

10 APPENDIX

THE BRIEF

1 BACKGROUND

Council has a total of 65 bus shelters (refer to Attachment 1) in the North Sydney Local Government Area, of which 51 (Bus shelters 1-13, 16, 18-20, 22-26, 28-31, 33-35, 38, 41-46, 50-61, 65-67 as illustrated on Attachment 1) are listed as heritage items under North Sydney Local Environmental Plan 2013 (NSLEP 2013).

On 14 October 2013, Council considered a report with respect to advertising in the North Sydney CBD and commercial centres and on Council infrastructure, including bus shelters. This report made reference to the preparation of a new Public Domain Design Style Code, which included designs and specifications for a new contemporary type of bus shelter. In considering this report, Council resolved in part:

- *That Council delist as heritage items all Council owned bus shelters that are of no heritage value.*

The inclusion of the above resolution was to ensure that bus shelters which have no heritage value could be easily demolished and replaced with the new contemporary structures as identified within the Public Domain Style Manual and Design Code which was adopted by Council in final form on 17 February 2014.

In accordance with Council's resolution, Council now seeks an independent heritage review of all bus shelters that are currently listed as heritages item under NSLEP 2013. The review should make a recommendation as to which bus shelters are to retain a heritage listing under NSLEP 2013 and which of those may have their heritage listing removed. Council will be responsible for amending NSLEP 2013 in accordance with the recommendations of the heritage review.

2 AIMS OF REVIEW

The aim of the review is to undertake a detailed assessment of the 51 heritage listed bus shelters and to determine which ones should retain a heritage listing under NSLEP 2013.

2 STUDY AREA

The 51 bus shelters are located throughout the Local Government Area of North Sydney.

4 PROJECT METHODOLOGY

The proposed methodology for the project is outlined below.

☐ ☐ **Historical investigation**

Undertake a literature review and investigation into the establishment and use of bus shelters in the North Sydney Local Government area. The successful consultant will be provided with relevant background information and access to the North Sydney Heritage Centre (refer to Section 5) to assist in completing this task. ☐

☐ ☐ **Assessment**

Undertake an assessment of each shelter against the relevant best practise methodologies and current NSW Heritage Office criteria for listing heritage items. A physical inspection of all bus shelters should be undertaken as part of this assessment. During the physical inspection, an assessment of the condition of the shelters is to be undertaken and

accompanied by photographs of each shelter, with additional photographs taken of relevant elements which contribute to heritage significance.

Undertake an assessment of the North Sydney Heritage Inventory Sheets relating to bus shelters.

☐☐ **Reporting & Recommendations**

Prepare a report which incorporates an analysis of each of the heritage listed bus shelters and provides a recommendation as to which bus shelters are to retain or lose their heritage listing under NSLEP 2013. The report should also include a map showing the location of the existing 51 heritage listed bus shelters and identify which ones are to retain their heritage listing and those which may have their heritage listing removed. Provide any suggested recommendations to alter the heritage inventory sheets applying to the bus shelters.

☐☐ **Follow up work**

If required, provide advice with respect to the outcomes of the review as part of any future Planning Proposal to amend NSLEP 2013.

5 RESOURCES

The successful consultant will be provided with the following information:

- ☐☐ North Sydney Local Environmental Plan 2013
- ☐☐ North Sydney Local Environmental Plan 2013 – Heritage maps
- ☐☐ Bus Shelter Inventory prepared by North Sydney Council (24 March 2010)
- ☐☐ North Sydney Heritage Inventory Sheets relating to bus shelters

Further resources are also available at the *North Sydney Heritage Centre*, Level 1, Stanton Library, 234 Miller Street, North Sydney.

Council will also offer assistance in the preparing of any maps required as part of the project.

6 TIMEFRAME

The review is to be completed within 6 weeks of Council's acceptance of the quote.

With respect to the potential of providing additional advice in relation to any future Planning Proposal to amend NSLEP 2013, the appointed consultant would be informed of any such requirement once those details are known and provided with sufficient time within which to respond. Such work would be undertaken on an hourly rate.

7 BUDGET

The consultant's submission should include a quote for the project. Consultants should provide a list of hourly rates for members of the project team at which any additional work required that is outside the scope of the agreement would be charged.

Quotes shall be valid for acceptance without variation of price, terms or conditions for a period of 90 days from the date of closing of Submissions.

8 SUBMISSION REQUIREMENTS

8.1 Skills and Experience

The submission is to include suitable material describing the experience and ability of the staff that will work on the project. Include only material that is relevant to this project.

8.2 Methodology

The submission is to outline the proposed methodology to be used.

8.2 Competitive Fee

The submission is to include an itemised fee proposal, setting out clearly the costs involved in undertaking the project.

8.4 Timeliness

The submission is to set out all project tasks and demonstrate how the project will be completed within the agreed timeframe.

8.5 Insurance and Indemnities

The submission is to include:

- ☐ ☐ A Certificate of Currency for Professional Indemnity Insurance;
- ☐ ☐ A Certificate of Currency for Public Liability Insurance, covering claims in respect of damage to real or personal property and injury to, or death of, persons. (In each case, with an annual minimum coverage of \$2,000,000).

8.6 Submission Lodgement

The submission must be received by Council by 4.00pm **Friday 6th June 2014**.

Submissions should be addressed to the General Manager and marked to the attention of Ben Boyd, Executive Strategic Planner and entitled "*North Sydney Bus Shelter Heritage Review*".

Late submissions will not be considered. Council reserves the right not to accept any submissions. Council discourages submissions via electronic transmission.

9 CONDITIONS OF ENGAGEMENT

9.1 Copyright

Council will be the exclusive copyright owner of all material arising out of the project.

9.2 Conflict of Interest

Prior to signing the agreement with Council, any conflict of interest must be disclosed to the Council.

9.3 Agreement

The consultant is required to sign an agreement with Council that incorporates the agreed methodology, timeframe and fee.

9.4 Termination

Council reserves the right to terminate the agreement for any reason by notice in writing effective immediately.

9.5 Payments

The Consultant shall make a single claim at the end of the review for the value of the work performed under the Contract (including any variations). Council will assess each claim within 14 days and shall forward a copy of the assessment to the Consultant, along with an explanation as to the reasons for any difference between the Consultant's claim and the assessment. Council shall pay the amount of the assessment within 30 days of receiving the payment claim from the Consultant.

9.6 Variations

The agreement may only be varied in writing and both parties shall sign such variations.

9.7 Compliance with Tender and Public Quotation Procedures

The successful Consultant is required to comply with the following documents relating to Council's Tender and Public Quotation Procedures:

- ☐ ☐ Procurement Policy Guidelines for Council Officers and Information for Tenderers
- ☐ ☐ Procurement Policy Process Flowcharts
- ☐ ☐ Statement of Business Ethics – Standards for Contractors their Staff and Business Associates. These documents can be found on the North Sydney Council website

APPENDIX 3

NSLEP 2013 Heritage Map Sheets - Current



**North Sydney Local
Environmental
Plan 2013**

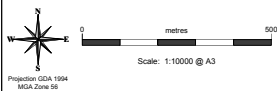
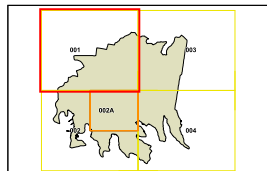
Heritage Map
- Sheet HER_001

Heritage

-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastral

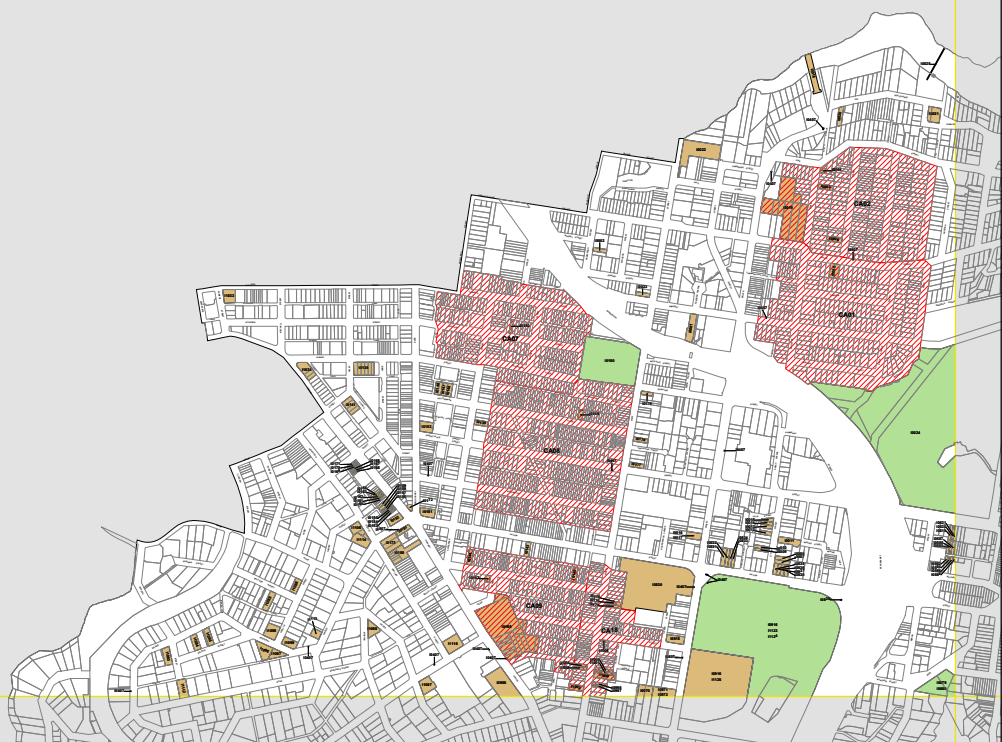
-  Cadastre 07/06/13 © North Sydney Council



Map identification number:
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**WILLOUGHBY
LGA**

**LANE COVE
LGA**





**North Sydney Local
Environmental
Plan 2013**

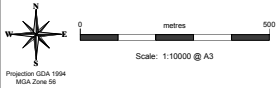
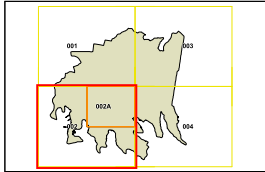
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- Sheet HER_002**

Heritage

-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastre

-  Cadastre 07/06/13 © North Sydney Council



Map identification number:
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LANE COVE
LGA

SYDNEY HARBOUR

Refer to map HER_002A

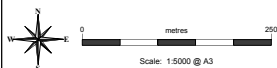
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- Sheet HER 002A

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 Item - General
 Item - Landscape

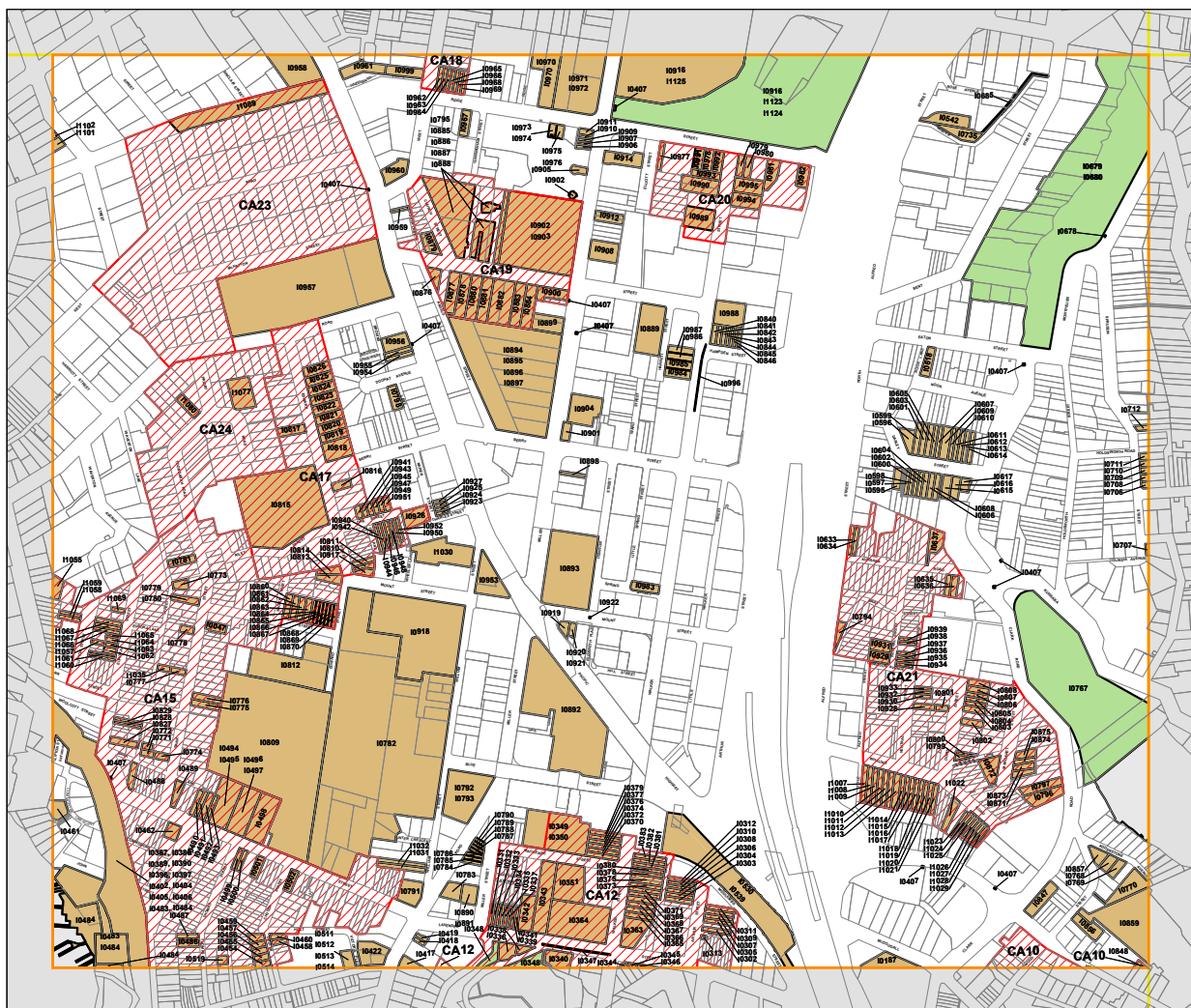
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Cadastre 07/06/13 © North Sydney Council



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**North Sydney Local
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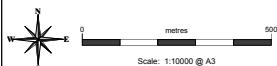
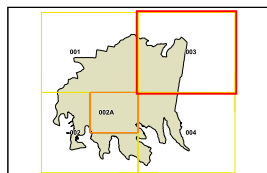
Heritage Map
- Sheet HER_003

Heritage

-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastral

-  Cadastre 07/06/13 © North Sydney Council



Projection GDA 1994
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Map identification number:
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North Sydney Local Environmental Plan 2013

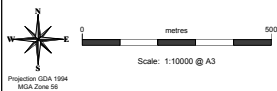
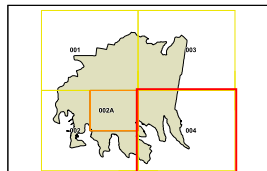
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- Sheet HER_004

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- Item - General
- Item - Landscape

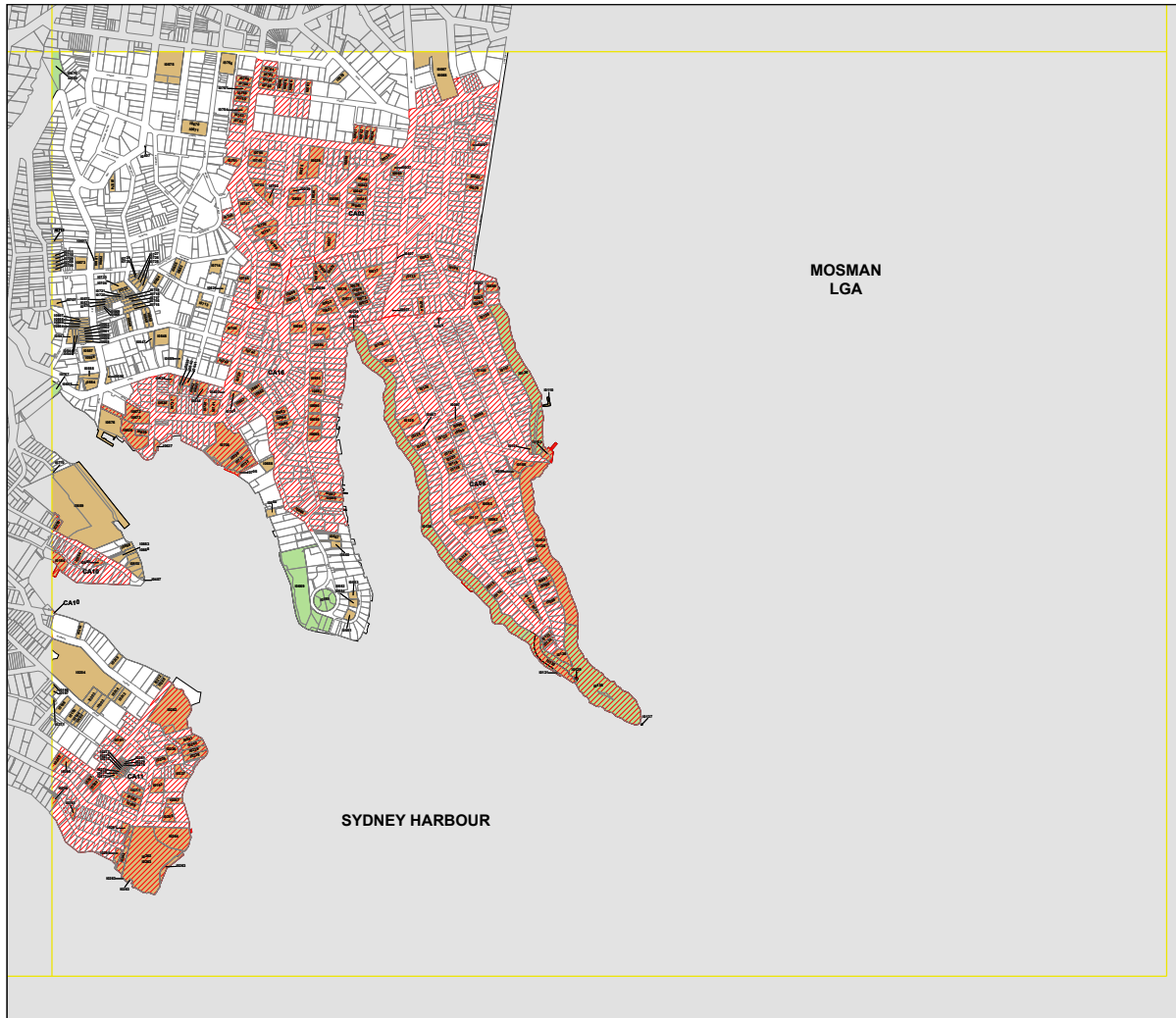
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- Cadastre 07/06/13 © North Sydney Council



Projection GDA 1994
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APPENDIX 4

NSLEP 2013 – Subject Sites



**North Sydney Local
Environmental
Plan 2013**

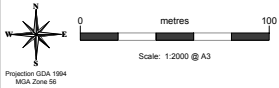
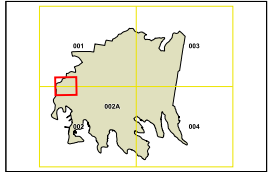
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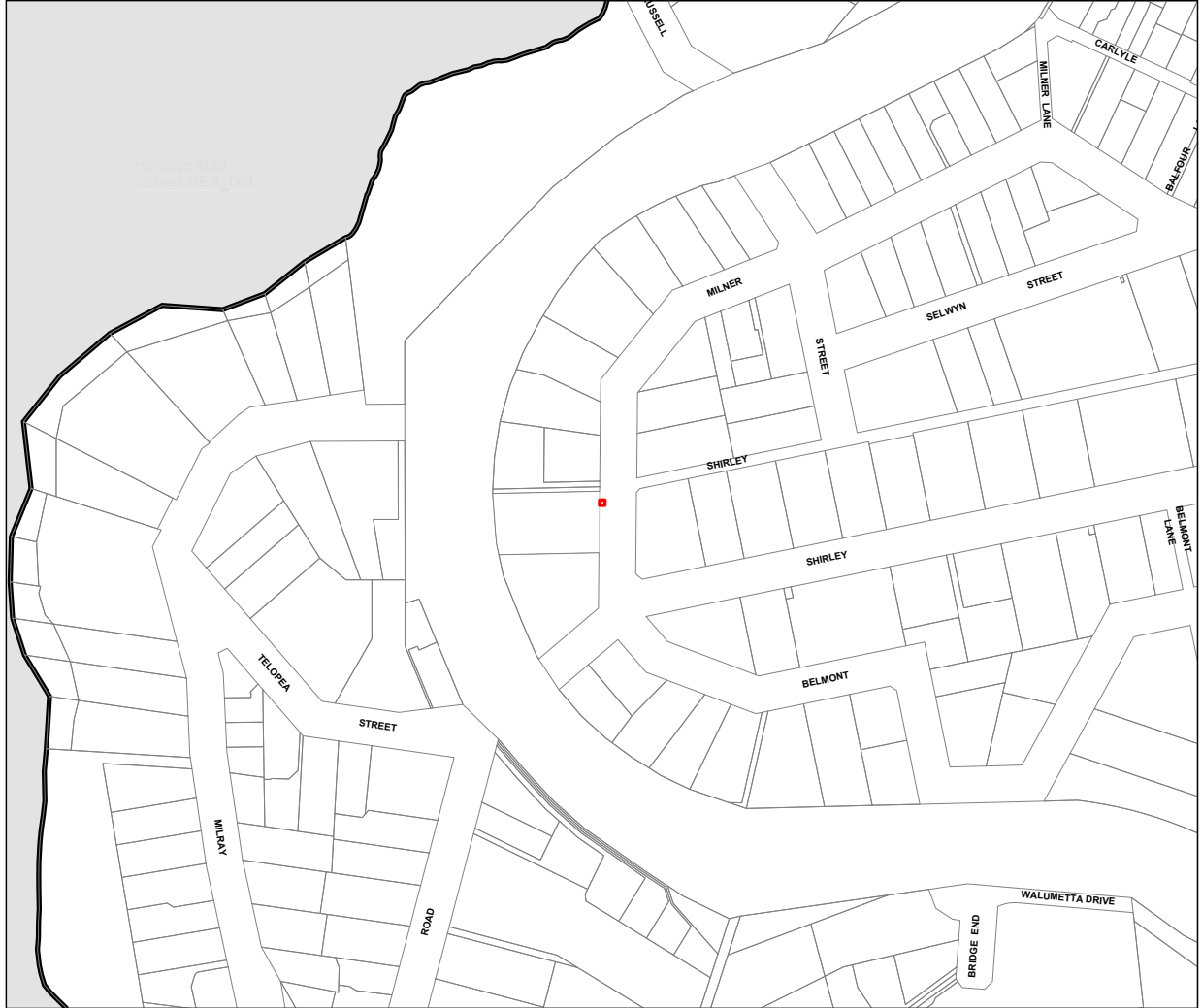
 Subject Land

Cadastral

 Cadastral 27/01/15 © North Sydney Council



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North Sydney Local Environmental Plan 2013

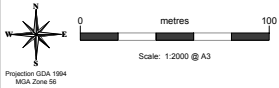
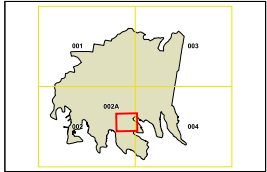
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 Subject Land

 Cadastre

Cadastre 27/01/15 © North Sydney Council



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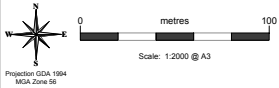
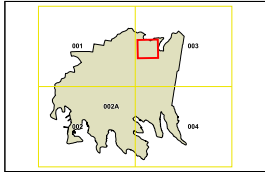


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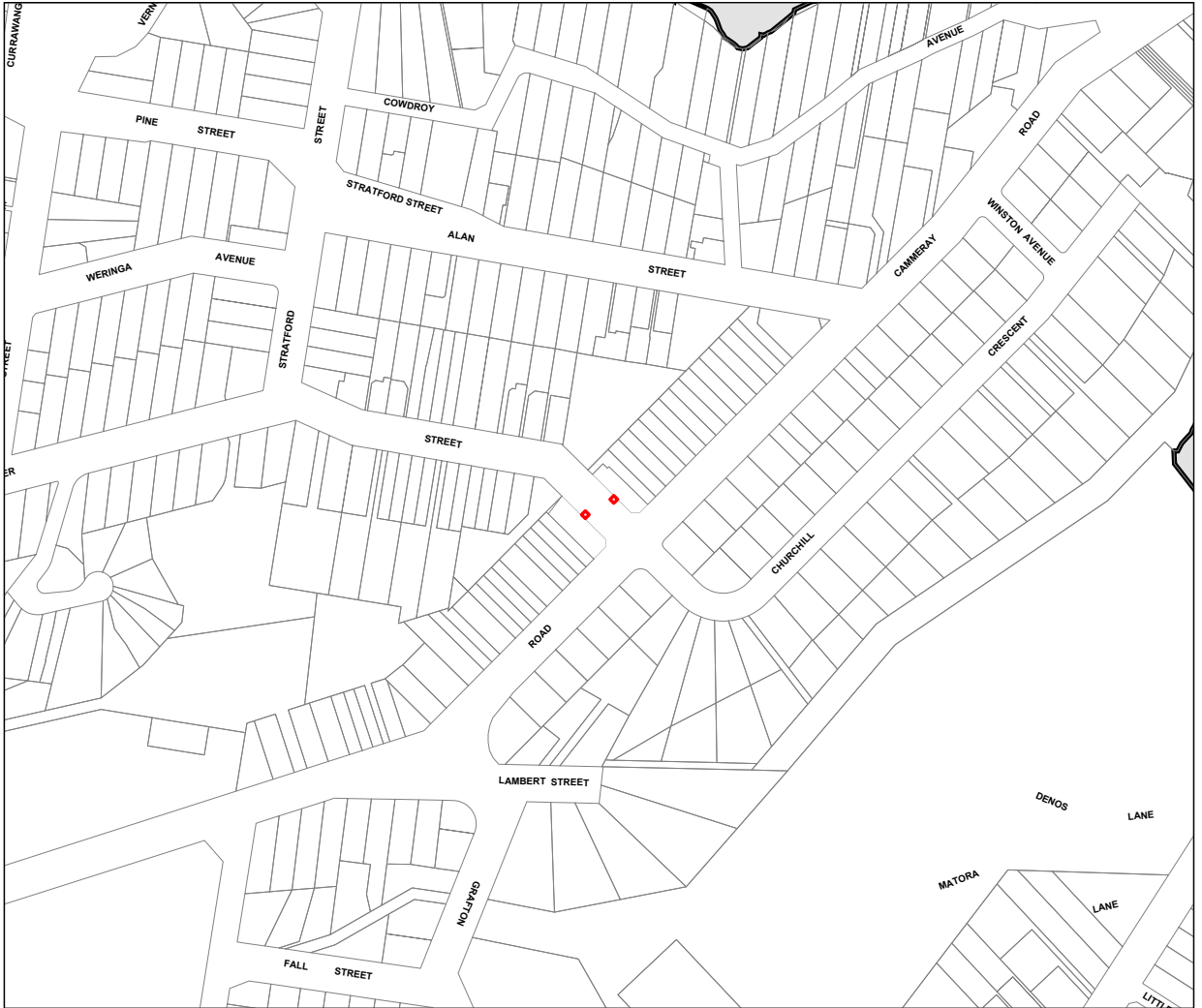
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 Subject Land

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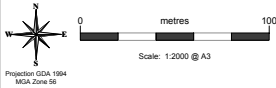
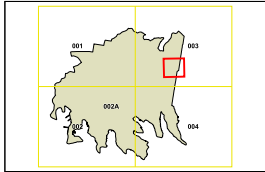




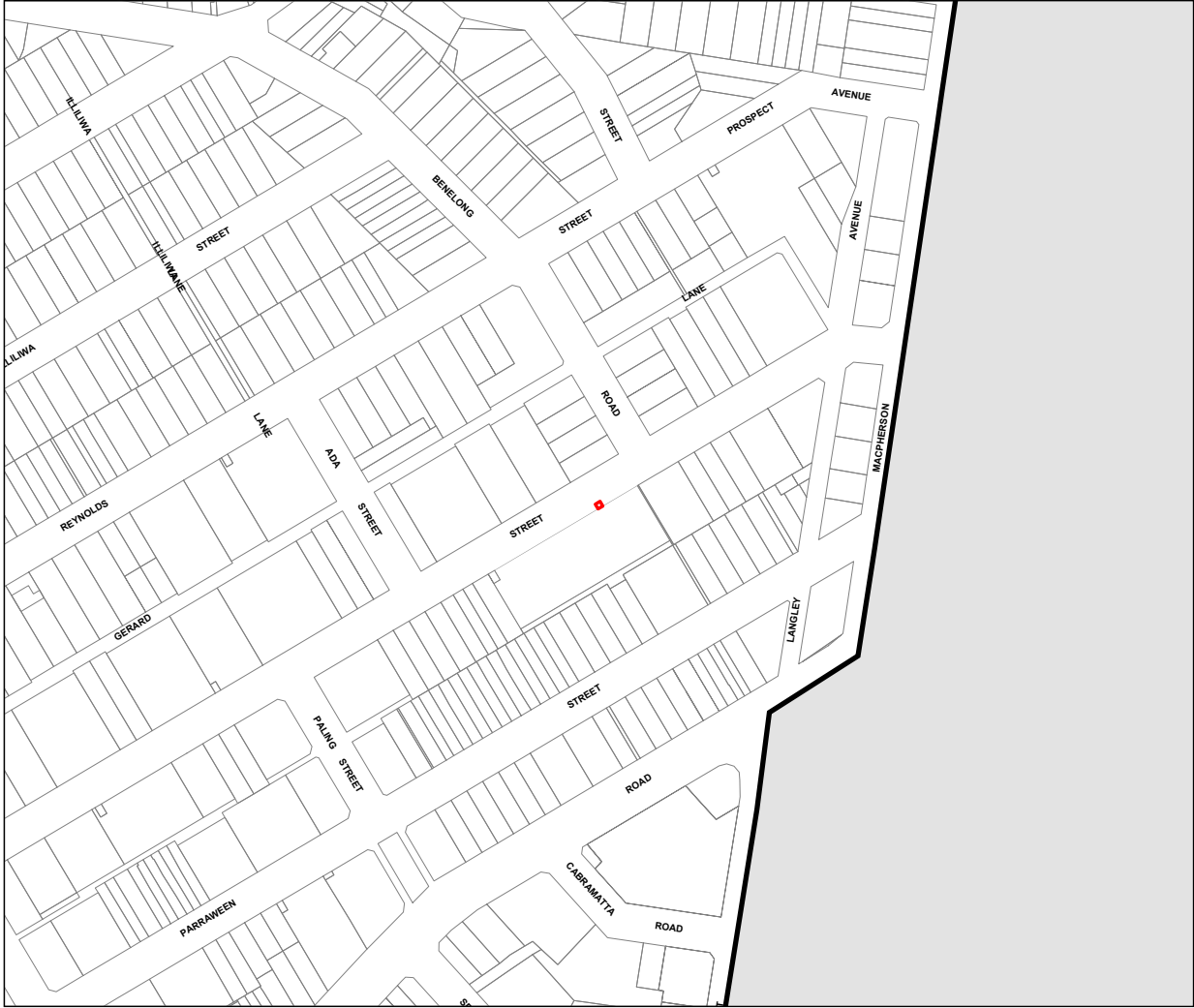
**North Sydney Local
Environmental
Plan 2013**

Site Identification Map
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-  Subject Land
-  Cadastre
-  Cadastre 27/01/15 © North Sydney Council



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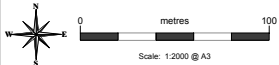
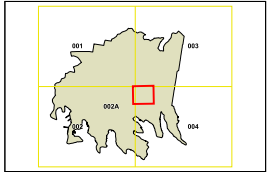




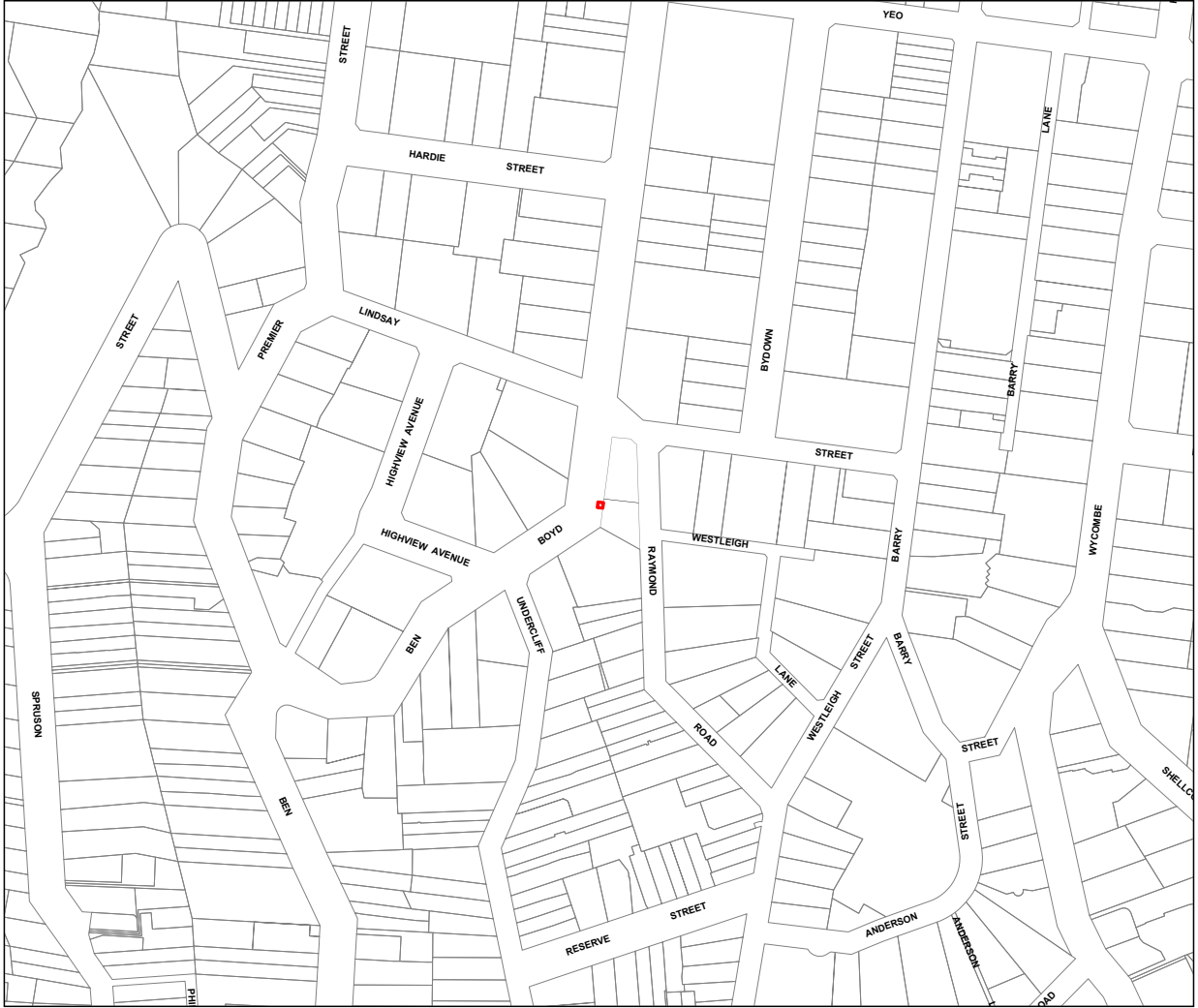
North Sydney Local Environmental Plan 2013

Site Identification Map
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-  Subject Land
-  Cadastre 02/07/14 © North Sydney Council



Map identification number:
5950_COM_LZN_004_010_20150127



APPENDIX 5

NSLEP 2013 Heritage Map Sheets - Proposed

North Sydney Local Environmental Plan 2013 (Amendment No #)

North Sydney Council
PO Box 12
North Sydney NSW 2059

Map Cover Sheet

The following map sheets are revoked:

Map Sheet	Map Identification Number
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HER_002A	5950_COM_HER_002A_010_20130607
HER_003	5950_COM_HER_003_010_20130607
HER_004	5950_COM_HER_004_010_20130607

The following map sheets are adopted:

Map Sheet	Map Identification Number
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HER_001	5950_COM_HER_002_010_20150127
HER_002A	5950_COM_HER_002A_010_20150127
HER_003	5950_COM_HER_003_010_20150127
HER_004	5950_COM_HER_004_010_20150127

Certified

General Manager

Date

Minister for Planning

Date



**North Sydney Local
Environmental
Plan 2013**

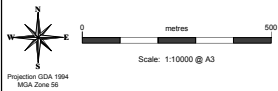
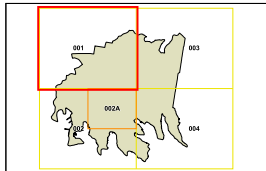
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- Sheet HER_001**

Heritage

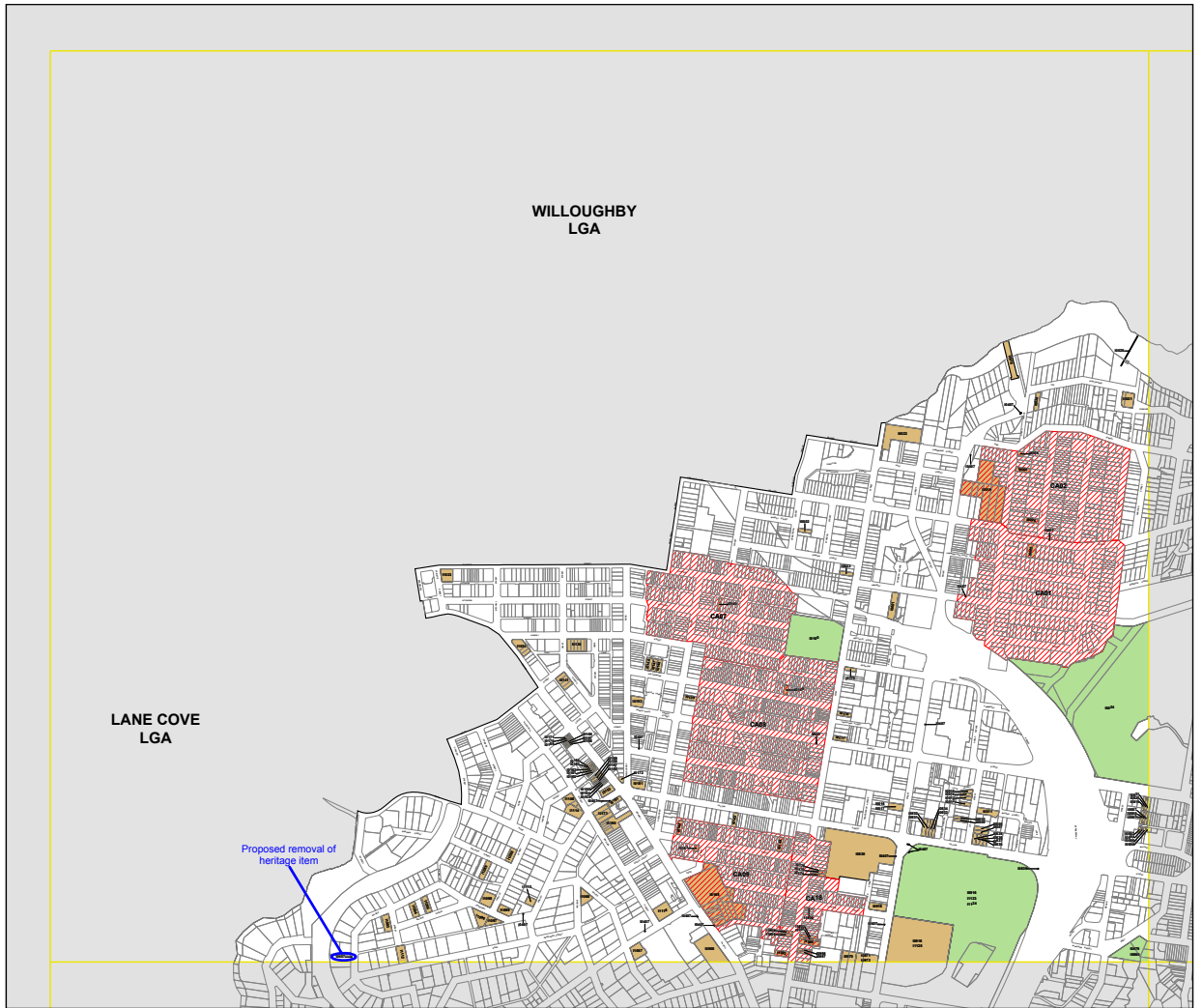
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-  Item - General
-  Item - Landscape

Cadastral

-  Cadastre 27/01/15 © North Sydney Council



Map identification number:
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North Sydney Local Environmental Plan 2013

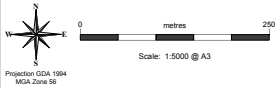
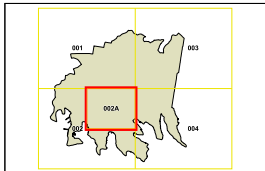
Heritage Map - Sheet HER_002A

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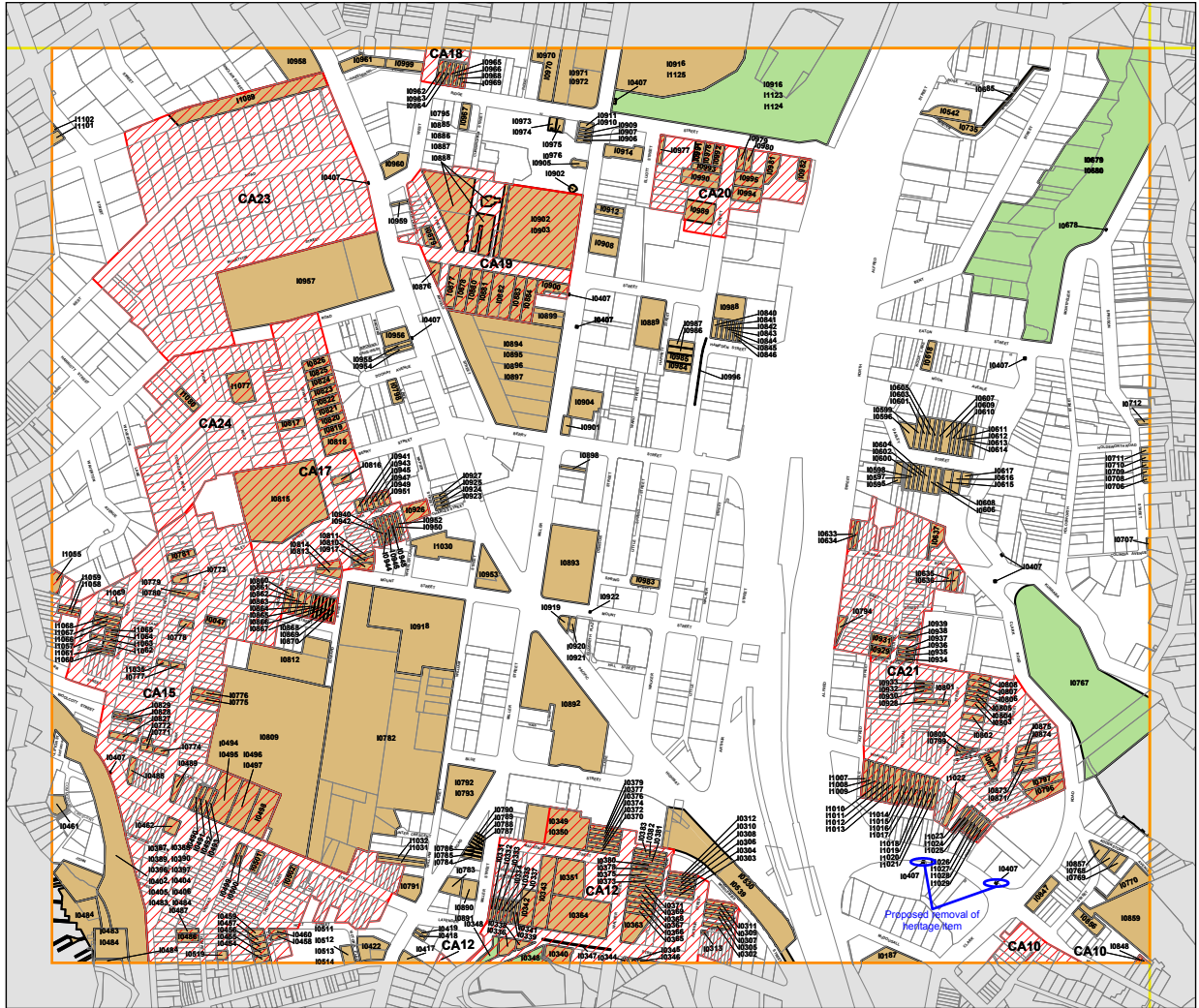
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- Item - Landscape

Cadastre

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**North Sydney Local
Environmental
Plan 2013**

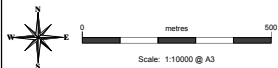
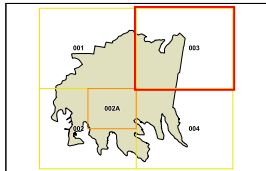
Heritage Map
- Sheet HER_003

