Note: Gust-Equivalent Mean is defined as the maximum 3 second gust divided by a local Gust Factor for the local wind speed. It is recommended that the local gust factor be derived from the measured local turbulence intensity. If the mean wind speed happens to be greater than the Gust-Equivalent Mean then the Mean wind speed is to be adopted in place of the Gust-Equivalent Mean.

The Annual Maximum Gust wind speed criteria can be used as an alternative to the Gust-Equivalent Mean Criteria. If the Gust-Equivalent Mean criteria are being used then a check should also be made to ensure that all areas studied are within the Annual Maximum Gust wind speed of 23m/s.

When assessing the impact of a proposed development, no increase over the existing wind conditions is acceptable unless the increase over the existing conditions is such that the relevant criterion for that type of space is still satisfied.

### **Calculation rules**

*Natural wind conditions are intensified by certain types of buildings by the way they relate to the surrounding area. In this section, those buildings are called exposed buildings.*

*A building may be considered exposed if half or more of its height rises above surrounding buildings and/or the building lies on the perimeter of a built up area.*

*Exposed buildings are likely to create unpleasant and even dangerous high winds, mainly in three locations: at the base, around corners or through arcades or other openings at the base of the building.*

*In addition the areas within the exposed buildings that could potentially experience adverse wind effects are the areas on the podium, terraces on the roof or on setbacks in the tower as well as projecting or corner balconies.*

## 1.23 REFLECTIVITY

Reflection of light from the sun off the external surface of buildings can create uncomfortable and unsafe glare for pedestrians, drivers and occupants of other buildings, and reduce the amenity of streets, parks and other public or private spaces. For a building where all the reflecting surfaces are vertical, this effect is most pronounced when the sun is at low altitudes.

### Objectives

- (a) To mitigate adverse glare from reflective surfaces on street level.
- (b) To ensure reflectivity does not preclude the functioning of the Town Centre's key uses.

### Controls

- (a) Development shall be designed and sited to minimise adverse solar reflection. Limit the use of large areas of glass in facades to a maximum of 60% of the façade surface area above ground level.
- (b) Introduce as much diffuse reflective or matt surfaces into facades as possible.
- (c) Shade glass areas with horizontal, vertical or diagonal shading devices. Avoid the use of reflective glass.
- (d) Façade treatments containing large areas of glazing, even of quite low reflectivity, are to be avoided.
- (e) Reflected solar glare on drivers should not exceed 500 candelas / m<sup>2</sup>. A candela is the base unit for measuring the intensity of luminance under the International System of Units (SI).
- (f) Mirrored glass and other highly reflective materials should not be used on building exteriors. To minimise potential impact on pedestrians and occupants of neighbouring buildings all panels and elements on vertical façades are to have a maximum specular reflectivity of visible light from normal angles of incidence of 20%. Any surface inclined by more than 20 degrees to the vertical (inclined glass awnings or cladding on inclined roofs) are to have a maximum specular reflectivity of visible light from normal angles of incidence of 10%.
- (g) All applications for buildings which incorporate large areas of glazing (either clear or highly reflective) in external surfaces above ground floor level must be accompanied by a solar reflectivity report prepared by a suitably qualified consultant (refer to Annexure E1-1).
- (h) The above mentioned limits may need to be further reduced depending on the outcome of the analysis by the Reflectivity consultant of the impact on drivers' visibility.

## 1.24 ROLLER SHUTTERS

Roller shutters are sometimes introduced as a precautionary measure, to protect glass shop fronts from anticipated damage resulting from break and enter, but they can be damaged and defaced, as a reaction against what is perceived to be part of a harsh environment.

Window shopping, and hence the legitimate presence of people on the street after hours, is discouraged when window display shop fronts are replaced with roller shutters. A well lit shop front which openly and honestly displays the internal parameters of the shop will be less of an incentive to vandalism and provides visual security against intruders who attempt to gain entry.

### Controls

- (a) Roller shutters on shop fronts are prohibited.
- (b) Roller grilles on standard shop fronts are discouraged.
- (c) Applications involving a change of use of retail premises shall be required to retain or reinstate the window shop front.
- (d) Where the nature of the proposed retail activity does not warrant a window shop front display, the Council may instead give consideration to folding or sliding glass doors. Consider incorporating expanding security doors and grilles behind the display. These can be custom built to meet specific requirements, and when folded away during trading hours, require an absolute minimum area of retail floor space.

## 1.25 OUTDOOR ADVERTISING SIGNS AND STRUCTURES

### Objectives

- (a) To enhance the general character and attractiveness of the streetscape.
- (b) To maintain the architectural integrity of the subject building and adjacent buildings.
- (c) To ensure the amenity of any adjacent non-commercial or residential uses.
- (d) Safety of pedestrians and traffic.
- (e) To ensure the harmony with other features, having particular regard to the size and juxtaposition of other signs in the immediate vicinity.

### Controls

- (a) Signage: should relate to the use of the building on which it appears and be designed to complement the established streetscape character, views and vistas identified in this Part.
- (b) Design and Location: Features of the architecture of the building shall be considered in the design of the advertising sign or structure. Signs should not obscure decorative forms or moulding and should observe a reasonable separation distance from the lines of windows, doors, parapets, piers, and the like.
- (c) Proportion: Signs should be of a size and proportion which compliment the scale of the existing façade, as well as surrounding buildings and signs. The design scale of lettering should be proportioned to the area of the panel to which it will be applied.
- (d) Colour: The colour used in the design of an advertising sign or structure should complement the colour finish of the building to which it will relate. Corporate colours should be limited to the advertising sign or structure, and should not be applied to the painted surface of the building. Careful consideration should be given to the use of illuminated red, green and amber colours in proximity to signalised intersections, to avoid the likelihood of motorist misinterpretation.
- (e) Illumination: Illumination of signs by floodlighting is preferable over the use of boxed fluorescent or neon lighting on buildings and place of architectural significance. Floodlit illumination can also highlight the features of such buildings. The use of neon tubing to highlight the features of any building will not be permitted. For top hamper signs, consider using neon or skeletal backlit signage in preference to boxed fluorescent signs to help soften the impact of the sign and to complement the shop façade. Illuminated signage on buildings exceeding eight storeys can be viewed from the Harbour. Notwithstanding its regional significance, it is not intended that Bondi Junction compete with the established illuminated skylines of the City of Sydney or North Sydney. Any corporate advertising on the Bondi Junction skyline should only be for the purpose of serving the immediate region.
- (f) Number of Signs: The number of proposed signs per building or site shall take into account the following:
  - (i) The number of existing signs on the subject premises;
  - (ii) The proportion of solid (wall surface area) to void (window and door openings) available for signage;
  - (iii) The length of frontage to the premises; and

- (iv) The extent of façade detail and projecting features of the building which should remain unobscured by signage.
- (g) Under awning signs, both illuminated and non-illuminated, shall:
  - (i) Have maximum dimensions 1800mm x 300mm;
  - (ii) Be erected in a horizontal position at right angle to the building façade;
  - (iii) Have a minimum clearance of 2650mm above the footpath;
  - (iv) Be separated by at least 3000mm from other under awning signs; and
  - (v) Be setback 600mm from the footpath edge.
- (h) Top hamper signs:
  - (i) May project up to 100mm from the building façade;
  - (ii) Minimum clearance of 2130mm above ground level;
  - (iii) Shall have dimensions proportionate to the size of the top hamper fascia;
  - (iv) Shall not exceed 600mm in height, with a maximum length of 4000mm;
  - (v) Shall be restricted to one sign per premises, unless the Council considers the buildings frontage sufficient to accommodate more than one such sign;
  - (vi) Should allow a proportion of the wall surface area of the top hamper to be exposed; and
  - (vii) Shall be set back 600mm from side boundaries to satisfy fire regulations.
- (i) Window shop front Signs – Window shop front signs, particularly those using fluorescent in iridescent paints, shall be temporary in nature, and shall not cover more than 60% of the window surface area.
- (j) Awning Fascia Signs – Awning fascia signs shall be part of the awning and not illuminated. They should not project above or below the awning fascia. Sign writing shall be limited to the street number, name and general nature of the business. Product identification on awning fascias is not permitted. Where a building comprises a number of tenants, such as in an arcade, the awning fascia should identify the name of the arcade only.
- (k) Flush Wall Signs – Opportunities may exist for flush wall signs on the blank side or rear walls of some buildings, provided that:
  - (i) The commodities or services advertised are sold within the premises to which the sign is affixed or painted;
  - (ii) The total area of signage is no greater than 4.5m<sup>2</sup>; and
  - (iii) The number of such signs is limited to one only.
- (l) Above Awning Signs – These may be permitted above awning height on buildings of traditional design which incorporate a place for an advertising panel (generally at parapet height). The content of the sign should relate only to the business name or services provided.
- (m) Building Identification Signs – These should be located at building parapet height, for the purpose of identifying the building. They will be permitted where, in Council's opinion, there is sufficient wall surface area to display the sign, and where the sign is proportionate to the façade area, and appropriate to the design and decoration of the building. Where the building comprises a number of tenants, only one identification sign will be permitted to identify the building or the principal tenant. Such signs shall only be permitted where that tenant occupies floor space above awning level. Building identification signs should be positioned at the focal point of the building façade, generally central to the top

parapet, and shall not project by more than 300mm from the wall. They shall be integrated with the character and form of the buildings and shall not alter its roofline.

- (n) The following will not be permitted:
  - (i) Wall signs projecting more than 300mm from the wall.
  - (ii) Flashing or moving signs.
  - (iii) Advertising on display window piers or below the display window sill/kick plate.
  - (iv) Sky, roof, or fin signs.
  - (v) The display of bunting, banners, canvas, or fabric signs.
  - (vi) Inflatable signs and the like.
  - (vii) Advertising on garbage bins, telegraph posts, telephone booths, or other surfaces of a public nature.
  - (viii) Any sign which in Council's opinion, would adversely affect the operation of traffic lights, motorists or obstruct their vision.
  - (ix) Third party advertising.
  - (x) A-Broad (sandwich boards).
  - (xi) Advertising on canvas shade blinds.
- (o) Council may give consideration to temporary advertising in the form of bunting, banners, inflatable or canvas signs for special events provided that the temporary display period does not exceed four weeks.
- (p) Council does not favour and will not approve third party advertising. In accordance with the requirements of clause 3.15.2(a) signage must relate to the use of the building or land it is on. Council has always held the position to prohibit third party advertising and will continue to do so.

## 1.26 ACCESS AND MOVEMENT

Access to and movement through the centre is a key determinant of a busy and vibrant place. The centre is well located on a train stop which generates a significant amount of pedestrian traffic into the centre. Car access is also important to the centre with some parts of the centre being more easy to access and gain parking in than other therefore making them for a convenient shopping experience.

This Part provides direction on the location and type of new links that are to be provided mid-way through large blocks to provide a fine grain pedestrian network linking between streets and where possible new mid-block laneways to encourage more continuous active street frontages free from car park entries, loading bays and ramps. This part ensure that private developments do not diminish the streets and laneways at ground level as the primary civic, commercial and retail space of the centre by ensuring that pedestrians are not redirected into underground tunnels or overhead walkways.

### 1.26.1 Arcades, Through-Block Links and Squares

#### Objectives

- (a) To develop a comprehensive, compact, easy to follow, safe and accessible pedestrian network.
- (b) To provide alternative and convenient ways of moving through the centre on foot.
- (c) To ensure that arcades are safe.
- (d) To expand and enhance the public domain.
- (e) To promotes pedestrian activity throughout the centre.
- (f) To increase active street frontages throughout the centre.

#### Controls

- (a) Retain all arcades and through-block links as shown in Figure 30.
- (b) Provide new through-block links in the general locations shown on Figure 30. Variations to these locations may be considered on the following.
  - (i) connect to a public street on both ends;
  - (ii) be in a straight alignment, bends or dog legs are not allowed;
  - (iii) have visual connection from street to street;
  - (iv) have active frontages on the ground level and ideally have active frontages also on the first and second floor;
  - (v) be either open to the sky or with a glazed roof.
  - (vi) continue 6m wide shop fronts along the arcade;
  - (vii) provide clear glazing for windows and doors from floor to ceiling at ground level. Sill heights must not be more than 500mm above the adjacent paving; and
  - (viii) be open for public use for at least between the hours of 7:00am and 7:00pm daily.

\*Refer to Figure 29 for example of compliant pedestrian link.
- (c) New arcades in addition to the through block links are encouraged. They must:
  - (i) either connect to a public street or extend the axis of an existing street, laneway, arcade or through block link; and

- (ii) have active frontages on the ground level and ideally have active frontages also on the first and second floor.
- (d) "Pedestrian Amenity" for the development of the Town Square and its vicinity is additionally specified in Clause 1.27.4;



**Figure 29** Example of through-block pedestrian link which is compliant with objectives and controls



**Figure 30** Active frontages – through-block links, arcades and squares

## 1.26.2 Vehicular and Service Access to Lots

### Objectives

- (a) To promote active frontages, pedestrian safety and undisturbed pedestrian movement in the location and design of vehicle and service entrances.
- (b) To ensure that car parking is not visible from the street.
- (c) To ensure that the building facade and active frontages are the dominant streetscape element on all streets.
- (d) To limit the number of car park entry points to a development.
- (e) To minimise the size and quantity of vehicle and service crossings.

### Controls

- (a) Comply with Figure 31 for locations for vehicular and service access.
- (b) Car park entries and exits cannot occur along primary shopping streets.
- (c) All car park entries onto streets and laneways are to be enclosed by entry gates, roller doors or the like are located in alignment with the street boundary.
- (d) Vehicle entries to buildings are to cross the footpath at 90 degrees and be a maximum width of 6m.
- (e) Properties which have two street frontages are only permitted to have one vehicular crossing.
- (f) Separate and clearly differentiate pedestrian and vehicle access and locate vehicle access a minimum of 3m from pedestrian entrances.
- (g) Provide no more than one 2-way vehicular access point per individual development.
- (h) Minimise the size, quantity and visual intrusion of vehicle access ways. The preferred width of driveway crossings and car park and service entries is 3m.
- (i) Applicants may only achieve greater widths if they demonstrate that the greater width is necessitated by compliance with Australian Standards related to Off-Street Parking and that pedestrian safety is ensured.
- (j) "Vehicle Footpath Crossings" and "Vehicle Access" for the development of the Town Square and its vicinity are additionally specified in Clauses 1.27.7 and 1.27.9.



**Figure 31** Vehicular and service access

### 1.26.3 Pedestrian Overpasses and Underpasses

#### Objectives

- (a) To protect and enliven streets by ensuring people circulate at street level.
- (b) To protect street level as the primary retail and commercial space of the town centre.
- (c) To retain the character of street and laneways spaces.
- (d) To protect view corridors along streets.
- (e) To protect the street as the primary frontage for light and air to buildings.
- (f) To avoid overshadowing on streets.
- (g) To avoid pedestrian overpasses and underpasses.

#### Controls

- (a) Underpasses under public streets and laneways are not permitted unless linking directly into the public transport interchange.
- (b) Overpasses over public streets and laneways are not permitted.

### 1.26.4 On-Site Parking

#### Objectives

- (a) To avoid compromising street character, building quality, pedestrian amenity and safety through car parking.
- (b) To provide adequate space for parking and maneuvering of vehicles (including service vehicles and bicycles).
- (c) To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as cycling and walking.

#### Controls

- (a) Car parks, car parking structures, vehicular manoeuvring areas, private parking bays, loading docks and the like are generally to be located under street level. Where this cannot be achieved due to topographic constraints, a maximum protrusion of 1.2m is permissible.
- (b) Consolidate basement car parking areas under building footprints to maximise the area available for soft landscaping.
- (c) Design parking structures, which minimise reliance on artificial lighting and car exhaust ventilation.
- (d) Provide 1–2% readily accessible parking spaces, designed and appropriately signed for use by people with disabilities.
- (e) Provide marked pedestrian pathways with clear lines of sight and safe lighting especially at night.

## 1.27 TOWN SQUARE PROVISIONS

Building form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment. The development provisions in this section are intended to encourage high quality design for new buildings, balancing the character of Bondi Junction Centre with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in Bondi Junction Centre and produce a desirable setting for its intended uses.

### 1.27.1 Building to street alignment and street setbacks

#### Objectives

- (a) To provide street edges which reinforce, improve or support the hierarchy and character of specific streets.
- (b) To establish desirable spatial proportions within the street and definition of street edge.
- (c) To create a clear transition between public and private space.
- (d) To locate active uses, such as shop fronts, closer to pedestrian activity areas.
- (e) To assist in achieving visual privacy to apartments from the street.
- (f) To create good quality entry spaces to lobbies, foyers or individual dwelling entrances.
- (g) To allow an outlook to, and surveillance of, the street.
- (h) To maintain sun access to the public domain.

#### Controls

- (a) Comply with the street building alignment and front setbacks specified in Figure 32.
- (b) Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible.

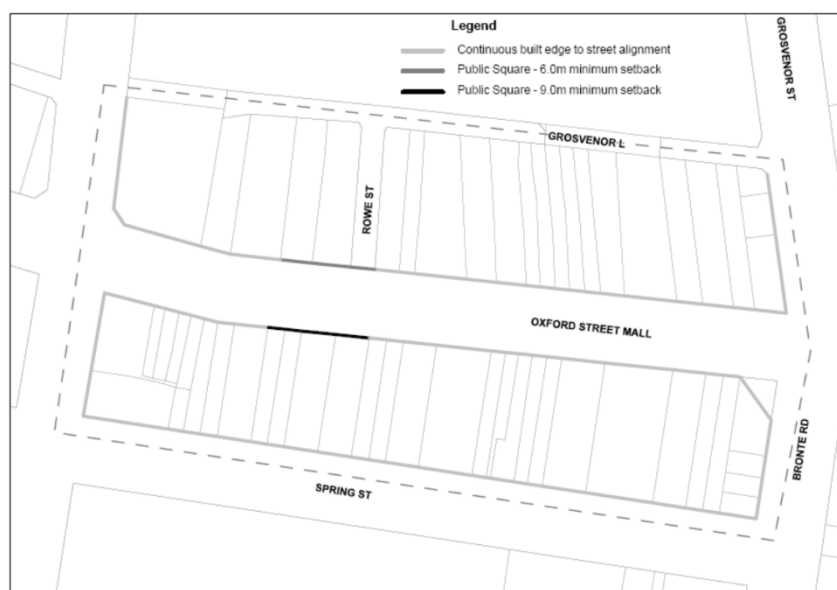


Figure 32 Street alignment and setbacks

## 1.27.2 Street Frontage Heights

### Objectives

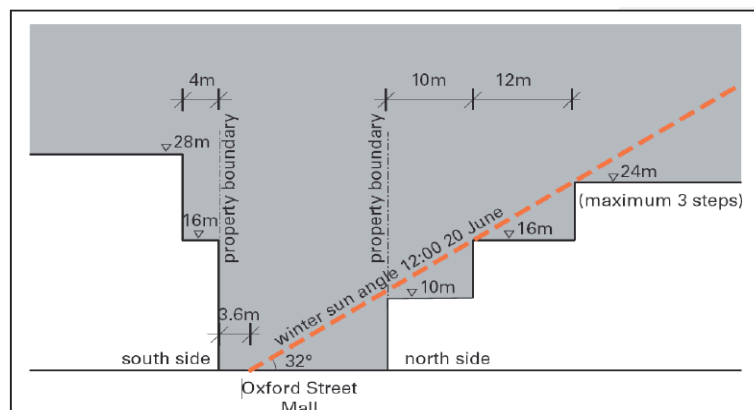
- (a) To strengthen the urban form of the Town Square with consistent street wall heights.
- (b) To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- (c) To enhance the distinctive character of streets within Bondi Junction Centre.
- (d) To protect solar access to key streets and public spaces.

### Controls

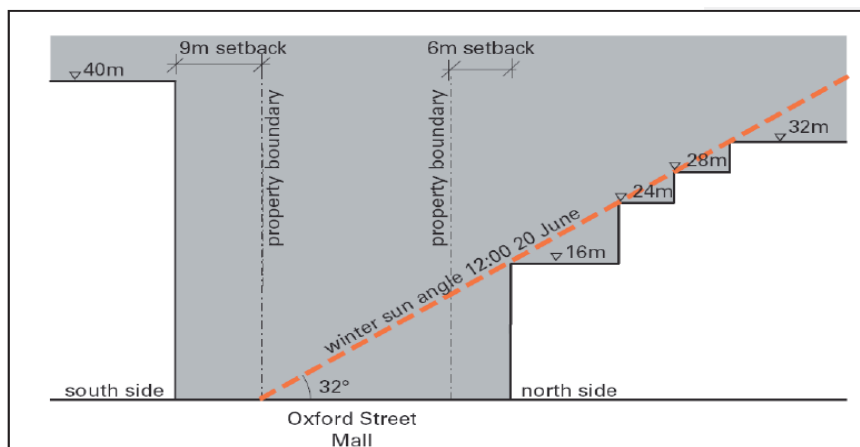
- (a) Buildings must comply with the relevant street frontage heights as shown in Figure 33, 34, 35 and 36.
- (b) All new buildings and additions or alterations to existing buildings on the north side of Oxford Street Mall must comply with the sun access plane illustrated in Figures 34 and 35, irrespective of the existing height of nearby buildings.
- (c) The erection of a building so that any part of the building is above the envelope specified in the relevant sun access diagram is prohibited, unless that part of the building is a minor architectural roof feature.



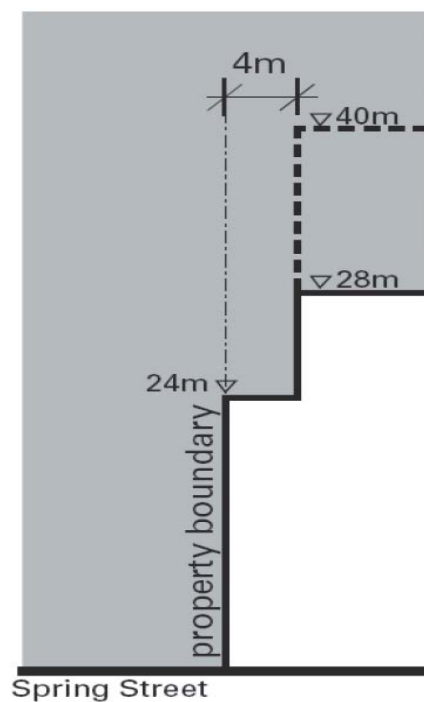
**Figure 33** Street frontage heights



**Figure 34** Street frontage Type A – Oxford Street Mall



**Figure 35** Street frontage Type B – Bondi Junction Town Square



**Figure 36** Street frontage Type C – Street frontage

### 1.27.3 Building Depth and Bulk

#### Objectives

- (a) To promote the design and development of sustainable buildings.
- (b) To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.
- (c) To provide viable and useable commercial floor space.
- (d) To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level floor plates of buildings.
- (e) To allow for view sharing and view corridors.
- (f) To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades.

#### Controls

- (a) On land zoned B3 Commercial Core, above street frontage height: preferred max. floor plate area of a building is 1000m<sup>2</sup> GFA.
- (b) All points on an office floor should be no more than 10m from a source of daylight (e.g. window, atria, or light wells). The preferred depth for office floors with openings on one side is 10m. The preferred depth for office floors with openings on two opposite sides is 20m.
- (c) Use atria, light wells and courtyards to improve internal building amenity and achieve cross ventilation and/or stack effect ventilation.

### 1.27.4 Pedestrian Amenity

#### Objectives

- (a) To improve access in the Town Square area by providing new through site links and enhancing existing links as redevelopment occurs.
- (b) To ensure through site links have active frontages along their length where possible.
- (c) To provide for pedestrian amenity and safety.
- (d) To encourage removal of vehicular entries from primary street frontages.
- (e) To retain and further develop laneways and small spaces as useful and interesting pedestrian connections as well as for service access.

#### Controls

##### *General Controls*

- (a) Through site links, arcades, shared ways and laneways are to be provided as shown in Figure 37.
- (b) Retain existing or replace all arcade connections and walkways.
- (c) Where possible, existing dead end lanes are to be extended through to the next street as redevelopment occurs and should provide clear sightlines from one end to the other.
- (d) New through site links should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links to enhance legibility to the whole laneway system.

- (e) Existing publicly and privately owned lanes are to be retained.
- (f) The design and finish of new through site links need to be provided in accordance with Council's Public Domain Technical Manual for Bondi Junction Centre 2008.

