

Local Character Areas

Local Character Statements Interim Local Character Areas

December 2019

LOCAL CHARACTER STATEMENTS

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Local Character Areas

Local character in Canada Bay

An important principal in managing neighbourhood character is acknowledging that all areas have a character, whose unique qualities should be understood and valued. In some areas the character may be more obvious, more unusual, or more attractive, but no area can be described as having no character. However, certain defined areas within Canada Bay have elements and characteristics that make these areas unique and special.

Unique local character relates to an area's 'look and feel'. It is created by notable and definable characteristics that are sufficiently well recognized and acknowledged by the local community that the characteristics 'define' the area.

The characteristics may be the product of history, including recent history. Note though that all areas have history, but not all areas have heritage significance and not all areas have special local character. Heritage significance is determined by recognised criteria set by Commonwealth, State and Local Government, with reference to the Burra Charter. Special local character is defined by the characteristics that define the area in the eyes of the local community.

Characteristics may include those that give the area a perceived homogeneity, such as a predominant architectural style, or there may be individual elements that shape the character of a whole area, such as a popular tree-lined walking path or local community hub.

Hard elements can include groupings of houses or buildings that, whilst not having heritage significance, may have been built over a short period of time and

so therefore share similar and complementary characteristics, such as having the same overall form, scale, massing, materials or colours.

Other hard elements that contribute to local character can include the quality and character of the streetscape, such as the width of the roads, the width of the verges, the presence of street trees, or the nature of front fences or gardens.

Intangible elements can also contribute to local character, such as associations with certain activities. An area may be known for particular cultural associations, or for being particularly dog-friendly. There may be hard but subtle markers or indicators of these characteristics in the area.

Alterations to buildings are possible, but only where the character of the area street is maintained or enhanced. This means that changes to buildings (including first floor additions) or even wholesale replacement is possible, but the overwhelming criteria is the reinforcement of the acknowledged characteristics that define the area.

Housing in the Canada Bay Local Character Areas is generally of three predominant Inter-War architectural styles which fundamentally shape the visual character of the areas. However, even within the character areas, isolated examples of older Victorian or newer modern styles exist, but their presence does not fundamentally alter or detract from the acknowledged characteristics that define the area.

All Local Character Areas are likely to experience future change. However, the amount of change is expected to be minimal and consistent with the desired future character of the Local Character Area.

Relationship to Local Environmental Plan

The objectives for maintaining and enhancing the desired future character within Local Character Areas are set out in LEP 2013.

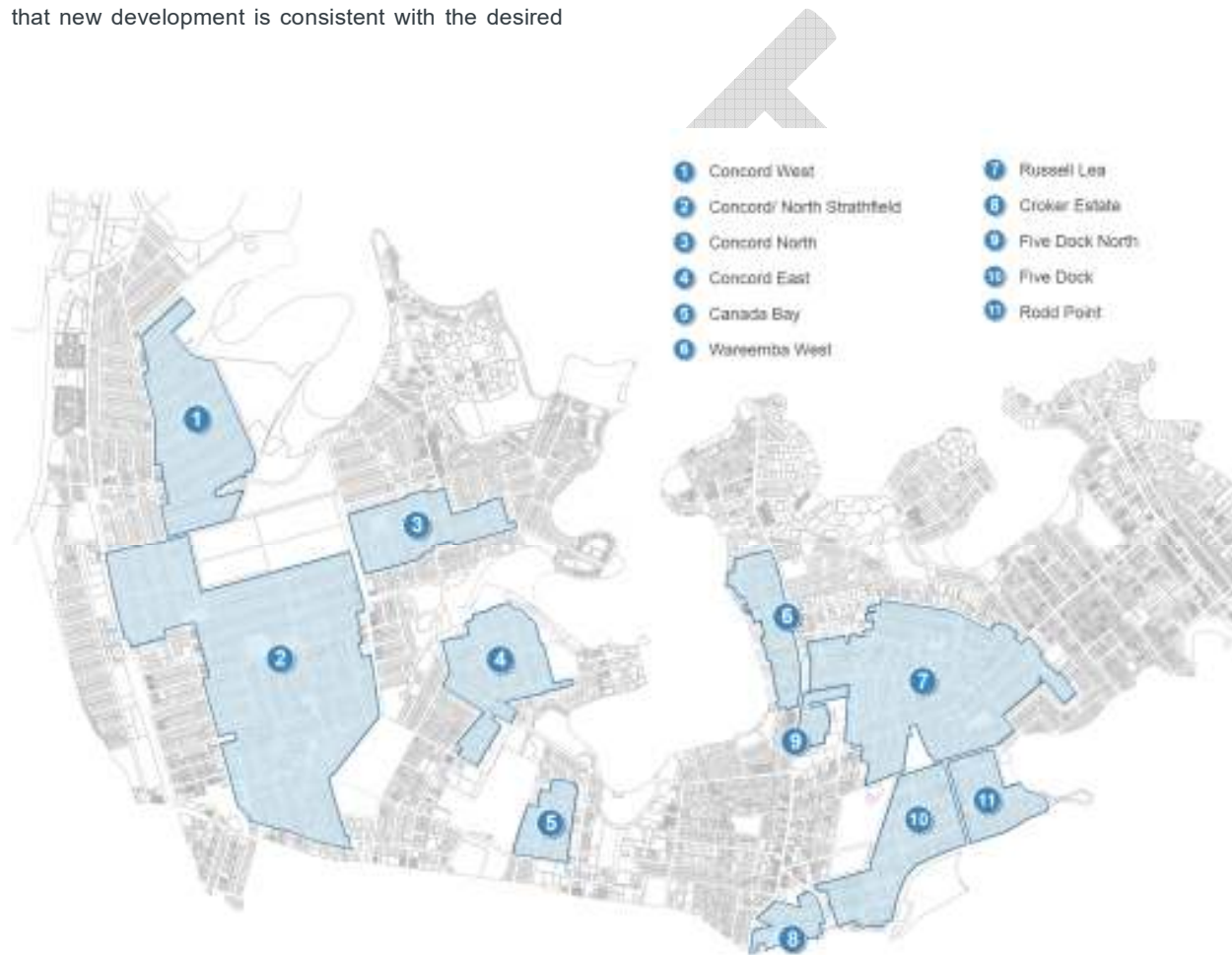
A Local Character Area Statement for each local character area in Canada Bay is below.

Each Local Character Area Statement includes a brief background to each area, a description of its current character, a statement of the Desired Future Character, and the planning controls that will ensure that new development is consistent with the desired

future character.

Compliance with the Desired Future Character is important to ensure that:

- desirable characteristics are maintained and enhanced;
- past mistakes can be remedied; and
- scenarios for future development can be established.



Housing character in Canada Bay

The dominant housing styles in a street often contribute to the amenity of an area. In this regard, many of the streets in Canada Bay have groups of houses with consistent form, scale and materials.

It is not their specific historical significance nor individual architectural merits that makes houses so crucial to the character of Canada Bay, but more significantly their value as a grouping of complementary houses.

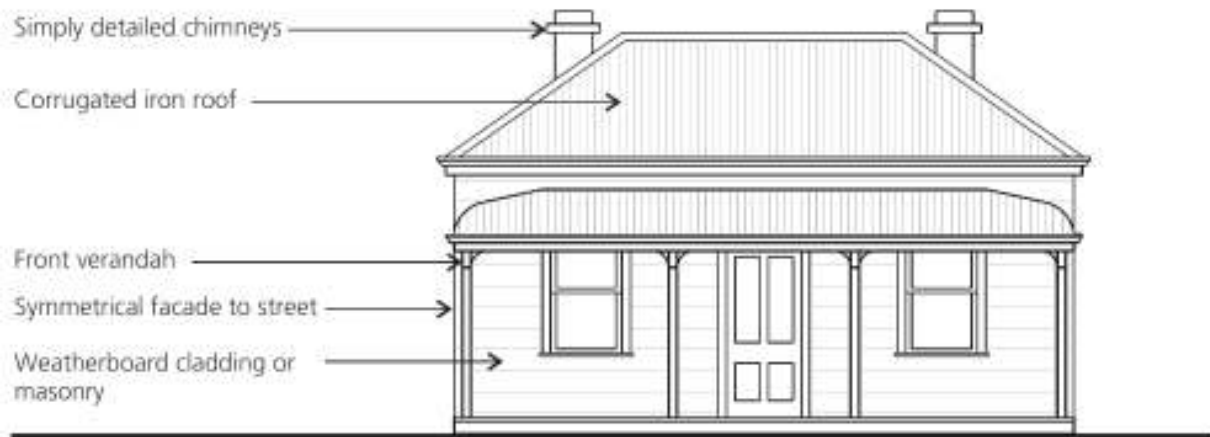
Alterations to houses are possible, but only where the character of the street is maintained. This means that changes to (including first floor additions) and even replacement of these houses is possible, but the overwhelming criteria is the reinforcement of the original streetscapes.

Although examples of other housing types are found in Canada Bay, there are five predominant styles which have fundamentally shaped the visual character of Canada Bay's streets:

Late Victorian Cottages (1880-1895)

Throughout Canada Bay there are still examples of late Victorian cottages built during the 1880s and 1890s. Most of these are clad with weatherboard and corrugated iron roofing, although some have been built of brick and roofed with slates. Most are simple, symmetrically fronted workers' cottages which show a strong Georgian influence.

These cottages are now rare and as such they are the last remnants of the early formative years of the suburban development of Canada Bay during the second half of the 19th century. Their conservation is therefore extremely important.



Stylised example of a Victorian Cottage

Victorian Italianate Houses (1880-1895)

Canada Bay has some good examples of Victorian Italianate houses built in the 1880s and 1890s. These houses are usually built of rendered masonry with a roof of slates (sometimes replaced with tiles). The houses have asymmetric fronts, often with a projecting wing terminating a verandah. Bay windows are common in these houses and the window and door openings are usually embellished with decorative rendered details.

A small number of these houses survive in the older parts of Canada Bay and illustrate the early years of the suburban development of the area. Their conservation is extremely important.



Stylised example of a Victorian House

Federation Houses (1896-1918)

In some parts of Canada Bay, there are very fine examples of Federation Period houses, also known as Queen Anne Style or Edwardian houses. These were built around the turn of the century and in the years leading up to World War 1. These houses showed an interest in the use and expression of natural materials such as brick, timber, slate and tiles. The design of the house was usually deliberately asymmetric with interest taken in creating interesting roof forms. Generous verandahs are a typical feature of the period.

These houses are significant in the area because they represent the first signs of coming middle class affluence and the growth of Australian nationalism in Canada Bay. They are also the first indicators of the suburbanisation of Canada Bay. These houses, particularly where they survive in groups, are also extremely important to the heritage and period character of Canada Bay.



California Bungalow Style Houses (1918-1930)

The California Bungalow Style cottage was influenced by the low pitched, ranch style houses of California advertised in popular magazines of the 1920s. The Australian version of the style incorporated terracotta tiled and/or slate roofing with brick walls. It is typically identified by the use of low slung gabled roofs facing the street. A verandah will usually be found under one of the gables

Due to its popularity amongst working class families and small builders the Californian Bungalow became the typical house style in the 1920s and early 1930s, the period when much of Canada Bay underwent its greatest development. Concord in particular has large areas where the California Bungalow is the dominant style of housing. Large groups of California Bungalow style houses have created some very attractive streetscapes.



Stylised example of a California Bungalow

Moderne Bungalows (1930s)

When the Great Depression began in 1929, many of the newer subdivisions of Canada Bay remained incomplete, and entire sections remained either unsold or undeveloped. Many of these sites remained vacant throughout the early 1930s, and by the time that they were developed during the late 1930s, a general change in social mood and community taste had occurred.

The vibrancy and spirit of hope evoked by the Californian Bungalow style cottages gave way to a more sombre and less costly version of the Australian suburban house, which is known as the Moderne Bungalow style. The style of house was similar in bulk, scale and typical floor plan to previous house styles of the area, but it was characterised by a marked simplification of external features and a relatively sombre choice of brickwork and roof tile colour emphasised by the low horizontal lines.

Roofs were usually simple hipped forms, sometimes with a secondary hipped roof over a deep verandah with heavy brick piers. Embellishment was often limited to small areas of decorative brickwork and simple bay windows.

Some areas of Canada Bay, particularly towards the west, have very good examples of this style in large groups. The Moderne Bungalows of Canada Bay blend very well with the Californian Bungalow style houses, and reinforces the early Inter-War character of many of Canada Bay's streets.



Concord West CW



Concord West suburb is a relatively large suburb situated at the southern end of the Rhodes peninsular and with Parramatta River to the east. The Concord West character area is bounded by Concord Road to the west and the Walker Estate and Concord Golf Club to the east and south. The character area is zoned R2 Low Density Residential.

Concord West Character Area - Aerial Map

Social

Public spaces

The defining public spaces within the Concord West character area are the streets and verges. The area has generally wide verges, which evoke a sense of openness. There are no public parks within the character area.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced few road accidents. Only four accidents have occurred within the character area within the last 8 years, mainly where the local streets intersect with the main roads. This reinforces the safe and quiet nature of the character area.

Access

The area is highly accessible to surrounding areas, neighbourhoods and green space. The western boundary is formed by Concord Road, which is a busy state road, and the eastern boundary is formed by Nullawarra Avenue, which is a regional road. The area also has direct access to Concord Hospital, which forms the area's north-eastern boundary.

Within the character area, all east-west cross streets connect Concord road and Nullawarra Avenue, although none have traffic lights at Concord Road, making right-turning egress out of the area difficult.

The area has good access to green space to the east and south.

Leisure

The area is characterised as a quiet residential area with good access to adjoining open green space and playing fields. These include Council's playing fields at Majors Bay Reserve on the southeastern boundary, the private Concord Golf Club on the southern boundary, and the Walker Estate on the eastern boundary. The Walker Estate and Majors Bay Reserve offer passive and active recreational and leisure opportunities.

Housing

The Concord West area is one of Sydney's best

precincts of Inter-War California and Moderne Bungalow architectural style with gables facing the street and verandahs supported on masonry piers dominate the central streets of The Drive and Myall Streets. Moderne style houses with hipped roofs and low verandahs on masonry piers are more common on the streets to the north and the south. Verandahs and eaves provide depth to the front elevations emphasising the horizontal lines of the dominant housing styles.

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area. However, there is a recognised strong sense of community.

Heritage and culture

The urban character of the area dates back to the first subdivision of the Yaralla Park Estate in 1920, which created the tree-lined 25 metre wide The Drive. Further subdivisions and development occurred in quick succession through the 1920s creating a rare architectural homogeneity.

The area includes the Yaralla Conservation Area, which is representative of Concord's major development period in the 1920s. It contains one of the best preserved examples of Inter-War streetscapes in the Council area and some of the Sydney region's best examples of typical 1920s bungalows, for which Concord is noted, including some outstanding rows. The Drive also has special historical significance as the alignment of the original entry to the Walker Estate.