Heritage

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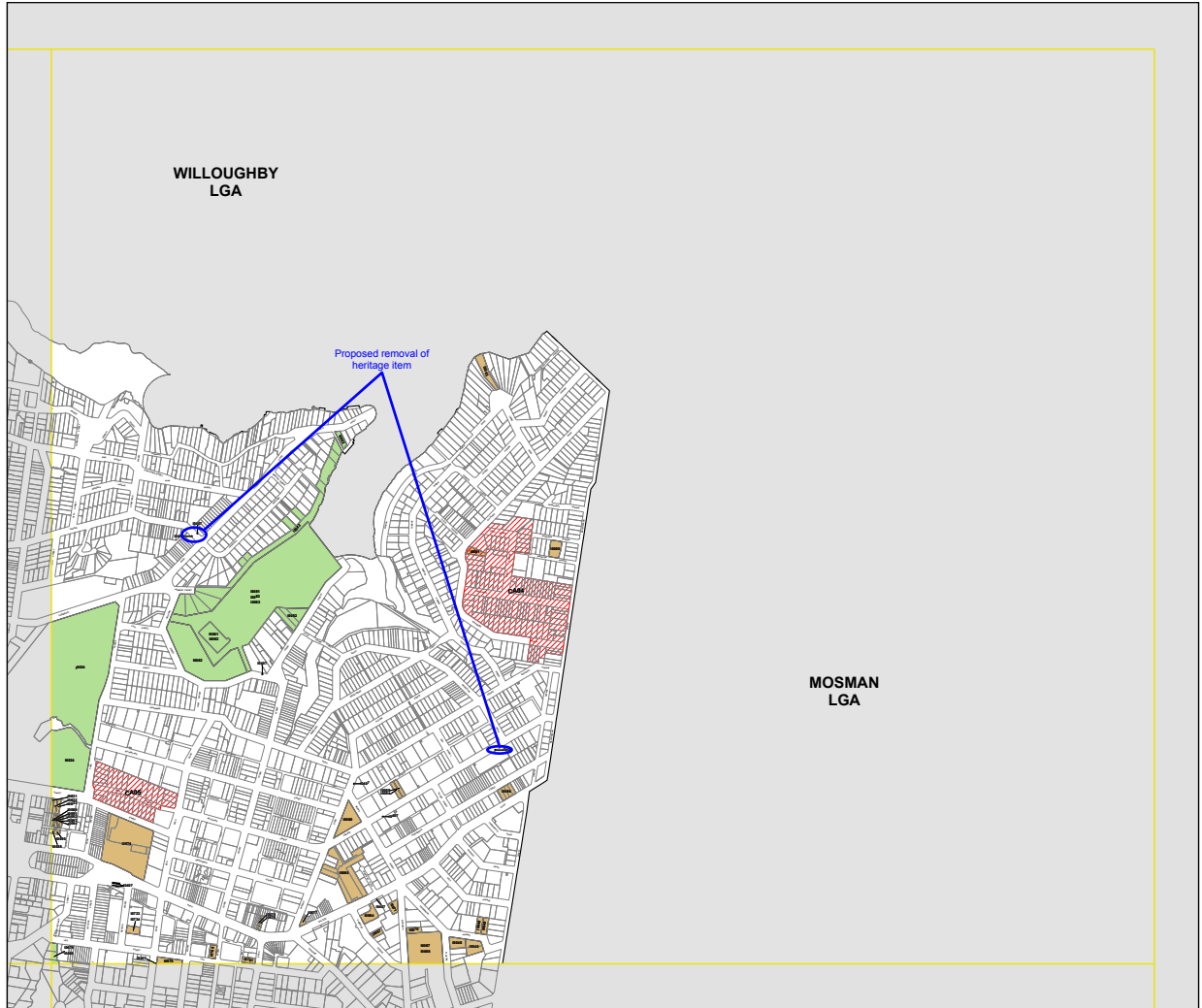
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-  Cadastre 27/01/15 ©North Sydney Council



Projection GDA 1984
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North Sydney Local Environmental Plan 2013

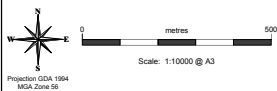
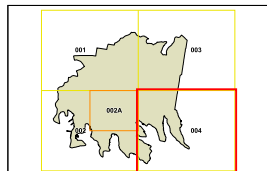
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Heritage

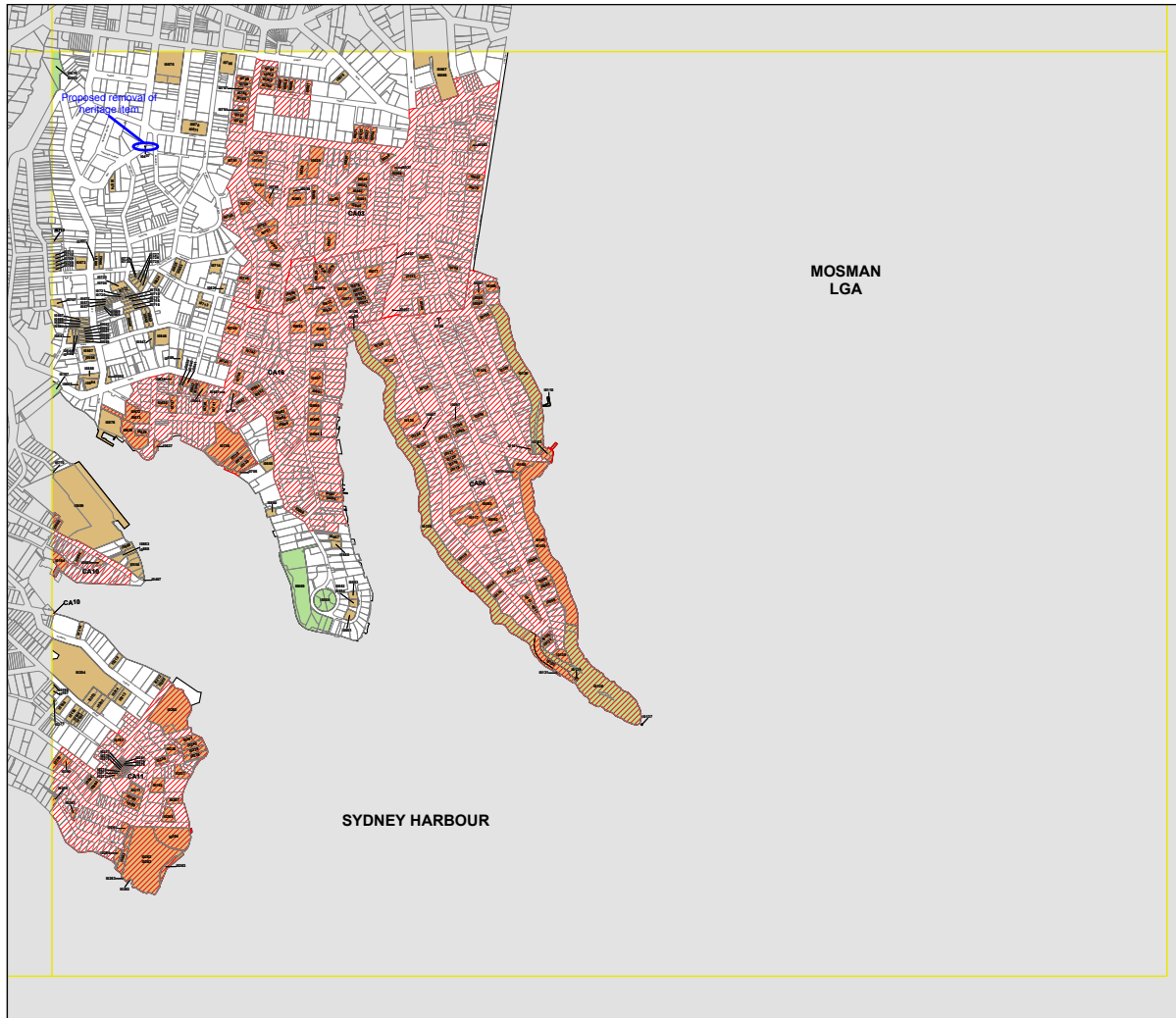
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- Item - General
- Item - Landscape

Cadastre

- Cadastre 27/01/15 © North Sydney Council



Projection GDA 1984
MGA Zone 56
Map identification number:
9960_COM_HER_004_010_20150127



**DECISION OF 3661st COUNCIL MEETING
HELD ON 16 MARCH 2015**

63. CoS02: Legal and Planning Committee - Minutes 2 March 2015

Report of Ian Curry, Manager Governance and Committee Services

This report presents the recommendations of the last meeting of the Legal and Planning Committee held on 2 March 2015, for Council adoption. The minutes are attached for information.

Recommending:

- 1. THAT** the report (LP01: Current Appeals and Results - February 2015) be received.
- 2. THAT** Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.
- 3. THAT** the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the B4 Mixed Use zone.
- 4. THAT** Council prepare a Planning Proposal to amend NSLEP 2013, such that the heritage provisions prevail over all other provisions of the LEP, similar to that incorporated within NSLEP 2001.
- 5. THAT** Council provide a copy of this report and correspondence to LGNSW and request they take it up as policy and lobbying on behalf of Council.
- 6. THAT** Council provide copies of this report and its resolutions from the 2 March 2015 Legal and Planning Committee to other metropolitan Councils who have significant heritage issues, and call on those Councils to write in similar terms to the State Government on their behalf.
- 7. THAT** Council note the coming into force of Amendment No.7 to NSLEP 2013.
- 8. THAT** Council resolves to adopt the attached Planning Proposal and forward it to the Minister for Planning in order to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act, 1979.
- 9. THAT** if North Sydney Local Environmental Plan 2013 is amended as a result of carrying out Recommendation No.1, that the North Sydney Heritage Inventory sheet in relation to Heritage Item I0407 be updated.
- 10. THAT** Council resolves to prepare and submit a nomination to the NSW Heritage Council to have bus shelter BS004: The Oval included on the State Heritage Register.
- 11. THAT** upon completing of the required nomination form and any associated documents to include bus shelter BS004: The Oval on the State Heritage Register, that delegated authority be granted to the General Manager to forward the nomination to the NSW Heritage Council.
- 12. THAT** the Committee notes that items 22 and 60 in the consultant's report have been erroneously mapped and that this be rectified in finalising the submission to the Department of Planning.
- 13. THAT** the independent consultant be congratulated on the report.
- 14. THAT** in relation to Item 4 Norman Turkington and Associates be appointed to conduct the conflict resolution process between the Mayor and all Councillors.
- 15. THAT** Council seek a second opinion on the advice in relation to Items 5 and 6 of the Performance Improvement Order.

- 16. THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
- 17. THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.

It was moved by Councillor Marchandau and seconded by Councillor Gibson

- 1. THAT** the report (LP01: Current Appeals and Results - February 2015) be received.
- 2. THAT** Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.
- 3. THAT** the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the B4 Mixed Use zone.
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- 16. THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
- 17. THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.
- 18. THAT** a report be submitted to the next Legal and Planning Committee regarding the naming of the unnamed bus shelters.
- 19. THAT** Council receive a quarterly update on code of conduct expenditure be tabled at Legal and Planning Meetings.

It was moved as an amendment moved by Councillor Baker and seconded by Councillor Morris

1. **THAT** the report (LP01: Current Appeals and Results - February 2015) be received.
2. **THAT** Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.
3. **THAT** the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the B4 Mixed Use zone.
4. **THAT** Council prepare a Planning Proposal to amend NSLEP 2013, such that the heritage provisions prevail over all other provisions of the LEP, similar to that incorporated within NSLEP 2001.
5. **THAT** Council provide a copy of this report and correspondence to LGNSW and request they take it up as policy and lobbying on behalf of Council.
6. **THAT** Council provide copies of this report and its resolutions from the 2 March 2015 Legal and Planning Committee to other metropolitan Councils who have significant heritage issues, and call on those Councils to write in similar terms to the State Government on their behalf.
7. **THAT** Council note the coming into force of Amendment No.7 to NSLEP 2013.
8. **THAT** Council resolves to adopt the attached Planning Proposal and forward it to the Minister for Planning in order to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act, 1979.
9. **THAT** if North Sydney Local Environmental Plan 2013 is amended as a result of carrying out Recommendation No.1, that the North Sydney Heritage Inventory sheet in relation to Heritage Item I0407 be updated.
10. **THAT** Council resolves to prepare and submit a nomination to the NSW Heritage Council to have bus shelter BS004: The Oval included on the State Heritage Register.
11. **THAT** upon completing of the required nomination form and any associated documents to include bus shelter BS004: The Oval on the State Heritage Register, that delegated authority be granted to the General Manager to forward the nomination to the NSW Heritage Council.
12. **THAT** the Committee notes that items 22 and 60 in the consultant's report have been erroneously mapped and that this be rectified in finalising the submission to the Department of Planning.
13. **THAT** the independent consultant be congratulated on the report.
14. **THAT** in relation to Item 4 Norman Turkington and Associates be appointed to conduct the conflict resolution process between the Mayor and all Councillors.
15. **THAT** Council seek a second opinion on the advice in relation to Items 5 and 6 of the Performance Improvement Order.
16. **THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
17. **THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.
18. **THAT** *a report be submitted to the next Legal and Planning Committee regarding the naming of the unnamed bus shelters.*

The amendment was put and **carried**.

Voting was as follows:

For/Against 6/3

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y	N	Barbour		N
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean		N
Carr	Y		Bevan	Absent	
Beregi	Y				

The amendment thereupon became the motion, was put and **carried**.

Voting was as follows:

For/Against 8/1

Councillor	Yes	No	Councillor	Yes	No
Gibson		N	Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan	Absent	
Beregi	Y				

RESOLVED:

- 1. THAT** the report (LP01: Current Appeals and Results - February 2015) be received.
- 2. THAT** Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.
- 3. THAT** the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the B4 Mixed Use zone.
- 4. THAT** Council prepare a Planning Proposal to amend NSLEP 2013, such that the heritage provisions prevail over all other provisions of the LEP, similar to that incorporated within NSLEP 2001.
- 5. THAT** Council provide a copy of this report and correspondence to LGNSW and request they take it up as policy and lobbying on behalf of Council.
- 6. THAT** Council provide copies of this report and its resolutions from the 2 March 2015 Legal and Planning Committee to other metropolitan Councils who have significant heritage issues, and call on those Councils to write in similar terms to the State Government on their behalf.
- 7. THAT** Council note the coming into force of Amendment No.7 to NSLEP 2013.
- 8. THAT** Council resolves to adopt the attached Planning Proposal and forward it to the Minister for Planning in order to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act, 1979.
- 9. THAT** if North Sydney Local Environmental Plan 2013 is amended as a result of carrying out Recommendation No.1, that the North Sydney Heritage Inventory sheet in relation to Heritage Item I0407 be updated.
- 10. THAT** Council resolves to prepare and submit a nomination to the NSW Heritage Council to have bus shelter BS004: The Oval included on the State Heritage Register.
- 11. THAT** upon completing of the required nomination form and any associated documents to include bus shelter BS004: The Oval on the State Heritage Register, that delegated authority be granted to the General Manager to forward the nomination to the NSW Heritage Council.
- 12. THAT** the Committee notes that items 22 and 60 in the consultant's report have been erroneously mapped and that this be rectified in finalising the submission to the Department of Planning.
- 13. THAT** the independent consultant be congratulated on the report.
- 14. THAT** in relation to Item 4 Norman Turkington and Associates be appointed to conduct the conflict resolution process between the Mayor and all Councillors.

- 15. THAT** Council seek a second opinion on the advice in relation to Items 5 and 6 of the Performance Improvement Order.
- 16. THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
- 17. THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.
- 18. THAT** a report be submitted to the next Legal and Planning Committee regarding the naming of the unnamed bus shelters.



Report to General Manager

Attachments:

1. Minutes 2 March 2015

SUBJECT: Legal and Planning Committee - Minutes 2 March 2015

AUTHOR: Ian Curry, Manager Governance and Committee Services

ENDORSED BY: Ross McCreanor, Director Corporate Services

EXECUTIVE SUMMARY:

This report presents the recommendations of the last meeting of the Legal and Planning Committee held on 2 March 2015, for Council adoption. The minutes are attached for information.

FINANCIAL IMPLICATIONS:

Nil

RECOMMENDATION:

1. **THAT** the report (LP01: Current Appeals and Results - February 2015) be received.
 2. **THAT** Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.
 3. **THAT** the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the B4 Mixed Use zone.
 4. **THAT** Council prepare a Planning Proposal to amend NSLEP 2013, such that the heritage provisions prevail over all other provisions of the LEP, similar to that incorporated within NSLEP 2001.
 5. **THAT** Council provide a copy of this report and correspondence to LGNSW and request they take it up as policy and lobbying on behalf of Council.
 6. **THAT** Council provide copies of this report and its resolutions from the 2 March 2015 Legal and Planning Committee to other metropolitan Councils who have significant heritage issues, and call on those Councils to write in similar terms to the State Government on their behalf.
 7. **THAT** Council note the coming into force of Amendment No.7 to NSLEP 2013.
 8. **THAT** Council resolves to adopt the attached Planning Proposal and forward it to the Minister for Planning in order to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act, 1979.
 9. **THAT** if North Sydney Local Environmental Plan 2013 is amended as a result of carrying out Recommendation No.1, that the North Sydney Heritage Inventory sheet in relation to Heritage Item I0407 be updated.
-

- 10. THAT** Council resolves to prepare and submit a nomination to the NSW Heritage Council to have bus shelter BS004: The Oval included on the State Heritage Register.
 - 11. THAT** upon completing of the required nomination form and any associated documents to include bus shelter BS004: The Oval on the State Heritage Register, that delegated authority be granted to the General Manager to forward the nomination to the NSW Heritage Council.
 - 12. THAT** the Committee notes that items 22 and 60 in the consultant's report have been erroneously mapped and that this be rectified in finalising the submission to the Department of Planning.
 - 13. THAT** the independent consultant be congratulated on the report.
 - 14. THAT** in relation to Item 4 Norman Turkington and Associates be appointed to conduct the conflict resolution process between the Mayor and all Councillors.
 - 15. THAT** Council seek a second opinion on the advice in relation to Items 5 and 6 of the Performance Improvement Order.
 - 16. THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
 - 17. THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.
-

LINK TO DELIVERY PROGRAM

The relationship with the Delivery Program is as follows:

Direction: 5. Our Civic Leadership

Outcome: 5.3 Council is ethical, open, accountable and transparent in its decision making

BACKGROUND

In accordance with Council's Code of Meeting Principles and Practices:

Clause 50.6 - the minutes of a Committee meeting may only be confirmed and adopted by resolution of that Committee, passed at a subsequent meeting of that Committee.

Clause 50.7 - the recommendations arising at Committee meetings are to be submitted to the next available Council meeting for adoption.

CONSULTATION REQUIREMENTS

Community engagement is not required.

SUSTAINABILITY STATEMENT

The sustainability implications are of a minor nature and as such did not warrant a detailed assessment.

DETAIL

This report presents the recommendations of the last meeting of the Legal and Planning Committee held on 2 March 2015, for Council adoption. The minutes are attached for information.

NORTH SYDNEY COUNCIL**REPORT OF LEGAL AND PLANNING COMMITTEE**

SUBJECT: PROCEEDINGS OF MEETING HELD IN THE SUPPER ROOM AT THE COUNCIL CHAMBERS, NORTH SYDNEY, ON 02 MARCH 2015 AT 7.30PM.

PRESENT

Councillor Gibson in the Chair, Councillors Morris, Reymond, Bevan, Beregi, Marchandean, Clare, Carr, Barbour, Baker.

Staff: Warwick Winn, General Manager
Joseph Hill, Director City Strategy
Adrian Panuccio, Chief Operating Officer
Matthew Pearce, Solicitor
Marcelo Occhiuzzi, Manager Strategic Planning
Benjamin Boyd, Strategic Planner
Scott Williamson, Strategic Planner
Robyn Pearson, Team Leader Assessments
Shari Amery, Governance Officer (Minutes)

Visitors: Mike Montgomery, Independent Adviser
John Paul Merlino, HWL Ebsworth Lawyers
Sophia Wakeling, Youth-Councillor Mentor Program
mentee, Monte Sant Angelo School

Apologies were received - Nil

At the commencement of business (7.45pm) Councillors present were -
Councillor Gibson in the Chair, Councillors Morris, Reymond, Bevan, Beregi, Marchandean, Clare, Carr, Barbour, Baker.

1. Minutes

The Minutes of the previous meeting held on 10 November 2014, copies of which had been previously circulated, were taken as read and confirmed.

The Motion was moved by Councillor Marchandean and seconded by Councillor Bevan.

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

2. LP01: Current Appeals and Results - February 2015

Report of Matthew Pearce, Solicitor

Attached is a list of current appeal matters as at 18 February 2015 for Council's information.

As at 16 February 2015, Council has spent \$278,736 on funds on legal fees from the budgeted amount of \$850,000 for the 2015 financial year.

Recommending:

1. **THAT** the report be received.

The Motion was moved by Councillor Baker and seconded by Councillor Bevan

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

Resolved to recommend:

1. **THAT** the report be received.

3. LP02: Compliance with Performance Improvement Order

Report of Warwick Winn, General Manager

The Minister for Local Government, the Hon Paul Toole, on 9 December 2014 issued the Council with a Performance Improvement Order (**PIO**) under section 438A of the *Local Government Act 1993*.

Under Action Item 4 of the PIO, the Mayor and Councillors are required to participate in a conflict resolution process.

At its meeting on 15 December 2014, in relation to Items 5 and 6, Council resolved (Min No. 541):

2. *THAT legal advice on Action Items 5 and 6, in relation to the General Manager's employment contract, be sought.*

Funding has been allocated to accommodate the expenditure required under the Performance Improvement Order

Recommending:

1. **THAT** Council close the meeting to the public pursuant to sections 10A(1), 10A(2)(a), 10A(2)(d) and 10A(2)(g) of the *Local Government Act 1993* to consider legal advice and commercial proposals in response to the Council resolution of 15 December 2014.

The Motion was moved by Councillor Baker and seconded by Councillor Marchandeanu

1. THAT the matter be deferred to closed session.

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandeanu	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

Resolved to recommend:

1. THAT the matter be deferred to closed session.

4. LP03: Draft Amendment to NSDCP 2013 - Car Parking rates in the B4 Zone

Report of Mark Yee, Strategic Planner

At its meeting on 15 December 2014, Council resolved (Minute No. 548) to forward a Planning Proposal to amend North Sydney Local Environmental Plan 2013 (NSLEP 2013) to permit 'residential flat buildings' in the B4 Mixed Use Zone to the Minister for Planning and Environment for a Gateway Determination.

Council received a Gateway Determination on 9 February 2015, allowing the Planning Proposal to proceed to public exhibition.

Since its determination to proceed with the Planning Proposal, Council staff have identified an unforeseen issue relating to car parking requirements for residential flat buildings under the North Sydney Development Control Plan 2013 (NSDCP 2013). In particular, the maximum parking rates for 'residential flat buildings' would be significantly higher than the rates applied for 'shop top housing' within the *B4 Mixed Use* zone.

To address this issue, a draft amendment to NSDCP 2013 has been prepared which sets car parking rates for residential flat buildings in the B4 Mixed Use Zone in line with the existing policy position adopted for 'shop top housing' in the zone.

This report seeks Council's adoption of the draft amendment to NSDCP 2013 (refer to Attachment 2) so that it may be placed on public exhibition concurrently with the corresponding Planning Proposal.

Recommending:

1. THAT Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.

2. THAT the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the *B4 Mixed Use* zone.

The Motion was moved by Councillor Baker and seconded by Councillor Marchandeanu

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

Resolved to recommend:

1. **THAT** Council adopts the attached draft amendment to North Sydney Development Control Plan 2013 for public exhibition.
2. **THAT** the public exhibition occurs concurrently with the exhibition of the Planning Proposal which seeks to make residential flat buildings permissible with consent in the *B4 Mixed Use* zone.

5. **LP04: Proposed amendments to NSLEP 2013 - Heritage Provisions**

Report of Ben Boyd, Executive Strategic Planner

On 23 June 2014, Council considered a report (refer to Attachment 1) which addressed a number of resolutions in response to its consideration of a Notice of Motion on 2 September 2013. In particular, the Motion sought an investigation to amend North Sydney Local Environmental Plan 2013 (NSLEP 2013) such that it incorporated provisions similar to those contained with NSLEP 2001 which would ensure that the heritage provisions prevail over any other provisions of the LEP. Council resolved (Minute No. 226):

THAT the General Manager write to the Minister for Environment and Heritage, and the Minister Assisting the Minister for Planning, requesting a meeting to put the case for a special provision in the NSLEP 2013, as detailed in the report.

Council wrote to the Minister for Environment and Heritage, and the Minister Assisting the Minister for Planning on 15 July 2014. Council received a response from Director of the Heritage Division of the Office of Environment and Heritage (OEH) on behalf of the Minister on 29 August 2014.

Despite the OEH's offer of help, they are unable to assist implementing the intention of Council's proposal. In particular, the intent of the proposal can only be implemented through a change to the LEP, which is the responsibility of the Department of Planning and Environment (DPE). The DPE have previously advised that they do not support the suggested amendment to NSLEP 2013 as it is inconsistent with the mandatory provisions of the Standard Instrument LEP.

Accordingly, no further action is proposed in this regard.

Recommending:

1. **THAT** Council receive the report.

It was moved by Councillor Gibson and seconded by Councillor Bevan

1. **THAT** Council receive the report.

It was moved as an amendment by Councillor Baker and seconded by Councillor Morris

1. **THAT** Council prepare a Planning Proposal to reinstate the similar heritage provision into Council's LEP.
2. **THAT** Council provide a copy of this report and correspondence to LGNSW and request they take it up as policy and lobbying on behalf of Council.

3. THAT Council provide copies of this report and its resolutions from the 2 March 2015 Legal and Planning Committee to other metro Councils who have significant heritage issues, and call on those Councils to write in similar terms to the State Government on their behalf.

The amendment was put and **carried**.

Voting on the amendment was as follows: For/Against 8/2

Councillor	Yes	No	Councillor	Yes	No
Gibson		N	Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan		N
Beregi	Y				

The amendment thereupon became the motion, was put and **carried**.

Voting was as follows: For/Against 8/2

Councillor	Yes	No	Councillor	Yes	No
Gibson		N	Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan		N
Beregi	Y				

Resolved to recommend:

- 1. THAT** Council prepare a Planning Proposal to amend NSLEP 2013, such that the heritage provisions prevail over all other provisions of the LEP, similar to that incorporated within NSLEP 2001.
- 2. THAT** Council provide a copy of this report and correspondence to LGNSW and request they take it up as policy and lobbying on behalf of Council.
- 3. THAT** Council provide copies of this report and its resolutions from the 2 March 2015 Legal and Planning Committee to other metropolitan Councils who have significant heritage issues, and call on those Councils to write in similar terms to the State Government on their behalf.

6. LP05: Post Gazettal Report - NSLEP 2013 Amendment No. 7 (Exceptions to Development Standards in St Leonards - Building Height)

Report of Adonna See, Graduate Planner

At its meeting on 21 July 2014, North Sydney Council resolved to forward a Planning Proposal regarding Exceptions to Development Standards on certain land in St Leonards to the Department of Planning and Environment (DPE) with a request for a Gateway Determination.

The Planning Proposal sought to amend North Sydney Local Environmental Plan 2013 (NSLEP 2013) by reactivating clause 4.6(8)(ca) which seeks to temporarily limit the ability to vary the maximum building height on land generally bound by Chandos Street, Hume Lane, Albany Street, the Pacific Highway, and St Leonards Railway Station. The restriction was proposed to cease on 31 December 2015.

The Minister for Planning subsequently issued a Gateway Determination requiring the Planning Proposal be placed on public exhibition for a minimum of 14 days. The public exhibition took place from Thursday 6 November 2014 to Wednesday 19 November 2014.

On 11 December 2014, Council considered a post exhibition report that addressed the submissions received during the public exhibition. Council resolved to adopt the Planning Proposal unamended, and proceed with the making of a Local Environmental Plan.

The Planning Proposal was forwarded to the DPE on 23 December 2014, with a request that the plan be formally made.

NSLEP 2013 (Amendment No. 7) gives effect to the Planning Proposal and is now in force following its publication on the NSW legislation website on 6 February 2015.

This report is for the information of Councillors.

Recommending:

1. THAT Council note the coming into force of Amendment No.7 to NSLEP 2013.

The Motion was moved by Councillor Baker and seconded by Councillor Morris

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

Resolved to recommend:

1. THAT Council note the coming into force of Amendment No.7 to NSLEP 2013.

7. LP06: Heritage Review of North Sydney Bus Shelters and associated Planning Proposal

Report of Ben Boyd, Executive Strategic Planner

Council has resolved on two occasions to review the heritage listing of North Sydney's iconic bus shelters (Item No. I 0407) under North Sydney Local Environmental Plan 2013 (NSLEP 2013), and to delist any bus shelters that do not have any heritage significance.

Council engaged David Scobie Architects to undertake an independent heritage review of all bus shelters that are currently listed as heritage items under NSLEP 2013. The North Sydney Bus Shelter Heritage Review recommended that:

- 44 of the bus shelters met the criteria for listing as a local heritage item and should retain their heritage listing under NSLEP 2013;
- 7 of the bus shelters do not meet the criteria for listing as a local heritage item and should be removed from listing under NSLEP 2013; and
- 1 bus shelter has the potential to meet the criteria for listing on the State Heritage Register and a nomination should be made to have it listed

In accordance with the recommendations of the North Sydney Bus Shelter Heritage Review, a Planning Proposal has been prepared that seeks to amend NSLEP 2013 by removing seven (7) bus shelters from heritage listing I0407, via their removal from the Heritage Map to NSLEP 2013. The Planning Proposal is considered to be satisfactory and should be forwarded to the Department of Planning and Environment for Gateway Determination.

Also in accordance with the Heritage Study by David Scobie Architects, it is recommended that Council nominate bus shelter BS004 - The Oval, to the NSW Heritage Council as an item for inclusion on the State Heritage Register.

Recommending:

- 1. THAT** Council resolves to adopt the attached Planning Proposal and forward it to the Minister for Planning in order to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act, 1979.
- 2. THAT** if North Sydney Local Environmental Plan 2013 is amended as a result of carrying out Recommendation No.1, that the North Sydney Heritage Inventory sheet in relation to Heritage Item I0407 be updated.
- 3. THAT** Council resolves to prepare and submit a nomination to the NSW Heritage Council to have bus shelter BS004: The Oval included on the State Heritage Register.
- 4. THAT** upon completing of the required nomination form and any associated documents to include bus shelter BS004: The Oval on the State Heritage Register, that delegated authority be granted to the General Manager to forward the nomination to the NSW Heritage Council.

The Motion was moved by Councillor Morris and seconded by Councillor Marchandau.

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandau	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

Resolved to recommend:

- 1. THAT** Council resolves to adopt the attached Planning Proposal and forward it to the Minister for Planning in order to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act, 1979.
- 2. THAT** if North Sydney Local Environmental Plan 2013 is amended as a result of carrying out Recommendation No.1, that the North Sydney Heritage Inventory sheet in relation to Heritage Item I0407 be updated.
- 3. THAT** Council resolves to prepare and submit a nomination to the NSW Heritage Council to have bus shelter BS004: The Oval included on the State Heritage Register.
- 4. THAT** upon completing of the required nomination form and any associated documents to include bus shelter BS004: The Oval on the State Heritage Register, that delegated authority be granted to the General Manager to forward the nomination to the NSW Heritage Council.
- 5. THAT** the Committee notes that items 22 and 60 in the consultant's report have been erroneously mapped and that this be rectified in finalising the submission to the Department of Planning.
- 6. THAT** the independent consultant be congratulated on the report.

NOTE: Council's Director City Strategy advised that further investigation into suitable names for the three currently unnamed bus stops would be undertaken, in consultation with Council's Historical Services section, and reported back to Council.

8. Closed Session

It was moved by Councillor Gibson and seconded by Councillor Baker

1. THAT Council close the meeting to the public at 7.58pm pursuant to sections 10A(1), 10A(2)(a), 10A(2)(d) and 10A(2)(g) of the *Local Government Act 1993* to consider legal advice and commercial proposals in response to the Council resolution of 15 December 2014.

Public Interest

This matter is classified as confidential as it contains personnel matters, commercial information of a confidential nature and advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege. On balance, the public interest in preserving the confidentiality of this information outweighs the public interest in openness and transparency in Council decision making by discussing these matters in open session.

The General Manager, Director City Strategy, Manager Strategic Planning, Team Leader Assessments, Strategic Planners and Youth-Councillor Mentor Program mentee left the meeting.

Council's Chief Operating Officer, legal representative from HWL Ebsworth, the Independent Advisor and Council's Governance Officer remained in the meeting.

9. LP02: Compliance with Performance Improvement Order

Report of Warwick Winn, General Manager

The Minister for Local Government, the Hon Paul Toole, on 9 December 2014 issued the Council with a Performance Improvement Order (**PIO**) under section 438A of the *Local Government Act 1993*.

Under Action Item 4 of the PIO, the Mayor and Councillors are required to participate in a conflict resolution process.

At its meeting on 15 December 2014, in relation to Items 5 and 6, Council resolved (Min No. 541):

2. THAT legal advice on Action Items 5 and 6, in relation to the General Manager's employment contract, be sought.

Funding has been allocated to accommodate the expenditure required under the Performance Improvement Order

Recommending:

1. THAT Council close the meeting to the public pursuant to sections 10A(1), 10A(2)(a), 10A(2)(d) and 10A(2)(g) of the *Local Government Act 1993* to consider legal advice and commercial proposals in response to the Council resolution of 15 December 2014.

Councillor Baker moved a Point of Order that the Chair return the meeting to discussion of the business at hand.

The Mayor did not rule on the Point of Order.

It was moved by Councillor Baker and seconded by Councillor Morris

1. THAT the report be received.

2. THAT in relation to Item 4 of the Performance Improvement Order, Norman Turkington and Associates be appointed to conduct the conflict resolution process between the Mayor and all Councillors.

3. THAT Items 5 and 6 of the Performance Improvement Order be dealt with separately.

Voting was as follows:

For/Against 10/0

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan	Y	
Beregi	Y				

Councillor Morris and Councillor Clare left the meeting at 8.30pm.

Councillor Baker raised a Point of Order that Councillor Beregi be allowed to finish her question to Council's Chief Operating Officer.

The Mayor did not rule on the Point of Order.

Councillor Baker raised a Point of Order that staff be allowed to respond to Councillor Beregi's questions.

The Mayor did not rule on the Point of Order.

Councillor Baker raised a Point of Order that the Mayor withdraw and apologise for saying she is raising Points of Order too frequently.

The Mayor did not rule on the Point of Order and refused to apologise.

Councillor Beregi raised a Point of Order that she be allowed to finish speaking.

The Mayor did not rule on the Point of Order.

Councillor Beregi raised a Point of Order that Councillor Bevan stop interrupting Councillor Baker when she is speaking.

The Mayor raised a Point of Order that Councillor Baker stop interrupting the Chair whilst the Chair is speaking and requested that Councillor Baker apologise.

Councillor Baker apologised to the Mayor.

It was moved by Councillor Gibson and seconded by Councillor Bevan

1. THAT Council direct the General Manager to engage in a conflict resolution process with the Mayor.

2. THAT the Mayor and General Manager, with the assistance of the temporary adviser, appoint a suitable independent person to conduct the conflict resolution process.

3. THAT it is acknowledged the Mayor is a willing participant in the conflict resolution process.

Councillor Morris and Councillor Clare returned to the meeting at 8.46pm.

It was moved as an amendment by Councillor Beregi and seconded by Councillor Morris

1. **THAT** Council seek a second opinion on the advice in relation to Items 5 and 6 of the Performance Improvement Order.
2. **THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
3. **THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.

The amendment was put and **carried**.

Voting was as follows:

For/Against 8/2

Councillor	Yes	No	Councillor	Yes	No
Gibson		N	Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan		N
Beregi	Y				

The amendment thereupon became the motion, was put and **carried**.

Voting was as follows:

For/Against 8/2

Councillor	Yes	No	Councillor	Yes	No
Gibson		N	Barbour	Y	
Reymond	Y		Morris	Y	
Clare	Y		Burke	Absent	
Baker	Y		Marchandean	Y	
Carr	Y		Bevan		N
Beregi	Y				

Resolved to recommend:

1. **THAT** the report be received.
2. **THAT** in relation to Item 4 Norman Turkington and Associates be appointed to conduct the conflict resolution process between the Mayor and all Councillors.
3. **THAT** Council seek a second opinion on the advice in relation to Items 5 and 6 of the Performance Improvement Order.
4. **THAT** Council write to the Minister for Local Government outlining its concerns, and seeking indemnification from any subsequent costs arising from the Minister's directive to Council on Item 6 of the Performance Improvement Order.
5. **THAT** the legal advice sought on Items 5 and 6 of the Performance Improvement Order be obtained from an eminent Senior Counsel.

10. Open Session

It was moved by Councillor Baker and seconded by Councillor Gibson

1. **THAT** the meeting be reopened to the public at 8.56pm.

The resolutions of the closed session were read to the open meeting.

The meeting closed at 9.00pm.

CHAIRPERSON

GENERAL MANAGER



PLANNING PROPOSAL

North Sydney Bus Shelters

V2_19 March 2015

1 INTRODUCTION

North Sydney Council (Council) has prepared a Planning Proposal to amend North Sydney Local Environmental Plan 2013 (NSLEP 2013).

The primary intent of the Planning Proposal is to remove the heritage listing (I0407) under NSLEP 2013 from seven (7) bus shelters. In particular, the proposed amendment seeks to amend the Heritage Map to NSLEP 2013 such that the following seven bus shelters are no longer identified as heritage items:

- BS018: 'CHURCHILL' – Corner Carter Street and Cammeray Road, Cammeray
- BS022: 'MILNER' – Corner Milner Crescent and Shirley Road, Wollstonecraft
- BS030: 'LINDSAY' – Ben Boyd Road, Neutral Bay
- BS044: 'BRADFIELD' – High Street, North Sydney
- BS055: 'JAMES MILSON' – Corner High Street and Clarke Road, North Sydney
- BS065: UNNAMED – Corner Carter Street and Cammeray Road, Cammeray
- BS067: 'BENELONG' – Corner Gerard Street and Benelong Road, Cremorne

The need for the Planning Proposal has arisen in response to a Council resolution to ensure that all heritage listed bus shelters are appropriately listed and the recommendations arising from an independent heritage review of the bus shelters.

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act, 1979 (EP&A Act) and the Department of Planning and Environment's (DPE) document "*A guide to preparing planning proposals*" (October 2012).

2 BACKGROUND

Council has a total of 65 bus shelters (refer to Appendix 1) in the North Sydney Local Government Area, of which 51 (bus shelters 1-13, 16, 18-20, 22-26, 28-31, 33-35, 38, 41-46, 50-61, 65-67 as illustrated on Appendix 1) are listed as heritage items under NSLEP 2013.

On 14 October 2013, Council considered a report with respect to advertising in the North Sydney CBD, commercial centres and on Council infrastructure, including bus shelters. This report made reference to the preparation of a new Public Domain Design Style Code, which included designs and specifications for a new contemporary type of bus shelter. In considering this report, Council resolved in part:

That Council delist as heritage items all Council owned bus shelters that are of no heritage value.

The inclusion of the above resolution was to ensure that bus shelters which have no heritage value could be easily demolished and replaced with the new contemporary structures as identified within the Public Domain Style Manual and Design Code which was adopted by Council in final form on 17 February 2014.

In response to this resolution, Council engaged David Scobie Architects on 5 September 2014 to undertake an independent heritage review of all bus shelters that are currently listed as heritage items under NSLEP 2013. The intent of the review was to confirm whether all of the currently heritage listed bus shelters should retain their heritage listing or have their listing removed where they did not satisfy the relevant criteria for heritage listing.

On 13 October 2014, Council considered Notice of Motion No.25/14 which related to bus shelters. In response to this Motion, Council resolved:

THAT North Sydney Council:

- a) Prepare a report of the cost benefit analysis of installing individualised “off the shelf” bus shelter options across the North Sydney Local Government area;*
- b) Prepare a heritage report of the heritage value of the current bus shelters. All heritage items of bus shelters will be protected and maintained and not affected as part of this upgrade consideration;*
- c) Prepare a social impact report with community consultation process for the replacement of the current ‘heritage look’ bus shelters to possible modern alternative bus shelters;*
- d) Investigate feasibility of installing bus stops with a similar look to those of the current upgrade of Gas Works Bus Stops 1 and 2.*

Council received the completed Heritage Review (refer to Appendix 2) from the consultant on 14 January 2015. The Review recommended that:

- 44 of the bus shelters meet the criteria for listing as a local heritage item and should retain their heritage listing under NSLEP 2013;
- 7 of the bus shelters do not meet the criteria for listing as a local heritage item and should be removed from listing under NSLEP 2013; and
- 1 bus shelter has the potential to meet the criteria for listing on the State Heritage Register.

Council subsequently prepared a Planning Proposal in accordance with the recommendations of the Heritage Review and was reported to Council's Legal and Planning Committee on 2 March 2015 seeking endorsement to proceed to a Gateway Determination. The Committee resolved:

The recommendation to amend the Planning Proposal stemmed from a mapping error that was identified in the Heritage Review. In particular the locations of BS022 and BS060 had been interchanged.

Council resolved to adopt the Committee's recommendation on 16 March 2015. This Planning Proposal has been amended in accordance with Council's resolution.

3 SITE & LOCALITY

The Planning Proposal applies to seven bus shelters. Each site is described in turn.

3.1 BS018: 'CHURCHILL'

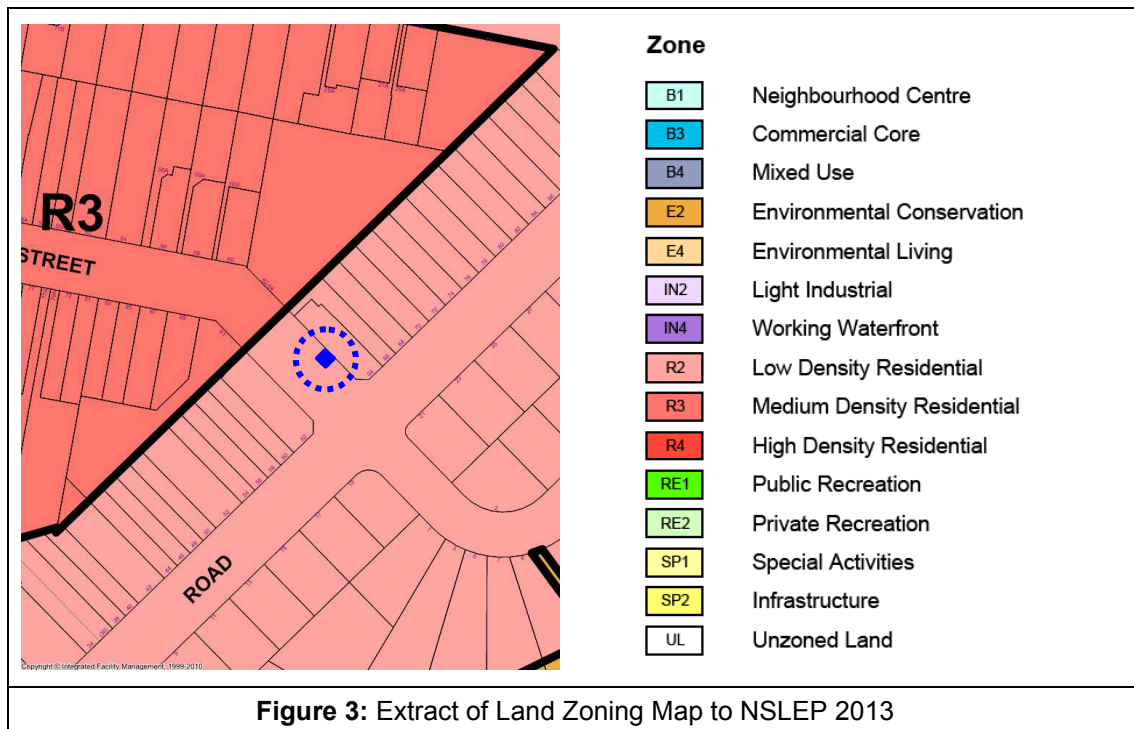
Bus shelter BS018 is located on the northern side of the road reserve to Carter Street, directly adjacent to No.64 Cammeray Road, Cammeray (refer to Figure 1). The shelter is positioned approximately 13m to the west of the intersection of Carter Street and Cammeray Road.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, returned partly on the two ends. The south eastern end accommodates a community notice board. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by single, semi detached and attached dwellings ranging from 1 to 2 storeys in height.

Under NSLEP 2013, the land on which the bus shelter is located is zoned *R2 Low Density Residential* (refer to Figure 3) and is currently identified as a heritage item – I0407 (refer to Figure 2).





3.2 BS022: 'MILNER'

Bus shelter BS022 is located on the northern side of the road reserve to Milner Crescent, directly adjacent to No.60 Milner Crescent, Wollstonecraft (refer to Figure 4). The shelter is positioned approximately 20m to the west of the intersection of Milner Crescent and Shirley Road.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, returned partly on the two ends. The northern end accommodates a community notice board. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by single storey dwelling houses and 4 storey residential flat buildings.

Under NSLEP 2013, the land on which the bus shelter is located is zoned *R4 High Density Residential* (refer to Figure 6) and is currently identified as a heritage item – I0407 (refer to Figure 5).

