



SECTION 9 LAVENDER BAY PLANNING AREA

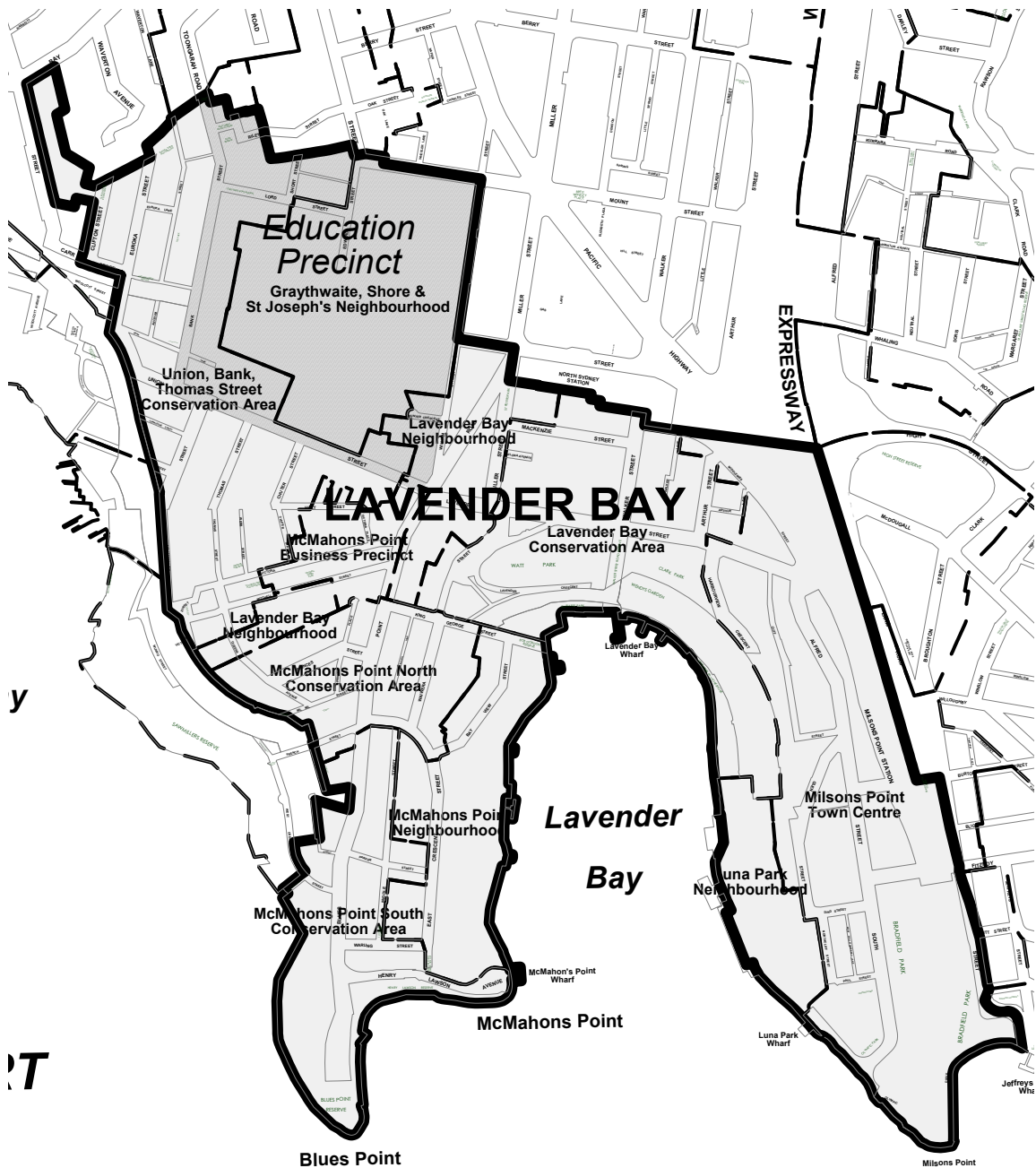
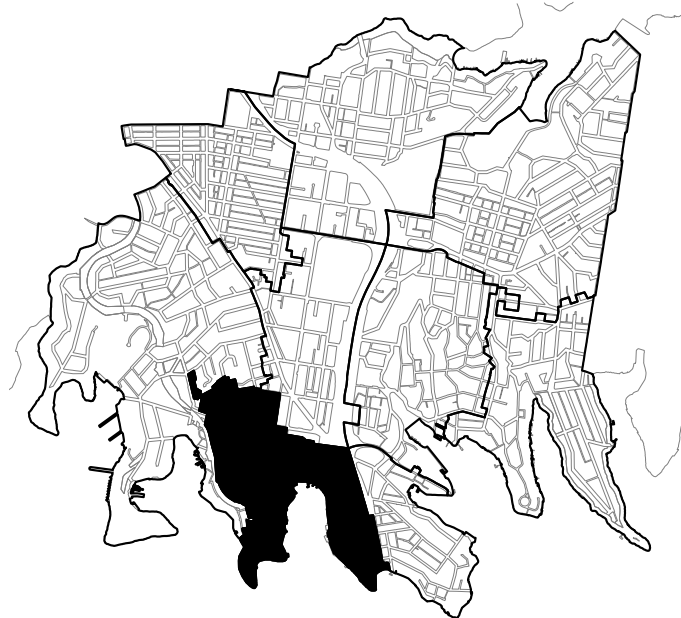


Figure F-9.1: Lavender Bay Planning Area and associated Locality Areas

9.0 LAVENDER BAY PLANNING AREA CHARACTER STATEMENT



The following statement identifies the existing character and the desired future outcome for development in the Lavender Bay Planning Area.

The Lavender Bay Planning Area is a diverse area reflected by the very wide range of land uses occurring within the Area, including a mixture low, medium and high density residential accommodation, commercial premises, light industry, education establishments, places of worship and public recreational facilities. Many of these land uses are located in a leafy setting with strong links to Sydney Harbour and are often associated with landmark buildings such as Graythwaite, the Shore School and St Peter's Church.

The Planning Area is noted for its historical character arising from the retention of much of its original subdivision pattern and good examples of largely intact mid 19th century and early 20th Century buildings. Blues Point Road in McMahon's Point is a popular village centre enjoyed by local residents and visitors to the area with its outdoor cafes, galleries and small specialty shops.

A large portion of the Education Precinct is located in the Planning Area, which consists of landmark educational establishments such as the Australian Catholic University (ACU), the Sydney Church of England Grammar School (Shore) and North Sydney Demonstration School and supports a growing student population and workforce of teaching and support staff.

Milsons Point is on the shores of Sydney Harbour and consists of a large concentration of mixed residential and commercial towers located at the base of the Sydney Harbour Bridge, surrounded by landmarks such as Luna Park, Bradfield Park and North Sydney Pool.

Development within the Planning Area should result in:

- any residential growth being in accordance with the North Sydney Local Housing Strategy, with high density residential accommodation mainly being accommodated within the mixed use zone at Milsons Point, with no substantial change in the other residential and productivity support areas.
- a wide range of single household residential types being distributed in a number of distinctive built forms/landscape areas, including purpose-built student accommodation to support the functioning of the Education Precinct.

Section 9 - Lavender Bay Planning Area

- any retail premises being of a scale to cater to the local community and which provide a balance between basic (e.g. food and groceries) and recreational (e.g. cafes and galleries) needs.
- the conservation of features which positively contribute to the local identity.
- a vibrant and engaging Education Precinct with high quality built form, safe pedestrian networks and a range of formal and informal public spaces for students to study, socialise and engage with the local community.

and where:

Function

- the community centre is in an accessible location and provides a meeting place for the local community and is part of North Sydney's network of community and cultural centres.
- non-residential uses such as public recreation, schools, light industrial, places of public worship, railway and shops coexist peacefully with the residential character.
- public open space areas are utilised by local residents and the wider regional population for a variety of social and recreational activities.
- access to the Harbour foreshores is improved with pedestrian links from Luna Park to the public reserve in Munro Street, Waverton Park and Smoothey Park.
- public transport, cycling, and walking are the preferred means of transport.
- through traffic is discouraged from using the already overloaded road network and commuter parking managed through parking schemes.
- local identity, icons and heritage are conserved.
- Luna Park is a public recreational and amusement park, enjoyed by local, regional and international users, that is easily accessed by public transport.
- the boardwalk adjacent to Luna Park on the foreshore is always accessible to the general public maintaining links to the wharf, other landing facilities and adjoining foreshore land.
- local identity, icons and heritage are preserved.
- man-made features such as the railway and pedestrian cuttings through the approach to Sydney Harbour Bridge are maintained as local landmarks that are important to the community.

Environmental Criteria

- the remaining natural foreshores are conserved with improved pedestrian access to the foreshore.
- public open space is protected from the adverse effects of development – such as stormwater runoff, spread of introduced plants and weeds, and visual impact of structures.
- both residential and non-residential land uses minimise noise and air pollution.
- solar access is maximised to open space areas in public and private domains.
- natural features (rock formations, trees) are conserved and maintained.
- major views from Luna Park, lookouts, and other vantage points are not obscured by structures or landscaping.

Quality Built Form

- any development that occurs reflects and reinforces the existing distinctive built form/landscape areas and distribution of accommodation types.



- buildings in Milsons Point are designed to preserve views and prevent wind tunnels.
- there is adequate open space within Luna Park for passive recreation and free movement within the park.
- the character, bulk and scale of new development within Luna Park complement the original features of Luna Park and enhance its appearance when viewed from within and Sydney Harbour.
- development within Luna Park is complementary to redevelopment of adjacent SRA land.
- there is an appropriate built form on the foreshore to maintain the significance of Sydney Harbour.

Quality Urban Environment

- traffic flows are managed to promote pedestrian amenity and there are improved pedestrian links between Kirribilli and Milsons Point.
- through traffic is discouraged to prevent traffic congestion.
- development promotes the safety of people that is enhanced by good street lighting.
- public open space provides recreational opportunities and acts as a buffer to the high density development.
- the demand for on-street parking is managed by allowing only appropriate levels of development.
- backyards are used for a variety of activities particularly for families with children and for practical and recreation needs of residents in residential flat buildings.