Public transport

The area has access to public buses that operate along the main roads to the east and west and no home is more than 500m from a bus route. The area is also serviced by an on-demand bus service. No bus routes operate through the area itself, which reinforces the quiet residential nature of the area.

The area also has access to Concord West rail station to the west. There is an on-road bike lane along Nullawarra Avenue to the east.

area to access services and jobs.

Rhodes Waterside is a major commercial centre to the north-west. To the south, Majors Bay Road is a

Economic

Local economy

The area is a wholly residential area and contains no local centres or shops. Residents travel outside of the

significant and popular local centre, well known for its coffee and café culture and its village character.

Employment

Apart from home businesses, residents travel outside of the area for work. Concord Hospital to the north-east and Rhodes Business Park to the north-west are major employment centres.

Road network

There is a well-defined road hierarchy, with the main north-south access roads defining the eastern and western boundaries of the character area. Local roads generally run east west across the area. The north-

Environmental

Configuration

The character area is composed of long straight residential streets that generally run east-west. The residential lots are elongated and generally oriented north-south.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses. Garages are generally located to the rear of the houses and accessed via side driveways, accentuating the clear separation between the houses and the area's low-density and feeling of openness.

Interface and transition

Low fences, generally 450mm high and of materials consistent with the housing, increase the feeling of open space and add to the quality of the open streetscape.

Open space

There are notably no parks within the character area.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs, and side driveways. The generous back yards also provide private open space

south internal connector roads are relatively narrow.

No freight routes run through the area.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width.

Retail

There are no retail centres within the character area, the nearest major centre being Rhodes waterside to the north-west and separated from the character area by the rail line. This accentuates the character area as a residential island.

and contain lawn, trees and the occasional swimming pool.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and general lack of large shade trees does create elevated summertime temperatures.

Active transport

Due to the length of the blocks, the area is not generally walkable. Future opportunities to increase the walkability of the area should be encouraged.

There is an on-road bike lane along Nullawarra Avenue to the east. Council will investigate future cycling connection possibilities.

Topography

The area is relatively flat and level, sloping gently northwards and southwards from a high point along The Drive. The cross-streets generally have views of the Walker Estate. Internal views otherwise terminate with a view of housing.

Tree canopy

The Drive and Mepunga Street are notable tree-lined local streets, although the trees are of only medium-height and offer minimal shade. Few houses have significant trees in the back yards. Whilst this is consistent with the unique Inter-War character of the area, the planting of larger shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Concord West residents described their local area as characterised by the following:

Characteristic	Community feedback
Social	
Public spaces	"I love the "green" feel with parks and trees"
Safety and noise	Safe
Access	Main roads are congested
Leisure	Parks and waterfront are important
Housing	82% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood" Californian Bungalows Much new housing is not in keeping with the character of the area
Education	
Community facilities	Strong sense of community
Heritage and culture	
Public transport	Need for more buses for school kids and workers Needs more frequent services
Economic	
Local economy	Family-oriented, cafe culture in adjacent local centres It is important to be able to walk to local shops, cafes and parks.
Employment	Need for more buses for school kids and workers
Road network	Pleasant and not highly congested 45% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 55% who want to "Maintain road width and number of lanes."
Parking	
Retail	Majors Bay Road: friendly, community, village, busy, family-oriented Rhodes Waterside: modern, crowded
Environmental	
Configuration	
Public/Private domain	Open spaces
Density / Height	Aesthetically pleasing with low density and absence of high rise apartment blocks
Interface and transition	Open spaces
Open space	Ample green space, including adjacent Walker and Rivendell Estates
Comfort	

Active transport	Needs more street trees
Topography	
Tree canopy	<p>Beautiful, wide tree lined streets</p> <p>Desire for same amount of trees on streets and private property, but more on major roads and in local centres</p> <p>Needs more trees/shade</p>



Desired Future Character



California Bungalow style houses are common in the Concord West Character Area



This Inter-War bungalow style house features a landscaped front garden with a low brick fence and hedging



The low brick fence and hedging of this recent development allows views to and from the house



Example of a Moderne Bungalow style house with red face brickwork, low fence and a simple hipped roof

Example of a Pre-War Art Deco House with a hipped roof, low fence, red brickwork and contrasting light trim colours

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single Inter-War California and Moderne Bungalow architectural styles by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back from the main building line as far as possible.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being located well behind the building line. Front gardens should not be dominated by driveways. Front fencing should be very low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Side setbacks are to be consistent with the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C3.	Fencing is to be low with panels of no more than 450mm high between piers, to provide views of the house and front garden.
C4.	Fencing is to use materials that relate to the main materials of the house.
C5.	Existing street trees are to be retained and new street trees are encouraged.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C6.	Single storey development is to be emphasised. Upper storeys are to be set back from the main building line as far as possible.

Building Form

- O3. To complement the Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C7.	The built form is to be simple and with low to medium pitched roofs (25-30 degrees) and emphasis on low horizontal lines.
C8.	Massing is to be simple with no more than three building planes facing the street.
C9.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Inter-War California and Moderne bungalow architectural styles by ensuring the building materials and colours are consistent.

Controls	
C10.	Walls are to be of masonry construction, with red and dark natural toned brickwork the dominant wall material.
C11.	Roofs are to be tiled, with natural dark reds and red-brown colours preferred.
C12.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C13.	Trims are to be of lighter neutral tones. California bungalow style houses are to be of no more than three colours. Other houses are to be of no more than two colours.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C14.	Garages are to be located well behind the building line.
C15.	Garages and carports that are set back behind the alignment of the main building mass are to have a roof form that is secondary to the main roof.
C16.	Driveways are to be single width.
C17.	Excavation for driveways within the front setback of the house is not permitted.

Concord/ North Strathfield CNS

Concord is the largest suburb in the City of Canada Bay and occupies most of the western sector. The character area is bounded by Concord Golf Club to the north, Parramatta Road to the south and Majors Bay Road to the east, and extends beyond Concord Road to the west. The character area is largely zoned R2 Low Density Residential, with small pockets of R3 Medium Density Residential and B1 Neighbourhood Centre.



Concord/ North Strathfield Character Area - Aerial Map

Social

Public spaces

The defining public spaces within the Concord/ North Strathfield character area are the streets and verges, which are wide, generally tree-lined and evoke a sense of openness. Other public spaces within the character area include a small garden reserve on the southern boundary and the significant spaces of Central Park and Henley Park.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

Concord Road and Gipps Street carry significant traffic and have experienced several road accidents within the last 8 years. Elsewhere, however, there is little traffic and there have been few road accidents, with the exception of a number of accidents outside Concord Library. This generally reinforces the safe and quiet nature of the residential areas.

Access

The character area has good access to surrounding areas, neighbourhoods and green space. Concord Road is a busy state road that travels through the character area in the north-western section and forms the western boundary for the southern section. Patterson and Gipps Street are state roads that travel through the area in the southern section. The eastern boundary is formed by Majors Bay Road, which is a regional road.

The southern portion of the character area is also in close proximity to Parramatta Road, a major state road. Majors Bay Road is a regional road.

Concord Library, which is centrally located within the character area, has access by road from Wellbank Street and Flavelle Street. It also has access by bus, which runs past the library along Wellbank Street. The library also contains a child-care centre and is well used.

Leisure

The area is characterised as a quiet residential area with good access to open green space and community facilities. These include Henley Park, a significant open space with a small playground in the south-western corner; Central Park, which includes Concord Bowling Club and a Scout Hall; and Concord Library.

The area is also characterised by good access to adjoining open green space and playing fields. These

include Council's Queen Elizabeth Park and Goddard Park, the private Concord Golf Club, and other playing fields further to the west.

Housing

The Concord/ North Strathfield character area is characterised by long streetscapes of single storey Federation and Inter-War California and Moderne Bungalow style houses. Single storey is the dominant scale. Creewood Street is a comprehensive example of 1920s California Bungalow style.

The Federation period houses incorporate medium pitched (30-35 degrees) hipped roofs with gables facing the street as a feature. The Inter-War housing has lower pitched roofs (25-30 degrees). Dominant materials are dark red or brown bricks with terracotta tiled roofs. A few houses are built of weatherboard with corrugated or fibro shingled roofs.

Education

There are no schools within the character area.

Community facilities

Council's Concord Library is centrally located within the character area on Wellbank Street and provides library services and community activities. It also houses Wellbank Children's Centre.

Council's Concord Memorial Hall on the Majors Bay Road Centre is a venue for hire.

Heritage and culture

The urban character of the area dates back to the establishment of the government village of Longbottom on Parramatta Road to house convicts, but which emerged as a major stopping place along the road. Subdivision of the Walker Estate then occurred in 1908, followed by further subdivisions from 1900 to 1920.

Industries that developed in the area and the proximity to good transport, including the 1886 train line from Homebush to Hornsby, encouraged the development of workers' housing. The wider streets and wider lots strongly influenced the manner of building development. The character area is now known for its Federation and Inter-War period housing and tree-lined streets.

Council's Concord Memorial Hall was previously the Concord Ex-Servicemen's Club. It has a significant history and is a heritage item.

Public transport

The area has access to public buses, including Route 410 that traverses the character area and by an on-demand bus service.

Economic

Local economy

There are no local centres within the character area, with the exception of a small portion of the North Strathfield West centre on Concord Road, which contains a supermarket, petrol station, small office building and a hardware store.

The Majors Bay Road centre is a significant and popular local centre outside of the character area on the eastern boundary. It is a popular local centre and is known for its coffee and café culture and its village character.

Employment

Apart from home businesses, residents travel outside of the area for work. The local centres provide a small number of local jobs just outside of the area.

Road network

There is a well-defined road hierarchy, with Concord Road, Patterson Street, Gipps Street and Majors Bay Road clearly delineated as major access roads. Local

The western part of the area also has access to North Strathfield and Concord West stations, which are outside of the area.

roads generally run east west across the area, with the exception of Flavelle Street, which is a major access route to Concord library.

Concord Road, which passes through the north-western corner from the body of the character area, is a significant freight corridor.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width.

Retail

There is a small local retail centre within the character area on Concord Road. The nearest major centre is the Bakehouse Quarter to the west and separated from the character area by the rail line. The Bakehouse Quarter has heritage significance and is popular for its coffee and café culture. The nearest local centre is the Majors Bay Road centre, which is a significant and popular local centre, well known for its coffee and café culture and its village character.

Environmental

Configuration

The character area is composed of relatively long straight residential streets that generally run either east-west or north-south. However, there are several exceptions to this general pattern, including Churchill Crescent (where Concord Library is located) and Trafalgar Parade, which are curved, and Gipps Street which cuts diagonally across the regular pattern. The residential lots are elongated and generally oriented either north-south or east-west.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one

and two-storey houses.

Interface and transition

The prevailing low front fences increase the feeling of open space and add to the quality of the open streetscape.

Open space

There are two significant parks in the character area, Henley Park and Central Park,

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs. The generous back yards also provide private open space and contain lawn, trees and the occasional swimming pool.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and lack of large shade trees within the properties does create elevated summertime temperatures.

Active transport

Due to the length of the blocks, the area is not generally walkable. Future opportunities to increase the walkability of the area should be encouraged.

There is an on-road bike lane along Patterson Street, which connects with Elizabeth Park to the east. Council will investigate future cycling connection possibilities.

Topography

The area is relatively flat and level and slopes gently northwards and northeast from a high point at the

Concord road-Patterson Street intersection. Henley Park is also a high point and offers views distant towards the north

Tree canopy

The character area is notable for its tree-lined streets, with Castlereagh Street and Addison Avenue being significant examples. However, few houses have significant trees in the back yards. The planting of more shady trees that are sympathetic with the character of the area will be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Concord/ North Strathfield residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	<p>"I have lived here for close to 36 years. It has changed a lot in many way and in many ways it has kept its village appeal."</p> <p>"Concord was always a family area. A family environment needs to prevail."</p>
Safety and noise	<p>Clean and safe</p> <p>Clean and beautifully kept</p>
Access	<p>"Getting out of Concord area during am & pm peak hours and weekends is impossible"</p> <p>"Heavy traffic at key intersections make it time consuming to get out of the suburb, irrespective of which route you may take."</p>
Leisure	<p>Lots of parks and sporting facilities</p> <p>Easy access to the foreshores</p> <p>"Love our green areas, parks and footpath access to the waterfront. Bay Run & foreshore at the end of Burwood Rd etc are favourites I visit daily."</p> <p>"The bays and the Parramatta River. We have some beautiful spots along the water that you can now swim in, take the dog for a walk."</p>
Housing	<p>86% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood"</p> <p>Californian Bungalows</p> <p>Parks and old bungalows define the Concord area</p> <p>"Concord is a very central place to live with some beautiful homes with character."</p>
Education	

Community facilities	Great sense of local community and village atmosphere Concord Library accessible mainly by car Many places are quality destinations rather than 'on the way' to somewhere else
Heritage and culture	"Very pleasant village atmosphere. There have been some improvements since I moved here around 26 years ago but it was a very well designed centre from the beginning."
Public transport	Needs better transport options Needs more stations/stops, more frequent services Should re-open the Bayview Park Ferry Stop
Economic	
Local economy	Variety of local cafes and restaurants
Employment	
Road network	Less congestion in suburban streets 49% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 51% who want to "Maintain road width and number of lanes."
Parking	
Retail	Majors Bay Road: Cafe culture, outdoor lifestyle, friendly, community, village atmosphere Rhodes Waterside: good size
Environmental	
Configuration	
Public/Private domain	Wide streets Clean and beautifully kept, has been fostered by local community pride
Density / Height	Great place, low density
Interface and transition	Good open spaces
Open space	Parks and old bungalows define the Concord area Open, spacious and green Number of playing fields and open spaces in the area is good Need to link green spaces Open spaces of Yaralla and Rivendell needs to be protected
Comfort	
Active transport	Easy walking paths Needs mobility scooter access, safer road crossings
Topography	
Tree canopy	Beautiful tree lined streets Open, spacious and green More Street trees are needed



Desired Future Character



Example of a single storey Inter-War bungalow style house with a simple hipped roof and low fencing



California Bungalow style houses feature dark face brickwork and prominent gables that address the street



This recent development makes use of light-coloured gables and dark red face brickwork as the dominant wall material



The low fence, simple roof form, use of face brick and the recessed upper floor enable this house to integrate into the streetscape context

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Federation and Inter-War California and Moderne Bungalow architectural styles by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Development within the small local retail centre on Concord Road should be consistent with the existing scale, density and height of the centre. Facades that front a road should include a continuous awning and fine-grained detailing consistent with the surrounding residential development.

Housing scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back from the main building line as far as possible.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being set back to minimise their visibility in the streetscape. Front gardens should not be dominated by driveways. Front fencing should be low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.