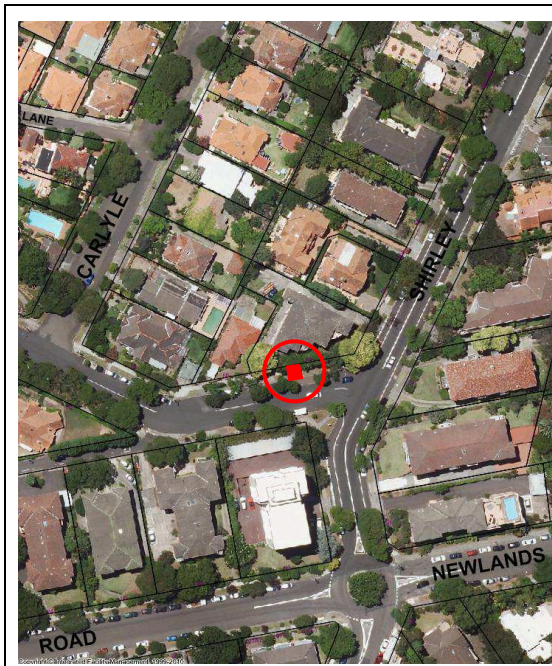


Figure 4: Aerial Photo

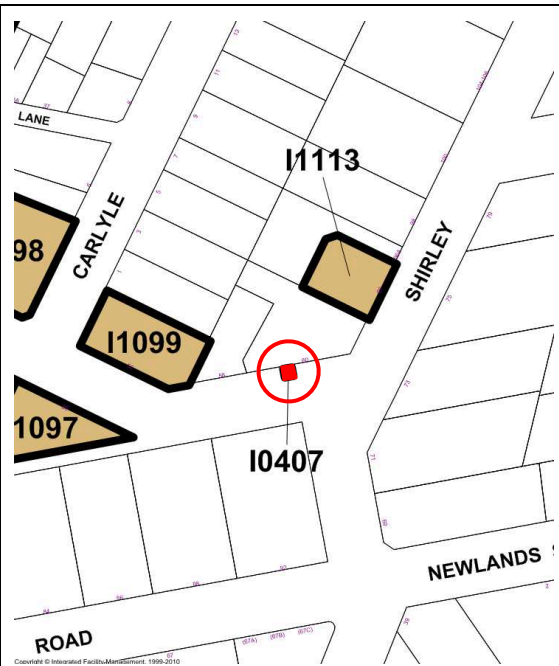
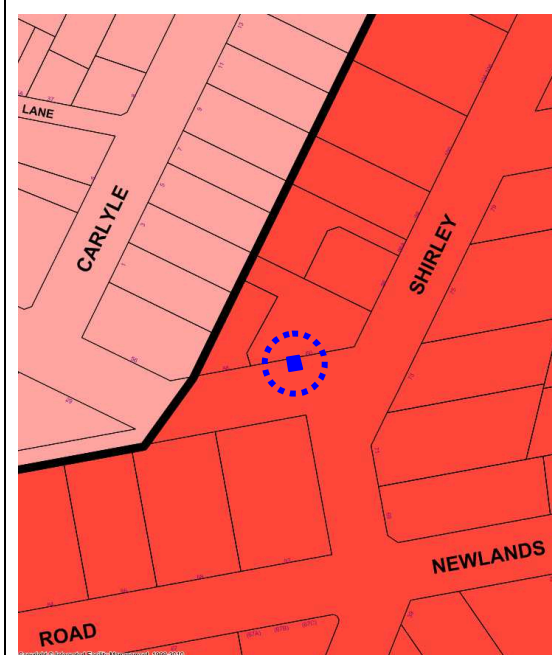


Figure 5: Extract of Heritage Map to NSLEP 2013



Zone

B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
E2	Environmental Conservation
E4	Environmental Living
IN2	Light Industrial
IN4	Working Waterfront
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
UL	Unzoned Land

Figure 6: Extract of Land Zoning Map to NSLEP 2013

3.3 BS030: 'LINDSAY'

Bus shelter BS030 is located on the eastern side of the road reserve to Ben Boyd Road, directly adjacent to No.131 Ben Boyd Road, Neutral Bay (refer to Figure 7). The shelter is positioned approximately 63m to the south of the intersection of Ben Boyd Road and Lindsay Street.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, incorporating a community notice board, returned partly on

its northern end. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by single, semi detached and attached dwellings and residential flat buildings ranging from 2 to 4 storeys in height.

Under NSLEP 2013, the land on which the bus shelter is located is zoned *R4 High Density Residential* (refer to Figure 9) and is currently identified as a heritage item – I0407 (refer to Figure 8).



Figure 7: Aerial Photo

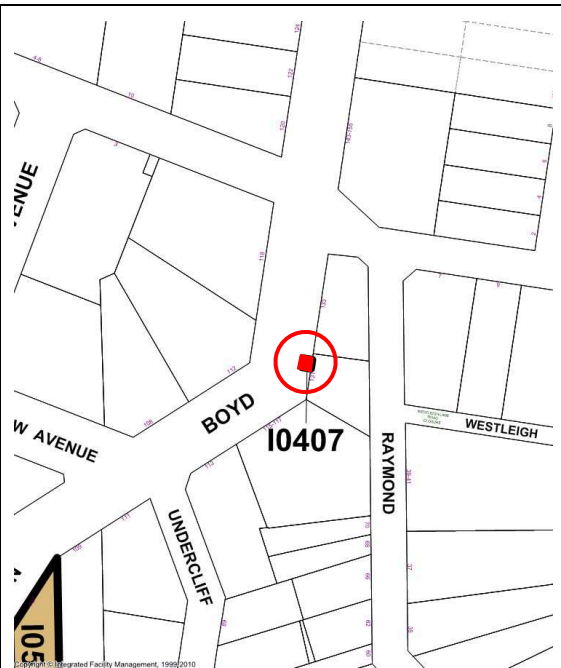
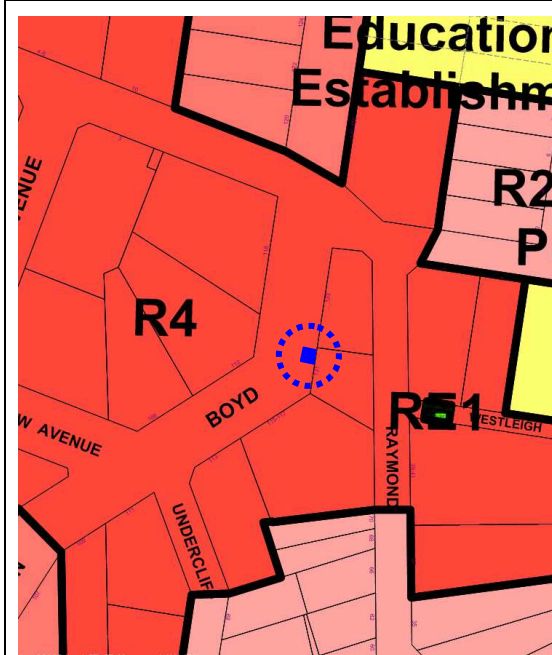


Figure 8: Extract of Heritage Map to NSLEP 2013



Zone

B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
E2	Environmental Conservation
E4	Environmental Living
IN2	Light Industrial
IN4	Working Waterfront
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
UL	Unzoned Land

Figure 9: Extract of Land Zoning Map to NSLEP 2013

3.4 BS044: 'BRADFIELD'

Bus shelter BS044 is located on the southern side of the road reserve to High Street, and partially over High Street Reserve at its north-eastern corner (refer to Figure 10). The shelter is positioned approximately 125m to the west of the intersection of High Street and Clarke Road.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, returned partly on its ends. The western end accommodates a community notice board. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by attached dwellings and residential flat buildings ranging from 2 to 9 storeys in height.

Under NSLEP 2013, the land on which the bus shelter is located is zoned part *RE1 – Public Recreation* and part *SP2 - Infrastructure (classified road)* (refer to Figure 12) and is currently identified as a heritage item – I0407 (refer to Figure 11).



Figure 10: Aerial Photo

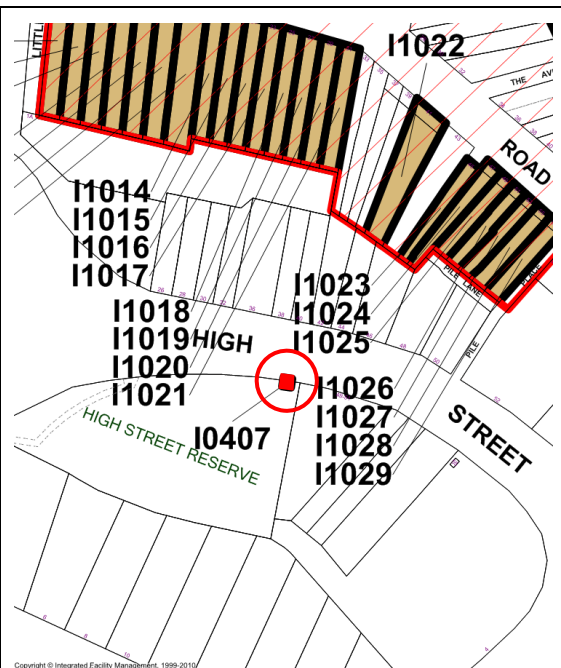
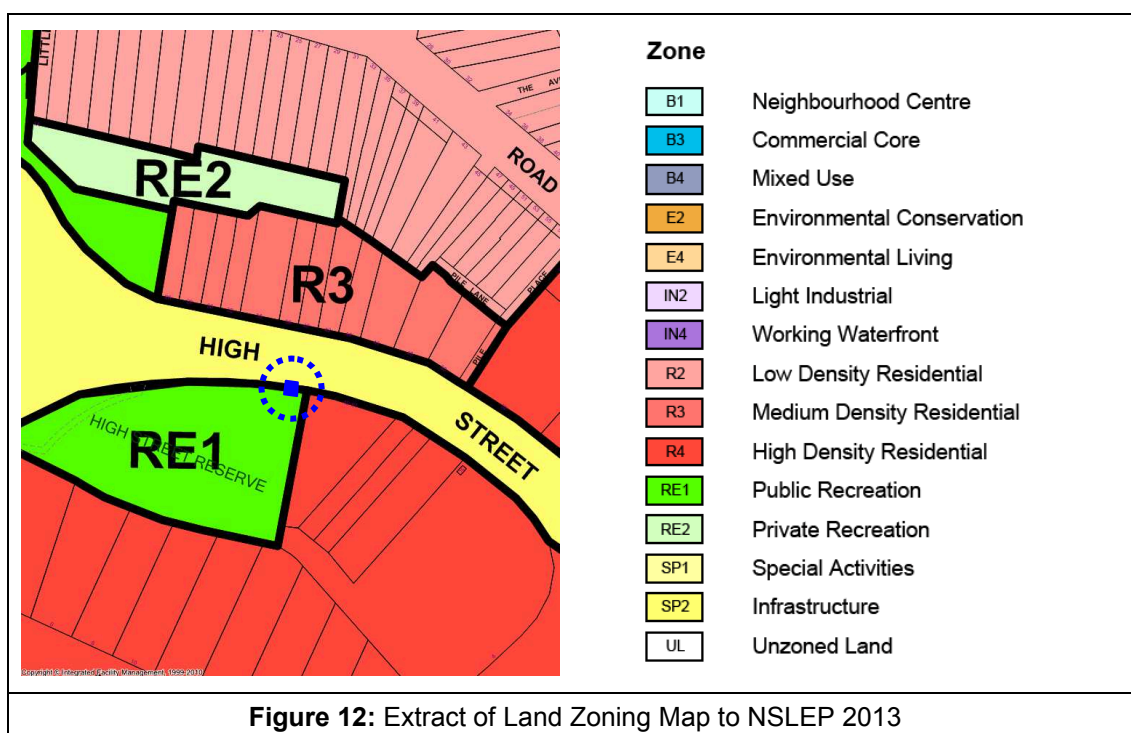


Figure 11: Extract of Heritage Map to NSLEP 2013



3.5 BS055: 'JAMES MILSON'

Bus shelter BS055 is located on the northern side of the road reserve to High Street, North Sydney and located directly adjacent to 54 High Street (refer to Figure 13). The shelter is positioned approximately 30m to the west of the intersection of High Street and Clarke Road.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, incorporating a community notice board, returned partly on its northern end. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by attached dwellings and residential flat buildings ranging from 2 to 9 storeys in height.

Under NSLEP 2013, the land on which the bus shelter is located is zoned *SP2 - Infrastructure (classified road)* (refer to Figure 15) and is currently identified as a heritage item – I0407 (refer to Figure 14).



Figure 13: Aerial Photo

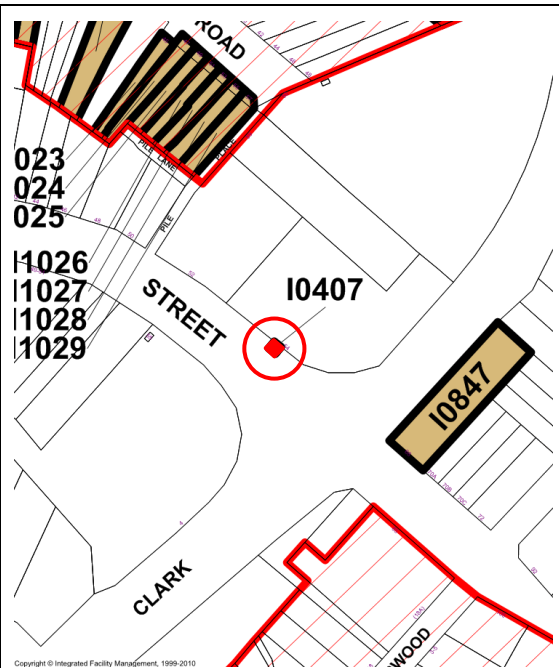
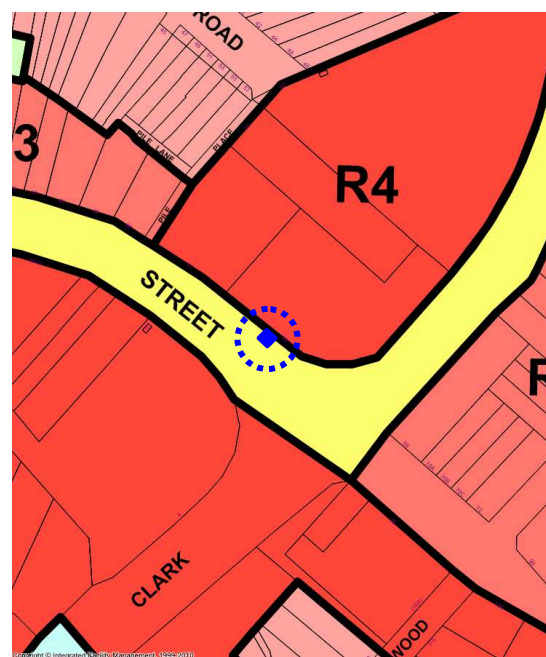


Figure 14: Extract of Heritage Map to NSLEP 2013



Zone

B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
E2	Environmental Conservation
E4	Environmental Living
IN2	Light Industrial
IN4	Working Waterfront
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
UL	Unzoned Land

Figure 15: Extract of Land Zoning Map to NSLEP 2013

3.6 BS065: UNNAMED

Bus shelter BS065 is located on the southern side of the road reserve to Carter Street, directly adjacent to No.62 Cammeray Road, Cammeray (refer to Figure 16). The shelter is positioned approximately 20m to the west of the intersection of Carter Street and Cammeray Road.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, returned partly on the two ends. The north-western end

accommodates a community notice board. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by single, semi detached and attached dwellings ranging from 1 to 2 storeys in height.

Under NSLEP 2013, the land on which the bus shelter is located is zoned *R2 Low Density Residential* (refer to Figure 18) and is currently identified as a heritage item – I0407 (refer to Figure 17).

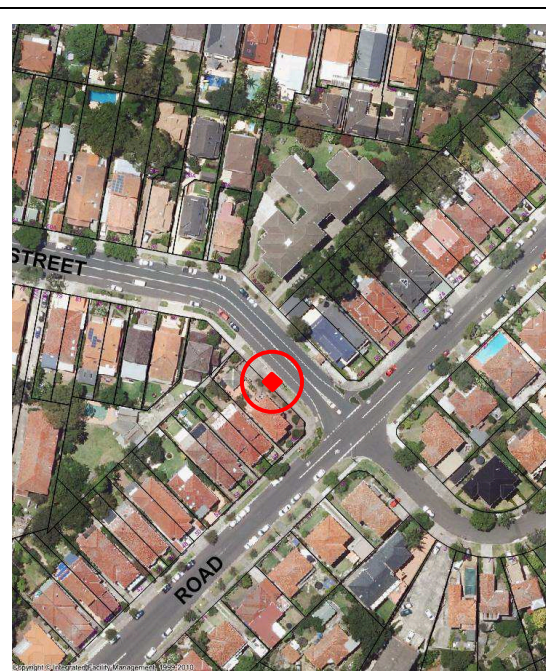


Figure 16: Aerial Photo

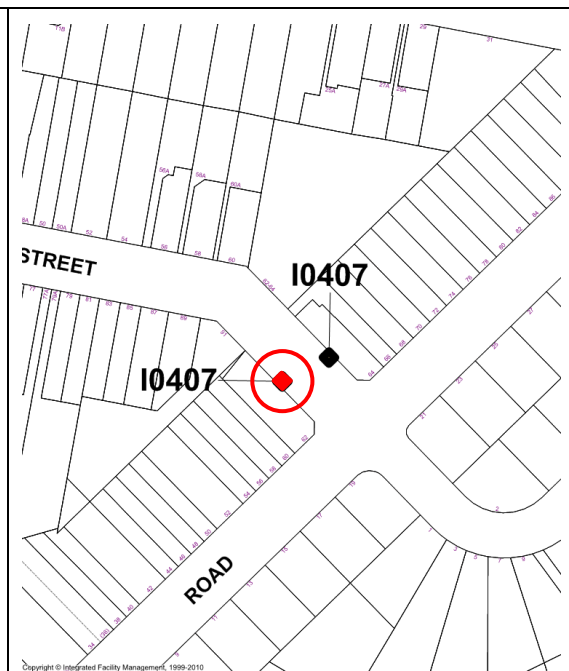
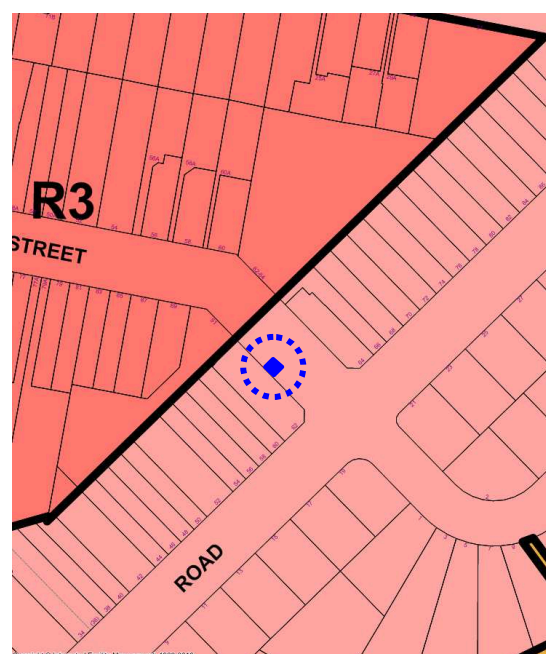


Figure 17: Extract of Heritage Map to NSLEP 2013



Zone

B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
E2	Environmental Conservation
E4	Environmental Living
IN2	Light Industrial
IN4	Working Waterfront
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
UL	Unzoned Land

Figure 18: Extract of Land Zoning Map to NSLEP 2013

3.7 BS067: 'BENELONG'

Bus shelter BS067 is located on the southern side of the road reserve to Gerard Street, directly adjacent to No.81A-81B Gerard Street, Cremorne (refer to Figure 19). The shelter is positioned approximately 20m to the west of the intersection of Gerard Street and Benelong Road.

The bus shelter comprises a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters. The back wall is glass and sheet panels, incorporating a community notice board, returned partly on its eastern end. The western end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall.

The locality is predominantly characterised by single and semi detached dwellings ranging from 1 to 2 storeys in height and residential flat buildings ranging from 3 to 8 storeys in height.

Under NSLEP 2013, the land on which the bus shelter is located is zoned *SP2 - Infrastructure (classified road)* (refer to Figure 21) and is currently identified as a heritage item – I0407 (refer to Figure 20).

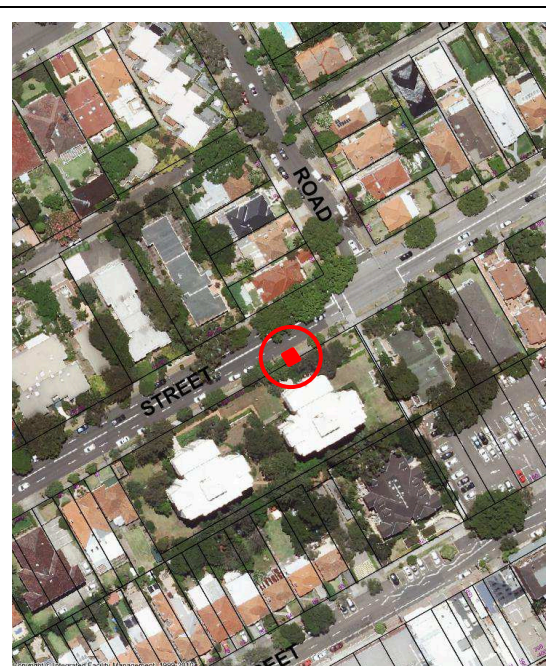
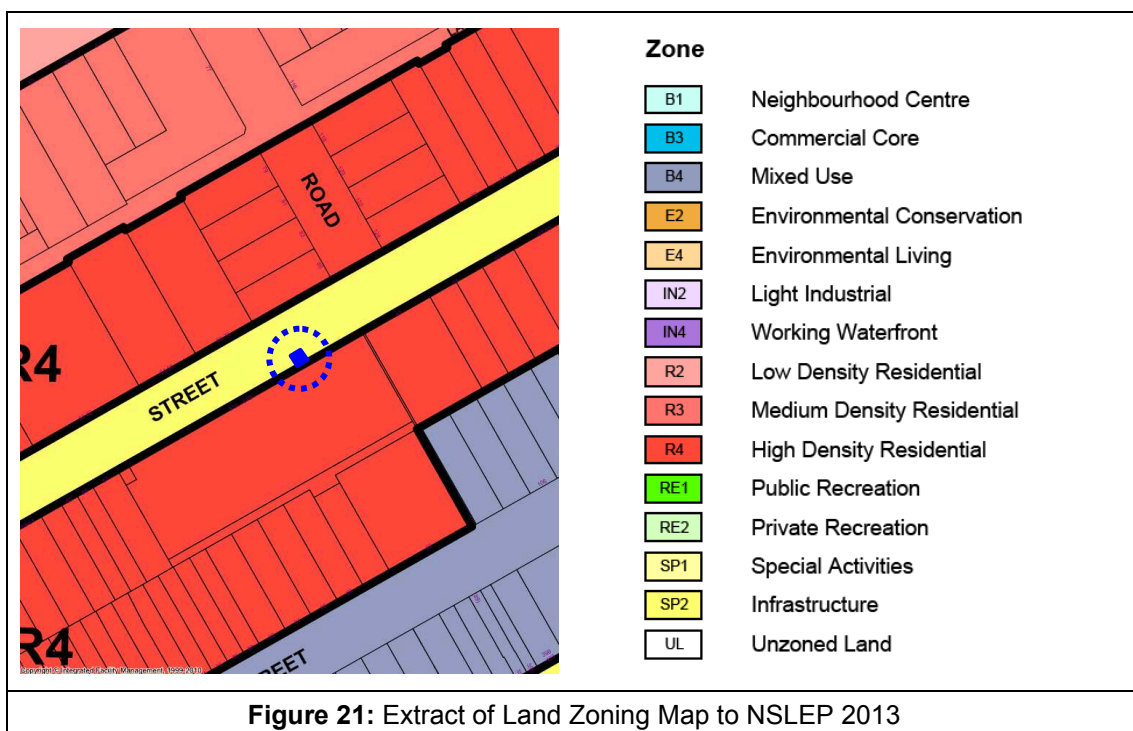


Figure 19: Aerial Photo



Figure 20: Extract of Heritage Map to NSLEP 2013



4 STATUTORY CONTEXT

NSLEP 2013 is the principal planning instrument that applies to the land subject to the Planning Proposal. The relevant sections of NSLEP 2013 are discussed in the following subsections.

4.1 Aims of Plan

Clause 1.2 of NSLEP 2013 outlines the aims of the LEP. In particular, it states:

- (1) *This Plan aims to make local environmental planning provisions for land in North Sydney in accordance with the relevant standard environmental planning instrument under section 33A of the Act.*
- (2) *The particular aims of this Plan are as follows:*
 - (a)
 - (f) *to identify and protect the natural, archaeological and built heritage of North Sydney and ensure that development does not adversely affect its significance, ...*

4.2 Heritage conservation

Clause 5.10 of NSLEP contains specific provisions relating to heritage conservation and states:

- (1) *Objectives*

The objectives of this clause are as follows:

 - (a) *to conserve the environmental heritage of North Sydney,*
 - (b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
 - (c) *to conserve archaeological sites,*
 - (d) *to conserve Aboriginal objects and Aboriginal places of heritage significance.*
- (2) *Requirement for consent*

Development consent is required for any of the following:

 - (a) *demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
 - (i) *a heritage item,*
 - (ii) *an Aboriginal object,*
 - (iii) *a building, work, relic or tree within a heritage conservation area,*
 - (b) *altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*
 - (c) *disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
 - (d) *disturbing or excavating an Aboriginal place of heritage significance,*
 - (e) *erecting a building on land:*
 - (i) *on which a heritage item is located or that is within a heritage conservation area, or*
 - (ii) *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*
 - (f) *subdividing land:*

- (i) on which a heritage item is located or that is within a heritage conservation area, or*
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*
 - (3) When consent not required*

However, development consent under this clause is not required if:

 - (a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:*
 - (i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and*
 - (ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or*
 - (b) the development is in a cemetery or burial ground and the proposed development:*
 - (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and*
 - (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or*
 - (c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or*
 - (d) the development is exempt development.*
 - (4) Effect of proposed development on heritage significance*

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).
 - (5) Heritage assessment*

The consent authority may, before granting consent to any development:

 - (a) on land on which a heritage item is located, or*
 - (b) on land that is within a heritage conservation area, or*
 - (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.
 - (6) Heritage conservation management plans*

The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.
 - (7) Archaeological sites*

The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than

land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):

- (a) notify the Heritage Council of its intention to grant consent, and*
 - (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*
- (8) Aboriginal places of heritage significance*
The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:
- (a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and*
 - (b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.*
- (9) Demolition of nominated State heritage items*
The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:
- (a) notify the Heritage Council about the application, and*
 - (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*
- (10) Conservation incentives*
The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:
- (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and*
 - (b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and*
 - (c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and*
 - (d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and*
 - (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*

A note is also attached to this clause which states:

Note. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5.

4.3 Schedule 5 – Environmental Heritage

All heritage items are identified within Schedule 5 to NSLEP 2013. The listing comprises, if any:

- Locality (suburb)
- Item name
- Address (street address)
- Property description (legal description)
- Significance
- Item No.

The Planning Proposal relates to item No. I0407 which is listed as follows:

Locality	Item Name	Address	Property description	Significance	Item No.
	<i>North Sydney Bus Shelters</i>	<i>Various</i>	<i>Various</i>	<i>Local</i>	<i>I0407</i>

4.4 Heritage Map

Heritage items are identified on the Heritage Map to NSLEP 2013 (refer to Appendix 3) and comprise the following sheets:

- HER_001 5950_COM_HER_001_010_20130607
- HER_002 5950_COM_HER_002_010_20130607
- HER_002A 5950_COM_HER_002A_005_20130607
- HER_003 5950_COM_HER_003_010_20130607
- HER_004 5950_COM_HER_004_010_20130607

5 THE PLANNING PROPOSAL

5.1 PART 1: STATEMENT OF OBJECTIVES

The primary purpose of this Planning Proposal is to remove the heritage listing that applies to seven bus shelters, in response to the outcomes of an independent heritage review.

5.2 PART 2: EXPLANATIONS OF PROVISIONS

The intent of the Planning Proposal is to be achieved by amending the Heritage Map to NSLEP 2013. In particular, it is proposed to remove Item No.I0407 from the Heritage Map to NSLEP 2013 at the following locations:

- BS018: 'CHURCHILL' – Corner Carter Street and Cammeray Road, Cammeray
- BS022: 'MILNER' – Corner Milner Crescent and Shirley Road, Wollstonecraft
- BS030: 'LINDSAY' – Ben Boyd Road, Neutral Bay
- BS044: 'BRADFIELD' – High Street, North Sydney
- BS055: 'JAMES MILSON' – Corner High Street and Clarke Road, North Sydney
- BS065: UNNAMED – Corner Carter Street and Cammeray Road, Cammeray
- BS067: 'BENELONG' – Corner Gerard Street and Benelong Road, Cremorne

The location of the subject shelters are identified on the Sheets located in Appendix 4.

The intent of the Planning Proposal is to be achieved by replacing the following Sheets to the Heritage Map:

- HER_001 5950_COM_HER_001_010_20130607
- HER_002A 5950_COM_HER_002A_005_20130607
- HER_003 5950_COM_HER_003_010_20130607
- HER_004 5950_COM_HER_004_010_20130607

with the Sheets located within Appendix 5.

5.3 PART 3: JUSTIFICATION

5.3.1 Section A – Need for the planning proposal

1. *Is the planning proposal a result of any strategic study or report?*

Yes. The need to amend NSLEP 2013 has arisen from the recommendations of an comprehensive independent heritage review (refer to Appendix 2) of all bus shelters subject to a heritage listing under NSLEP 2013.

Despite all the currently heritage listed bus shelters meeting the 'historic' and 'associative' criteria for heritage listing due to their design, this alone is not considered sufficient to warrant heritage listing. Those bus shelters which are recommended to retain their heritage listing also meet other heritage criteria

including 'social' and 'aesthetic'. These additional criteria are met through various shelters being located on original tram routes and their locational context with respect to other heritage items, conservation areas and proximity to social and recreational infrastructure.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes. There is no other way to correct the extent of the group heritage item identified under NSLEP 2013.

5.3.2 Section B – Relationship to strategic planning framework

3. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

A Plan for Growing Sydney (2014)

Released in December 2014, *A Plan for Growing Sydney* (Metropolitan Plan) sets the planning framework for the growth of the Sydney metropolitan area over the next 25 years. The Metropolitan Plan sets targets of an additional 664,000 homes and 689,000 jobs by 2031.

There are no specific Directions and Actions identified in the Metropolitan Plan which are relevant to the Planning Proposal. Despite the absence of any relevant Directions or Actions, the Planning Proposal will not prevent the attainment of the goals aims of the Metropolitan Plan.

Draft Inner North Subregional Strategy

In July 2007, the NSW Government released the draft Inner North Subregional Strategy (draft INSS). The North Sydney LGA is located within the Inner North subregion with the other LGAs of Lane Cove, Ryde, Willoughby, Hunters Hill and Mosman. The Draft INSS sets targets of an additional 5,500 homes and 15,000 jobs by 2031 for the North Sydney LGA.

There are no specific Directions and Actions identified in the draft INSS which are relevant to the Planning Proposal. Despite the absence of any relevant Directions or Actions, the Planning Proposal will not prevent the attainment of the aims of the draft INSS.

4. *Is the planning proposal consistent with a council's local strategy or other local strategic plan?*

North Sydney Council Delivery Program 2010/11-2013/14

The North Sydney Council Delivery Program 2010/11-2013/14 (Delivery Program) was prepared in accordance with NSW State Government's Integrated Planning and Reporting Framework requirements. The Delivery Program outlines Council's priorities and service delivery programs over four years, set out under five key Directions.

The directions and goals of the Delivery Program which are relevant to the Planning Proposal are as follows:

Direction: 2 Our Built Environment

Outcome: 2.1 Infrastructure, assets and facilities that meet community needs

2.3 *Vibrant, connected and well maintained streetscapes and villages that build a sense of community*

2.4 *North Sydney's heritage is preserved and valued*

Direction: 4 Our Social Vitality

Outcome: 4.4 *North Sydney's history is preserved and recognised*

4.8 *Enhanced community facilities, information and services*

4.9 *Enhanced community safety and accessibility*

The Planning Proposal will allow these directions and outcomes to be pursued in a robust and strategic manner.

5. Is the planning proposal consistent with applicable state environmental planning policies?

The Planning Proposal is consistent with those State Environmental Planning Policies (SEPPs) which are relevant to the North Sydney Local Government Area, as demonstrated in TABLE 1.

TABLE 1: Consistency with SEPPs		
Direction	Consistency	Comment
SEPP No. 1 – Development Standards	N/A	This SEPP does not apply pursuant to Clause 1.9 of NSLEP 2013.
SEPP No. 19 - Bushland in urban areas	YES	The Planning Proposal does not seek to reduce any bushland protection standards applying to land or adjacent land containing bushland.
SEPP No. 32 - Urban consolidation (redevelopment of urban land)	N/A	This SEPP does not apply, as the Planning Proposal does not seek to alter the land use permissibility of any land to which the Planning Proposal relates.
SEPP No. 33 - Hazardous and offensive development	N/A	This SEPP does not apply as, the Planning Proposal does not relate to land upon which hazardous and offensive development is permitted.
SEPP No. 50 - Canal estate development	YES	The Planning Proposal is consistent with the SEPP as it does not seek to permit canal estate development anywhere within the LGA.
SEPP No. 55 - Remediation of land	N/A	This SEPP does not apply as the Planning Proposal does not seek to alter the land use permissibility of any land to which the Planning Proposal relates.
SEPP No. 64 - Advertising and signage	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP No. 65 - Design Quality of Residential Flat Development	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.

TABLE 1: Consistency with SEPPs		
Direction	Consist -ency	Comment
SEPP (Affordable Rental Housing) 2009	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP (Building Sustainability Index: BASIX) 2004	N/A	This SEPP does not apply, as the Planning Proposal does not relate to building sustainability.
SEPP (Exempt and Complying Development Codes) 2008	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP (Housing for Seniors or People with a Disability) 2004 - <i>formerly SEPP (Seniors Living) 2004</i>	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP (Infrastructure) 2007	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP (Major Development) 2005 - <i>formerly SEPP Major Projects & SEPP State Significant Development</i>	N/A	This SEPP does not apply, as the Planning Proposal does not relate to any state significant sites identified under this SEPP.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP (Miscellaneous Consent Provisions) 2007 - <i>formerly SEPP (Temporary Structures) 2007</i>	YES	The Planning Proposal is consistent with the SEPP as it does not affect the attainment of the SEPP's aims and objectives.
SEPP (State and Regional Development) 2011	N/A	This SEPP does not apply as the Planning Proposal does not relate to state or regional development nor the operation of joint regional planning panels.
Sydney REP (Sydney Harbour Catchment) 2005	YES	The Planning Proposal is consistent with the SEPP as it will not impede the attainment of the aims and objectives of this SEPP.

6. *Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?*

It is considered that the Planning Proposal is consistent with the relevant Directions issued under Section 117(2) of the EP&A Act by the Minister to Councils, as demonstrated in TABLE 2.

TABLE 2: Consistency with s.117 Directions		
Direction	Consist -ency	Comment
1. Employment and Resources		
1.1 Business & Industrial Zones	N/A	The Planning Proposal does not seek to reduce any commercial or industrial zoning under NSLEP 2013, nor does it seek to reduce the level of permissible non-residential floor space achievable on the affected lands.
1.2 Rural Zones	N/A	This Direction does not apply as there are no existing rural zones under NSLEP 2013 or proposed under the Planning Proposal.
1.3 Mining, Petroleum Production & Extractive Industries	YES	The Planning Proposal does not seek to alter the permissibility of these types of land uses.
1.4 Oyster Aquaculture	N/A	This Direction does not apply as the Planning Proposal does not propose any changes in land use.
1.5 Rural Lands	N/A	This Direction does not apply as the Planning Proposal does not propose any changes that will affect development in a rural or environmental protection zone.
2 Environmental Heritage		
2.1 Environmental Protection Zones	YES	The Planning Proposal does not seek to reduce any environmental protection standards apply to land zoned E2 – Environmental Conservation or E4 – Environmental Living under NSLEP 2013.
2.2 Coastal Protection	N/A	This Direction does not apply as the Planning Proposal does not affect land within a coastal zone.
2.3 Heritage Conservation	YES	The Planning Proposal does not alter the existing heritage conservation provisions within NSLEP 2013 which already satisfy the requirements of the Direction. In addition the Planning Proposal seeks to undertake minor amendments to the Heritage Map to NSLEP 2013 to ensure that only items with heritage significance are identified. The correction of the subject group heritage item has resulted from the recommendations of a comprehensive independent heritage review of Council's bus shelters (refer to Appendix 2).
2.4 Recreation Vehicle Areas	N/A	The Planning Proposal does not enable land to be developed for the purposes of a recreational vehicle area.

TABLE 2: Consistency with s.117 Directions		
Direction	Consist -ency	Comment
3 Housing, Infrastructure & Urban Development		
3.1 Residential Zones	YES	The Planning Proposal does not seek to reduce any residential zoning under NSLEP 2013, nor does it seek to reduce the residential development potential on any site.
3.2 Caravan Parks & Manufactured Home Estates	N/A	This Direction does not apply as the Planning Proposal does not seek to permit caravan parks or manufactured home estates under NSLEP 2013.
3.3 Home Occupations	YES	The Planning Proposal does not alter the existing provisions within NSLEP 2013 that relate to home occupations, which already satisfy the requirements of the Direction.
3.4 Integrating Land Use & Transport	N/A	The Planning Proposal does not alter the zoning or the permissible land uses of any parcel of land to which NSLEP 2013 applies.
3.5 Development Near Licensed Aerodromes	N/A	This Direction does not apply as the Planning Proposal does not relate to land in the vicinity of a licensed aerodrome nor does it propose to amend a height limit that exceeds the Obstacle Limitation Surface level that applies to the North Sydney LGA.
3.6 Shooting Ranges	N/A	This Direction does not apply as the Planning Proposal does not relate to land in the vicinity of a shooting range.
4 Hazard and Risk		
4.1 Acid Sulfate Soils	N/A	This Direction does not apply as the Planning Proposal does not relate to land affected by Acid Sulfate Soils.
4.2 Mine Subsidence & Unstable Land	N/A	This Direction does not apply as the Planning Proposal does not relate to land affected by mine subsidence nor has it been identified as being unstable land.
4.3 Flood Prone Land	N/A	This Direction does not apply as the Planning Proposal does not relate to land identified as being flood prone land.
4.4 Planning for Bushfire Protection	N/A	This Direction does not apply as the Planning Proposal does not relate to land identified as being bushfire prone land.
5 Regional Planning		
5.1 Implementation of Regional Strategies	N/A	This Direction does not apply as the Planning Proposal does not relate to land affected by one of the identified strategies.
5.2 Sydney Drinking Water Catchment	N/A	This Direction does not apply as the Planning Proposal does not relate to any of the identified LGAs.

TABLE 2: Consistency with s.117 Directions		
Direction	Consistency	Comment
5.3 Farmland of State and Regional Significance on the NSW Far North Coast.	N/A	This Direction does not apply as the Planning Proposal does not relate to any of the identified LGAs.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast.	N/A	This Direction does not apply as the Planning Proposal does not relate to any of the identified LGAs.
5.8 Second Sydney Airport: Badgerys Creek	N/A	This Direction does not apply as the Planning Proposal does not relate to any of the identified LGAs.
6 Local Plan Making		
6.1. Approval & Referral Requirements	YES	The Planning Proposal does not alter any concurrence, consultation or referral requirements under NSLEP 2013, nor does it identify any development as designated development.
6.2 Reserving Land for Public Purposes	YES	The Planning Proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provisions	N/A	This Direction does not apply, as it does not allow a particular type of development to be carried out.
7 Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	YES	Refer to question 4 to Section 5.3.2 of this report.

5.3.3 Section C – Environmental, social and economic impact.

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. The Planning Proposal merely seeks to amend the mapped extent of a group heritage listing that applies to bus shelters and will not result in an adverse impact on any critical habitat or threatened species, populations or ecological communities, or their habitats.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. The Planning Proposal merely seeks to amend the mapped extent of a group heritage listing that applies to bus shelters and is unlikely to result in any adverse environmental impacts.

9. How has the planning proposal adequately addressed any social and economic effects?

Council engaged David Scobie Architects to undertake a comprehensive heritage review (refer to Appendix 2) of all bus shelters which are currently identified as heritage items under NSLEP 2013. The purpose of the review was to ensure that only those bus shelters with demonstrated heritage significance were appropriately listed and to remove any bus shelters that had no significance.

There may be potential community objection to the delisting of the subject bus shelters. In particular, the community raised concern when two bus shelters (BS036: Gas Co.1 and BS037: Gas Co 2) located on the northern side of the Pacific Highway road reserve, directly adjacent to 111 Pacific Highway, North Sydney were recently demolished and replaced with contemporary bus shelters in accordance with Council's Public Domain Style Manual and Design Code. Whilst the demolished bus shelters had been constructed in the typical heritage style, they were not listed as heritage items under NSLEP 2013.

The public exhibition of the Planning Proposal will provide the opportunity for the community to determine whether heritage listing of the subject bus shelters is considered appropriate or not.

5.3.4 Section D – State and Commonwealth interests

10. *Is there adequate public infrastructure for the planning proposal?*

The Planning Proposal merely seeks to correctly identify items of heritage significance and will not impact upon the demand for public infrastructure.

11. *What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?*

The Planning Proposal has not yet been considered by State or Commonwealth public authorities. Views of the State will be gained through the Gateway Determination process if required.

5.4 PART 4: MAPPING

The Planning Proposal requires amendment of the Heritage Map to NSLEP 2013. In particular, the Planning Proposal would require the replacement of the following Sheets to the Heritage Map:

- HER_001 5950_COM_HER_001_010_20130607
- HER_002A 5950_COM_HER_002A_005_20130607
- HER_003 5950_COM_HER_003_010_20130607
- HER_004 5950_COM_HER_004_010_20130607

New Heritage Map sheets which achieve the intent of the Planning Proposal are located in Appendix 5.

5.5 PART 5: COMMUNITY CONSULTATION

Consultation will be undertaken in accordance with the requirements made by the Gateway Determination and Council's guidelines.

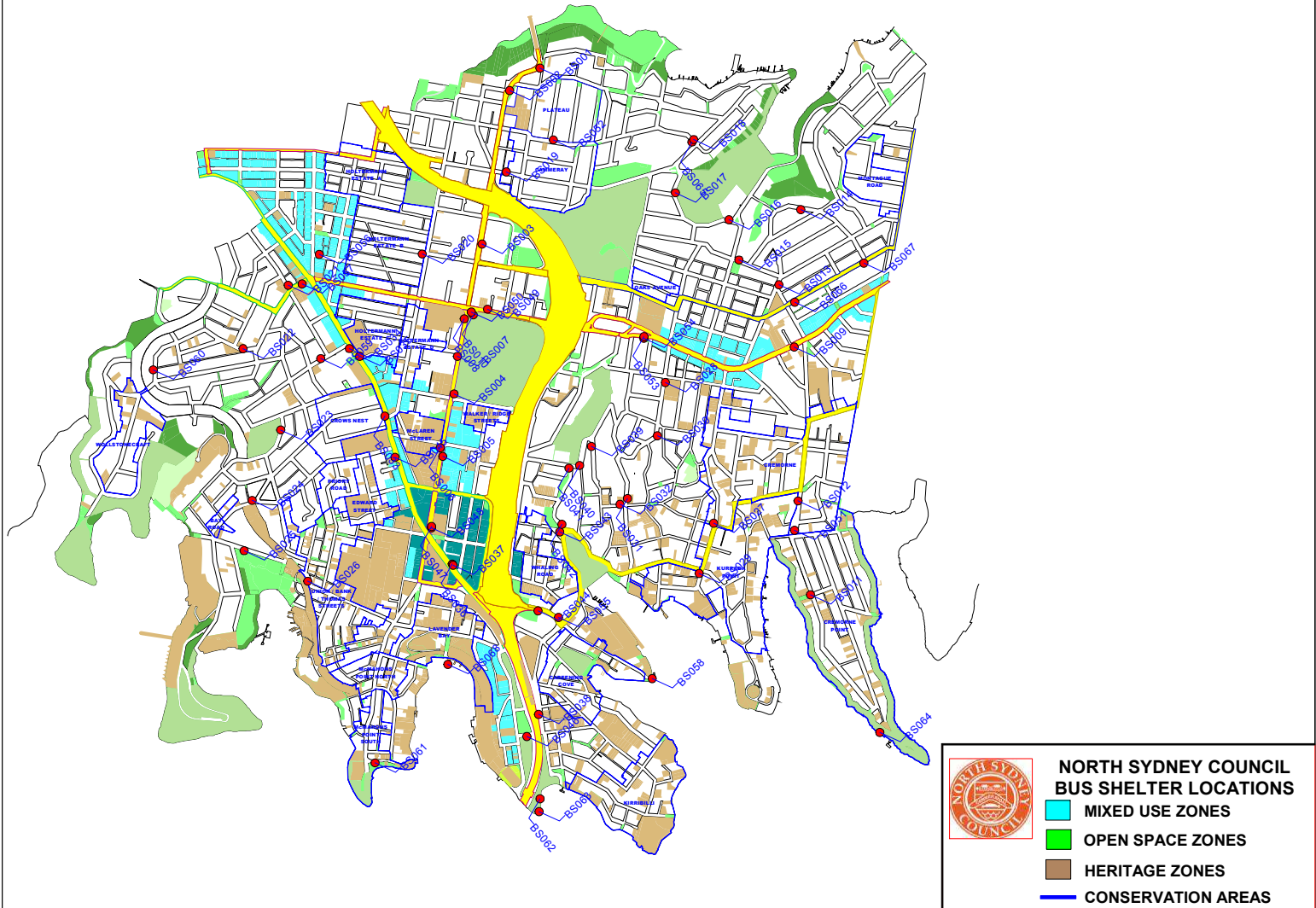
5.6 PART 6: PROJECT TIMELINE

TABLE 3 provides a project timeline having regard to identified milestones and estimating approximately 9 months from submitting the proposal to the DPE to the amending LEP being made.

