

## CHARACTER AREA – 13

“The area is defined by long north-south blocks comprising predominantly medium-high rise residential flat buildings of various styles, situated on large, irregular lots, amongst a mature tree canopy; limited street presence with front setbacks of car-parking, paved areas and limited landscaping; district views to and from the area”.

The study area is generally bound by Old South Head Road (OSHR) and Francis Street to the north, Wellington Street to the west, Bondi Road to the south and Flood Lane to the east.



Figure 13-1 - Local character area #13 map



Figure 13-4 - RFBs, Penkivil Street



Figure 13-2 - Street corridor, Penkivil Street



Figure 13-5 - RFBs, Ocean Street North



Figure 13-3 - RFBs, Penkivil Street

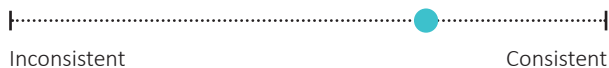


Figure 13-6 - Terrace dwellings, Watkins Street

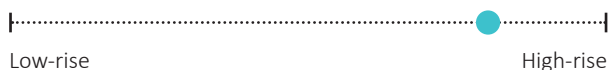
## Existing character attributes



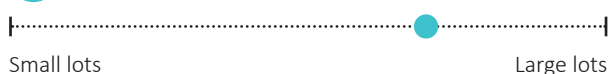
### Built form



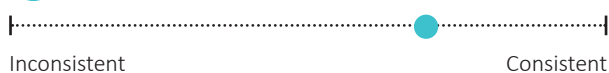
### Height of buildings



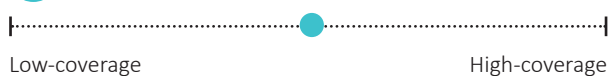
### Subdivision pattern



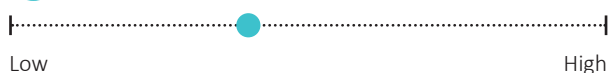
### Public and private domain interface



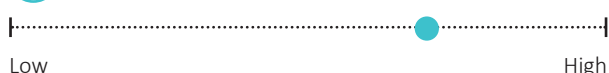
### Vegetation coverage



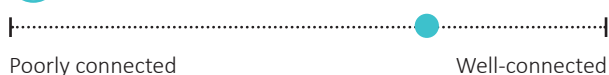
### Open space and landscape features



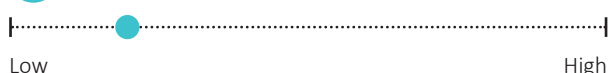
### Views



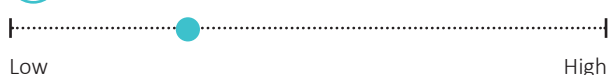
### Access and connectivity



### Heritage significance



### Diversity of uses



## Desired future character

### Vision

The desired future character of the area is defined by high-density residential area within walking distance to local shops and services, and open space and the coastline. Development is well integrated into the streetscape through design excellence and landscape design including mature tree 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, particularly along Bondi Road,
- To celebrate the heritage and maintain the fine-grain nature of the historic shopfronts,
- To effectively manage the retail / commercial and residential interface,
- To preserve the heritage items and the integrity of the Urban Conservation Area,
- To discourage demolition of earlier Late-Victorian, Federation and Inter-War-style dwellings, and promote sympathetic additions that retain the scale and massing of front elevations and the original roof form as viewed from the primary street frontage,
- To encourage high-quality contemporary medium-high rise RFB development within the area. Consider site amalgamation where appropriate,
- To maintain and enhance the significant landscape features of the area, including the large street tree canopy,
- To maintain the significant landscape buffer at the rear of properties abutting Thomas Hogan Reserve and Dickson Park,
- To promote the reduction of hard surfaces, particularly within the front setback, to increase landscaping,
- To promote through-block connections, where appropriate,
- To minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking and noise.
- 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 early land holdings and Victorian estates between OSHR and Bondi Road, including 'Anglesea Estate', from the mid-1800s. The linear north-south pattern of the holdings and initial streets, including Flood, Anglesea and Penkivil streets, established along their boundaries are reflected in the configuration of the area today. Up until the early 1890s the area comprised scattered free-standing houses and assorted buildings. One of the late-Victorian villas 'Scarba', constructed in 1884, remains at 30 Wellington Street. From the early 1900s, improvements in tram transport along Bondi Road and the consolidation of Bondi Junction saw further subdivision and housing construction through the area. Today, the area comprises predominantly residential uses with supporting commercial and retail uses along Bondi Road local centre, and educational and religious establishments.