Streetscape and Landscape

- O1. To create an open and predominantly single-storey urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Building orientation is to align with side boundaries.
C3.	Fencing is to be no more than 900mm height and incorporate materials that are used in the main facades of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C6.	Single storey development is to be emphasised. Upper storeys should be set back to minimize their visibility in the streetscape.

Building Form

- O3. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C4.	The built form is to be consistent with the proportions and scale of adjacent and nearby buildings.
C5.	Massing is to be simple with no more than three building planes facing the street.
C6.	Roof forms are to incorporate hips and gables.
C7.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the building material and colours are consistent.

Controls	
C8.	Dark face brickwork is to be the dominant wall material.
C9.	Roofs are to be of terracotta tiles, or fibre cement or slate shingles.
C10.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C11.	Painted elements are to use a pallet of lighter tones that contrast with the natural wall and roof materials. Two or three contrasting tones can be used.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

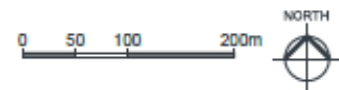
Controls	
C12.	Garages should be behind the building line where possible.
C13.	Single width driveways are preferred.
C14.	Excavation for driveways within the front setback of the house is not permitted.

Concord North CN

Concord North character area is situated in the western area of Concord suburb, extending from Concord Golf Club in the northwest to Massey Park Golf Club in the southeast. The character area is largely zoned R2 Low Density Residential, with small pockets of B1 Neighbourhood Centre.



Concord North Character Area - Aerial Map



Social

Public space

The defining public spaces within the Concord North character area are the streets and verges, which are wide, generally tree-lined and evoke a sense of openness. There are no significant public spaces within the character area. However, there are a small number of pocket parks.

Mortlake Public School is within the character area, but is not publicly accessible.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced few road accidents. Only two accidents have occurred within the character area within the last 8 years. This reinforces the safe and quiet nature of the character area.

Access

The area is relatively isolated, being located on one of Canada Bay's many peninsulas. However, the area has good access to surrounding areas, neighbourhoods and green space. The western boundary is formed by Majors Bay Road, a regional road. Both Majors Bay Road and Frederick Street, which travels centrally through the character area, provide access to the residential suburbs of Mortlake, Breakfast Point and Cabarita to the north. The character area functions as a gateway to the northern suburbs, which are located at the end of the peninsular.

The area has good access to green space, notably Edwards Park to the south. Also, Concord Golf Club on the western boundary and Massey Park Golf Club to the south provide adjacent green space but, as they are privately owned, do not provide publicly accessible green space.

Leisure

The area is characterised as a quiet residential area.

Economic

Local economy

There are no local centres within the character area.

To the southwest, Majors Bay Road is a significant and popular local centre, well known for its coffee and café culture and its village character.

There are three pocket parks within the character area: Cabarita Road Reserve and the Anderson Road Reserve in the south and the Van Hee street closure in the north. There are significant facilities nearby, including Council's Majors Bay Reserve to the north and Edwards Park to the south, also the private Concord Golf Club and Massey Park Golf Club, and privately operated Briars sporting club to the south.

Housing

The Concord North character area is characterised by single storey Federation houses interspersed with Inter-War California and Moderne Bungalow style houses. Single storey is the dominant scale. Building form incorporates pitched roofs with gables facing the street as a feature. Dominant materials are dark red or brown bricks with terracotta tiled roofs.

Education

Mortlake Public School is located within the character area.

Community facilities

There are no community facilities within the character area.

Heritage and culture

The urban character of the area dates back to the first subdivision of the MacDonald Estate in 1859 into large lots. Subsequent subdivisions and development was strongly influenced by the establishment of the Australian Gas Light Company at Mortlake in 1886, which began the large-scale industrialisation of Concord and worker's housing development. The character area is now known for its Federation and Inter-War period housing.

Public transport

The area has access to public buses, including several routes that traverse the character area along Frederick Street, connecting the suburbs in the north with the areas to the south and west. It is also serviced by an on-demand bus service.

Employment

Apart from home businesses, residents travel outside of the area for work.

Road network

There is a well-defined road hierarchy, with the main

access roads defining the southern and western boundaries and Frederick Street, which travels through the character area. Local roads generally run north-south across the area.

No freight routes run through the area.

Parking

Most cars are parked in private driveways, with a small

number of cars parked on the street. Most homes have driveways of single width.

Retail

There are no retail centres within the character area, the nearest centre being small local retail centres within the character area to the north and south of Frederick Street.

Environmental

Configuration

The character area is composed of straight residential streets that generally run north-south. The residential lots are elongated and generally oriented east-west.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses.

Interface and transition

The prevailing low front fences increase the feeling of open space and add to the quality of the open streetscape.

Open space

There are three pocket parks within the character area: Cabarita Road Reserve, Anderson Road Reserve and Van Hee Street Closure.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs. The generous back yards also provide private open space and contain lawn,

trees and the occasional swimming pool.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and lack of large shade trees within the properties does create elevated summertime temperatures.

Active transport

The character area is generally fairly walkable due to the easy walking distances between cross-streets and to local shops and parks.

There is an on-road bike lane along Majors Bay Road to the west, which connects with Elizabeth Park to the east. Council will investigate future cycling connection possibilities.

Topography

The area is generally level and slopes gently towards the south from the high point north of Brays Road.

Tree canopy

The character area is notable for its tree-lined streets. However, few houses have significant trees in the back yards and the planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

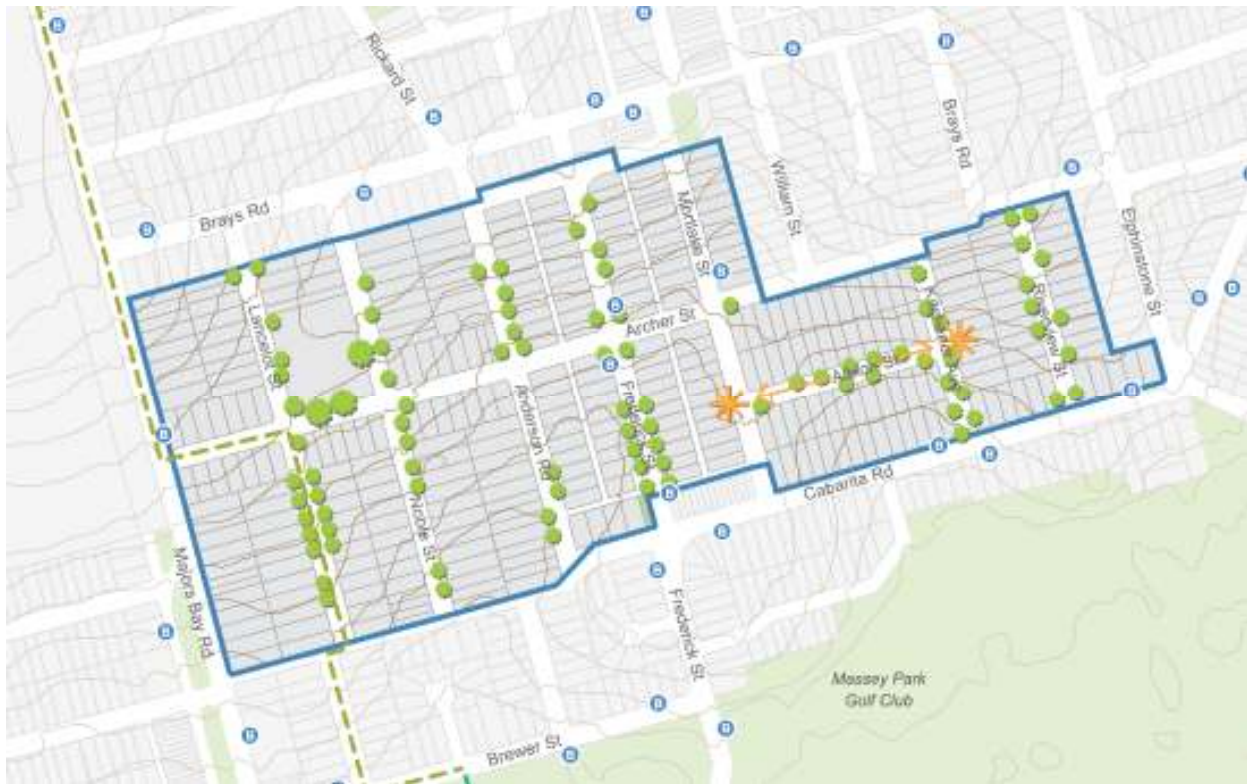
Mortlake Public School contains critical habitat for threatened and endangered species. This should be protected.

Community feedback

During the LSPS community engagement, Concord North residents described their local area as characterised by the following characteristics:

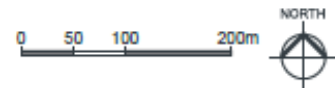
Characteristic	Community feedback
Social	
Public spaces	<p>Green space and community feel</p> <p>Abundance of local parks</p> <p>"Many places are destinations rather than 'on the way" to somewhere else and they develop a greater sense of local community - some might say a village atmosphere."</p>
Safety and noise	Clean, safe, manicured
Access	<p>Easy access to the foreshores and local shopping centres</p> <p>"Ingress and egress is a nightmare"</p> <p>Traffic congestion, especially on main roads into and out of Concord and at Parramatta Road</p>
Leisure	<p>Green spaces</p> <p>The bays and beautiful spots along the water for swimming in, taking the dog for a walk.</p> <p>"Local community pride as we enjoy the lifestyle offered by Canada Bay Council along Parramatta River, the parks and sporting facilities, and clubs. More activities along the river whilst protecting the mangroves would be advantageous."</p>
Housing	<p>78% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood"</p> <p>"I love the parks and old bungalows"</p>
Education	
Community facilities	Could do with more public art
Heritage and culture	
Public transport	<p>Need to increase public transport options and routes that traverse the council area</p> <p>Needs more trees</p> <p>Needs better transport to local centre, more frequent services</p> <p>Should re-open the Bayview Park Ferry Stop</p>
Economic	
Local economy	Cafes and restaurants along Majors Bay Rd.
Employment	Proximity to work
Road network	<p>Less congestion in suburban streets</p> <p>High speed through-traffic in local streets causes significant problems</p> <p>51% of survey respondents want "Dedicated lanes for cyclists and</p>

	public transport on major corridors" vs. 49% who want to "Maintain road width and number of lanes."
Parking	
Retail	Majors Bay Road: Village feel, busy, friendly, cosmopolitan, good open-air cafes & restaurants, leafy, vibrant "Concord has a very pleasant village atmosphere. It has a very strong and very successful community."
Environmental	
Configuration	
Public/Private domain	spacious and green
Density / Height	Low density residential
Interface and transition	Nice wide streets
Open space	Lots of parks, green areas and walking paths
Comfort	
Active transport	Lots of green areas and walking paths Need to widen pathways Needs dedicated bike paths
Topography	
Tree canopy	More street trees are needed



Concord North Character Area - Aerial Map

- Terminating view
- Prominent street tree
- On-road cycle path
- Bus stop
- Contour line (2m)
- Public open space
- Cadastre boundary
- Character area boundary



Desired Future Character



California Bungalow style house with light-coloured gables facing the street are common in Concord North



The single width driveway and the use of dark red bricks, eaves and gables adds to the streetscape character



This recent development has kept the front fence low, enabling views to and from the street



Carparking located behind the building line is less intrusive, complementing the urban environment

Social

Development should create an open and low-scale urban form within a landscaped urban setting and with tree-lined streets.

Housing should complement single storey Federation and Inter-War California and Moderne Bungalow architectural styles by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back from the main building line as far as possible.

Garages and carports should compliment and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being set back to minimise their visibility in the streetscape. Front gardens should not be dominated by driveways. Front fencing should be low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.

Streetscape and Landscape

- O1. To create an open and predominantly single-storey urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Building orientation is to align with side boundaries.
C3.	Fencing is to be no more than 900mm height and incorporate materials that are used in the main facades of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C6.	Single storey development is to be emphasised. Upper storeys should be set back to minimize their visibility in the streetscape.

Building Form

- O3. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C4.	The built form is to be consistent with the proportions and scale of adjacent and nearby buildings.
C5.	Massing is to be simple with no more than three building planes facing the street.
C6.	Roof forms are to incorporate hips and gables.
C7.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the building material and colours are consistent.

Controls	
C8.	Dark face brickwork is to be the dominant wall material.
C9.	Roofs are to be of terracotta tiles, or fibre cement or slate shingles.
C10.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C11.	Painted elements are to use a pallet of lighter tones that contrast with the natural wall and roof materials. Two or three contrasting tones can be used.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C12.	Garages should be behind the building line where possible.
C13.	Single width driveways are preferred.
C14.	Excavation for driveways within the front setback of the house is not permitted.

Concord East CE

Concord East character area is situated in the western area of Concord suburb and extends from Massey Park Golf Club in the north towards St Luke's Park to the south. The character area is zoned R2 Low Density Residential.



Concord East Character Area - Aerial Map

Social

Public space

The defining public spaces within the Concord East character area are the streets and verges. The streets are wide and some are tree-lined, although the trees are generally of only medium-height, which evokes a sense of openness. There are no other significant public spaces within the character area, with the exception of a small pocket park, Corby Reserve, in the south of the character area.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced only a small number of road accidents within last 8 years, on Burwood Road and Zoeller Street. This reinforces the safe and quiet nature of the character area.

Access

The character area has good access to surrounding areas, neighbourhoods and green space. The southern boundary is formed by Crane Street, which connects with Lyons Road. Both roads are regional roads. The area also functions as the gateway to the residential areas at the end of the peninsula to the east. Local roads that carry relatively significant traffic through the character area are Patterson and Gipps Street. Zoeller Street, Duke Avenue and Burwood Road.

The area has good access to significant publicly accessible green space to the north and south.

Leisure

The area is characterised as a quiet residential area. There are only one pocket park within the character area, Corby Reserve at the end of Corby Avenue cul-de-sac. However, the area is encircled by significant facilities, including Council's Barnwell Park Golf Club, St Luke's Park and Council's Cintra Park to the southeast, the private Massey Park Golf Club to the

Economic

Local economy

There are no local centres within the character area.

To the west, Majors Bay Road is a significant and popular local centre, well known for its coffee and café culture and its village character.

north, and several Council parks and reserves to the west.

Housing

Most of the Concord East character area is dominated by Federation and Inter-War California and Moderne Bungalow architectural style houses. Some pockets of Federation houses exist, notably in La Mascotte Avenue.

Single storey is the dominant scale. Building form incorporates pitched roofs with gables facing the street as a feature in the Federation and California Bungalow houses. Moderne Bungalow houses have simpler hipped roofs. Dominant materials are dark red or brown bricks with terracotta tiled roofs.

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area. Concord Community Centre is located approximately 300m to the south. It is a venue for hire, but also provides community activities.