TABLE 3 – Project Timeline							
Milestone	Mar 2014	Apr 2015	May 2015	Jun 2015	Jul 2015	Aug 2015	Sept 2015
1. Request for Gateway Determination sent to DPE							
2. DPE considers Request							
3. Gateway Determination Issued to Council							
4. Public Exhibition Undertaken							
5. Council considers post exhibition report							
6. Submission to DPE requesting making of LEP							
7. Drafting of LEP and making							

APPENDIX 1

North Sydney Bus Shelter Locations



APPENDIX 2

North Sydney Bus Shelter Heritage Review

NORTH SYDNEY COUNCIL

David Scobie Architects Pty Ltd

Document Issue B: 5th January 2015



[BUS SHELTER HERITAGE REVIEW]

A detailed assessment of 51 heritage listed Bus Shelters to determine which are suitable for inclusion in the NSLEP 2013

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5.47	NORTH SYDNEY BUS SHELTER - BS060: 'WOLLSTONECRAFT'	220
5.48	NORTH SYDNEY BUS SHELTER - BS061: 'HENRY LAWSON'	225
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1 EXECUTIVE SUMMARY

There are a total of 65 bus shelters within the North Sydney Council local government area of which 51 are distinctive traditionally styled bus shelters, the majority of which were constructed in the period from the late 1980s to the early 1990s.

Council has adopted a new Design Code which includes a new bus shelter design, and is seeking to replace the traditional shelters with the new structures. The Heritage Study has been commissioned to investigate the heritage significance of the traditional shelters, and to recommend which shelters should be retained on the basis of their heritage value.

Traditional shelters were introduced in the Sydney area by the NSW Tramways Board with the introduction of tram services from the 1880s. The first cable car in North Sydney ran from the ferry terminus, at the end of Blues Point Road, to Ridge Street on 22nd May, 1886. This line was extended along Falcon Street to Lane Cove Road (Pacific Highway) in 1893. The first electric cable cars ran along Military Road to Spit Junction on 20th September, 1893, and were replaced by trams in February 1900. The last tram in North Sydney ran on 29th June, 1958.

The NSW Tramways provided a range of traditional structures along the routes, including waiting sheds and staff facilities. One original waiting shed remains in North Sydney, at the south western corner of St. Leonards Park on Miller Street, while only 21 other similar structures are recorded as remaining within the Sydney metropolitan area.

Bus services had initially been provided by private companies, but were successively taken over by Government, and the provision of shelters was transferred to local Councils, who generally adopted the earlier existing shelters. The traditional structures were progressively demolished in the 1960s, and many were replaced with steel, aluminium and glass shelters. From the mid 2000s, after the introduction of the French designed shelter for the Sydney Olympic Games, many councils sought to provide new shelters with integrated advertising.

The concept of heritage significance within local communities was introduced from the United Kingdom, in the late 1960s, by the National Trust, and adopted by the Commonwealth Government in the early 1970s. Local Councils commenced the heritage listing of places in the early 1980s, and the North Sydney Heritage Study Review, of 1993, recommended including the traditional bus shelters on the LEP.

The current review of the shelters investigated the origins, integrity and condition of 51 structures located at bus stops within the North Sydney area. With only one exception, the sites were undamaged, and they all included provision for accessible seating and shelter. The shelters located on the major roads are fitted with contemporary electronic advertising on the forward side panel so as not affect visual safety or reduce their general character.

The structures appear to be unique within NSW, and very rare within Australia. They relate to the history of the early tramways and later bus routes, and generally as part of the provision of public infrastructure in the form of transport.

Most of the current structures in North Sydney are associated with Ted Mack, the Mayor who instigated their design and provision, and John Kinstler, who developed the design. Unusually for the time, the structures utilised traditional materials in a concept which interpreted the tramways waiting sheds, consistent with the emerging approach promoted within the Burra Charter for heritage conservation.

An additional feature in the design has been the provision of community notice boards within the village based locations, and these appear highly valued and utilised by local communities.

The structures retain their distinctive timber frames, glazed panels, concrete footings and terra-cotta tiled hipped roofs, and provide effective shelter on three sides while proving to be adaptable for current needs.

All the contemporary bus shelter structures are related to the unique design language prepared by Ted Mack and John Kinstler which interpret the original Tramways structure at the North Sydney Oval.

In reviewing the history of the original structures and in particular the last remaining shelter constructed by the NSW Government Tramways at the North Sydney Oval, it is clear that the highest level of significance relates to those of the contemporary structures which follow the original Tram routes through North Sydney.

Many of the contemporary bus shelters are in the vicinity of listed heritage items, conservation areas, important social infrastructure or places of distinctive local character. This important context enhances the aesthetic significance and value of these particular shelters.

In summary, the shelters that warrant statutory protection achieved through heritage listing meet the following criteria:

- the historic criterion through being located on or very close to the original Tram routes;
- the associative criterion as part of the municipal design by Mack and Kinstler;
- the aesthetic criterion through their enhanced significance due to the proximity of important heritage elements within their setting. The heritage elements may include listed heritage items, conservation areas and unlisted places with a high level of heritage value;
- the social criterion through the proximity of important social infrastructure, such as parks, hospitals, churches and schools.

The Review concluded that one shelter, The Oval, has the potential to meet the criteria for listing on the State Heritage Register; seven (7) do not meet the criteria for local listing; and forty four (44), including The Oval, should be listed on Schedule 5 of the North Sydney LEP.

2.0 THE BRIEF

2.1 Background

North Sydney Council has a total of 65 bus shelters (refer to Attachment 1) in the North Sydney Local Government Area, of which 51 (Bus shelters 1-13, 16, 18-20, 22-26, 28-31, 33-35, 38, 41-46, 50-61, 65-67 as illustrated on Attachment 1) are listed as heritage items under North Sydney Local Environmental Plan 2013 (NSLEP 2013).

On 14 October 2013, Council considered a report with respect to advertising in the North Sydney CBD and commercial centres and on Council infrastructure, including bus shelters. This report made reference to the preparation of a new Public Domain Design Style Code, which included designs and specifications for a new contemporary type of bus shelter. In considering this report, Council resolved in part:

- *That Council delist as heritage items all Council owned bus shelters that are of no heritage value.*

The resolution was to ensure that bus shelters which have no heritage value could be demolished and replaced with the contemporary structures as identified within the Public Domain Style Manual and Design Code adopted by Council in final form on 17 February 2014.

Council required an independent heritage review of bus shelters listed as heritages items under NSLEP 2013. The review is to provide a recommendation as to which bus shelters should retain a heritage listing under NSLEP 2013 and which may have their heritage listing removed. Council will be responsible for amending NSLEP 2013 in accordance with the recommendations of the heritage review.

2.2 Study Area

The 51 bus shelters which are currently listed as heritage items on the North Sydney LEP, and are located throughout the Local Government Area of North Sydney.

2.3.1 Project Methodology

The methodology is outlined below.

- **Historical investigation**

Undertake a literature review and investigation into the establishment and use of bus shelters in the North Sydney Local Government area, including relevant background information from the North Sydney Heritage Centre.

- **Assessment**

Undertake the following:

- An assessment of each shelter against the relevant best practise methodologies and current NSW Heritage Office criteria for listing heritage items.
- A physical inspection of all bus shelters. During the physical inspection, an assessment of the condition of the shelters is to be provided and accompanied by photographs of each shelter, with additional photographs taken of relevant elements which contribute to heritage significance.
- An assessment of the North Sydney Heritage Inventory Sheets relating to bus shelters.

• **Reporting & Recommendations**

Prepare a report which incorporates the following:

- An analysis of each of the heritage listed bus shelters, and provide a recommendation as to which bus shelters are to retain or lose their heritage listing under NSLEP 2013.
- Include a map showing the location of the existing 51 heritage listed bus shelters and identify which ones are to retain their heritage listing and those which may have their heritage listing removed.
- Provide recommendations to alter the heritage inventory sheets applying to the bus shelters.

• **Follow up work**

If required, provide advice with respect to the outcomes of the review as part of any future Planning Proposal to amend NSLEP 2013.

3.0 HISTORY

3.1 Historic Themes

National	State (NSW)	Local
3. Developing Economies	Commerce	Transport routes to the North Sydney business district
	Transport	Moving people between residential and work locations
		Bus stop
		Tram stop
7. Governing	Administration	Provision of bus shelters by Local Government
		Provision of the transport service by – Bus and Tram, by State Government.
8. Developing Cultural life	Creative endeavour	Design of tram and bus shelters to a standard based on an act of civic enhancement.

3.2 Designer

Ted Mack & John Kinstler

3.3 Maker/Builder

Stephen Edwards Construction is recorded by Council as the initial building contractor for the first set of shelters.

In later years, new structures to similar designs have been provided by other builders. Council staff complete the regular repairs and maintenance to the existing structures. In cases of exceptional damage requiring substantial repair and reconstruction, building contractors have completed the works.

3.4 Historical Notes

The installation of the bus shelter(s) was supervised by architect Hugh Slatyer, and the construction was undertaken by Stephen Edwards Construction in 1984.

In an interview with the then Mayor, Ted Mack, he stated:

‘When I started those bus-stops, you have no idea how nervous I was. I thought people would scream about the waste of tax payers’ money, scream about pinko colours – and it didn’t happen. People liked them because it gave them a feeling of belonging; it gave them a sense of local identity. The biggest problem of cities all over the world is the alienation of people – and to a lot of people, especially older people, a sense of identity is important.’ (*Sydney Morning Herald*, 15 August 1987: ‘Ted’s Town’)

The first cable car ran from Blues Point to Ridge Street on 22nd May, 1886. This line was extended along Falcon Street to Lane Cove Road in 1893. The first electric cable cars ran along Military Road to Spit Junction on 20th September, 1893, and were replaced by trams

in February 1900. Refer to the two maps of the tram routes in North Sydney provided at Section 6. Pp. 228-229. The last tram in North Sydney ran on 29th June, 1958.

The Northbridge tram line closed in 1936, because of the defective bridge over Long Gully, but services resumed in 1941, when the suspension bridge was re-opened, after the steel suspension structure was replaced with a concrete arch, and continued until 1948. The Mosman line closed in 1955, followed by Cremorne and Neutral Bay in 1956. The lines to Chatswood, Lane Cove, The Spit and Athol were closed in June 1958, and were replaced by buses.

Bus services were originally privately owned, and were subsequently taken over by the Government. Currently the majority of bus services are provided by the NSW State Government, with some regional services provided by Bus Contractors.

All shelters are provided and maintained by local Councils.

3.4.1 Ted Mack

Ted Mack was elected to the North Sydney Council in 1974, and served as a Councillor until 1987. He was Mayor in the period 1980-1987.

Mack focused on reviving a sense of community and humanising and bringing a civic heart back to the area. There was a sense that North Sydney had been overcome by the substantial growth in Office towers and accommodation to the detriment of the urban qualities, services and character expected within a civic community, which still included a substantial residential community.

A community identity that was distinctly North Sydney was fostered via new street signs, bus shelters, colour schemes for public buildings, paving and street furniture, along with rebuilding major public facilities including North Sydney Oval and the Stanton Library.

He instigated the North Sydney Heritage Study, which was released in 1982, and the new Local Environmental Plan was gazetted in 1989. (*Leonie Masson*)

'I'm building brightly coloured tile and timber bus stops throughout the municipality at the moment. It's turned out to be the most popular thing I have done.' (*Sydney Morning Herald – They Told Tempo - September 16, 1984, p140*).

Ted Mack is the only Australian politician to have served in local, state and federal government. In the NSW Legislative Assembly he was known as 'the minister for bus stops', a label which was traditionally used to describe a local member doing many small deeds for their electorate. Ted Mack said: 'I have elevated the position of *Minister for Bus Stops* because I have actually built some.' (*Sydney Morning Herald – They Told Tempo – March 3, 1985, p156*).

In 2012, he was quoted as saying that building bus stops was 'the most important thing' he achieved in Council. ([www.heraldsun.com.au](http://www.heraldsun.com.au/news/local/north-sydney/ted-mack-bus-stops-2012-09-09), September 9, 2012). John Cowper, in his online blog, wrote: 'The North Sydney bus shelters serve to remind us of the great tram system that once operated north of the harbour'. (www.flickr.com/photos/johncowper/6816374263, Oct 2012)

3.4.2 John Kinstler

John Kinstler came to prominence in 1967, as one of a group of architects who distributed posters during the 'Bring Utzon Back' campaign. The posters were printed from silk screens designed and made by John Kinstler, an architect in the Government Architects Office, and Karen Herrle, an interior Designer also with the Government Architect. The posters were printed at either Kinstler's home in Paddington, or at Bill Turner's home in Balmain, by a group of architects including Kinstler, Turner, May Watson and Ted Mack. The font style of the central letters was based on printing blocks salvaged from the Government Printing Office when it closed down.

<http://www.powerhousemuseum.com/collection/database/?irn=354116#ixzz3Ey2eh0EW>

Few posters survive. Two rare posters were acquired by the National Museum of Australia; and four more were donated to the Powerhouse Museum by Ted Mack in 2007, in memory of the designer.

The surviving posters resonate with the conviction of the campaign. The words are printed in the negative and arranged to form a spherical shape in the top section of the poster, and repeated in the lower half in a chunky compact arrangement, with the design reminiscent of the lettering popular in 1960's graphic design.



pateblog.nma.gov.au/2013/10/30/happy-40th-sydney-opera-house

John Kinstler went on to become Town Planner and Council Architect for North Sydney from 1981-1992. With Robert Irving and Max Dupain he wrote the book *Fine Houses of Sydney*, published in 1982.

4. ASSESSING HERITAGE SIGNIFICANCE

4.1 Establishing Heritage significance

Prior to making important decisions about places which have been identified as having historic importance, it is essential to understand the heritage value and to make an assessment using an acknowledged system and specialist expertise. Assessors should understand the heritage management system in NSW and have related training and experience.

4.2 The role of History

The relationship between an item, however small or atypical, and its historical context is the foundation for the assessment process. Historical themes provide the context within which the heritage assessment criteria are applied.

Local historical themes are based on State historical themes, developed by the Heritage Council of NSW to connect local issues to the broader history of NSW. Historical themes help in evaluating comparative significance, as like items under like themes can be compared and their rarity or representativeness assessed. Applying the themes also helps to prevent one value from taking precedence over others.

4.3 The role of the local community

The aim of the NSW heritage management system is to conserve important places and objects from the past so they can be appreciated and enjoyed by future generations.

The knowledge and values of the community are therefore important ingredients in the assessment process. Historical societies, local libraries and museums and larger organisations such as the Institution of Engineers, Royal Australian Historical Society, Royal Australian Institute of Architects and the National Trust of Australia (NSW) can all provide valuable information for heritage assessments. Relatives and friends of owners and the wider community may be able to provide documents and photographs and informed judgments, all of which can be useful in making comparative analyses.

Community consultation requires a clear focus and sensitivity to differing and sometimes conflicting values. It is preferable that there is broad community support for heritage assessments. This will make future management more effective.

4.4 The Heritage Assessment Criteria

The NSW heritage assessment criteria encompass the four values in the Australia ICOMOS Burra Charter, which are commonly accepted as generic values by Australian heritage agencies and professional consultants:

- **Historical Significance**
- **Aesthetic Significance**
- **Scientific Significance**
- **Social Significance**

The values are also expressed as criteria in a more detailed form to:

- maintain consistency with the criteria of other Australian heritage agencies;
- minimise ambiguity during the assessment process; and
- avoid the legal misinterpretation of the completed assessments of listed items.

4.5 Significance Assessment

The NSW State Significance Criteria are set out in 'Assessing Heritage Significance', Heritage Office, 2001. An item will be considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria:

- **Historical Significance (SHR Criteria A)** – An item is important in the course, or pattern, of NSW's cultural history (or the cultural or natural history of the local area)

Guidelines for INCLUSION

- shows evidence of a significant human activity
- is associated with a significant activity or historical phase
- maintains or shows the continuity of a historical process or activity

Guidelines for EXCLUSION

- has incidental or unsubstantiated connections with historically important activities or processes
- provides evidence of activities or processes that are of dubious historical importance
- has been so altered that it can no longer provide evidence of a particular association

- **Associative Significance (SHR Criteria B)** – An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)

Guidelines for INCLUSION

- shows evidence of a significant human occupation
- is associated with a significant event, person, or group of persons

Guidelines for EXCLUSION

- has incidental or unsubstantiated connections with historically important people or events
- provides evidence of people or events that are of dubious historical importance
- has been so altered that it can no longer provide evidence of a particular association

- **Aesthetic/Technical Significance (SHR Criteria C)** – An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

Guidelines for INCLUSION

- shows or is associated with, creative or technical innovation or achievement
- is the inspiration for a creative or technical innovation or achievement
- is aesthetically distinctive
- has landmark qualities
- exemplifies a particular taste, style or technology

Guidelines for EXCLUSION

- is not a major work by an important designer or artist
- has lost its design or technical integrity
- its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
- has only a loose association with a creative or technical achievement

- **Social Significance (SHR Criteria D)** – An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons
- **Research Potential (SHR Criteria E)** – An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)
- **Rarity (SHR Criteria F)** – An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)
- **Representativeness (SHR Criteria G)** – An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's) cultural or natural places; or cultural or natural environments

Guidelines for INCLUSION

- is a fine example of its type
- has the principal characteristics of an important class or group of items
- has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity
- is a significant variation to a class of items
- is part of a group which collectively illustrates a representative type
- is outstanding because of its setting, condition or size
- is outstanding because of its integrity or the esteem in which it is held

Guidelines for EXCLUSION

- is a poor example of its type
- does not include or has lost the range of characteristics of a type
- does not represent well the characteristics that make up a significant variation of a type
- **Integrity** - An item is not to be excluded from the Register on the ground that items with similar characteristics have already been listed on the Register. While all criteria should be referred to during the assessment, only particularly complex items or places will be significant under all criteria. In many cases, items of environmental heritage will be significant under only one or two criteria. In using these criteria it is important to assess the values first, then the context in which they are significant. Decide the appropriate context by considering similar items of local and State significance in each of these contexts.

The following criteria and guidelines indicate the kinds of questions that should be asked in making a heritage assessment. The guidelines are not a substitute for independent critical analysis and sound judgment. The particular qualities of the individual item should guide the assessment process.

The inclusion and exclusion guidelines are a checklist only – they do not cancel each other out. The exclusion guidelines should not be applied in isolation from the inclusion guidelines, but should be used to help in reviewing and qualifying the conclusions reached.

An item is significant in terms of the particular criterion if the kind of attributes listed in the inclusion guidelines help to describe it. Similarly, the item is not significant in terms of the particular criterion if the kind of attributes listed in the exclusion guidelines help to describe it.

4.6 Assessing local significance

- **History**

The local development of public transport within North Sydney commenced with the main tram route which transported passengers to and from the ferry at the end of Blues Point Road. NSW Tramways provided shelters at locations along the route, in common with the Sydney metropolitan area, using traditional brick and timber construction. Very few of these structures remain, having been demolished for road widening or replaced with contemporary versions.

The change from trams to buses resulted in the responsibility for the provision of shelters passing from the transport provider to local Councils. The provision of public transport also remained a vital public service despite the growth in private car ownership. The shelters within North Sydney, therefore, retain an important connection with the early trams and later bus services as part of the public transport service.

The current shelters are located on a combination of the early tram routes and the later more widely spread bus routes. The design for the shelters set out to produce a structure which was highly distinctive, utilised traditional materials and a scale and detail which recalled and interpreted the earlier Tramways designs. The design also had to meet the rigorous demands of their exposed public locations and ease of cleaning, maintenance and accessibility.

- **Association**

The majority of the shelters were developed by Ted Mack as Mayor of North Sydney Council, with detailed design provided by John Kinstler, North Sydney Council Architect and Planner. The unusual aspect of the association is the involvement of two architects in a relatively minor piece of public infrastructure.

- **Aesthetic/Technical**

The structures were architecturally designed, which in itself is rare for public infrastructure. The design brief was complex in seeking to interpret, without copying or replicating, the earlier tramways structures. This principle is now known to be consistent with the later and current philosophy promoted by the Burra Charter as a guide to conservation.

The structures utilised traditional materials including timber framing, concrete footings, weatherboards and terra-cotta roof shingles. The materials remain available, easy to construct and simple to maintain and replace, as and when required. Unlike other contemporary structures in steel, aluminium and glass, the shelters remain generally free of damage through vandalism including spray paint, scratching and physical damage.

The structures remain flexible and have been successfully adapted for the provision of various forms of advertising, community notice boards and accessible seating.

As North Sydney is an early urban area in the historical development of Sydney, the streetscapes include a large number of listed heritage buildings and places and a range of Conservation Areas. In many cases the character of the bus shelters makes a valuable contribution to these places when they are within that context.

- **Social**

The shelters are currently listed on the North Sydney Council LEP, having been identified in previous heritage studies and through the processes of public consultation.

An unusual aspect of the shelter design is the inclusion in several variants of community notice boards. These contain notices supplied and maintained by local communities with the occasional assistance from Council staff. The site survey indicated that these boards were used and well maintained.

The shelters are often located to serve well visited public services and community destinations including Churches, Schools, Parks, Hospitals and Wharves.

- **Representative**

The shelters are a class of public structures located in streetscapes along primary roads used by public transport - currently public and private bus services. The shelters are variations of a distinctive design from the late 1980s, owned and maintained by North Sydney Council.

The shelters provide a distinctive landmark within the North Sydney streetscapes. The design presents a traditional structure with pitched hipped roof, prominent colour scheme and a form which communicates 'shelter'. This distinguishes the North Sydney shelter from other common designs, which are constructed in steel and glass to a minimal scale and footprint, and are largely transparent with the exception of the advertising.

In many situations the North Sydney shelters are utilised for the provision of private advertising to produce an income for Council. The advertising has been incorporated into the structures in a manner generally sensitive to the structure, the overall design and having regard for visual safety. This is not inconsistent with infrastructure with other examples, including roads and railways historically deriving income from billboards and hoardings. While many Councils own and maintain shelters, few have maintained a consistent structure having adopted variations of steel, aluminium and glass over recent decades and one which is a distinctive design of that region.

- **Rarity**

Of the 65 bus shelters located within the North Sydney local government area, 51 are currently listed on the North Sydney LEP as heritage items. This represents a very high proportion of structures (78%) which display a common style and form. Of the remaining bus shelters:

- 4 (No.s 36, 37, 47 and 48) were delisted prior to the commencement of NSLEP 2013, 2 of which (No.s 36 and 37) have recently been demolished;
- 5 (No.s 14, 15, 32, 39 and 40) comprise 1970s prefabricated concrete structures with no heritage significance;
- 4 (No.s 21, 27, 49 and 64) comprise uncharacteristic structures with no heritage significance; and
- 1 (No. 17) comprises a similar form to the characteristic type, but does not incorporate a terracotta tiled roof.

The status and future of the structures is under threat. This not only could result in the loss of individual items in prominent locations, such as Conservation Areas, but could threaten

the integrity of the representative significance of the whole class of the distinctive bus shelters.

In relation to the comparative significance of the shelters, there are 22 listings on the State Heritage Register under various headings including Bus stop, Bus shelter, Tram stop and Tram shelter. The structures are confined to the City of Sydney, Woollahra, North Sydney, Warringah and Mosman and generally describe structures from the tramways period 1890-1940, with the exception of the North Sydney listing of structures from the 1980s. The SHR is not to be regarded as being comprehensive, as it relies upon the voluntary provision of information by Local Councils to the NSW Heritage Division for inclusion. It does however confirm that the listing of such structures is based upon the significance of early public transport infrastructure, in particular tramways.

- **Integrity**

The survey indicated that only one structure of the 51 had been damaged. The damage was caused by tree roots from an adjoining property. The repairs included the replacement of damaged elements and the re-use of these timbers and other pieces which were sound and capable of being re-used.

Variations to the design have included the replacement of bench seats, to allow for the inclusion of wheelchair standing space, and the replacement of vertical side panels, for the inclusion of electronic roller advertising panels which show three full size illuminated graphics.

Vandal damage appeared limited during the survey, with incidents confined to the physical damage of materials and surfaces and the removal of elements. Spray painting or tagging was not encountered, and the condition of the paintwork was exemplary. Two elements from the structures appeared to be 'prized':

- the North Sydney Council logo panel which is mounted on the roof above the gutter on the front elevation;
- the metal lettering on the main beam, which indicates the name of the shelter.

It could be presumed that two aspects of the structures are responsible for this very low level of vandalism:

- the design which evokes an appearance and character of being 'valued';
- the high quality condition owed to the level of maintenance provided by Council.

These are consistent with Police guidelines provided through CPTED – Crime prevention thorough environmental design. These outline how to design structures to lessen the opportunity for crime. The guidelines consider design and use with information based on behavior likely to result in damage.

Summary

The shelters which are located on the original tram routes mark the significance of the tram ways through North Sydney, and merit listing on the LEP, while those not located on original tram routes have a lower level of historic significance.

The Oval Bus Shelter, designed and constructed by the NSW Government Tramways, was the inspiration for the Mack and Kinstler contemporary interpretive design.

There are shelters which are not located on the original tram routes. They are located within a context defined by elements of heritage significance, including listed buildings, conservation areas and places of prominent social infrastructure such as Hospitals, Schools and Parks. These shelters merit listing on the LEP as they meet the aesthetic and social criteria.

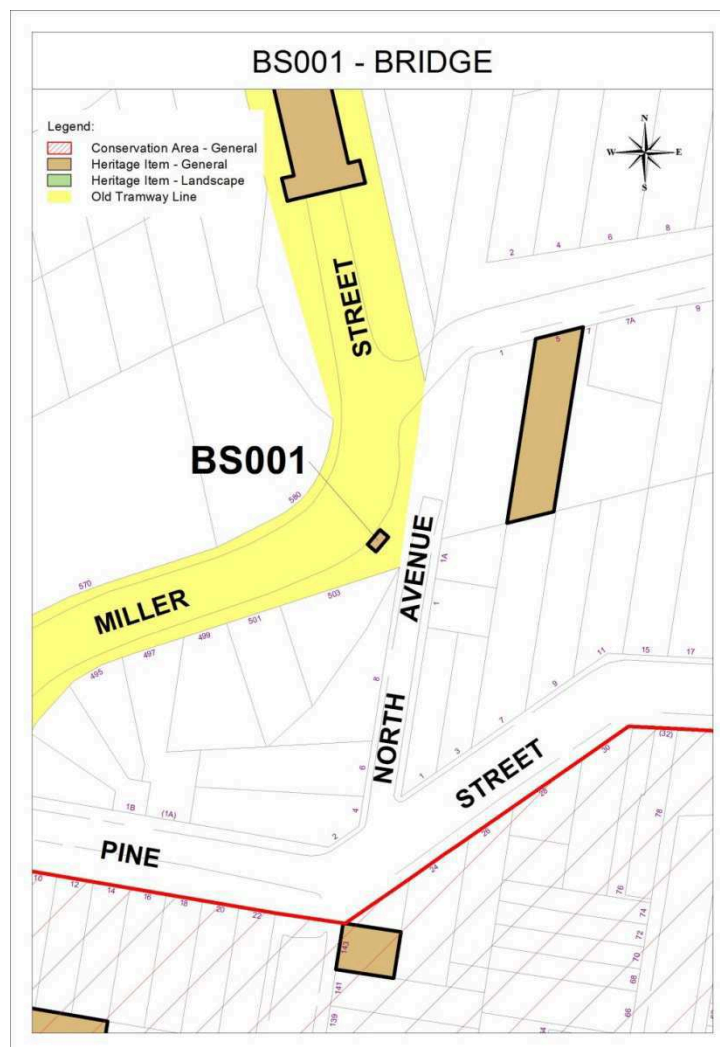
While all the contemporary shelters designed and constructed in accordance with the Mack & Kinstler design guide meet the historic and associative criteria, this, alone, is not considered sufficient to warrant heritage listing.

5 INDIVIDUAL HERITAGE ASSESSMENTS

The following assessments have been completed in accordance with the NSW Heritage Office Guidelines, and they follow the standard format utilized within the State Heritage Inventory (SHI). The information includes detail currently available within the North Sydney Council SHI; details observed and recorded during site visits to each structure; and research material gathered from electronic media and the Local Studies Collection from the North Sydney Council Library.

5.1 NORTH SYDNEY BUS SHELTER - BS001: 'BRIDGE'

Corner Miller Street and The Boulevarde, Cammeray
(adjacent 503 Miller Street)



5.1.1 STATEMENT OF SIGNIFICANCE

The 'Bridge' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.1.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the planted embankment behind, a planted area of soft landscape to the north and a pavement, nominally 7m to the south sufficient to include the water bubbler.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The Suspension Bridge (I0018), Residence (I0020) and Long Gully/Tunks Park as an area with historic and natural significance.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed rectangular structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The southern end accommodates a contemporary aluminium framed electronic advertising panel. A wooden seat is incorporated into the rear wall. The front beam bears the painted name of the bus-stop, 'Bridge' and North Sydney Council logo. A purpose designed steel gutter is fixed to the fascia beam. There is an early and rare cast iron drinking fountain adjacent, to the south. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter, wall panels and concrete pads are painted in the standard Red.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.1.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant at the local level due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the streetscape and to the historic and aesthetic significance of the adjoining heritage items, Long Gully and the Suspension Bridge with common views to and from these associated places.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP, NSW Heritage register and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs, using traditional materials and finishes, including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and, usually, the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

The shelter is in good condition in relation to the structural integrity and the level of maintenance of the finishes, and is Intact in relation to detail.

5.1.4 PHOTOS



BS001: Looking east



BS001: Looking south along Miller Street



BS001: Interior of roof



BS001: Southern/western elevations



**BS001: Looking north towards Bridge
nominally 5m to the south of BS001**

Photos: David Scobie 13/09/2014



Rare cast iron drinking Fountain located

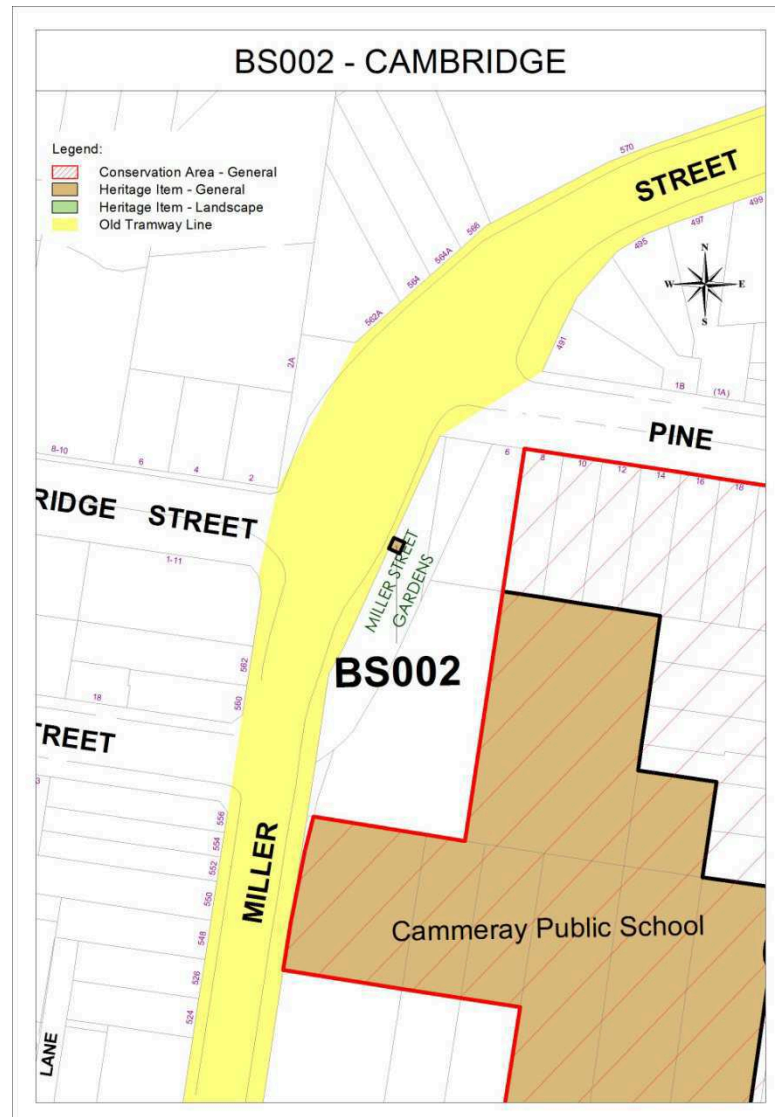
5.1.5 RECOMMENDATION

The 'Bridge' Bus Shelter, BS-001 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item, as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history, showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways, and using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. It is located within the vicinity of a heritage item and the Suspension Bridge landmark.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.2 NORTH SYDNEY BUS SHELTER - BS002: 'CAMBRIDGE'

Miller Street, opposite Cambridge Street, Cammeray
(adjacent Miller Street Gardens)



5.2.1 STATEMENT OF SIGNIFICANCE

The 'Cambridge' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design, modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.2.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the planted embankment behind, pavement to the north and a pavement to the south.

Visual catchment:

The following place with heritage significance is within the visual catchment of the bus shelter: The Cammeray Public School (I0019).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Cambridge' and North Sydney Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.2.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with generations of students attending Cammeray Public School.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the streetscape and to the historic and aesthetic significance of the adjoining heritage item, the Cammeray Public School with common views to and from the associated place.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.2.4 PHOTOS



BS002: Looking east



BS002: Internal Roof



BS002: Looking north along Miller Street



BS002: Looking south along Miller Street



BS002: Western elevation



BS002: Street view, looking south

Photos: David Scobie 13/09/2014

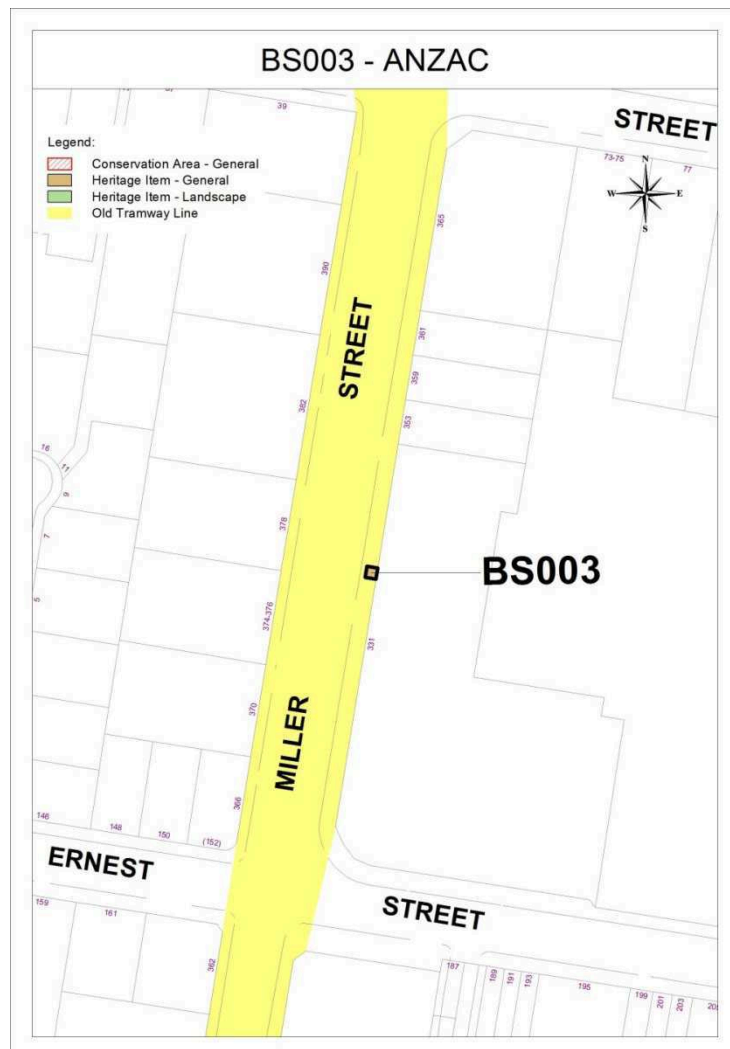
5.2.5 RECOMMENDATION

The 'Cambridge' Bus Shelter, BS-002 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways, using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. It is located within the vicinity of a heritage item - the Cammeray Public School.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.3 NORTH SYDNEY BUS SHELTER - BS003: 'ANZAC'

Miller Street, Cammeray
(adjacent 331 Miller Street)



Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Anzac'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.3.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The name of the shelter was provided by the former Anzac Memorial Club, demolished 2014, which adjoined the site.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification

and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

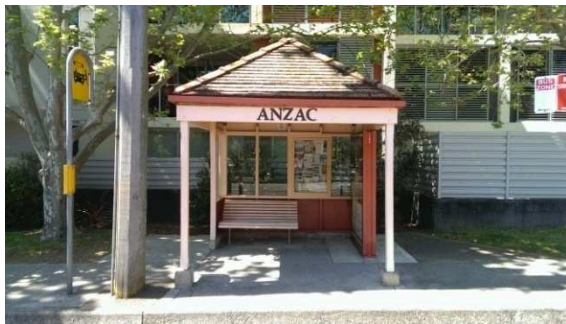
Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact (no logo panel)

5.3.4 PHOTOS



BS003: Looking east



BS003: Internal Roof



BS003: Looking south along Miller Street



BS003: Looking North along Miller Street



BS003: Electronic Advertising on southern side



BS003: Street view looking south along Miller Street

Photos: David Scobie 9/09/2014

5.3.5 RECOMMENDATION

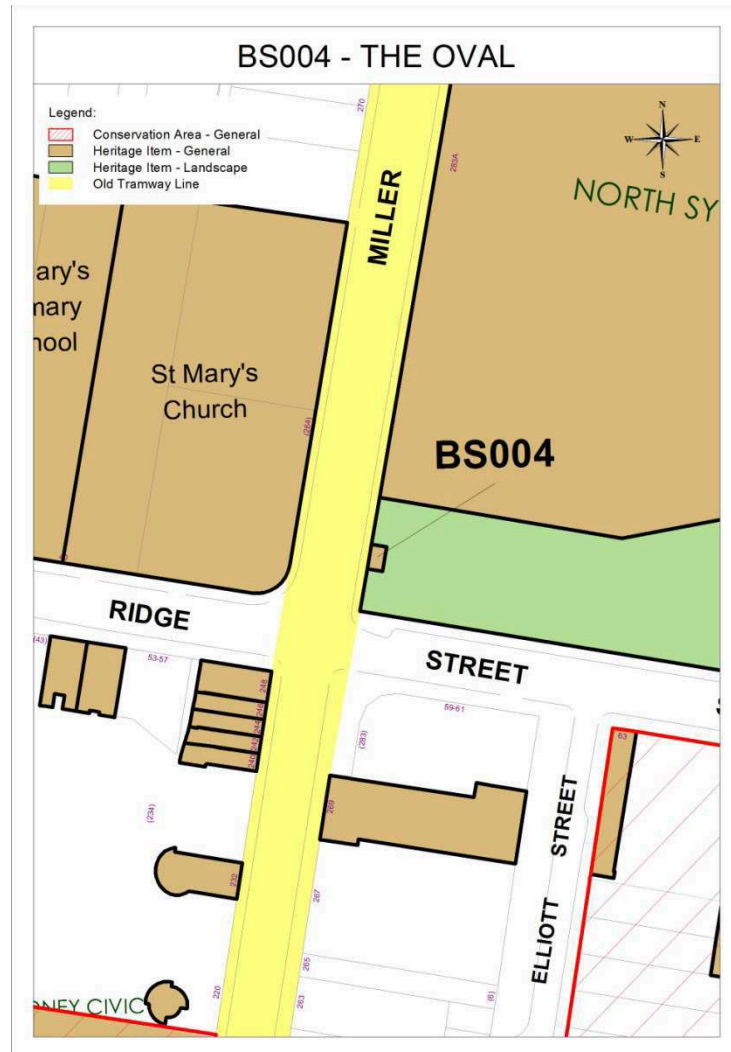
The 'Anzac' Bus Shelter, BS-003 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect. The location recalls and marks the location of the former 'ANZAC' memorial Club.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways, using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.4

NORTH SYDNEY BUS SHELTER - BS004: THE OVAL

Miller Street, Corner Ridge Street and Miller Street, North Sydney



5.4.1 STATEMENT OF SIGNIFICANCE

Probably the last remaining intact original tram shelter in North Sydney. The site is within St. Leonards Park and provides a fully functional bus shelter. The 'Oval' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.4.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the brick pavement behind, an area of pavement with a low stone wall nominally 15m to the north excluding the phone box and an area of brick pavement nominally 15m to the south including a set of bollards.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The North Sydney Oval (I1125), St. Leonards Park, Sound shell and fountain (I0916), St. Mary's Catholic Church (I0971), St. Mary's Catholic Presbytery (I0972), St. Mary's Primary School (I0970), and The Trewyn Terraces & shop (I0906, I0907, I0908, I0909, I0910, I0911).

In the vicinity of the bus shelter, located 50m to the south, is the current Independent Theatre (I0914) which was the original site of the power house and carriage sheds (1885-1909) for the cable tramway service from Milson's Point.

Physical Description

This is the original bus shelter upon which the Iconic type shelter is based. A three sided, double width weatherboard shelter with a corrugated profile terracotta tiled hipped roof, with terracotta finials. The roof is carried on square timber posts with timber quadrant brackets. It has picket fencing on the side returns and built in seating. There are no glass panels. There is no community board or advertising panel. Custom built seats are provided. The front fascia does not bear the painted name of the bus-stop or the logo of the Council.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Additional History

Trams ran along Miller Street almost continuously from 1886 until 1956, and this route was a central and important route in and out of North Sydney. The original cable tram terminated at Ridge Street, before being extended in 1893. There was a power house and carriage sheds in the present day Independent Theatre to the south from 1885-1909. The 'Oval' bus shelter, though modified, is essentially the original tram shelter from the 1920s.

5.4.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The Oval bus shelter is the last remaining structure and is historically significant at the state level, as it marks the provision by NSW State Government of a public transport service from 1886 -1958, in the form of tramways overtaken by Bus services along similar routes. The existing historic structure was the inspiration for the establishment of a municipal design for bus shelters in North Sydney. The site has local historical significance as one of a number of major transport stops associated with the North Sydney Oval, a prominent sporting venue on the lower north shore. The current bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with the NSW Government – Tramways as the constructor of the shelter as an integral part of the tram system. It is also significant for the association with Ted Mack, 1933 -; B.Arch. UNSW 1958 for whom it was the inspiration for the later bus shelter design; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme.

The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the major events which brought crowds to sporting events at North Sydney Oval. The shelter is associated with generations of students attending St. Mary's School and the congregations attending St. Mary's Church.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials, details and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the streetscape and to the historic and aesthetic significance of the wide range of adjoining heritage items. The shelter is a component of significance within St. Leonards Park

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. This particular shelter is now rare as an intact example which includes the original materials and details associated with the Tramways design.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact structure including a large degree of original timber fabric

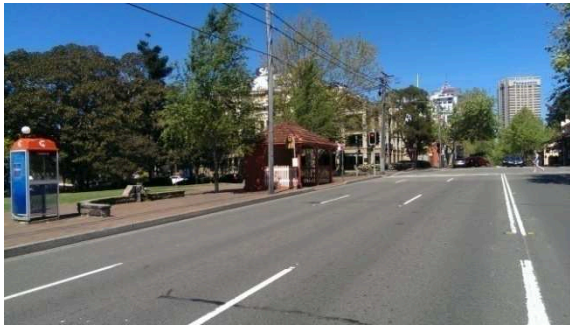
5.4.4 PHOTOS



Oval Bus Stop - c.1987 (*North Sydney Library*)



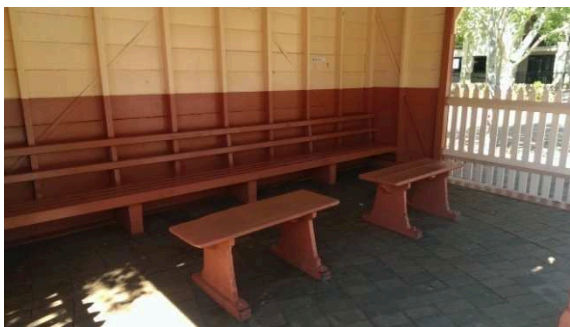
BS004: Looking south west from Oval



BS004: Street view, looking south along Miller Street



BS004: Looking east



B004: Internal custom made seats



BS004: Internal ceiling



BS004: Southern elevation, showing side fence



BS004: Eastern elevation, with seating to the Park



BS004: Looking North West from Park



BS004: Northern elevation. Showing side fence



BS004: Timber bracket



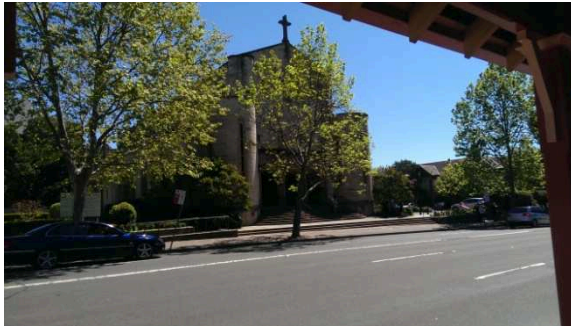
BS004: Custom built seating



BS004: Northern elevation



BS004: Adjacent Park and Oval



BS004: Historic St Mary's Catholic Church opposite



BS004: Streetscape, showing prominent corner Location

Photos: David Scobie 28/09/2014

5.4.5 RECOMMENDATIONS

The 'Oval' Bus Shelter, BS-004 is nominated for recommending to the NSW Heritage Council for listing on the State Heritage Register as a Heritage item as it is considered to be of state heritage significance, meeting the following State Heritage listing criteria:

- It is important in the course of the cultural history of NSW showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has a special association with the works of the NSW Government Tramways and the system constructed throughout the Sydney metropolitan area. It is associated with Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect, for the sensitive conservation and adaptation of the former Tramways structure. This rare surviving shelter from the NSW Government Tramways system was the inspiration for the Mack and Kinstler interpretive municipal design for bus shelters within North Sydney. The shelter is associated with, and on the site of the Oval, within St. Leonards Park, a location regarded as having State heritage significance in a recent heritage study by consultants Godden Mackay Logan.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through providing a rare remaining example of the original shelters produced by NSW Tramways. The structure is a timber construction in the federation style, with distinctive details including an internal expressed roof, terra-cotta tile roofing and details, shiplap weatherboard cladding, traditional timber brackets, mouldings and chamfers and bench seating. It is located within the vicinity of a heritage items and the Oval, a local landmark with state heritage significance.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service, and remains the only example of the type in North Sydney, and one of the few remaining within NSW.
- In relation to the comparative significance of similar shelters throughout NSW, there are in excess of 22 listings on the State Heritage Register under various headings including Bus stop, Bus shelter, Tram stop and Tram shelter. The structures are confined to the City of Sydney, Woollahra, Mosman, Rockdale, Canada Bay, North Sydney, Warringah and

Mosman and generally describe structures from the tramways period 1890-1940. The structures vary in design. Those which most resemble the timber structure in the Federation style of the North Sydney example are the 4 bus shelters former tram stops within Woollahra. There are no such structures on the State Heritage Register. The only Tram structure listed on the SHR is the former Tram shed within the grounds of the Newtown Railway Station.