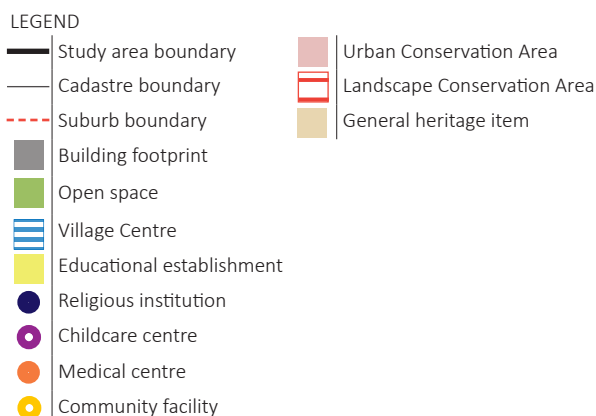
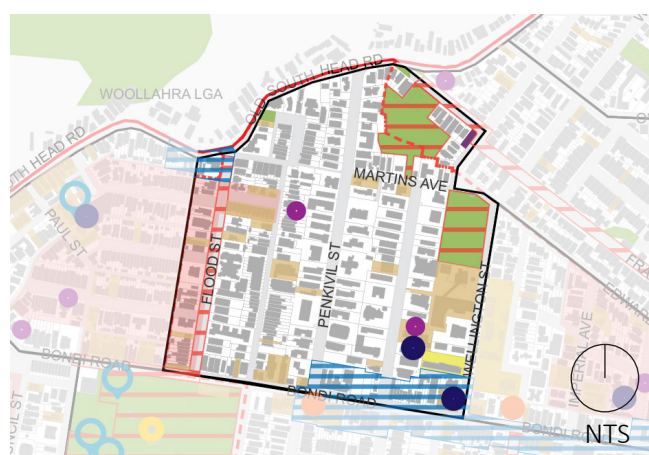


Figure 13-7 - Built form, uses and heritage area #13

### Configuration and connectivity

Long north-south blocks extend across the area's relatively flat topography. Lot sizes vary. A well-defined street network comprises primary through streets (Flood, Penkivil, Wellington streets) and secondary streets (Anglesea and Ocean streets), extending north-south, with limited east-west street connections, which results in reduced permeability. Penkivil Lane maintains pedestrian connectivity between Orr Street and Martins Avenue. Streets are predominantly 2-way with on-street parking. OSHR and Bondi Road provide the primary access to and from the area. Multiple bus services along OSHR and Bondi Road connect the area to the northern and southern suburbs of the LGA, Bondi Junction and Sydney CBD. The area also benefits from its proximity to the commercial, retail and social services offered at Bondi Junction.

### Built form

The area is characterised predominantly by residential flat buildings (RFBs), of various styles, from Inter-War, Mid-century Modern, to late 20th century and 21st century styles. RFBs are typically situated on large, irregular lots and are of 3-9 storeys in height. Dominance of the RFB typology results in the area being the highest density residential precinct within the LGA. The population density of the area is approximately 162 persons/ha. Clusters of 3-4 storey Inter-War style RFBs are evident on Francis, Simpson, Ocean and Penkivil streets (see Figure 13-3 and Figure 13-4). Inter-War RFBs are typically characterised by a solid brick façade (facades vary), small window openings and entry presenting to the street (see Figure 13-16). Mid-century Modern to 21st century style RFBs, of 4+ storeys define Wellington, Ocean and Penkivil streets. RFBs of these styles comprise red, blond or rendered brick, upper-level balconies and ground or underground parking. A number of these properties have been built around or to the rear of earlier Victorian and Federation-style dwellings. To the west of the area, on Anglesea, New and Watkins streets, the typology changes to 1-2 storey terraces, detached and semi-detached dwellings of earlier Victorian, Federation and Inter-War style dwellings (see Figure 13-6 and Figure 13-15). Watkins Street forms the heritage-listed Watkins Street Conservation Area. The subdivision pattern changes to narrow-fronted deep allotments. Elements of these styles include brick construction, tiled roofs, timber verandah posts and decorative iron or timber balustrades, fences etc. Modifications to these earlier dwellings have occurred over time. The bulk, scale, materiality and articulation of the area varies as a result.