Heritage and culture

The urban character of the area dates back to the first subdivision in 1906 and continued to 1946. Much of the development of the area took place in the Inter-War period, assisted by the proximity to industry at Exile Bay, which included a timber mill. Reclamation of land to form Massey Park golf course adds to the amenity of the area. The character area is now known for its Inter-War and Moderne period housing.

Public transport

The area has access to public buses, including Route 466 that traverses the character area along Broughton Street, Zoeller Street, Salt Street and Burwood road, connecting the suburbs in the east with the areas to the south. It is also serviced by an on-demand bus service, which does not extend eastward beyond the character area.

Employment

Apart from home businesses, residents travel outside of the area for work.

Road network

There is an informal road hierarchy, with the main

access roads crisscrossing and passing diagonally through the character area. Local roads run both north-south and east-west across the area, with a series of cul-de-sacs on the northern edge running north-south and a series in the southern portion running east-west.

No freight routes run through the area.

Parking

Environmental

Configuration

The character area is composed of straight residential streets that generally meet at right-angles, with the exception of the major access roads that cut diagonally across the local roads. The residential lots are elongated and oriented both east-west and north-south.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses. Garages are generally located to the rear of the houses and accessed via side driveways, accentuating the clear separation between the houses and the area's low-density and feeling of openness.

Interface and transition

Low fences, generally 450mm high and of materials consistent with the housing, increase the feeling of open space and add to the quality of the open streetscape. Gardens are usually dominated by lawns with low shrubs.

Open space

There are notably few parks within the character area.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs, and the side driveways. The

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width.

Retail

There are no retail centres within the character area, the nearest being the Majors Bay Road centre, which is a significant and popular local centre, well known for its coffee and café culture and its village character.

generous back yards also provide private open space and contain lawn, trees and the occasional swimming pool.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and lack of large shade trees within the properties does create elevated summertime temperatures.

Active transport

The character area is generally fairly walkable due to the easy walking distances between cross-streets and to local parks.

There are no local shops within easy walking distance. However, there is an on-road bike lane along lan Parade from the north, which connects through to Lyons Road West to the west and there is easy connection by bike through the Reserves to the west to the Majors Bay Road centre. Council will investigate future cycling connection possibilities.

Topography

The area is generally level and slopes gently in all directions out from the high point at the centre of the character area, which has distant views in all directions.

Tree canopy

A number of streets within the character area are tree-lined, although the trees generally provide only minimal shade. A number of houses have significant trees in the back yards. The planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Concord East residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	<p>Green space and community feel</p> <p>Abundance of local parks</p> <p>"Many places are destinations rather than 'on the way' to somewhere else and they develop a greater sense of local community - some might say a village atmosphere."</p>
Safety and noise	Clean, safe, manicured
Access	<p>Easy access to the foreshores and local shopping centres</p> <p>"Ingress and egress is a nightmare"</p> <p>Traffic congestion, especially on main roads into and out of Concord and at Parramatta Road</p>
Leisure	<p>Green spaces</p> <p>The bays and beautiful spots along the water for swimming in, taking the dog for a walk.</p> <p>"Local community pride as we enjoy the lifestyle offered by Canada Bay Council along Parramatta River, the parks and sporting facilities, and clubs. More activities along the river whilst protecting the mangroves would be advantageous."</p>
Housing	<p>78% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood"</p> <p>"I love the parks and old bungalows"</p>
Education	
Community facilities	Could do with more public art
Heritage and culture	
Public transport	<p>Need to increase public transport options and routes that traverse the council area</p> <p>Needs more trees</p> <p>Needs better transport to local centre, more frequent services</p> <p>Should re-open the Bayview Park Ferry Stop</p>
Economic	
Local economy	Cafes and restaurants along Majors Bay Rd.
Employment	Proximity to work
Road network	<p>Less congestion in suburban streets</p> <p>High speed through-traffic in local streets causes significant problems</p> <p>51% of survey respondents want "Dedicated lanes for cyclists and</p>

	public transport on major corridors" vs. 49% who want to "Maintain road width and number of lanes."
Parking	
Retail	Majors Bay Road: Village feel, busy, friendly, cosmopolitan, good open-air cafes & restaurants, leafy, vibrant "Concord has a very pleasant village atmosphere. It has a very strong and very successful community."
Environmental	
Configuration	
Public/Private domain	spacious and green
Density / Height	Low density residential
Interface and transition	Nice wide streets
Open space	Lots of parks, green areas and walking paths
Comfort	
Active transport	Lots of green areas and walking paths Need to widen pathways Needs dedicated bike paths
Topography	
Tree canopy	More street trees are needed



Concord East Character Area - Spatial Characteristics Map

Desired Future Character



Single storey bungalow style buildings are typical for the Concord East Character Area



The low fence and use of brickwork, gables and white trims of the main house is 'in character' with the area



Sympathetic example of a recent development that uses low fencing and dark red brick as the dominant material



Example of a Federation period house showcasing the use of natural materials such as brick and decorative timberwork

California Bungalow style houses typically feature dark red brickwork and light-coloured gables that address the street

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Federation and Inter-War California and Moderne Bungalow architectural styles by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should compliment and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being located well behind the building line. Front gardens should not be dominated by driveways. Front fencing should be very low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and low-scale urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established line in the street, to be demonstrated in a streetscape character analysis.
C2.	Side setbacks are to be consistent with the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C3.	Fencing is to be low with panels of no more than 450mm high between piers, to provide views of the house and front garden.
C4.	Fencing is to use materials that relate to the main materials of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C5.	Single storey development is to be emphasised. Upper storey development is to be set back from the main building line as far as possible.

Building Form

- O3. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C6.	The built form is to be simple and with low to medium pitched roof (25-30 degrees) and emphasis on low horizontal lines.
C7.	Massing is to be simple with no more than three building planes facing the street.
C8.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the building materials and colours are consistent.

Controls	
C9.	Walls are to be of masonry construction, with red and dark natural toned brickwork the dominant wall material.
C10.	Roofs are to be tiled, with natural dark reds and red-brown colours preferred.
C11.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C12.	Trims are to be of lighter neutral tones. California bungalow style houses are to be of no more than three colours. Other houses are to be of no more than two colours.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C13.	Garages are to be located well behind the building line.
C14.	Garages and carports that are set back behind the alignment of the main building mass are to have a roof form that is secondary to the main roof.
C15.	Driveways are to be single width.
C16.	Excavation for driveways within the front setback of the house is not permitted.

Canada Bay CB

The suburb of Canada Bay stretches from the Parramatta River in the north towards Parramatta Road in the south. The character area is zoned R2 Low Density Residential.



Canada Bay Character Area - Aerial Map

Social

Public space

The defining public spaces within the Canada Bay character area are the streets and verges. Whilst the streets are relatively narrow, the verges are relatively wide and therefore evoke a sense of openness. There are no public spaces within the character area. However, Cintra Park forms the western boundary of the character area and is directly accessible from the residential streets that terminate at the park.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced few road accidents. Only two accidents have occurred within the character area within the last 8 years. This reinforces the safe and quiet nature of the character area.

Access

The area is highly accessible to surrounding areas, neighbourhoods and green space. The area spans between Queens Road to the south, a state road, and Lyons Road West to the north, a regional road. The area is also in close proximity to Parramatta Road, a major state road.

The area has good access to significant publicly accessible green space to the west, north and east.

Leisure

The area is characterised as a quiet residential area with good access to adjoining open green space and playing fields, including Cintra Park on the western boundary. Other significant nearby leisure facilities include Council's Barnwell Gold Club to the north and east. There are no parks within the character area.

Housing

The residential character of the Canada Bay character area is dominated by Inter-War Moderne Bungalow style housing, with single storey face brick houses with

pitched tiled roofs. The houses are simply detailed either in the bungalow style (with gables facing the street and verandahs supported on masonry piers) or in the later Moderne style with hipped roofs and low verandahs on masonry piers. Verandahs and eaves provide depth, emphasising the horizontal lines of the dominant housing styles. Development at the northern end of Walker Street and Bayview Road continues the single storey scale of earlier housing on wider allotments.

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area. However, Five Dock Leisure Centre is located approximately 300m to the east and Concord Community Centre is located approximately 400m to the west.

Heritage and culture

The urban character of the area dates back to 1791 when a bush track to Parramatta was created. By 1825, there were two regular coach services along Parramatta Road. It was not until the Inter-War period that development of the present suburb began in earnest. This was the period of greatest development of the suburb. The 1970s and 1980s saw some development of small cul-de-sacs on the east and western edges and development at the northern ends of Walker Streets and Bayview Road. The character area is now known for its bungalow and Moderne Bungalow style housing and street trees.

Public transport

The area is relatively well serviced by public buses, which include Route 439/L39 that traverses the character area along Bayview road, connecting the area to suburbs east and west. It is also serviced by an on-demand bus service and buses along Parramatta Road.

Economic

Local economy

There are no local centres within the character area. The nearest significant local centre is Five Dock town centre to the east, which is a significant and popular local centre that provides a wide range of services and is known for its village character.

Employment

Apart from home businesses, residents travel outside of the area for work.

Road network

There is a well-defined road hierarchy, with the main access roads, Queen Street and Lyons Road west,

running east-west. These connect to the main local roads, which run north-south and connect to the residential local roads, which run east-west.

No freight routes run through the area, although the nearby Parramatta road is a significant freight corridor.

Parking

Most cars are parked in private driveways, with a small

number of cars parked on the street. Most homes have driveways of single width.

Retail

There are no retail centres within the character area, the nearest being the Five Dock town centre, which is a significant and popular local centre, well known for its village character.

Environmental

Configuration

The character area is composed of relatively long straight residential streets. The residential lots are elongated and oriented both east-west and north-south. The long central block has several internal and battle-ax lots.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses.

Interface and transition

Low fences, generally 450mm high and of materials consistent with the housing, increase the feeling of open space and add to the quality of the open streetscape. Gardens are usually dominated by lawns with low shrubs.

Open space

There are notably no parks within the character area.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs. The generous back yards also provide private open space and contain lawn, trees and the occasional swimming pool.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes.

Active transport

Due to the length of the blocks, the area is not generally walkable. There are no local shops within easy walking distance. However, the short distance to Parramatta Road is easily walkable for the properties in the southern portion. Future opportunities to increase the walkability of the area should be encouraged.

The area also has access to the on-road bike lane along Lyons Road West and easy connection by off-road bike route that connects Lyons road West and the areas further to the west. Council will investigate future cycling connection possibilities.

Topography

The area is generally level and slopes gently northwards to Hen and Chicken Bay from the high point at the southern end of the character area. There are views towards Cintra Park along all the streets on the western side.

Tree canopy

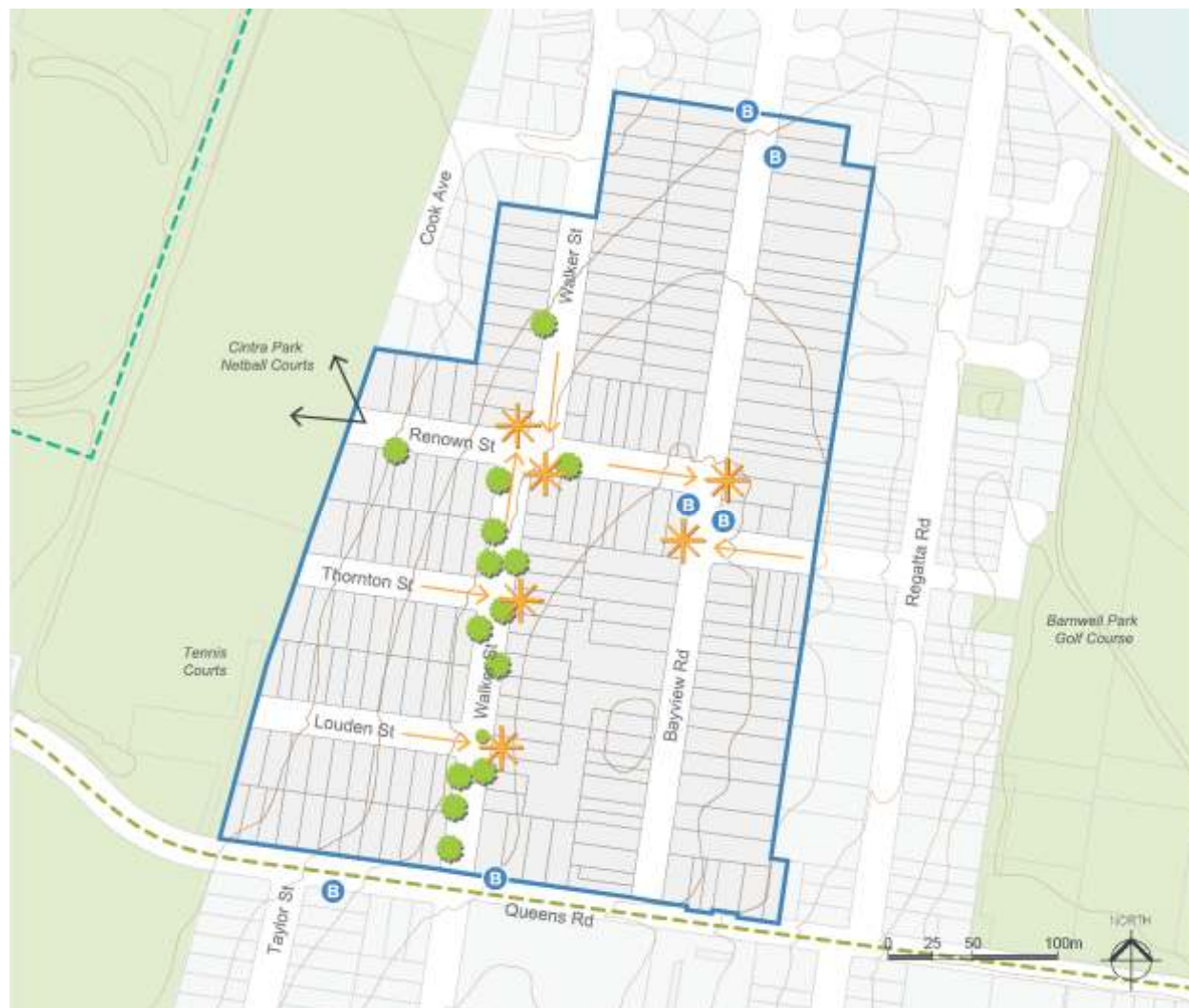
The southern portion of Walker Street is tree-lined with mature shade trees. A number of houses on the eastern side also have significant trees in the back yards. However, the planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Canada Bay residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	Friendly, vibrant Increasingly diverse Superb foreshore
Safety and noise	Relative quiet
Access	
Leisure	The water and the parks "Open air community who enjoy the outdoors and our green spaces near the water front - golf, netball, tennis and most of all walking"
Housing	100% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood"
Education	
Community facilities	
Heritage and culture	
Public transport	Needs a bus route Lyons Road West to Drummoyne Needs better transport to local centre
Economic	
Local economy	
Employment	
Road network	Intersections of Regatta Rd and Lyons Rd, and Regatta Rd and Queens Rd are busy 60% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 40% who want to "Maintain road width and number of lanes."
Parking	
Retail	Majors Bay Road: Vibrant, friendly, full of energy Five Dock: Friendly, compact, increasingly diverse
Environmental	
Configuration	A precious suburban oasis
Public/Private domain	
Density / Height	Maintain low density
Interface and transition	
Open space	Leafy suburb Superb foreshore

Comfort	
Active transport	Community enjoy walking most of all
Topography	Needs more trees
Tree canopy	



Canada Bay Character Area - Spatial Characteristics Map

- * Terminating view
- Prominent street tree
- - - On-road cycle path
- ⓑ Bus stop
- Contour line (2m)
- Public open space
- Cadastre boundary
- Character area boundary

Desired Future Character



A bungalow style house, typical for the area, with gables facing the street, dark red brickwork and a front verandah



The face brick, roof tiles and light-coloured trims/ eaves of this recent development suit the materials used in the area



The single width driveway and the garage set back behind the building line are visually unobtrusive



Street trees and landscaped front gardens with low fencing add to the amenity of the streetscape

This house integrates well with the local character by using low fencing, tiles and red brick as the dominant material

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Inter-War Moderne Bungalow architectural style, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being set back to minimise their visibility in the streetscape. Front gardens should not be dominated by driveways. Front fencing should be very low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and low-scale urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established line in the street, to be demonstrated in a streetscape character analysis.
C2.	Side setbacks are to be consistent with the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C3.	Fencing is to be low with panels of no more than 450mm high between piers, to provide views of the house and front garden.
C4.	Fencing is to use materials that relate to the main materials of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C5.	Single storey development is to be emphasised. Upper storey development is to be set back from the main building line as far as possible.