With the re-introduction of tram services to metropolitan Sydney, there is an opportunity to examine the legacy of the earlier services and the rarity and integrity of related extant structures.

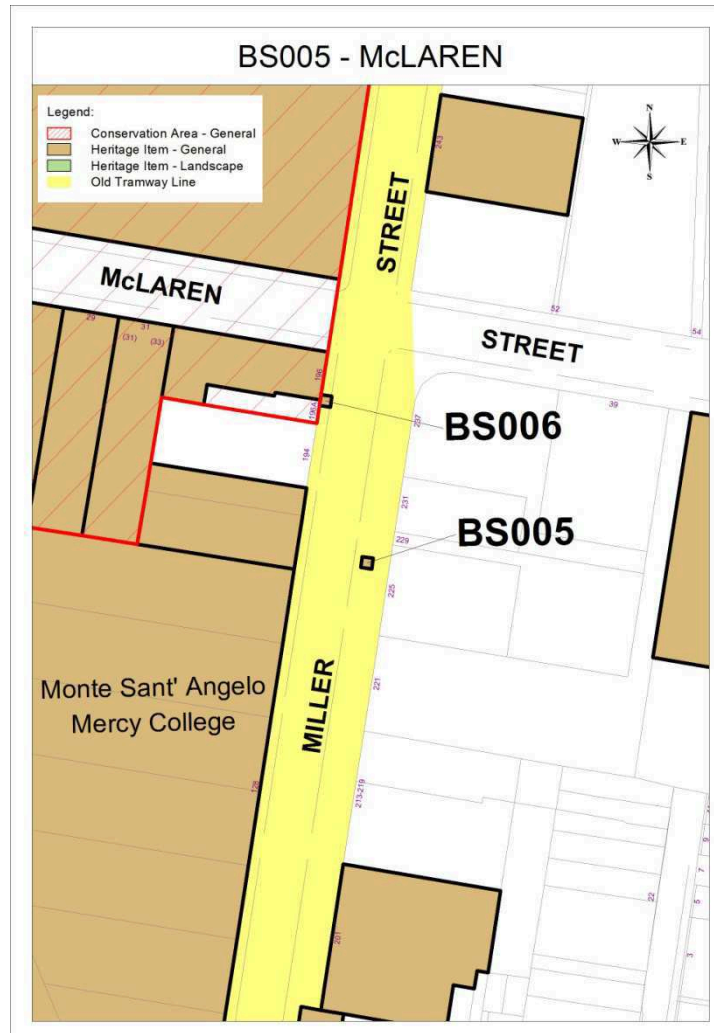
The 'Oval' Bus Shelter, BS-004 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of the NSW Government Tramways and the tram routes and structures constructed through North Sydney. It has significance for the association with Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect who were inspired by this structure to develop a municipal design language for bus shelters in North Sydney.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement as the only original shelter produced by NSW Tramways remaining in North Sydney. The timber construction exhibits the characteristic federation style with details from the period including brackets, mouldings, weatherboards seating, roof structure and terra-cotta tiles. The shelter is located within a conservation area and in the vicinity of a number of listed heritage items.
- The structure has a high level of rarity value as the sole remaining example of the type in North Sydney.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.5

NORTH SYDNEY BUS SHELTER - BS005: 'McLAREN'

Miller Street, North Sydney
(adjacent 225 Miller Street)



5.5.1 STATEMENT OF SIGNIFICANCE

The 'McLaren' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.5.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the property boundary behind and specific pavements associated with the shelter to the north and south.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The O'Regan building (I0899) and Restaurant (I0900) are located opposite and the North Sydney Council Chambers (I0902, I0903) and the area to the west is the McLaren Conservation Area (CA19).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall, with an additional seat to the north. The front beam bears the painted name of the bus-stop, 'McLaren' and a Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.5.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Miller Street streetscape and to the historic and

aesthetic significance of the adjoining heritage items and the McLaren Conservation Area (CA19).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.5.4 PHOTOS



BS005: Looking east



BS005: Looking north, showing advertising pane



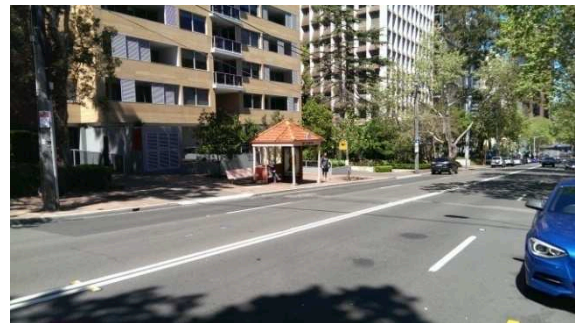
BS005: Internal ceiling



BS005: Northern elevation, with additional seat



**BS005: Looking south west
Street**



BS005: Street view, looking south along Miller



BS005: Council Building opposite

Photos: David Scobie 28/09/2014

5.5.5 RECOMMENDATION

The 'McLaren' Bus Shelter, BS-005 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

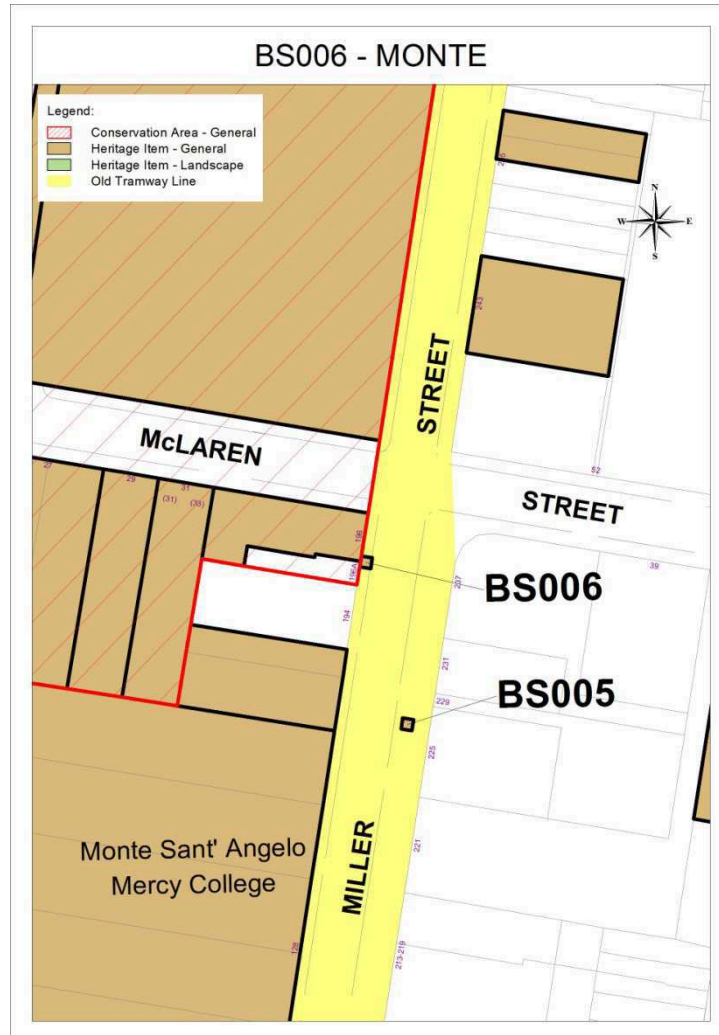
- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways, using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is located within a conservation area and in the vicinity of a number of listed heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.6

NORTH SYDNEY BUS SHELTER - BS006: 'MONTE'

Miller Street, Corner Miller and McLaren Streets, North Sydney
(adjacent 196 Miller Street)



5.6.1 STATEMENT OF SIGNIFICANCE

The 'Monte' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.6.2 DESCRIPTION

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the property boundary behind defined by the significant wall, and specific pavements associated with the shelter to the north and south.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The site is within the McLaren Street Conservation Area (CA19). The Monte Sant' Angelo Mercy Group (I0894) is located behind and to the south. The Restaurant (I0900) and the O'Regan buildings (I0899) are adjacent while the North Sydney Council Chambers are 50m to the north (I0902, I0903).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The northern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Monte'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the northern side elevation.

5.6.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The site is associated with generations of students from the Monte Sant' Angelo Mercy College.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Miller Street streetscape and to the historic and

aesthetic significance of the heritage items within the vicinity and the McLaren Conservation Area (CA19).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.6.4 PHOTOS



BS006: Looking west



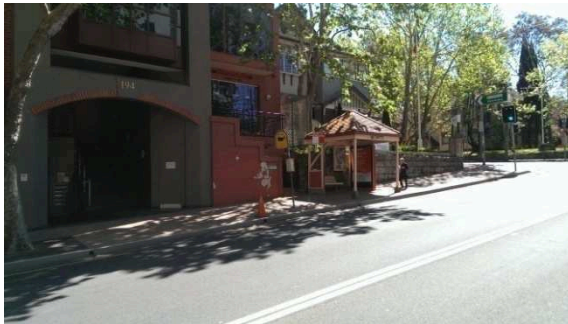
BS006: Internal roof



BS006: Northern elevation, showing advertising panel



BS006: Looking north



BS006: Street view, showing Monte Girls' School

Photos: David Scobie 28/09/2014

5.6.5 RECOMMENDATION

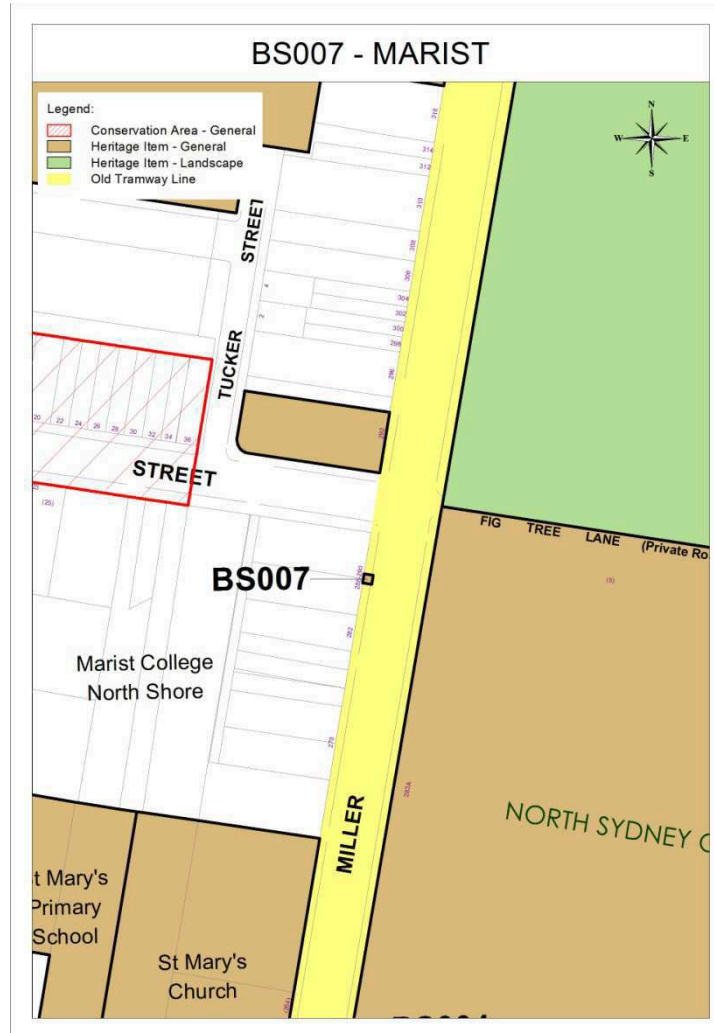
The 'Monte' Bus Shelter, BS-006 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council, and John Kinstler, former North Sydney Council Architect. The location marks the location for the public transport service for The Monte Sant' Angelo Mercy School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways, using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is within a Conservation Area and in the vicinity of a range of heritage items including The Monte Sant' Angelo Mercy School
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.7

NORTH SYDNEY BUS SHELTER - BS007: 'MARIST'

Miller Street, Corner Miller and Carlow Streets, North Sydney
(adjacent 288 Miller Street)



5.7.1 STATEMENT OF SIGNIFICANCE

The 'Marist' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.7.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the property boundary behind, and pavements associated with the shelter to the north and south.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The North Sydney Oval (I1125), St. Leonards Park (I0916), and The North Sydney Hotel (I0915) are in the vicinity.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The northern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Marist'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the northern side elevation.

5.7.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the Marist College for whom it provided the bus and tram stop for generations of students.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Miller Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods. The shelter provided the bus stop for generations of students attending the Marist College.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. The shelter named 'Marist' is unique.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

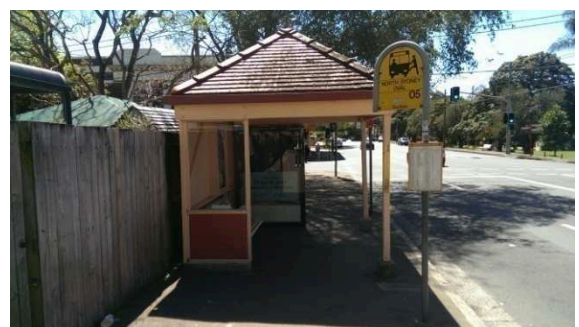
Integrity/Intactness

Intact

5.7.4 PHOTOS



BS007: Looking west



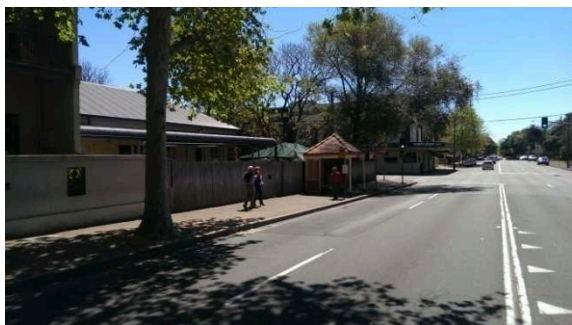
BS007: Southern elevation



BS007: Internal roof



BS007: Northern elevation, with advertising panel



BS007: Street view, looking north along Miller Street

Photos: David Scobie 28/09/2014

5.7.5 RECOMMENDATION

The 'Marist' Bus Shelter, BS-007 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of the public transport service for the 'Marist' school.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The site is within the vicinity of a Conservation Area and a range of listed heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.8

NORTH SYDNEY BUS SHELTER - BS008: 'FALCON'

Miller Street, Corner Miller and Falcon Streets, North Sydney
(adjacent 127 Falcon Street)



5.8.1 STATEMENT OF SIGNIFICANCE

The 'Falcon' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.8.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Miller Street. The related curtilage is defined by the curb to the front, the property boundary behind, and nominal 1200mm pavements associated with the shelter to the north and south.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: St. Leonards Park (I0916) and North Sydney Boys High School (I0830) are in the vicinity.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The n end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Falcon'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the northern side elevation.

5.8.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with generations of students attending North Sydney Boys High School.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North

Sydney. The shelter contributes to the Miller Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods. The 'Falcon' shelter has provided the bus stop for generations of students attending "Marist College" and North Sydney Boys High School.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. The 'Falcon' shelter is unique and identified for the Falcon Street location.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.8.4 PHOTOS



BS008: Looking west



BS008: Internal roof



BS008: Looking north



BS008: Northern elevation with advertising panel



BS008: Street view, looking north along Miller Street towards Falcon Street

Photos: David Scobie 28/09/2014

5.8.5 RECOMMENDATION

The 'Falcon' Bus Shelter, BS-008 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of the North Sydney Boys high School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. It is located in the vicinity of arrange of heritage items including similar shelters and provides the public transport service for North Sydney Boys High School and Marist College.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.9

NORTH SYDNEY BUS SHELTER - BS009: 'HAMPDEN'

Military Road, opposite Monford Place, Cremorne
(adjacent 221 Military Road)



5.9.1 STATEMENT OF SIGNIFICANCE

The 'Hampden' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.9.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Military Road. The related curtilage is defined by the curb to the front and pavements associated with the shelter to the east and west.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The former Cremorne Post Office & Telephone Exchange (I0064), SCECGS Redlands School (I0065) and Willsdene Hall (I0071).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The western end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Hampden'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the western side elevation.

5.9.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original Military Road tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The site is associated with generations of students attending SCECGS Redlands School.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Military Road streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods. The shelter has provided the bus stop for generations of students attending SCECGS Redlands School.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. The Hampden shelter currently does not include the logo panel.

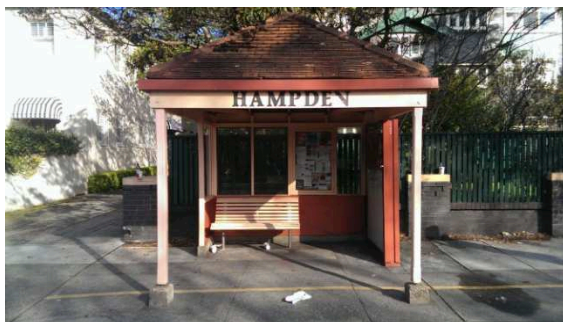
Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

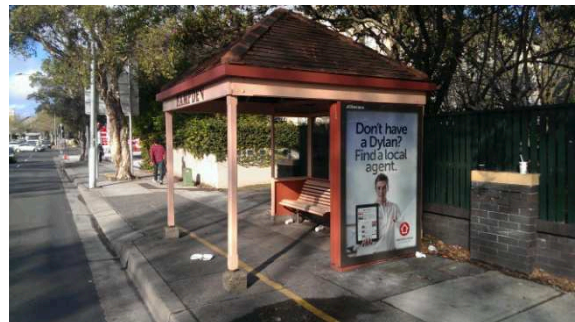
Integrity/Intactness

Intact

5.9.4 PHOTOS



BS009: Front elevation, looking south



BS009: Looking east along Military Road



BS009: Looking west along Military Road



BS009: Internal Roof



BS009: Advertising board on western side



BS009: Looking south west

Photos: David Scobie 28/09/2014

5.9.5 RECOMMENDATION

The 'Hampden' Bus Shelter, BS-009 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter is a primary stop for the SCECGS Redlands School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of arrange of listed Heritage items
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.10 NORTH SYDNEY BUS SHELTER - BS010: 'MILLER'

Miller Street, South Eastern Corner Miller and Falcon Streets, North Sydney



5.10.1 STATEMENT OF SIGNIFICANCE

The 'Miller' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.10.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Falcon Street. The related curtilage is defined by the curb to the front, the Park with landscaping behind and pavements associated with the shelter towards Miller and Falcon Streets.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The St. Leonards Park (I0916), North Sydney Boys High School (I0830), 'Winstone' (I0831) and residential flat buildings (I0832, 33, 34).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed rectangular structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The western end accommodates an electronic advertising panel. A built in wooden seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Miller' and a Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the western side elevation.

5.10.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The site is associated with generations of students attending North Sydney Boys High School and Marist College.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Miller Street streetscape and to the historic and aesthetic significance of the heritage items including similar shelters within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods. The shelters have provided the bus stop for generations of students attending Marist College and North Sydney Boys High School.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. The 'Miller' shelter is a unique representative shelter.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.10.4 PHOTOS



BS010: Looking south, towards St Leonard's Park



BS010: Looking west along Miller Street



BS010: Looking east, Electronic advertising panel



BS010: Back and side elevation



BS010: Internal Roof



BS010: Showing proximity to St Leonard's Park



BS010: Showing proximity to BS050

Photos: David Scobie 28/09/2014

5.10.5 RECOMMENDATION

The 'Miller' Bus Shelter, BS-010 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

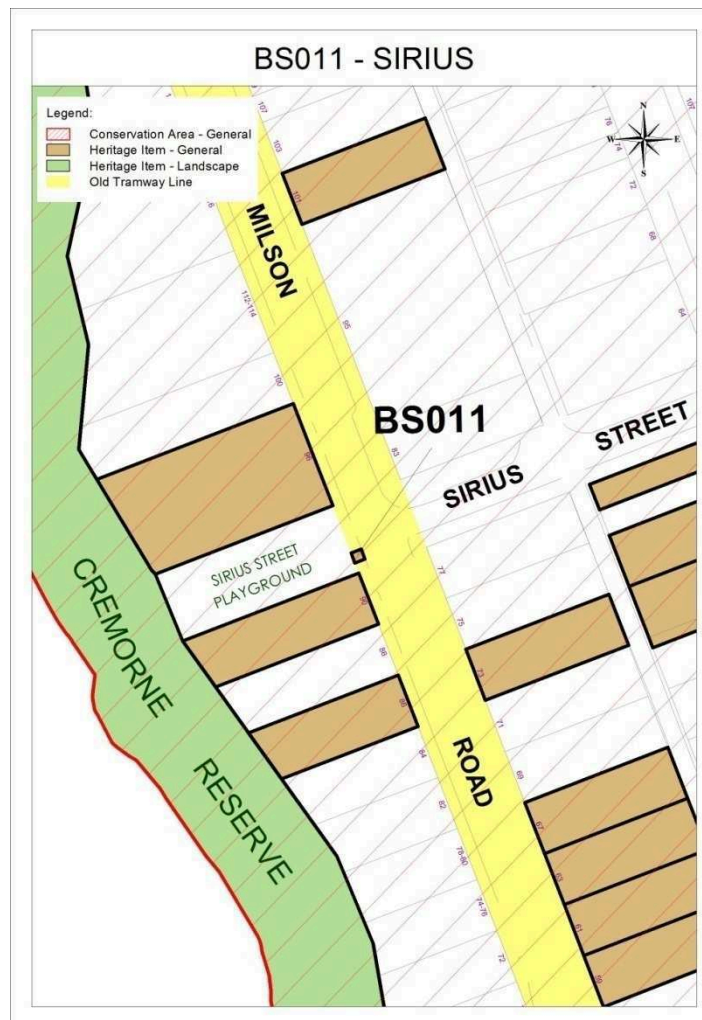
- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of the North Sydney Boys High School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is within the vicinity of arrange of heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.11

NORTH SYDNEY BUS SHELTER - BS011: 'SIRIUS'

Milson Road, opposite Sirius Street, Cremorne Point
(adjacent Sirius Playground)



5.11.1 STATEMENT OF SIGNIFICANCE

The 'Sirius' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.11.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Milson Road. The related curtilage is defined by the curb to the front, the landscaped park space with timber post and rail fencing behind and pavements associated with the shelter to the north and south.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The 'Riviera' Flats (I0122), 'Mayfair Court' (I0123), Residential flat building (I0124) and Residential flat building (I0125). The site is within the Cremorne Point Conservation Area (CA06).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The southern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Sirius' and North Sydney Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.11.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council, within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original Cremorne Point tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Milson Road streetscape and to the historic and aesthetic significance of the heritage items within the vicinity and the Cremorne Point Conservation Area (CA06).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. The 'Sirius' shelter is a unique example of the North Sydney shelters.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.11.4 PHOTOS



BS011: Front elevation, looking west



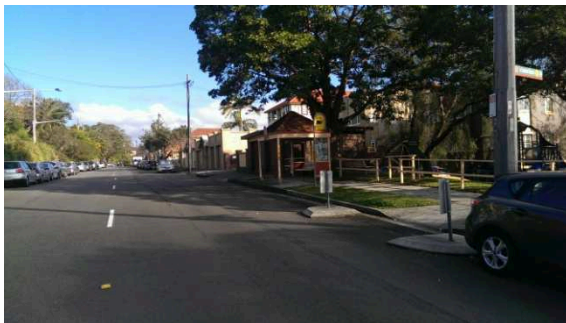
BS011: Internal Roof



BS011: Southern elevation



BS011: North and west elevations



BS011: Looking north along Milson Road

Photos: David Scobie 13/09/2014

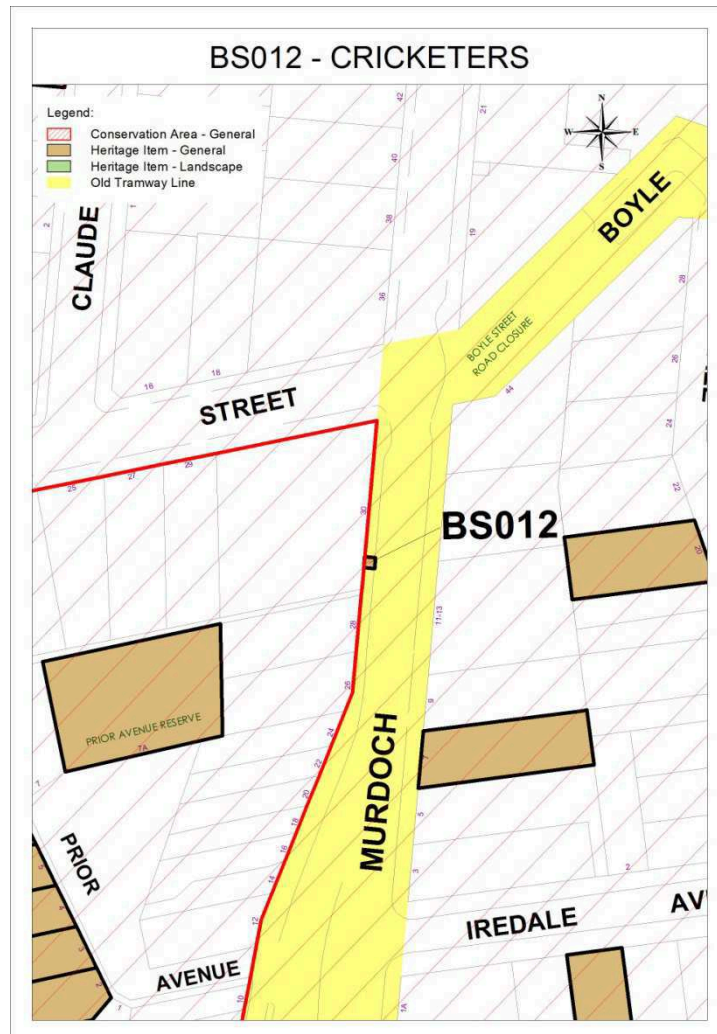
5.11.5 RECOMMENDATION

The 'Sirius' Bus Shelter, BS-011 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is located within the vicinity of a range of listed heritage items and is within the Cremorne Point Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.12 NORTH SYDNEY BUS SHELTER - BS012: 'CRICKETERS'

Murdoch Street, Corner Murdoch Road and Bannerman Street, Cremorne
(adjacent 30 Murdoch Street)



5.12.1 STATEMENT OF SIGNIFICANCE

The 'Cricketers' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.12.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Murdoch Street. The related curtilage is defined by the curb to the front, the property boundary with low stone wall behind and pavements associated with the shelter to the north and south.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: A residence (I0132) is located in the vicinity and the site is within a conservation Area.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The southern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Cricketers'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.12.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original Cremorne Point tram line.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The reason for the naming of the shelter: 'Cricketers' is unknown.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The traditional shelter complements the streetscape and context which is a Conservation Area.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage

Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.12.4 PHOTOS



BS012: Front elevation, looking west



BS012: Internal Roof



BS012: North side elevation



BS012: South side elevation



BS012: Street view, looking north

Photos: David Scobie 13/09/2014

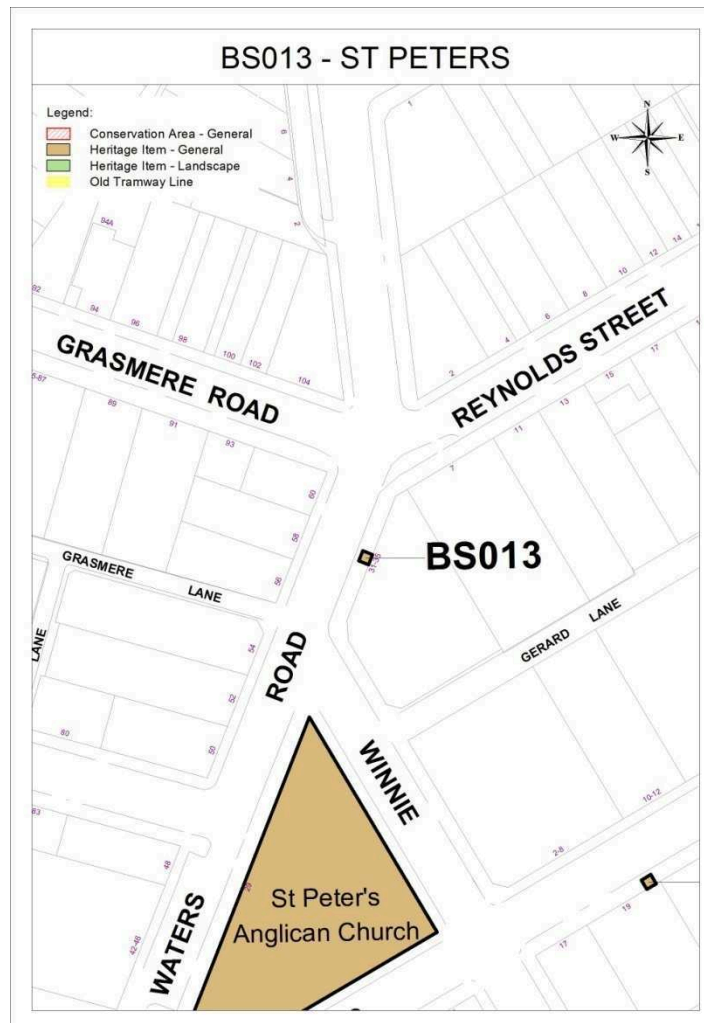
5.12.5 RECOMMENDATION

The 'Cricketers' Bus Shelter, BS-012 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes.
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a number of listed heritage items and located within a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.13 NORTH SYDNEY BUS SHELTER - BS013: 'SAINT PETERS'

Adjacent 31-35 Waters Road, Cremorne



5.13.1 STATEMENT OF SIGNIFICANCE

The 'Saint Peters' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.13.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Waters Road. The related curtilage is defined by the curb to the front, the landscaped planting area behind and pavements associated with the shelter to the north and south. A prominent street tree is 1m north of the structure.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: St. Peter's Anglican Church (I0080) is located in the vicinity.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The southern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'St Peters'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.13.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with congregations attending St. Peters Anglican Church.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Waters Road streetscape and to the historic and aesthetic significance of the heritage item – St. Peter's Church within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification

and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods. The bus stop has served generations of the congregation attending St. Peters Anglican Church.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. The logo is not currently evident on the shelter however the 'St. Peters' name makes the structure unique.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.13.4 PHOTOS



BS013: Front elevation, looking east



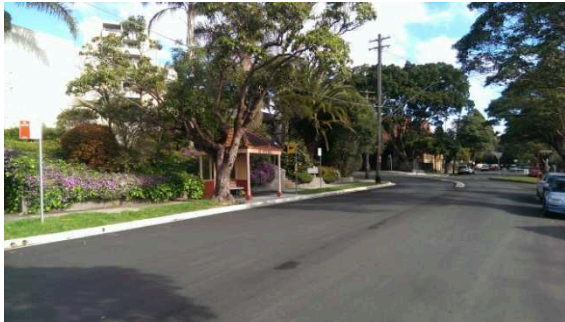
BS013: North side



BS013: Internal roof



BS013: South side, showing community board



BS013: Street view, looking south

Photos: David Scobie 13/09/2014

5.13.5 RECOMMENDATION

The 'St Peters' Bus Shelter, BS-003 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinster, Design Architect at North Sydney Council for the structure. The marks the location of St. Peters Anglican Church.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a listed heritage item: St. Peters Anglican Church
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.14

NORTH SYDNEY BUS SHELTER - BS016: 'PRIMROSE'

Earle Street, Corner Earle and Young Streets, Cremorne
(adjacent 50-52 Earle Street)



5.14.1 STATEMENT OF SIGNIFICANCE

The 'Primrose' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.14.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Earle Street. The related curtilage is defined by the curb to the front and short concrete pavements associated with the shelter to the north and south to the grassed verges. The concrete footpath runs behind the structure.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: Primrose Park (I0082) is located in the vicinity.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends and contains a Community Notice Board. The eastern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Primrose'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the eastern end.

5.14.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Earle Street streetscape and to the historic and aesthetic significance of the heritage item Primrose Park within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.14.4 PHOTOS



BS016: Front elevation, looking north



BS016: Internal roof



BS016: Western elevation



BS016: Back and western side elevation



BS016: Eastern elevation



BS016: Street view looking east along Earle Street

Photos: David Scobie 13/09/2014

5.14.5 RECOMMENDATION

The 'Primrose' Bus Shelter, BS-016 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes.
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of Primrose Park.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of Primrose Park and complements significance and setting of the park.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.15

NORTH SYDNEY BUS SHELTER - BS018: 'CHURCHILL'

Carter Street, Corner Carter Street and Cammeray Road, Cammeray
(adjacent 64 Cammeray Road)



5.15.1 STATEMENT OF SIGNIFICANCE

The 'Churchill' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.15.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Carter Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The western end accommodates

an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Churchill'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the western end.

5.15.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice

boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.15.4 PHOTOS



BS018: Front elevation, looking north



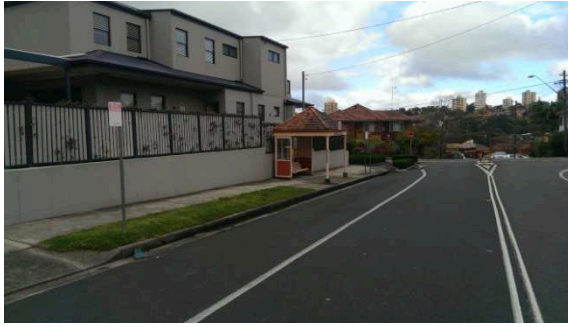
BS018: Internal roof



BS018: East side



BS018: West side with Community notice board



BS018: Street view looking west along Carter Street

Photos: David Scobie 13/09/2014

5.15.5 RECOMMENDATION

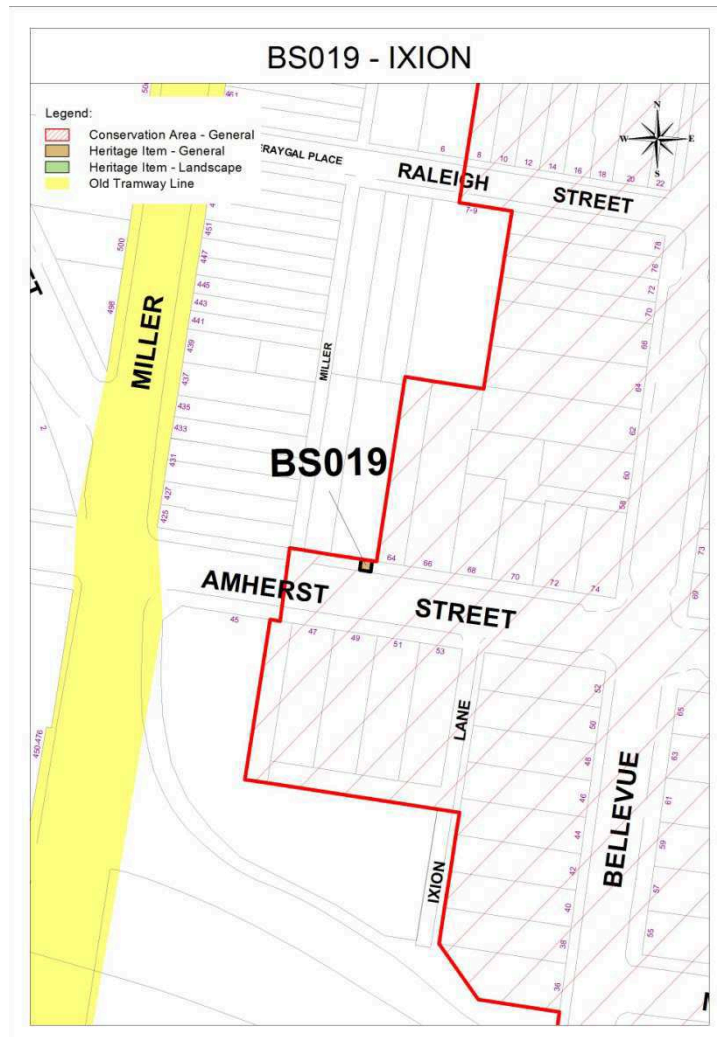
The 'Churchill' Bus Shelter, BS-018 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered as not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is isolated from heritage items, early tram routes and Conservation areas and so the context and setting do not support or enhance the criterion of listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

5.16

NORTH SYDNEY BUS SHELTER - BS019: 'IXION'

Amherst Street, Corner Amherst Street and Miller Lane, Cammeray
(adjacent 64 Amherst Street)



5.16.1 STATEMENT OF SIGNIFICANCE

The 'Ixion' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.16.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Carter Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east including the associated bench seat to the west.

Visual catchment:

The site is located within the Cammeray Conservation Area (CA01).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The eastern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Ixion'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.16.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Carter Street streetscape and to the historic and aesthetic significance of the Cammeray Conservation Area (CA01).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.16.4 PHOTOS



BS019: Front elevation, looking north



BS019: Looking east along Amherst Street



BS019: Looking west along Amherst Street



BS019: Internal roof



BS019: Street view looking north east along Amherst St

Photos: David Scobie 13/09/2014

4.16.5 RECOMMENDATION

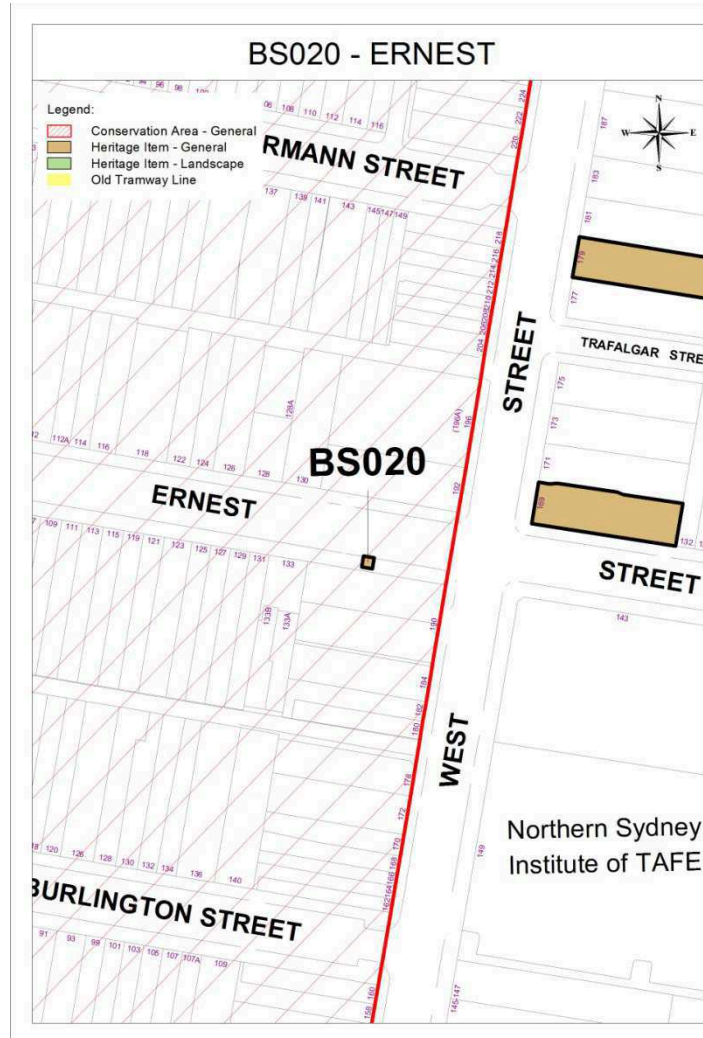
The 'Ixon' Bus Shelter, BS-019 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of the local Cammeray shopping centre
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of the early properties within the carter Street streetscape and the Cammeray Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.17

NORTH SYDNEY BUS SHELTER - BS020: 'ERNEST'

Ernest Street, Corner Ernest and West Streets, Crows Nest
(adjacent 190 West Street)



5.17.1 STATEMENT OF SIGNIFICANCE

The 'Ernest' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.17.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Ernest Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east.

Visual Catchment

The following place with heritage significance is within the visual catchment of the bus shelter: The site is within Conservation Area (CA08) – Holterman Estate B. It is close to a heritage house is West Street (I0177)

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The eastern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Ernest' and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

5.17.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Ernest Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity and to the Holterman Estate B Conservation Area (CA08).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification

and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.17.4 PHOTOS



BS020: Looking south



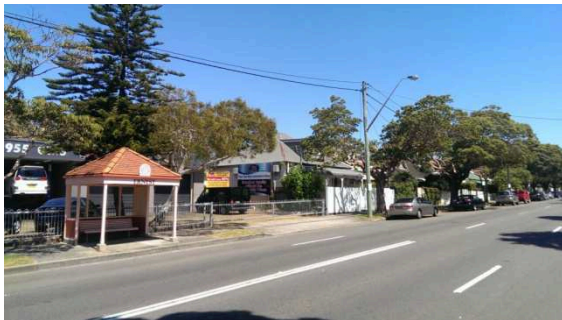
BS020: Western elevation



BS020: Interior roof



BS020: Eastern elevation



BS020: Street view, looking east along Ernest Street

Photos: David Scobie 12/10/2014

4.17.5 RECOMMENDATION

The 'Ernest' Bus Shelter, BS-020 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of listed heritage items and the Holtermann Estate Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.18

NORTH SYDNEY BUS SHELTER - BS022: 'MILNER'

Milner Crescent, opposite Shirley Lane, Wollstonecraft
(adjacent 2 Milner Crescent)



5.18.1 STATEMENT OF SIGNIFICANCE

The 'Milner' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.18.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Milner Crescent. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east.

Visual Setting

There are listed heritage items within the visual catchment.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The eastern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Milner'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

5.18.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.18.4 PHOTOS



BS022: Looking north



BS022: Interior roof



BS022: Western elevation



BS022: Eastern elevation



BS022: Street view, looking east towards Shirley Road

Photos: David Scobie 12/10/2014

5.18.5 RECOMMENDATION

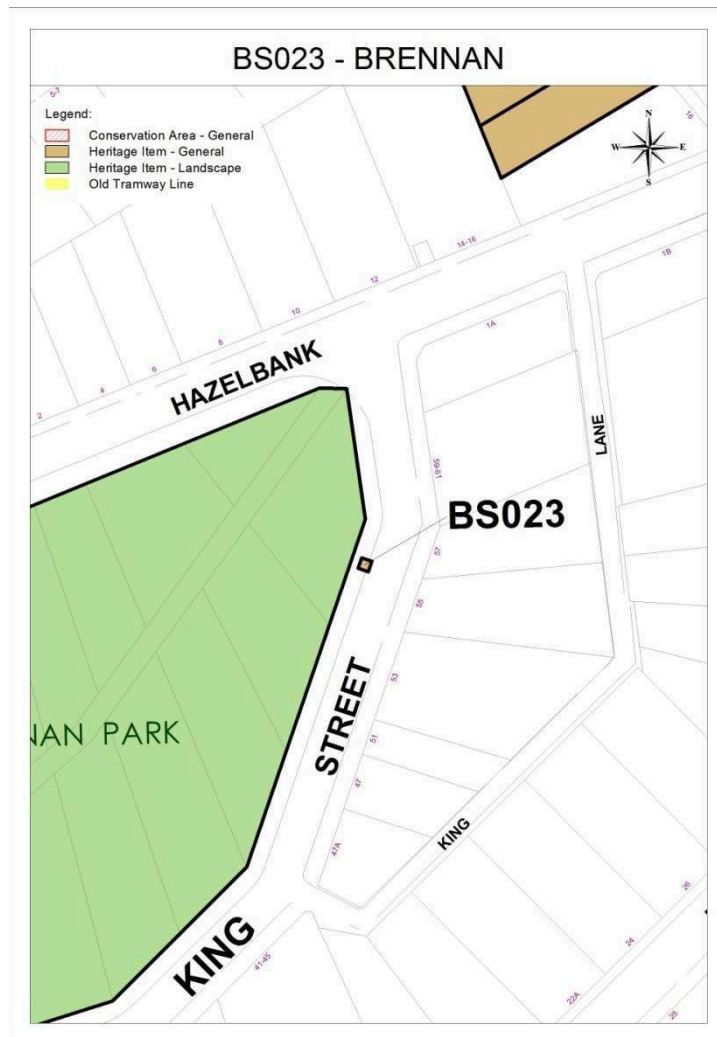
The 'Milner' Bus Shelter, BS-022 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered as not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is isolated from heritage items, early tram routes and Conservation areas and so the context and setting do not support or enhance the criterion of listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

5.19

NORTH SYDNEY BUS SHELTER - BS023: 'BRENNAN'

King Street, opposite 55 King Street, Wollstonecraft



5.18.1 STATEMENT OF SIGNIFICANCE

The 'Brennan' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.18.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with King Street. The related curtilage is defined by the curb to the front, the notional and undefined property boundary to Brennan Park behind and pavements associated with the shelter to the north and south.