Efficient Use of Resources

- stormwater is retained for reuse on site.
- existing buildings are maintained and adaptively reused to prevent unnecessary waste of building materials.

Public Domain

- buildings and street furniture are compatible with unique features of Milsons Point including Luna Park, the Olympic Pool and Sydney Harbour.
- street furniture and landscaping, outdoor advertising in McMahon's Point and Kirribilli respect the historical character of the area.
- educational establishments are oriented to the public domain to provide increased surveillance and activation.
- streetscape improvements within the Education Precinct occur in accordance with the *North Sydney Centre Public Domain Strategy* and *Education Precinct Public Domain Masterplan*.

The Lavender Bay Planning Area includes the following Locality Areas in which development is subject to the relevant provisions below:

Section 9.1: Milsons Point Town Centre

Section 9.1.4: 52 Alfred Street

Section 9.2: McMahon's Point Business Precinct

Section 9.3: Luna Park Neighbourhood

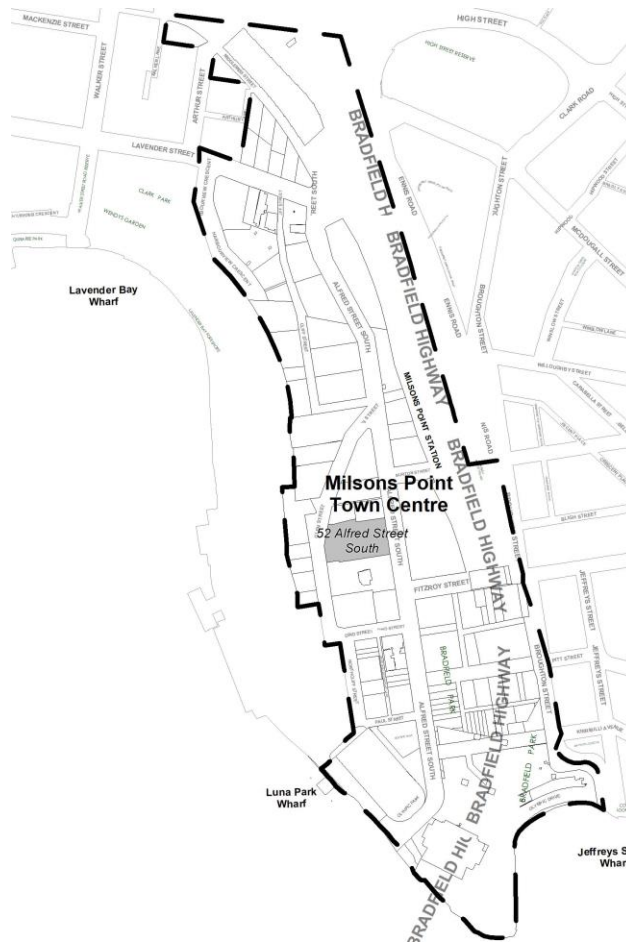
Section 9.4: Graythwaite, Shore & St Joseph's Neighbourhood



Section 9 - Lavender Bay Planning Area

- Section 9.5: Lavender Bay Neighbourhood
- Section 9.6: McMahons Point Neighbourhood
- Section 9.7: McMahons Point North Conservation Area
 - Section 9.7.8: Blues Point Village
- Section 9.8: McMahons Point South Conservation Area
 - Section 9.8.8: 1 Henry Lawson Avenue
- Section 9.9: Lavender Bay Conservation Area
- Section 9.10: Union, Bank, Thomas Street Conservation Area

9.1 MILSONS POINT TOWN CENTRE



9.1.1 Significant Elements

Land Use

- P1 Predominantly mixed commercial and residential development.
- P2 Passive and active recreational spaces.
- P3 Major road and railway infrastructure.

Topography

- P4 Generally falls to the south and south west from the Sydney Harbour Bridge down to Sydney Harbour.
- P5 Steep falls and cliffs adjacent to and along the western boundary of the Area.

Natural Features

- P6 Interface with Sydney Harbour.

Views

- P7 Major views from Luna Park, lookouts, and other vantage points are not obscured by structures or landscaping.

Section 9 - Lavender Bay Planning Area

- P8 The following views and vistas are to be preserved and where possible enhanced:
- (a) District views from streets and reserves to Sydney Harbour and beyond.
 - (b) Views to Lavender Bay from Luna Park Lookout (71), Harbour View Crescent.
 - (c) Views to Sydney Harbour from Bradfield Park No. 1 Lookout (69), Olympic Park Lookout (70); Alfred Street, Paul Street.

Identity / Icons

- P9 Luna Park.
- P10 North Sydney Pool.
- P11 Sydney Harbour Bridge and approaches.
- P12 Bradfield Park.
- P13 Sydney Harbour.

Subdivision

- P14 Large consolidated allotments reflective of the Area's previous commercial nature.
- P15 Heritage items have small rectilinear lots, reflecting original subdivision patterns.

Streetscape

- P16 Narrow footpaths and streets, except to Alfred Street which has wide fully paved verges incorporating street trees.
- P17 Buildings built to street and laneway frontages.

Public transport

- P18 Development should capitalise on the Area's high level of accessibility to high frequency public train, bus and ferry services.

9.1.2 Desired Future Character

Diversity

- P1 Medium to high-rise mixed residential and commercial development, built boundary to boundary, with setbacks at laneways, above podium and to public spaces.
- P2 Variety of different sized non-residential spaces and land uses which serve the local needs of residents (including convenience stores, cafes, medical centres etc).
- P3 Development for residential accommodation should be in accordance with Council's Local Housing Strategy, with limited growth envisaged for the area.
- P4 Ground floors of mixed use development to operate land uses that promote pedestrian activity.
- P5 Existing heritage items shall be protected and retained where practical.
- P6 Provide a balance between the working and resident populations of the town centre, to ensure an active environment throughout the day.
- P7 Where existing commercial buildings are to be refurbished, retention of the existing level of commercial floor space is encouraged.

Through-site pedestrian links

- P8 Pedestrian access is provided from Alfred Street to Glen Street:
- (a) between 68 and 72 Alfred Street,
 - (b) along the southern boundary of 52 Alfred Street.

Traffic Management

- P9 Existing one-way vehicular movements are maintained along Cliff Street.



9.1.3 Desired Built Form

Subdivision

- P1 Minimum frontage of 30m.

Form, massing and scale

- P2 Buildings step down from maximum LEP heights on the ridge of the peninsula (along Alfred Street from Lavender Street to Dind Street) to 10m on the shores of Lavender Bay.

Setbacks

- P3 Buildings are built to the street boundary at ground level, except as specified below:
- (a) Setback of 1.5m from a laneway at ground level.
- P4 Preserve and create spaces between buildings above podium height that will offer views of the Harbour and its foreshore areas to help break up the wall of development along Alfred Street.

Podiums

- P5 Podium of 13m (four storeys) to all buildings fronting Alfred Street, with a setback of 3m of all parts of the building located above the podium.
- P6 Podium of 10m (three storeys) to all buildings fronting Cliff or Glen Streets, Harbourview Crescent or railway land with a setback of 3m of all parts of the building located above the podium.
- P7 Podium of 10m (three storeys) to all buildings fronting any laneway with a setback of 3m of all parts of the building located above the podium.

Building design

- P8 Materials used are painted render, masonry, concrete with natural colours.
- P9 Buildings address every street frontage with no blank walls to streets, lanes, public space or railway land.

Skyline

- P10 Ancillary equipment, plant rooms are not visible from Sydney Harbour.
- P11 Existing buildings are recycled to accommodate mixed use developments.

Street furniture, landscaping works, public art

- P12 Street furniture, landscaping and/or public art adjacent to Luna Park and the Olympic Pool are compatible with their role as centres of entertainment and recreation.
- P13 Man-made features such as the railway and pedestrian cuttings through the approach to Sydney Harbour Bridge are maintained as local landmarks that are important to the community.

Noise

- P14 Elevations of buildings facing the Sydney Harbour Bridge and its approaches are to be designed and incorporate features to minimise traffic and railway noise transmission (e.g. using design features such as cavity brick walls, double glazing, minimal glazing, solid core doors and concrete floors etc).

Wind Speed

- P15 Buildings are designed not to create wind tunnel effects along Alfred, Glen, Paul, Dind, Northcliff Streets and Harbourview Crescent.

Reflected Light

- P16 Reflected light for motorists on the Sydney Harbour Bridge and the Bradfield Highway is no greater than 20% nor is there excessive artificial light from outdoor advertising.

Section 9 - Lavender Bay Planning Area

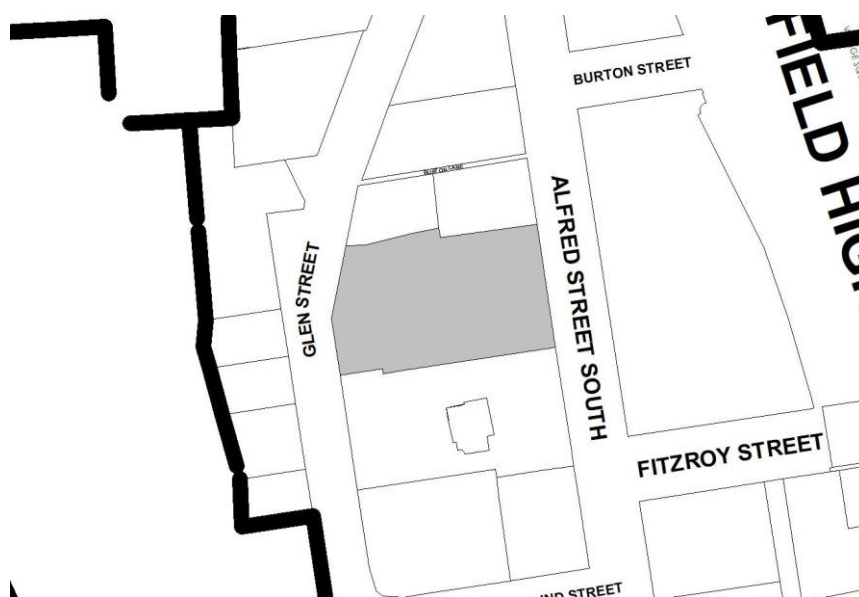
Solar access

- P17 There is no increase in overshadowing of Bradfield Park, Luna Park, and North Sydney Pool between 12 noon and 3pm.

