

CHARACTER AREA - 11

"The area is defined by an irregular grid pattern of long north-south blocks with limited east-west connections; closely set, low-rise built form on internal streets transitioning to medium-rise on peripheral streets, inconsistent streetscapes of varying styles, materials and vegetation coverage, including tree-lined avenues and open space".

The study area is generally bound by Bondi Road to the north, Denham Street to Tamarama Street to the east, Birrell Street to the south and St Marys Avenue to Paul Street to the west.



Figure 11-1 - Local character area #11 map



Figure 11-4 - Inter-War RFB, Bennett Street



Figure 11-2 - Terrace shopfronts, Bondi Road



Figure 11-5 - Semi-detached dwellings, Park Parade



Figure 11-3 - Semi-detached dwellings, Avoca Street

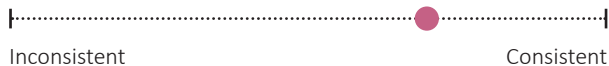


Figure 11-6 - RFBs, Birrell Street

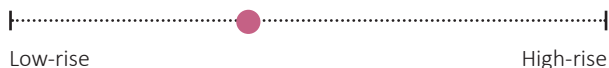
Existing character attributes



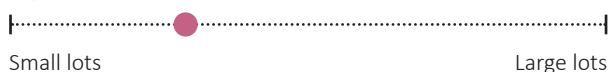
Built form



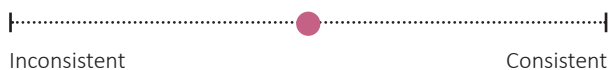
Height of buildings



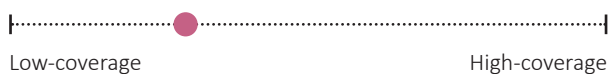
Subdivision pattern



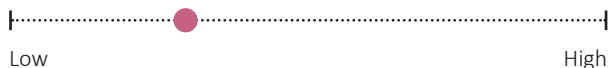
Public and private domain interface



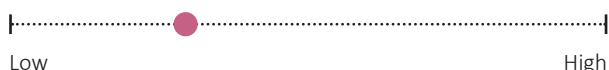
Vegetation coverage



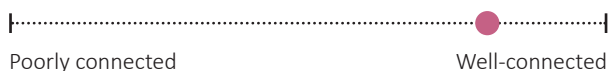
Open space and landscape features



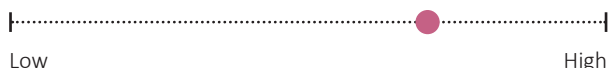
Views



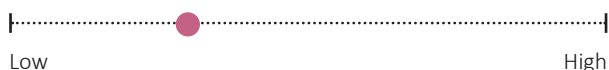
Access and connectivity



Heritage significance



Diversity of uses



Desired future character

Vision

The desired future character is a densely-set residential area within easy walking distance of local shops and services, open space and the iconic coastline. The residential area is defined by a regular grid and street frontage pattern with a diversity of built form and canopy.

Objectives

The objectives for development on land identified within the character area are as follows:

- To recognise and maintain the diversity of uses in the area, specifically along Bondi Road,
- To recognise and promote Bondi Road as a gateway to Bondi Beach,
- To celebrate the heritage and maintain the fine-grain nature of the historic shopfronts,
- To effectively manage the retail / commercial and residential interface,
- To reinforce the consistent groupings of Federation and Inter-War style dwellings, including pitched roofscape and front setbacks,
- To ensure alterations and additions read as a cohesive part of the existing dwelling and extension of historic form and materiality, particularly for existing terraces and semi-detached dwellings,
- To ensure front fences and landscaping relate to the period and architectural style of the dwelling, and maintain visual connection between the dwelling and street,
- To promote new detached, semi-detached dwellings and RFBs that complement the existing built form in terms of height, setbacks and predominant horizontal and vertical proportions,
- To maintain the 1-2 storey height character of internal streets,
- To ensure that carparking structures do not dominate or adversely impact upon the streetscape. Locate carparking structures behind the building line,
- To retain and increase tree canopy in the public and private domains,
- To reduce pedestrian, cyclist and vehicle conflicts, and to improve pedestrian and cyclist amenity on Bondi Road.