Visual Setting

The following place and items with heritage significance is within the visual catchment of the bus shelter: Adjacent to Brennan Park (I1121), to the west including the significant Park entrance structure on the King Street corner.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. Due to the steeply sloping site, the structure includes an unusually high concrete foundation wall. The southern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Brennan'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

5.18.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association Alderman Richard Brennan JP

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Brennan Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity in particular Brennan Park and the associated Park entry gate.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories

including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.18.4 PHOTOS



BS023: Looking west towards Brennan Park



BS023: Southern elevation



BS023: Western elevation



BS023: Northern elevation



BS023: Interior Roof



BS023: Street view, looking north



BS023: Brennan Park Gate



BS023: Plaque commemorating Ald. Richard Brennan, JP

Photos: David Scobie 12/10/2014

5.19.5 RECOMMENDATION

The 'Brennan' Bus Shelter, BS-016 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of the adjoining Brennan Park.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of Brennan Park and complements significance and setting of the park.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.20

NORTH SYDNEY BUS SHELTER - BS024: 'WAVERTON'

Bay Road, Corner Whatmore Crescent and Bay Road, Waverton
(opposite 94A Bay Road)



5.20.1 STATEMENT OF SIGNIFICANCE

The 'Waverton' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.20.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Bay Road. The related curtilage is defined by the curb to the front, the boundary behind defined by the stone retaining wall and pavements associated with the shelter to the west and east including the associated bench seat to the west.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Waverton Railway Station (I1051)

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The eastern end accommodates an electronic advertising panel. There is no Community Notice Board. A proprietary seat is located against the rear wall, with additional seating to the west. The front beam bears the painted name of the bus-stop, 'Waverton'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

5.20.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the adjoining Waverton Railway Station as a transfer point for passengers.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Bay Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity in particular the Waverton Railway Station.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage

Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.20.4 PHOTOS



BS024: Looking north



BS024: Eastern elevation



BS024: Interior roof



BS024: Western elevation



BS024: Northern and western elevations



B24: Street view from Waverton Station

Photos: David Scobie 28/09/2014

5.20.5 RECOMMENDATION

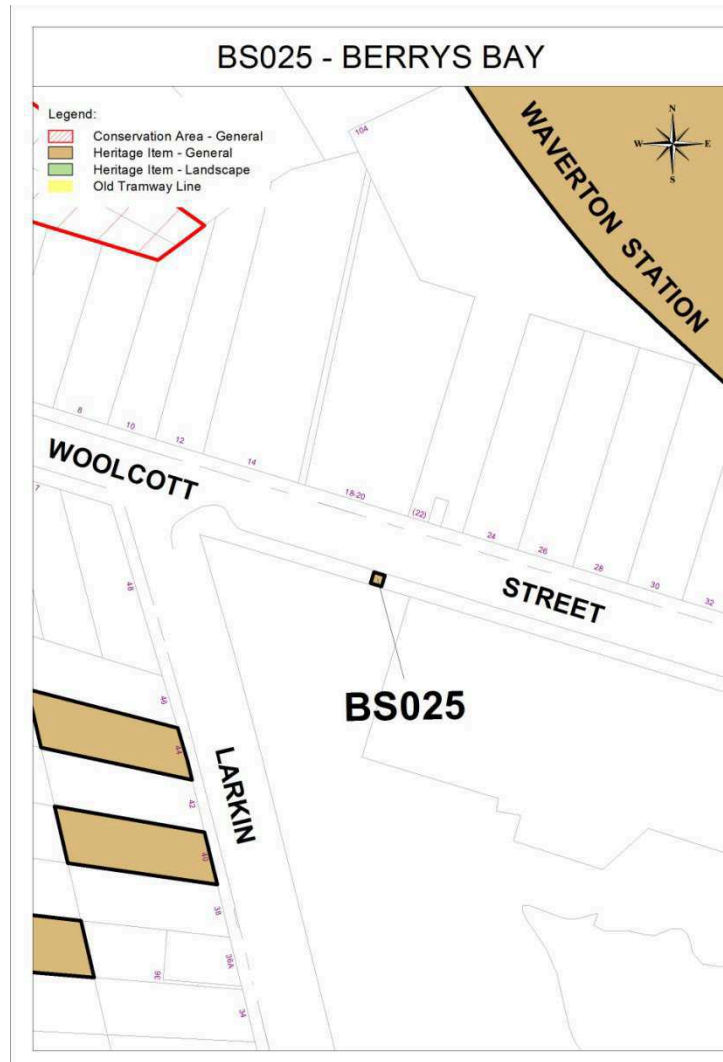
The 'Waverton' Bus Shelter, BS-024 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of Waverton and the Waverton Railway Station.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of Waverton Railway Station and complements significance and setting of listed heritage items in the vicinity.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.21

NORTH SYDNEY BUS SHELTER - BS025: 'BERRYS BAY'

Woolcott Street, Corner Woolcott and Larkin Streets, Waverton
(opposite 18-20 Woolcott Street)



5.21.1 STATEMENT OF SIGNIFICANCE

The 'Berrys Bay' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.21.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Woolcott Street. The related curtilage is defined by the curb to the front, the nominal boundary behind within the Park and pavements associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Two residential properties in Larkin Street.

The visual setting also includes Waverton Park to the rear of the bus shelter with a substantial memorial entry structure Geraty Gate on the Larkin Street corner. The gate structure while not heritage listed, has substantial original aesthetic character and social value as a memorial. The adjoining Waverton Bowling Club and Greens are a major recreational venue and element of social infrastructure within North Sydney.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The western end accommodates a Community Notice Board. A proprietary seat is located against the rear wall, with additional seating to the west. The front beam bears the painted name of the bus-stop, 'Berrys Bay' and the logo of the Council. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

Modifications/Dates:

2010: illuminated advertising panel installed to the southern side elevation.

5.21.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association:

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Woolcott Street streetscape and to the historic and

aesthetic significance of the places within the vicinity in particular Waverton Park and Geraty Gate.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.21.4 PHOTOS



BS025: Looking south



BS025: Eastern elevation



BS025: Southern elevation



BS025; Western elevation



BS025: Waverton Bowling Club in the background



BS025: Street view looking west toward park



BS025: Geraty Gate to foreground

Photos: David Scobie 12/10/2014

4.21.5 RECOMMENDATION

The 'Berrys Bay' Bus Shelter, BS-025 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

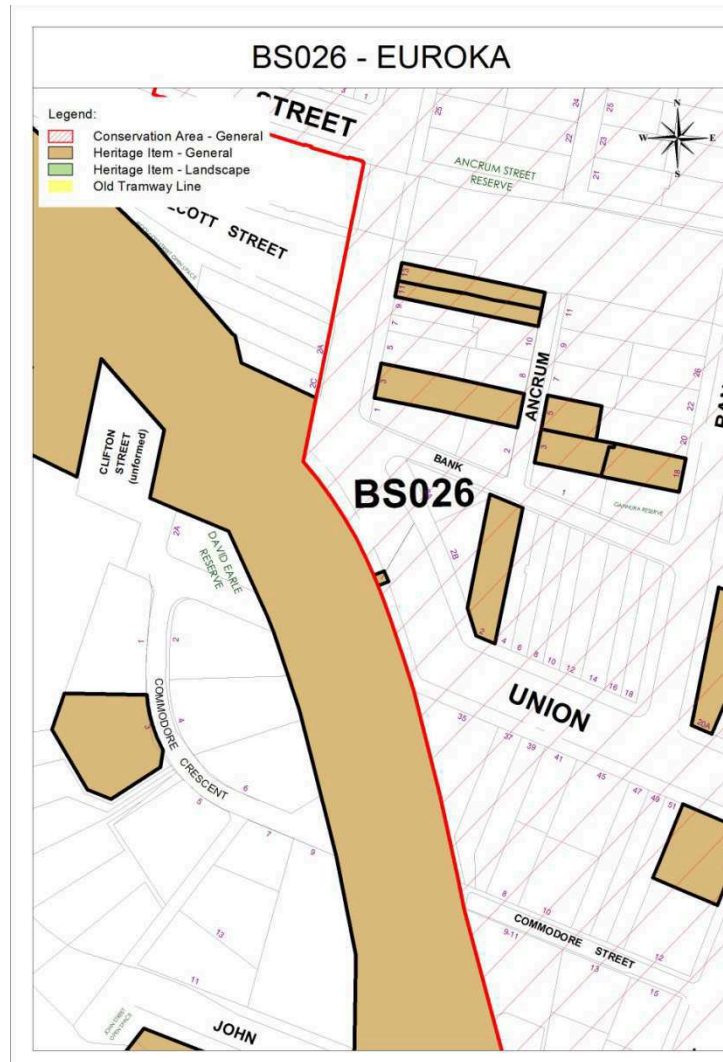
- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of Berrys Bay and Geraty Park.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of Geraty Park and complements significance and setting of the park with views to and from the Sydney Harbour Bridge as well as a location in the vicinity of a range of listed heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.22

NORTH SYDNEY BUS SHELTER - BS026: 'EUROKA'

Union Street, south of Commodore Crescent, McMahons Point
(opposite 2B Union Street)



5.22.1 STATEMENT OF SIGNIFICANCE

The 'Euroka' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.22.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Union Street. The related curtilage is defined by the curb to the front, the nominal boundary to the railway reserve behind and the extended grass verge associated with the shelter including the plaque to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: The shelter is with Conservation Area (CA15). A heritage listed house (I0488) is nearby and the pedestrian bridge over the railway to the south west contributes to the historical and visual importance of the shelter.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. There is no Community Notice Board. A proprietary seat is located against the rear wall, with additional seating, painted Brunswick Green, to the east. The front beam bears the painted name of the bus-stop, 'Euroka' and the logo of the Council. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

5.22.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Union Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity in particular the adjoining railway with footbridge and the local Conservation Area (CA15).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage

Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.22.4 PHOTOS



BS026: Looking south



BS026: Interior Roof



BS026: Eastern elevation



BS026: Southern and western elevations



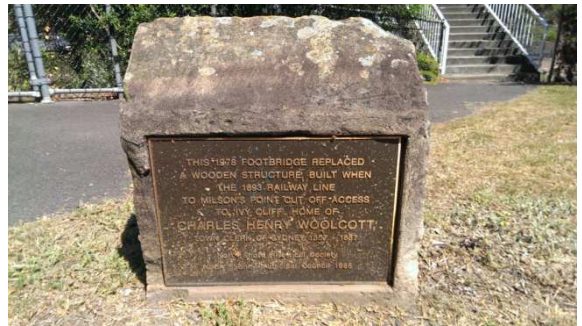
BS026: Western elevation



BS026: Street view looking east



BS026: Street view looking west along Union Street



BS026: Plaque, 20m to the east



BS026: Plaque

Photos: David Scobie 12/10/2014

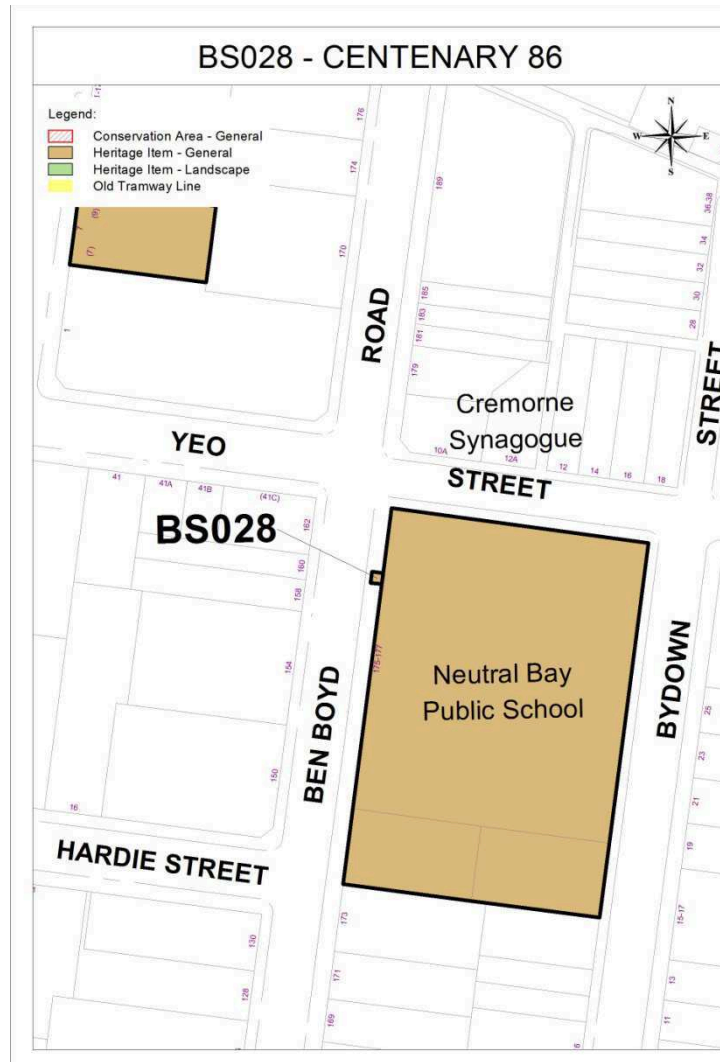
5.22.5 RECOMMENDATION

The 'Euroka' Bus Shelter, BS-025 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is located within a Conservation Area, sited in the vicinity of a range of listed heritage items and complements significance and setting of the adjoining railway, pocket park and memorial.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.23 NORTH SYDNEY BUS SHELTER - BS028: 'CENTENARY 86'

Ben Boyd Street, Corner Ben Boyd and Yeo Streets, Neutral Bay
(adjacent 175-177 Ben Boyd Street)



5.23.1 STATEMENT OF SIGNIFICANCE

The 'Centenary 86' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.23.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Ben Boyd Street. The related curtilage is defined by the curb to the front, the property boundary defined by the adjoining school building behind and pavements associated with the shelter nominally 1200mm to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Neutral Bay Public School (I0575).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, and accommodates a Community Notice Board. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Centenary 86'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern elevation.

5.23.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with generations of students attending Neutral Bay Public School.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Ben Boyd Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular the Neutral Bay Public School.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.23.4 PHOTOS



BS028: Looking east



BS028: Interior roof



BS028: Northern elevation, looking south along Ben Boyd Road



BS028: Southern elevation with advertising panel



BS028: Adjacent Neutral Bay Public School

Photos: David Scobie 28/09/2014

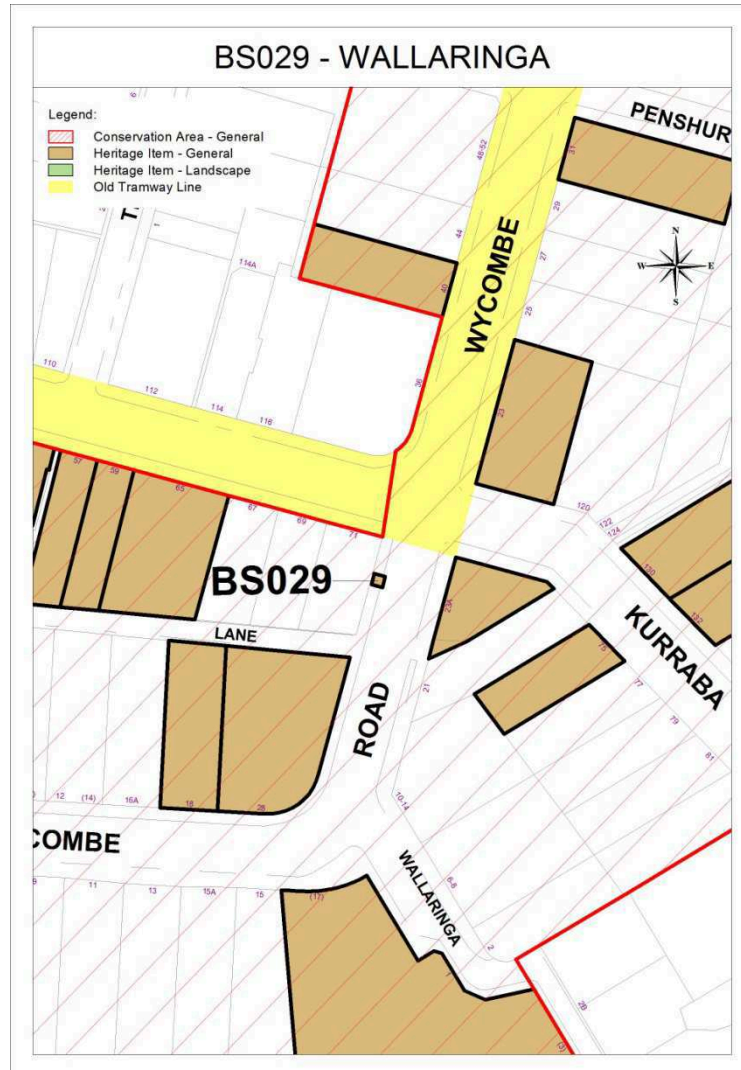
5.23.5 RECOMMENDATION

The 'Centenary 86' Bus Shelter, BS-028 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The site marks the location of the Neutral Bay Public School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of the heritage listed Neutral bay Public School and complements the significance and setting of other heritage items in the vicinity.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.24 NORTH SYDNEY BUS SHELTER - BS029: 'WALLARINGA'

Kurraba Road, Corner Lower Wycombe and Kurraba Roads, Neutral Bay
(adjacent 71 Kurraba Road, Lower Wycombe Road)



5.24.1 STATEMENT OF SIGNIFICANCE

The 'Wallaringa' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the Wycombe Road historic tram route and later bus route.

5.24.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Kurraba Road. The related curtilage is defined by the curb to the front, the property boundary behind and pavements

associated with the shelter to the north and south sufficient to include the associated bench seat.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: The shelter is within Conservation Area (CA16) – Kurraba Point. Listed item (I0740) is opposite and the Wycombe Private Hotel (I0741) is close by.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels returned partly on the two ends. The northern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. There is additional seating to the south. The front beam bears the painted name of the bus-stop, 'Warringa'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted. There is a Post Office Collection Box to the north, beside a significant tree.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.24.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. The bus stop is on the original tram route, which came down Lower Wycombe Road from Military Road.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Kurraba Road streetscape and to the historic and

aesthetic significance of the heritage items within the vicinity and the local Conservation Area (CA16).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.24.4 PHOTOS



BS029: Looking west



BS029: Interior roof



BS029: Southern elevation



BS029: Northern elevation



BS029: Street view, looking north along Wycombe Road



BS029: Significant street tree with post box

Photos: David Scobie 28/09/2014

5.24.5 RECOMMENDATION

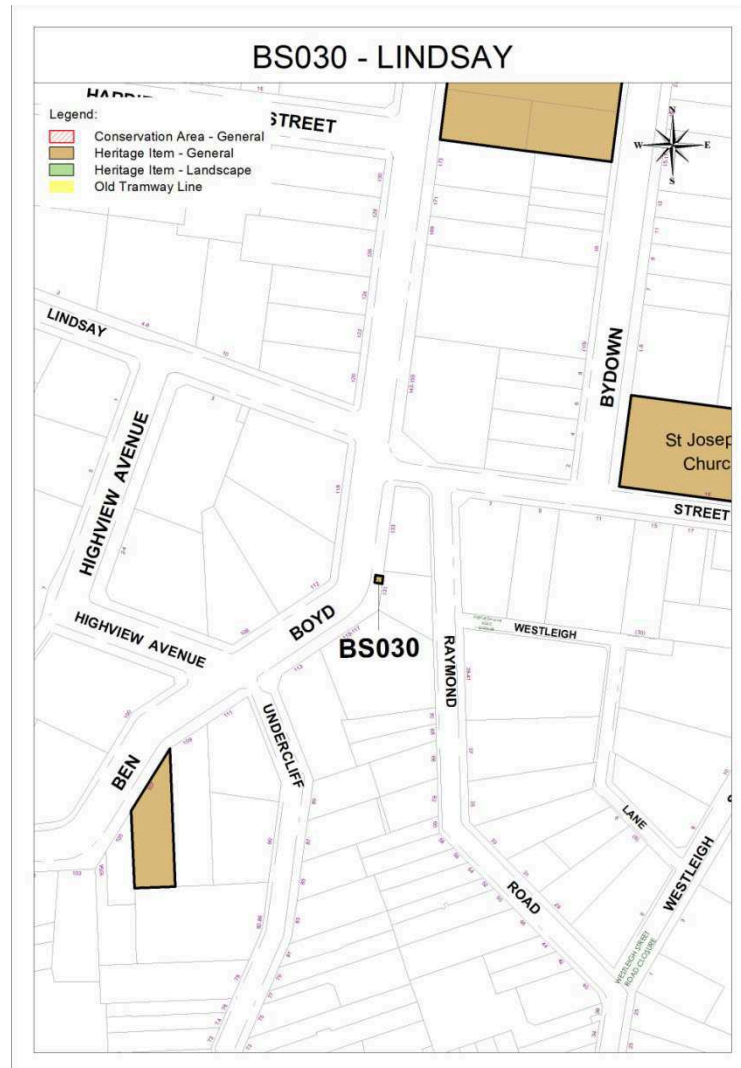
The 'Wallaringa' Bus Shelter, BS-029 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of listed heritage items and within the Kurraba Point Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.25

NORTH SYDNEY BUS SHELTER - BS030: 'LINDSAY'

Adjacent 131 Ben Boyd Road, Neutral Bay



5.25.1 STATEMENT OF SIGNIFICANCE

The 'Lindsay' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.25.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Ben Boyd Road. The related curtilage is defined by the curb to the front, the property boundary behind defined by the timber fence and pavements associated with the shelter to the north and south nominally 1200mm from the shelter.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Lindsay' and a Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.25.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The Lindsay bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

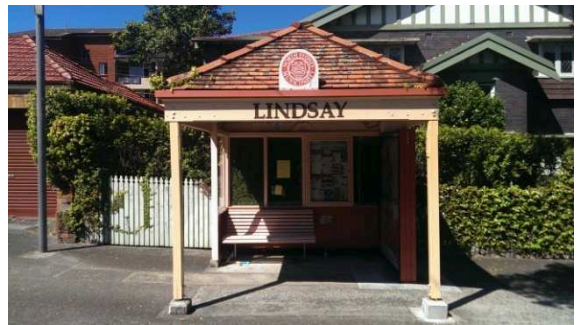
Integrity/Intactness

Intact

5.25.4 PHOTOS



BS030: Looking east



BS030: Looking east



BS030: Northern elevation



BS030: Interior roof



BS030: Southern elevation



BS030: Street view, looking south along Ben Boyd Road

Photos: David Scobie 28/09/2014

5.25.5 RECOMMENDATION

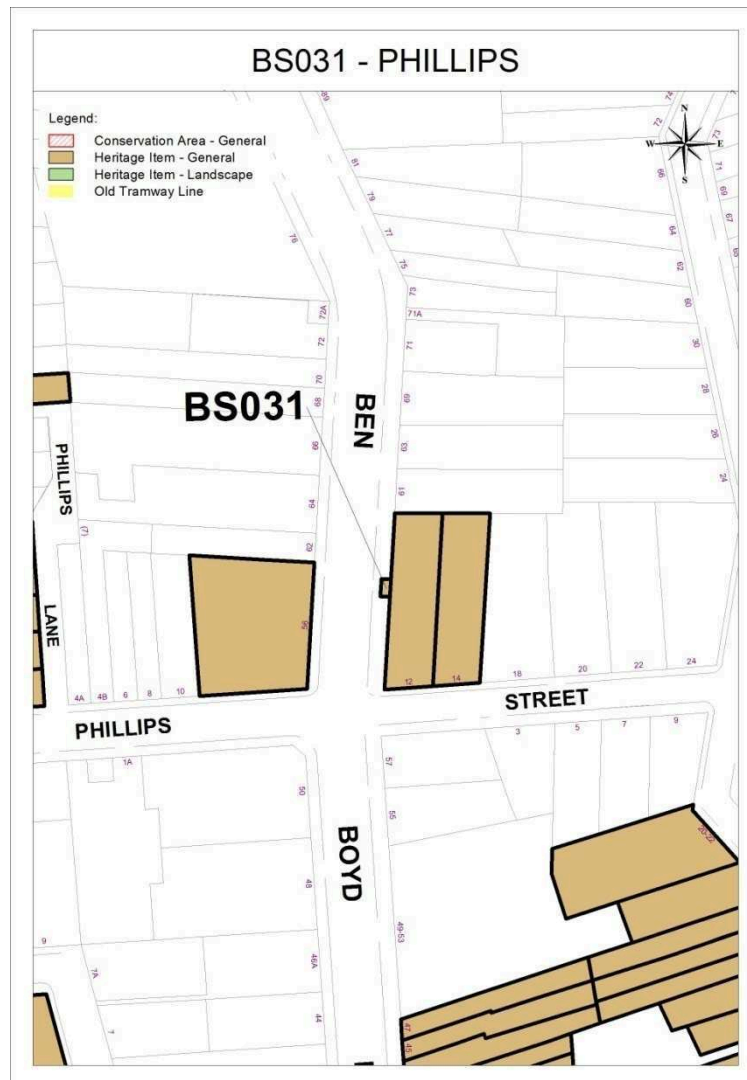
The 'Lindsay' Bus Shelter, BS-030 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes in North Sydney.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is not in the vicinity of heritage items or conservation areas and so the context and setting do not support or enhance the criterion to warrant listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

5.26

NORTH SYDNEY BUS SHELTER - BS031: 'PHILLIPS'

Ben Boyd Road, Corner Ben Boyd Road and Phillips Street, Neutral Bay
(adjacent 12 Phillips Road, Ben Boyd Road)



5.26.1 STATEMENT OF SIGNIFICANCE

The 'Phillips' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.26.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Ben Boyd Road. The related curtilage is defined by the curb to the front, the property boundary defined by the timber fence behind and pavements associated with the shelter to the west and east extending to the grass verge.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: 'Mt Edgecombe' (I0573) is opposite and 'Henbury Villa' (I0681) is adjacent to the west.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Phillips', and a Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained and the paint is generally unblemished. The northern front timber post is damaged, and currently supported by a steel post. This damage appears to be caused by a large camphor laurel tree in the adjacent property to the rear.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.26.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Ben Boyd Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.26.4 PHOTOS



BS031: Looking east



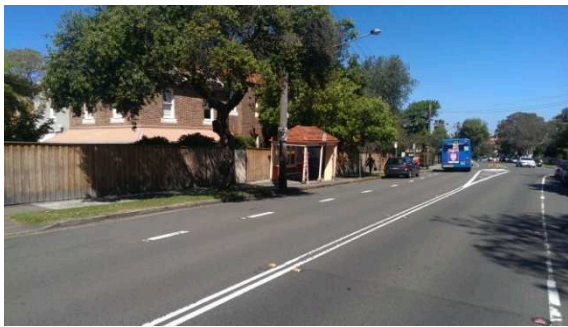
BS031: Interior roof



BS031: Northern elevation



BS031: Southern elevation, showing electronic Advertising panel and closed in side wall



BS031: Street view, looking south along Ben Boyd Road



BS031: Looking east

Photos: David Scobie 28/09/2014

5.26.5 RECOMMENDATION

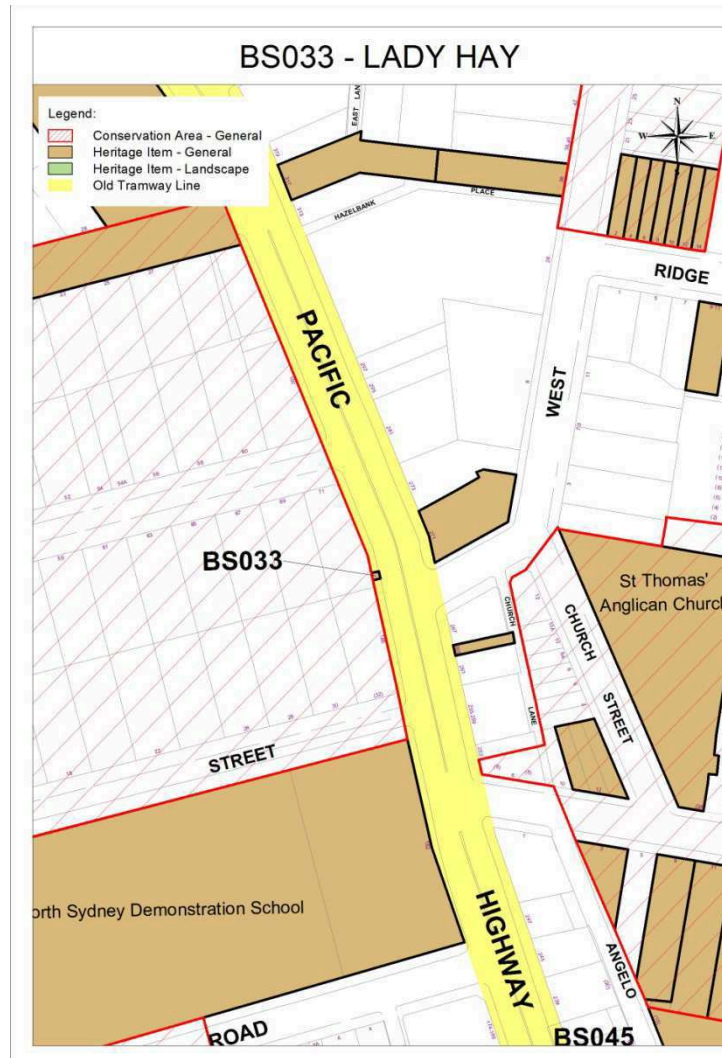
The 'Phillips' Bus Shelter, BS-031 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a number of listed heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.27

NORTH SYDNEY BUS SHELTER - BS033: 'LADY HAY'

Pacific Highway, opposite West Street, North Sydney
(adjacent 71 Crows Nest Road, Pacific Highway)



5.27.1 STATEMENT OF SIGNIFICANCE

The 'Lady Hay' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.27.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with the Pacific Highway. The related curtilage is defined by the curb to the front, the property boundary behind as defined by the historically significant waist high stone wall and pavements associated with the shelter to the west and east nominally 1200mm from the shelter.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: The shelter is within Conservation Area (CA33). The Union Hotel (I0960) is opposite.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Lady Hay', and a Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained and the paint is generally unblemished. The northern front timber post is damaged, and currently supported by a steel post. This damage appears to be caused by a large camphor laurel tree in the adjacent property to the rear.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.27.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Lane Cove Road (Pacific Highway).

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the North Sydney Demonstration School (previously the Lady Hay School) for whom it provided the bus and tram stop for generations of students.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North

Sydney. The shelter contributes to the Union Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity and the local Conservation Area (CA33).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.27.4 PHOTOS



BS033: Looking west



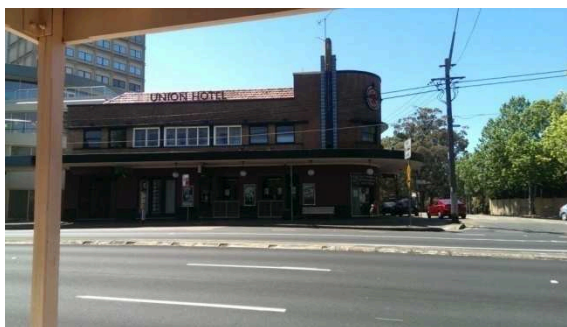
BS033: Interior roof



BS033: Northern elevation



BS033: Southern elevation with electronic advertising board



BS033: Street view looking west towards Union Hotel

Photos: David Scobie 12/10/2014

5.27.5 RECOMMENDATION

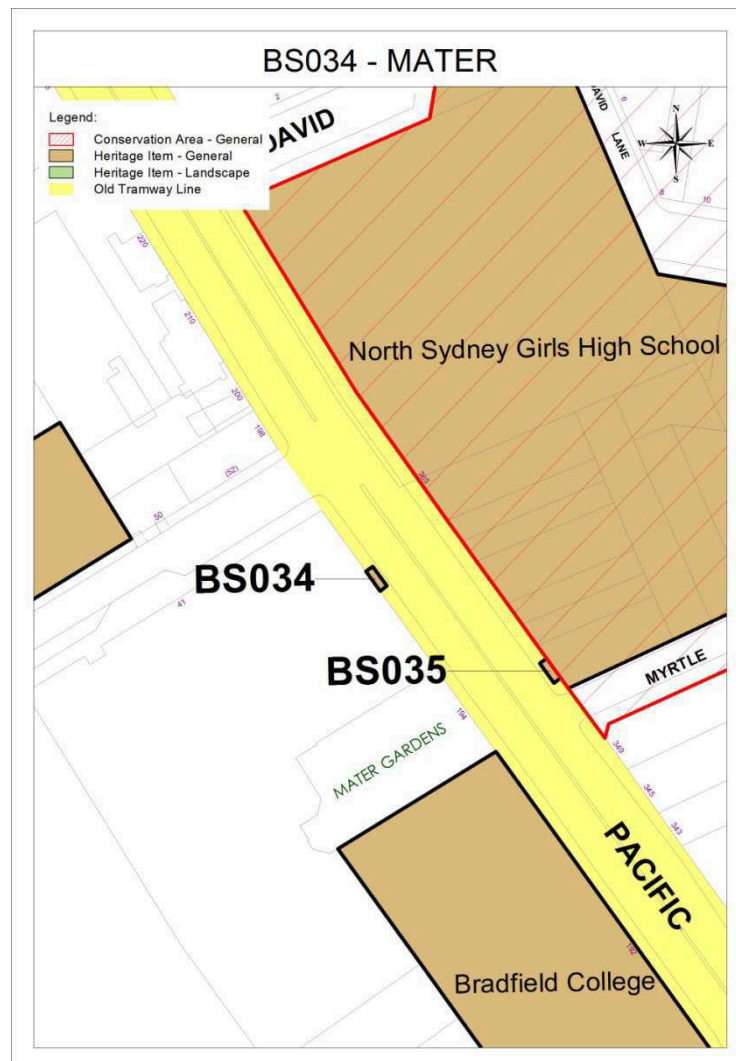
The 'Lady Hay' Bus Shelter, BS-033 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location of the bus stop services St. Thomas Anglican Church and the Union Hotel.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of listed heritage items and sited in a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.28

NORTH SYDNEY BUS SHELTER - BS034: 'MATER'

Pacific Highway, Corner Pacific Highway and Rocklands Road, Crows Nest
(adjacent 41 Rocklands Road, Pacific Highway)



5.28.1 STATEMENT OF SIGNIFICANCE

The 'Mater' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.28.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with the Pacific Highway. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: North Sydney Girls' High School (I0165) and the Mater Hospital are nearby.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed rectangular structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The shelter structure is not the standard used throughout North Sydney as it differs in the following respects: the width is narrower than the standard to allow a greater set back from the curb. The length is nominally double the standard with a central extra timber post and the roof includes two small gables at the northern and southern ends of the ridge. The internal soffit of the roof is lined with a sheet material as opposed to the standard unlined shingles. The back wall is glass and sheet panels, returned partly on the two ends. The northern end accommodates a contemporary aluminium framed electronic advertising panel. A wooden seat is incorporated into the rear wall. The front beam bears the painted name of the bus-stop, 'Mater' and North Sydney Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, ceiling and glass framing are painted in the standard Cream; the gutter, wall panels and seat are painted in the standard Red. The concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.28.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Lane Cove Road (Pacific Highway).

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the adjoining Mater Hospital and North Sydney Girls' High School as a transit point for generations of visitors and students respectively.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Pacific Highway streetscape and to the historic and aesthetic significance of the heritage items within the vicinity in particular the park associated with the original Mater Hospital.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The non-standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.28.4 PHOTOS



BS034: Looking south



BS034: Southern elevation



BS034: Interior roof



BS034: Northern elevation



BS034: Mater Hospital adjacent

Photos: *David Scobie 12/10/2014*

5.28.5 RECOMMENDATION

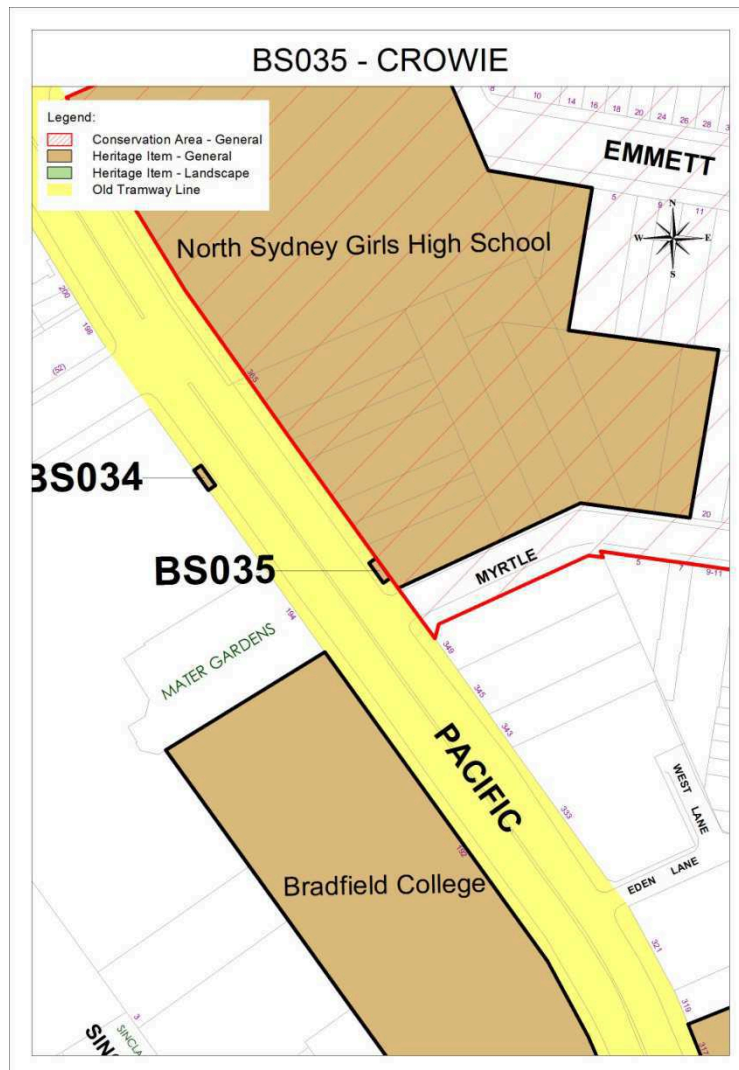
The 'Mater' Bus Shelter, BS-034 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of the primary north bound bus stop servicing the Mater Hospital, Bradfield College and North Sydney Girls High School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of heritage items and is sited within a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.29 NORTH SYDNEY BUS SHELTER - BS035: 'CROWIE'

Pacific Highway, North western Corner Pacific Highway and Myrtle Street, North Sydney



5.29.1 STATEMENT OF SIGNIFICANCE

The 'Crowie' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.29.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with the Pacific Highway. The related curtilage is defined by the curb to the front, the property boundary behind as defined by the timber picket fence and pavements associated with the shelter to the north and south sufficient to include the adjoining associated bench seat.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: North Sydney Girls' High School (I0165) is adjacent and Bradfield TAFE College (I0958) is opposite.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall, with additional seating to the south. The front beam bears the painted name of the bus-stop, 'Crowie'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the northern side elevation.

5.29.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Lane Cove Road (Pacific Highway).

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The 'Crowie' shelter is associated with generations of students attending the Bradfield TAFE and North Sydney Girls' High School and visitors to the Mater Hospital.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The 'Crowie' shelter contributes to the Pacific Highway streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.29.4 PHOTOS



BS035: Looking west



BS035: Interior back and roof



BS035: Looking south



BS035: Southern elevation



BS035: Street view, looking south along Pacific Highway



BS035: Street view - Looking east

Photos: David Scobie 12/10/2014

5.29.5 RECOMMENDATION

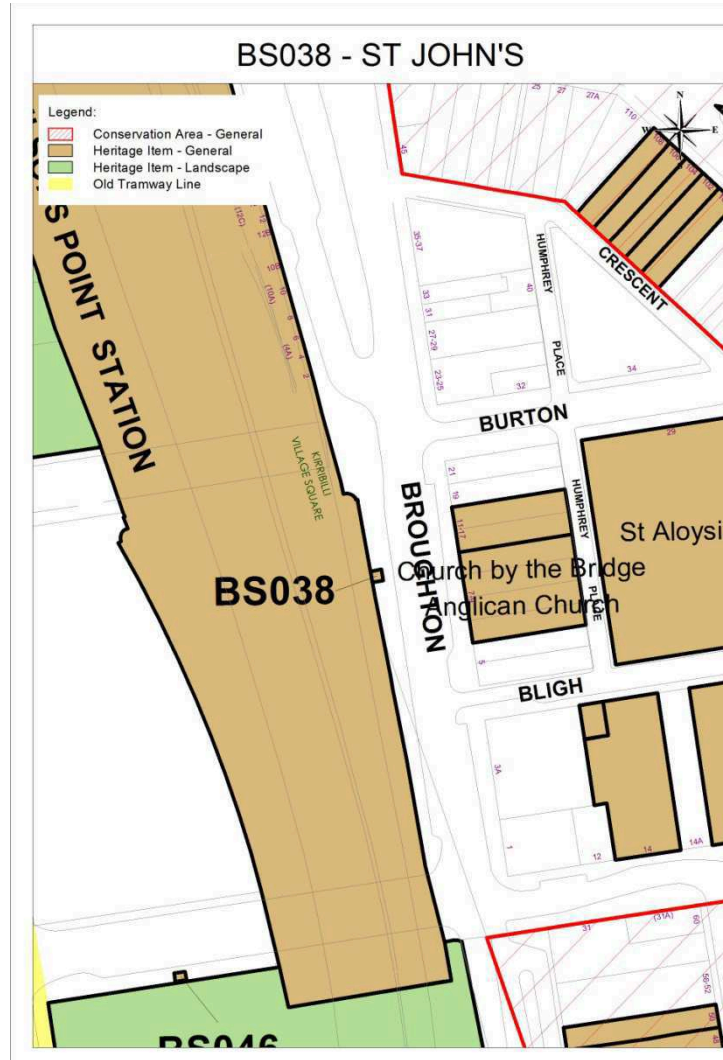
The 'Crowie' Bus Shelter, BS-035 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The location marks the location of the primary south bound bus stop servicing the Mater Hospital, Bradfield College and North Sydney Girls High School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of heritage items and is sited within a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.30

NORTH SYDNEY BUS SHELTER - BS038: 'ST JOHN'S'

Broughton Street, opposite 7-9 Broughton Street, Kirribilli
(opposite St John the Baptist Anglican Church)



5.30.1 STATEMENT OF SIGNIFICANCE

The 'St John's' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.30.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Broughton Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the north and south to a nominal 1200mm from the shelter.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: St John the Baptist Anglican Church (I0185) and The Fantasia Pre-School (I0186) are opposite; the Sydney Harbour Bridge Approach viaducts, arches and bays under the Warringah Freeway (I0530) and the Milsons Point Railway Station Group (I0539) are to the west.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The northern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'St John's'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the northern side elevation.

5.30.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with generations of the congregation who have attended St John the Baptist Anglican Church.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Broughton Street streetscape and to the many

historic and aesthetic significance of the heritage items within the vicinity, in particular St John the Baptist Anglican Church.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.30.4 PHOTOS



BS038: Looking west



BS038: Interior roof



BS038: Southern elevation



BS038: Northern elevation



BS038: St John's Anglican Church opposite

Photos: David Scobie 28/09/2014



BS038: Street view, looking north along Broughton Street

4.30.5 RECOMMENDATION

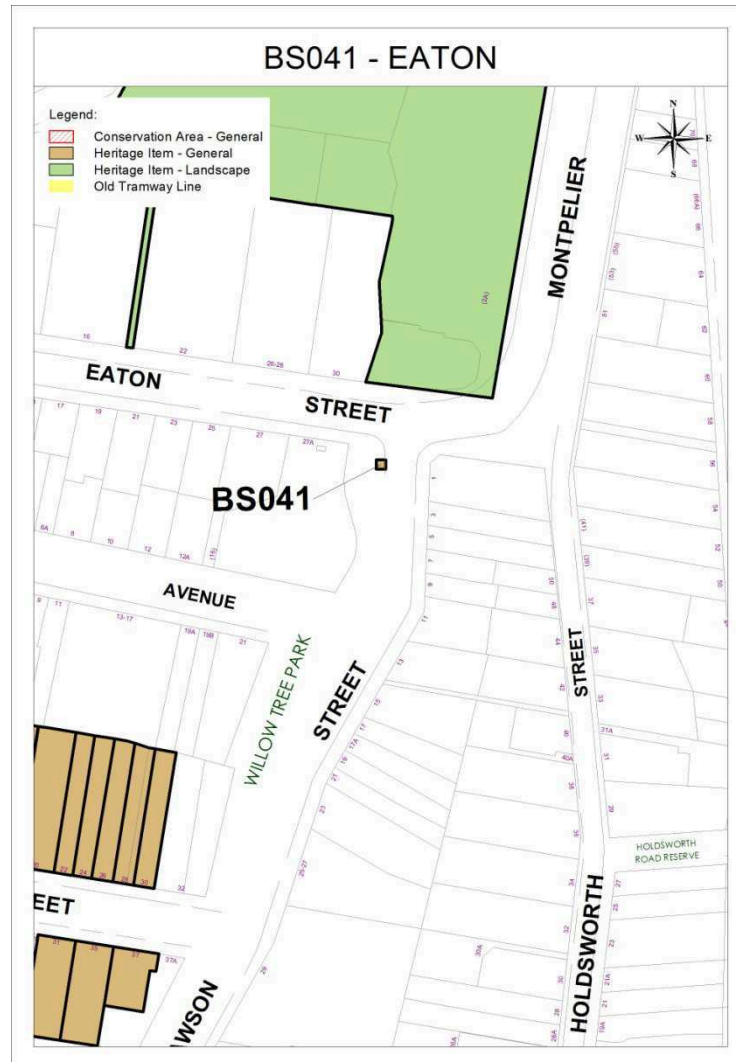
The 'St. John's' Bus Shelter, BS-038 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinster, Design Architect at North Sydney Council for the structure. The location marks the location of the primary north bound bus stop servicing the St. Johns Anglican Church, Milsons Point Railway Station and St. Aloysius School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.31

NORTH SYDNEY BUS SHELTER - BS041: 'EATON'

South west corner Rawson and Eaton Streets, Neutral Bay



5.31.1 STATEMENT OF SIGNIFICANCE

The 'Eaton' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.31.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Rawson Street. The related curtilage is defined by the curb to the front, the property boundary behind defined by the traditional timber post and rail fencing and pavements associated with the shelter to the north and south.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: The Horse Trough, Forsyth Park (I0678) is directly to the north.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels returned partly on the two ends. The northern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Eaton'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished. The front supporting beam is damaged.