Views

- P18 Spaces between buildings preserve views to Sydney Harbour, Sydney Opera House and Lavender Bay.
- P19 Buildings step down in height from ridge of the peninsula to a lower height on the foreshore to maintain views.
- P20 Preserve existing views of Lavender Bay and Sydney Harbour along the railway track from the north side of the Sydney Harbour Bridge to North Sydney Station.

9.1.4 52 Alfred Street, Milsons Point



9.1.4.1 Desired Future Character, Design Objectives and Key Principles

- P1 Development is to respond to the scale and character of existing development and desired future character of the surrounding area.
- P2 Built form, scale and massing is to reflect the dual frontage character of the block and residential building typologies.
- P3 Deliver a mixed-use development with active frontages to Alfred Street and Glen Street.
- P4 Development is to ensure that view loss, overshadowing and other amenity impacts on neighbouring residential buildings and impacts on heritage and the public domain are minimised.
- P5 Development is to maximise solar access to Bradfield Park.
- P6 An improved pedestrian through-site link between Alfred Street and Glen Street with active frontages.

9.1.4.2 Desired Built Form

Objectives

- O1 To provide for increased opportunity for height and density in the Milsons Point Town Centre, in close proximity to public transport and services.



- O2 To ensure that solar access to Bradfield Park is maximised.
- O3 To ensure appropriate separation distances between existing and proposed buildings and ensure reasonable privacy, solar access and views are maintained to surrounding dwellings.
- O4 To positively relate to the heritage context surrounding the site.
- O5 To maximise view sharing across the site, particularly view protection to the south from 37 Glen Street.

Provisions

Solar access

- P1 Any development at 52 Alfred Street must not result in a net increase in overshadowing to Bradfield Park between 12 noon and 3pm.

Street and Side Setbacks

- P2 Buildings must be setback:
- (a) 0m to Alfred Street and Glen Street, and
 - (b) A minimum 6m to the southern boundary, and
 - (c) A minimum 3m setback to the northern boundary where the site directly adjoins 37 Glen Street.

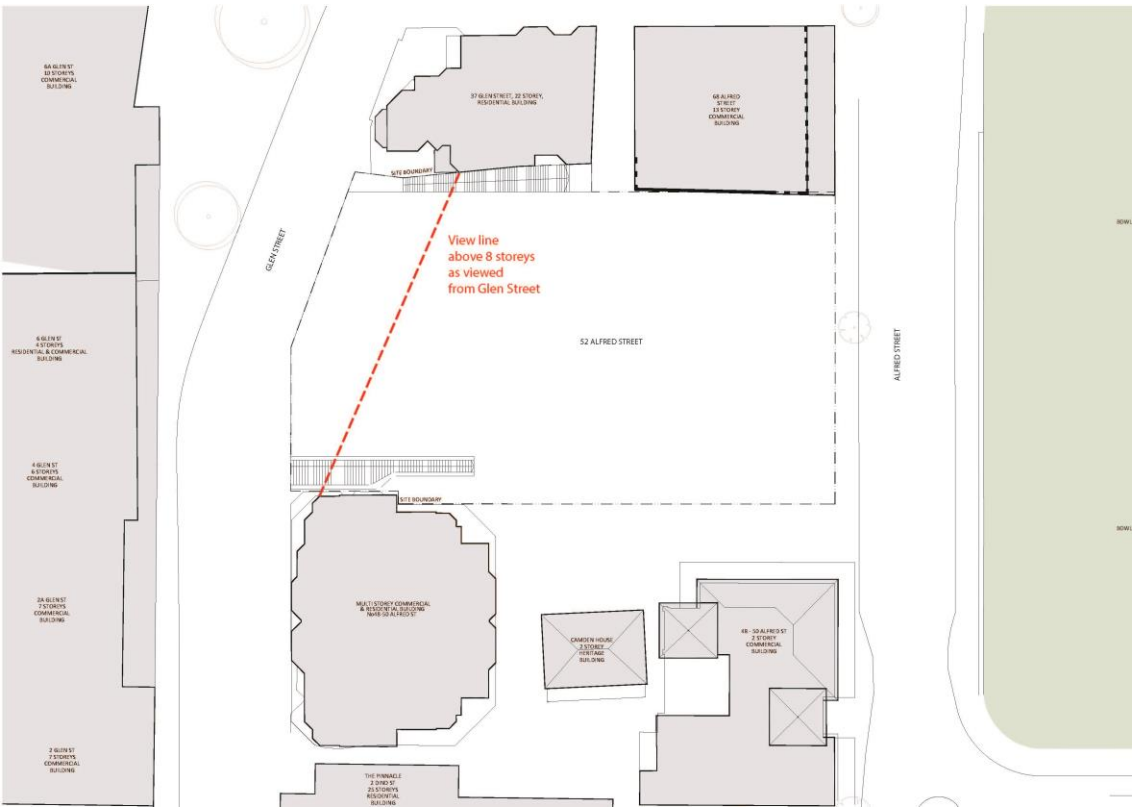
Podium Height

- P3 Despite any other provision of this DCP, a podium must:
- (a) maintain a consistent overall height across the entirety of the site; and
 - (b) be 2 storeys in height along its southern boundary and positively relate to the height of the heritage listed Camden House at 56 Alfred Street to its south; and
 - (c) be 2 storeys in height fronting Alfred Street; and
 - (d) not exceed 4 storeys fronting Glen Street.

Above Podium Setbacks

- P4 The following minimum setbacks must be provided above the podium:
- (a) 3m to the site's Alfred Street frontage, and
 - (b) 3m to the site's Glen Street frontage, and any part of a building located above RL 44 (approximately 8 storeys) as viewed from Glen Street, must not be constructed westwards of a view line established from the eastern edge of living area windows to 37 Glen Street (located approximately 12.8m east of the Glen Street boundary projecting southwards across 52 Alfred Street site to the north-western corner of the residential flat building known as "The Milson" fronting Glen Street at 48-50 Alfred Street (approximately 3m east from the Glen Street boundary); and
 - (c) 9m to the site's southern boundary up to 8 storeys in height and 12m for any storeys located above; and
 - (d) 9m to the site's northern boundary up to 8 storeys in height and 12m for any storeys located above, for that part of the site located directly adjacent to 37 Glen Street.
- P5 Despite provision P4 (c) and (d), increased setbacks may be required to achieve adequate building separation in accordance with SEPP 65, protect views from adjacent residential buildings (37 Glen Street) and help break up the wall of development along Alfred Street.

Section 9 - Lavender Bay Planning Area



Through-site pedestrian link

- P6 The following through-site link is to be provided, retained or enhanced:
- (a) An east-west link from Alfred Street to Glen Street adjacent to the southern boundary of 52 Alfred Street. This link must be a minimum of 6m wide.

Parking & Access

- P7 The development must ensure existing levels of vehicular access, servicing and parking provision required for the effective operation of the adjoining development at 48-50 and 56 Alfred Street South are maintained.

9.2 McMAHONS POINT BUSINESS PRECINCT



9.2.1 Significant Elements

Land Use

- P1 Diverse range of residential accommodation, home occupation, light industrial, commercial and retail activities.

Topography

- P2 Generally falls to the south.

Views

- P3 The following views and vistas are to be preserved and where possible enhanced:
(a) Views to Balls Head Bay along Mitchell and Victoria Streets.

Identity / Icons

- P4 Commodore Hotel.
P5 McMahon's Point Community Centre.

Subdivision

- P6 A mixture of large consolidated lots in single ownership and small lots in individual ownership.
P7 Irregular subdivision pattern.

Streetscape

- P8 Street tree plantings on Blues Point Road and Lavender Street complement mature plantings and landscaping at the front of residential premises.
P9 Narrow streets and lanes with narrow footpaths predominate off Blues Point Road
P10 A mixture of tall and low brick and sandstone fences.
P11 Buildings built to the boundary, interrupted by garage / vehicular access openings.

Public transport

- P12 Development is to take advantage of the high levels of accessibility to public train and bus services.

9.2.2 Desired Future Character

Diversity

- P1 Mix of modern 2-3 storey industrial and commercial buildings, 2-3 storey Victorian terraces that cater for residential and light industrial purposes, modern medium

Section 9 - Lavender Bay Planning Area

density attached dwellings and some 3-4 storey inter-war and post-war residential flat buildings according to zone.

P2 Mitchell Street Park provides recreation/green space for workers and residents.

P3 McMahon's Point community centre is in an accessible location and provides a meeting place for the local community and is part of North Sydney's network of community and cultural centres.

P4

Traffic Management

P5 Existing one-way vehicular movements are maintained along Victoria and Mitchell Streets.

9.2.3 Desired Built Form

Form, massing and scale

P1 Attached dwellings have symmetrical facades.

P2 Site coverage of buildings on Mitchell and Victoria Streets is more than 80% of the allotment.

Siting

P3 Buildings on Victoria and Mitchell Streets are predominantly located towards the front boundary of the allotment.

Setbacks

P4 **Front:** Between 0m - 2m on Victoria and Mitchell Streets.

P5 **Side:** Between 0m - 2m on Victoria and Mitchell Streets.

Materials, colours

P6 Materials include face brick, sandstone, masonry, timber and/or painted render.

P7 Materials, architectural detail and colours of modern residential development are sympathetic to heritage items and character of Victoria and Mitchell Streets.

Car accommodation

P8 Locate all car spaces, garages or carports at the rear of the property if rear lane access is available.

P9 Short term metered on-street parking for commuters and visitors.

9.3 LUNA PARK NEIGHBOURHOOD



9.3.1 Significant Elements

Land Use

- P1 Entertainment and recreational activities.
- P2 Luna Park is a public recreational and amusement park, enjoyed by local, regional and international users, that is easily accessed by public transport.

Topography

- P3 Generally flat with steep cliff along the eastern boundary of the Area.

Natural Features

- P4 Foreshores of Sydney Harbour, Cliffs on the eastern boundary of Luna Park with fig and coral trees above.

Views

- P5 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Views to Sydney CBD, Sydney Opera House, Sydney Harbour Bridge, Sydney Harbour and Lavender Bay.