#### *Pedestrian links*

- (a) Through site links for pedestrians are to be provided as shown in Figure 37, and: have active ground floor frontages; be legible and direct throughways for pedestrians; provide public access at all business trading times or as otherwise stipulated by Council's conditions of approval; have a minimum width of 3m non-leasable space clear of all obstructions (including columns, stairs and escalators); where practicable, have access to natural light for at least 30% of their length; where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance; have signage at street entries indicating public accessibility and the street to which the through site link connects; and maximise opportunities for integration of public art installations.
- (b) Internal arcades will not be approved in preference to activation of an existing or required lane. Where developments front a lane that is also a pedestrian route, provide an active frontage and design details that create visual interest such as landscaping, awnings, paved finishes and good lighting.
- (c) When a publicly accessible pedestrian connection is proposed to link directly to the railway line, Transport for NSW must approve connections to railway stations and approve designs. In addition, the developer will be required to enter into an agreement with Transport for NSW defining the controls to be implemented in managing access.

#### *Lanes*

- (a) New through site laneways for pedestrians and vehicles are to be provided as indicated in Figure 37; and have active ground floor frontages; be clear and direct throughways for pedestrians; provide public access at all times or as otherwise stipulated by Council's conditions of approval; have a minimum width of 6m clear of all obstructions; and have signage indicating public accessibility and the street to which the lane connects.
- (b) Provide interest in these spaces, public art installations are encouraged in laneways, particularly where there may be terminating views. Potential street to street connections involving sites in separate ownership should consider liaising to develop compatible proposals and submitting concurrent applications to create new through site links.



Figure 37 Through-site links

### 1.27.5 Active Street Frontages and Address

#### Objectives

- (a) To promote pedestrian activity and safety in the public domain.
- (b) To maximise active street fronts in Bondi Junction.
- (c) To define areas where active streets are required or are desirable.
- (d) To encourage an address to the street outside of areas where active street frontages are required.

#### Controls

##### *Active Street Frontages*

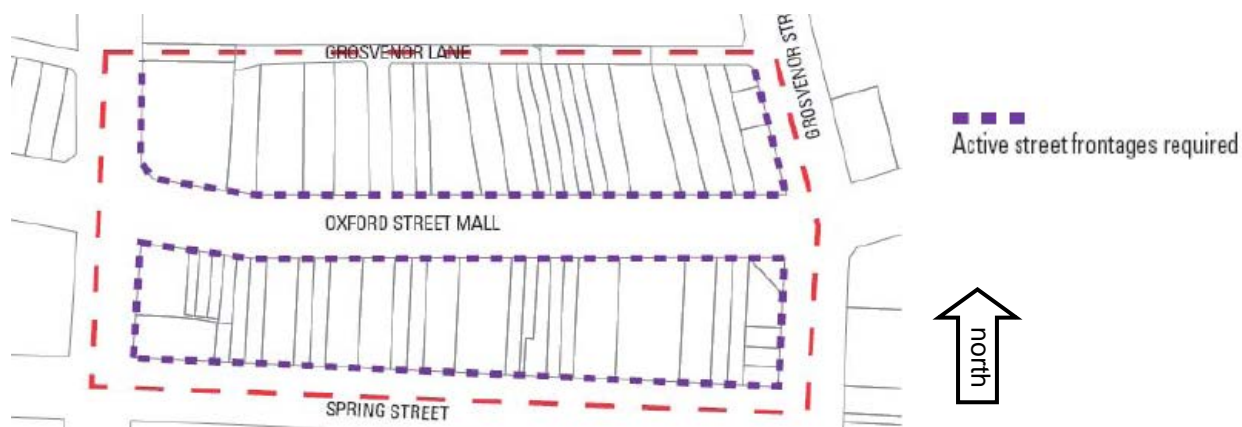
- (a) Active frontage uses are defined as one, or a combination of the following at street level: Entrance to retail; Shop front; Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage; Café or restaurant if accompanied by an entry from the street; Active office uses, such as reception, if visible from the street. Public building if accompanied by an entry.
- (b) Active street fronts in the form of non-residential uses on ground level are required along streets, lanes and through site links.
- (c) Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.
- (d) For all commercial ground floor frontages outside the streets, provide clear glazing where ever possible to promote passive surveillance and contribute to street activity.
- (e) Restaurants, cafes and the like are to consider providing openable shop fronts.
- (f) Provide multiple entrances for large developments including an entrance on each street frontage.

#### *Active frontage above Ground Floor*

- (a) Extend active frontages above ground floor level with uses and building design, which provide transparency, and visual contact with the street. Orient buildings to address streets. Build street frontages along or parallel to the street alignment.
- (b) Integrate landscaping above ground floor levels to provide interest in design and amenity for uses of these spaces.

#### *Street Address*

- (a) Street address is defined as entries, lobbies, and habitable rooms with clear glazing to the street not more than 1.2m above street level and excluding car parking areas. Street address is required on Ground Level of all areas identified in Figure 38.
- (b) Provide multiple entrances for large developments including an entrance on each street frontage.



**Figure 38** Active frontages required

### **1.27.6 Awnings**

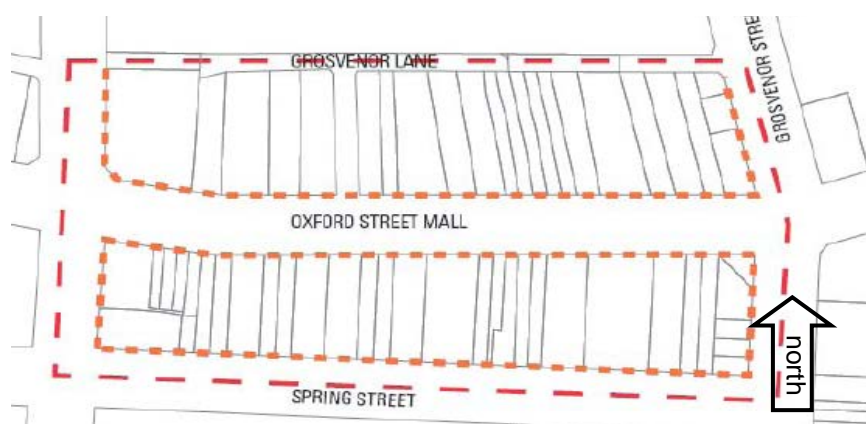
#### **Objectives**

- (a) To increase pedestrian amenity by providing protection from wet weather and sunlight with awnings and colonnades.
- (b) To create a protected transition area between internal and external spaces for public and commercial buildings.
- (c) To improve pedestrian amenity by extending the footpath at ground floor level, and providing shelter and opportunities for outdoor dining.

#### **Controls**

- (a) Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 39.
- (b) Awning design must match building facades and be complementary to those of adjoining buildings.
- (c) Wrap awnings around corners for a minimum 6m from where a building is sited on a street corner.
- (d) Awnings dimensions should generally be:

- (i) Minimum soffit height of 3.3m.
  - (ii) Low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height).
  - (iii) Setback a minimum of 600mm from the kerb.
  - (iv) 3.0m deep.
- (e) Where street trees are required the entire length of the awning is to be set back from the kerb by 1.2m. Cut outs for trees and light poles in awnings are not acceptable.
  - (f) To control sun access/protection, canvas blinds along the street edge may be permitted, subject to design merit and assessment.
  - (g) Signage on blinds is not permitted.
  - (h) Provide under awning lighting to facilitate night use and public safety.



**Figure 39** Building frontages to have awnings

### 1.27.7 Vehicle Footpath Crossings

#### Objectives

- (a) To make vehicle access to buildings more compatible with pedestrian movements and the public domain.
- (b) To ensure vehicle entry points are integrated into building design and contribute to high quality architecture.

#### Controls

##### *Location of Vehicle Access*

- (a) No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant circulation routes in Figure 40.
- (b) In all other areas, one vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.
- (c) Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.
- (d) Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that these are capable of shared access at a later date.

- (e) Vehicle access may not be required or may be denied to some heritage buildings.

#### *Design of Vehicle Access*

- (a) Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7m over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 5.4m may be permitted for safety reasons.
- (b) Vehicle access ramps parallel to the street frontage will not be permitted. Doors to vehicle access points are to be tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.
- (c) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.



**Figure 40** Vehicle access restrictions

### **1.27.8 Building Exteriors**

#### **Objectives**

- (a) To contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes;
- (b) To provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops;
- (c) To present appropriate design responses to nearby development that complement the streetscape,

- (d) To clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security; and
- (e) To maintain a pedestrian scale in the articulation and detailing of the lower levels of the building.

### Controls

- (a) Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of: appropriate alignment and street frontage heights; setbacks above street frontage heights; appropriate materials and finishes selection; facade proportions including horizontal or vertical emphasis; and the provision of enclosed corners at street intersections.
- (b) Articulate façades so that these address the street and add visual interest.
- (c) External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.
- (d) Finishes with high maintenance costs, those susceptible to degradation or corrosion that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.
- (e) To assist articulation and visual interest, avoid expanses of any single material.
- (f) Limit opaque or blank walls for ground floor uses to 30% of the street frontage.
- (g) Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.
- (h) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level.
- (i) A materials sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.
- (j) The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.

## 1.27.9 Vehicle Access

### Objectives

- (a) To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:
- (b) To design vehicle access to required safety and traffic management standards,
- (c) To integrate vehicle access with site planning, streetscape requirements, traffic patterns and to minimise potential conflict with pedestrians.
- (d) To minimise the size and quantity of vehicle and service crossings to retain streetscape continuity and reinforce a high quality public domain.

### Controls

- (a) Driveways should be: Provided from lanes and secondary streets rather than the primary street, wherever practical. Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees. Located a minimum of 10m from the perpendicular of any intersection of any two roads. If adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary.

- (b) Vehicle access is to be designed to minimise the impact on the street, site layout and the building façade design, and if located off a primary street frontage, integrated into the building design.
- (c) Where practicable, buildings are to share, amalgamate, or provide a rear lane for vehicle access points.
- (d) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.
- (e) Separate and clearly differentiate pedestrian and vehicle access. Locate vehicle access a minimum of 3m from pedestrian entrances.
- (f) Minimise the size and quantity and visual intrusion of vehicle access points. The preferred width of driveway crossings and car park and service entries is 2.7m.
- (g) Vehicular access may not ramp along boundary alignments edging the public domain, streets, lanes parks, water frontages and the like.
- (h) Driveway widths must comply with the relevant Australian Standards.
- (i) Car space dimension, driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standards. Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 5 (20%).
- (j) Access ways to underground parking should not be located adjacent to doors or windows of the habitable rooms of any residential development.

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#### **1.27.10 Site Facilities and Services**

##### **Objectives**

- (a) To ensure that site facilities are effectively integrated into the development and are unobtrusive.
- (b) To establish appropriate access and location requirements for servicing.
- (c) To ensure service requirements do not have adverse amenity impacts.

##### **Controls**

- (a) All site facilities are to be integrated into the design of the building.
- (b) For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and maneuvering must be provided to, from and on the site in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements. Generally, provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction where: NSW Fire Brigade cannot park their vehicles within the road reserve due to the distance of hydrants from the building or restricted vehicular access to hydrants; or the site has an access driveway longer than 15m.

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#### **1.27.11 Special Areas**

##### **Objectives**

- (a) The Rowe Street and Bronka Arcade sites, on the north and south sides of Oxford Street Mall, lie at the crossing of important pedestrian routes through Bondi Junction. These sites offer an opportunity to enliven the centre of the Bondi Junction Centre area by creating a new public Town Square which frames the mall on both sides, as illustrated in Figure 41.

- (b) On the Rowe Street site, a major new link is to be created between Oxford Street Mall and the railway interchange. This connection should consist of a staircase, lift and escalator. This link will encourage greater pedestrian traffic on the Mall, improving the desirability of retail floor space in the Bondi Junction Centre.
- (c) On the Bronka Arcade site, existing connections are to be maintained and enhanced by the new, north facing Town Square and a more generous, double height arcade connection to Spring Street.

## Controls

### Public Space

- (a) The public square is to frame the Oxford Street mall on both sides. On the Bronka Arcade site a setback of at least 9m will create a north facing outdoor space. On the Rowe Street site, a setback of at least 6m will help accommodate pedestrian traffic, while providing an area for outdoor café seating. This space will lead into an arcade which accommodates the new connection to the rail interchange and Tiffany Plaza development. Minimum dimensions for public space are illustrated in Figure 41.
- (b) The new square should be a coherent and legible urban space, with a consistent palette of paving and materials.



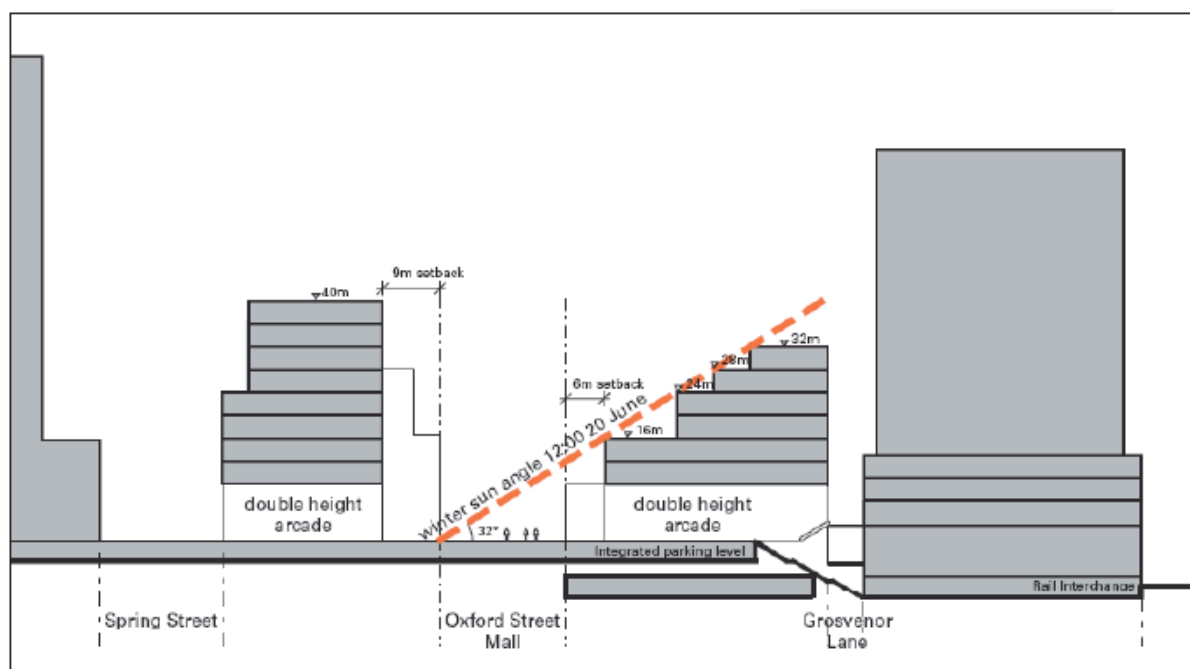
**Figure 41** Special Area Plan: Bondi Junction Town Square

### Built Form

- (a) On the Rowe Street site, new development must comply with the solar access plane illustrated in Figure 42, which ensures that new development on this site does not overshadow the town square in winter. On the Bronka Arcade site, new development is permitted to rise to 40m from the 9m setback to the Oxford Street Mall.

### Public Domain Interface

- (a) As the new public square lies at the crossing of two important pedestrian routes, active uses are to be encouraged along all frontages at ground level. In order to encourage oversight of the space, active uses should also be provided at first floor level along the town square facade.
- (b) In order to ensure a high quality interface with the retail frontage along its length, the covered arcade connecting Oxford Street Mall and the railway concourse/Tiffany Plaza development should have the same finished floor level as the mall, and should be level along its entire length. The connection down to the railway station and up to the Tiffany Plaza development should consist of escalators, stairs and a lift. Development on the Rowe Street site is to be serviced from Grosvenor Lane.
- (c) In order to encourage the activation of Spring Street, development on the Bronka Arcade site is to be serviced below ground, or on a limited hours basis from Spring Street.
- (d) Because of limited opportunities for vehicle access, new developments are encouraged to consolidate parking.



**Figure 42** Section through Bondi Junction Town Square

## ANNEXURE E1-1

### Solar reflectivity

The two different types of wind studies that may be carried out are:

Wind Environment Statement: This is to be carried out if a wind tunnel study is not required and the building is greater than 5 storeys in height. This is to be prepared by a suitably qualified wind consultant and is an expert evaluation of the wind conditions occurring on the various outdoor spaces within and around the development. The assessment is based on an understanding of the local wind climate, a site inspection, as well as an inspection of the proposed design. If any areas within or around the development are likely to be adversely affected then in-principle recommendations should be made to address these wind effects.

Wind Tunnel Study is to be prepared for all building over 9 storeys in height or is considered exposed. This is the most definitive method of modelling wind effects. Wind effects are modelled in a wind tunnel facility and local speeds are measured at the various critical outdoor areas within and around the site and compared directly against the relevant comfort criteria. Any recommendations for treatments such as altering the building form, the implementation of awnings, canopies, strategically placed screens or dense planting to protect entrances or podium areas should be modelled in the wind tunnel and tested.

#### Requirements for the preparation of a wind tunnel report

1. The wind tunnel report required under this plan should
  - (a) assess the likely wind effects of the development;
  - (b) If the wind conditions in any of the areas surrounding the site exceed the relevant criteria then model the existing wind conditions to accurately quantify the impact.
  - (c) Recommend measures required to improve adverse wind conditions created by the proposal and demonstrate that the recommended measures will be effective in mitigating the adverse wind effects.
2. Wind tunnel tests must be carried out as follows:
  - (a) Surround models are to be placed around the model of the proposed building to a radius of approximately 500m. The model scale should not be smaller than 1:500.
  - (b) The boundary layer flow pertaining to the upstream terrain from the various wind angles must be reproduced at the appropriate scale. This includes the modelling of the variation with height, of mean velocity and turbulence intensity of the wind, up to the height of the boundary layer. Other modelling parameters that must be considered are the integral scale of turbulence of the wind, the effect of scale on the Jensen and Reynolds numbers and a zero longitudinal pressure gradient. The Jensen and Reynolds numbers are dimensionless numbers used to predict full scale results from tests performed using reduced scale models. Note that the mean wind speed and turbulent intensity boundary layer profiles must be modelled to within 10% of the target values. It is recommended that the target values be based on the Deaves and Harris (1978). Bondi Junction Centre Waverley Development Control Plan 2010. The integral scale of turbulence must be matched to within a factor of 3. The maximum permissible blockage is 10% (maximum sectional area of the model

divided by the sectional area of the wind tunnel test section). The maximum height of the model must not exceed half the height of the wind tunnel test section. The minimum permissible Reynolds Number is  $5 \times 10^4$ .

- (c) Measurements of local wind velocities should be based on the maximum 2 to 3 second duration gusts (in full scale), taken from a sample length of 1 hour (in full scale). If the gust-equivalent mean criteria are used then the mean and local turbulence intensity should also be measured.
- (d) Analysis of the wind effects must be based on measurements taken from an adequate number of locations, covering all the potentially affected areas. For each of the locations, wind speed measurements should be taken from a minimum of 16 wind directions. Initial tests to be performed without the effect of the proposed trees or other wind mitigation devices.
- (e) Analysis of results must be based on reliable meteorological data for Sydney (preferably from the Sydney Airport Observation office), taken over a minimum of 30 years of continuous data. In the case where treatments are required, their effectiveness must be confirmed with further wind tunnel measurements.

**Reflectivity Report** The reflectivity report required under this plan shall:

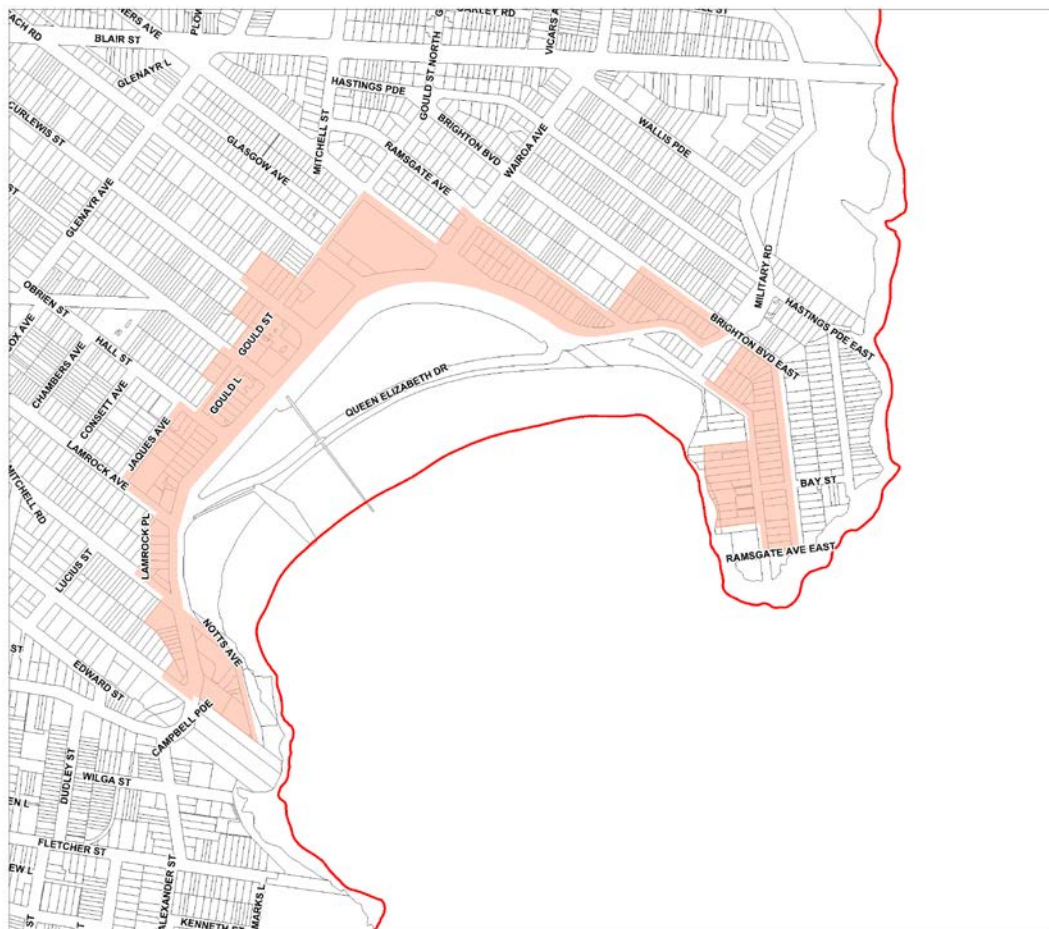
- (a) Identify and analyse the various areas accessible by vehicles that are likely to receive solar reflections from each of the aspects/ surfaces of the development.
- (b) Determine / document whether luminance intensity of 500 candelas /  $m^2$  (as calculated by Holladay formula) will be exceeded. Alternatively specify the limiting reflectivity such that luminance intensity of 500 candelas /  $m^2$  is not exceeded. Propose measures reduce potentially undesirable / hazardous solar reflections.

## E2 BONDI BEACHFRONT AREA

Bondi Beach is an iconic location, including one of Australia's most famous beaches. Bondi Beach has local, state and national heritage significance and is a major tourist attractor as well as a popular spot for locals due to its eclectic character and services.

This Part plays an integral role in maintaining the areas unique qualities while providing urban design controls for residential and commercial development including controls relating to building height, parking, setbacks and building appearance.

This Part applies to the land commonly known as the Bondi Beachfront Area shaded in Figure 43.



**Figure 43** Bondi Beachfront Area

This Part contains general objectives and controls for development within the Bondi Beachfront Area as well as specific objectives and built form controls for five (5) Character Areas. A development is required to meet the general objectives and controls as well as the specific objectives and built form controls for the specific area in which the development is located.

## 2.1 GENERAL CONTROLS

This section outlines the general objectives and urban design controls that apply to the Bondi Beachfront Area. These controls must be read in conjunction with the 'Specific Character Area Controls'.

The controls complement other relevant parts of this document. Where there are conflicts these controls take precedence.

The controls should also be read in conjunction with the design guidelines included in Annexure E2-1 which provide examples of building elements. These are derived from an analysis of the existing buildings. These guidelines are intended to guide owners to develop in a way that contributes to, and enhances, the individual character of the Bondi Beachfront Area.