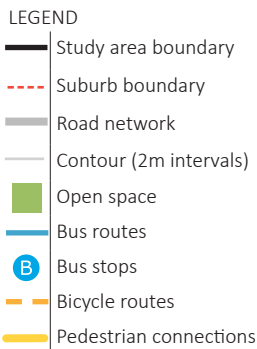


Figure 13-8 - Road network and movement area #13

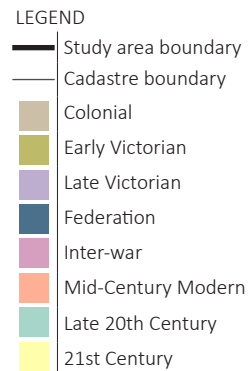
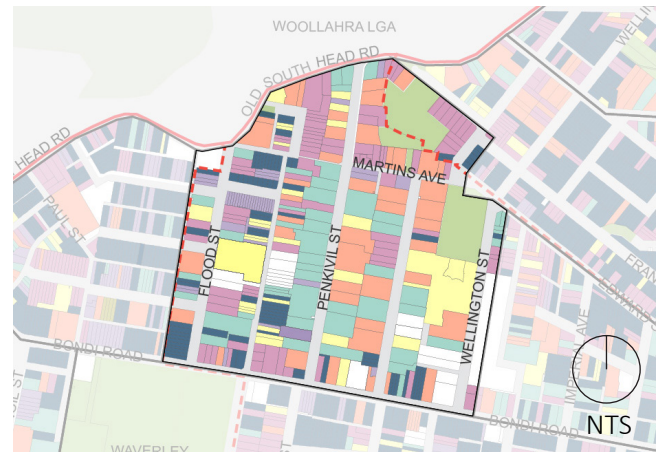


Figure 13-10 - Architectural styles area #13

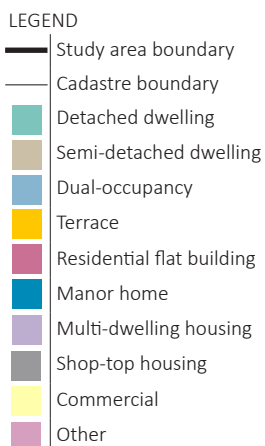
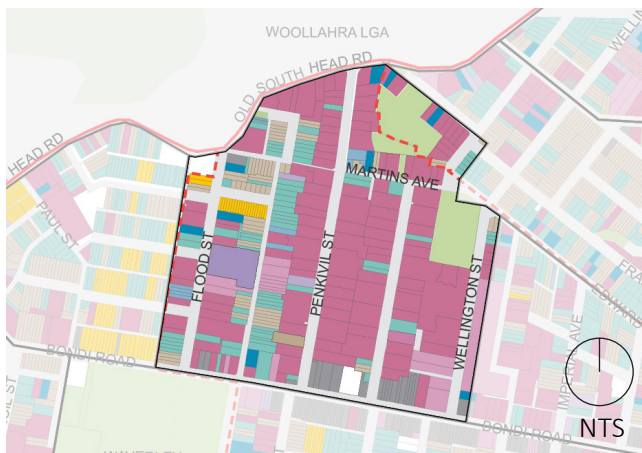