Identity / Icons

- P6 Coney Island.
- P7 Crystal Palace.

Section 9 - Lavender Bay Planning Area

- P8 Luna Park Face and Towers at front entry.
- P9 Wild Mouse.
- P10 Luna Park Gateway.
- P11 Fig and coral trees on cliff top.
- P12 Mirror Maze.
- P13 Palais de Danse.
- P14 Sea Walls.
- P15 Cliff Tunnel and Chamber.
- P16 Sydney Harbour.

Subdivision

- P17 Large consolidated allotments.

Streetscape

- P18 Open paved areas to the Face of Luna Park.
- P19 Strong physical and visual connection with Sydney Harbour.

Public transport

- P20 Development should capitalise on the Area's high level of accessibility to high frequency public train, bus and ferry services.
- P21 The primary mode of travel to the Area by public train, bus and ferry services.

9.3.2 Desired Future Character

Diversity

- P1 Amusements, recreational facilities, shops, take-away food shops, multi storey mixed use buildings, temporary structures and kiosks, street furniture, weather shelters and boardwalks.

9.3.3 Desired Built Form

Access

- P1 Olympic Drive is main entry to Luna Park.
- P2 "Midway" pedestrian street provides access to recreational facilities.
- P3 The boardwalk adjacent to Luna Park provides 24 hour public access to the foreshores of Lavender Bay maintaining links to the wharf, other landing facilities and adjoining foreshore land.
- P4 There is adequate open space within Luna Park for passive recreation and free movement within the park.
- P5 The character, bulk and scale of new development within Luna Park complement the original features of Luna Park and enhance its appearance when viewed from within and Sydney Harbour.
- P6 Development within Luna Park is complementary to redevelopment of adjacent SRA land.
- P7 There is an appropriate built form on the foreshore to maintain the significance of Sydney Harbour.

Siting

- P8 A service area (6m width) is provides at the base of the cliff.
- P9 Buildings are independent of the cliff face.



Form, massing and scale

- P10 Low scale development to Northcliffe Street to preserve views to Sydney Harbour.
- P11 Low buildings (approximately 2-3 storey) are provided on the foreshores, except for structures for amusements, turrets, flagpoles.
- P12 Buildings including plant facilities are no higher than the cliff face.
- P13 The footprint of buildings are no greater than the footprint of Coney Island.
- P14 The bulk and scale of buildings complement the heritage items and its role as an amusement park.
- P15 Views of Luna Park to and from Sydney Harbour and vistas within Luna Park are maintained.
- P16 At least 50% of the site is public area.
- P17 New amusement rides are located within building envelope up to 100% if rides are "open" structures.

Fences

- P18 Fences are transparent (up to 90%) in materials sympathetic to the character of Luna Park.

Materials, colours

- P19 Materials, architectural details and colours of new structures complement heritage items.

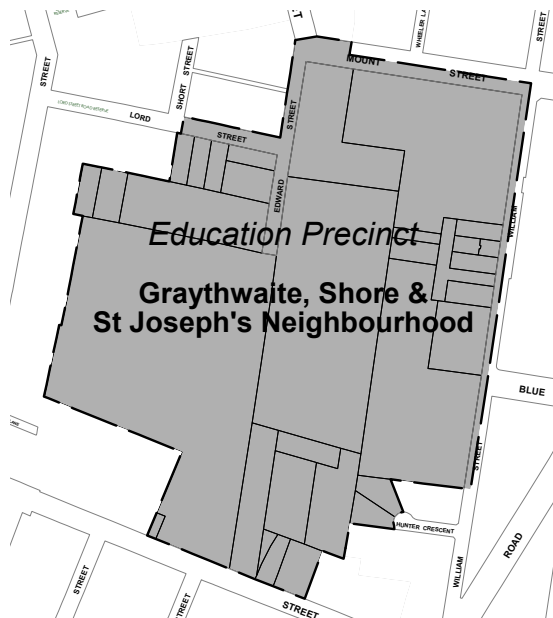
Detail

- P20 New developments in accordance with the Management Plan for Luna Park adopted by Minister for Land and Water Conservation on 12 March 1998.
- P21 Geo-technical and structural reports are submitted with any application for development to evaluate impact on heritage, cliff face, sea walls.

Car accommodation

- P22 Car parking is provided underground.
- P23 Parking does not affect stability or appearance of cliff or cliff face.

9.4 GRAYTHWAITE, SHORE & ST JOSEPH'S NEIGHBOURHOOD



9.4.1 Significant Elements

Land Use

- P1 Educational establishments.
- P2 Place of public worship.

Topography

- P3 Generally flat across the northern portion of the Area and falls to the south across the southern portion of the site.
- P4 Terraced lands across the Graythwaite site.

Natural Features

- P5 Shrubberies and trees in the grounds of Graythwaite (Giant Bamboo, Moreton Bay and Port Jackson Figs, Washington Palms, Small fruit fig; Cook Pine; Firewheel tree; Jacaranda; English Oak; Monterey pine; Coral trees, Camphor laurels; Brush Box).
- P6 On the Graythwaite site:
 - (a) Pond, well and underground cistern.
 - (b) Three natural springs.
 - (c) Areas above former air raid shelters.
 - (d) Embankment.

Views

- P7 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Distant views of Sydney CBD, Sydney Harbour Bridge and Sydney Harbour.
 - (b) Views of the mansion and substantial landscaping from Union Street.

Identity / Icons

- P8 Graythwaite Mansion and grounds.



P9 Sydney Church of England Grammar School (Shore).

P10 St Joseph's Convent.

Subdivision

P11 Large consolidated land holdings.

Streetscape

P12 Fully paved verges with street trees to Union, Edward and Lord Streets.

P13 Buildings setback from the boundary and aligned to the street on Edward and Lord Streets with low open fences.

P14 Buildings built to the boundary along William and Mount Streets.

Public transport

P15 Development is to take advantage of the high levels of accessibility to public train and bus services.

9.4.2 Desired Future Character

Diversity

P1 Predominantly educational establishments.

P2 Places of public worship and associated activities.

P3 The intensity of development reduces the further away from William Street it is located.

P4 The open landscaped setting of the Graythwaite site is retained.

P5 Consideration is given to making some of the buildings on the Graythwaite site available for community use.

P6 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

P7 Educational establishments are oriented to the public domain to provide increased surveillance and activation.

P8 Streetscape improvements within the Education Precinct occur in accordance with the North Sydney Centre Public Domain Strategy and Education Precinct Public Domain Masterplan.

Accessibility and permeability

P9 Provide a student pick up and drop off route through the Sydney Church of England Grammar School (Shore), between Union Street and William Street.

Archaeology

P10 Archaeological relics on the Graythwaite site are protected and can be used to shed light on its development or add to understanding of past uses.

9.4.3 Quality Built Form

Subdivision

P1 The grounds of Graythwaite form the curtilage to the mansion and should not be subdivided. The landscaped terraces should not be broken up or separated from the mansion.

Siting

P2 New buildings on the Graythwaite site are located to the north, north east and north west of Graythwaite Mansion.

Section 9 - Lavender Bay Planning Area

- P3 New buildings are to maintain view corridors to Sydney Harbour, Parramatta River and Parramatta.

Form, massing and scale

- P4 Graythwaite, a grand Victorian Italianate mansion on a large prominent urban property is to be conserved and reused in accordance with the Conservation Management Plan for the site. Any future use must be non-intrusive and maintain the heritage fabric of the site. An interpretive feature or explanation may be incorporated into the site.
- P5 Scale of development reduces in intensity the further away from William Street it is located.
- P6 New buildings are subordinate to massing and scale of Graythwaite Mansion, are lower in height and have a smaller footprint.

Roofs

- P7 Roofs are pitched between 30 - 45 degrees made of either slate or terracotta tiles.

Windows and doors

- P8 Windows are timber framed with traditional vertical proportions.

Materials, colour, detail

- P9 Buildings are constructed of either face brick, masonry, timber and/or sandstone.
- P10 Colours used are browns, greens, grey for infill buildings. Colour scheme to heritage buildings in traditional schemes.
- P11 Architectural detail, external finishes of any new building are compatible with the Graythwaite collection of building but not a copy.

Fences

- P12 Fences to Graythwaite frontages to be based on historical evidence.
- P13 Fencing includes open timber picket fences, low brick or stone wall or a hedge.

Gardens

- P14 Historic plantings and significant trees are retained, including giant bamboo, figs, pines and remnant vineyards.
- P15 The lower, middle landscaped terraces on the Graythwaite site are retained as open space for recreational purposes.
- P16 Historic cultural features including sandstone stairs, pond, well, cistern and WWII bunkers are retained and interpreted.
- P17 Natural springs retained.

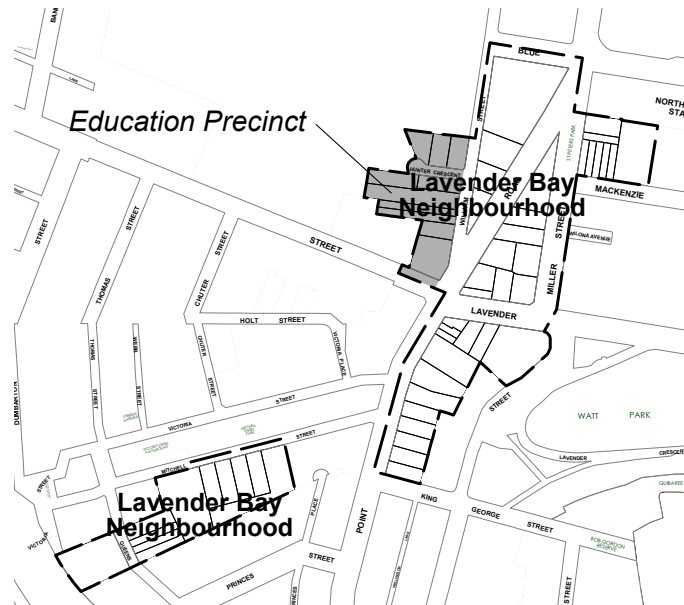
Car accommodation

- P18 Car spaces or underground parking is available to accommodate cars.