### 2.1.1 Public Domain Interface

#### Objectives

- (a) To ensure priority is given to pedestrian movement.
- (b) To encourage retail trading and appropriate commercial uses at street level.
- (c) To encourage development with a strong street address and well-defined residential entries.
- (d) To ensure ground level building frontages are active, open, inviting and that shop fronts are maximised.
- (e) To provide continuous awnings for pedestrians in B4 – Mixed Use Zones.
- (f) To maintain the small shop character at ground floor in B4 – Mixed Use Zones.
- (g) To encourage publicly accessible through-site pedestrian access ways within B4 – Mixed Use Zones.
- (h) To provide safe pedestrian environments through reduced vehicular crossings on primary commercial streets.

#### Controls

- (a) Buildings must have a clear street address with well defined entries that are visible from the street.
- (b) Commercial and residential entries must be reasonably separated.
- (c) Access to residential dwellings above ground level should not occupy more than 20% of the principal street frontage.
- (d) New shop fronts must have proportions and characteristics that are consistent with other shop fronts in the Bondi Beachfront Area.
- (e) Recessed entries are permitted to shop fronts.
- (f) Shop fronts must consist primarily of clear glazing that is capable of opening to the public domain.
- (g) Opaque facades at ground level are prohibited in B4 – Mixed Use Zones.
- (h) Primary commercial street frontages must provide an entry to a retail premises every 5 - 6.5m
- (i) All primary commercial street frontages and shop fronts must have continuous awnings that relate in height, style and alignment to adjacent awnings. Awnings are to be:

- (i) located between the ground and first floors;
  - (ii) 3.1 to 4.2 metres above the footpath height, with the final height determined to ensure continuity in appearance and weather protection with adjoining awnings;
  - (iii) step to reflect the topography with a maximum step of 700mm (at each step) for design articulation;
  - (iv) have horizontal undersides;
  - (v) be minimum 3 metres wide;
  - (vi) non-trafficable;
  - (vii) wrapped around the corner on corner buildings;
  - (viii) lighting fixtures are to be recessed into and integral with the awning structure and form; and
  - (ix) gutters are not to be visible from the footpath.
- (j) New awnings must be consistent with the width of other predominant awnings in this area.
- (k) Vehicular entries are prohibited along Campbell Parade and primary commercial street frontages.
- (l) Pedestrian through-site access links are encouraged. Where provided they must be
  - (i) 3 to 6 metres wide;
  - (ii) have a minimum clear height of 1.5 times the width or 6m, whichever is the greater; and
  - (iii) have clear sight lines between entry and exit.
- (m) Ground floor uses are to be at the same level as the footpath.
- (n) Roller shutters are not to be used on shopfronts.

### 2.1.2 Building use

#### Objectives

- (a) To recognise the local role of the Bondi Beachfront Area.
- (b) To ensure that the Bondi Beachfront Area is not dominated by commercial and retail activity.
- (c) To ensure that the Bondi Beachfront Area maintains a high level of vibrancy.
- (d) To ensure that the Bondi Beachfront Area is afforded a high level of passive surveillance at all times.
- (e) To ensure continuous and active street frontages.

#### Controls

- (a) Consent must not be granted for development in relation to the use of a building erected or proposed to be erected on land in the Bondi Beachfront Area, if the Council is of the opinion that any part of a floor above the first floor will be used for the purpose of a Business Premises or Office Premises.
- (b) The ground floor and first floor of any development that is a building on land zoned B4 Mixed Use in the Bondi Beachfront Area as identified on the Area Map must have active street frontages and be used for retail premises, business premises, tourist and visitor accommodation or a combination of those uses.
- (c) The ground floor of any development that is a building on land zoned B4 Mixed Use in the Hall Street or Curlewis Street must have active street frontages and be used for retail premises, business premises, or a combination of both.

### 2.1.3 Built Form

#### Objectives

- (a) To ensure new and refurbished buildings are sympathetic to the scale and height of existing buildings.
- (b) To reinforce the prevailing street pattern of rectilinear building forms as well as predominantly vertical proportions of bays openings and windows.
- (c) To maintain the existing building line abutting the street alignment along Campbell Parade.
- (d) To ensure built form does not negatively impact on the access to sunlight in public open spaces.
- (e) To ensure buildings provide high quality internal environments for occupants and users of the building, both residential and non-residential uses.
- (f) To maintain the scale and alignment of the existing predominant street wall

#### Controls

- (a) The built form of new and refurbished buildings must complement the height and scale of the prevalent built form within the Bondi Beachfront Area.
- (b) Where a building façade adjoins a heritage item or a contributory building, it must have a façade that complements the form and proportion of the building.
- (c) Buildings along Campbell Parade must be built to the street alignment and predominant surrounding street wall height.
- (d) Attic levels should be setback minimum three metres from the principal façade and not encroach into the setback line.
- (e) External sun shading must be consistent with the style and articulation of the building. Sun shading must not project beyond the principal façade.
- (f) For non-residential uses, no point on the floor should be more than 10m from a window.
- (g) Buildings in the B4 – Mixed Use zone must provide a minimum of 3.3m clear ceiling heights on ground level and level 1.
- (h) Corner sites require architectural treatment which emphasizes the prominent role filled by these sites. Measures include the deletion of upper floor setbacks with construction to external site boundaries, design measures to emphasize the corner and improvement to the public domain.
- (i) Openings to new balconies in existing facades should not exceed the width of existing openings and make use of existing openings where possible.
- (j) Voids or gaps in the street wall should be avoided.
- (k) For sites adjoining residential zoned land, the building is to be setback a minimum of 1.5m from the common boundary.
- (l) Commercial and retail buildings are to have a minimum floor to ceiling height of 3.6m.

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### 2.1.4 Roofs

#### Objectives

- (a) To maintain the established roofscape along Campbell Parade.
- (b) To ensure rooftop elements are cohesive with the existing streetscape and their roof mounted services are concealed from and do not dominate roof scapes viewed from Campbell Parade, Bondi Beach or the public domain.
- (c) Encourage solar collectors and photovoltaic cells to be integrated into the overall design of roof terraces.
- (d) To ensure that balconies and balcony or roof top additions do not substantially alter heritage items or contributory buildings.

#### Controls

- (a) The existing pattern of roof forms and roof elements along Campbell Parade must be retained.
- (b) Rooftop elements and buildings services located on the roof of a building must not be visible at eye level, 1.5m above the existing finished ground level, when viewed from the property boundary opposite the site.

---

### 2.1.5 Views

#### Objectives

- (a) To protect and enhance views from the public domain.
- (b) To minimise view loss from existing developments by proposed development.
- (c) To promote the concept of view sharing as a means of ensuring equitable access to views.

#### Controls

- (a) Proposed development must respect existing view corridors from the public domain.
- (b) Proposed development should avoid impacting on existing views where possible.
- (c) Trees are prohibited from being planted where they would take away an existing view from the habitable room or balcony of an existing building when mature.

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### 2.1.6 Heritage Conservation

"Part B9 - Heritage" applies for the Bondi Beachfront Area.

#### Objectives

- (a) To protect and enhance heritage items, contributory buildings and the established character of the heritage urban conservation area.
- (b) To enable ongoing adaptive reuse of heritage items and contributory buildings where existing usage is no longer viable.

- (c) To ensure retention and restoration of detailing to heritage items and contributory buildings including street level shopfronts and entry lobbies to residential flat buildings.
- (d) To ensure heritage items and contributory buildings are retained and remain legible as individual buildings in new developments.

### **Controls**

- (a) Heritage items and contributory buildings are nominated on the Heritage Items and Contributory Buildings Maps (Figures 5, 7, 9 and 11).
- (b) Heritage items and contributory buildings are to be retained and to remain legible as individual buildings in any related development.
- (c) Heritage items and contributory buildings may be adaptively reused where existing usage is no longer viable.
- (d) Adaptive reuse of heritage items and contributory buildings is to maintain the form, detail and finishes of the existing buildings as the dominant aspect of the site with new works having limited impact upon the significance and contribution of the building to the conservation area.
- (e) Any works adjacent to or in the context of heritage items and contributory buildings must clearly demonstrate cohesion with the existing historic character of the streetscape and the form, alignment, detailing, articulation and materials of heritage items and contributory buildings defining the conservation area.
- (f) Where upper storey additions are proposed to heritage items or contributory buildings that have pitched roofs, attic additions are to be utilised in lieu of additional expressed floors.

---

### **2.1.7 Infill Buildings**

"Part B9 - Heritage" applies for the Bondi Beachfront Area

### **Objectives**

- (a) To encourage infill buildings sympathetic in style to heritage items and contributory buildings in the Bondi Beachfront Area.
- (b) To discourage infill buildings from imitating characteristics of heritage items and contributory buildings.

### **Controls**

- (a) Infill buildings must not imitate decorative details or features of heritage item and contributory buildings.
- (b) Fenestrations must have similar proportions to heritage items and contributory buildings within the Bondi Beachfront Area.
- (c) Where a new building is located adjacent to heritage items or contributory buildings, its design must be sympathetic in scale, alignment, detailing and materials to these existing buildings.
- (d) Infill buildings must build to the prevailing street wall height then setback min. 3m to any upper floors.

## 2.2 CHARACTER AREAS

The Bondi Beachfront Area contains a number of areas that contain similar characteristics and development potential and are known as Character Areas as shown in Figure 44 and includes:

- A - Notts Avenue;
- B - Campbell Parade South;
- C - Campbell Parade Centre;
- D - Campbell Parade North; and
- E - Ramsgate Avenue East.

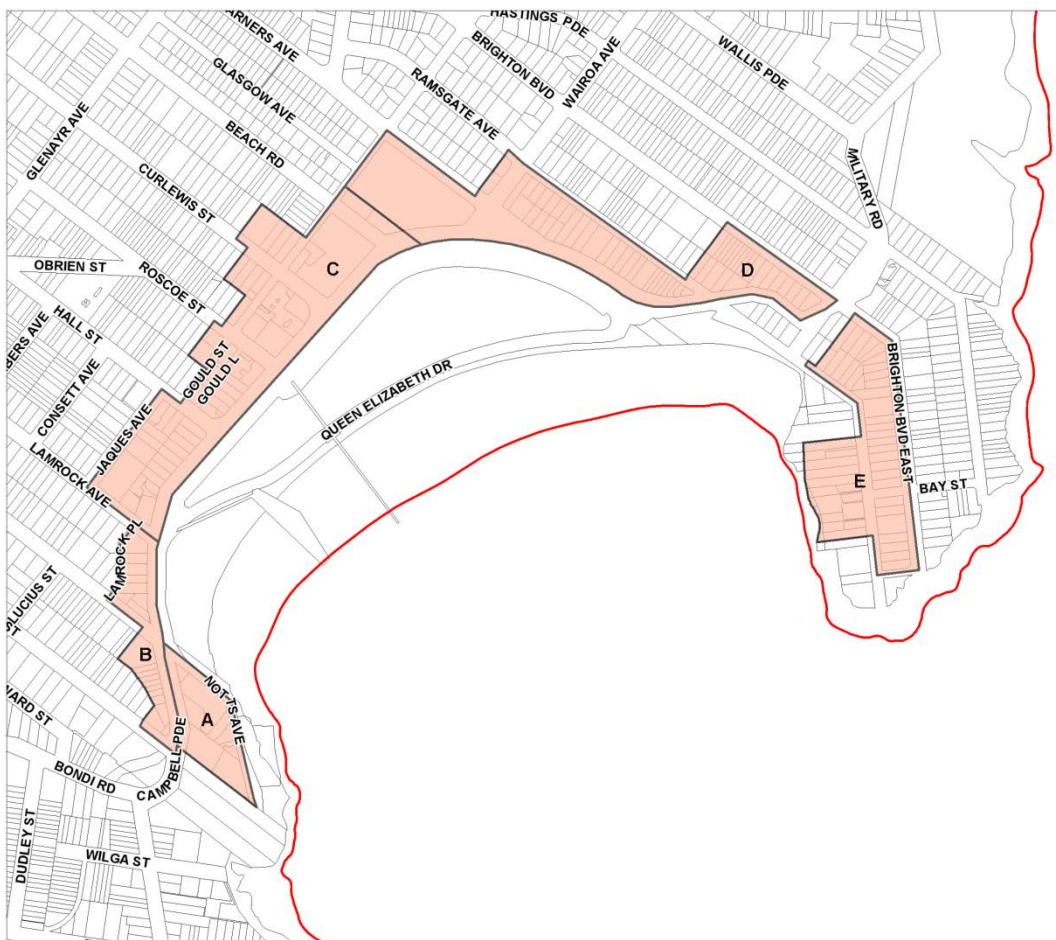


Figure 44 Character Areas

## 2.2.1 Notts Avenue

### Existing Character and Built Form

Notts Avenue is a residential area comprising a variety of housing forms including street defining residential flat buildings along Notts Avenue and a tower on top of the headland along Campbell Parade (refer to Figure 45). Buildings are generally oriented to the north to take advantage of the aspect and elevated views over Bondi Beach. It has an irregular subdivision pattern.

Existing buildings in this area are predominantly rendered masonry with flat and pitched roofs. Buildings have a variety of expressions from the strongly horizontal emphasis of the building at the corner of Notts Avenue and Campbell Parade to vertical flat buildings.

Notts Avenue is characterised by blank street walls and a raised pedestrian footway at ground level with some garage openings and buildings located on top of a sloping topography. The Campbell Parade frontage is not street defining and contains residential uses at ground level.

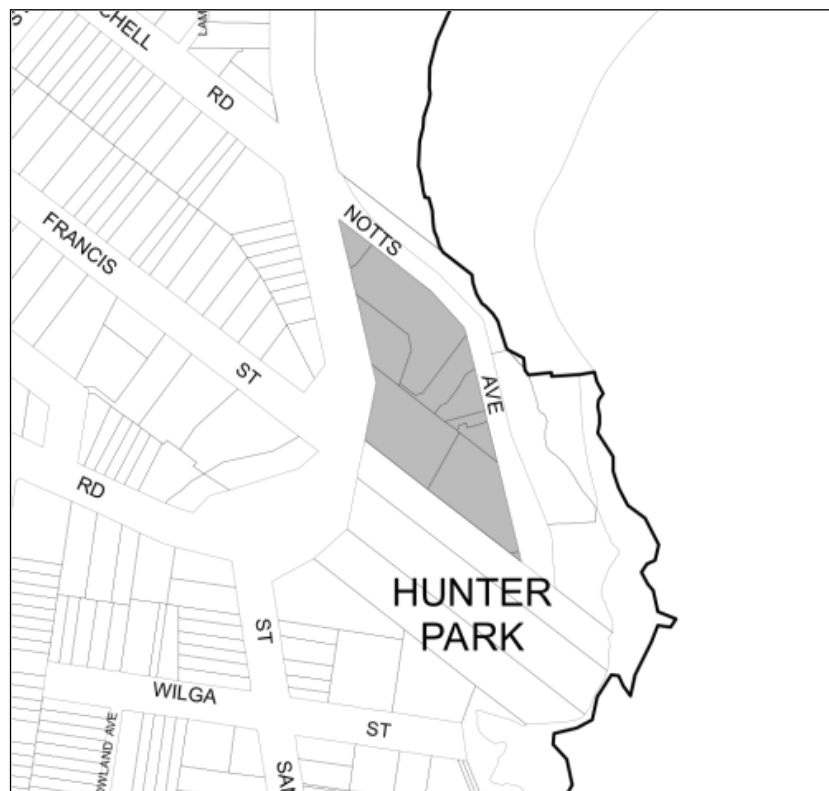


Figure 45 Notts Avenue Character Area

### Desired Future Character Objectives

- (a) To maintain a residential character and support a diversity of residential accommodation in the area.
- (b) To ensure that vehicular entries do not dominate Notts Avenue.
- (c) To retain established building levels along Notts Avenue.
- (d) To encourage buildings along Campbell Parade and Notts Avenue to be built to the street edge with no setbacks.

## Controls

- (a) Land use
  - (i) Developments are to retain the predominantly residential character of the area.
  - (ii) Developments fronting Campbell Parade are encouraged to have active ground floor frontages with retail.
- (b) Height and Bulk
  - (i) A maximum of 3 storeys is permitted.
  - (ii) A maximum external wall height of 10m is permitted.
- (c) Setbacks
  - (i) Buildings fronting Campbell Parade are to be built to the street edge with no setbacks.
  - (ii) Buildings are to provide sufficient rear setbacks to provide courtyards.
  - (iii) Buildings fronting Campbell Parade must have zero side setbacks for min. 10m from the Campbell Parade street wall for the height of the street wall.
- (d) Façade Materials and Finishes
  - (i) Blank, flat and unarticulated facades are prohibited.
  - (ii) Buildings must not use materials that are highly reflective.
  - (iii) Windows must be composed as part of the overall form of the building.
  - (iv) Dark or tinted glazing is prohibited.
- (e) Balconies and Balustrades
  - (i) Balconies along Campbell Parade must be recessed into the building envelope and should not project forward of the principal façade.
  - (ii) Balconies along Campbell Parade must be screened.
  - (iii) Balconies adjacent to a public open space or on side boundaries must be screened.
  - (v) Balconies must be designed as part of the overall form of the building.
  - (vi) All balustrades, except those along Campbell Parade, must be predominantly constructed of clear, semi-frameless glazing.
- (f) External Sun Shading
  - (i) External sun shading must be constructed of materials that are suitable to the environmental conditions of the site.
  - (ii) External sun shading must be consistent with the style and articulation of the building.
- (g) Roofs and Parapets
  - (i) Roofs must be flat and edged by parapets along Campbell Parade and at the corners with Notts Avenue and Hunter Park for 10 metres back from the corner.

- (h) Façade Colours
  - (i) Light to mid colours must be used.
  - (ii) Dark colours are prohibited.
- (i) Awnings
  - (i) Awnings are required along Campbell Parade.
- (i) Parking
  - (i) Car parking should be located below ground level and should not be visible from the street.
  - (ii) Car parking access via Campbell Parade is prohibited.
  - (iii) Car parking at or above ground level is discouraged. If there is no alternative - it should be screened behind habitable uses to a minimum depth of 8 metres. Car parking must not be visible from the street or from a public place

### 2.2.2 Campbell Parade South

#### Existing Character and Built Form

Campbell Parade is the principal street that follows the curve of Bondi Beach and is an integral element of the tourist image, providing retail, food and other services for the transient day/night time population, short-term residents and local community (refer to Figure 46). A regular pattern of secondary streets run perpendicular to Bondi Beach, creating visually prominent corners at Francis Street, Sir Thomas Mitchell Road and Lamrock Avenue. The land slopes steeply from Sir Thomas Mitchell Road to the top of the southern headland at Hunter Park.

Existing buildings have narrow frontages built to the street alignment, with notable facades that contribute to its inter-war heritage. Buildings are predominantly rendered masonry with parapets and a vertical expression through the use of bay or vertically proportioned windows, pilasters and a few balconies, typically enclosed. Existing buildings generally have a north-eastern orientation that takes advantage of the aspect and views over Bondi Beach.

Many sites contain heritage items and a large proportion of the area is located within the heritage urban conservation area. Many sites contain contributory buildings worthy of retention as they contribute to the overall character of the Area. These buildings are generally intact and consistent with other 1920s/30s precincts in Sydney.



Figure 46 Campbell Parade South Character Area

### Desired Future Character Objectives

- (a) To support and maintain the iconic role and unique character of the Campbell Parade retail strip as a separate area within the wider Bondi Beach Town Centre in providing local shops, services and residential accommodation for day visitors and the local community.
- (b) To maintain the mixed-use character of the centre by locating small shops and services at ground level and level one with a diversity of residential accommodation above.
- (c) To encourage outdoor seating on top of awnings along Campbell Parade.
- (d) To ensure new development and major renovations are consistent with the existing character of the area.
- (e) To encourage development that addresses the street and is built to the street alignment along Lamrock Place.

### Controls

- (a) Land use
  - (i) Developments are to retain the mixed use character of the area by locating commercial at ground and level 1 and residential above.
- (b) Height and Bulk
  - (i) A maximum of 4 storeys is permitted.
  - (ii) A maximum external wall height of 12.5m is permitted.
- (c) Setbacks
  - (i) Buildings are to be built to the street edge with no setbacks.
  - (ii) Buildings are to be built to the side boundaries for minimum 10m from the front street wall
  - (iii) Balcones and terraces may extend over the ground floor awning where commercial is proposed.
  - (iv) Where a building is to be extended by the construction of additional floors, the new section is to be setback from the existing façade line by a minimum distance of 3m.
  - (v) Attic levels or part additional floors must be setback minimum 3 metres from the street wall.
- (d) Heritage and contributory buildings (refer to Figure 47)
  - (i) Maintain the existing character of the area including narrow frontages and vertical expression.
  - (ii) Where a building is to be constructed in conjunction with a retained façade, the new construction is to be setback and integrated with the preserved section of the building.
  - (iii) Corner sites require architectural treatment which emphasises the prominent role filled by these sites in the urban context.



**Figure 47** Heritage Items and Contributory Buildings

- (e) **Façade Materials and Finishes**
- (i) New facades must be predominately rendered masonry with parapets and have a vertical expression.
  - (ii) Blank, flat and unarticulated facades are prohibited.
  - (iii) Access to residential dwellings above ground level should not occupy more than 20% of the principal street frontage of any development.
  - (iv) Developments on corner sites are to be designed to accentuate the corner and provide a transition between one streetscape and the next.
  - (v) Windows above ground level must have vertical proportions.
  - (i) Windows should be integral with the façade and not applied decoration.
  - (ii) Dark or tinted glazing is prohibited.
- (f) **Balconies and Balustrades**
- (i) Balconies along Campbell Parade must be recessed into the building envelope and should not project forward of a principal façade.
  - (ii) Balustrades along Campbell Parade, must be predominantly solid with no or minimal glazing.
  - (iii) Balconies must be composed as part of the overall form of the building.
  - (iv) All balustrades, except those along Campbell Parade, must be predominantly constructed of clear, semi-frameless glazing.

- (g) External Sun Shading
  - (i) External sun shading must be constructed of materials that are suitable to the environmental conditions of the site.
  - (ii) External sun shading must be consistent with the style and articulation of the building. Sun shading must not project beyond the principal façade.
- (h) Roofs and Parapets
  - (ii) Parapets must be predominantly rendered masonry.
  - (iii) Roofs must be flat with parapets.
  - (iv) Roofs must not be visible from Campbell Parade, unless there is a contextual reason for providing a pitched roof to relate to an adjacent heritage item or contributory building.
  - (v) The roofline of buildings, predominately comprising lift motor rooms and plant rooms shall be designed as an integral part of the buildings architectural form.
- (i) Façade Colours
  - (i) Colours should be consistent with, retained or reinstated on heritage items and contributory buildings (refer to Annexure E2-1).
  - (ii) Light to mid colours must be used on all other buildings.
  - (iii) Dark colours are prohibited.
- (j) Parking
  - (i) Vehicle entries are prohibited along Campbell Parade.
  - (ii) Where parking is permitted, it should be located below ground level and should not be visible from the street.

### 2.2.3 Campbell Parade Centre

#### Existing Character and Built Form

Campbell Parade is the principal street that runs parallel to Bondi Beach. Gould Street and Jacques Avenue are secondary streets that run parallel to Campbell Parade (refer to Figure 48). A regular pattern of secondary streets run perpendicular to Campbell Parade, creating visually prominent corners at Lamrock Avenue, Hall Street, Curlew Street and Beach Road.

Campbell Parade is an integral element of the tourist image, providing retail, food and other services for the transient day/night time population and local community. Gould Street is an increasingly vibrant secondary street, providing specialist retail for visitors and the surrounding neighbourhood.

Buildings between Roscoe Street and Lamrock Avenue have narrow frontages and are built to the street alignment, with notable facades that contribute to its inter-war heritage. These buildings are predominantly rendered masonry with parapets with a vertical expression through the use of bay or vertically proportioned windows, pilasters and few balconies, typically enclosed. Existing buildings generally have a south-eastern orientation that takes advantage of the views over Bondi Beach, generally without balconies.

Many sites contain heritage items or contributory buildings and a large proportion of the area is located within the heritage urban conservation area. These buildings are generally intact and consistent with other 1920s/30s precincts in Sydney.



**Figure 48** Campbell Parade Centre Character Area

### Desired Future Character Objectives

- (a) To support and maintain the iconic role and unique character of the Campbell Parade retail strip as a separate area within the wider Bondi Beach Town Centre in providing local shops, services and residential accommodation for day visitors and the local community.
- (b) To increase access links between Campbell Parade and Gould Street to encourage pedestrian movement that supports local shops and increase the retail frontage.
- (c) To maintain the mixed-use character in the centre by locating small shops and services at ground level and level one with a diversity of residential accommodation over above.
- (d) To ensure new development and major renovations are consistent with the existing character of the area.
- (e) To minimise heritage impacts on identified heritage items and conservation areas within this and adjoining areas.