5.31.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Rawson Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular Forsyth Park.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.31.4 PHOTOS



BS041: Looking west



BS041: Southern elevation



BS041: Interior of glass panels



BS041: Northern elevation



BS041: Looking south



BS041: Street view, looking north along Rawson St

Photos: David Scobie 28/09/2014

5.31.5 RECOMMENDATION

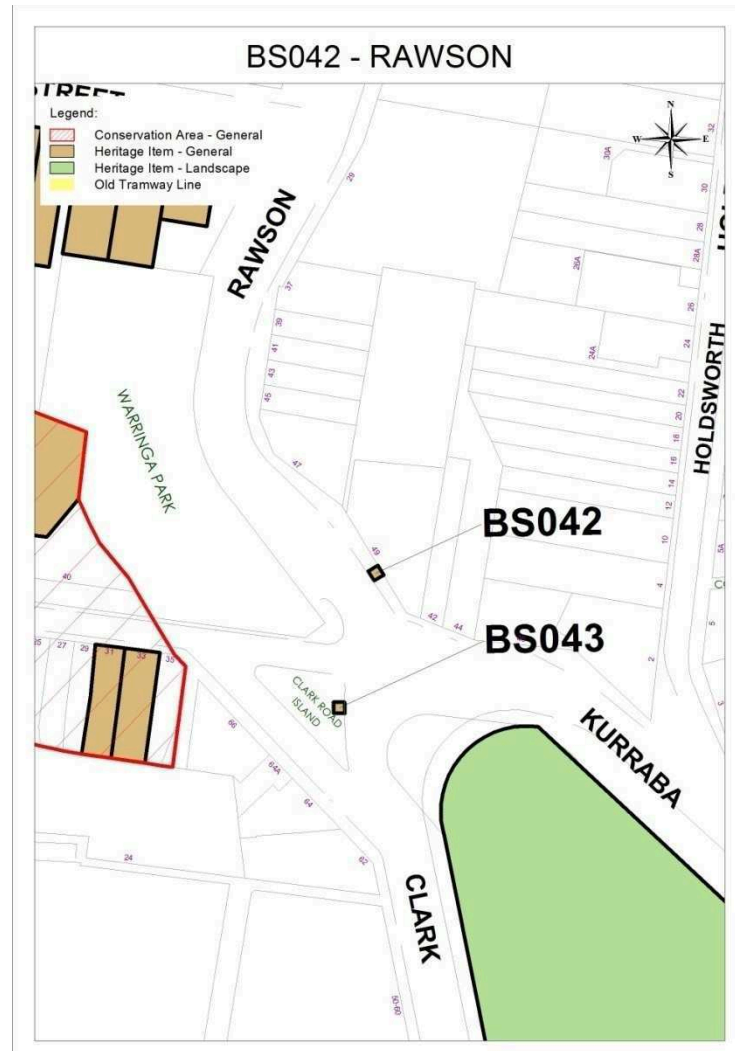
The 'Eaton' Bus Shelter, BS-041 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of heritage items and is sited near Forsyth Park.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.32

NORTH SYDNEY BUS SHELTER - BS042: 'RAWSON'

Rawson Street, Corner Rawson Street and Kurraba Road, Neutral Bay
(adjacent 49 Rawson Street)



5.32.1 STATEMENT OF SIGNIFICANCE

The 'Rawson' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.32.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Rawson Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the north and south as defined by the edges of the grass verge.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Anderson Park (I0767) is to the south

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Rawson' and a Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern side elevation.

5.32.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Rawson Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular Anderson Park.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.32.4 PHOTOS



BS042: Looking east



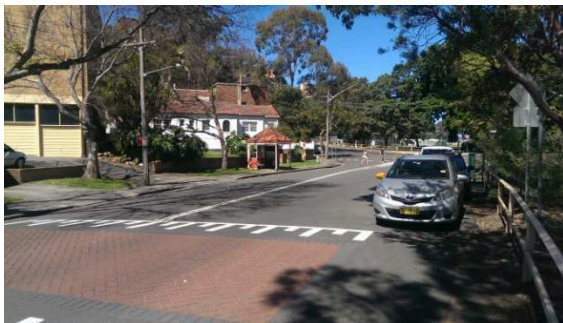
BS042: Interior



BS042: Northern elevation



BS042: Southern elevation showing advertising



BS042: Street view looking south along Rawson St

Photos: David Scobie 28/09/2014

5.32.5 RECOMMENDATION

The 'Rawson' Bus Shelter, BS-042 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of heritage items and Anderson Park.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.33 NORTH SYDNEY BUS SHELTER - BS043: 'ANDERSON'
Clarke Road Island, Corner Clarke and Kurraba Roads, North Sydney



5.33.1 STATEMENT OF SIGNIFICANCE

The 'Anderson' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.33.2 DESCRIPTION

Curtilage

The structure is located in the island road reserve associated with Clarke Road. The related curtilage is defined by the curb to the front, the rear of the shelter at the grass verge behind and pavements associated with the shelter to the north and south sufficient to include the adjoining associated bench seat.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Anderson Park (I0767).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels returned partly on the two ends. The northern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Anderson'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.33.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Rawson Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular Anderson Park.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.33.4 PHOTOS



BS043: Looking west



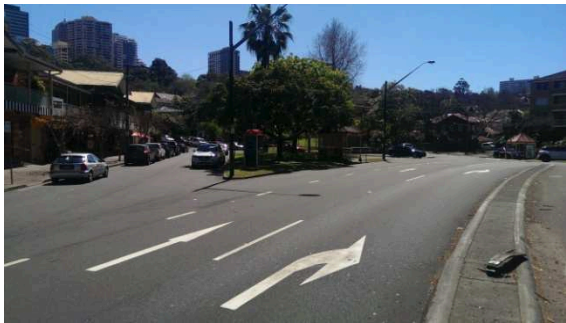
BS043: Interior



BS043: Northern elevation



BS043: Looking east



BS043: Street view, looking north towards Clarke Road Island

Photos: David Scobie 28/09/2014

5.33.5 RECOMMENDATION

The 'Anderson' Bus Shelter, BS-043 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes.
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The bus stop marks the local Kurraba Road village shopping centre.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of heritage items and Anderson Park.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.34 NORTH SYDNEY BUS SHELTER - BS044: 'BRADFIELD'
Adjacent 49 High Street, North Sydney



5.34.1 STATEMENT OF SIGNIFICANCE

The 'Bradfield' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.34.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with High Street. The related curtilage is defined by the curb to the front, the junction with the grass verge behind and pavements nominally 1200mm associated with the shelter to the west and east.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels returned partly on the two ends. The northern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Bradfield' and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.34.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.34.4 PHOTOS



BS044: Street view, looking north west along High Street



BS044: Looking south



BS044: Northern elevation



BS044: North and west elevations



BS044: Interior roof



BS044: Southern elevation

Photos: David Scobie 28/09/2014

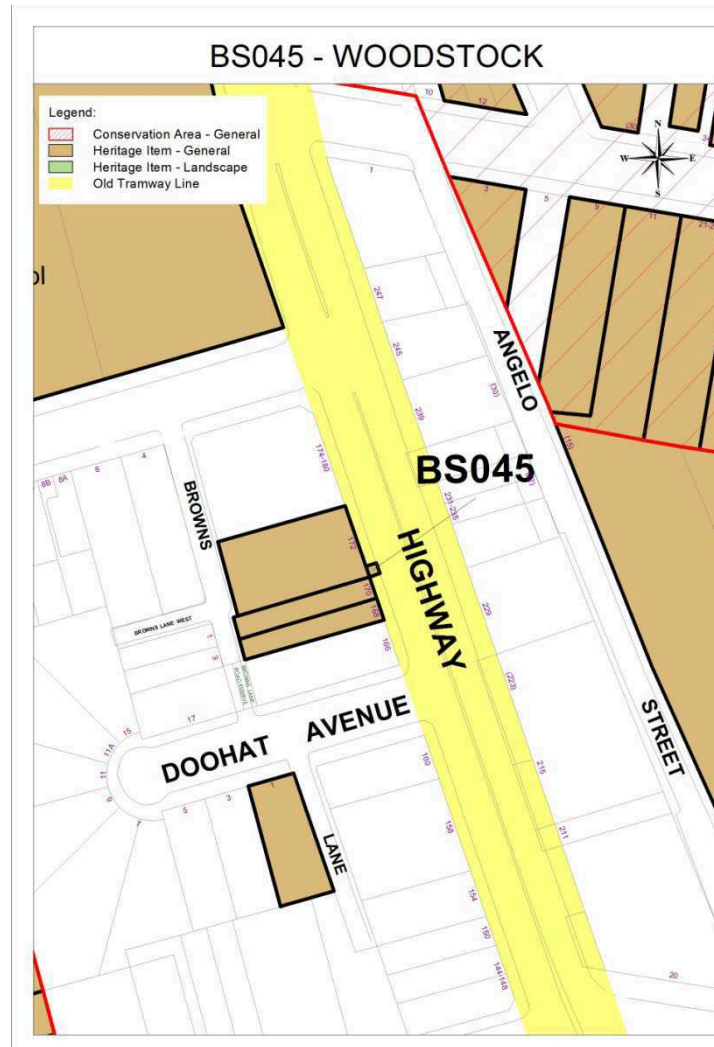
5.34.5 RECOMMENDATION

The 'Bradfield' Bus Shelter, BS-044 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes in North Sydney.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is not in the vicinity of any heritage items on conservation areas and so the context and setting do not support or enhance the criterion to warrant listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

5.35 NORTH SYDNEY BUS SHELTER - BS045: 'WOODSTOCK'

Corner Pacific Highway and Doohat Avenue, North Sydney
(adjacent 172 Pacific Highway)



5.35.1 STATEMENT OF SIGNIFICANCE

The 'Woodstock' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.35.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with the Pacific Highway. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east.

Visual Setting

The bus stop is adjacent to the heritage house 'Woodstock', and is in the vicinity of numerous heritage items along the Pacific Highway.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The western end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Services Club' and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

Regularly maintained, and physically and structurally sound.

Modifications/Dates

Electronic advertising panel installed to the north side elevation.

5.35.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design – North Sydney Council within the provision by NSW State Government of a public transport service from 1886 -1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Lane Cove Road (Pacific Highway).

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is named after the adjoining heritage listed property 'Woodstock', a sandstone house from 1870.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The site adjoins a number of listed heritage items including the houses to the west of the shelter and complements these buildings and the general setting.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

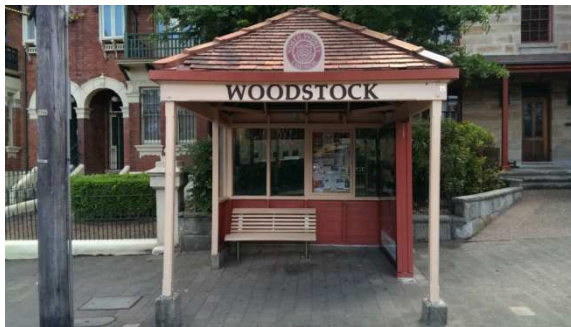
Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.35.4 PHOTOS



BS045: Looking west



BS045: Internal roof



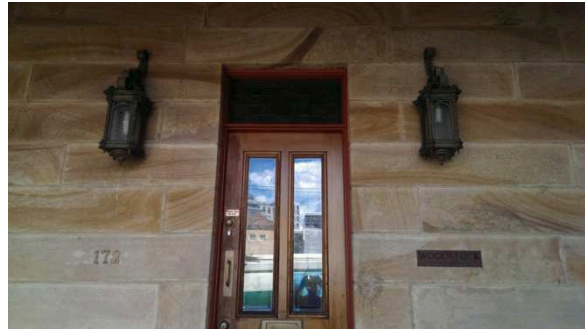
BS045: Adjacent buildings, looking north



BS045: Southern elevation



BS045: Rear elevation



BS045: Heritage House adjacent, to the west



BS045: Plaque

5.35.5 RECOMMENDATION

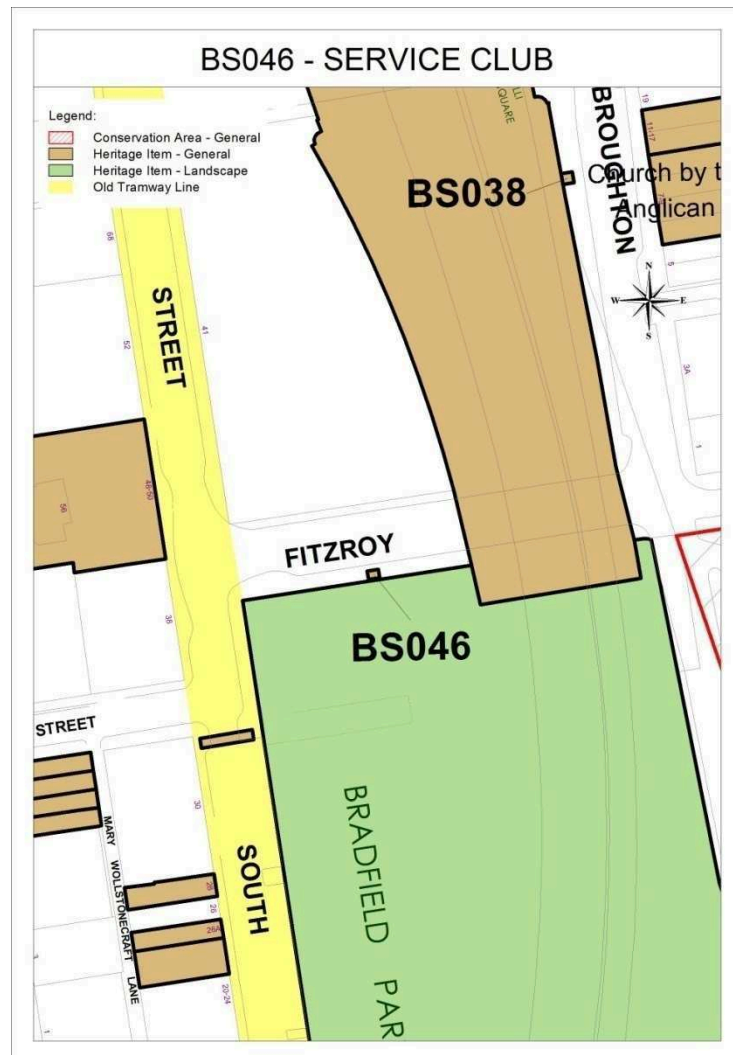
The 'Woodstock' Bus Shelter, BS-045 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.

- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the immediate vicinity of a range of heritage items in particular the 1870 sandstone two storey residence “Woodstock”.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.36 NORTH SYDNEY BUS SHELTER - BS046: 'SERVICES CLUB'

Adjacent Bradfield Park, Fitzroy Street, Milsons Point



5.36.1 STATEMENT OF SIGNIFICANCE

The 'Services Club' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.36.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Fitzroy Street. The related curtilage is defined by the curb to the front, the adjoining grass verge behind and pavements nominally 1200mm associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Adjacent to Bradfield Park (I0538) to the south; Sydney Harbour Bridge approach

viaducts, arches and bays under Warringah Freeway (I0530) and Milsons Point Railway Station Group (I0539) to the north.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The western end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Services Club' and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the western side elevation.

5.36.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Fitzroy Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular the Sydney Harbour Bridge and Milsons Point Railway Station.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.36.4 PHOTOS



BS046: Looking south



BS046: Interior roof



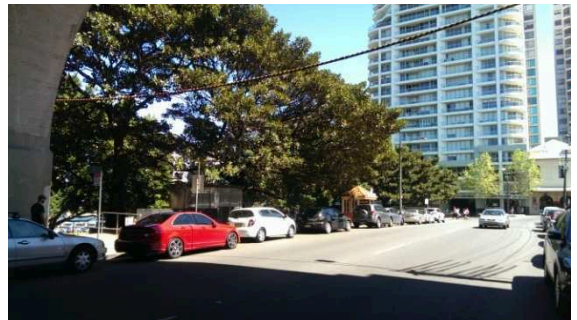
BS046: Eastern elevation



BS046 Southern elevation



BS046: Western elevation



BS046: Street view, looking west along Fitzroy Street

Photos: David Scobie 28/09/2014

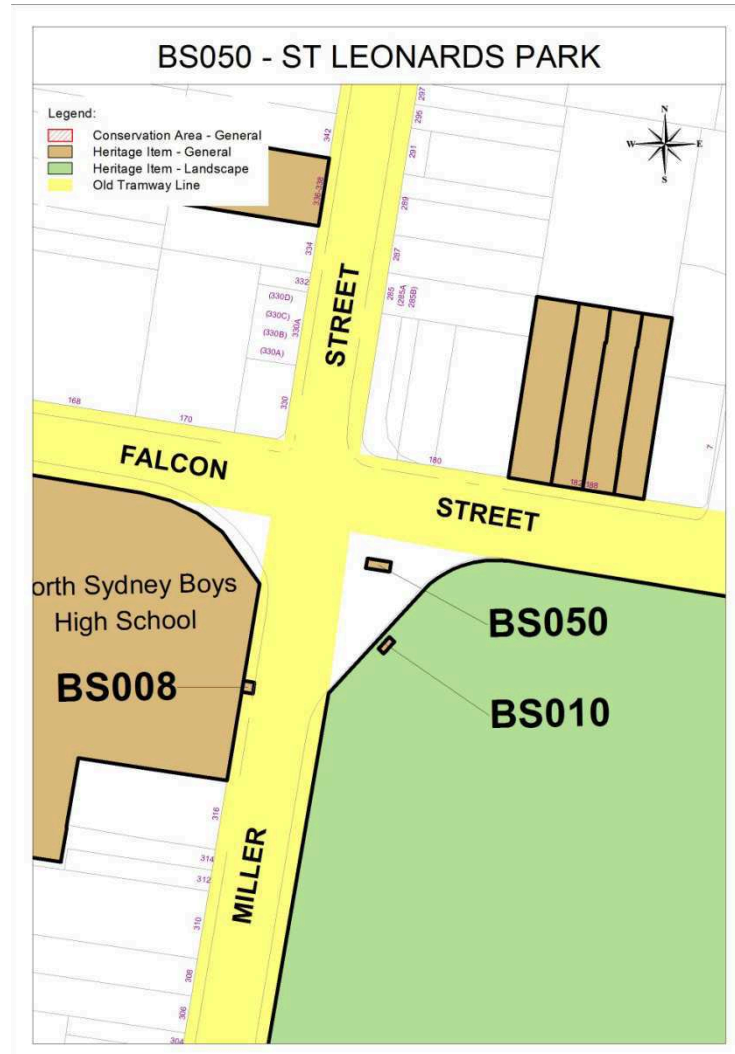
4.36.5 RECOMMENDATION

The 'Services Club' Bus Shelter, BS-046 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes.
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of the adjoining Bradfield Park.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of listed heritage buildings including views to and from the Sydney Harbour Bridge and Bradfield Park and complements significance and setting of the park and the Bridge.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.37 NORTH SYDNEY BUS SHELTER - BS050: 'ST LEONARDS PARK'

Miller Street, Southeast corner Miller and Falcon Streets, North Sydney



5.37.1 STATEMENT OF SIGNIFICANCE

The 'St Leonards Park' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.37.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Falcon Street. The related curtilage is defined by the curb to the front and the whole island, described as pavements associated with the shelter to the east and west to the corner with Miller Street and landscaping behind.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: The St. Leonards Park (I0916), North Sydney Boys High School (I0830), 'Winstone' (I0831) and residential flat buildings (I0832, 33, 34).

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed rectangular structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, returned partly on the two ends. The western end accommodates an electronic advertising panel. A wooden seat is located against the rear wall. There is an additional standard seat behind the shelter, to the south. There is also a stainless steel litter bin to the rear. The front beam bears the painted name of the bus-stop, 'St Leonards Park' and the logo of the Council. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the western side elevation.

5.37.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original North Sydney-Northbridge tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with generations of visitors to St. Leonard's Park and the North Sydney Oval and students attending North Sydney Boys High School.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North

Sydney. The shelter contributes to the Ernest Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular St. Leonard's Park.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.37.4 PHOTOS



St Leonard's Park Bus Shelter – c.1982
Photo: North Sydney Library: PF1130



St Leonard's Park Bus Shelter – c.1986
Photo: North Sydney Library: PF 1202



BS050: Looking south along Falcon Street



BS050: Interior



BS050: Eastern elevation



BS050: Western elevation



BS050: Southern elevation



BS050: Street view, looking west along Falcon Street



BS050: Street view, looking south

Photos: David Scobie 28/09/2014

5.37.5 RECOMMENDATION

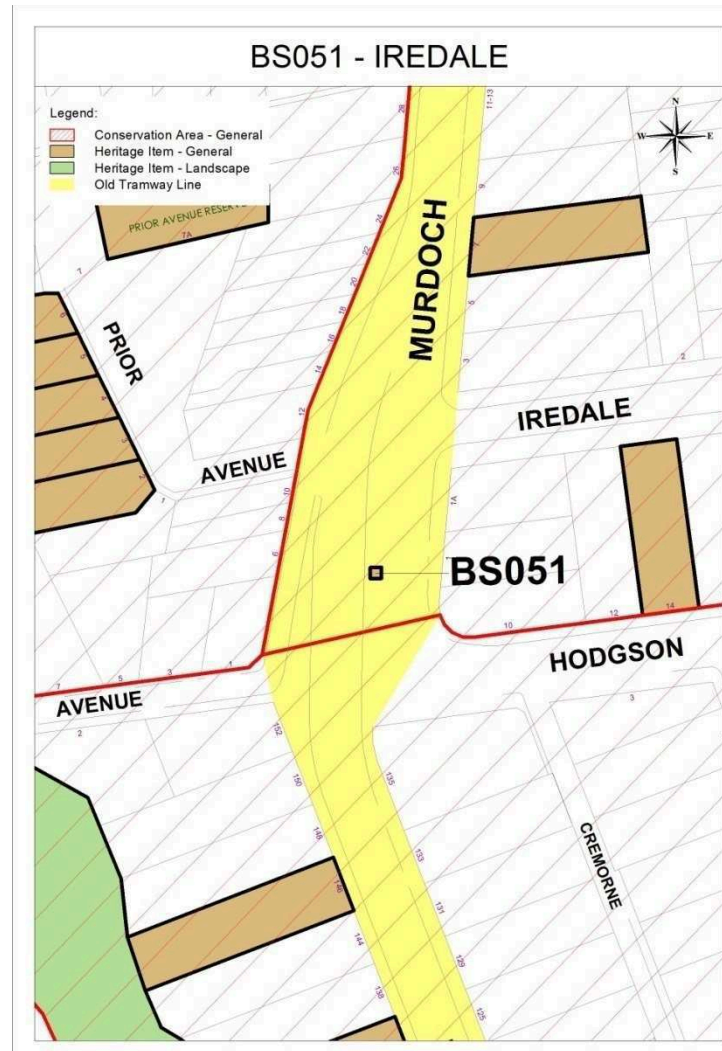
The 'St. Leonards Park' Bus Shelter, BS-50 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter provides a primary bus stop for North Sydney Boys High School.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of the state significant St. Leonards Park and complements significance and setting of the park and surrounding heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.38

NORTH SYDNEY BUS SHELTER - BS051: 'IREDALE'

Murdoch Street, Corner Murdoch Street and Iredale Avenue, Cremorne Point
(adjacent 1 Murdoch Street)



5.38.1 STATEMENT OF SIGNIFICANCE

The 'Iredale' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.38.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Murdoch Street and Hodgson Avenue. The related curtilage is defined by the curb to the front, the stone retaining wall and planted landscape behind with low stone walls defining landscaped areas to the north and south. A vacant bus shelter bay is located 10m north of the site and may have provided an earlier shelter location and should be included within the curtilage.

Visual catchment:

The following places with heritage significance are within the visual catchment of the bus shelter: A residence (I0104) is located to the west in Hodgson Avenue in the vicinity.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The southern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. There is additional seating to the north. The front beam bears the painted name of the bus-stop, 'Iredale' and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.38.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original Cremorne Point tram route.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Murdoch Street streetscape and to the historic and aesthetic significance of the heritage item within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage

Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.38.4 PHOTOS



BS051: Front elevation, looking east



BS051: Internal Roof



BS051: North elevation



BS051: South elevation with community board



BS051: Street view looking south along Milson Road



BS051: Seat adjacent

Photos: David Scobie 13/09/2014

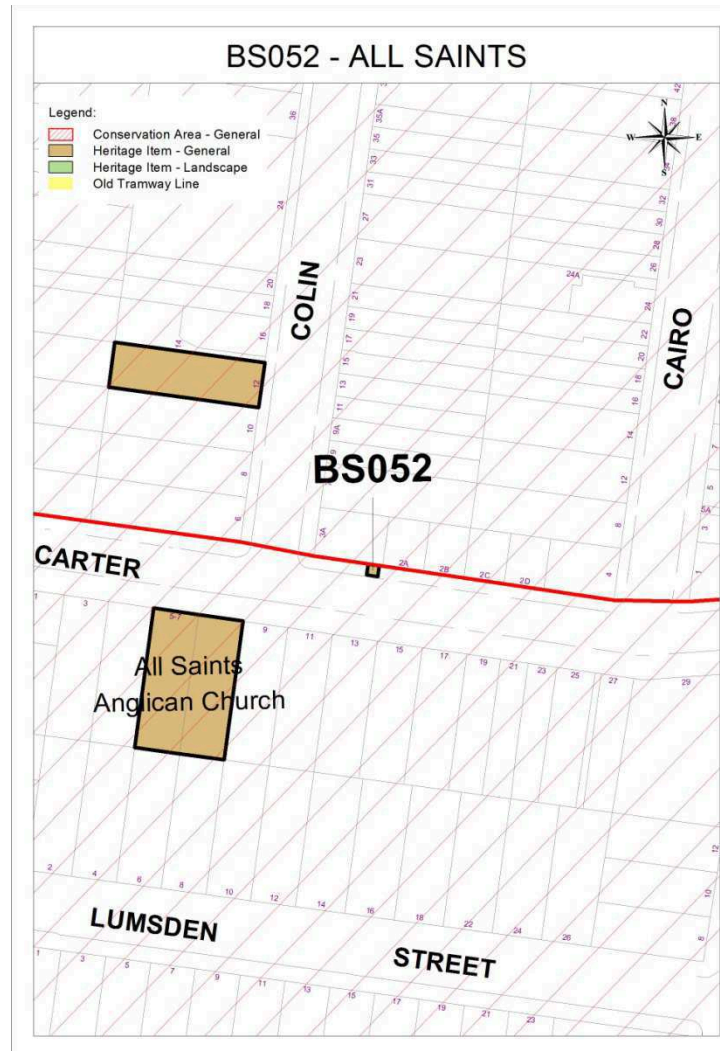
5.38.5 RECOMMENDATION

The 'Iredale' Bus Shelter, BS-051 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of listed heritage items, the planting and streetscape of Murdoch Street and is sited within a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.39 NORTH SYDNEY BUS SHELTER - BS052: 'ALL SAINTS'

Carter Street, corner Carter and Colin Streets, Cammeray
(adjacent 3A Colin Street, Carter Street)



5.39.1 STATEMENT OF SIGNIFICANCE

The 'All Saints' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.39.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Carter Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the west and east.

The site is located with the Cammeray Conservation Area (CA01).

Visual catchment:

All Saints Anglican Church (I005) and 'Heatherbrae' and stables (I006) in Colin Street are in the vicinity.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, returned partly on the two ends. The eastern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'All Saints' and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.39.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with congregations attending All Saints Anglican Church.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Carter Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular All Saints Anglican Church and the Cammeray Conservation Area (CA01).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.39.4 PHOTOS



BS052: Front elevation



BS052: Internal roof



BS052: Western elevation



BS052: Eastern elevation



BS052: Street view looking west

Photos: David Scobie 13/09/2014

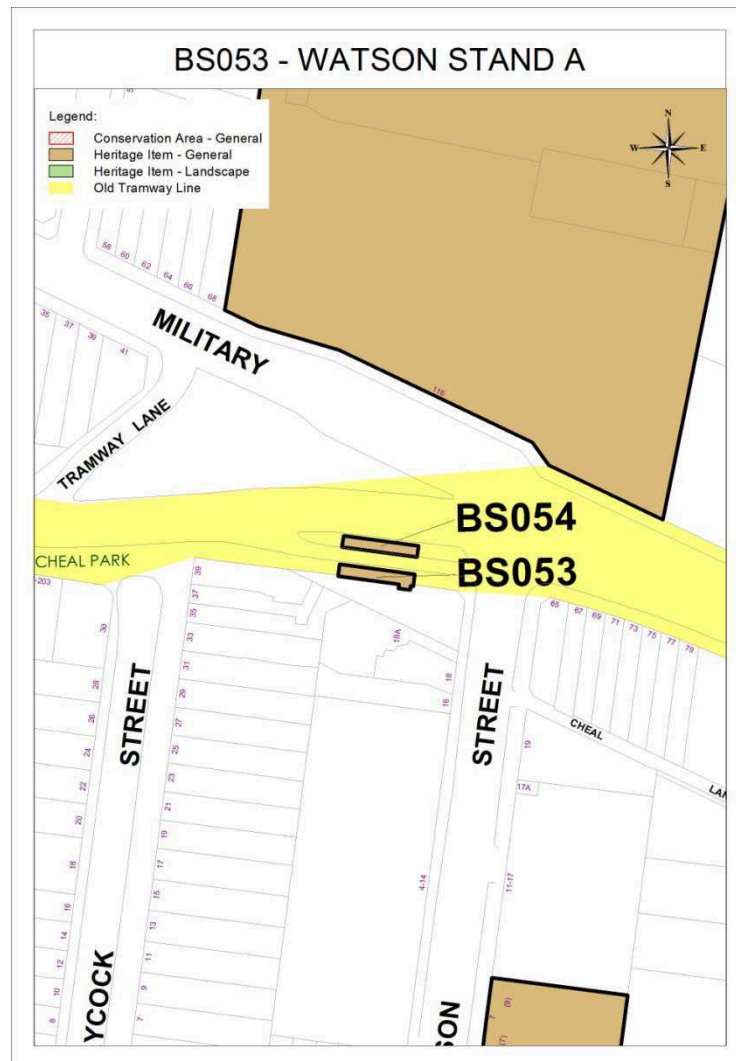
5.39.5 RECOMMENDATION

The 'All Saints' Bus Shelter, BS-052 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of All Saints Church providing a primary bus stop to service the Church.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter is in the vicinity of a range of listed heritage items and sited within a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.40 NORTH SYDNEY BUS SHELTER - BS053: 'WATSON STAND A'

Military Road, South west corner Military Road and Watson Street, Neutral Bay



5.40.1 STATEMENT OF SIGNIFICANCE

The 'Watson Stand A' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.40.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Military Road. The related curtilage is defined by the curb to the front, the property boundary behind including the grass verge and pavements associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Former Neutral Bay Tram Depot and Water Tower (I0674) opposite and the adjoining Watson B shelter.

Physical Description

The unusual timber structure includes a triple capped and battened gabled structure comprising stop-chamfered timber posts in pairs on concrete pads, supporting a timber framed roof covered with terracotta shingles. The internal cross beams include curved brackets at the post junctions. The shelter also has additional capped battened gables at each end. The central front gable is larger than the two side front gables, and incorporates a panel with the shelter name and the Council logo. The back wall is glass and panel returned partly around on two sides. It incorporates a community notice board. A purpose built wooden seat is provided. Both side gables bear a panel name of the bus-stop and the logo of the Council. There is additional Route information on the side beam. The shelter is designed in a Late 20th century nostalgic style as an interpretation of the earlier tramways shelters, constructed in the 1920s.

Physical Condition

Regularly maintained, and physically and structurally sound.

Modifications/Dates

Spherical pendant light fittings.

5.40.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Military Road.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the former Tramways Depot within the vicinity.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Military Road streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.40.4 PHOTOS



BS053: Looking west



BS053: Eastern end



BS053: Northern elevation



BS053: Interior roof



BS053: Interior roof



BS053: Western elevation



BS053: Southern elevation



BS053: Southern elevation, eastern end



BS053: Street view, looking west along Military Road

Photos: David Scobie 28/09/2014



Watson Stand – c.1982

Photo: North Sydney Library: PF1130/1

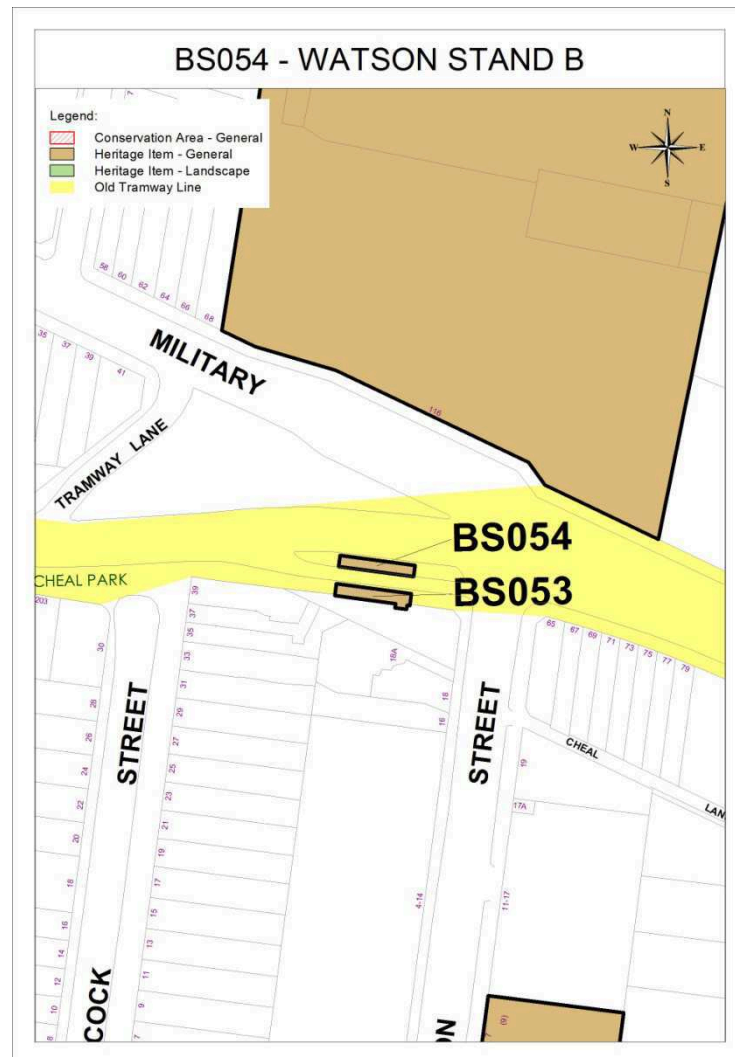
5.40.5 RECOMMENDATION

The 'Watson A' Bus Shelter, BS-053 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of a major passenger interchange.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. Despite successive enlarging to accommodate increased demand the character has been maintained. The site is located within the vicinity of the bus depot and former tramways depot.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.41 NORTH SYDNEY BUS SHELTER - BS054: 'WATSON STAND B'

Military Road, South west corner Military Road and Watson Street, Neutral Bay



5.41.1 STATEMENT OF SIGNIFICANCE

The 'Watson Stand B' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.41.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Military Road. The related curtilage is defined by the curb to the front and behind and pavements associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Former Neutral Bay Tram Depot and Water Tower (I0674) opposite and the associated Bus Shelter A.

Physical Description

The unusual timber structure includes a triple capped and battened gabled structure comprising stop-chamfered timber posts in pairs on concrete pads, supporting a timber framed roof covered with terracotta shingles. The internal cross beams include curved brackets at the post junctions. The shelter also has additional capped battened gables at each end. The central front gable is larger than the two side front gables, and incorporates a panel with the shelter name and the Council logo. The back wall is glass and panel returned partly around on two sides. It incorporates a community notice board. A purpose built wooden seat is provided. Both side gables bear a panel name of the bus-stop and the logo of the Council. There is additional Route information on the side beam. The shelter is designed in a Late 20th century nostalgic style as an interpretation of the earlier tramways shelters, constructed in the 1920s.

Physical Condition

Regularly maintained, and physically and structurally sound.

5.41.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Military Road.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with the former Tramways Depot in the vicinity and the adjoining Watson A shelter.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Military Road streetscape and to the historic and aesthetic significance of the heritage items within the vicinity.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.41.4 PHOTOS



BS054: Eastern elevation



BS054: Interior, looking west



BS054: Interior roof and light



BS054: Interior



BS054: Western elevation



BS054: Front elevation, facing south



BS054: Street view, looking west down Military Road



Watson Stand – c.1985

Photo: North Sydney Library: PF1130/1

Photos: David Scobie 28/09/2014

5.41.5 RECOMMENDATION

The 'Watson B' Bus Shelter, BS-054 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of a major passenger interchange.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. Despite successive enlarging to accommodate increased demand the character has been maintained. The site is located within the vicinity of the paired Watson A stop, the bus depot and former tramways depot.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.42 NORTH SYDNEY BUS SHELTER - BS055: 'JAMES MILSON'

High Street, Corner High Street and Clarke Road, North Sydney
(adjacent 54 High Street)



5.42.1 STATEMENT OF SIGNIFICANCE

The 'James Milson' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.42.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with High Street. The related curtilage is defined by the curb to the front and the property behind defined by the historically significant stone wall behind and pavements associated with the shelter nominally 1200mm to the west and east.

Visual Setting

The bus shelter is dwarfed by a multi-storey 1960s residential flat building to the rear of the site however directly behind the shelter a large traditional sandstone boundary wall sets the curtilage for the residential site and the shelter. A traditional single storey residence at 68 High Street is within the visual catchment to the south east of the site.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, is returned partly on the two ends. The eastern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'James Milson', and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the eastern elevation.

5.42.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.42.4 PHOTOS



BS055: Looking north



BS055: Western elevation



BS055: Interior roof



BS055: Eastern elevation with advertising panel



BS055: Street view, looking west along High Street



bs055: Looking south across High Street

Photos: David Scobie 28/09/2014

5.42.5 RECOMMENDATION

The 'James Milson' Bus Shelter, BS-055 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes in North Sydney.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is in the vicinity of one heritage item, isolated and dwarfed by the context of the Clark Road & High Street road junction and the adjoining contemporary buildings and so the context and setting do not support or enhance the criterion of listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

5.43

NORTH SYDNEY BUS SHELTER - BS056: 'ZIG ZAG'

Burlington Road, Corner Burlington and Willoughby Roads, Crows Nest
(adjacent 31 Willoughby Road, Burlington Road)



5.43.1 STATEMENT OF SIGNIFICANCE

The 'Zig Zag' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the Willoughby Road historic tram route and later bus route.

5.43.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Burlington Road. The related curtilage is defined by the curb to the front and the property behind and pavements associated with the shelter to the west and east sufficient to accommodate the adjoining bench seat.

Visual Setting

The bus shelter is located opposite a substantial two storey building in face brick and a parapet façade to a terra-cotta tiled feature roof located on the corner of Burlington Street and Willoughby Road. The building displays a high level of aesthetic significance as an unusual example in the area of Commercial Art Deco style from the Inter-war period. The building makes a substantial contribution to the urban design of the space between Burlington Street and Willoughby Road.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is sheet panels, incorporating a Community Notice Board, and is returned partly on the two ends in glass. The eastern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. Additional seating is located to the east. The front beam bears the painted name of the bus-stop, 'Zig Zag', and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the eastern elevation.

5.43.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is near the original tram route which ran along Willoughby Road.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North

Sydney. The shelter contributes to the streetscape and to the historic and aesthetic significance of the heritage significant commercial Burlington building opposite. The building is not a listed heritage item on the LEP however it is considered to have substantial aesthetic and urban design merit. This important context complements the traditional bus shelter opposite.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo. Willoughby Road while a major former tram route now retains no bus shelters and this southern portion retains no bus route. The route was diverted as part of substantial urban design improvements including road narrowing to improve pedestrian amenity. The Zig Zag stop and shelter are the only shelter east of the Pacific Highway serving the area.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.43.4 PHOTOS



BS056: Looking north



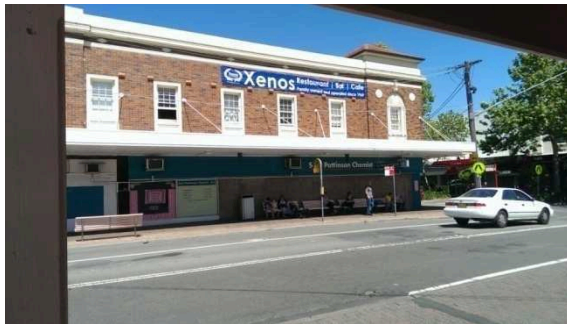
BS056: Interior Back and Roof



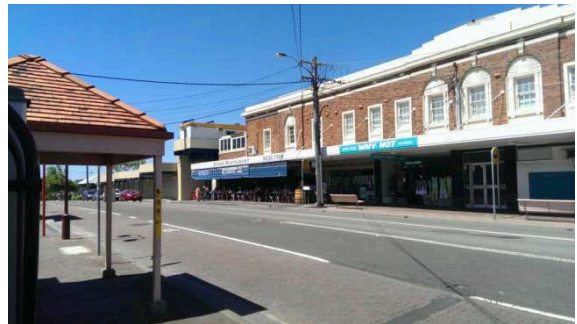
BS056: Western elevation



BS056: Eastern elevation



BS056: Street view, looking west along Burlington St



BS056: Street view, looking east along Burlington St

Photos; David Scobie, 12/10/2014

5.43.5 RECOMMENDATION

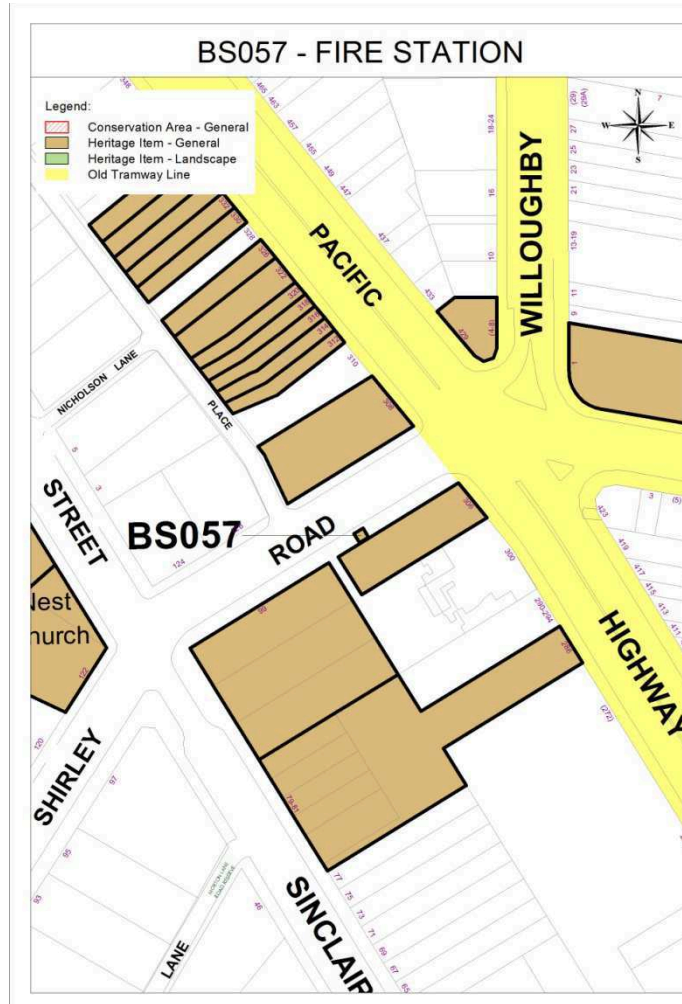
The 'Zig Zag' Bus Shelter, BS-056 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes despite the shelter being nominally 30m from the former Tramways route. The structure merits listing under the Historic Criterion.

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of the major 'Five Ways' village shopping centre at Crows Nest.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter complements a particular commercial of building in the Art Deco style on the corner of Willoughby Road and Burlington Street. The structure merits listing under the aesthetic criterion.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.44 NORTH SYDNEY BUS SHELTER - BS057: 'FIRE STATION'

Shirley Road, Corner Shirley Road and Pacific Highway, Crows Nest
(adjacent 306 Pacific Highway, Shirley Road)



5.44.1 STATEMENT OF SIGNIFICANCE

The 'Fire Station' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the Pacific Highway (formerly Lane Cove Road) historic tram route and later bus route.

5.44.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Shirley Road. The related curtilage is defined by the curb to the front and the building and property boundary behind and pavements nominally 1200mm associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Bank (I0151); Crows Nest Fire Station (I0173); Former National Australia Bank (I0152); Crows Nest Hotel (I0181); and Willoughby House – former OJ Williams store (I0172)

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is brick, being the wall of the Fire Station, adjacent. There is a Community Notice Board attached. The frame supports glass panels returned partly on the two ends. The western end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Fire Station', and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the eastern elevation.

5.44.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is near the original tram route which ran along Lane Cove Road (Pacific Highway).