Design Principles

- P19 Educational establishments must address and activate public domain areas including streets, pedestrian links, laneways and public spaces.

9.5 LAVENDER BAY NEIGHBOURHOOD



9.5.1 Significant Elements

Land Use

- P1 Predominantly residential development.
- P2 Places of public worship.
- P3 Mixed commercial and residential development.

Topography

- P4 Generally falls to the south from Blue Street.
- P5 Steep falls occur to the east of Blues Point Road.

Views

- P6 The following views and vistas are to be preserved and where possible enhanced:
 - (a) Views of Lavender Bay and Sydney Harbour Bridge from intersection of Miller and Lavender Streets.
 - (b) Views of Harbour Bridge from St Peter's Park Lookout (79).

Identity / Icons

- P7 St Peter Church.
- P8 Sydney Church of England Grammar School (Shore School).

Subdivision

- P9 Irregular subdivision pattern due to the streets following the irregular topography.

Streetscape

- P10 Low masonry fences and retaining ways to the street frontage.
- P11 Fully paved verges with street trees.
- P12 Buildings generally setback a minimum from the boundary with a skewed alignment to respective street frontages.



Section 9 - Lavender Bay Planning Area

Public transport

- P13 Development is to take advantage of the high levels of accessibility to public train and bus services.

9.5.2 Desired Future Character

Diversity

- P1 Predominantly a mixture of medium and high density residential accommodation comprising attached dwellings, multi dwelling housing and residential flat buildings, according to zone.
- P2 Limited mixed commercial and residential development with small scale shops at the ground level and residential above.
- P3 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

9.5.3 Desired Built Form

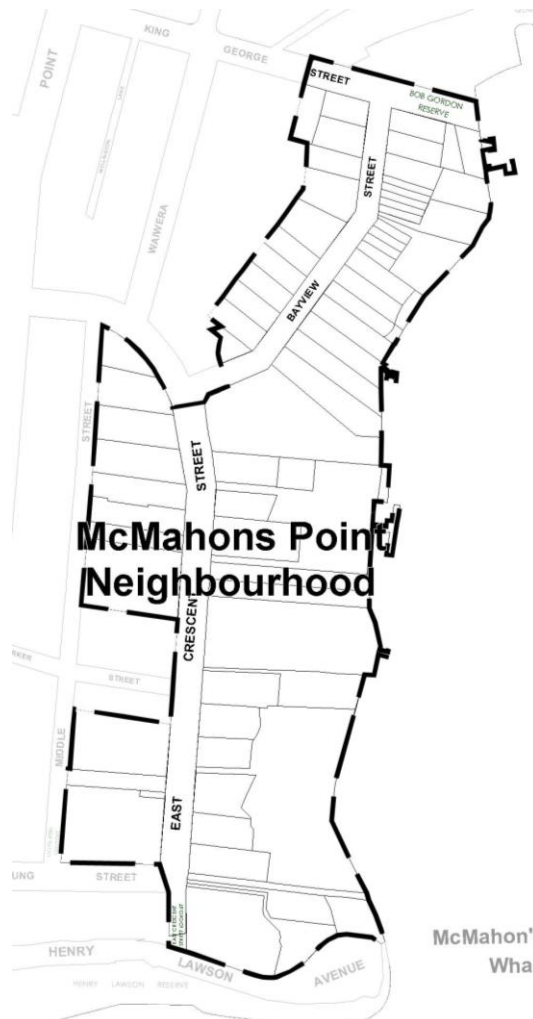
Form, massing and scale

- P1 Development is to generally conform with the provisions contained within Part B – *Development Controls* of the DCP.
- P2 Development in the *E1 Local Centre* zone is to:
- (a) have symmetrical facades fronting the primary street frontage.
 - (b) Maintain the nineteenth century two storey shopfronts incorporating parapets and awnings to the primary street frontages.

Design Principles

- P3 Educational establishments must address and activate public domain areas including streets, pedestrian links, laneways and public spaces.

9.6 McMAHONS POINT NEIGHBOURHOOD



9.6.1 Significant Elements

Land Use

P1 Predominantly residential accommodation.

Topography

P2 Steep falls from Middle Street down to the foreshores of Lavender Bay.

P3 Terraced land adjacent to foreshore.

P4 Vertical sandstone cuttings to Henry Lawson Avenue Steep falls occur adjacent to Forsyth Park.

Natural Features

P5 Lavender Bay frontage.

Views

P6 The following views and vistas are to be preserved and where possible enhanced:

(a) District views from most properties to Sydney Harbour and beyond.

Section 9 - Lavender Bay Planning Area

- (b) Views to Lavender Bay from King George Street Lookout (80), Extensive views to Sydney Harbour from East Crescent Reserve Lookout (81), Lloyd Rees Lookout (82).

Identity / Icons

- P7 Lavender Bay.
P8 Continuous sea wall to Lavender Bay.

Subdivision

- P9 Residential flat buildings: Site areas of 700m² - 800m².
P10 Other residential accommodation: Site areas of 230m² to 450m².

Streetscape

- P11 Split carriageways separated by sandstone walls and double rail timber fences.
P12 Low rendered masonry fences to the lower side of the street.
P13 Sandstone retaining walls to the high side of the street interrupted by garages built to the boundary.
P14 Buildings generally setback a minimum from the boundary with a skewed alignment to respective street frontage.
P15 Fully paved verges with limited landscaping.

Public transport

- P16 Development should capitalise on the Area's high level of accessibility to high frequency public train, bus and ferry services.

9.6.2 Desired Future Character

Diversity

- P1 Medium density residential accommodation comprising attached dwellings and multi-dwelling housing within the northern portion of the Area, according to zone.
P2 High density residential accommodation comprising of residential flat buildings concentrated within the southern portion of the Area, according to zone.

9.6.3 Desired Built Form

Form, massing and scale

- P1 Development is to generally conform with the provisions contained within Part B – *Development Controls* of the DCP.

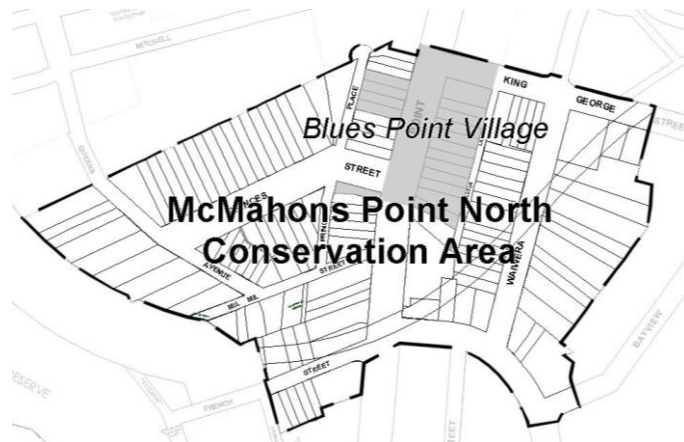
Setback

- P2 Properties located on the foreshore have setbacks of 15m or greater from the shore line.

Materials, colours

- P3 Buildings are constructed of timber, sandstone, face brick, masonry and/or painted render.

9.7 McMAHONS POINT NORTH CONSERVATION AREA



9.7.1 History

Land in the McMahon's Point North Conservation Area was granted to William Blue in 1817 and remained in the family until the 1850s. The estate was then progressively subdivided, with the earliest developments occurring at the eastern end.

Blues Point Road was one of the earliest roads in the district, being gazetted from 1839 as a thoroughfare from the ferry wharf to the St Leonard's township (now North Sydney).

The middle and southern sections of the peninsula were subdivided by the 1870s. The foreshores were used for boat and ship building from Blues and McMahon's Point. A tramway was extended to McMahon's Point in 1909, further stimulating development, particularly along Blues Point Road.

9.7.2 Description

The topography of the locality slopes down from North Sydney towards Blues Point. Blues Point Road runs down the ridge to the Blues Point peninsula with the landform falling away on either side. A steep escarpment runs parallel to the western side of Waiwera Street.

The subdivision pattern is not strongly related to the topography with irregular lots and street patterns.

The area is characterised by Victorian, Federation and Inter-war period residential and retail development. Buildings are characteristically small to moderate sized group developments of attached dwellings and semi-detached dwellings.

Characteristic building materials include dark brick, painted or rendered brick and weatherboards. Roofs are tiled, corrugated iron and sometimes slate. Details include use of sandstone in retaining walls and timber and plaster façade detailing.

Princes Street is an intact example of a Federation subdivision and Blues Point Road is a significant commercial strip in North Sydney.



9.7.3 Statement of Significance

The McMahon's Point North Conservation Area is significant:

- (a) For its consistent character and unity that derives from its dense urban subdivision pattern and history and which is still clearly seen in the development of the area.
- (b) As a predominantly early 20th century precinct with a mix of Federation and 1920's one and two storey housing and a very fine grouping of early 20th century buildings along Blues Point Road.
- (c) For the streetscape qualities of the Blues Point Road shops.
- (d) For its high quality streetscapes, particularly in Princes and Waiwera Streets.

9.7.4 Significant elements

Topography

- P1 Sloping down from North Sydney towards Blues Point, Blues Point Road follows the ridge of the peninsula.

Subdivision

- P2 Irregular subdivision to the outer streets with boundary to street frontage. Regular subdivision along Blues Point Road.

Streetscape

- P3 Many streets are split with stone kerbing and walls.
- P4 Formal street plantings are located within the road reserve in Princes Street.
- P5 Double rail timber fences.



Views

- P6 King George Street lookout: views to Lavender Bay. Views to Berry's Bay via Mil Mil Street Lookout and French Street.
- P7 Slot views over and between buildings throughout area.

9.7.5 Characteristic buildings

- P1 Detached and semi-detached dwelling houses, commercial buildings along Blues Point Road. Victorian Filigree, Federation Queen Anne, Free Style, Bungalow, Californian Bungalow, workers cottages.
- P2 Two storey, Victorian Italianate/Filigree attached dwellings with verandahs to the street.
- P3 Single storey and two storey Victorian and Edwardian commercial buildings.

9.7.6 Characteristic built elements

Siting

- P1 Forward on lot with larger rear garden.
- P2 Consistent setbacks.