### Controls

- (a) Land use
  - (i) Developments are to retain the mixed use character of the area by locating commercial at ground and 1<sup>st</sup> floor level and residential above.
  - (ii) New developments should provide pedestrian through site access links between Campbell Parade and Gould Street.
- (b) Height and Bulk
  - (i) A maximum of 4 storeys is permitted except for buildings fronting Curlewis Street, Beach Road or the western side of Gould Street where a maximum of 3 storeys is permitted.
  - (ii) A maximum external wall height of 12.5m is permitted except for buildings fronting Curlewis Street, Beach Road or the western side of Gould Street where a maximum of 10m is permitted.
  - (iii) An attic level or part additional floor may be permitted.
- (c) Setbacks
  - (i) Buildings within the B4 – Mixed Use zone are to be built to the street edge with no setbacks.
  - (ii) Buildings are to be built to the side boundaries for minimum 10m from the front street wall
  - (iii) Where a building is to be extended by the construction of additional floors, the new section is to be setback from the existing façade line by a minimum distance of 3m.
  - (iv) Attic levels or part additional floors must be setback minimum 3 metres from the street wall.
- (d) Heritage and contributory buildings
 

Heritage items and contributory buildings are identified in Figure 49. These items are to conform to the following controls:

  - (i) Maintain the existing character of the area including narrow frontages and vertical front facade expression.

- (ii) Where a building is to be constructed in conjunction with a retained façade, the new construction is to be similarly setback and integrated with the preserved section of the building.
- (iii) Corner sites require architectural treatment which emphasises the prominent role filled by these sites in the urban context.



**Figure 49** Heritage Items and Contributory Buildings

- (e) **Façade Materials and Finishes**
  - (i) New façades must be predominately rendered masonry with solid parapets and have a vertical expression.
  - (ii) Blank, flat and unarticulated façades are prohibited.
  - (iii) Access to residential dwellings above ground level should not occupy more than 20% of the principal street frontage of any development.
  - (iv) Developments on corner sites are to be designed to accentuate the corner and provide a transition between one streetscape and the next.
  - (v) Fenestrations above ground level must have a vertical proportion, unless the existing character is otherwise.
  - (vi) Dark or tinted glazing is prohibited.

- (f) Balconies and Balustrades
  - (i) Balconies along Campbell Parade must be recessed into the building envelope and should not project forward of a principal façade.
  - (ii) Balustrades along Campbell Parade, must be predominantly solid with no or minimal glazing.
  - (iii) Balconies adjacent to a public open space or on side boundaries must be screened.
  - (iv) Balconies must be composed as part of the overall form of the building.
  - (v) All balustrades, except those along Campbell Parade, must be predominantly constructed of clear, semi-frameless glazing.
- (g) External Sun Shading
  - (i) External sun shading must be constructed of materials to suit the environmental conditions of the site.
  - (ii) External sun shading must be consistent with the style and articulation of the building. Sun shading must not project beyond the principal façade.
- (h) Roofs and Parapets
  - (i) Parapets must be predominantly rendered masonry.
  - (ii) Roofs must be flat with parapets.
  - (iii) Roofs must not be visible from Campbell Parade, unless there is a contextual reason for providing a pitched roof to relate to an adjacent heritage item or contributory building.
  - (iv) The roofline of buildings, predominately comprising lift motor rooms and plant rooms shall be designed as an integral part of the buildings architectural form.
- (i) Façade Colours
  - (i) Colours should be consistent with, retained or reinstated on heritage items and contributory buildings (refer to Annexure E2-1)
  - (ii) Light to mid colours must be used on all other buildings.
  - (iii) Dark colours are prohibited.
- (j) Awnings
  - (i) New awnings must step to reflect the topography.
- (k) Parking
  - (i) Vehicle entries are prohibited along Campbell Parade.
  - (ii) Parking should be located below ground level and should not be visible from the street.

## 2.2.4 Campbell Parade North

### Existing Character and Built Form

Campbell Parade is the principal street that follows the gentle curve of Bondi Beach. A regular pattern of secondary streets runs perpendicular with the Campbell Parade retail strip. The land is steeply sloping towards Dover Heights and the secondary streets generally run along the contours (refer to Figure 50).

This area has a variety of building types including dwelling-houses, townhouses and residential flat buildings. Shop-top housing is generally located towards the corners.

Existing buildings along Campbell Parade have narrow frontages and are built to the street alignment, with notable facades that contribute to its inter-war heritage. Many sites contain contributory buildings which contribute to the overall character of the Area. These buildings are generally intact and consistent with other 1920s/30s precincts in Sydney.

Existing buildings are predominantly rendered masonry with parapets with a vertical expression through the use of bay or vertically proportioned windows, pilasters and few balconies, typically enclosed.

Buildings are generally oriented to the south to take advantage of the view over Bondi Beach, with some balconies. The orientation and narrow frontages limit solar access and cross ventilation.



**Figure 50** Campbell Parade North

### Desired Future Character Objectives

- (a) To support the unique mixed use character of this section of Campbell Parade.
- (b) To discourage residential accommodation at street level along Campbell Parade.
- (c) To ensure new development and major renovations are consistent with the existing character of the area.
- (d) To ensure development is built to the street with no setbacks along Campbell Parade.

### Built Form Controls

- (a) Land use
  - (i) Developments are to retain the predominantly residential character of the area with retail at street level encourages with properties fronting Campbell Parade.
- (b) Height and Bulk
  - (i) A maximum of 4 storeys is permitted.
  - (ii) A maximum external wall height of 12.5m is permitted.
  - (iii) An attic level or part additional floor may be permitted.
  - (iv) New buildings must address the character of adjoining buildings and generally reproduce the side setbacks, bulk and scale of adjoining built form.
- (c) Setbacks
  - (i) Buildings with frontages to Campbell Parade are to be built to the street edge with no setbacks.
  - (ii) Buildings with frontages to Ramsgate Avenue and Brighton Boulevard are to have a front setback of 3m.
  - (iii) Buildings are to provide front and rear setback back for floors above street level to provide balconies.
  - (iv) Balconies and terraces may extend over the ground floor awning where commercial is proposed.
  - (v) Where a building is to be extended by the construction of additional floors, the new section is to be setback from the existing façade line by a minimum distance of 3m.
- (d) Façade Materials and Finishes
  - (i) New facades must be predominately rendered masonry with parapets and have a vertical expression.
  - (ii) Blank, flat and unarticulated facades are prohibited.
- (e) Heritage and contributory buildings (identified in Figure 51)
 

The items in Figure 51 are to conform to the following controls:

  - (i) Maintain the existing character of the area including narrow frontages and vertical front facade expression.
  - (ii) Where a building is to be constructed in conjunction with a retained façade, the new construction is to be similarly setback and integrated with the preserved section of the building.
  - (iii) Existing face brick building exteriors should be retained and not painted or rendered.



**Figure 51** Heritage Items and Contributory Buildings

- (f) **Façade Materials and Finishes**
  - (i) New façades must be predominately rendered masonry with parapets and have a vertical expression.
  - (ii) Blank, flat and unarticulated façades are prohibited.
  - (iii) Buildings within the visual catchment of Bondi Beach must not use materials that are highly reflective.
  - (iv) Windows above ground level must have a vertical proportion.
  - (v) Dark or tinted glazing is prohibited.
- (g) **Balconies and Balustrades**
  - (i) Balconies along Campbell Parade must be recessed into the building envelope and should not project in front of a principal façade.
  - (ii) Balustrades along Campbell Parade, must be predominantly solid with no or minimal glazing.
  - (iii) Balconies adjacent to a public open space or on side boundaries must be screened.
  - (iv) Balconies must be composed as part of the overall form of the building.
- (h) **External Sun Shading**
  - (i) External sun shading must be suitable to the environmental conditions of the site.
  - (ii) External sun shading must be consistent with the style and articulation of the building. Sun shading must not project beyond the principal façade.

- (i) Roofs and Parapets
  - (i) Parapets must be predominantly rendered masonry.
  - (ii) Roofs must be flat with parapets.
  - (iii) Roofs must not be visible from Campbell Parade, unless providing a pitched roof relates to an adjacent heritage item or contributory building.
  - (iv) The roofline of buildings, predominately comprising lift motor rooms and plant rooms shall be designed as an integral part of the buildings architectural form.
- (j) Façade Colours
  - (i) Colours' must be consistent with, retained or reinstated on heritage items and contributory buildings (refer to Annexure E2-1).
  - (ii) Light to mid colours must be used on all other buildings.
  - (iii) Dark colours are prohibited.
- (k) Awnings
  - (i) Awnings must be provided where there are retail uses at ground floor.
- (l) Parking
  - (i) Vehicle entries are prohibited along Campbell Parade.
  - (ii) Parking should be located below ground level and should not be visible from the street.
  - (iii) Car parking should not take the place of shop fronts at street level.

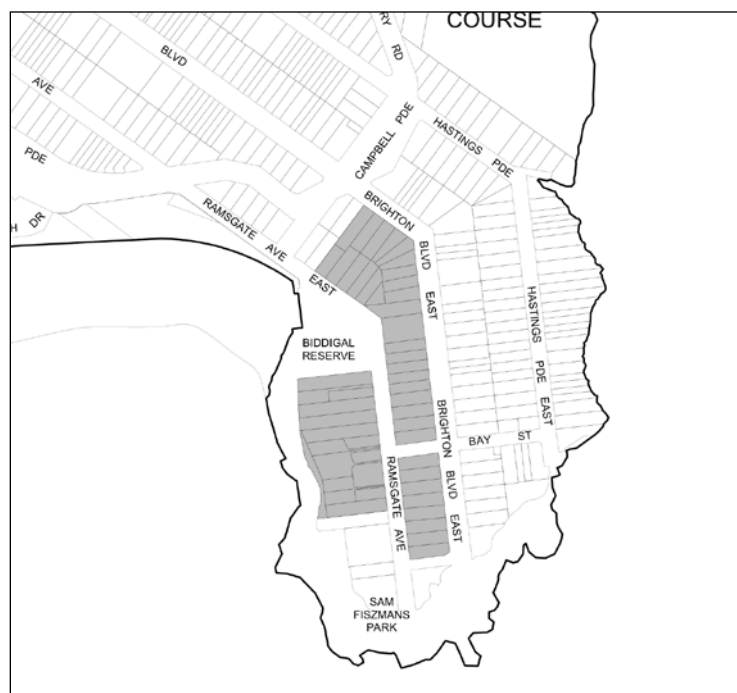
## 2.2.5 Ramsgate Avenue East

### Existing Character and Built Form

The area generally has a regular subdivision pattern with narrow frontages to the street. It is a residential area comprising a variety of housing including dwelling-houses, two to three storey townhouses and residential flat developments. Buildings are generally oriented towards the west to take advantage of the elevated views over Bondi Beach. There is some shop-top housing at the western Ramsgate Avenue East, opposite Biddigal Reserve.

Existing buildings in this area are predominantly masonry, rendered and face brick, with pitched roofs but there are some flat and curved roofs. They have a variety of expressions with large fenestrations to the west and balconies are common. There are no heritage items in the area and it is located outside the heritage urban conservation area. Many sites contain buildings that are worthy of retention as they contribute to the overall character of the Area.

Brighton Avenue East has wide landscape strip with street trees with buildings setback from the street (refer to Figure 52).



**Figure 52** Ramsgate Avenue East Character Area

### Desired Future Character Objectives

- (a) To maintain the residential character of the area and support a diversity of residential accommodation, with some shops at ground level opposite Biddigal Reserve.
- (b) To encourage development to address the street on the low-side of Ramsgate Avenue East.

- (c) To encourage built form with a vertical expression, constructed primarily of masonry with a consistent street wall height and attic levels setback from the street with balconies.
- (d) To discourage uncovered car parking and carports within the front setback.
- (e) To ensure that balconies and bay windows on side boundaries maintain visual and acoustic privacy between buildings.
- (f) To encourage balconies and operable screens that are integrated into the overall design of the building and that are constructed of materials appropriate to the exposed site conditions.
- (g) To maintain existing building setbacks.
- (h) To maintain and enhance existing view corridors.

### **Built Form Controls**

- (a) Land use
  - (i) Developments are to retain the residential character of the area.
- (b) Height and Bulk
  - (i) A maximum of 3 storeys is permitted for buildings fronting Ramsgate Avenue and Brighton Boulevard.
  - (ii) Additional storeys are permitted where properties have dual frontage to Ramsgate Avenue East and the Coastline or where the topography permits.
  - (iii) An attic level or part additional floor may be permitted.
- (c) Setbacks
  - (i) Buildings are to have a minimum front setback equal to the average setback of the adjoining two houses on each side and 3m for properties fronting Ramsgate Avenue East
  - (ii) Buildings are to provide rear setbacks for floors above street level to provide balconies. Where a building is to be extended by the construction of additional floors, the new section is to be setback from the existing façade line by a minimum distance of 3m.
- (d) Façade Materials and Finishes
  - (i) New facades must be predominately rendered masonry with a vertical expression.
  - (ii) Blank, flat and unarticulated facades are prohibited.
  - (iii) Buildings within the visual catchment of Bondi Beach must not use materials that are highly reflective.
- (e) Heritage items and contributory buildings
 

Heritage items and contributory buildings are identified in Figure 53. These items are to conform to the following controls:

  - (i) Maintain the existing character of the area including narrow frontages and vertical expression.
  - (ii) Where a building is to be constructed in conjunction with a retained façade, the new construction is to be similarly setback and integrated with the preserved section of the building.
  - (iii) Existing face brick building exteriors should be retained and not painted or rendered.



**Figure 53** Heritage Items and Contributory Buildings

- (f) Fenestrations
  - (i) Fenestrations must have a vertical proportion.
  - (ii) Dark or tinted glazing is prohibited.
  - (iii) Fenestrations along a side boundary must ensure visual and acoustic privacy is maintained between buildings.
- (g) Balconies and Balustrades
  - (i) Balustrades fronting the coastline must be predominantly solid with no or minimal glazing.
  - (ii) Balconies must be composed as part of the overall form of the building.
  - (iii) Multiple balconies must be arranged with a vertical expression.
  - (iv) Balconies along the coastline must be recessed into the building envelope and should not project in front of the principal façade.
  - (v) Balconies adjacent to a public open space or on side boundaries must be screened.
- (h) External Sun Shading
  - (i) External sun shading must be consistent with the style and articulation of the building. Sun shading must not project beyond the principal façade.

- (i) Roofs and Parapets
  - (i) The roofline of buildings, predominately comprising lift motor rooms and plant rooms shall be designed as an integral part of the buildings architectural form.
- (j) Façade Colours
  - (i) Colours should be consistent with, retained or reinstated on heritage items and contributory buildings (refer to Annexure E2-1).
  - (ii) Light to mid colours should be used on all other buildings.
  - (iii) Dark colours should be avoided.
- (k) Awnings
  - (i) Awnings are prohibited.
- (l) Parking
  - (i) Car parking at ground level is discouraged. If there is no alternative, it should be screened behind habitable uses to a minimum depth of 8 metres. Car parking must not be visible from the street or from a public place.

## Annexure E2-1

### Design Guidelines

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

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

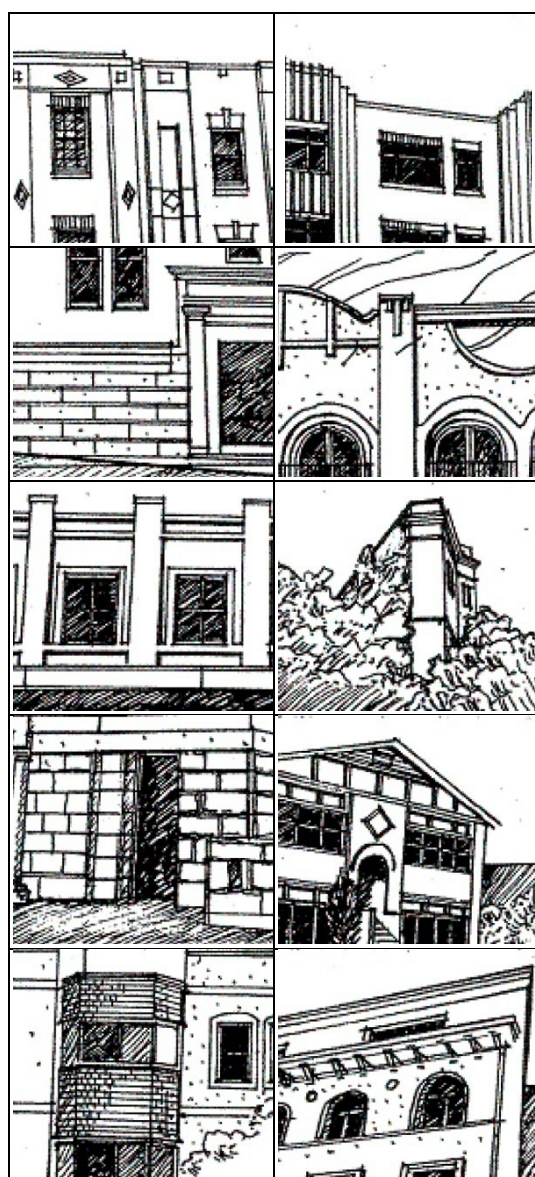
#### WALLS

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

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

Materials include:

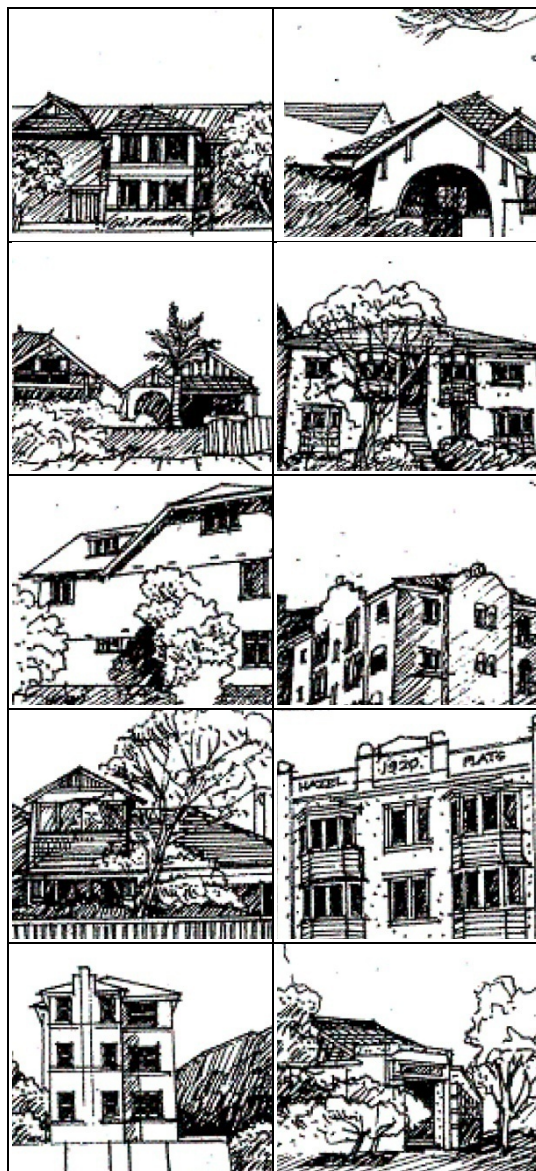
- Brick
- Render
- Stone
- Roughcast
- Fibre Cement Sheet
- Shingles
- Timber



## ROOFS

No one type of roof type predominates with most forms of roof represented in the Bondi Beachfront Area. The resultant architectural variety provides constant visual interest and is to be encouraged. Junctions of roof and wall also vary, with a wide range of eaves and parapet types used singly and often in combination.

Continuation of this character is to be encouraged and flat roofs without parapets are generally to be avoided

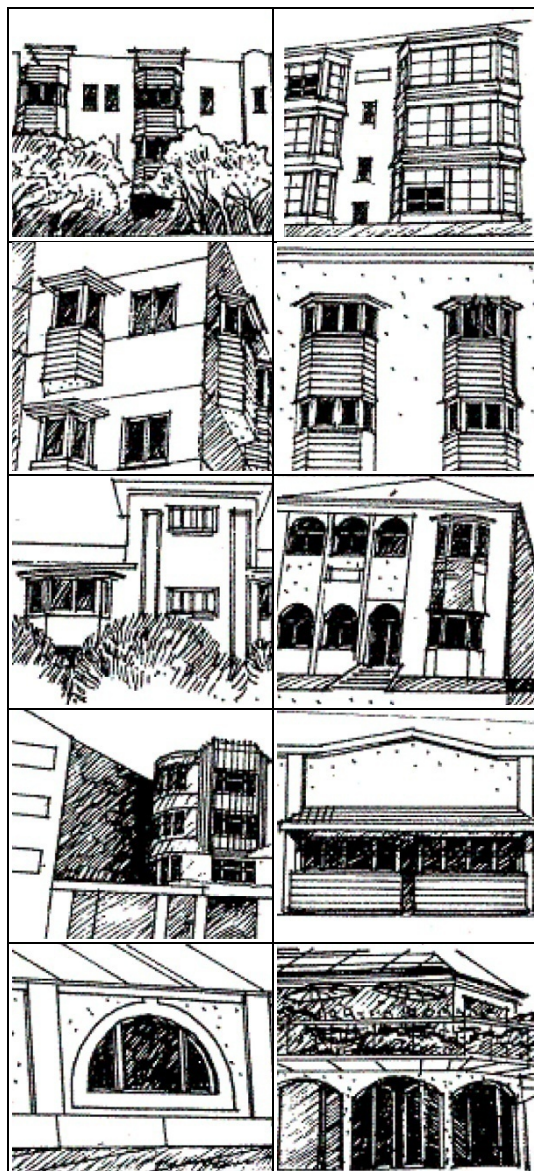


## WINDOWS

Buildings in the Bondi Beachfront Area have a rich variety of window types, which reflects the resort character of the area.

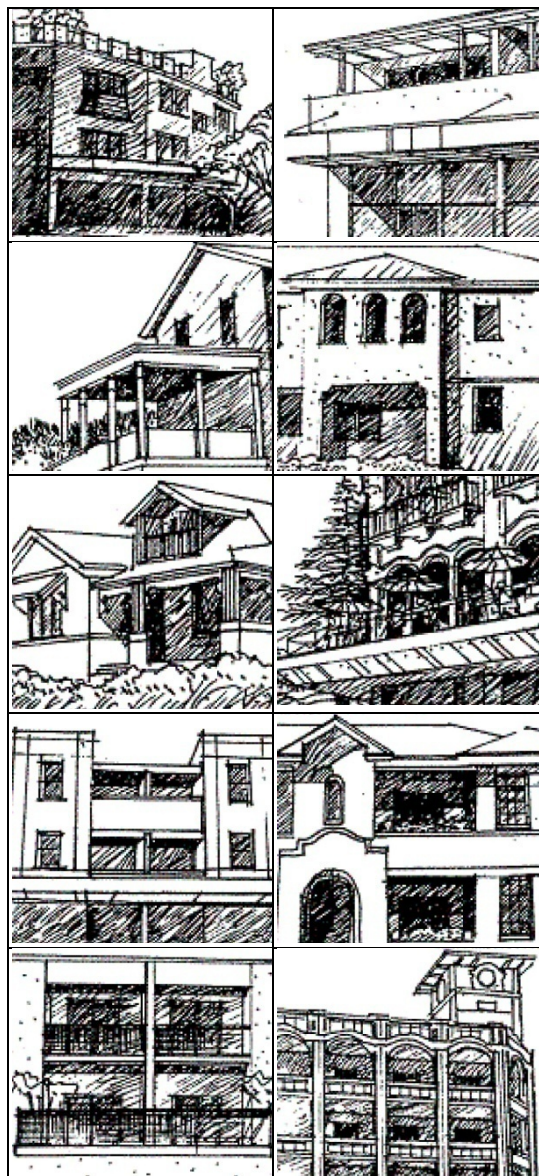
Much building in the area is at an urban scale with use of details appropriate to the larger scale. Externally, the architecture of the area and the corresponding window type varies from Victorian, through various inter-war styles including Art Deco and Spanish Mission to the faceless expression of four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

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



## BALCONIES AND VERANDAHS

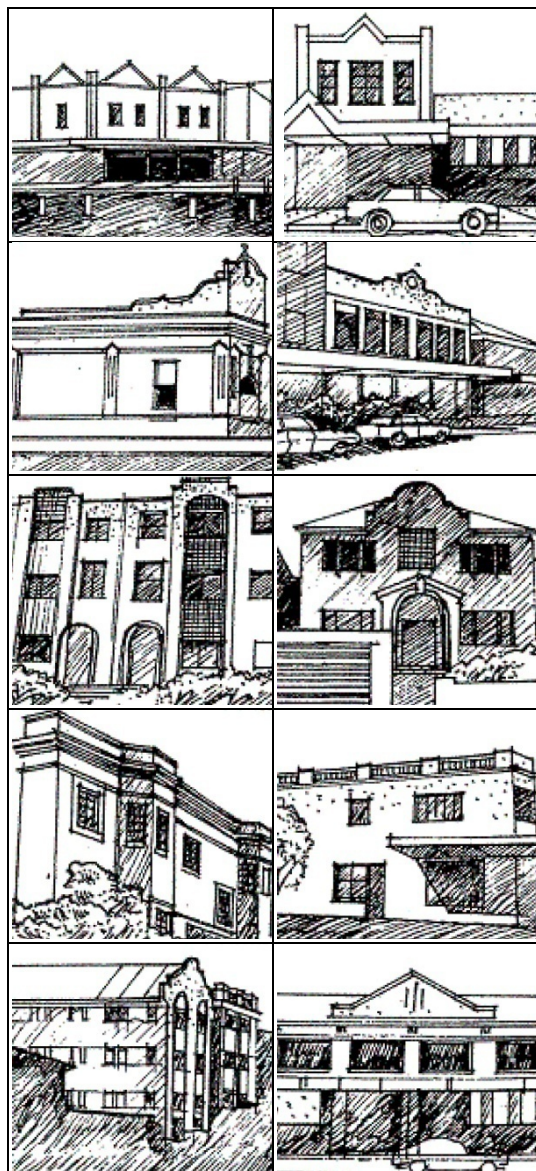
Balconies and verandahs are evident throughout the Bondi Beachfront Area in all types and scales. Widely used in the area are large covered balconies or verandahs in flat buildings. These spaces function effectively as outdoor rooms for recreational use in summer, giving views, light and air to flats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



## PARAPETS

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

The use of all types of parapets in new development is to be encouraged to continue to develop the building traditions in the Bondi Beachfront Area.