Building Form

- O3. To complement the Inter-War Moderne bungalow architectural style by ensuring the built scale, form and building elements are consistent.

Controls	
C6.	The built form is to be simple and with low to medium pitched roofs (25-30 degrees) and emphasis on low horizontal lines.
C7.	Massing is to be simple with no more than three building planes facing the street.
C8.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Inter-War Moderne bungalow architectural style by ensuring the building materials and colours are consistent.

Controls	
C9.	Walls are to be of masonry construction, with red and dark natural toned brickwork the dominant wall material.
C10.	Roofs are to be tiled, with natural dark reds and red-brown colours preferred.
C11.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C12.	Trims are to be of lighter neutral tones and of no more than two colours.

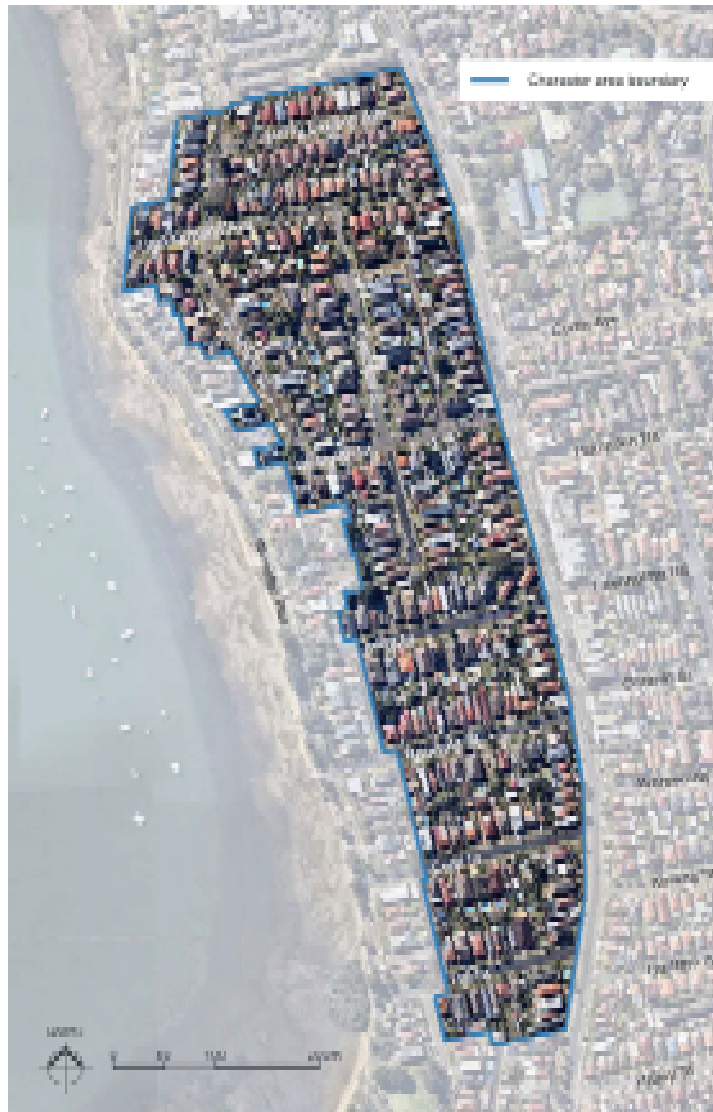
Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C11.3	Garages and carports are to be behind the building line where possible.
C14.	Garages and carports that are set back behind the alignment of the main building mass are to have a roof form that is secondary to the main roof.
C15.	Except for unit development, driveways are to be single width.
C16.	Excavation for driveways within the front setback of the house is not permitted.

Wareemba West WW

The Wareemba West local character area is situated on the western side of Great North Road and inland of Hen and Chicken Bay further to the west. The character area is zoned R2 Low Density Residential.



Wareemba Character Area - Aerial Map

Social

Public space

The defining public spaces within the Wareemba character area are the streets and verges. The streets are generally wide and have views to the water, which evokes a sense of openness. There are no public spaces within the character area. However, the character area has easy access to the harbour foreshore walkway to the west and to Halliday Park to the south.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and there have been no road accidents within the character area within the last 8 years, although several have occurred at intersections with Great North Road at the eastern boundary. This reinforces the safe and quiet nature of the character area.

Access

The area is relatively isolated, being located on one of Canada Bay's many peninsulas. However, the area has good access to surrounding areas and neighbourhoods. The eastern boundary is formed by Great North Road, which is a regional road and the main access road to Abbotsford at the end of the peninsular.

The area has poor access to green space, although it has good access to the harbour and the harbour walkway to the west.

Leisure

The area is characterised as a quiet residential area with good access to the adjoining harbour foreshore and Wymston Parade Walkway. Also Halliday Park is located at the southern edge of the character area. There are no parks within the character area.

Economic

Local economy

There are no local centres within the character area. However, the Wareemba local centre on Great North Road adjoins the character area on the eastern boundary. The nearest significant local centre is Five Dock, which is a significant and popular local centre, well known for its village character.

Housing

Wareemba has a core of Federation and Inter-War California and Moderne Bungalow housing. Single storey is the dominant scale. Building form for the Federation period houses incorporates medium pitched (30-35 degree) hipped roofs with gables facing the street as a feature. Inter-War housing in the area has lower pitched roofs. Dominant materials are dark red or brown bricks with terracotta tiled roofs.

The roofscapes of streets connecting Great North Road to Hen and Chicken Bay have an interesting rhythm due to the slope of the land down to the waterfront

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area.

Heritage and culture

The urban character of the Wareemba character area dates back to the marking out of the Great North Road through the 1,500 acre Five Dock Farm in 1828 to connect to the Bedlam Ferry punt at the end of the road. This was followed by the first subdivision of Five Dock Farm for large allotments in 1837. By 1905, the rate of subdivision was accelerating, especially at the Abbotsford estate, and the electrification of the tram service from Five Dock to Abbotsford in 1912 encouraged further development for both residential and commercial. The character area is now known for its Federation and Inter-War period housing.

Public transport

The area has access to public buses, including several routes that operate along Great North Road, connecting the suburbs at the end of the peninsular with areas to the south. I

Employment

Apart from home businesses, residents travel outside of the area for work.

Road network

There is a well-defined road hierarchy, with the main access road, Great North Road, running north-south and defining the eastern boundary. It connects to the local roads, which generally run east-west and

connect through to Wymston Parade, which runs along the foreshore.

No freight routes run through the area.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes

Environmental

Configuration

The character area is composed of straight residential streets. The residential lots are elongated and generally oriented north-south. The lots within the northern portion of the character area are oriented east-west due to there being a number of north-south roads within the area.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses.

Interface and transition

The prevailing low front fences increase the feeling of open space and add to the quality of the open streetscape. The stepping down of the roofscapes to the harbour is a distinctive feature of the character area.

Open space

There are notably no parks within the character area.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs. The generous back yards

have driveways of single width.

Retail

There are no retail centres within the character area. The nearest significant centre is the Five Dock town centre to the south. A secondary cluster of local shops is located on the eastern boundary.

also provide private open space and contain lawn, trees and the occasional swimming pool.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and general lack of large shade trees does create elevated summertime temperatures.

Active transport

The character area is generally fairly walkable due to the easy walking distances between cross-streets and the harbour foreshore walkway and local shops and parks.

There is an on-road bike lane along Great North Road that connects the area with the Five Dock town centre. Council will investigate future cycling connection possibilities.

Topography

The area slopes westwards towards the harbour at Hen and Chicken Bay, providing significant views of the harbour.

Tree canopy

Some of the local streets are tree-lined, although the trees are generally of only small to medium height and offer minimal shade. A number of houses in the southern portion have significant trees in the back yards. The planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Wareemba residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	Village like Peaceful waterside community
Safety and noise	Friendly, safe
Access	"Great place to live - easy access to Sydney Harbour is the amazing part about living in this area."
Leisure	Lacks sporting facilities Excellent natural amenity in our waterways, parks, nature spaces
Housing	85% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood" Character houses and gardens
Education	
Community facilities	"It is a hidden gem and only the residents of the area know how special it is. There is a mutual bond between all the residents."
Heritage and culture	
Public transport	Needs better transport to local centre
Economic	
Local economy	Stability, safety and village atmosphere of the shopping strips
Employment	
Road network	58% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 42% who want to "Maintain road width and number of lanes."
Parking	
Retail	Wareemba: Local village, friendly, vibrant, village atmosphere, cafes, peaceful and sunny, charming but lacking in trees Five Dock: Cafes, shopping, vibrant, village atmosphere
Environmental	
Configuration	
Public/Private domain	
Density / Height	Maintain low density "Future development should respect the scale and character of the area."
Interface and transition	

Open space	Beautiful river with its bird life The water, the parks, the paths Green space and access to foreshore.
Comfort	
Active transport	Needs more trees, more footpaths, dedicated bike paths
Topography	
Tree canopy	Local wetlands and wildlife habitat very important Needs more trees/bushland



Desired Future Character



Example of a California Bungalow style house with gables facing the street, dark red brickwork, a landscaped front garden and light-coloured gables and trims



This single storey Inter-War house displays a low pitched roof, low fencing, brown brickwork and terracotta tiles



Fences should use materials similar to the main facade and be low enough to allow views to and from the street



Single width driveways and garages that are set back behind the main building are visually less obtrusive

The scale and pattern of housing on cross streets is to step down to the waterfront

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Federation and Inter-War California Bungalow and Moderne architectural styles, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being set back to minimise their visibility in the streetscape. Front gardens should not be dominated by driveways. Front fencing should be low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and predominantly single-storey urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Building orientation is to align with side boundaries.
C3.	Fencing is to be no more than 900mm height and is to incorporate materials that are used in the main facades of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C5.	Single storey development is to be emphasised. Upper storeys are to be set back to minimize their visibility in the streetscape.

Building Form

- O3. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C4.	The built form is to be consistent with the proportions and scale of adjacent and nearby buildings.
C5.	The scale and pattern of housing on cross streets is to step down to the waterfront.
C6.	Massing is to be simple with no more than three building planes facing the street.
C7.	Roof forms are to incorporate hips and gables.
C8.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the building materials and colours are consistent.

Controls	
C9.	Dark face brickwork is to be the dominant wall material.
C10.	Roofs are to be of terracotta tiles, or fibre cement or slate shingles.
C11.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C12.	Painted elements are to use a pallet of lighter tones, for contrast with the natural wall and roof materials. Two or three contrasting tones are preferred.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C13.	Garages are to be located well behind the building line.
C14.	Driveways are to be single width.
C15.	Excavation for driveways within the front setback of the house is not permitted.

Russell Lea *RL*

Russell Lea is a suburb situated on Lyons Road between Iron Cove to the south and Five Dock Bay to the north. The Russell Lea character area is zoned R2 Low Density Residential, with some small pockets of B1 Neighbourhood Centre and a small section of B3 Medium Density Residential at the norther western corner of the area.



Russell Lea Character Area - Aerial Map



Social

Public spaces

The defining public spaces within the Russell Lea character area are the streets and verges, which are wide and evoke a sense of openness. There are no significant public spaces within the character area. However, there are two public reserves: Sibbick Street Reserve, which is centrally located within the character area, and Coralie Reserve, which is located at the northern edge.

Russell Lea Infants School is within the character area, but is not publicly accessible.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic, with the exception of Lyons road which travels through the character area and which is a state road. There have been several road accidents within the character area within the last 8 years, with most of them on Lyons Road. A smaller number have occurred along Hampden Road, which is a relatively busy local road. However, in spite of Lyons road being a busy thoroughfare, the area has a safe and quiet character.

Access

The area is highly accessible to surrounding areas and neighbourhoods. Lyons Road, which is a state road, passes through the character area and the area's northern boundary is formed by Hampden Road, a regional road. Lyons Road functions as a significant connector route between Parramatta Road to the southwest and Victoria Road to the northeast east.

The area has relatively poor access to green space. Although the significant Five Dock Park is adjacent to the southern boundary.

Leisure

The area is characterised as a quiet residential area that lacks good access to leisure facilities. There are

Economic

Local economy

There are is a small number of isolated local businesses within the character area scattered along Lyons Road within the character area. The nearest significant local centre is Five Dock, which is a significant and popular local centre, well known for its

only two relatively small parks, Sibbick Street Reserve and Corralie Reserve, which serve a wide area. There are no community facilities within the character area. Drummoyne Senior Citizens' Centre is a short distance to the west on Lyons Road.

Housing

Russell Lea character area has extensive areas of single storey Federation houses interspersed with Inter-War California Bungalow style houses. Building form incorporates pitched roofs with gables facing the street. Dominant materials are dark red or brown bricks with terracotta and dark red tiled roofs.

Education

The Russell Lea Infants School is located within the character area.

Community facilities

There are no community facilities within the character area. The Drummoyne Senior Citizens' Centre is a short distance to the west on Lyons Road. It provides activities and social events for seniors.