Form, massing and scale

- P3 Single storey detached and attached dwellings.
- P4 Two storey, attached dwellings.
- P5 Two storey, commercial development with parapets to the street.

Roofs

- P6 Pitched between 30 and 45 degrees with some use of parapets to the street, skillion roofs to rear extensions.

Materials

- P7 **Walls:** Timber weatherboards, sandstone face brick, rendered brick.
- P8 **Roofs:** Slate, terracotta tiles, corrugated metal.

Windows and doors

- P9 Mid to late Victorian, Federation and Edwardian. Timber.

Fences

- P10 Low sandstone, brick and timber palisade. Metal palisade on sandstone plinths.

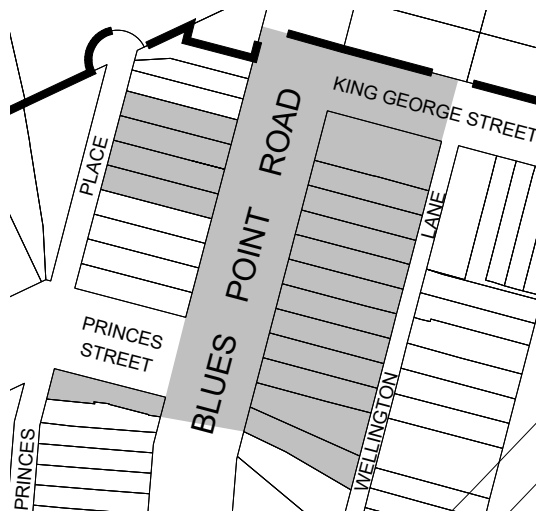
Car accommodation

- P11 Located off rear lanes.

9.7.7 Uncharacteristic elements

- P1 Modern infill development; painting of face brickwork; high fences to street; modern awnings to shops removal of traditional details, verandah infill, modernised facades, roof decks, over-scaled dormers, alterations to original roof form, advertising signage, garden paving.

9.7.8 Blues Point Village



Diversity

- P1 Predominantly mixed commercial and residential development.
- P2 Small scale shops or small scale shops with shop top housing at first floor level.
- P3 Development should be limited with no substantial increases in density.
- P4 Ground floor should be retained as shops or a similar use, to provide street level activity.

Subdivision

- P5 Site areas of 160m² – 350m²

Streetscape

- P6 Wide pavements to accommodate outdoor dining.
- P7 Awnings to street frontage elevations over footpaths.

Form, massing and scale

- P8 Generally 2-storey attached dwelling style buildings with ground floor shopfronts, gabled roof and first floor balcony.
- P9 Buildings have symmetrical facades.

Windows and doors

- P10 Buildings have double hung sash windows with a vertical emphasis.
- P11 Doors have two or four panels.

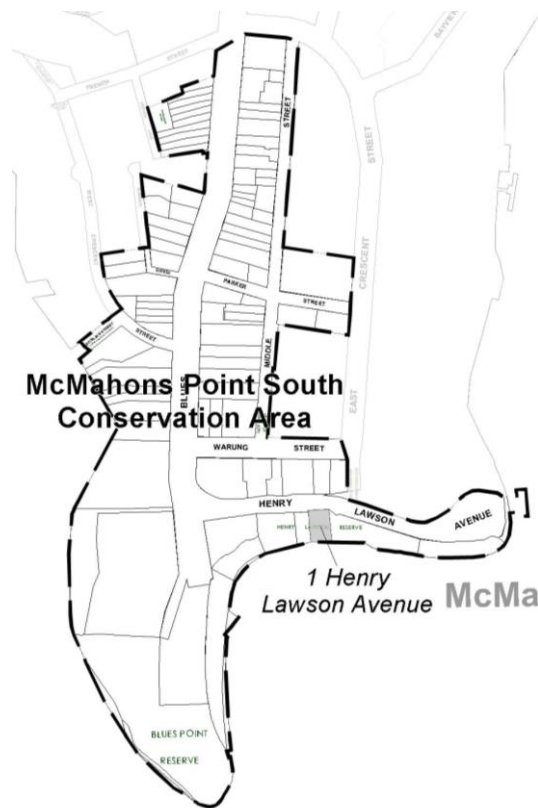
Materials, colours

- P12 Materials include face brick, sandstone or timber.

Car accommodation

- P13 Car spaces, garages, or carports are located at the rear of the property where rear lane access is available.

9.8 McMAHONS POINT SOUTH CONSERVATION AREA



9.8.1 History

Land in the McMahon's Point South Conservation Area was granted to William Blue in 1817 and remained in the family until the 1850s. The estate was then progressively subdivided, with the earliest developments occurring at the northern end.

Blues Point Road was one of the earliest roads in the district, being gazetted from 1839 as a thoroughfare from the ferry wharf to the St Leonards township (now North Sydney).

The middle and southern sections of the peninsula were subdivided by the 1870s. The foreshores were used for boat and ship building from Blues and McMahon's Point. A tramway was extended to McMahon's Point in 1909, further stimulating development, particularly along Blues Point Road.

9.8.2 Description

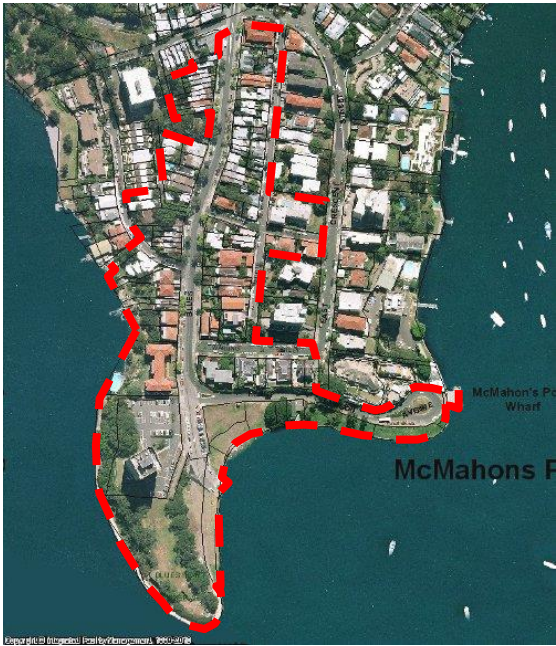
The topography of the locality slopes down from North Sydney towards Blues Point. Blues Point Road runs down the ridge to the Blues Point peninsula with the landform falling away on either side. There are expansive views down Sydney Harbour and towards the Sydney CBD, Berry's Bay and Balmain from the foreshore that is defined by an escarpment along the northern side of Henry Lawson Avenue.

Lot sizes in the area are generally large. There is a mix of architectural periods and styles in the mainly residential building stock. There are buildings from 1840s stone cottages to Federation dwelling houses and residential flat buildings and Inter-war buildings.

The buildings are typically small to moderate size with taller buildings on the higher ground and at the point and include group developments of attached dwellings and semi-detached dwelling houses. Some have rear lane access.

Section 9 - Lavender Bay Planning Area

Street trees include Jacarandas, mixed native species and the occasional palm, and are mature and substantial on the major streets. Front gardens supplement street plantings and give a sense of continuity between the side streets and Blues Point Road. Other urban elements such as stone retaining walls and rocky outcrops combine with avenue plantings to create a sense of place.

	Figure F-9.5 (left): Circa 1890 Figure F-9.6 (below left): Circa 1943 Figure F-9.7 (below right): Circa 2008
	

9.8.3 Statement of Significance

The McMahons Point South Conservation Area is significant:

- (a) For its connection to the early grant to William Blue and the Harbour crossing point at Blues Point, the early waterfront industry of Sydney Harbour, both of which can be interpreted by physical remnants.
- (b) As a mid 19th to early 20th century residential area with a mix of Victorian, Federation, 1920's and 1930's housing mixed with some Inter-war residential flat buildings.



9.8.4 Significant elements

Topography

P1 Sloping down from the north towards Blues Point.

Subdivision

P2 Mostly rectilinear subdivision with boundary to street frontage.

Streetscape

P3 Sandstone kerbing and walls.

P4 Street trees are a key feature in Waiwera, Miller and Lavender Streets.

P5 Double rail timber fences.

Views

P6 Blues Point Reserve and Lloyd Rees lookouts: views to Lavender Bay and Sydney Harbour.

P7 Views to Berry's Bay via Dowling Street Lookout.

9.8.5 Characteristic buildings

P1 Detached dwelling houses, semi-detached dwellings, attached dwellings, 20th Century residential flat buildings according to zone. Victorian, Federation and Inter-war period detailing.

9.8.6 Characteristic built elements

Siting

P1 Forward on lot with larger rear garden.

P2 Consistent setbacks.

Form, massing and scale

P3 Detached and attached dwellings vertically proportioned with massing determined by historic subdivision pattern.

Roofs

P4 Pitched between 30 and 45 degrees with some use of parapets to the street, skillion roofs to rear extensions.

Materials

P5 High proportion of masonry or solid surfaces to glazed surfaces.

Windows, doors and joinery

P6 Timber frames windows and doors have traditional styles and proportions according to architectural style of the building.

P7 Face brick, terracotta tiles, corrugated metal, slate, timber joinery, sandstone base courses.

Fences

P8 Low, 900mm max. height (timber) or 1m (iron palisade).

Car accommodation

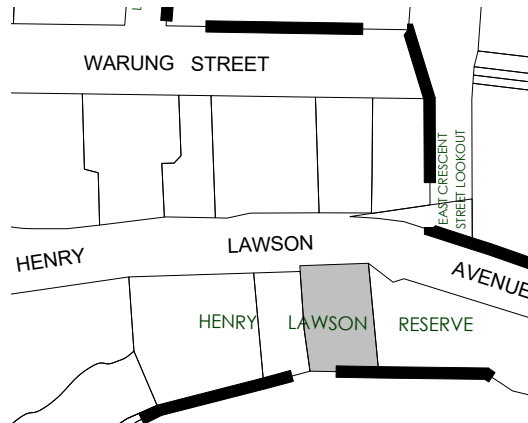
P9 Car spaces or carports located off rear lanes.

Section 9 - Lavender Bay Planning Area

9.8.7 Uncharacteristic elements

- P1 Post-war residential flat buildings and modern infill development; garages to front setback, roof lights and dormers in front and side roof pitches, removal of original detail, garden paving, verandah infills.