Existing character description

History

Development of the area has evolved from the progressive subdivision of a number of large gentlemen's estates, including the Dickson, Avoca, Braylesford and Boonara estates originally constructed in the mid-late 19th century. In addition to early housing, the land was used for grazing, dairy herding and market gardens. Waverley Park was established in 1880. The linear north-south pattern of the estates and initial streets established along their boundaries are reflected in the configuration of the area today. Increased development progressively extended along Bondi Road and into the area following subdivision of the estates from the late 19th century. Housing development was driven by access to public transport with the Sydney tram service reaching Tamarama in 1887 and Bondi Beach in 1894. Bondi Road became a major transport route, with businesses servicing the growing local population and tourist trade. Today, the area comprises predominantly residential uses with supporting commercial and retail uses within the Bondi Road local centre (see Figure 11-2).

Configuration and connectivity

Blocks are arranged in an irregular grid pattern across the area's topography, which slopes gradually to the east. Internal streets are predominantly aligned north-south. To the west of Watson Street, parallel through-streets (Park Parade, Bennett, Ocean and Watson streets) link Bondi Road and Birrell Street which provide the primary access to and from the area. To the east of Watson Street, north-south connectivity is less defined. Permeability of the area is reduced due to long north-south blocks and limited east-west connectivity resulting from the prevalence of no-through roads and laneways. Multiple bus services connect the area to the northern and southern suburbs of the LGA, Bondi Junction and Sydney CBD.

Built form

The area is characterised by predominantly 1-2 storey terraces, detached and semi-detached dwellings along internal streets, with shop-top housing fronting Bondi Road and 3-4 storey residential flat buildings (RFBs) fronting Bennett and Birrell streets (see Figure 11-6).

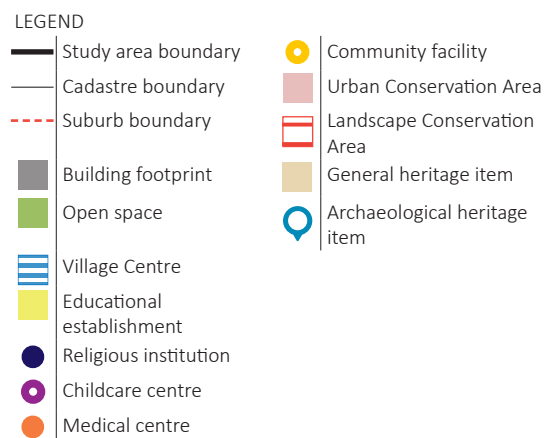
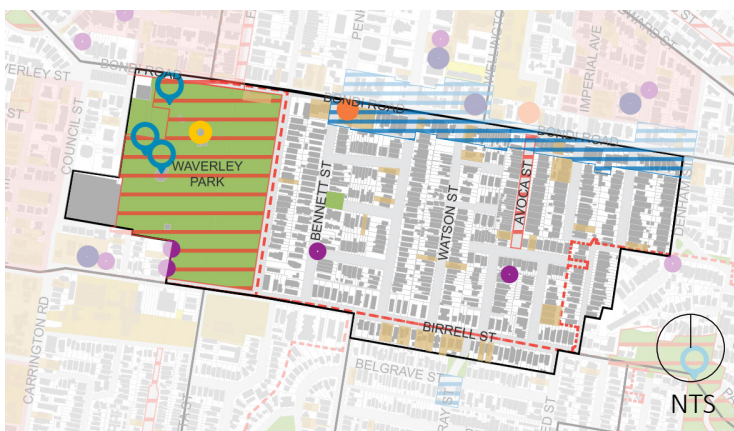


Figure 11-7 - Built form, uses and heritage area #11

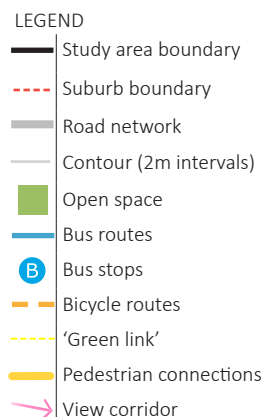
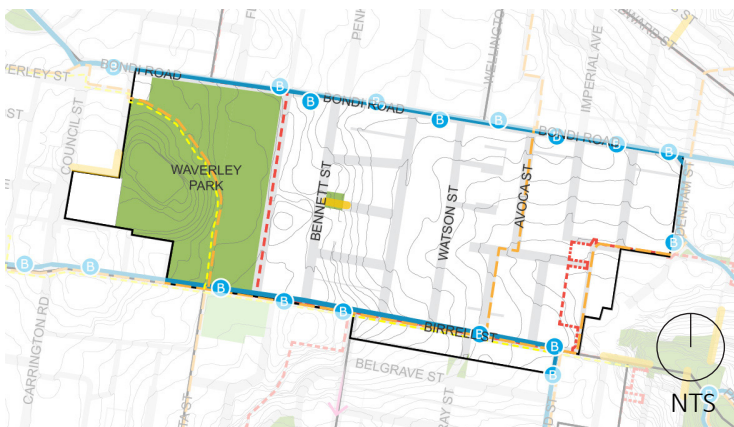