Heritage and culture

The urban character of the area dates back to the first subdivision Five Dock Farm in 1837. However, the 130 acre 'Erina' Estate remained until it was subdivided in 1919. Subdivision and development in the Federation and Inter-War periods was encouraged by new tram and ferry services. Private motor bus services commenced in the Drummoyne area in 1917 with a bus from Russell Lea to Central Station. The character area is now known for its Federation and Inter-War period housing.

Public transport

The area is relatively well serviced by public buses. Several routes operate along Lyons road, providing direct connections between east and west, Route 504/X 504 operates along the northern boundary along Hampden Road, and several routes operate along Great North Road on the western boundary.

village character.

Employment

Apart from home businesses and the few isolated businesses along Lyons Road, residents travel outside of the area for work.

Road network

There is a well-defined road hierarchy, with the main access road, Lyons Road, running east-west through the character area and curving northward towards the eastern end. It connects to the local roads, which connect with Lyons Road both at right-angles and diagonally, creating some sharp intersections.

Lyons Road is a significant freight corridor.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width

Environmental

Configuration

The character area is composed of residential streets. Many of the streets intersect diagonally, creating some triangular blocks. The residential lots are elongated and oriented in diverse directions. This configuration contributes to the unique character of the Russell Lea character area.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses.

Interface and transition

The prevailing low front fences increase the feeling of open space and add to the quality of the open streetscape.

Open space

There are notably few parks within the character area, which adds to the unique character of the area as distinctly Federation and Inter-War California Bungalow style residential. Sibbick Street Reserve evokes a 'village green' and includes mature shade trees, and a well-used play-ground.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs. The generous back yards also provide private open space and contain lawn, trees and the occasional swimming pool.

Retail

There are several small clusters of shops along Lyons Road within the character area, offering local retail and services. At the intersection with Ingham Road there is a hardware store and take-away food outlets; at Lamrock Avenue there are take-away food outlets and an automotive service centre; with Russell Street there is hardware store, a veterinary clinic and dentist.

The nearest significant centre is Five Dock town centre a short distance to the south. It is a significant and popular local centre, well known for its coffee and café culture and its village character.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and general lack of large shade trees within the properties does create elevated summertime temperatures.

Active transport

The character area is generally fairly walkable due to the easy walking distances between cross-streets and to bus stops. However, there are few parks or shops within easy walking distance.

There are no designated bike lanes within the character area. Council will investigate future cycling connection possibilities. Council will investigate future cycling connection possibilities.

Topography

The area is generally undulating and slopes outwards from the high point slightly to the west of the centrally located Sibbick Street Reserve. There are significant views of the harbour from this high point along Russell Street. There are also significant views of the harbour along Brent and Janet Streets.

Tree canopy

A small number of local streets are tree-lined with significant shade trees. However, few houses have significant trees in the back yards. The planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce summertime urban heat.

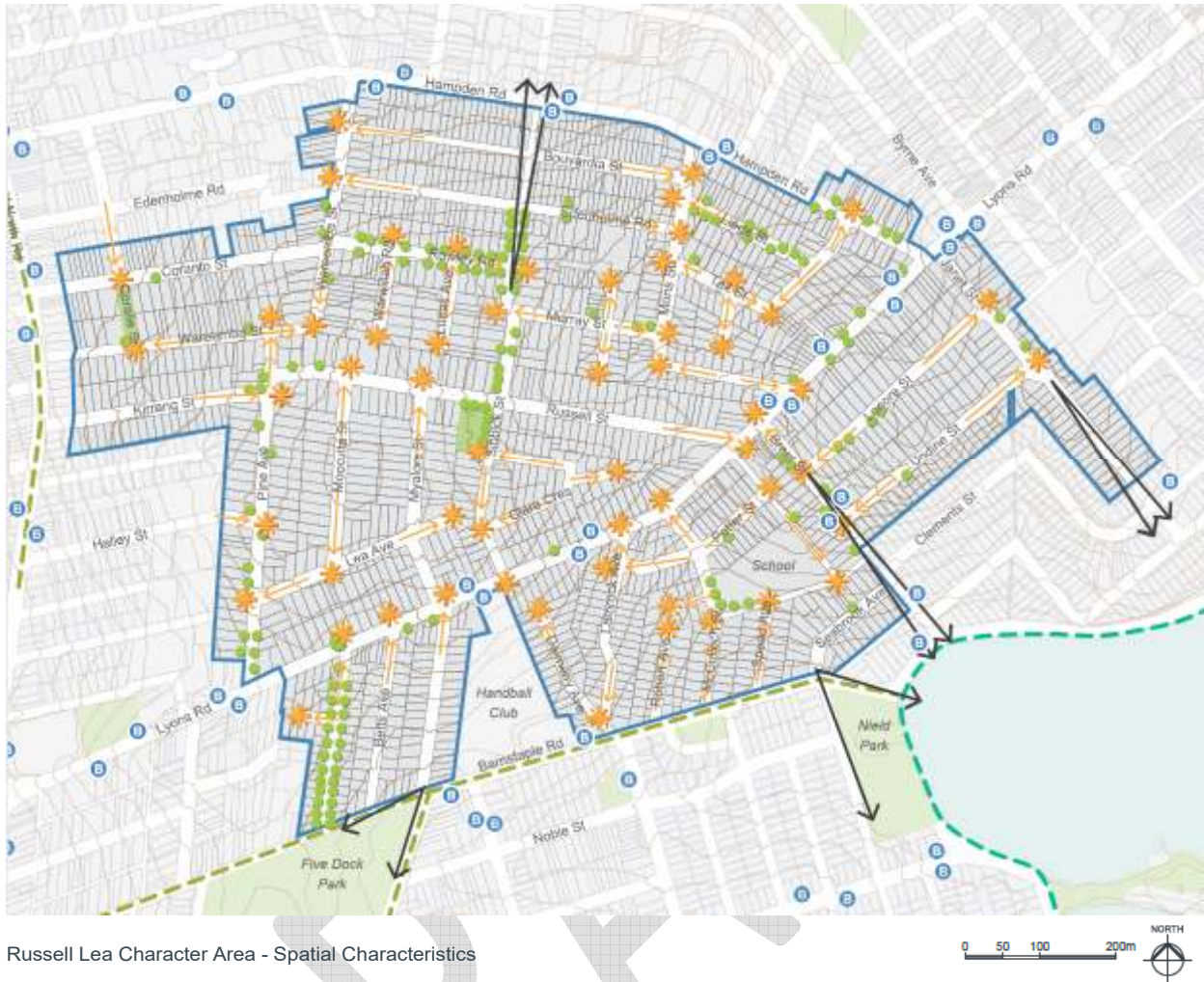
The Russell Lea Infants School contains critical habitat for threatened and endangered species. This should be protected.

Community feedback

During the LSPS community engagement, Russell Lea residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	<p>Welcoming and village feel</p> <p>Friendly & family orientated</p> <p>Sense of community</p> <p>Foreshores and a quiet, peaceful neighbourhood</p>
Safety and noise	<p>Safe, which comes from good amenity, openness and quality</p> <p>"The retired mainly Italians on my street keep an eye on the street and even bring neighbours bins in when at work."</p> <p>"As I have lived here for most of my life, 75 years in this house, I value the safety of the area, the easy availability of all the things I consider essential to remaining in my own home."</p>
Access	<p>Central</p> <p>"Peaceful bayside area but easy access to the city. Best of both worlds."</p> <p>"Good transport connections to the city, but it's really hard to get from one end of the LGA to the other easily via public transport."</p>
Leisure	<p>"Several natural open spaces for recreation and leisure alongside the surrounding foreshore - both of which are incredible valuable to our residents' quality of life."</p> <p>Waterfront parks and walking/exercising tracks.</p> <p>"Love that we are surrounded by water, love that we can swim again at Chiswick."</p> <p>Needs more sporting facilities available to the public, especially basketball courts.</p>
Housing	<p>85% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood"</p> <p>"Future development should respect the scale and character of the area."</p> <p>Character houses and gardens should be preserved</p> <p>"So many of the single story Post Federation houses are being demolished and replaced with overly large two story cement block houses, many that look like mini factories or office blocks. The character is definitely changing."</p>
Education	
Community facilities	Need for more art
Heritage and culture	"The local area is special due to its history and visible remnants of the

	<p>heritage. i.e. Californian bungalow and suburb planning established at this time, space and ventilation between houses, gardens, street trees, significant public parks, access to open space and the harbour.”</p> <p>“Character homes are undervalued. Consistent application of planning requirements are important to ensure new development is appropriate and complimentary.”</p>
Public transport	Needs more buses on Lyons Road
Economic	
Local economy	<p>Family and community orientated with most facilities available to meet resident needs</p> <p>Five Dock needs revitalisation and diversification</p>
Employment	
Road network	63% of survey respondents want “Dedicated lanes for cyclists and public transport on major corridors” vs. 37% who want to “Maintain road width and number of lanes.”
Parking	
Retail	<p>Wareemba: Friendly, vibrant, village atmosphere, peaceful and sunny, charming but lacking in trees</p> <p>Great North Road: Convenient, vibrant, cosmopolitan</p> <p>Five Dock: Classic strip centre, wonderful Italian community, family orientated and quaint, friendly, community orientated, accessible</p>
Environmental	
Configuration	
Public/Private domain	
Density / Height	Maintain low density living / housing”
Interface and transition	
Open space	“More trees, places to relax and get outdoors for physical exercise is what sets apart the area - Council should be seeking every opportunity to make the area outdoor, active and engaging - and walking friendly.”
Comfort	<p>Lovely cool breezes from the bay</p> <p>“A lot of the streets are very exposed to sunlight and urban heat island as there are minimal trees.”</p>
Active transport	Needs cycle way improvements
Topography	
Tree canopy	<p>“A lot of the streets are very exposed to sunlight and urban heat island as there are minimal trees.”</p> <p>Need for more greenery and trees</p>



Russell Lea Character Area - Spatial Characteristics

Desired Future Character



The use of natural materials such as brickwork, timber and tiles combined with low fencing are common in the area



Example of recent dual occupancy development with single width driveways and an asymmetric central design



Example of a Federation style house with a deliberate asymmetric design, verandah and decorative timberwork



Single width driveways and garages that are set back behind the main house lessen the impact on the streetscape

The fencing and landscaped front setbacks of this house contribute to the area's character

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Federation and Inter-War California Bungalow architectural styles, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being set back to minimise their visibility in the streetscape. Front gardens should not be dominated by driveways. Front fencing should be low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and predominantly single-storey urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Building orientation is to align with side boundaries.
C3.	Fencing is to be no more than 900mm height to prevent creating a wall on the street.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C5.	Single storey development is to be emphasised. Upper storeys should be set back to minimize their visibility in the streetscape.

Building Form

- O3. To complement the Federation and Inter-War California bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C4.	The built form is to be consistent with the proportions and scale of adjacent and nearby buildings.
C5.	Massing is to be simple with no more than three building planes facing the street.
C6.	Roof forms are to incorporate hips and gables.
C7.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Federation and Inter-War California bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C8.	Dark face brickwork is to be the dominant wall material.
C9.	Roofs are to be of terracotta tiles, or fibre cement or slate shingles.
C10.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C11.	Painted elements are to use a pallet of lighter tones that contrast with the natural wall and roof materials. Two or three contrasting tones can be used.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C12.	Garages are to be located well behind the building line where possible.
C13.	Driveways are to be single width.
C14.	Excavation for driveways within the front setback of the house is not permitted.

Croker Estate CRE

Croker Estate is a small neighbourhood situated between the arterial Great North Road and Ramsay Road in Five Dock, NSW. Croker Estate is zoned R2 Low Density Residential.



Croker Estate Character Area - Aerial Map (source: nearmap.com, Sep 2019)

Social

Public spaces

The defining public spaces within the Croker Estate character area are the streets and verges, which are generally tree-lined. The streets are relatively narrow, but the verges are wide, which evokes a sense of openness. Croker Park is a locally significant park within the character area on the southern boundary. Stevenson Reserve is a local pocket park in the northern corner of the character area.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced only one road within the character area within the last 8 years. This reinforces the safe and quiet nature of the character area.

Access

The character area has good access to surrounding areas, neighbourhoods and green space. The western boundary of the character area is formed by Great North Road, a state road which links through to Lyons Road further north, another state road. The eastern boundary is formed by Ramsay Road, a locally significant road that links across Iron Cove Creek to the M4 motorway. These roads all carry relatively significant traffic.

The western portion of the character area is also in close proximity to Parramatta Road, a major state road.

There is also a laneway that provides pedestrian-only access from the upper part of the area through to Croker Park in the South.

Leisure

The area is characterised as a quiet residential area with good access to nearby leisure facilities, including Councils' Five Dock Library and other private facilities

Economic

Local economy

There are no local centres within the character area. The nearest significant local centre is Five Dock town centre a short distance to the north, which is a significant and popular local centre that provides a wide range of services and is known for its village character.

within the Five Dock town centre to the north. Croker Park is a significant local park within the character area. To the east the area has access to Timbrell Park, a significant park and playing fields, and the Bay Run, which is a regionally popular walkway around the harbour foreshore. Stevenson Reserve at the northern tip of the character area is a local park. However, it is the location of a commemorative monument, 'La Famiglia', rather than a leisure facility.

Housing

The residential character of the Croker Estate features Inter-War California and Moderne Bungalow style housing. Gables and broad verandahs with masonry balustrades are a feature of the front elevations. Verandahs and eaves provide shadow lines emphasising the horizontal lines of the dominant housing styles. Bends in the main streets add interest to the streetscape.

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area, although the area has easy access to public and private facilities nearby within the Five Dock town centre.

Heritage and culture

The urban character of the area dates back to the first subdivision of Five Dock Farm in 1837, when land was subdivided into large lots and, later, into smaller building lots. The character area is now known for California Bungalow style housing and tree-lined streets.

Public transport

The area is relatively well serviced by public buses, which include several routes that operate along Great North Road, Ramsay Road and Parramatta Road.

Employment

Apart from home businesses, residents travel outside of the area for work.

Road network

There is a well-defined road hierarchy, with Great North Road and Ramsay Road clearly delineated as

major access roads. The southern boundary is defined by Henley Marine Drive a significant local road.

Great North Road and Parramatta Road to the west are significant freight corridors.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width.

Environmental

Configuration

The character area is composed of relatively long curved residential streets that run east-west. Murralong Avenue, which runs through the character area, is particularly serpentine. The residential lots are elongated and generally oriented north-south.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses. Garages are generally located to the rear of the houses and accessed via side driveways, accentuating the clear separation between the houses and the area's low-density and feeling of openness.

Interface and transition

Low fences, generally 450mm high and of materials consistent with the housing, increase the feeling of open space and add to the quality of the open streetscape.

Open space

Crocker Park is a significant local park on the southern boundary, which includes tennis courts.