## COLOUR

Colour in the Bondi Beachfront Area reflects both periodic change in community taste and the availability of building materials over time. In terms of natural materials, the use of sandstone as a plinth with the characteristic brown dry pressed or the clinker burnt purple brick above provides a traditional colour palette.

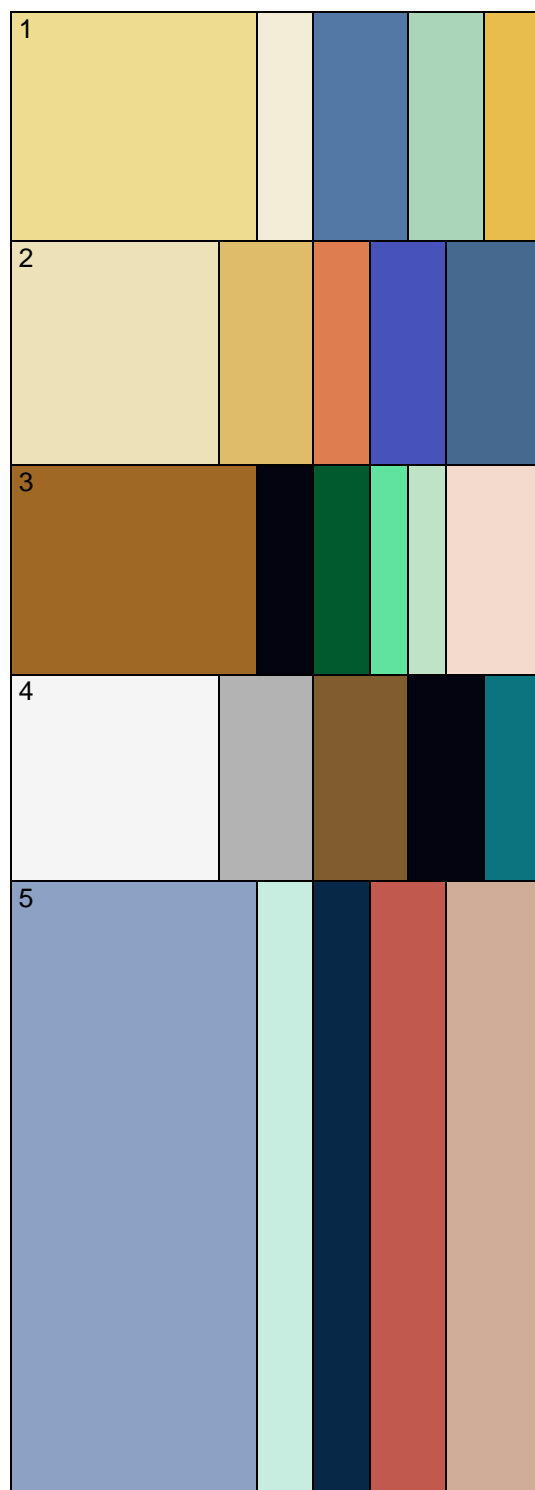
Colours shown at the top right (1) are typical of the colour palette for Campbell Parade adopted by Council in 1988. This scheme reflected in the beachside character of the area with complementary sand and sea colours in the high to mid tone range.

Four alternative schemes are shown (2 - 5). These stay within the sand and sea: range but strengthen tonal contrast and include richer, more saturated hues. Whilst embracing a broader range of colours, the proposals avoid the purple/red segment of the spectrum, and mud/olive colourings.

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

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

*Please note the sample colours shown are indicative only.*



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

Some general principles apply:

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

## E3 LOCAL VILLAGE CENTRES

Throughout Waverley there are a number of local village centres. These are smaller centres serving the local community, separate to the regional role of Bondi Junction and Campbell Parade at Bondi Beach.

The centres enjoy unique position and character. Some of these centres are small, but all provide valuable services and facilities to local residents and users.

The purpose of this part is to strike a balance between upgrading and improving the public and private domain in village centres, while maintaining their character and affordability. The typical built form in the Local Village Centres ranges from 2 to 4 storeys. Please refer to Table 1 below for a list of all Local Village Centres and relevant built form controls. The control diagrams in each annexure must be read in conjunction with the relevant Desired Future Character Objectives in Part 3.1 – Specific Controls.

CENTRE TYPE AND NAME	BUILT FORM CONTROLS
<b>Town Centre</b>	
Hall Street	Refer to Annexure E3-3
<b>Village</b>	
Bondi Road	Refer to Annexure E3-2 & E3-3
<b>Small Village</b>	
Charing Cross	Refer to Annexure E3-2
Rose Bay (North & South)	Refer to Annexure E3-2
<b>Neighbourhood Centre</b>	
Glenayr Avenue	Refer to Annexure E3-2
North Bondi	Refer to Annexure E3-2
Blake Street	Refer to Annexure E3-2
Murrivier Road	Refer to Annexure E3-1
Murray Street	Refer to Annexure E3-1
Bronte Beach	Refer to Annexure E3-2
Bronte (Macpherson St)	Refer to Annexure E3-1 & E3-2
Old South Head Road	Refer to Annexure E3-2

**Table 1** Local Village Centres and relevant control diagrams

**Please Note:** Planning controls and objectives for the Bronte RSL site at 113 Macpherson Street, Bronte are in Part E4 of this DCP.

### 3.1 SPECIFIC CONTROLS

This section provides an outline of the 12 identified local village centres including each centre's existing character and built form and the desired future character of the areas. This is to be taken into consideration when designing the built form of the proposed development.

#### 3.1.1 Bronte Beach Neighbourhood Centre



**Figure 54** Bronte Beach Neighbourhood Centre

##### Existing Character & Built Form

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

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

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

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

##### Desired Future Character Objectives

- (a) To maintain the built form arising from the historical subdivision pattern and the small shop character at street level.
- (b) To maintain the built character of small shops originally built to supply the local residents, together with shop-top housing.
- (c) To ensure the fabric and character of the interwar buildings and shop-fronts are maintained.

### 3.1.2 Bronte (Macpherson Street) Neighbourhood Centre



**Figure 55** Macpherson Street Neighbourhood Centre

#### Existing Character & Built Form

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

A number of buildings at the west end are higher density residential buildings, while other buildings retain original shop-fronts. Intrusive buildings along Macpherson Street include multi- storey residential and large non-residential buildings. To the West, near Luger Street, the area is characterised by two (2) storey Interwar commercial buildings of masonry construction, with both decorative face brick and rendered and painted finishes.

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

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

#### Desired Future Character Objectives

- (a) To maintain the built form arising from the historical subdivision pattern and the small shop character at street level.
- (b) Maintain the public views and outlook at the eastern end of the centre, as well as outlook over open space at western end of the centre.

### 3.1.3 Charing Cross Small Village



**Figure 56** Charing Cross Small Village

The Charing Cross local village centre is located along a strip of Bronte Road connecting the eastern beaches, Bondi Junction, Centennial Park and the City.

#### **Existing Character & Built Form**

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

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

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

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

Narrow passages between terraced groups give access to the rear of properties and laneways. Buildings address Bronte Road and do not address the laneways, although some newer buildings have not maintained this approach to the detriment of the Bronte Road streetscape. Numerous buildings within this area possess elements of, or largely intact, original shop fronts. Many others preserve the original entry configuration (i.e. with inset doorway to one side) reconstructed with contemporary materials.

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

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

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

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

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

#### **Desired Future Character Objectives**

- (a) To limit the scale of redevelopment and infill development at the street edge to match the height of the existing heritage parapet façades and roof lines, with setbacks to further levels where appropriate.
- (b) To ensure that the design of infill development remains consistent with the regular division of frontages, where regular divisions occur.
- (c) To ensure an integrated approach and consistent treatment to the conservation of terrace groups of buildings of historic character.
- (d) To minimise 'visual clutter' through control of peripheral building elements.
- (e) To encourage the conservation of historic architectural details and reconstruction of missing or degraded elements.
- (f) To maintain the continuity of awnings where present.
- (g) To maintain Bronte Road as the primary streetscape in the centre with lanes and side passages as secondary frontages.

### 3.1.4 Murray Street Neighbourhood Centre



**Figure 57** Murray Street Neighbourhood Centre

This centre is made up of a collection of four (4) shops located at the intersection of Belgrave and Murray Streets (refer to Figure 4). This area has a modern, post-war suburban character, with few clear historical elements and varied building typology.

#### Existing Character and Built Form

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

45 Belgrave Street is a two storey mixed-use, red brick corner shop, while 47-49 Belgrave Street are Federation shops and housing. 'Pocket' parks exist on opposite corners to these buildings providing a landscape feature to the area. The 'shop house' buildings of 47-49 Belgrave Street are of a scale and detail appropriate to the location providing a degree of character to the area.

#### Desired Future Character Objectives

- (a) To maintain the existing scale of the small centre.
- (b) To maintain mixed use developments in the centre, with ground floor local shops and services and upper level residential use.
- (c) To maintain, and where possible in the future, enhance, the range of local shops and services to meet the day to day needs of local residents.

### 3.1.5 Bondi Road Village



Figure 58 Bondi Road Village

#### Existing Character & Built Form

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

The strip is composed of smaller 'shop house' buildings of a scale which are reflective of the historical small scale lot subdivision pattern. Buildings are generally two (2) storeys to the street edge, having an effective height, due to the existence of parapets and roof forms, of three (3) levels.

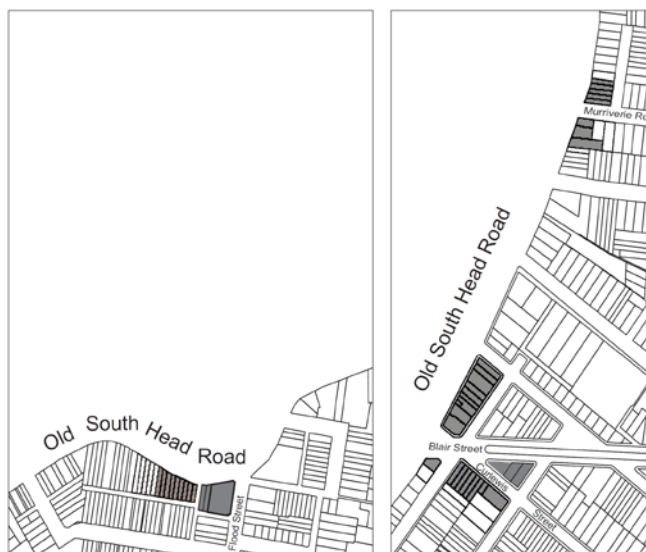
A number of contradictions exist in the form of larger high rise 1960's and 1970's residential and hotel towers. These buildings are inconsistent with the overall scale of the street fabric. Lower podium levels of the building (lower two (2) to three (3) levels) tend to have front and side setbacks inconsistent with adjoining development and the rhythm of the streetscape. All existing buildings of historic character are mixed use, with commercial ground floor and residential upper storey(s).

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

#### Desired Future Character Objectives

- (a) To maintain the role and character of Bondi Road in providing local shops, services and residential accommodation for the local community.
- (b) To limit the scale of redevelopment and infill development at the street edge to match the parapet façade height of buildings of historic character, with setbacks to further levels where appropriate.
- (c) In the case of future works and improvements to the 1960s and 1970s residential and hotel towers that exist along Bondi Road, to encourage the street and podium levels to better knit the street fabric together through the introduction of shop fronts at ground level.

### 3.1.6 Old South Head Road Neighbourhood Centre



**Figure 59** Old South Heath Road Neighbourhood Centre

Old South Head Road signifies the local government boundary between Waverley and Woollahra Councils. It contains five separate clusters of retail and commercial activity along the length of the road.

#### **Existing Character & Built Form**

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

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

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

#### **Intersection of Old South Head Road and Flood Street**

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

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

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

### **Intersection of Old South Head Road and Blair Street**

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

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

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

### **Intersection of Old South Head Road and Murrivier Road**

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

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

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

## **Desired Future Character Objectives**

### ***Flood Street Intersection***

- (a) To maintain the mixed-use character of the centre by way of shops and services at ground level and residential units above.

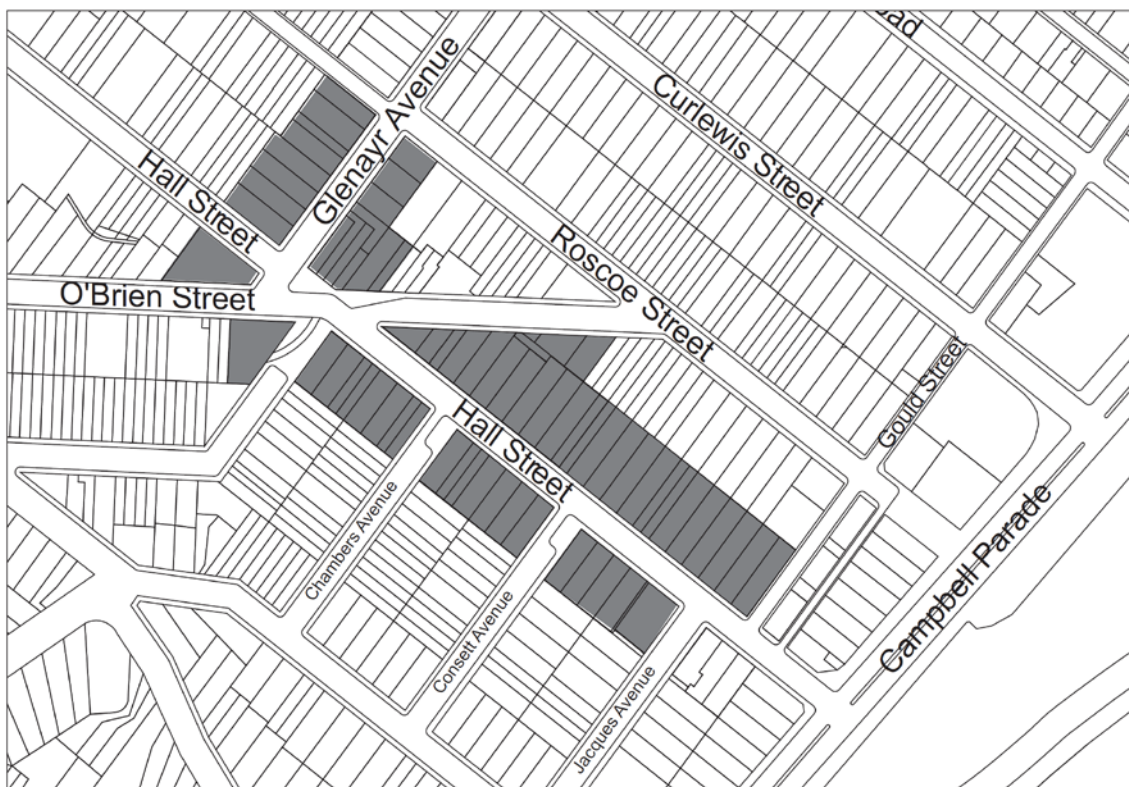
### ***Blair Street Intersection***

- (a) To accommodate a potential increase in the general scale of development in this section of the centre, subject to appropriate site consolidation and satisfying amenity considerations and impacts on adjoining sites.
- (b) To maintain and expand on the current range of land uses, including automotive repairs and service station.
- (c) The site 14-28 Curlewis Street is considered key to the long term objectives of this Part and public domain environment of this precinct. The development of this site to address each of the three (3) street boundaries by building to each property boundary is considered key. The resultant building form will anchor the built form of the intersection while ensuring that each street, Blair and Curlewis streets, is given an improved urban form and scale.

### ***Murrivier Road Intersection***

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

### 3.1.7 Hall Street Town Centre



**Figure 60** Hall Street Town Centre

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

#### **Existing Character & Built Form**

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

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

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

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

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

**Desired Future Character Objectives**

- (a) To maintain Hall Street and the southern end of Glenayr Avenue as a separate and discrete precinct within the wider Bondi Beach town centre, with the role and character of providing local shops, services and residential accommodation for the local community.
- (b) To effectively manage the retail/commercial and residential interface in the centre.
- (c) To maintain and enhance accessibility to public open space.

### 3.1.8 Glenayr Avenue Neighbourhood Centre



**Figure 61** Glenayr Avenue Neighbourhood Centre

#### Existing Character & Built Form

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

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

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

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

#### Desired Future Character Objectives

- (a) To maintain the role and character of the discrete sections that make up the Glenayr Avenue centre, including the provision of local shops, services and residential accommodation for the local community.
- (b) To effectively manage the retail/commercial and residential interface in the centre, and in particular maintain the strong residential character where it currently exists along Glenayr Avenue.
- (c) To ensure an appropriate architectural design and scale for corner site development.
- (d) The 'Seven Ways' intersection of Blair Street and Glenayr Avenue should stand as the focus of the Glenayr Avenue precinct. This intersection has the potential to be an even more vibrant and active public space.

### 3.1.9 North Bondi Neighbourhood Centre



**Figure 62** North Bondi Neighbourhood Centre

North Bondi Neighbourhood Centre contains a cluster of shops adjacent to the bus terminus. It exists at the northern end of Campbell Parade where it meets Scarborough Crescent, at the intersection with Brighton Boulevard.

#### Existing Character & Built Form

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

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

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

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

#### Desired Future Character Objectives

- (a) To maintain North Bondi as a separate and discrete precinct to the larger Bondi Beach precinct, with the role and character of providing local shops, services and residential accommodation for the local community.
- (b) Where redevelopment in the neighbourhood centre occurs, to ensure the scale of new development protects the residential amenity of adjoining and surrounding properties.
- (c) To maintain the predominantly two - three storey scale of development, at the same time as protecting the existing amenity of properties adjoining the centre.
- (d) The North Bondi RSL is an important community building and considered to be a key site in the centre. It is unlikely that this building marked \*, will ever be developed to conform with the planning controls.
- (e) The bus interchange is a key community site and future development at this site is addressed in the Local Village Centres Public Domain Improvement Plan.

### 3.1.10 Murriverie Road Neighbourhood Centre



**Figure 63** Murriverie Road Neighbourhood Centre

The Murriverie Road local village centre is comprised of approximately nine shops which are used for commercial and retail purposes with some residential uses above ground floor.

#### **Existing Character & Built Form**

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

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

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

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

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

#### **Desired Future Character Objectives**

- (a) To ensure appropriate architectural design and scale for corner site development.
- (b) To maintain and enhance accessibility to public open space.

### 3.1.11 Rose Bay Small Villages (North and South)



**Figure 64** Rose Bay (north and south), Small Villages

Old South Head Road is the local government boundary between the Waverley and Woollahra Councils. Two clusters located along Old South Head Road between Onslow Street and Strickland Street and in the vicinity of Oceanview Avenue have been combined and are known as the Rose Bay Small Villages.

The three smaller commercial clusters located further south make up Old South Head Road Neighbourhood Centre. These include the intersections of Flood Street and Old South Head Road, Blair Street and Old South Head Road, and Murriverie Road and Old South Head Road.

#### Existing Character & Built Form

The five retail and commercial clusters found along Old South Head Road accommodate approximately 110 shop front premises of which approximately 70 are within Waverley. The two clusters forming the Rose Bay Small Village contain a variety of uses that, when combined with the retail strips on the Woollahra side of the road, provide the daily needs of the local community.

Shop top housing is an important feature of Old South Head Road and provides housing diversity and affordability. This increases pedestrian activity and presence within the village.

#### Desired Future Character Objectives

- (a) To ensure an integrated approach and consistent treatment to the conservation of buildings of historic character.
- (b) To maintain and improve the continuity of awnings over the footpath.
- (c) To maintain Old South Head Road as the primary streetscape in the village with side streets as secondary frontages.
- (d) Maintain a good distinction between the mixed use sections of Old South Head Rd and residential side streets.

### 3.1.12 Blake Street Neighbourhood Centre



**Figure 65** Blake Street Neighbourhood Centre

#### Existing Character & Built Form

This local village centre has several small shops and commercial uses, servicing the local resident community. The centre does not possess a distinctive historical or neighbourhood character. Modern buildings and renovations having occurred over time creating a varied building typology and street edge definition. While the scale of buildings varies, it is generally two (2) storeys in character. Some buildings in the centre possess street awnings over the footpath.

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

#### Desired Future Character Objectives

- (a) To establish and support a centre characterised by mixed use development incorporating small local shops and services for the local resident community.
- (b) To encourage new mixed use development with ground level local shops and services and upper level residential use.
- (c) Where redevelopment in the neighbourhood centre occurs, to ensure the scale of new development protects the residential amenity of adjoining and surrounding properties.

## 3.2 GENERIC CONTROLS

This section outlines the general planning controls that apply to all centres.

Note: Compliance with a control does not guarantee that the objectives are satisfied.

In some instances the design solutions may not be appropriate for the particular site or situation and Council may require an alternative design solution.

In order to ensure the physical characteristics of the site and the nature and proximity of adjoining and nearby development has been considered, a site plan analysis is required to be submitted with all development applications which includes the existing built form within the surrounding local village area.

Annexures are provided to illustrate examples of typical built form envelopes for 2, 3 and 4 storey local village centres as follows:

- Annexure E3-1 – 2 storeys
- Annexure E3-2 – 3 storeys
- Annexure E3-3 – 4 storeys

### 3.2.1 Land Uses

#### Objectives

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

#### Controls

- (a) The ground floor component of a mixed use building is to be used for a permitted non-residential use, with the exception of:
  - (i) Access areas for residential dwellings on upper levels.
  - (ii) Existing purpose built approved and occupied residential dwellings occupying the ground floor of a building.
  - (iii) Where a site addresses is a rear lane, the residential dwellings may address the rear lane at ground level but only where all other specific Local Village Centre planning controls have been satisfied.
- (b) Cafes and restaurants located in corner buildings, with side street frontage to residential streets are to orient the trade area, including any outdoor dining, to the commercial street.
- (c) Seating for cafes and restaurants is to be limited to the enclosed ground floor and, where considered appropriate, the footpath frontage of buildings.

- (d) Building floors above ground and first floor are to be designed for permanent residential use only.
- (e) Car parking is to be located at basement level with vehicular access from side streets or rear lanes rather than the primary street frontage.
- (f) Residential and low scale commercial office uses are acceptable at first floor level.
- (g) Commercial office uses may only take place where the building has been specifically designed, or acceptably adapted, for this use, including adequate separation from residential uses elsewhere in the building.
- (h) Clearly separate and distinguish commercial and residential entries and vertical separation.