Figure 13-9 - Dwelling typologies area #13 Building height in storeys area #13

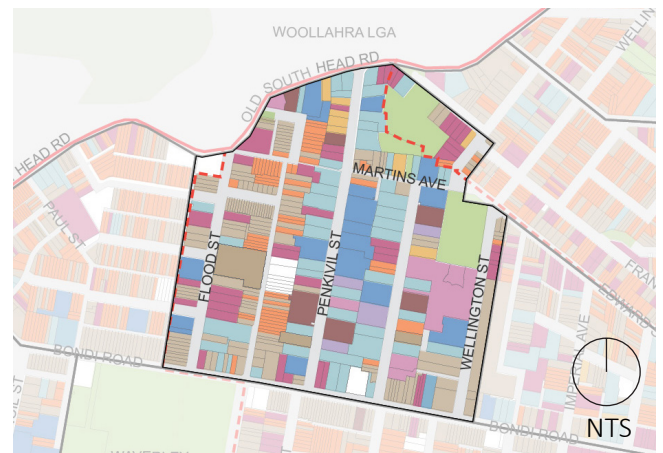


Figure 13-11 - Building height in storeys area #13

### 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. Wider versus narrower street corridors, verges and footpaths vary the physical distance and visual transition between the domains, for example Anglesea Street compared to Penkivil Street. The varying capacity of the verge to accommodate trees also influences the visual transition, and contributes to a sense of openness or enclosure. Terraces, detached, and semi-detached dwellings are typically closely set, with narrow front setbacks. Front landscaping and fence materiality and height varies, influencing the visibility of the dwelling from the public domain, for example New Street (see Figure 13-12). Encroachment into the front setback for carparking structures, can further obscure the dwelling and detract from the streetscape. Inter-War RFBs also typically comprise narrow setbacks and limited landscaping. The irregular lot layout also results in the sides of buildings presenting to the street. Mid-late 20th century RFBs comprise greater setbacks and are typically raised above street level, with ground-level parking structures, for example Penkivil Street (see Figure 13-13). Upper balconies overlook the public domain. Through the Bondi Road centre, fine-grain shopfronts abut the public domain, creating a highly visible, active frontage. Laneways provide rear access and off-street parking, typically with high fence lines and enclosed garages at the boundary.



Figure 13-12 - Dwellings fronting New Street



Figure 13-13 - RFBs, Penkivil Street



Figure 13-14 - RFBs, Ocean Street North



Figure 13-16 - Inter-War RFB, Francis Street



Figure 13-15 - Detached dwelling, Watkins Street

## Natural environment

The area is located within close proximity (<450m) of significant public open space, including Thomas Hogan Reserve (see Figure 13-18) and Dickson Park within the north-east of the area, Waverley Park, Cooper Park (Woollahra) as well as the coastal open space network. 'Green links' aid connectivity. A biodiversity corridor traverses the area between the parks. The area is located at a topographical high point, which provides district views to and from the area. The topography slopes steeply at Martins Avenue into Thomas Hogan Reserve and Dickson Park. Vegetation coverage varies across the area. Substantial street trees define Flood, Watkins, New, Penkivil and Ocean streets (see Figure 13-19), increasing coverage and contributing to the area's landscape character. These factors contribute to a low-medium heat vulnerability.

## Recent development

Recent development includes the construction of new RFBs, through amalgamation of sites, demolition of existing dwellings or construction of new buildings to rear of existing dwellings; alterations and additions to existing dwellings, including second-storey and garage addition. This reflects development capacity under the planning controls, a desire to intensify valuable land, more floor space and car-parking in the area.

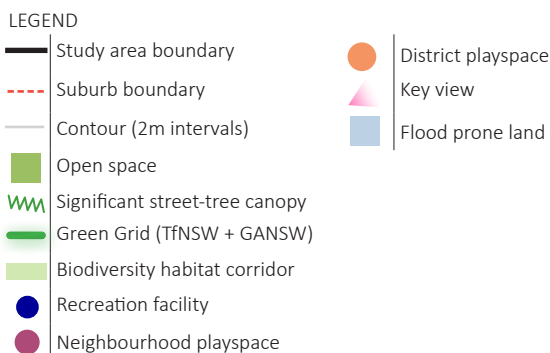


Figure 13-17 - Open space and vegetation area #13



## 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?



Figure 13-18 - Thomas Hogan Reserve



Figure 13-19 - Tree coverage, Ocean Street North