Private open space consists of the private front gardens of the houses, which are usually dominated

Retail

There are no retail centres within the character area, the nearest being the Five Dock town centre, which is a significant and popular local centre, well known for its village character. There is a small cluster of local shops outside of the south-eastern corner of the character area, which includes a funeral parlor, pizza shop and building materials outlets.

by lawns with low shrubs, and the side driveways. The generous back yards also provide private open space and contain lawn and trees.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and lack of large shade trees within the properties does create elevated summertime temperatures.

Active transport

The character area is somewhat walkable, as the area slopes significantly down towards Iron Cove Creek on the southern boundary and the roadways generally cut across the contours. However, walkability is assisted by the mature street trees and the short walking distances between cross-streets and to bus stops. Five Dock town centre are within easy walking distance.

There are no designated bike lanes within the character area. Council will investigate future cycling connection possibilities.

Topography

The area slopes significantly down towards Iron Cove Creek on the southern boundary from a high point to the northwest of the area.

Tree canopy

Murralong Avenue is a notable tree-lined local street with significant mature shady trees. Few houses have significant trees in the back yards. The planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

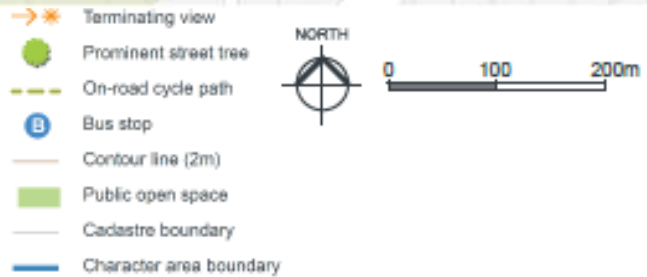
During the LSPS community engagement, Croker Estate residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	Welcoming and village feel Family and community orientated with most facilities available to meet resident needs
Safety and noise	Safe, quiet, peaceful neighbourhood "Family and village/ community makes it feel like a safe place"
Access	Morning traffic on Lyons Road creates slow bus trips
Leisure	Plenty of parks and facilities
Housing	85% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood" Character homes are undervalued
Education	
Community facilities	Needs more art Bay Run is a great option Good cultural diversity
Heritage and culture	Great ethnic mix of all ages
Public transport	Needs more public transport connecting one end of the LGA to the other
Economic	
Local economy	Basic retail and business services but lacking in vitality especially at night Five Dock needs greater variety of business "Five Dock is progressing and we love it."
Employment	
Road network	57% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 43% who want to "Maintain road width and number of lanes."
Parking	
Retail	Great North Road: Convenient, vibrant Five Dock: Classic strip centre, village feel, friendly and welcoming, busy, community, improving, multicultural
Environmental	
Configuration	
Public/Private domain	

Density / Height	Low density housing
Interface and transition	
Open space	Good amount of open space and access to the foreshore
Comfort	
Active transport	Walking friendly
Topography	
Tree canopy	Needs more greenery and trees



Croker Estate Character Area - Spatial Characteristics Map



Desired Future Character



Single storey California Bungalow style houses with landscaped front gardens are common in the area



Where streets bend, views along the street terminate in buildings and front gardens



Light-coloured gables that face the street and the use of natural toned brickwork are key characteristics of the area



Front fences that are low and consistent with the materials used in the main facade add to the local character

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Inter-War California Bungalow architectural styles, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being located well behind the building line. Front gardens should not be dominated by driveways. Front fencing should be very low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.

Streetscape and Landscape

- O1. To create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Fencing is to be low with panels of no more than 450mm high between piers, to provide views of the house and front garden.
C3.	Fencing is to use materials that relate to the main materials of the house.
C4.	Existing street trees are to be retained and new street trees are encouraged.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C5.	Single storey development is to be emphasised. Upper storeys are to be set back from the main building line as far as possible.

Building Form

- O3. To complement the Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C6.	The built form is to be simple and with low to medium pitched roofs (25-30 degrees) and emphasis on low horizontal lines.
C7.	Massing is to be simple with no more than three building planes facing the street.
C8.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.
C9.	Broad gables are to be incorporated into street elevations.

Materials and Colours

- O4. To complement the Inter-War California and Moderne bungalow architectural styles by ensuring the building materials and colours are consistent.

Controls	
C10.	Walls are to be of masonry construction, with red and dark natural toned brickwork the dominant wall material.
C11.	Roofs are to be tiled, with natural dark reds and red-brown colours preferred.
C12.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C13.	Trims are to be of lighter neutral tones. California bungalow style houses are to be of no more than three colours. Other houses are to be of no more than two colours.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C14.	Garages are to be located well behind the building line where possible.
C15.	Garages and carports that are set back behind the alignment of the main building mass are to have a roof form that is secondary to the main roof.
C16.	Driveways are to be single width.
C17.	Excavation for driveways within the front setback of the house is not permitted.

Five Dock North *FDN*

Five Dock is a relatively large suburb situated on the northern side of Parramatta Road and continues northward to Hen and Chicken Bay. The Five Dock North character area is situated at the northern end of Five Dock town centre and inland of Hen and Chicken Bay. The area is zoned R2 Low Density Residential.



Five Dock North Character Area - Aerial Map



Social

Public spaces

The defining public spaces within the Five Dock North character area are the streets and verges, which are generally tree-lined. Whilst the streets are generally relatively narrow, the wide verges evoke a sense of openness. There are no parks within the character area.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced no road accidents within the character area within the last 8 years. This reinforces the safe and quiet nature of the character area.

Access

The character area has good access to surrounding areas, neighbourhoods and green space. The western boundary is formed by Great North Road, a regional road, which provides access to the residential areas at the end of the peninsula to the north. Two of the four local streets are long cul-de-sacs and only the central cross-street is a through-road.

The area has relatively good access to green space, the harbour and the harbour walkways to the west.

Leisure

There are few parks and reserves and no community facilities within the character area. Halliday Park, the foreshore walkway, Storey Park and Drummoyne Senior Citizens' Centre are a short distance away, but not accessible by any direct route due to the majority of cul-de-sac roadways.

Economic

Local economy

There are no local centres within the character area. The nearest significant local centre is Five Dock town centre, which is a popular local centre, well known for its village character. The Warreemba local centre is to the north on Great North Road.

Employment

Apart from home businesses, residents travel outside of the area for work.

Housing

The residential character of Five Dock North is dominated by single storey face brick houses with pitched tiled roofs. The houses are simply detailed either in the Inter-War California Bungalow style (with gables facing the street and verandahs supported on masonry piers) or in the later Moderne Bungalow style with hipped roofs and low verandahs on masonry piers. The otherwise simple massing is broken down by having a verandah or room stepped forward from the main building mass. Most of the houses have a horizontal emphasis in their proportions and design. Interest is provided with front verandahs, decorative brick work and chamfered bay windows. Verandahs and eaves provide shadowlines emphasising the horizontal lines of the dominant housing styles.

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area. The Drummoyne Senior Citizens' Centre is a short distance to the west on Lyons Road. It provides activities and social events for seniors.

Heritage and culture

The urban character of the area dates back to the marking out of the Great North Road through Five Dock Farm in 1828, followed by its first subdivision in 1837. The character area is now known for its Inter-War period bungalow housing.

Public transport

The area is relatively well serviced by public buses, which include several routes that operate along Great North Road and Lyons Road.

Road network

There is a well-defined road hierarchy, with the main access road, Great North Road, running north-south and defining the western boundary. It connects to the local roads, which run east-west. Only Halley Street connects through to the western road network.

No freight routes run through the area.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes

have driveways of single width.

Retail

The nearest significant centre is the Five Dock town

Environmental

Configuration

The character area is composed of straight residential streets. The residential lots are elongated and generally oriented north-south.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses,. Garages are generally located to the rear of the houses and accessed via side driveways, accentuating the clear separation between the houses and the area's low-density and feeling of openness.

Medium density development at the east end of the streets is generally screened from the main streetscape.

Interface and transition

Low fences, generally 450mm high and of materials consistent with the housing, increase the feeling of open space and add to the quality of the open streetscape.

Open space

There are no parks within the character area.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs, and the side driveways. The

centre to the south. A secondary cluster of local shops is located a short distance to the north

generous back yards also provide private open space and contain lawn and trees.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and general lack of large shade trees does create elevated summertime temperatures.

Active transport

Due to the length of the blocks and the predominance of cul-de-sacs, the area is not generally walkable. However, the northern edge of Five Dock town centre is within easy walking distance. Future opportunities to increase the walkability of the area should be encouraged.

There is an on-road bike lane along Great North Road that connects the area with the Five Dock town centre. Council will investigate future cycling connection possibilities.

Topography

The area is generally level and slopes gently westwards towards the harbour at Hen and Chicken Bay. There are significant views of the harbour to the west along the local streets.

Tree canopy

A number of streets within the character area are tree-lined, although the trees are generally small, offering minimal shade, which is characteristic of unique Inter-War style residential. Few houses have significant trees in the back yards. The planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Five Dock North residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	Village, foreshores Quiet, peaceful neighbourhood
Safety and noise	Fairly safe, not too noisy
Access	
Leisure	Bay Walk, but not enough access to sporting facilities
Housing	86% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood" "It is important that the character of the Five Dock local area is maintained."
Education	
Community facilities	Needs more art
Heritage and culture	
Public transport	Not enough public transport in Five Dock
Economic	
Local economy	Family and community orientated with most facilities available to meet resident needs "Five Dock Families Facebook page truly reflects the friendly and supportive feeling of this suburb. I am proud to live in this beautiful suburb."
Employment	
Road network	59% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 41% who want to "Maintain road width and number of lanes."
Parking	
Retail	Wareemba: Convenient, friendly, community, quiet, peaceful and sunny, small village, compact, café and family orientated Five Dock: Welcoming and village feel, friendly, cosmopolitan, multicultural, attractive, family and community orientated with most facilities available to meet resident needs
Environmental	
Configuration	
Public/Private domain	
Density / Height	Maintain low density living "Low density housing is a huge plus to living in the area and wish for

	this to continue.”
Interface and transition	
Open space	Great area for families, good amount of open space Lots of public access to waterways “It is a great area that has a wonderful feel being close to the water and parks.”
Comfort	
Active transport	Many locals walk to Five Dock and Wareemba shops
Topography	
Tree canopy	Needs more greenery and trees



Five Dock North Character Area - Spatial Characteristics Map



Desired Future Character



Single storey Moderne Bungalow style houses are common in the Five Dock North Character Area



Example of a California Bungalow style house with light coloured trim and gables facing the street



Low front fences and the use of brickwork compatible with the main facade add to the streetscape character



Single width driveways and garages that are set back behind the main building line are visually less intrusive

The combination of light-coloured trim and gables, and dark brickwork gives buildings in the area a distinctive charm

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Inter-War California and Moderne Bungalow architectural styles, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being located well behind the building line. Front gardens should not be dominated by driveways. Front fencing should be very low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Fencing is to be low with panels of no more than 450mm high between piers, to provide views of the house and front garden.
C3.	Fencing is to use materials that relate to the main materials of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C4.	Single storey development is to be emphasised. Upper storeys are to be set back from the main building line as far as possible.

Building Form

- O3. To complement the Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C5.	The built form is to be simple and with low to medium pitched roofs (25-30 degrees) and emphasis on low horizontal lines.
C6.	Massing is to be simple with no more than three building planes facing the street.
C7.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Inter-War California and Moderne bungalow architectural styles by ensuring the building materials and colours are consistent.

Controls	
C8.	Walls are to be of masonry construction, with red and dark natural toned brickwork the dominant wall material.
C9.	Roofs are to be tiled, with natural dark reds and red-brown colours preferred.
C10.	Trims are to be of lighter neutral tones and of no more than two colours.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C11.	Garages are to be located well behind the building line where possible.
C12.	Garages and carports that are set back behind the alignment of the main building mass are to have a roof form that is secondary to the main roof.
C13.	Driveways are to be single width.
C14.	Excavation for driveways within the front setback of the house is not permitted.

Five Dock *FD*

Five Dock is a relatively large suburb situated on the northern side of Parramatta Road and continues northward to Hen and Chicken Bay. The Five Dock character area is at the eastern end of the suburb. It is bounded by Timbrell Park to the south and Five Dock Park to the northwest. The area is zoned R2 Low Density Residential.



Five Dock Character Area - Aerial Map



Social

Public spaces

The defining public spaces within the Five Dock character area are the streets and verges, which are generally tree-lined and wide, evoking a sense of openness. There are no significant public spaces within the character area. However, Five Dock Park adjoins the western boundary and Timbrell Park adjoins the southern boundary of the character area. These are significant open green spaces. Roberts Reserve is a local park within the northeastern corner of the character area.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced only several road accidents within the character area within the last 8 years. This reinforces the safe and quiet nature of the character area.

Access

The character area has good access to surrounding areas, neighbourhoods and green space. The western boundary of the character area is adjacent to Ramsay Road, a regional road that links across Iron Cove Creek to the M4 motorway. The southern boundary is formed by Henley Marine Drive, which connects Ramsay Road in the west to Timbrell Drive and Henley Marine Drive in the east. These are regional roads that provide access to the M4 in the south and Lyons Road in the north, both state roads.

The area has relatively good access to green space to the northwest and the south.

Leisure

The area is characterised as a quiet residential area with good access to adjoining open green space and playing fields, including Five Dock Park on the northwestern boundary and Timbrell Park on the southern boundary. Roberts Reserve is a local park at

the northwestern corner of the character area that functions as xxxxx

The character area also adjoins the Bay Run, which is a regionally popular walkway around the harbour foreshore.

Housing

Five Dock is characterized by single storey Federation houses interspersed with Inter-War California and Moderne Bungalow style houses. Single storey is the dominant scale. Building form incorporates pitched roofs with gables facing the street as a feature. Dominant materials are dark red or brown bricks with terracotta tiled roofs

Education

There are no schools within the character area. Domremy Catholic College adjoins the character area on the northwestern boundary.

Community facilities

There are no community facilities within the character area.

Heritage and culture

The urban character of the area dates back to the first subdivision of Five Dock Farm in 1837, when the construction of large residences commenced on lots of 30 and 60 acres. The rural character was retained longer in Five Dock than Drummoyne, as the 1880s land boom concentrated on land along main roads connected by bridges. The character area is now known for its Federation period housing.

Public transport

The area is well serviced by public buses, which include several routes that operate through the character area along First Avenue and Heath Street, and along Arthur Street, which forms the eastern boundary of the character area. The western section of the area is also serviced by an on-demand bus service.

of the area for work.

Road network

There is a relatively well-defined road hierarchy. First Avenue, which runs through the character area, and Barnstaple Road to the north, connect east-west through to Five Dock town centre. However, Henley Marine Drive forms a serpentine curve around the southern boundary and Ingham Avenue cuts

Economic

Local economy

There are no local centres within the character area. The nearest significant local centre is Five Dock town centre, which is a popular local centre, well known for its village character.