Figure 11-8 - Road network and movement area #11

The area is characterised by a variety of architectural styles, the dominant style being Federation which reflects the first wave of significant development of the former estates. Consistent streetscapes of this style are evident on Avoca, Phillip, Tamarama, King and Ewell streets. Federation-style shopfronts are a feature on Bondi Road. The Inter-War style reflects the second wave of development. Clusters of Inter-War detached, and semi-detached dwellings are located on Imperial and Boonara avenues and Denham, Avoca and Ocean streets. These styles are characterised by brick construction, low gabled terracotta tiled roofs, with thick masonry or timber verandah posts and decorated timber gable trim. Inter-War RFBs are located on Bennett Street. Alterations including materiality changes and second-storey and parking additions, are common. Later development, including Mid-century Modern style RFBs eroded the earlier setting, capitalising on views to the ocean and availability of land around earlier dwellings or through property amalgamation. RFBs of this style are typically red or blonde brick. Infill development of late 20th century and 21st style development has continued sporadically throughout the area. The population density of the area is approximately 92 persons/ha.



Figure 11-11 - Semi-detached dwellings, Coulton Street



Figure 11-12 - RFB, Watson Street

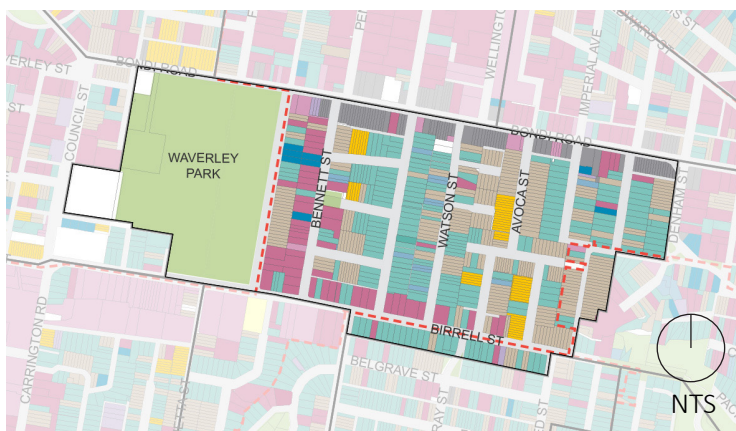


Figure 11-9 - Dwelling typologies area #11

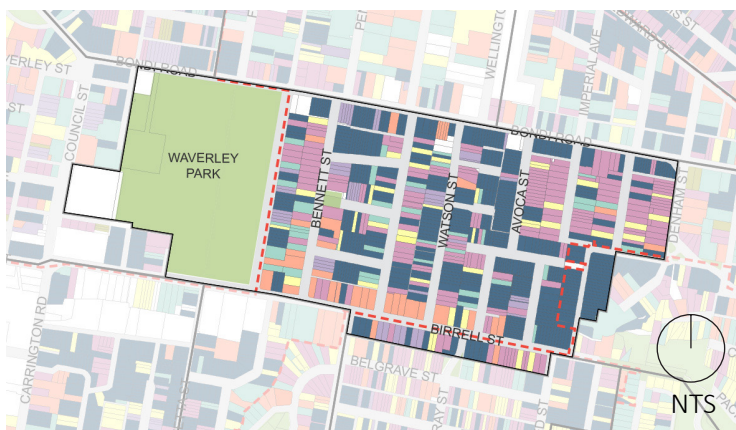
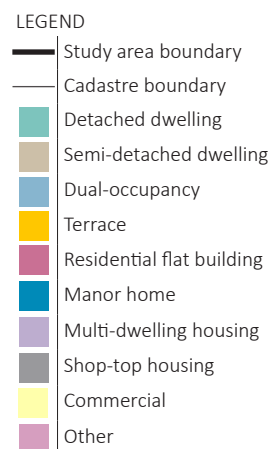
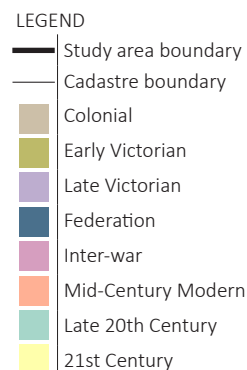


Figure 11-10 - Architectural styles area #11



Existing character description cont.