9.8.8 1 Henry Lawson Avenue



Diversity

- P1 To be integrated into the regional public open space network created along the entire southern foreshore of McMahons and Blues Points.
- P2 The site is redeveloped with cognisance of the former use of the site.

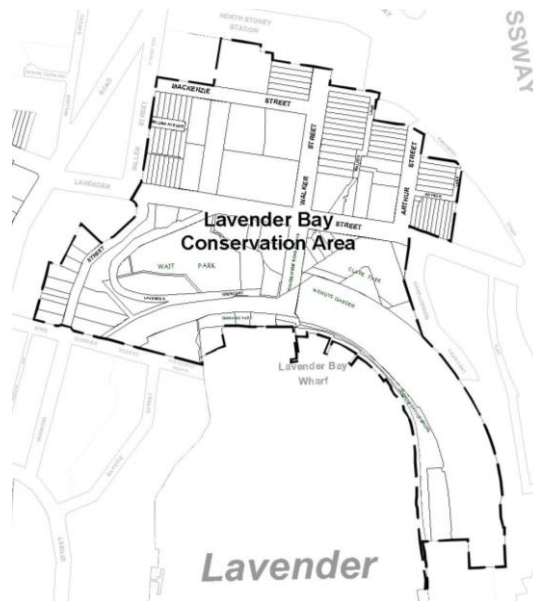
Form, massing and scale

- P3 Heritage listed slipways and sea walls to be retained.

Colours and materials

- P4 Development uses muted colours and non-reflective materials, such as brick and timber to ensure that the scenic and environmental qualities are preserved.

9.9 LAVENDER BAY CONSERVATION AREA



9.9.1 History

The Lavender Bay Conservation Area includes land that was granted to William Blue in 1817 (south of Lavender Street), the Milson's grant (east of Walker Street) and the Crown's Township subdivision.

Land in the township area was dedicated to Christ Church, St Leonards in 1872, and to the Catholic Church and school, St Francis Xaviers that opened in 1881. Milson's land was mainly used as the grounds of "Brisbane House" and a section on the east side of Walker Street was subdivided in the 1870s.

John Carr acquired most of the land at the head of Lavender Bay from the Blue family in the 1850s. A number of large mansions were built including "Quiberee", "Neepsend" and "Hellespont". Some was later reserved for the construction of the railway in 1883, after which it was given over for parkland. Watt Park includes remnant plantings from the former gardens of these homes.

A public bathing reserve on the east side of the end of Walker Street became Clark Park in the early 20th century. A large portion of the waterfront was used as boat building and repair yards from the late 19th century to the late 20th century.

9.9.2 Description

The Lavender Bay Conservation Area is bounded by the commercial development to the north, the Sydney Harbour Bridge approaches and Lavender Bay.

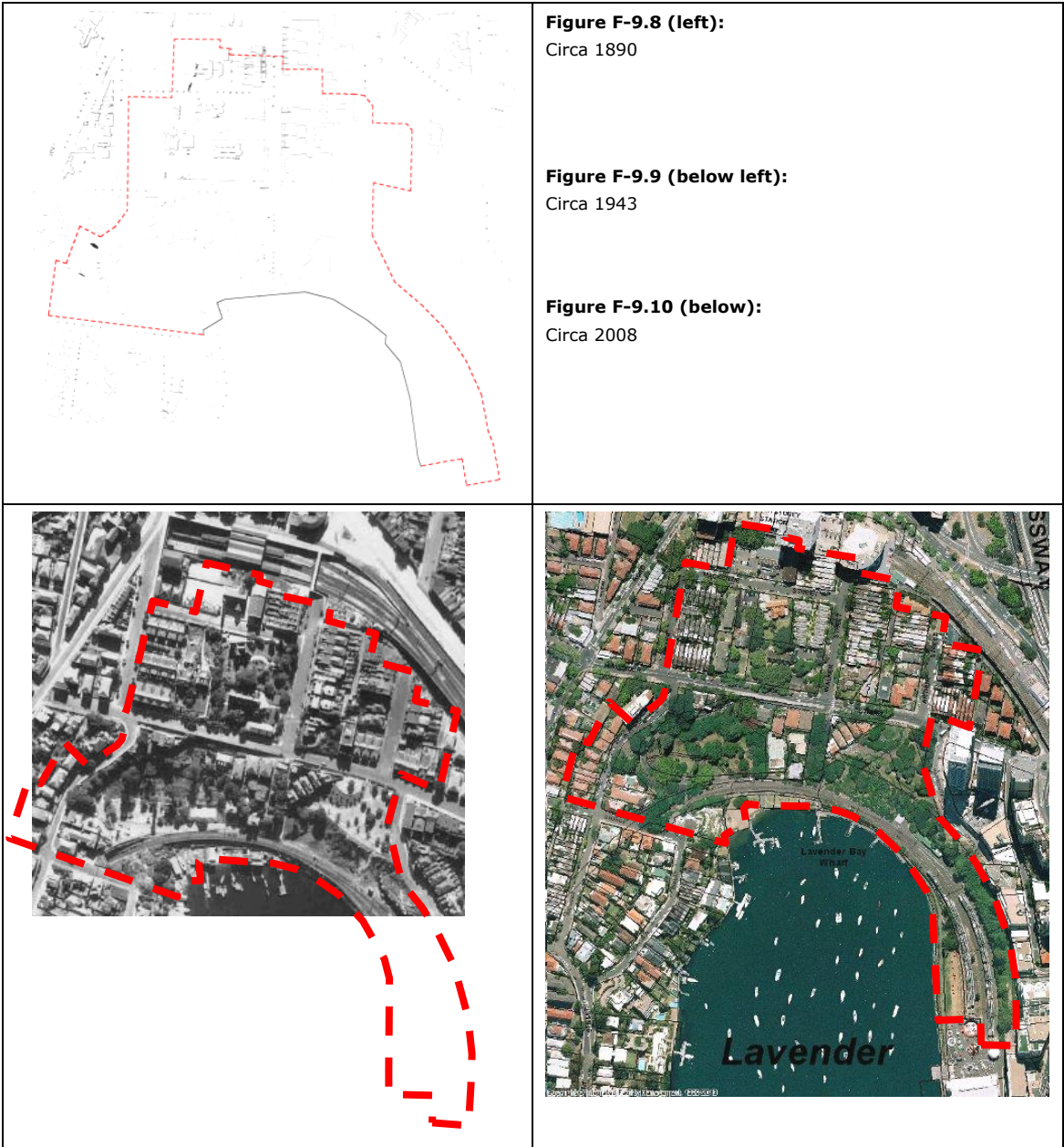
The landform is level to the north with a rock escarpment along Lavender Bay Road and a steep slope to the water. To the upper plateau the subdivision is determined by a grid pattern of wide streets and narrow rear lanes. Lot sizes vary and many are developed for attached dwellings. To the centre of the plateau are landscaped church sites. Below the escarpment the pattern is determined by the steep landform with its remaining Victorian estates overlaid with a network of steep, pedestrian steps and irregular cross paths.

The area is characterised by the Victorian development of Gothic and Romanesque churches and detached mansions down the centre of the area. There is an overlay of single, two and three storey attached dwellings to the upper level in the Victorian Free Classical, Victorian Italianate and Federation Arts and Crafts style. There are single storey cottages and Inter-war, Spanish Mission style flats. The railway viaduct and boardwalk provides a strong edge to the water side reserve.

Section 9 - Lavender Bay Planning Area

The elevated site provides extensive views to the south over Sydney Harbour and there are views up and down the pedestrian steps.

Front gardens contribute to the landscaping of the street. Gardens follow the slope of the site with stone walls to the street. There are street trees and a band of remnant Victorian plantings to the parks and gardens across the centre of the site.



9.9.3 Statement of Significance

The Lavender Bay Conservation Area is significant:

- (a) As a late 19th Century residential area with rare groupings of high quality, stepped terrace style housing on the slopes above Lavender Bay overlaid on religious and Victorian Mansion estates.
- (b) For the quality and collective significance of the buildings within the area.
- (c) For the natural topography of rock escarpments modified with steep pathways and sandstone retaining walls and the remnant Victorian plantings.

- (d) For the fine and extensive open space area along the foreshore of Lavender Bay which incorporates public walking paths around the waterfront and the railway viaduct constructions.
- (e) For the impressive and important views to Sydney Harbour from Watt and Clark Parks.

9.9.4 Significant Elements

Topography

- P1 Upper plateau with slight falls to the south, rock escarpment and natural basin sloping down to Lavender Bay.

Subdivision

- P2 Large church sites and former mansion estates.
- P3 Rectilinear subdivision to upper level with long narrow lots with detached and semi-detached dwelling houses and attached dwellings.
- P4 Irregular subdivision to the lower slopes.
- P5 Unique subdivision pattern and private road in Wilona Avenue.

Streetscape

- P6 Street trees and stone walls align streets and paths.
- P7 Lanes have a low scale and service character.
- P8 Public parks to the lower slopes with sandstone features and walling.

Views

- P9 Harbourview Crescent Lookout, Clark Park Lookout, Arthur Street Lookout, Lower Walker Street Lookout, Waiwera Street Lookout.
- P10 Views to Sydney Harbour, Sydney CBD, Sydney Harbour Bridge from Lavender Street, Lavender Crescent, Waiwera Street, Watt and Clark Parks.

9.9.5 Characteristic buildings

- P1 A mixture of:
 - (a) Detached Victorian mansions;
 - (b) Victorian and Federation religious buildings; and
 - (c) Victorian and Federation detached, semi-detached dwelling houses and attached dwellings.

9.9.6 Characteristic built elements

Siting

- P1 Forward on lot with larger rear garden.
- P2 Consistent setbacks.

Form, massing and scale

- P3 Two storey detached houses.
- P4 Single, two and three storey with gabled roofs.
- P5 Skillion wings and reduced height and scale to rear.
- P6 Open verandahs to front. Houses in groups of identical design.
- P7 Strong skyline of simple, pitched roofs and chimneys visible from the street and rear lanes stepped along the sloping streets.