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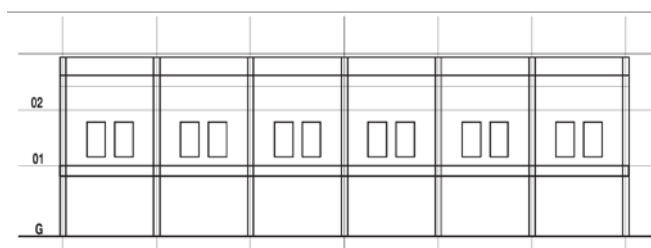
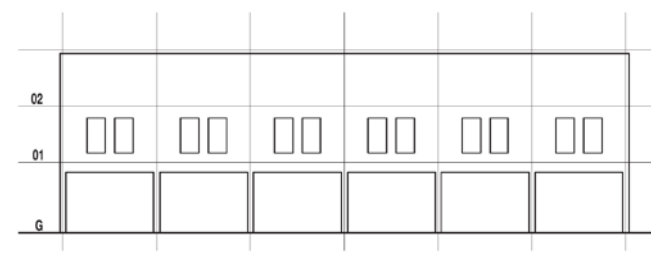
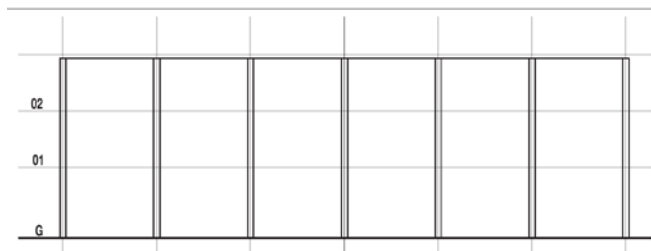
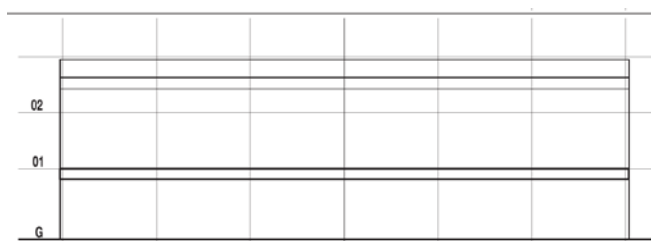
### 3.2.2 Public Domain Interface

#### Objectives

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

#### Controls

- (a) Buildings are to be located to the front street alignment, with the exception of recommended upper level setbacks, nominated in the controls for each of the individual centres.
- (b) Where existing buildings are setback from the street and are to be refurbished, they are to be extended to the street edge at ground level, except listed heritage items and buildings of historic character.
- (c) Individual buildings are to have a clear street address where entries to upper levels are well defined at the ground floor address.
- (d) New shop fronts are to be consistent in width and height with the predominant and historical character of the street.
- (e) Shop fronts may include recessed entries and display windows, where these are included to provide useable display space and achieve the desired future character of the centre.
- (f) Shop fronts are to be made up predominantly of clear glazing with sill heights to be a maximum of 700mm above finished footpath level along street frontages.
- (g) Access to residential dwellings above ground level should not occupy more than 20% of the principal street frontage of any development.
- (h) There are to be no solid facades along the primary street frontage at ground level.
- (i) Vehicular entries into buildings are not permitted along the primary commercial street frontage of sites, except where contemplated in the planning controls for individual centres.



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

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

(iii) Horizontal datum points should be established.

(iv) The vertical divisions suggestive of lot subdivision should be referenced even if the development site is larger than the traditional lot sizes.

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

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

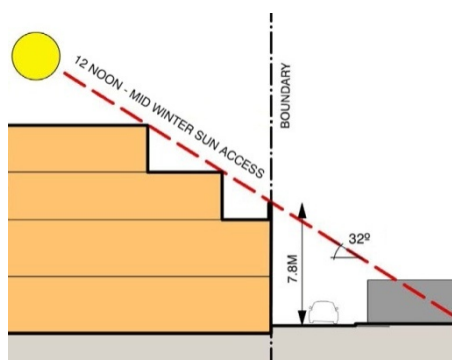
### 3.2.3 Built Form

#### Objectives

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

#### Controls

- (a) Development is to be consistent with the planning controls relating to overall height, floor to ceiling heights and setbacks, outlined for each of the centres in Annexures E3-1 to E3-3.
- (b) Ground floor retail depth must allow for adequate display and sales area as well as essential back-of-house storage and loading facilities. In total this must be a minimum of 8 - 10m in depth.
- (c) The maximum building depth for floors above ground level, glazing line to glazing line is 18m. Refer to the control diagrams for each individual centre.
- (d) The maximum street wall height of buildings fronting rear lanes is 7.8m or two storeys, whichever is the lesser (refer to Figure 66).
- (e) Floors fronting lanes which are located 7.8m above the level of the lane or higher (except those on the south side of the lane) and have residential properties backing onto the rear lane opposite must be setback at an angle of 32 degrees as shown in the following diagram:



**Figure 66** Setbacks at rear lanes to ensure solar access to neighbours

### 3.2.4 Building Façade Articulation

#### Objectives

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

#### Controls

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

### 3.2.5 Buildings of Historic Character

#### Objectives

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

#### Controls

- (a) Identified buildings of historic character, as detailed in the planning controls for each of the individual local centres, are encouraged to be retained.
- (b) Where the building form, detailing or use of individual buildings of historic character have been inappropriately altered and changed, any application to upgrade or re-use the buildings must clearly demonstrate that the architectural and streetscape value of the building will be enhanced by the proposal.

- (c) Any application to demolish an identified building of historic character must clearly demonstrate that a replacement building will possess equal or higher quality contributory value with respect to streetscape, character, architectural design, material quality and construction.
- (d) New development adjacent to buildings of historic character must be sympathetic in scale, alignment, detailing and materials.

### 3.2.6 Building Services and Site Facilities

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

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

#### Objectives

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

#### Controls

- (a) Garbage and recycling storage and collection areas, and the structures in which they are contained, are not to be visible from the public domain.
- (b) Setbacks on ground level at the rear are not to be used at all for any purposes associated with storage of waste or recycling material, such as garbage rooms or bottle storage. Buildings are to be designed and used in a manner that ensures that these activities are wholly contained within the building proper. The only exception is for the regular collection of waste and recycling from the rear, in the event of rear lane access. Where a setback at the rear at ground level is provided, it is to be designed and maintained as a landscaped buffer between the subject site and the adjoining properties to the rear.
- (c) The rear of buildings, at ground level, where they back directly on to residential properties or uses, are to be designed to be effectively 'sealed' at the rear, in order that noise and odour transmission from the rear of these premises does not occur in any form that detracts from the amenity of the adjoining residential properties.
- (d) New and refurbished buildings must incorporate venting from ground floor premises in a way that does not result in the transfer of cooking odours impacting on residential properties within the same site/building or neighbouring and adjacent residential properties.
- (e) Air-conditioning units, exhaust fluing, mechanical ventilation ducting, including venting and exhaust structures and equipment associated with ground floor food premises such as cafes and restaurants and the like, are not to be located in front of the front building line or in places clearly visible to the main street frontage or any adjoining or nearby residential properties should be integrated into the building.

- (f) Mixed use buildings are to be provided with sound proof materials between the commercial and residential level.
- (g) Mixed use buildings are to be provided with one only common television antenna and/ or satellite dish, which is to be unobtrusive in appearance when viewed from the public domain.
- (h) Residential units within mixed use developments are to be provided with laundry facilities and at least one external clothes drying area, not visible from the public domain.

# ANNEXURE E3-1

## 2 STOREYS

### ANNEXURE E3-1

#### TYPICAL BUILT FORM FOR TWO STOREY CENTRES

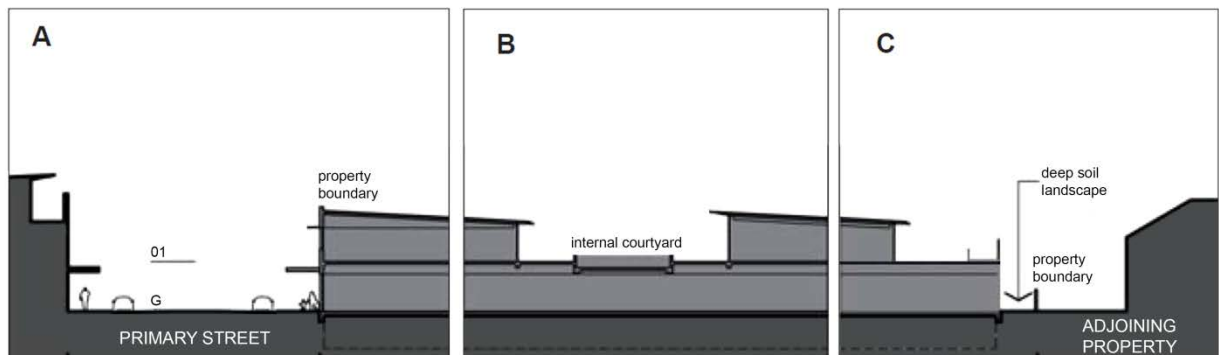
Annexure E3-1 applies to the following centres:

1. Murriverie Road Neighbourhood Centre.
2. Murray Street Neighbourhood Centre.
3. Bronte Street (Macpherson) Neighbourhood Centre:
  - All properties shaded lighter grey on Figure 55.

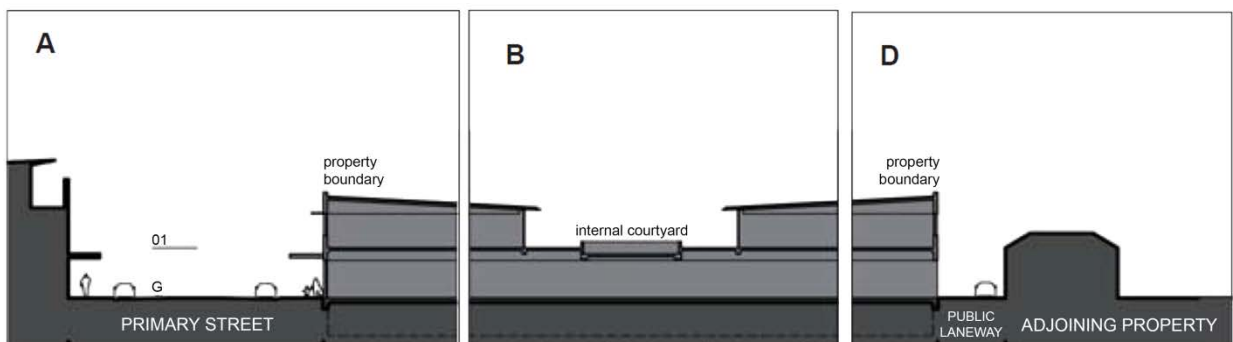
There are two typical built forms for two storey Local Village Centres which are dependent on whether the property has access to a rear lane.

- a) Properties without rear laneway: Control Diagram A, B and C.
- b) Properties with rear laneway access: Control Diagrams A, B and D.

#### Two storey section – without rear laneway



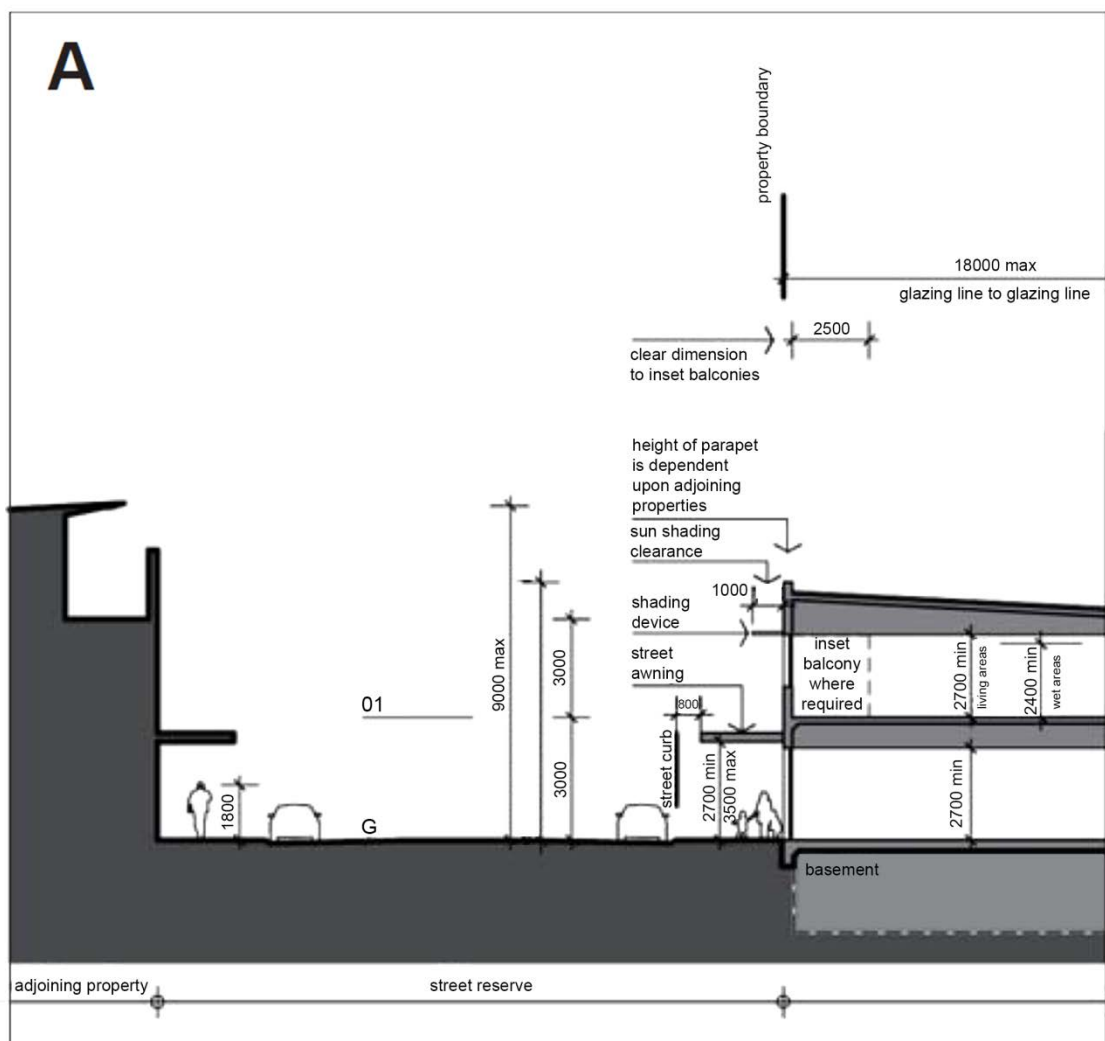
#### Two storey section – with rear laneway



# ANNEXURE E3-1

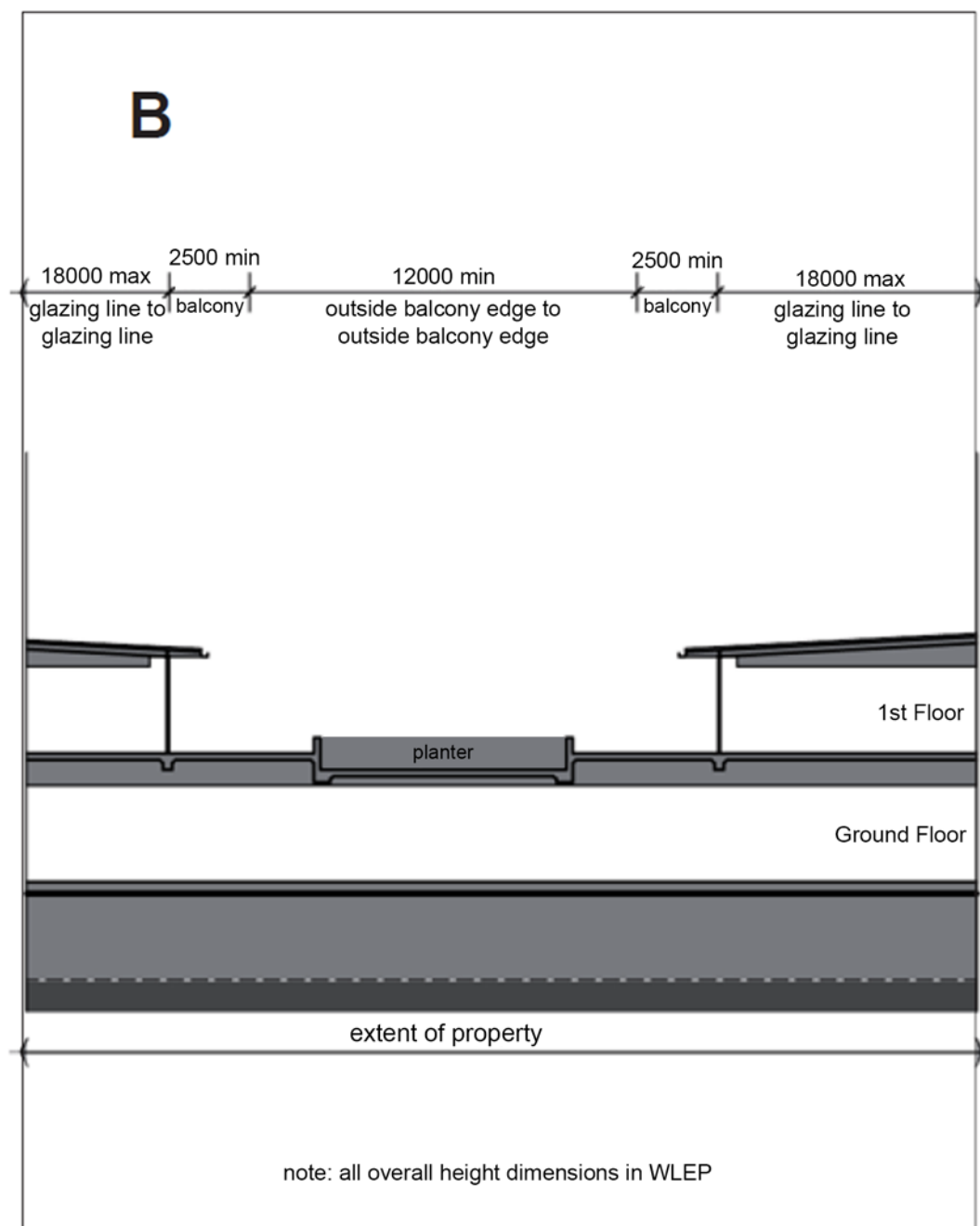
## 2 STOREYS

Two (2) storey detailed street frontage and internal floor to ceiling heights



## ANNEXURE E3-1 2 STOREYS

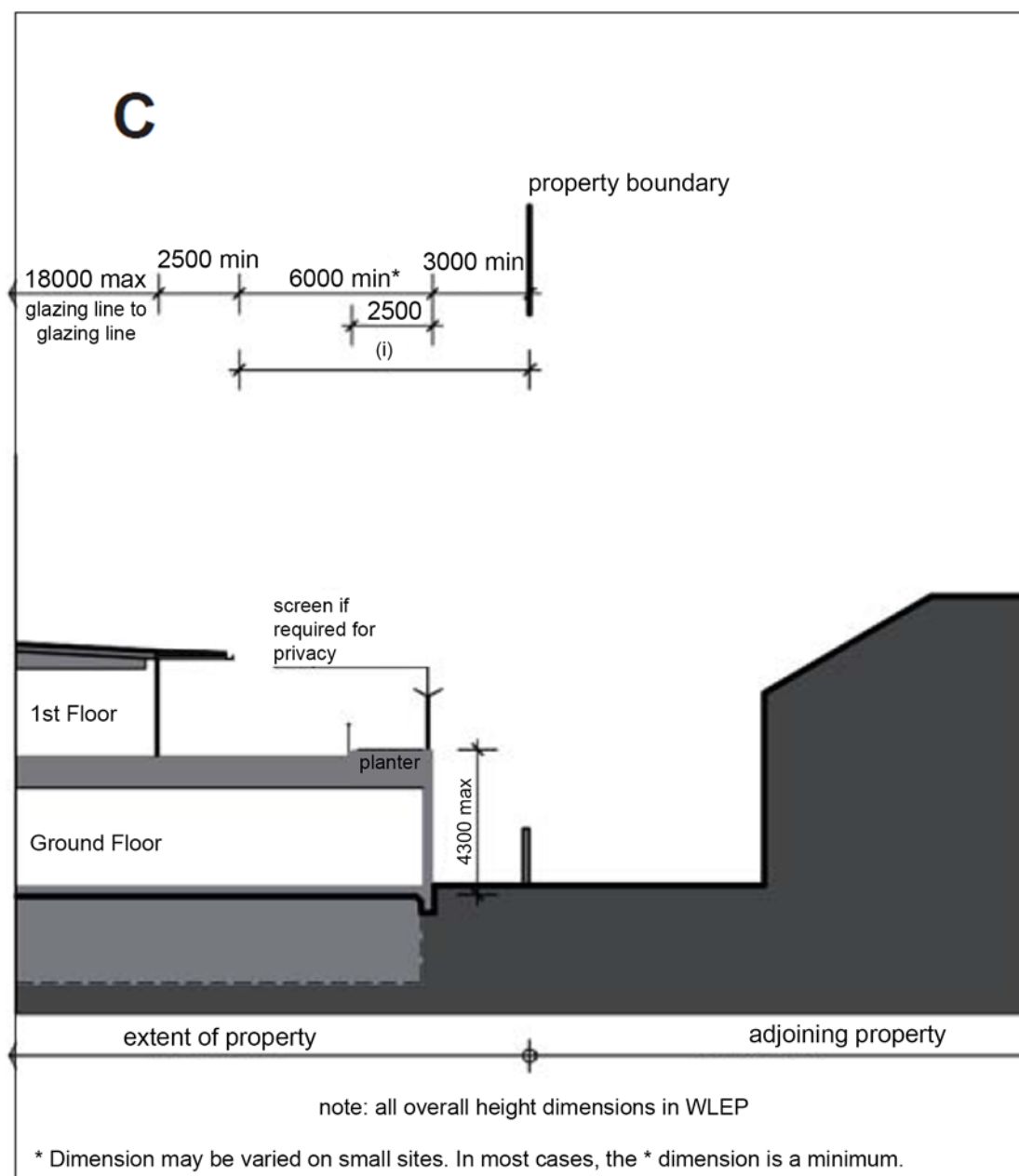
### Two (2) storey detailed internal courtyard