Public and private domain interface

The interface between the public and private domain varies across the area as a result of different street and dwelling typologies. Differing widths of the street corridor, verge and footpath varies the physical and visual transition between the domains, for example Tamarama Street compared with Imperial Avenue. The narrow, corridor-like rear lanes are dominated by garage doors, high fences and walls and landscape screening. Shallow front setbacks, low fencing and limited front landscaping result in high visibility of the dwelling from the public domain (see Figure 11-16). The later addition of car-parking within the front setback, either hard-stand, carport or enclosed garage at the boundary, detracts from the streetscape and the dwelling form. A number of corner sites present blank side walls or fences to the public domain. Inter-War RFBs also typically comprise narrow setbacks and limited landscaping, with a solid brick façade (facades vary), small window openings and entry presenting to the street (see Figure 11-17). Mid-late 20th century RFBs are raised above street level incorporating ground-floor carparking (see Figure 11-13). Upper balconies overlook the public domain. Through the Bondi Road centre, fine-grain shopfronts abut the public domain, creating a highly visible, active frontage.



Figure 11-13 - RFBs, Bennett Street



Figure 11-15 - Semi-detached dwellings, Watson Street



Figure 11-16 - Detached dwellings, Boonara Avenue



Figure 11-17 - RFB, Imperial Avenue



Figure 11-14 - Semi-detached dwellings, Avoca Street

Natural environment

The area benefits from access to Waverley Park, Stephen Street Reserve as well as the coastal open space network to the east. 'Green links' aid connectivity. Waverley Park is a major recreational facility which supports a number of sporting and community groups. The area's sloping topography provides views out from Waverley Park (see Figure 11-19) and Bondi Road towards the coast. Internal views are limited. Vegetation coverage is predominantly low across the area, as a result of closely set development which limits the opportunity for significant private open space in the front or rear yards as well as the varying capacity of the street verge to accommodate planting. Varying on-street planting contributes to a sense of openness or enclosure, for example King Street compared to Tamarama Street. Mature fig trees line King, Stephen, Ewell and Avoca streets. The area has a medium-high heat vulnerability.

Recent development

Recent development comprises alterations and additions to existing dwellings, including second-storey additions, attic conversions, carport / garages; limited construction of secondary dwellings, such as loft / studio over rear garages; and limited construction of new infill detached and semi-detached dwellings. Indicative of a trend toward maintaining existing built form whilst achieving more floor space and on-site car-parking.

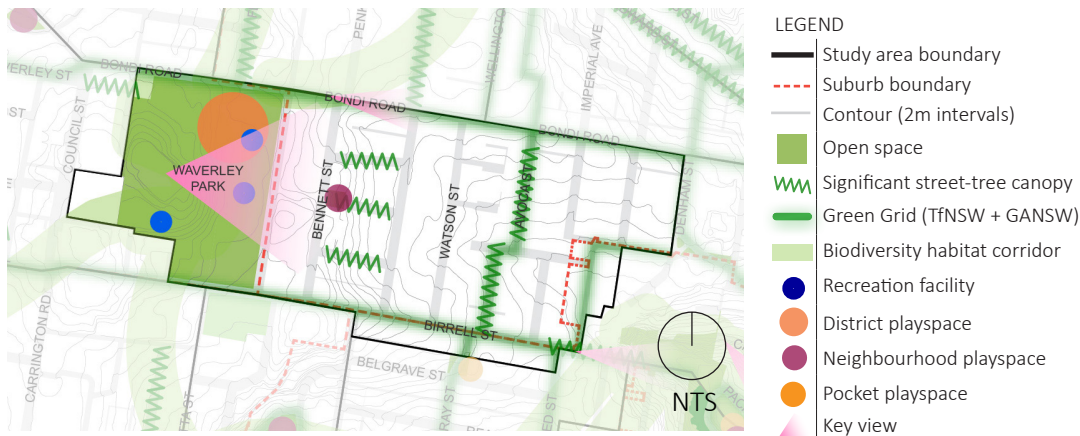


Figure 11-18 - Open space and vegetation area #11



Figure 11-19 - Waverley Oval, looking east



Have Your Say!

1. Is the boundary of the area accurate?
2. Do you think this is an accurate description of the areas existing character?
3. What characteristics of the area do you value most?
4. Are the desired future character objectives listed above helpful in maintaining and enhancing the areas valued characteristics?