Section 9 - Lavender Bay Planning Area

Roofs

- P8 Pitched between 30 and 45 degrees with some use of parapets to the street.
- P9 Skillion roofs to rear extensions.
- P10 Brick and rendered chimneys.

External Materials

- P11 Rendered brick and face brick on sandstone base.
- P12 Slate, terracotta tiles, corrugated metal roofs.
- P13 Original timber windows doors and decorative joinery.

Windows and doors and external joinery

- P14 Victorian Federation and Edwardian. Timber.

Fences

- P15 Original front fences.
- P16 Timber fences rear and side.
- P17 Sandstone plinths, sandstone piers, metal palisade and gates, timber pickets, timber rails and mesh, pipe and mesh gates, original face brick with piers.

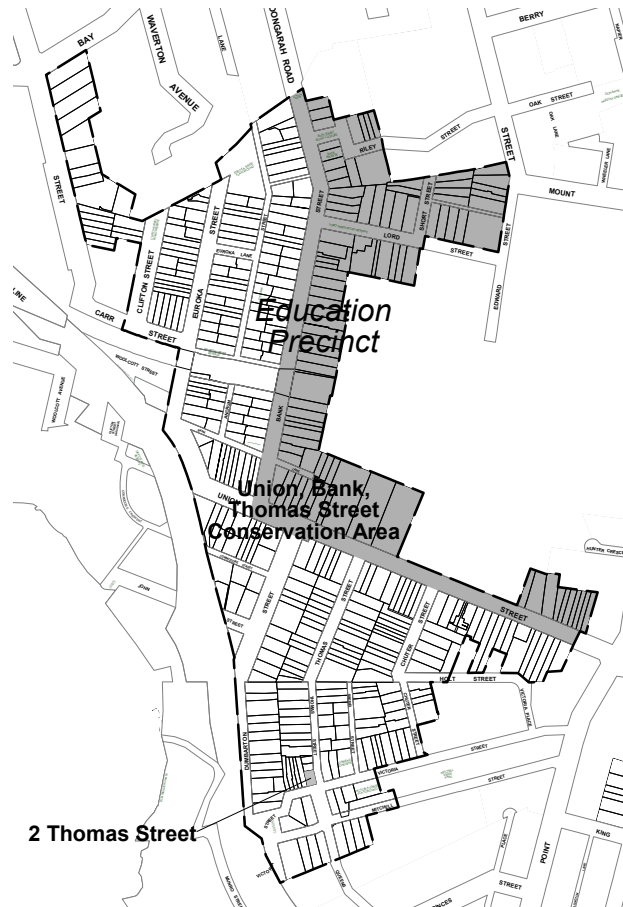
Car accommodation

- P18 Located off rear lanes.

9.9.7 Uncharacteristic elements

- P1 Inter-War residential flat buildings; modern infill development; over-scaled additions; contemporary buildings with laneway frontages; over-scaled and poorly detailed carports and garages; front and side dormers and rooflights; removal of original detailing; verandah infill; rendered and painted face brickwork; modernised facades; high walls and fences to the street.

9.10 UNION, BANK, THOMAS STREET CONSERVATION AREA



9.10.1 History

The Union/Bank/Thomas Street Area is loosely contained within two residential subdivisions of the mid-nineteenth century. The land on the south side of Union Street was part of the William Blue grant, inherited by his daughter Susannah, and subdivided c. 1859 by her husband, William Chuter.

Land on the northern side of Union Street was granted to Thomas Walker who later sold it to Edwin Sayers. Sayers built *Euroka Villa* on the Graythwaite site in Union Street. The western facing slopes of Sayer's land was subdivided during the construction of the railway in two phases, first during the 1890s and again in the 1930s. Despite the railway intrusion, the area retains its nineteenth century buildings and streetscape form.

The area experienced significant upheaval during the construction of the railway in two phases, first during the 1890s and again in the 1930s. Despite the railway intrusion, the area retains its nineteenth century buildings and streetscape form.

9.10.2 Description

The Union, Bank Thomas Street Conservation Area is bounded to the east by the North Sydney Commercial area where the land rises to the crest of North Sydney and to the west by the railway line along the foreshore of Berry's Bay.

The areas on either side of Union Street have distinct characters within the Conservation Area. The subdivision pattern is irregular to the south of Union Street reflecting the topography and street pattern with various street widths reflecting different phases of development. The subdivision pattern is more regular to the north of Union Street reflecting the flatter topography. The area has a close subdivision pattern, with cross streets and



Section 9 - Lavender Bay Planning Area

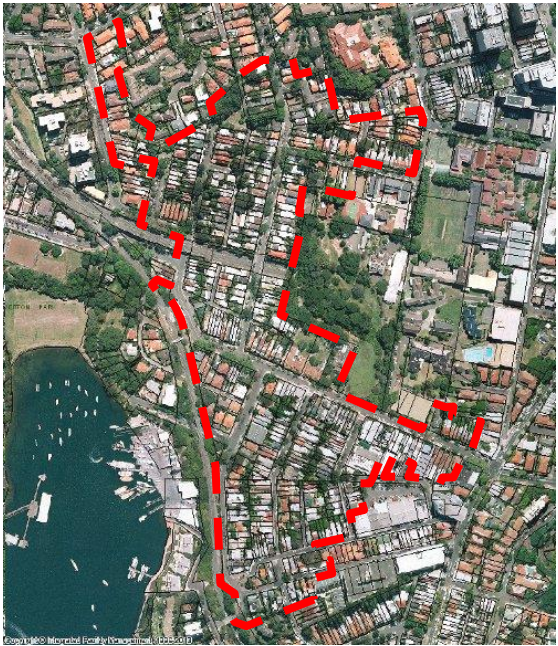
laneways that give a dense, urban texture. The area is characterised by long north/south streets, with streets north of Union Street running mostly across the steeply graded contours.

Characteristic buildings of the area include 19th and early 20th century cottages, including attached, semi-detached and detached houses. The buildings are typically one to two storeys on small lots interspersed with pockets of larger, two storey Victorian terraces, early 20th century housing, and three storey Inter-war residential flat buildings.

A range of architectural styles are represented in the Conservation Area, including Victorian Georgian, Victorian Regency, Victorian Filigree, Victorian Italianate, Federation Queen Anne and Federation Arts and Crafts, most of which are interpreted in a simplified manner.

There are pocket parks and lookouts distributed throughout the area. The townscape character is also defined by regular, processional planting in the street reserves, and by extensive use of stone elements within streets and street formations.

The topography of the locality facilitates expansive views down streets running south off Union Street, including Dumbarton and Thomas Streets.

	Figure F-9.11 (left): Circa 1890 Figure F-9.12 (below left): Circa 1943 Figure F-9.13 (below right): Circa 2008
	

9.10.3 Statement of Significance

The Union, Bank, Thomas Street Conservation Area is significant:

- (a) As the largest area of mid to late Victorian buildings in the North Sydney area including a substantial number of individually significant buildings, groups of buildings and unique streetscapes in the local context.
- (b) For the clarity of its subdivision history that is still clearly seen in variations of road widths between sections of streets and changes of directions of the subdivision pattern in response to the subdivision of earlier estates.
- (c) For the way development has responded to the topography through stepped building forms and excavation in some locations.
- (d) For its fine streetscapes with intact rows of Victorian residences, especially in Thomas, Union and Chuter Streets.
- (e) For its relatively large number of surviving timber residences.

9.10.4 Significant elements

Topography

P1 Area slopes to the west with escarpments to the north.

Subdivision

P2 Irregular subdivision to the south of Union Street with boundary to street frontage.

P3 Mostly rectilinear subdivision to the north of Union Street with boundary to street frontage.

P4 Restricted lot sizes.

Streetscape

P5 Varying width streets following the contours or slopes.

P6 Sandstone retaining walls and kerbing.

P7 Double rail timber fences.

Views

P8 Dumbarton Street lookout, Commodore Crescent lookout, Lord Street lookout.

P9 Dumbarton Street, Commodore Street, John Street: views to Berry's Bay.

P10 Slot views over and between buildings throughout area.

9.10.5 Characteristic buildings

P1 A mixture of:

- (a) 19th and early 20th Century cottages, including attached, semi-detached and detached single storey dwellings in the Victorian Georgian, Victorian Regency, Victorian Filigree, Victorian Italianate.
- (b) Two storey, Victorian Filigree, Victorian Italianate attached dwellings.
- (c) Early 20th Century single and two storey Federation Queen Anne and Federation Arts and Crafts housing.
- (d) Three storey Inter-war residential flat buildings.

9.10.6 Characteristic building elements

Siting

P1 Forward on lot with larger rear garden.

Section 9 - Lavender Bay Planning Area

P2 Consistent setbacks.

Form, massing and scale

P3 Single and two storey, detached and semi-detached dwellings with verandahs.

P4 Two and three storey attached dwellings with front verandahs.

P5 Rear additions behind and below the ridge line, submissive in scale.

Roofs

P6 Pitched between 30 and 45 degrees with some use of parapets to the street, skillion roofs to rear extensions.

P7 Hipped and gabled roofs to cottages; projecting gables to street.

P8 Stone, brick and rendered brick chimneys.

Materials

P9 **Walls:** Sandstone; weatherboards; face brick and rendered masonry on sandstone bases.

P10 **Roofs:** Slate; corrugated metal; terracotta tiles.

Windows and doors

P11 Original Victorian, Federation and Edwardian.

Fences

P12 Low stone, brick and rendered walls.

P13 Metal palisade on low stone plinths.

P14 Timber picket fences.

Car accommodation

P15 Located off rear lanes.

P16 Single car parking in modest structures.

9.10.7 Uncharacteristic elements

P1 Over-scaled additions; Carports and garages to front of lot; dormers and conditions to front and side roofs; removal of original details; painting and rendering of face brickwork; high fences to street; inappropriate fence details; paving of gardens.

9.10.8 Future built elements

P1 Provide a range of high quality, purpose-built student accommodation in and around the Education Precinct, within 400m to a tertiary institution, 800m to a railway station, and 400m to a bus stop used by a regular bus service.

P2 Educational establishments must address and activate public domain areas including streets, pedestrian links, laneways and public spaces.



[THIS PAGE IS INTENTIONALLY BLANK]