# ANNEXURE E3-1

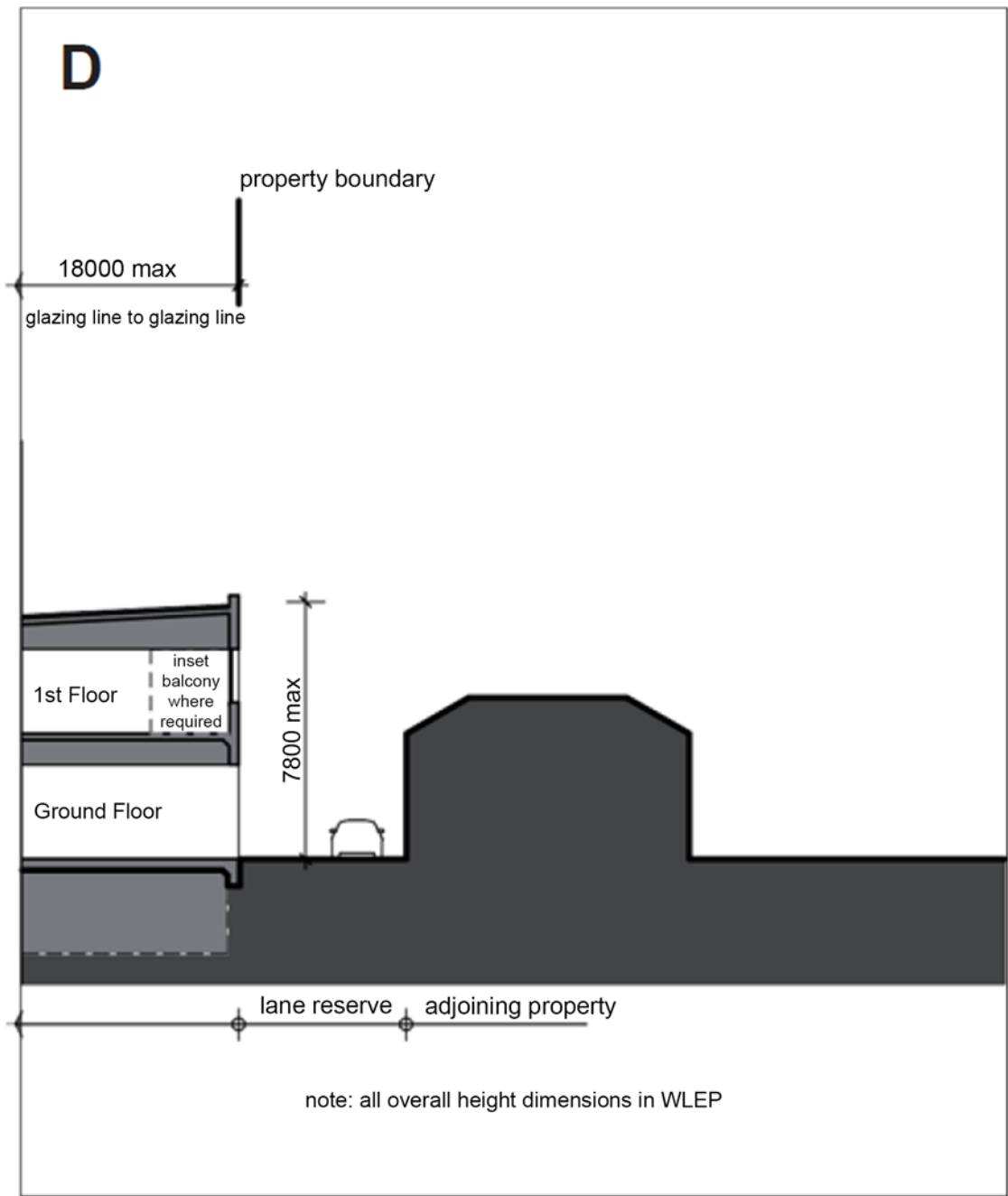
## 2 STOREYS

Two (2) storey detailed rear setback without rear laneway



ANNEXURE E3-1  
2 STOREYS

Two (2) storey detailed section with rear laneway



## ANNEXURE E3-2 3 STOREYS

### ANNEXURE E3-2 TYPICAL BUILT FORM FOR THREE STOREY CENTRES

Annexure E3-2 applies to the following Local Village Centres:

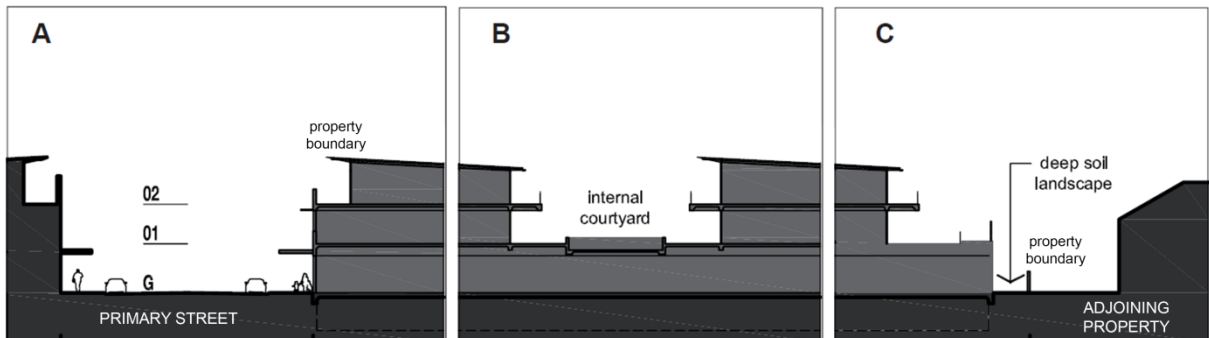
1. Bondi Road Village:
  - Properties shaded darker grey (eastern section) on Figure 58.
2. Charing Cross Small Village.
3. Rose Bay Small Village (North & South).
4. Glenayr Avenue Neighbourhood Centre.
5. North Bondi Neighbourhood Centre.
6. Blake Street Neighbourhood Centre.
7. Bronte Beach Neighbourhood Centre.
8. Bronte (Macpherson Street) Neighbourhood Centre:
  - Properties shaded darker grey (western section) on Figure 55.
9. Old South Head Road Neighbourhood Centre.

There are two typical built forms for three storey Local Village Centres which are dependent on whether the property has access to a rear lane.

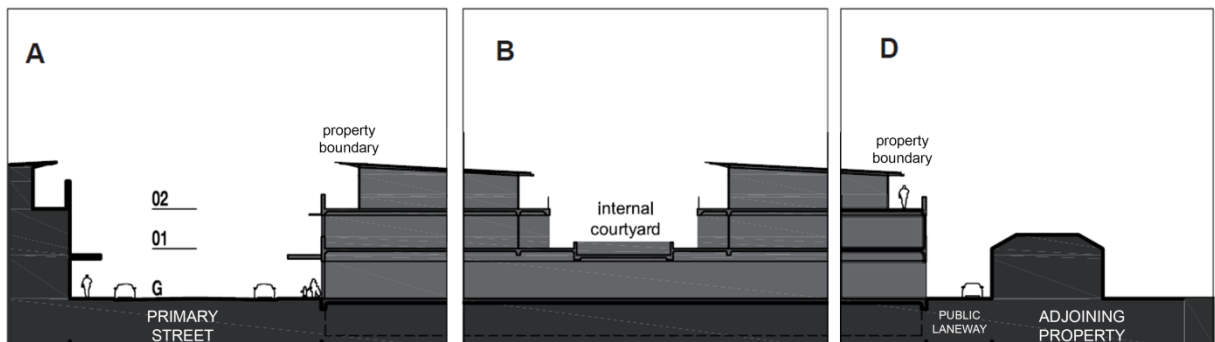
- (a) Properties without rear laneway: Control Diagram A, B and C.
- (b) Properties with rear laneway access: Control Diagrams A, B and D.

For applicable properties refer to the associated maps in Section 3.1 – Specific Controls.

#### Three (3) storey section without rear laneway



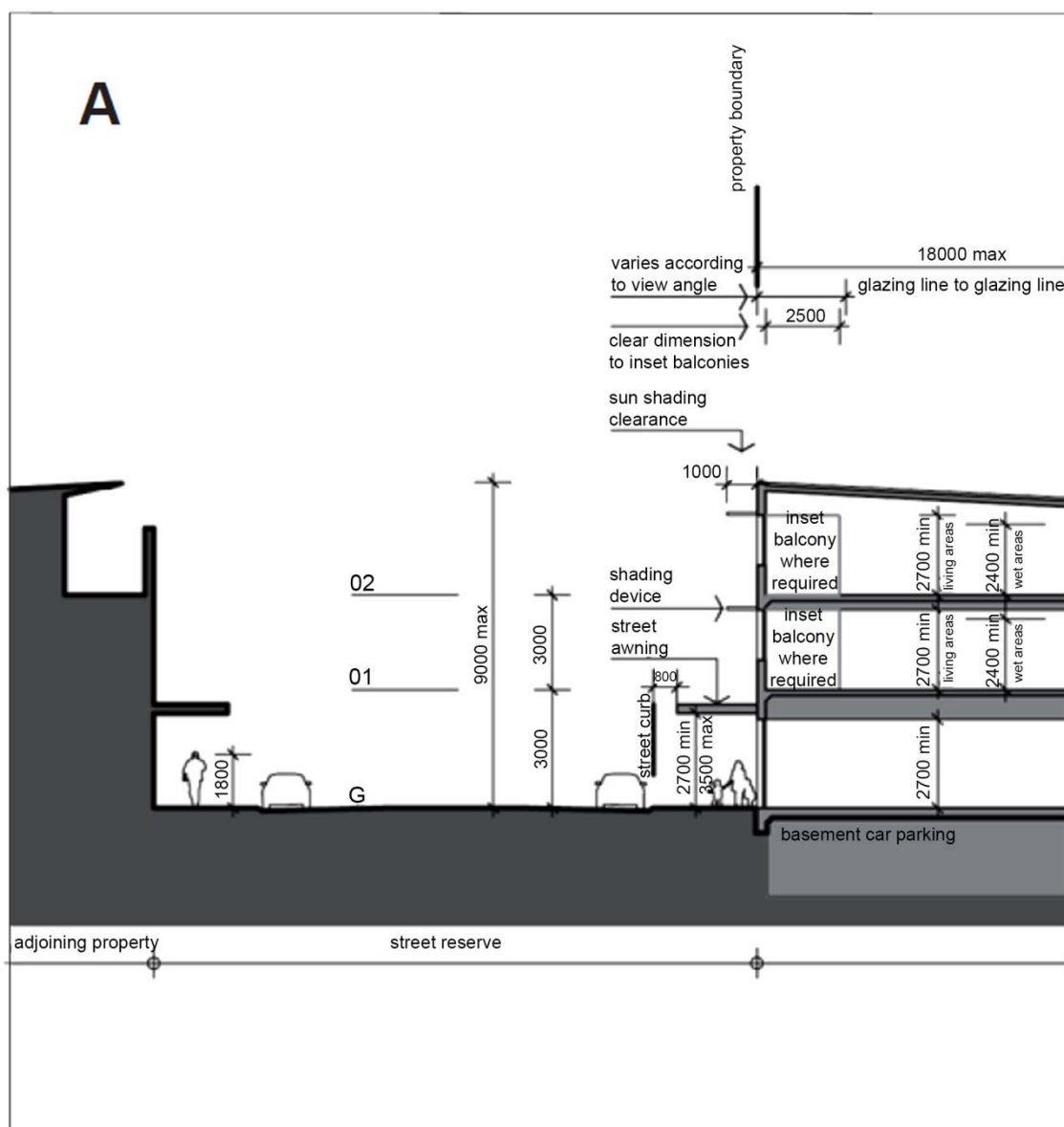
#### Three (3) storey section with rear laneway



## ANNEXURE E3-2

### 3 STOREYS

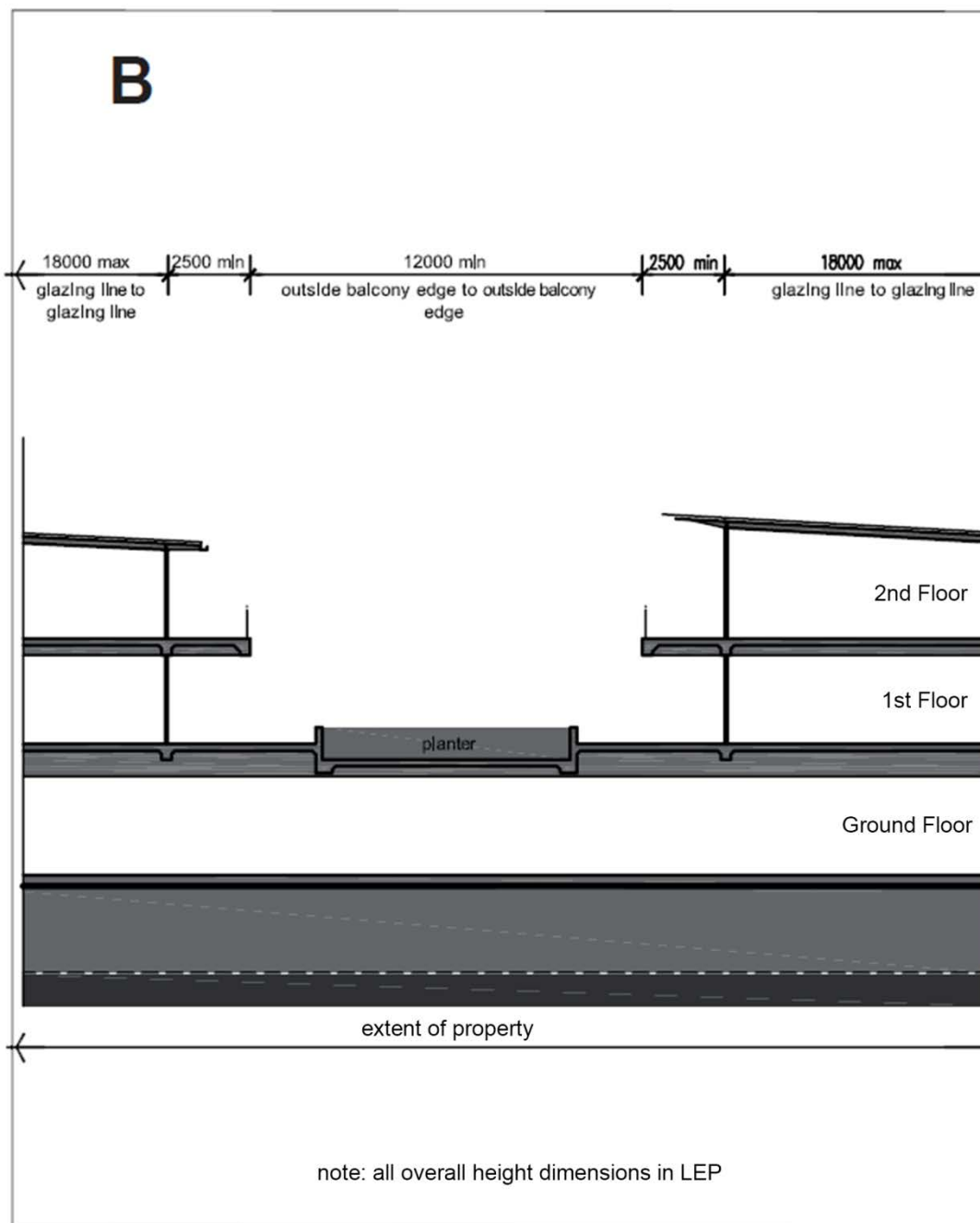
Three (3) storey detailed street interface and internal dimensions



## ANNEXURE E3-2

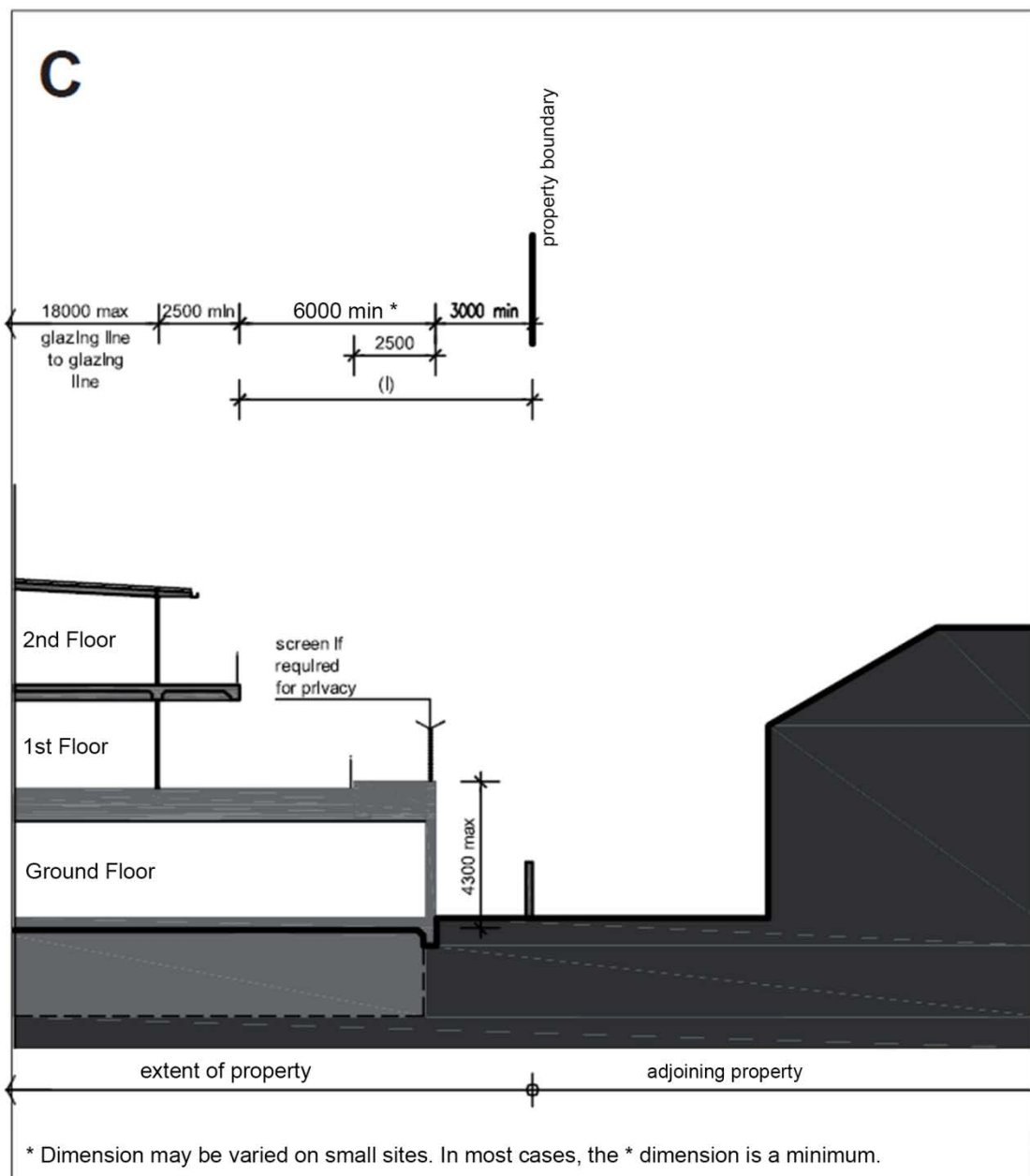
### 3 STOREYS

#### Three (3) storey detailed internal courtyard



## ANNEXURE E3-2 3 STOREYS

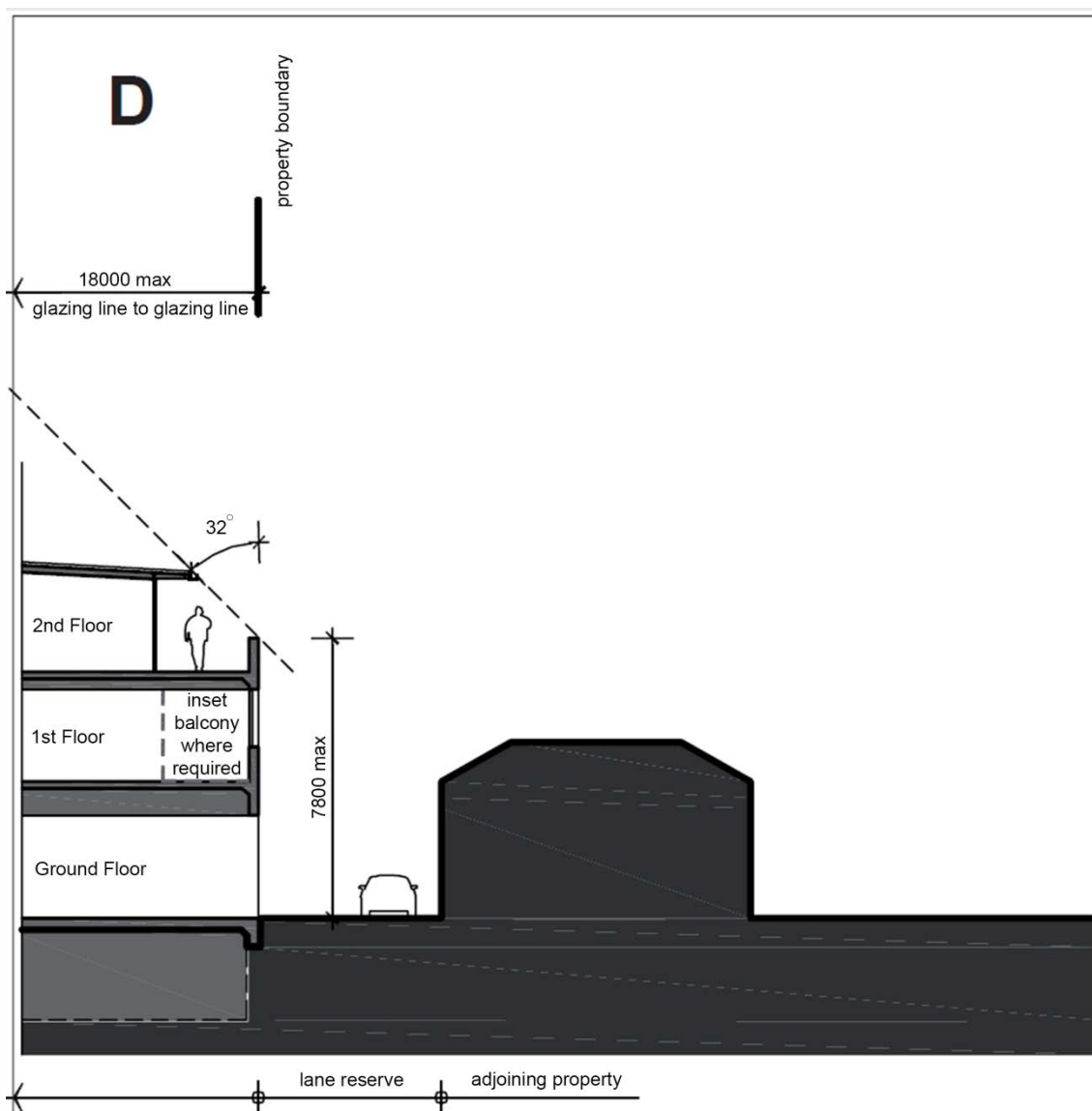
### Three (3) storey rear setback details without rear laneway



## ANNEXURE E3-2

### 3 STOREYS

Three (3) storey rear setback details with rear laneway



# ANNEXURE E3-3

## 4 STOREYS

### ANNEXURE E3-3

#### TYPICAL BUILT FORM FOR FOUR STOREY CENTRES

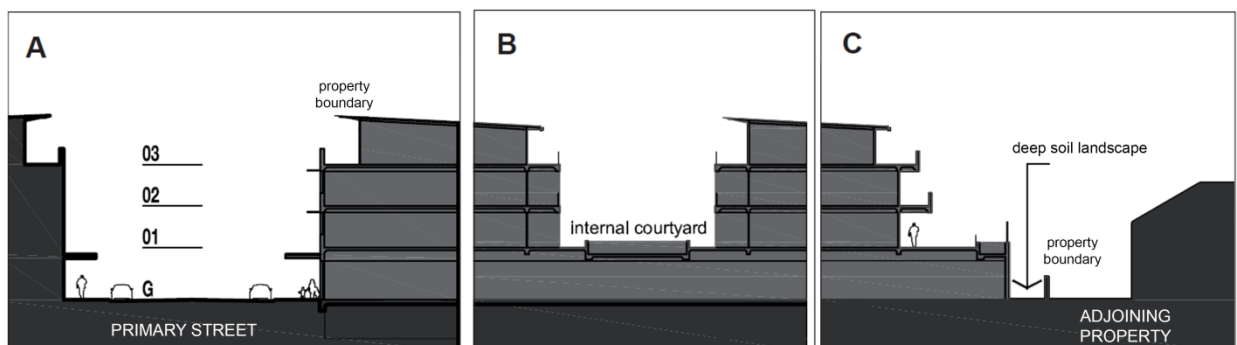
Annexure E3-3 applies to the following centres:

1. Hall Street Town Centre.
2. Bondi Road Village:
  - Properties shaded lighter grey (western section) in Figure 58.

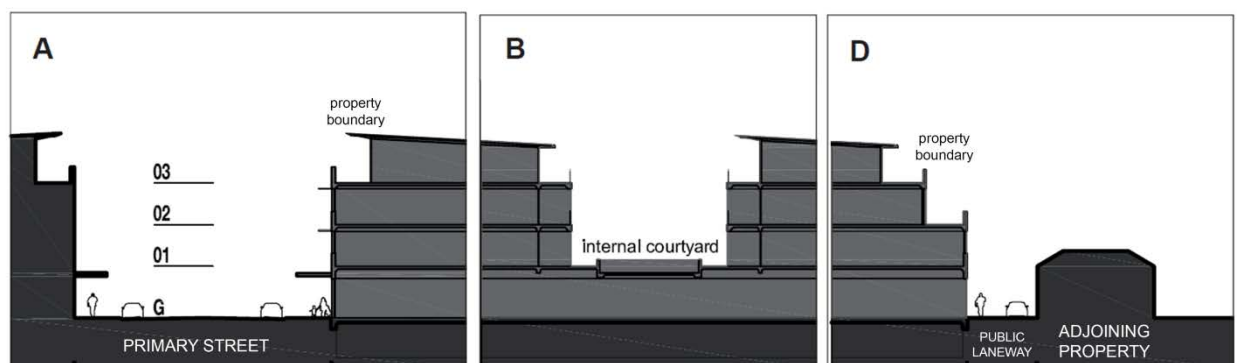
There are two typical built forms for four storey Local Village Centres which are dependent on whether a property has access to a rear lane.