Employment

Apart from home businesses, residents travel outside

diagonally across northwestern corner of the character area.

No freight routes run through the area.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width.

Environmental

Configuration

The character area is composed of straight residential streets, with the exception of Henley Marine Drive which forms a serpentine curve around the southern boundary, and Ingham Avenue, cuts a diagonal line through the lots and forms the north-western boundary. The residential lots are elongated and generally oriented north-south.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Density / Height

The area is largely comprised of widely separated one and two-storey houses. Garages are generally located to the rear of the houses and accessed via side driveways, accentuating the clear separation between the houses and the area's low-density and feeling of openness.

Interface and transition

The prevailing low front fences increase the feeling of open space and add to the quality of the open streetscape.

Open space

There are notably few parks within the character area.

Roberts Reserve is a significant local park, which evokes a 'village green' and includes a playground.

Retail

The nearest significant centre is the Five Dock town centre to the west. A secondary cluster of local shops is located a short distance to the north. There is also a small isolated group of corner shops on the eastern boundary.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs, and the side driveways. The generous back yards also provide private open space and contain lawn and trees.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes.

Active transport

The character area is generally fairly walkable due to the easy walking distances between cross-streets and to local parks, and also due to the abundance of shady street trees. Also, whilst there are no local shops within easy walking distance, Five Dock town centre can be accessed by walking across Five Dock Park.

There is an on-road bike lane along Arthur Street, which connects to the Bay Run and Henley Marine Drive, which both provide off-road bike paths. Council will investigate future cycling connection possibilities.

Topography

The area is generally undulating eastwards and southwards from the high point at Five Dock Park. There are significant views of the city along First Avenue.

Tree canopy

A few streets within the character area are significant tree-lined streets, with mature shady trees. A number of houses also have significant trees in the back yards. However, the planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Five Dock residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	Welcoming and village feel Family and community orientated with most facilities available to meet resident needs
Safety and noise	Safe, quiet, peaceful neighbourhood "Family and village/ community makes it feel like a safe place"
Access	Morning traffic on Lyons Road creates slow bus trips
Leisure	Plenty of parks and facilities
Housing	85% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood"
Education	
Community facilities	Needs more art Bay Run is a great option Good cultural diversity
Heritage and culture	Great ethnic mix of all ages
Public transport	Needs more public transport connecting one end of the LGA to the other
Economic	
Local economy	Basic retail and business services but lacking in vitality especially at night Five Dock needs greater variety of business "Five Dock is progressing and we love it."
Employment	
Road network	57% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 43% who want to "Maintain road width and number of lanes."
Parking	
Retail	Five Dock: Classic strip centre, village feel, friendly and welcoming, busy, community, improving, multicultural Great North Road: Convenient, vibrant
Environmental	
Configuration	
Public/Private domain	

Density / Height	Low density housing
Interface and transition	
Open space	Good amount of open space and access to the foreshore
Comfort	
Active transport	Walking friendly
Topography	
Tree canopy	Needs more greenery and trees



Five Dock Character Area - Spatial Characteristics Map



Desired Future Character



Single storey California Bungalow style houses are common in the Five Dock Character Area



Fencing is predominantly low or semi-transparent (as pictured above) allowing views to and from the street



This single width driveway and garage set back behind the main building is visually less intrusive



A recent development with dark red brickwork, light-coloured gables and red roof tiles sympathetic to the local character

This second storey addition steps back and applies similar materials, proportions and roof forms of the original building

Social

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey Federation and Inter-War California and Moderne Bungalow architectural styles, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being set back to minimise their visibility in the streetscape. Front gardens should not be dominated by driveways. Front fencing should be low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.



Streetscape and Landscape

- O1. To create an open and predominantly single-storey urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Building orientation is to align with side boundaries.
C3.	Fencing is to be no more than 900mm height to prevent creating a wall on the street.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C4.	Single storey development is to be emphasised. Upper storeys should be set back to minimize their visibility in the streetscape.

Building Form

- O3. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by ensuring the built scale, form and building elements are consistent.

Controls	
C4.	The built form is to be consistent with the proportions and scale of adjacent and nearby buildings.
C5.	Massing is to be simple with no more than three building planes facing the street.
C6.	Roof forms are to incorporate hips and gables.
C7.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Federation and Inter-War California and Moderne bungalow architectural styles by building materials and colours are consistent.

Controls	
C8.	Dark face brickwork is to be the dominant wall material.
C9.	Roofs are to be of terracotta tiles, or fibre cement or slate shingles.
C10.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C11.	Painted elements are to use a pallet of lighter tones that contrast with the natural wall and roof materials. Two or three contrasting tones can be used.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C12.	Garages are to be located well behind the building line where possible.
C13.	Driveways are to be single width.
C14.	Excavation for driveways within the front setback of the house is not permitted.

Rodd Point *RP*

Rodd Point is one of Sydney's smallest suburbs and bounded by Henley Marine Drive and Barnstaple Road. Rodd Park and Nield Park form the eastern boundary with Iron Cove. The Rodd Point character area is zoned R2 Low Density Residential, with a small B1 Neighbourhood Centre.



Rodd Point Character Area - Aerial Map



Social

Public spaces

The defining public spaces within the Rodd Point character area are the streets and verges. The streets are generally relatively narrow, but have wide verges, evoking a sense of openness. Larkins Reserve is a local park within the northern boundary of the character area. Nield Park and Rodd Park are significant public spaces that adjoin the eastern boundary of the character area.

Safety and noise

The open character of the streets, combined with the low fences and front-oriented houses, creates a sense of passive surveillance of the area.

The residential streets have little traffic and have experienced only three road accidents within the character area within the last 8 years. This reinforces the safe and quiet nature of the character area.

Access

The character area has good access to surrounding areas, neighbourhoods and green space. The eastern boundary of the character area is formed by Henley Marine Drive, a regional road that connects through to the M4 motorway in the south and to Lyons road in the north, both state roads.

The area has relatively good access to green space to the east and southwest.

Leisure

The area is characterised as a quiet residential area with good access to adjoining open green space and playing fields, including Nield Park and Rodd Park on the eastern boundary. Rodd Park includes the Dobroyd Aquatic Club, a private sailing club for skiffs, dinghies and windsurfers. Timbrell Park on the southwestern boundary, and Nield Park, have sporting fields. Roberts Reserve is a local park on the northern boundary of the character area.

Housing

The residential character of Rodd Point is dominated by Inter-War Moderne Bungalow housing, with single storey face brick and pitched tiled roofs. The houses are simply detailed either in the bungalow style (with gables facing the street and verandahs supported on masonry piers) or in the later Moderne Bungalow style with hipped roofs and low verandahs on masonry

piers. The otherwise simple massing is broken down by having a verandah or room stepped forward from the main building mass. Most of the houses have a horizontal emphasis in their proportions and design. Interest is provided with front verandahs, decorative brick work and chamfered bay windows. Verandahs and eaves provide shadowlines emphasising the horizontal lines of the dominant housing styles.

Development north of Noble Street continues the single storey scale and hipped roof form of the Inter-War housing as well as the dominance of brick and tile construction.

Density / Height

The area is largely comprised of widely separated one and two-storey houses.

Interface and transition

Garages are generally located to the rear of the houses and accessed via side driveways, accentuating the clear separation between the houses and the area's low-density and feeling of openness.

Education

There are no schools within the character area.

Community facilities

There are no community facilities within the character area.

Heritage and culture

The urban character of the area dates back to the first subdivision of Five Dock Farm in 1837. The first of these subdivisions was the area south of First Avenue in 1907, with the area to the north subsequently subdivided in a series from 1930 onwards. In 1927, when the Barnstaple Manor Estate was subdivided, much of the surrounding area was already sold as building lots. A small area to the north of Noble Street saw the end of the main subdivisions of Rodd Point in 1958 and 1961. The character area is now known for its parklands and predominant bungalow and Moderne Bungalow style housing.

Public transport

The area is relatively well serviced by public buses, which include Route 490 that operates through the character area along First Avenue. And other routes that operate along Arthur Street.

Economic

Local economy

There is a small cluster of local shops at the western boundary of the character area. The nearest significant local centre is Five Dock town centre to the west, which is a popular local centre, well known for its village character.

Employment

Apart from home businesses, residents travel outside of the area for work.

Road network

There is a well-defined road hierarchy. First Avenue, which runs through the character area, and

Barnstaple Road to the north, connect east-west through to Five Dock town centre..

No freight routes run through the area.

Parking

Most cars are parked in private driveways, with a small number of cars parked on the street. Most homes have driveways of single width.

Retail

The nearest significant centre is the Five Dock town centre to the west. A secondary cluster of four local shops is located on the western boundary. This includes local food outlets and a pharmacy.

Environmental

Configuration

The character area is composed of straight residential streets, with the exception of Henley Marine Drive which forms a serpentine curve around the eastern boundary. The residential lots are elongated and generally oriented east-west.

Public/Private domain

The houses generally have front gardens bounded by low fences, creating clear delineation between the public domain and the generous private front gardens and building facades, which are generally set well back from the street. This creates the area's defining open, horizontally configured and intimate look and feel.

Interface and transition

Low fences, generally 450mm high and of materials consistent with the housing, increase the feeling of open space and add to the quality of the open streetscape.

Open space

Larkins Reserve is a local park within the northern boundary of the character area.

Private open space consists of the private front gardens of the houses, which are usually dominated by lawns with low shrubs, and the side driveways. The generous back yards also provide private open space and contain lawn and trees.

Comfort

The character area is a quiet residential area with good solar access and exposure to natural breezes. However, the area's low-scale and general lack of large shade trees does create elevated summertime temperatures.

Active transport

The character area is generally fairly walkable due to the easy walking distances between cross-streets, to local parks and to the local shops in Arthur Street.

There is an on-road bike lane along Arthur Street, which connects to the Bay Run and Henley Marine Drive, which both provide off-road bike paths. Council will investigate future cycling connection possibilities.

Topography

The area is generally level and slopes gently eastwards from the high point at the Arthur Street-First Avenue intersection. There are significant views along First Avenue towards the city.

Tree canopy

Few local streets are tree-lined and those that are have only relatively small trees, which offer minimal shade. Few houses have significant trees in the back yards. Whilst this is characteristic of Inter-War residential, the planting of more shady trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Community feedback

During the LSPS community engagement, Rodd Point residents described their local area as characterised by the following characteristics:

Characteristic	Community feedback
Social	
Public spaces	Quiet back streets with shade trees Unique village atmosphere
Safety and noise	
Access	
Leisure	"I love what you have done with the Bay Run. I love the character of the place."
Housing	100% of survey respondents agree or strongly agree that "New housing and apartment developments should reflect the character of the surrounding neighbourhood" (Note, however, that this is not a representative sample of responses).
Education	
Community facilities	
Heritage and culture	
Public transport	
Economic	
Local economy	Older people can gather to socialise in Five Dock
Employment	
Road network	67% of survey respondents want "Dedicated lanes for cyclists and public transport on major corridors" vs. 33% who want to "Maintain road width and number of lanes." (Note, however, that this is not a representative sample of responses).
Parking	
Retail	Five Dock: Family friendly, lively, traditional shopping street
Environmental	
Configuration	
Public/Private domain	
Density / Height	Low rise housing
Interface and transition	
Open space	Beautiful waterways which are heavily used
Comfort	
Active transport	
Topography	
Tree canopy	Quiet back streets with shade trees



Rodd Point Character Area - Spatial Characteristics Map



Desired Future Character



Single storey Bungalow style houses are common in the Rodd Point Character Area



An example of a Moderne Bungalow style house with dark red brickwork, bay window, verandah and tiled hipped roof



Low fences allow for views between houses and the street and landscaped front gardens add to the area's character



Recent development with low brick fencing, landscaped front setback and single width driveway

Development should create an open and low-scale urban form within a landscaped setting and with tree-lined streets.

Housing should complement single storey ter-War Moderne Bungalow architectural styles, by ensuring the built form and building elements, including building materials and colours, are consistent (refer to pages 5-8).

Economic

Any future retail and commercial development within the character area should comprise fine-grained building elements, including building materials and colours that are consistent with the surrounding residential development.

Environmental

Building scale, density and height should create an urban environment that is open and that interfaces with, and transitions through to, the public domain.

Housing should have facades with a horizontal emphasis, clear separation, and generous front gardens to enhance the open streetscape. Upper storeys should be set back to minimize their visibility in the streetscape.

Garages and carports should complement and not dominate the urban environment, by being located behind the building line where possible. Front gardens should not be dominated by driveways and not obscured by high fencing.

Garages, carports and driveways should complement the open and landscaped setting and not dominate the urban environment, by being located well behind the building line. Front gardens should not be dominated by driveways. Front fencing should be very low and provide unimpeded views of the front garden.

Street trees should be a dominant street element. The planting of new shady native trees that are sympathetic with the character of the area within the public domain and in private rear gardens is encouraged.

Streetscape and Landscape

- O1. To create an open and low-scale urban form within a landscaped setting.

Controls	
C1.	Front setbacks are to continue the front building alignment of existing adjacent housing and the dominant established pattern in the street, to be demonstrated in a streetscape character analysis.
C2.	Fencing is to be low with panels of no more than 450mm high between piers, to provide views of the house and front garden.
C3.	Fencing is to use materials that relate to the main materials of the house.

Building Scale

- O2. To create an open and predominantly single-storey urban environment.

Controls	
C4.	Single storey development is to be emphasised. Upper storeys are to be set back from the main building line as far as possible.

Building Form

- O3. To complement the Inter-War Moderne bungalow architectural style by ensuring the built scale, form and building elements are consistent.

Controls	
C5.	The built form is to be simple and with low to medium pitched roofs (25-30 degrees) and emphasis on low horizontal lines.
C6.	Massing is to be simple with no more than three building planes facing the street.
C7.	Eaves, verandahs and other devices are to be used to create shadows and give depth to the street elevation.

Materials and Colours

- O4. To complement the Inter-War Moderne bungalow architectural style by ensuring the building materials and colours are consistent.

Controls	
C8.	Walls are to be of masonry construction, with red and dark natural toned brickwork the dominant wall material.
C9.	Roofs are to be tiled, with natural dark reds and red-brown colours preferred.
C10.	Where masonry is rendered or painted, natural earth tones are to be used for the main wall colour.
C11.	Trims are to be of lighter neutral tones and of no more than two colours.

Garages and Driveways

- O5. To create open and landscaped setting in which garages, carports and driveways that compliment and do not dominate the urban environment.

Controls	
C12.	Garages are to be located well behind the building line where possible.
C13.	Garages and carports that are set back behind the alignment of the main building mass are to have a roof form that is secondary to the main roof.
C14.	Driveways are to be single width.
C15.	Excavation for driveways within the front setback of the house is not permitted.