1. Properties without rear laneway: Control Diagram A, B and C.
2. Properties with rear laneway access: Control Diagrams A, B and D.

#### Four (4) storey section without rear laneway

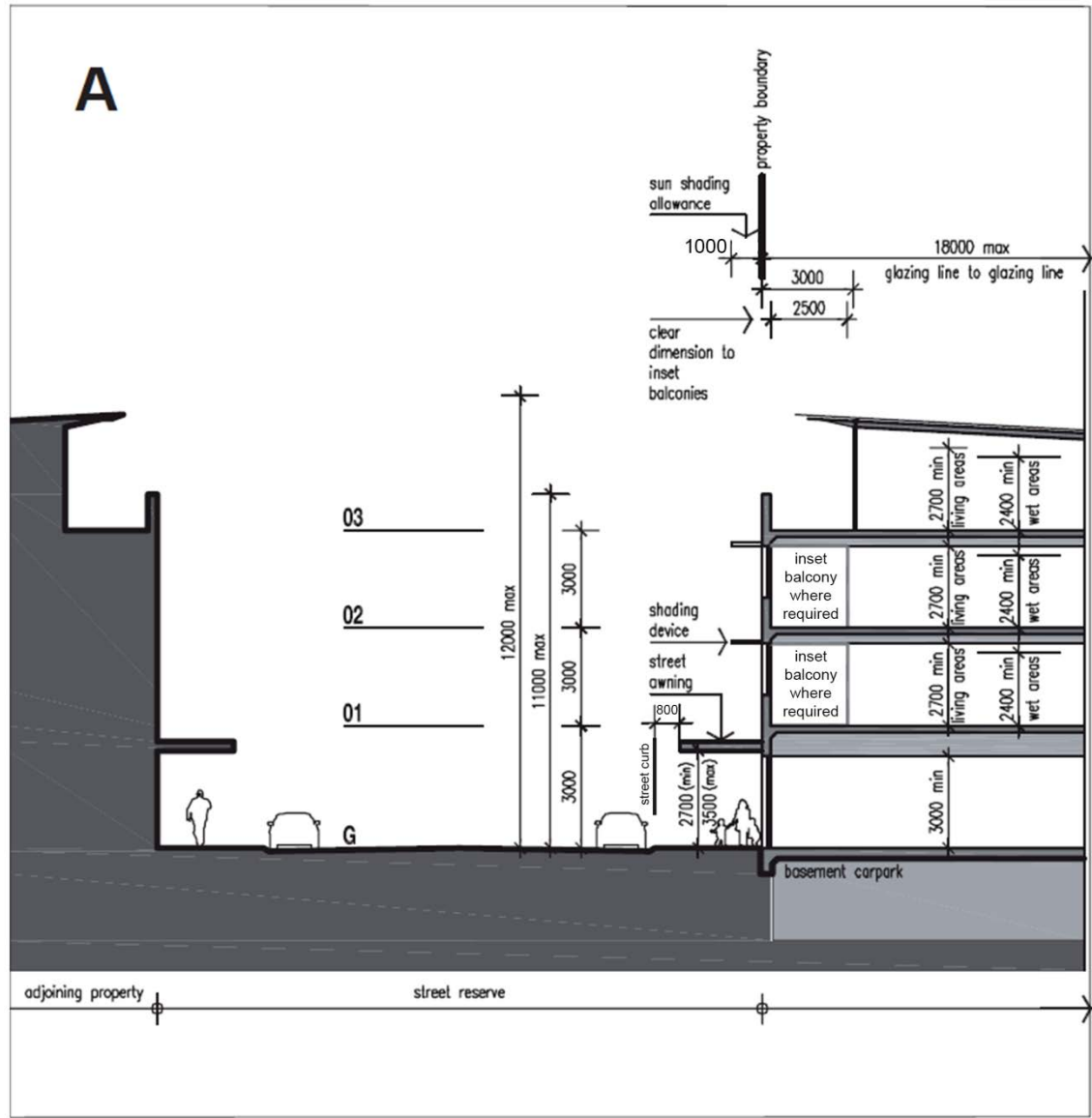


#### Four (4) storey section with rear laneway



ANNEXURE E3-3  
4 STOREYS

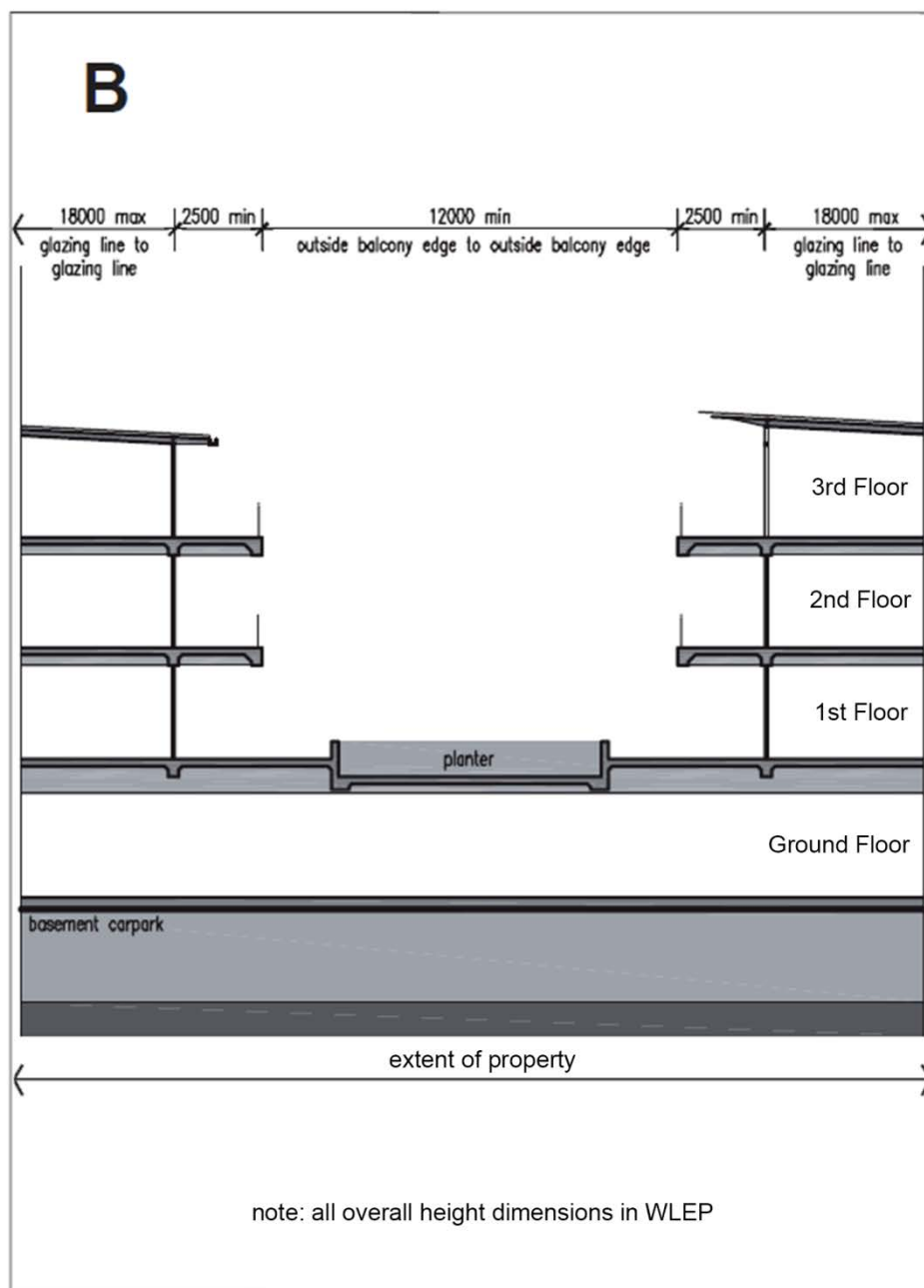
Four (4) storey street interface details and internal dimensions



## ANNEXURE E3-3

### 4 STOREYS

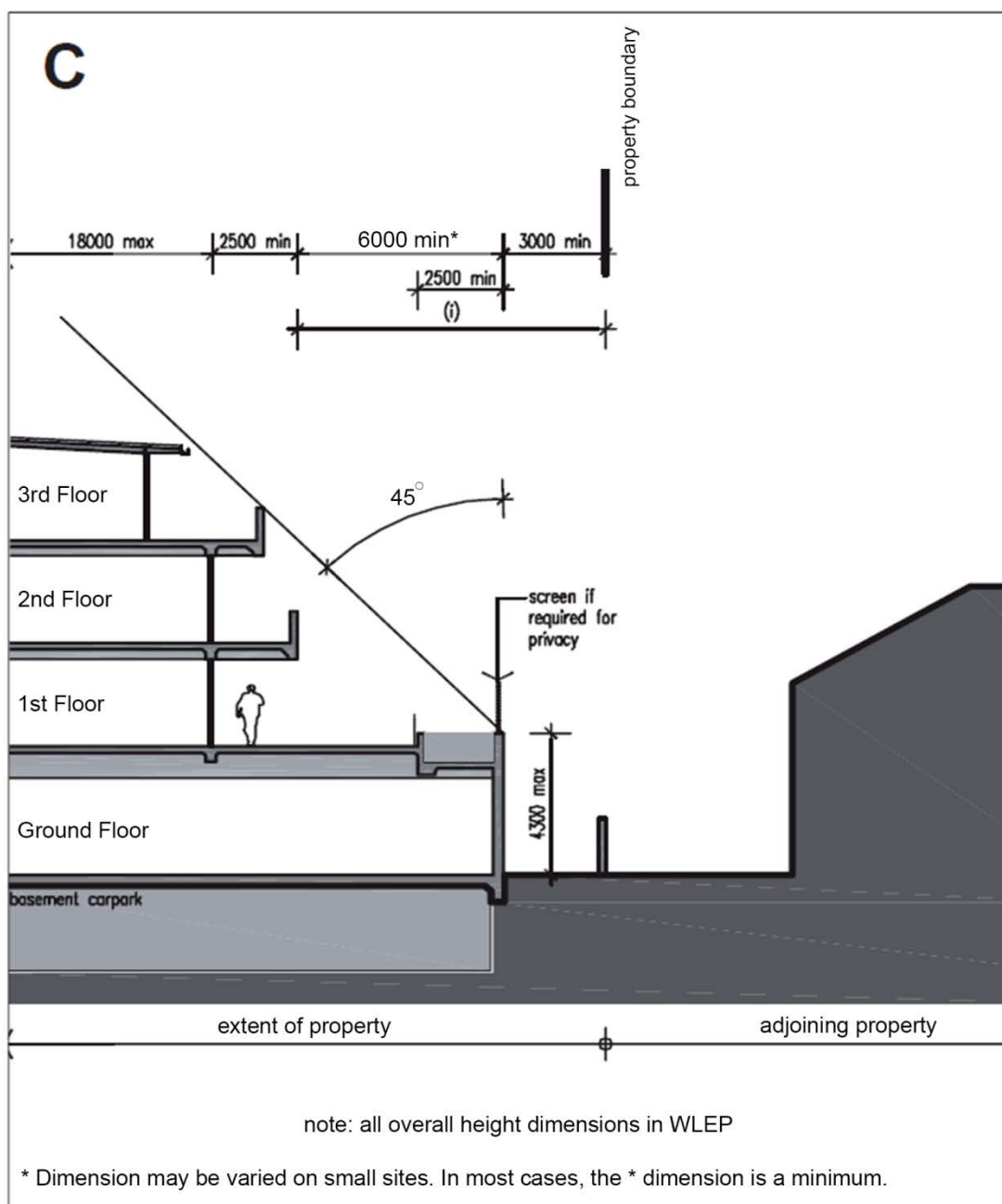
#### Four (4) storey internal courtyard details



# ANNEXURE E3-3

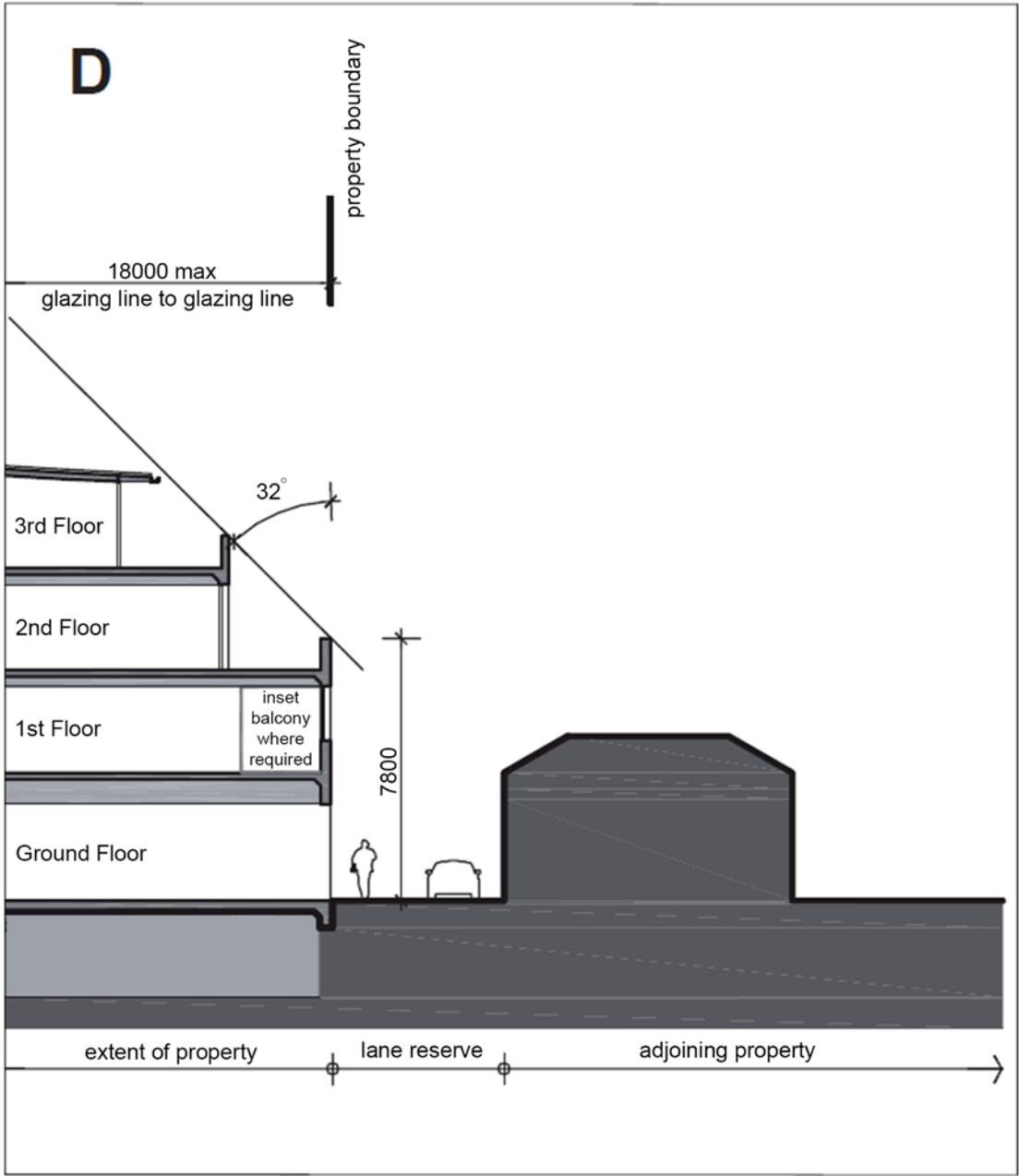
## 4 STOREYS

Four (4) storey rear setback details without rear laneway



ANNEXURE E3-3  
4 STOREYS

Four (4) storey rear setback details with rear laneway



## E4 113 MACPHERSON STREET, BRONTE

Where there are discrepancies between these controls and others within this DCP the following controls take precedence.

The following objectives and provisions apply to 113 Macpherson Street, Bronte described as Lot 19, Lot 20 and Lot 21 of DP 192094 and Lot 22 of DP 72912, also known as the Bronte RSL site (refer to Figure 14).

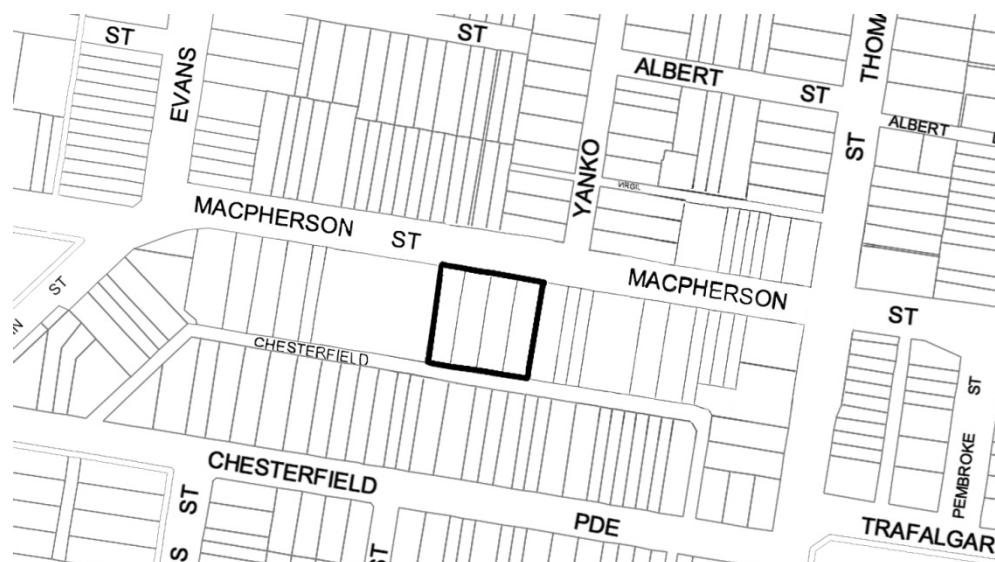


Figure 67 113 Macpherson Street Site Plan

### 4.1 PUBLIC DOMAIN

#### Objectives

- (a) Ensure public domain benefits are provided to a high quality and in keeping with Council's vision for the neighbourhood centre.

#### Controls

- (a) Macpherson Street and Chesterfield Lane are to be landscaped to Council's requirements.
- (b) Street furniture and renewal of paving is to be provided to Macpherson Street and Chesterfield Lane to Council's requirements.

## 4.2 BUILT FORM

### Objectives

- (a) Facilitate the redevelopment of the site to achieve a high quality urban form.
- (b) To ensure that redevelopment does not result in adverse impacts on the amenity, privacy and solar access of existing and future residential premises within the precinct.
- (c) To facilitate built form that accounts for the change in level between Macpherson Street and Chesterfield Lane.
- (d) To set building heights and frontage alignments to respect the existing character and desired future character of the Bronte's Macpherson Street and St. Thomas Street Neighbourhood Centre.
- (e) Ensure that development has high architectural quality and diversity, and strongly defined streets.
- (f) To ensure that new development reflects the historical subdivision pattern and established rhythm of the main street retail buildings located east of the site.

### Controls

- (a) The development of 113 Macpherson Street is to be in accordance with the development control envelope illustrated in Figures 15 and 16.
- (b) Provide awnings to the entire Macpherson Street frontage between the ground and first floor, except over the driveway. Awnings must be:
  - (i) minimum 3m wide;
  - (ii) minimum 3.1m between the underside of awning of 3.1m and the footpath level; and
  - (iii) include under awning lighting.
- (c) Buildings are to be built to the street and lane alignments.
- (d) No less than 90% of the building is to be aligned to the street boundary for the ground and first floor fronting Macpherson Street.
- (e) Provide setbacks above the street-wall in accordance with Figures 15 and 16.
- (f) Provide side setbacks in accordance with Figures 15 and 16.
- (g) Each retail unit must present to Macpherson Street with a frontage no greater than 6m wide.
- (h) The Macpherson Street facade must be articulated to reflect the established 6m / 12m rhythm of the existing main street retail buildings located east of the site.

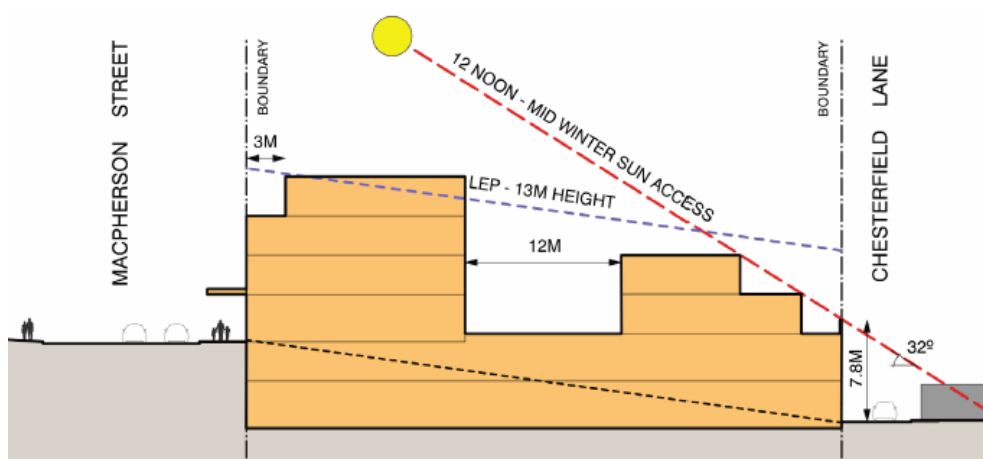
4



← -

6

**Figure 68** Development Control Envelope



**Figure 69** Development Control Envelope section

### 4.3 ACTIVE STREET FRONTAGES

#### Objectives

- (a) To promote pedestrian activity and safety in the public domain.
- (b) To provide a high degree of surveillance over Macpherson Street and Chesterfield Lane
- (c) To provide transparency and visual contact between the public domain and the building interior.
- (d) To ensure that retail premises present a “public face” to enhance the character and vitality of the neighbourhood centre.

#### Controls

- (a) Active street frontages are required at footpath level along Macpherson Street.
- (b) Not more than 10% of the Macpherson Street frontage can be blank walls or service areas.
- (c) The installation of roller shutters is not permitted.
- (d) Uses providing passive surveillance of Chesterfield Lane must be provided for the majority of the width of the ground and first storey fronting Chesterfield Lane. Car parking must be sleeved by a commercial or residential use.

## 4.4 TRANSPORT

### 4.4.1 Loading Facilities

#### Objectives

- (a) To ensure that non-residential uses do not result in adverse impacts on the amenity of existing and future residential premises, schools, childcare centres and community facilities.

#### Controls

- (a) Driveway entry and exit to commercial loading docks is restricted to Macpherson Street;
- (b) The driveway access to loading facilities and parking must be combined.
- (c) Loading facilities must be located internally on the site. They must not front Macpherson Street.

### 4.4.2 Driveways and Car Parking Access

#### Objectives

- (a) To ensure that non-residential uses do not result in adverse impacts on the amenity of existing and future residential premises, schools, childcare centres and community facilities.
- (b) To ensure main streets are not dominated by driveways.
- (c) To encourage continuous main streets.
- (d) To ensure safety for pedestrians on heavily used footpaths.

#### Controls

- (a) The width of the driveway on Macpherson Street must be no greater than 9m wide.
- (b) The driveway off Macpherson Street must be located at the western end of the front boundary as shown on the development control envelope (refer to Figure 15).
- (c) Access to residential parking is permitted from Chesterfield Lane.
- (d) Access to commercial, retail and RSL club parking is not permitted from Chesterfield Lane.
- (e) Provide a maximum gradient of 1 in 20 (5%) for the car park access driveway for the first six metres within the site.
- (f) The driveway access must be fully enclosed where located more than six metres from the Macpherson Street site boundary in order to provide acoustic attenuation for the residential apartments to the west of the site.

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#### **4.4.3 Non – Residential Parking Rates**

**Objectives**

- (a) To provide dedicated car parking for those working at the development.

**Controls**

- (a) Of the total number of non – residential parking spaces provided, 80% is to be allocated for visitors / short-stay parking, and 20% is to be allocated for employee / long-stay parking.

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#### **4.4.4 Bicycle Parking**

**Objectives**

- (a) To provide accessible secure and safe bicycle parking close to major pedestrian entries.

**Controls**

- (a) Provide minimum 50% of the required bicycle parking for non-residential premises at an accessible on grade location near the main pedestrian Macpherson Street entries.