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the streetscape and to the historic and aesthetic

significance of the number of heritage items within the vicinity, in particular the adjoining Crows Nest Fire Station.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.44.4 PHOTOS



BS057: Looking south



BS057: Roof and back wall



BS057: Eastern elevation



BS057: Western elevation



BS057: Street view, looking along Shirley Road

Photos: David Scobie, 12/10/2014

5.44.5 RECOMMENDATION

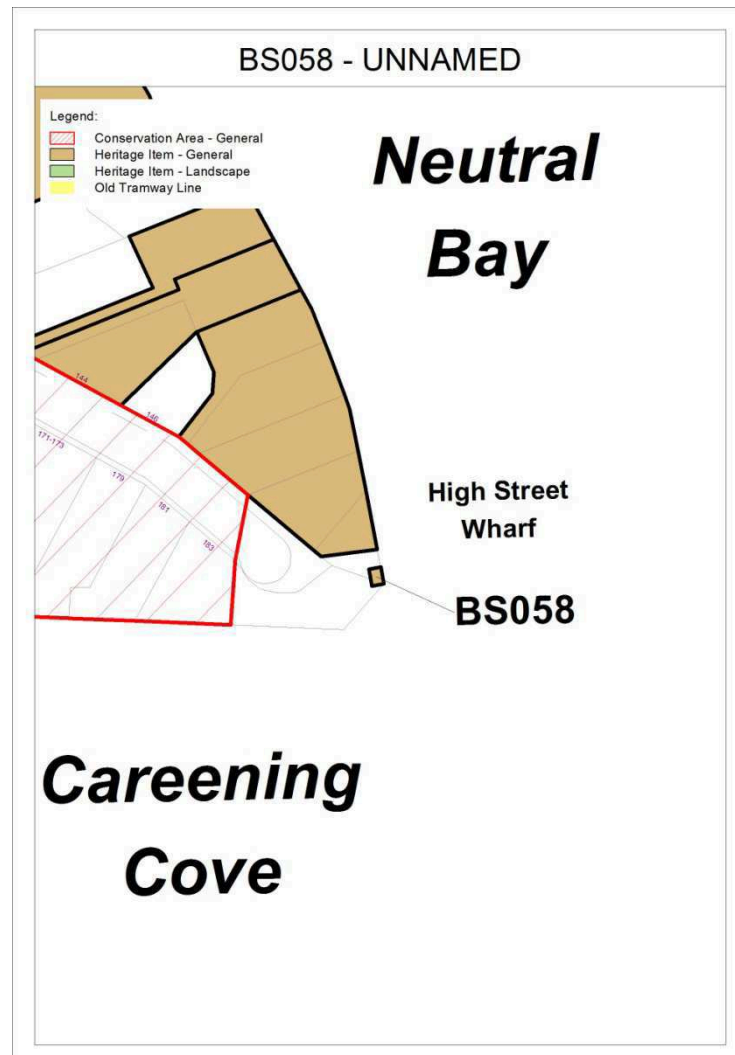
The 'Fire Station' Bus Shelter, BS-053 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of a substantial passenger interchange at "Five ways", Crows Nest.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter complements the large number of listed heritage items in the vicinity.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.45

NORTH SYDNEY BUS SHELTER - BS058: Unnamed

High Street Jetty, Kesterton Park, North Sydney



5.45.1 STATEMENT OF SIGNIFICANCE

This bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the later bus route.

5.45.2 DESCRIPTION

Curtilage

The structure is located in the waterfront reserve associated with the High Street jetty and ferry wharf. The related minor curtilage is defined by the sea wall to the front and pavement behind and path associated with the shelter linking the road to the wharf. The major curtilage is the sea wall and Kesterton Park.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Kesterton Park (I0858) and Sydney Harbour. The Shelter is to be considered as part of the ferry wharf and park.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed doubles sized rectangular structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The bus-stop is fully enclosed on three sides, and partially enclosed on the eastern side. The walls are glass and sheet panels. The eastern end accommodates a Community Notice Board, and timetable information near the entrance. There is additional information on the western window. A purpose built wooden seat is provided, with additional external seating to the east of the shelter. There are two metal electricity boxes, a small one attached to the northern wall, and a full sized one beside the western wall. There is an aerial trig point on the apex of the roof. The bus stop is un-named. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound. Some shingle tiles are damaged.

5.45.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The site is associated with generations of travelers using the Ferry service.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North

Sydney. The shelter contributes to the setting and to the historic and aesthetic significance of the heritage items within the vicinity, in particular Kesterton Park and the Jetty.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

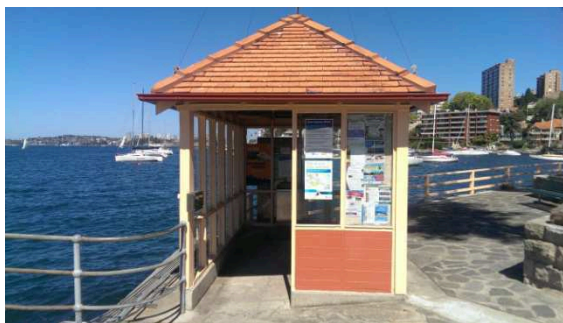
Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.45.4 PHOTOS



BS058: Eastern elevation, looking west



BS058: Interior roof



BS058: Area view looking north west



BS058: Area view, looking north



BS058: Southern elevation



BS058: Northern elevation



BS058: Western elevation

Photos: David Scobie 28/09/2014

5.45.5 RECOMMENDATION

The Bus Shelter, BS-058 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes

- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of a major passenger interchange with the Ferry service at the High Street ferry wharf on Careening Cove.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. Despite successive and unsympathetic changes to accommodate ferry related services the character has been maintained. The site is located within the vicinity of Sydney Harbour, listed heritage items, Kesterton Park and a Conservation Area.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.46 NORTH SYDNEY BUS SHELTER - BS059: 'JUSTINIAN'
Rocklands Road, Corner Rocklands Road and Sinclair Street, Wollstonecraft
(adjacent 40 Rocklands Road)



5.46.1 STATEMENT OF SIGNIFICANCE

The 'Justinian' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.46.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Rocklands Road. The related curtilage is defined by the curb to the front and the rear of the shelter behind and pavements associated with the shelter to the west and east.

Visual Setting

The following places with heritage significance are within the visual catchment of the bus shelter: The former Resident Medical Officer's residence to the Mater Hospital in Gillies Street on the Rocklands Road corner and the former Mater Misericordiae Maternity Hospital in Sinclair Street on the Rocklands Road corner are both listed heritage items.

The Mater Hospital is opposite the bus shelter and provides a major element of social infrastructure within North Sydney.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels and is returned partly on the two ends. The eastern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Justinian', and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.46.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with generations of visitors to the Mater Hospital.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Rocklands Road streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular the two significant heritage listed buildings formerly associated with the Mater Hospital.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

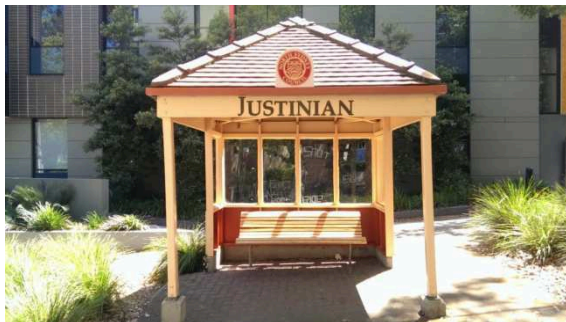
Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.46.4 PHOTOS



BS059: Looking north



BS059: Interior roof



BS059: Northern and western elevations



BS059: Eastern elevation



BS059: Street view, looking west along Rocklands Road

Photos: David Scobie, 12/10/2014

5.46.5 RECOMMENDATION

The 'Justinian' Bus Shelter, BS-053 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of a primary bus stop for the Mater Hospital.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter complements the surrounding listed heritage items and streetscape setting.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.47 NORTH SYDNEY BUS SHELTER - BS060: 'WOLLSTONECRAFT'

Milner Crescent, Corner Milner Crescent and Shirley Road, Wollstonecraft
(adjacent 50 Milner Crescent)



5.47.1 STATEMENT OF SIGNIFICANCE

The 'Wollstonecraft' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.47.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Milner Crescent. The related curtilage is defined by the curb to the front and the property boundary behind and pavements associated with the shelter to the north and south sufficient to include the associated adjoining bench seat.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: Currawong Flats

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels and is returned partly on the two ends. The northern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Wollstonecraft', and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.47.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Milner Crescent streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular the Currawong Flats.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification

and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.47.4 PHOTOS



BS060: Looking west



BS060: Interior back and roof



BS060: Southern elevation



BS060: Northern elevation



BS060: Street view looking south west



BS060: Currawong Flats adjacent



BS060: Plaque laid by the Hon Clive Evatt

Photos: David Scobie 12/10/201

5.47.5 RECOMMENDATION

The 'Wollstonecraft' Bus Shelter, BS-060 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure.

- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter complements the listed and contributory 'Currawong Flats' heritage places in the vicinity.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.48 NORTH SYDNEY BUS SHELTER - BS061: 'HENRY LAWSON'

Henry Lawson Avenue, Corner Henry Lawson Avenue and Blues Point Road, McMahons Point
(adjacent Henry Lawson Reserve)



5.48.1 STATEMENT OF SIGNIFICANCE

The 'Henry Lawson' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the historic tram route and later bus route.

5.48.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Henry Lawson Avenue. The related curtilage is defined by the curb to the front and the shelter behind and formed brick pavements associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: The shelter is in Conservation Area (CA14). It also is opposite Blues Point Tower (I0408); Stone walling; sign; City; Harbour; Blues Point Waterfront Group (I0423); Heritage Listed House (I0515); Former Holmes Residence and Slipway (I0453)

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels and is returned partly on the two ends. The western end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. There is additional seating, painted Brunswick Green, to the east. The front beam bears the painted name of the bus-stop, 'Henry Lawson', and the Council logo. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.48.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes. It is on the original tram route which ran along Blues Point Road.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Henry Lawson Avenue streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular the waterfront at Milsons Point and the Conservation Area (CA14).

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.48.4 PHOTOS



BS061: Looking south



BS061: Internal roof



BS061: Eastern elevation



BS061: Southern elevation



BS061: Western elevation



BS061: Street view, showing Blues Point Tower

Photos: David Scobie 12/10/2014

5.48.5 RECOMMENDATION

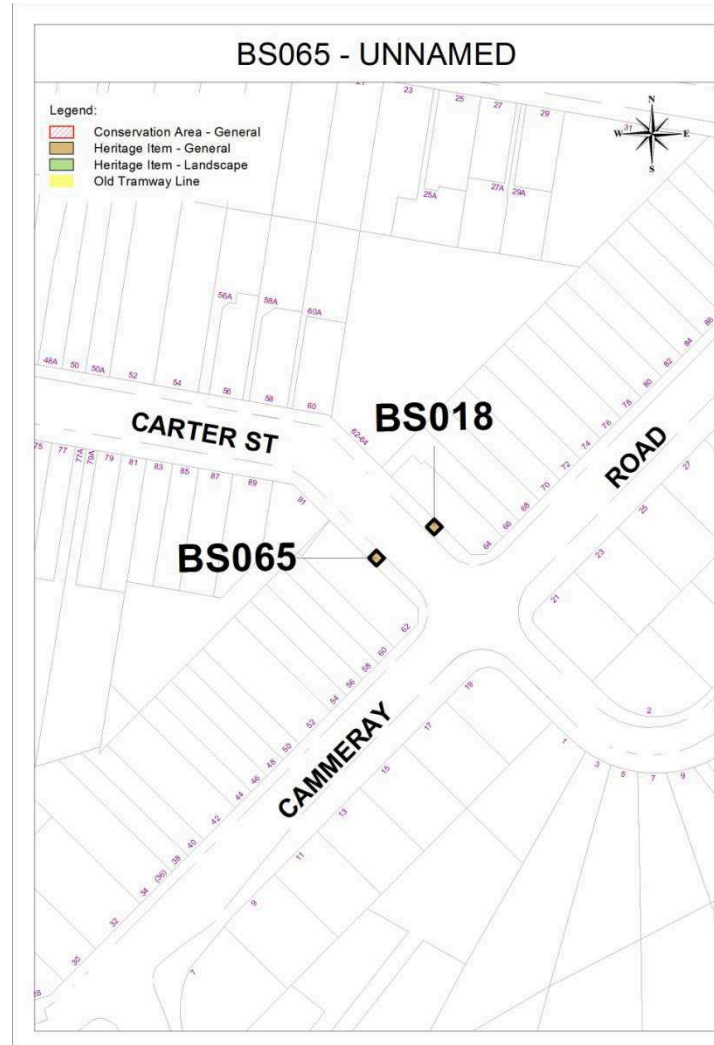
The 'Henry Lawson' Bus Shelter, BS-61 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The shelter marks the location of a major passenger destination at McMahon's Point.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter complements the surround Sydney Harbour foreshore setting and listed heritage items.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.49

NORTH SYDNEY BUS SHELTER - BS065: Unnamed

Carter Street, Corner Carter Street and Cammeray Road, Cammeray
(adjacent 62 Cammeray Road, Carter Street)



5.49.1 STATEMENT OF SIGNIFICANCE

This bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.49.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Carter Street. The related curtilage is defined by the curb to the front, the property boundary behind and pavements associated with the shelter to the north and south.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels and this is returned partly on the two ends. The northern end accommodates a Community Notice Board. A proprietary seat is located against the rear wall. The bus shelter has no name. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

5.49.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with

terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.49.4 PHOTOS



BS065: Front elevation looking west



BS065: Internal Roof



BS065: South elevation



BS065: North elevation with Community board

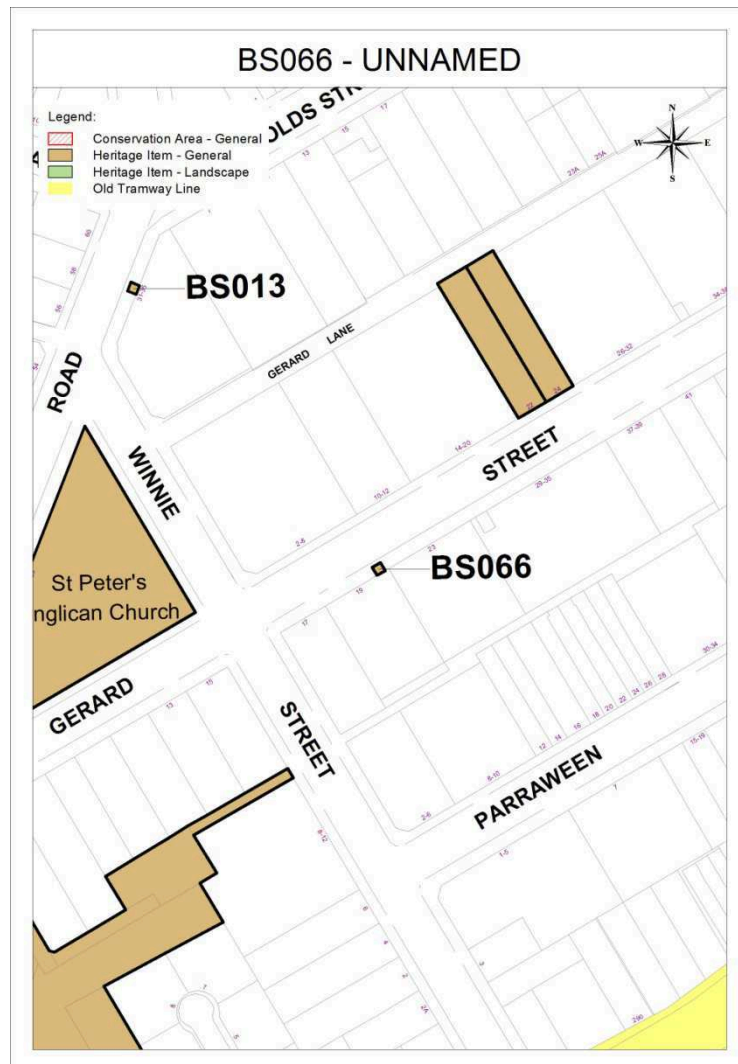
Photos: David Scobie 13/09/2014/

5.49.5 RECOMMENDATION

The 'Bus Shelter, BS-065 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered as not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is isolated from heritage items, early tram routes and Conservation areas and so the context and setting do not support or enhance the criterion of listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

5.50 NORTH SYDNEY BUS SHELTER - BS066: Unnamed
Adjacent 19 Gerard Street, Cremorne



5.50.1 STATEMENT OF SIGNIFICANCE

This bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.50.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Gerard Street. The related curtilage is defined by the curb to the front and property boundary including landscape behind and pavements associated with the shelter to the west and east.

Visual Setting

The following place with heritage significance is within the visual catchment of the bus shelter: St Peter's Anglican Church (I0080); Heritage listed house (I0054); Heritage listed house (I0055)

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, is returned partly on the two ends. The western end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The bus shelter is unnamed. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the western elevation.

5.50.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992. The shelter is associated with congregations attending St. Peters Church.

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney. The shelter contributes to the Gerard Street streetscape and to the historic and aesthetic significance of the heritage items within the vicinity, in particular St Peter's Anglican Church.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.50.4 PHOTOS



BS066: Front elevation looking south



BS066: Internal roof



BS066: East elevation



BS066: West elevation with rotating advertising



**BS066: West side and back
Gerard St**



**BS066: Street view looking east along
Gerard St**

Photos: David Scobie 13/09/2014

5.50.5 RECOMMENDATION

The Bus Shelter, BS-066 is recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered to be of local heritage significance, meeting the following Heritage criteria:

- It is important in the course of North Sydney's cultural history showing evidence of the development of public transport with the early tramways and their maintenance as the later bus routes
- It has special association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. The bus stop provides the public transport service for St. Peter's Anglican Church.
- It demonstrates distinctive aesthetic characteristics, provides a landmark and includes a high degree of creative and technical achievement through interpreting the original shelters produced by NSW Tramways using appropriate materials and finishes to meet the contemporary demands of street furniture within the public domain. The shelter complements the nearby heritage listed St. Peter's Anglican Church and other listed items in the vicinity.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public transport service.

5.51

NORTH SYDNEY BUS SHELTER - BS067: 'BENELONG'

Gerard Street, Corner Gerard Street and Benelong Road, Cremorne
(adjacent 81A-81B Gerard Street)



5.51.1 STATEMENT OF SIGNIFICANCE

The 'Benelong' bus shelter is a standard timber framed building with hipped terra-cotta shingled roof, in a traditional design modelled on early tram shelters and valued as a visual landmark, functional shelter and marker of the bus route.

5.51.2 DESCRIPTION

Curtilage

The structure is located in the road reserve associated with Gerard Street. The related curtilage is defined by the curb to the front and the property boundary behind and pavements associated with the shelter to the west and east.

Physical Description

The shelter design is modelled on early tram shelters originated by the Tramways Board at the turn of the century in the Federation style. The timber framed square structure comprises stop-chamfered timber posts on raised concrete block pads, supporting a timber framed hipped roof covered with standard orange terracotta shingles. The back wall is glass and sheet panels, incorporating a Community Notice Board, is returned partly on the two ends. The southern end accommodates an electronic advertising panel. A proprietary seat is located against the rear wall. The front beam bears the painted name of the bus-stop, 'Benelong'. A purpose designed steel gutter is fixed to the fascia beam. The shelter includes an internally mounted light fitting. The timber structure, seat and glass framing are painted in the standard Cream; the gutter and wall panels are painted in the standard Red, while the concrete pads are unpainted.

Physical Condition

The structure appears to be regularly maintained, the paint is generally unblemished and the structure appears to be physically and structurally sound.

Modifications/Dates

2010: illuminated advertising panel installed to the southern elevation.

5.51.3 HERITAGE ASSESSMENT CRITERIA

Criteria a) Historical

The bus shelter is historically significant at the local level as an item of Municipal design within the provision by NSW State Government of a public transport service from 1886 - 1958 in the form of tramways overtaken by Bus services along similar routes.

Criteria b) Association

The bus shelter is significant due to the association with Ted Mack, 1933 -; B.Arch. UNSW 1958; Councillor North Sydney Council 1974-88; Mayor North Sydney Council 1983-87; Independent NSW Legislative Assembly North Shore 1981-88; Independent Federal MP North Sydney 1990-1996. Mack instigated the concept of a standard bus shelter, and was influential in the design and colour scheme. The bus shelter is significant due to the association with John Kinstler, Council Architect North Sydney Council 1981-1992

Criteria c) Aesthetic

The design of the shelter was an interpretation of tram shelters used in the Sydney metropolitan area, designed and constructed by NSW Government Tramways during the first period of cable trams 1886-1909 and the second period electric trams 1909 -1932. The structures, materials and colour scheme positively contribute to the character of North Sydney.

Criteria d) Social

The bus shelters are valued by the local community within North Sydney with evidence provided through the listing of many structures on heritage studies, lists and inventories including the National Trust (NSW), the North Sydney LEP and the North Sydney Heritage Study 1993. The standard design has won a range of awards for community identification and street furniture, including the Keep Australia Beautiful Award (June 1988). The community notice boards are highly valued and utilised by their respective neighbourhoods.

Criteria e) Technical

The standard bus shelter structure has technical value for the design approach, which provided an interpretation of early twentieth century Tramway designs using traditional materials and finishes including concrete footing pads, timber structure and cladding with terra cotta shingled roofing, without resorting to mimicry or replication of the federation style. The design provided amenities including lighting, seating and community notice boards, and has proven versatile with the provision of sympathetic electric advertising panels.

Criteria f) Rarity

The individual shelters are generally named and identified as part of particular neighbourhoods and travel destinations, with each structure bearing the name in bold lettering and the Council logo.

Criteria g) Representative

The bus shelters have representative significance as a class of structure erected by Local Government as part of the provision of a public transport service operated by State Government.

Integrity/Intactness

Intact

5.51.4 PHOTOS



BS067: Front elevation looking south



BS067: Internal roof



BS067: Eastern elevation



BS067: Western elevation



BS067: Street view looking west

Photos: David Scobie 13/09/2014

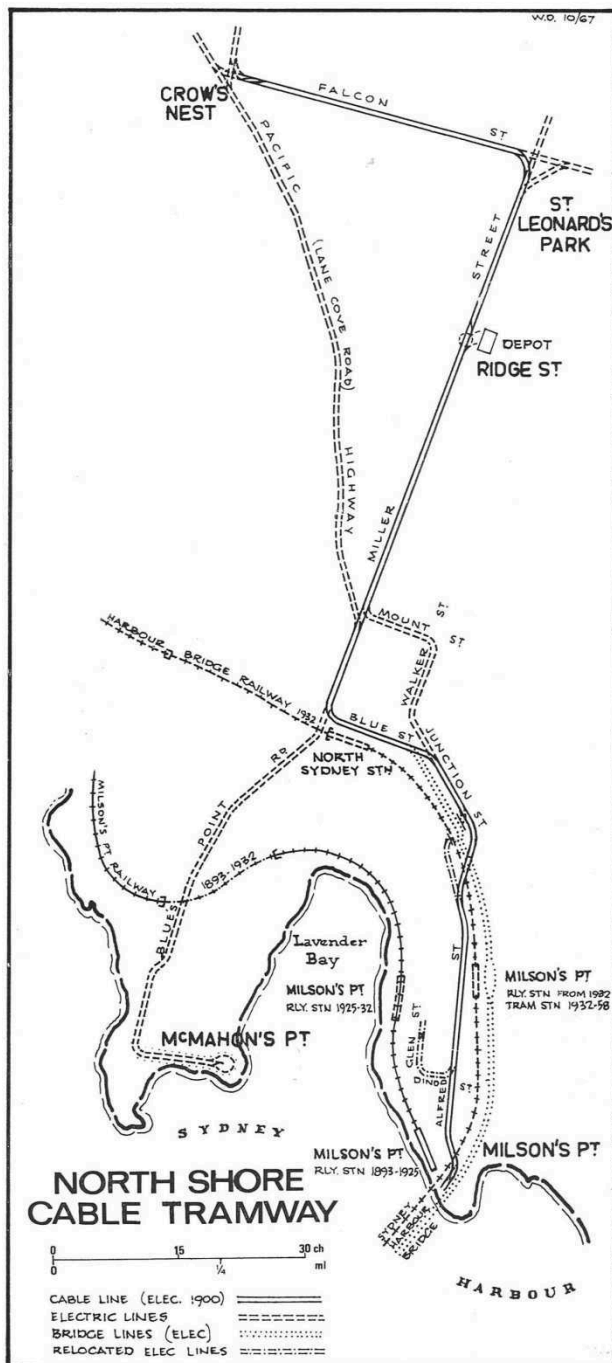
5.51.5 RECOMMENDATION

The 'Benelong' Bus Shelter, BS-067 is not recommended for listing on the Heritage Schedule of the North Sydney LEP as a Heritage item as it is considered not of a level of significance to warrant listing:

- It has a low level of historic significance as a contemporary bus shelter on a relatively modern public transport bus route. It has no relationship or significance with the earlier Tramways and tram routes.
- It has an association with the works of Ted Mack, former Mayor of North Sydney Council and John Kinstler, Design Architect at North Sydney Council for the structure. This association is common to the majority of bus shelters in North Sydney and is not sufficient as a single criterion to warrant listing.
- While it demonstrates the distinctive aesthetic characteristics of the standard design, it is isolated from heritage items, early tram routes and Conservation areas and so the context and setting do not support or enhance the criterion of listing.
- It demonstrates the principal characteristics of a class of street furniture utilised within the public domain as part of the provision of a public bus transport service. The structure has a low level of representative significance common with the majority of bus shelters in North Sydney and so the example as a class of similar items is not sufficient to warrant heritage listing.

6 MAPS

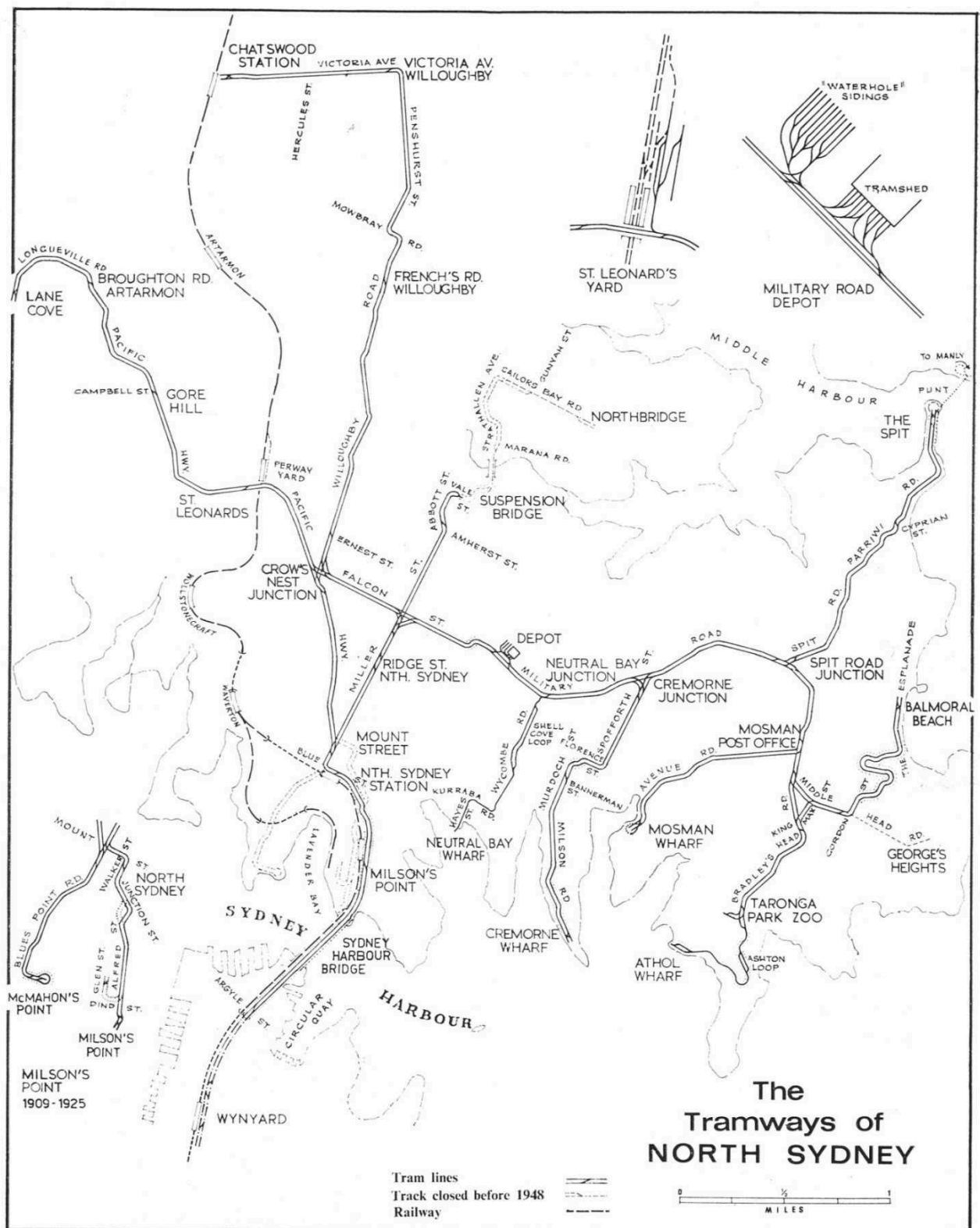
Map 1



North Shore Cable Tramway Map

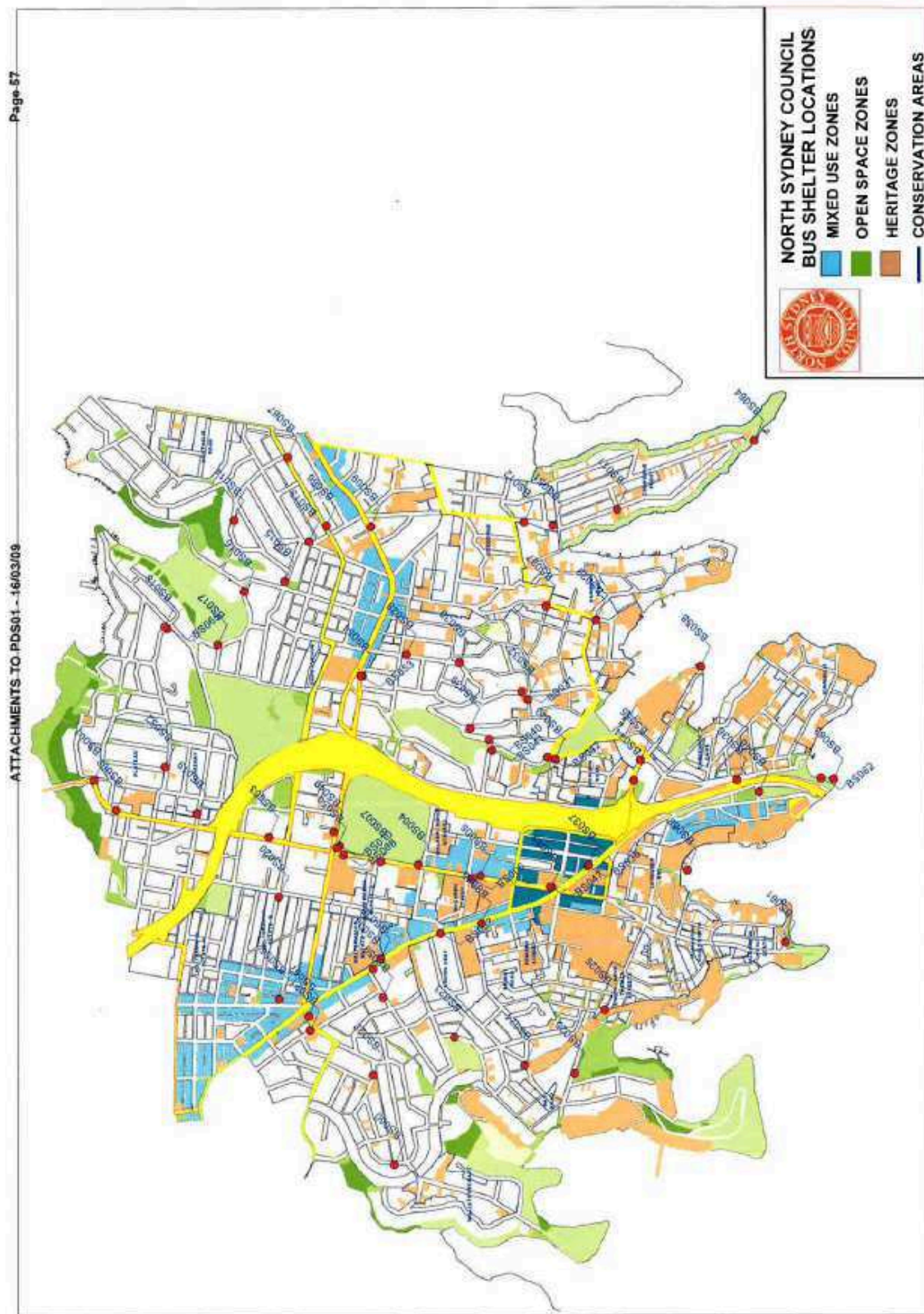
N Denham: Tramway Byways: North Sydney, p6

Map 2



The Tramways of North Sydney - N Denham: Tramway Byways: North Sydney, p16

Attachment 1: Map illustrating the locations of the existing Bus Shelters



7 RECOMMENDATIONS

The following Bus Shelters meet the criteria for heritage listing at the local level and are recommended for Schedule 5 of the North Sydney LEP:

- BS001: 'BRIDGE' - Corner Miller Street and The Boulevarde, Cammeray
- BS002: 'CAMBRIDGE' - Miller Street, Cammeray
- BS003: 'ANZAC' – Miller Street, Cammeray
- BS004: 'THE OVAL' – Corner Miller and Ridge Streets, North Sydney
- BS005: 'McLAREN' – Miller Street, North Sydney
- BS006: 'MONTE' – Corner Miller and McLaren Streets, North Sydney
- BS007: 'MARIST' – Corner Miller and Carlow Streets, North Sydney
- BS008: 'FALCON' – Corner Miller and Falcon Streets, North Sydney
- BS009: 'HAMPDEN' – Military Road, Cremorne
- BS010: 'MILLER' – SE Corner Miller and Falcon Streets, North Sydney
- BS011: 'SYRIUS' – Milson Road, Cremorne Point
- BS012: 'CRICKETERS' – Corner Murdoch Road and Bannerman Street, Cremorne
- BS013: 'ST PETERS' – Waters Road, Cremorne
- BS016: 'PRIMROSE' – Corner Earle and Young Streets, Cremorne
- BS019: 'IXION' – Corner Amherst Street and Miller Lane, Cammeray
- BS020: 'ERNEST' – Corner Ernest and West Streets, Crows Nest
- BS023: 'BRENNAN' – Kings Street, Wollstonecraft
- BS024: 'WAVERTON' – Corner Whatmore Crescent and Bay Road, Waverton
- BS025: 'BERRYS BAY' – Corner Wollcott and Larkin Streets, Waverton
- BS026: 'EUROKA' – Union Street, McMahons Point
- BS028: 'CENTENARY 86' – Corner Ben Boyd and Yeo Streets, Neutral Bay
- BS029: 'WALLARINGA' – Corner Lower Wycombe and Kurraba Roads, Neutral Bay
- BS031: 'PHILLIPS' – Corner Ben Boyd Road and Phillips Street, Neutral Bay
- BS033: 'LADY HAY' – Pacific Highway, North Sydney
- BS034: 'MATER' – Corner Pacific Highway and Rocklands Road, Crows Nest
- BS035: 'CROWIE' – Corner Pacific Highway and Myrtle Street, North Sydney
- BS038: 'ST JOHN'S' – Broughton Street, Kirribilli
- BS041: 'EATON' – Corner Rawson and Eaton Streets, Neutral Bay
- BS042: 'RAWSON' – Corner Rawson Street and Kurraba Road, Neutral Bay
- BS043: 'ANDERSON' – Corner Clarke and Kurraba Roads, North Sydney
- BS045: 'WOODSTOCK' – Corner Pacific Highway and Doohat Avenue, North Sydney
- BS046: 'SERVICES CLUB' – Fitzroy Street, Milsons Point
- BS050: 'ST LEONARDS PARK' – SE Corner Miller and Falcon Streets, North Sydney
- BS051: 'IREDALE' – Corner Murdoch Street and Iredale Avenue, Cremorne Point
- BS052: 'ALL SAINTS' – Corner Carter and Colin Streets, Cammeray
- BS053: 'WATSON STAND A' – SW Corner Military Road and Watson Street, Neutral Bay
- BS054: 'WATSON STAND B' – SW Corner Military Road and Watson Street, Neutral Bay
- BS056: 'ZIG ZAG' – Corner Burlington and Willoughby Roads, Crows Nest

- BS057: 'FIRE STATION' – Corner Shirley Road and Pacific Highway, Crows Nest
- BS058: UNNAMED – High Street Jetty, Kesterton Park, North Sydney
- BS059: 'JUSTINIAN' – Corner Rocklands Road and Sinclair Street, Wollstonecraft
- BS060: 'WOLLSTONECRAFT' – Milner Crescent, Wollstonecraft
- BS061: 'HENRY LAWSON' – Corner Henry Lawson Avenue and Blues Point Road, McMahon's Point
- BS066: UNNAMED – Gerard Street, Cremorne

The following Bus Shelters do not meet the criteria sufficient for heritage listing and are therefore not recommended for Schedule 5 of the North Sydney LEP

- BS018: 'CHURCHILL' – Corner Carter Street and Cammeray Road, Cammeray
- BS022: 'MILNER' – Milner Crescent, Wollstonecraft
- BS030: 'LINDSAY' – Ben Boyd Road, Neutral Bay
- BS044: 'BRADFIELD' – High Street, North Sydney
- BS055: 'JAMES MILSON' – Corner High Street and Clarke Road, North Sydney
- BS065: UNNAMED – Corner Cart Street and Cammeray Road, Cammeray
- BS067: 'BENELONG' – Corner Gerard Street and Benelong Road, Cremorne

The following Bus Shelter has the potential to meet the criteria for heritage listing at the State level, and is recommended for nominating to the NSW Heritage Council as an item on the State Heritage Register:

- BS004: 'THE OVAL' – Corner Miller and Ridge Streets, North Sydney

8 LISTINGS

Local Environmental Plan	No: I0407	2/08/2013
North Sydney Heritage Inventory	SHI 2181325	26/02/1998
Heritage Study	No: 1325	1993
State Heritage Inventory		

<http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx>

9 REFERENCES & STUDIES

- Tony Brassil, Robert Irving, Chris Pratten** *North Sydney Heritage Study Review* 1993
Conybeare Morrison
- Leonie Masson** *North Sydney* 2010
www.dictionaryofsydney.org
- John Alfred** *Across the Bridge* 1960
Traction Publications
- W. Denham** *Tramway Byways: North Sydney* 1973
South Pacific Electric Railway Society
- Belle Architecture (Elizabeth Cowell)** *Council Upgrades North Sydney's Appearance*
May/June 1986 pp100-103
- Godden, McKay, Logan** *St. Leonards Park Conservation Management Plan*
Report for North Sydney Council May 2013
- Sydney Morning Herald** *For Bus Travellers, it's a light at the end of the tunnel*
14 November, 1994, p3
- Mosman Daily** 9 June, 1988 p11 *High price to get shelter*
2 February, 1989 p15 *Resident is reason why Bardsley is looking flat*
- North Sydney Times** 7 November, 1984 p9 vol 25, no 26 *Sitting pretty on cash coup*
6 July, 1988 p26 vol 29, no11 *Charm gains top accolade*
17/18 January, 1992 p6 vol 35, no 26 *Letter to Editor*
- NSW Heritage Office Publications**
Assessing Heritage significance, NSWHO, 2001

Burra Charter, The Australia ICOMOS 1999

State Agency Heritage Guide Management of Heritage Assets by NSW Government Agencies
Part 1: State-owned Heritage Management Principles
Part 2: Heritage Asset Management Guidelines
NSW Heritage Office, 2005

10 APPENDIX

THE BRIEF

1 BACKGROUND

Council has a total of 65 bus shelters (refer to Attachment 1) in the North Sydney Local Government Area, of which 51 (Bus shelters 1-13, 16, 18-20, 22-26, 28-31, 33-35, 38, 41-46, 50-61, 65-67 as illustrated on Attachment 1) are listed as heritage items under North Sydney Local Environmental Plan 2013 (NSLEP 2013).

On 14 October 2013, Council considered a report with respect to advertising in the North Sydney CBD and commercial centres and on Council infrastructure, including bus shelters. This report made reference to the preparation of a new Public Domain Design Style Code, which included designs and specifications for a new contemporary type of bus shelter. In considering this report, Council resolved in part:

- *That Council delist as heritage items all Council owned bus shelters that are of no heritage value.*

The inclusion of the above resolution was to ensure that bus shelters which have no heritage value could be easily demolished and replaced with the new contemporary structures as identified within the Public Domain Style Manual and Design Code which was adopted by Council in final form on 17 February 2014.

In accordance with Council's resolution, Council now seeks an independent heritage review of all bus shelters that are currently listed as heritages item under NSLEP 2013. The review should make a recommendation as to which bus shelters are to retain a heritage listing under NSLEP 2013 and which of those may have their heritage listing removed. Council will be responsible for amending NSLEP 2013 in accordance with the recommendations of the heritage review.

2 AIMS OF REVIEW

The aim of the review is to undertake a detailed assessment of the 51 heritage listed bus shelters and to determine which ones should retain a heritage listing under NSLEP 2013.

2 STUDY AREA

The 51 bus shelters are located throughout the Local Government Area of North Sydney.

4 PROJECT METHODOLOGY

The proposed methodology for the project is outlined below.

☐ ☐ **Historical investigation**

Undertake a literature review and investigation into the establishment and use of bus shelters in the North Sydney Local Government area. The successful consultant will be provided with relevant background information and access to the North Sydney Heritage Centre (refer to Section 5) to assist in completing this task. ☐

☐ ☐ **Assessment**

Undertake an assessment of each shelter against the relevant best practise methodologies and current NSW Heritage Office criteria for listing heritage items. A physical inspection of all bus shelters should be undertaken as part of this assessment. During the physical inspection, an assessment of the condition of the shelters is to be undertaken and

accompanied by photographs of each shelter, with additional photographs taken of relevant elements which contribute to heritage significance.

Undertake an assessment of the North Sydney Heritage Inventory Sheets relating to bus shelters.

☐☐ **Reporting & Recommendations**

Prepare a report which incorporates an analysis of each of the heritage listed bus shelters and provides a recommendation as to which bus shelters are to retain or lose their heritage listing under NSLEP 2013. The report should also include a map showing the location of the existing 51 heritage listed bus shelters and identify which ones are to retain their heritage listing and those which may have their heritage listing removed. Provide any suggested recommendations to alter the heritage inventory sheets applying to the bus shelters.

☐☐ **Follow up work**

If required, provide advice with respect to the outcomes of the review as part of any future Planning Proposal to amend NSLEP 2013.

5 RESOURCES

The successful consultant will be provided with the following information:

- ☐☐ North Sydney Local Environmental Plan 2013
- ☐☐ North Sydney Local Environmental Plan 2013 – Heritage maps
- ☐☐ Bus Shelter Inventory prepared by North Sydney Council (24 March 2010)
- ☐☐ North Sydney Heritage Inventory Sheets relating to bus shelters

Further resources are also available at the *North Sydney Heritage Centre*, Level 1, Stanton Library, 234 Miller Street, North Sydney.

Council will also offer assistance in the preparing of any maps required as part of the project.

6 TIMEFRAME

The review is to be completed within 6 weeks of Council's acceptance of the quote.

With respect to the potential of providing additional advice in relation to any future Planning Proposal to amend NSLEP 2013, the appointed consultant would be informed of any such requirement once those details are known and provided with sufficient time within which to respond. Such work would be undertaken on an hourly rate.

7 BUDGET

The consultant's submission should include a quote for the project. Consultants should provide a list of hourly rates for members of the project team at which any additional work required that is outside the scope of the agreement would be charged.

Quotes shall be valid for acceptance without variation of price, terms or conditions for a period of 90 days from the date of closing of Submissions.

8 SUBMISSION REQUIREMENTS

8.1 Skills and Experience

The submission is to include suitable material describing the experience and ability of the staff that will work on the project. Include only material that is relevant to this project.

8.2 Methodology

The submission is to outline the proposed methodology to be used.

8.2 Competitive Fee

The submission is to include an itemised fee proposal, setting out clearly the costs involved in undertaking the project.

8.4 Timeliness

The submission is to set out all project tasks and demonstrate how the project will be completed within the agreed timeframe.

8.5 Insurance and Indemnities

The submission is to include:

- ☐ ☐ A Certificate of Currency for Professional Indemnity Insurance;
- ☐ ☐ A Certificate of Currency for Public Liability Insurance, covering claims in respect of damage to real or personal property and injury to, or death of, persons. (In each case, with an annual minimum coverage of \$2,000,000).

8.6 Submission Lodgement

The submission must be received by Council by 4.00pm **Friday 6th June 2014**.

Submissions should be addressed to the General Manager and marked to the attention of Ben Boyd, Executive Strategic Planner and entitled "*North Sydney Bus Shelter Heritage Review*".

Late submissions will not be considered. Council reserves the right not to accept any submissions. Council discourages submissions via electronic transmission.

9 CONDITIONS OF ENGAGEMENT

9.1 Copyright

Council will be the exclusive copyright owner of all material arising out of the project.

9.2 Conflict of Interest

Prior to signing the agreement with Council, any conflict of interest must be disclosed to the Council.

9.3 Agreement

The consultant is required to sign an agreement with Council that incorporates the agreed methodology, timeframe and fee.

9.4 Termination

Council reserves the right to terminate the agreement for any reason by notice in writing effective immediately.

9.5 Payments

The Consultant shall make a single claim at the end of the review for the value of the work performed under the Contract (including any variations). Council will assess each claim within 14 days and shall forward a copy of the assessment to the Consultant, along with an explanation as to the reasons for any difference between the Consultant's claim and the assessment. Council shall pay the amount of the assessment within 30 days of receiving the payment claim from the Consultant.

9.6 Variations

The agreement may only be varied in writing and both parties shall sign such variations.

9.7 Compliance with Tender and Public Quotation Procedures

The successful Consultant is required to comply with the following documents relating to Council's Tender and Public Quotation Procedures:

- ☐ ☐ Procurement Policy Guidelines for Council Officers and Information for Tenderers
- ☐ ☐ Procurement Policy Process Flowcharts
- ☐ ☐ Statement of Business Ethics – Standards for Contractors their Staff and Business Associates. These documents can be found on the North Sydney Council website

APPENDIX 3

NSLEP 2013 Heritage Map Sheets - Current

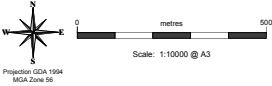
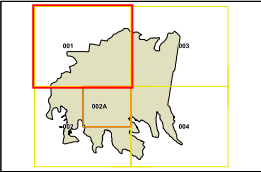


**North Sydney Local
Environmental
Plan 2013**

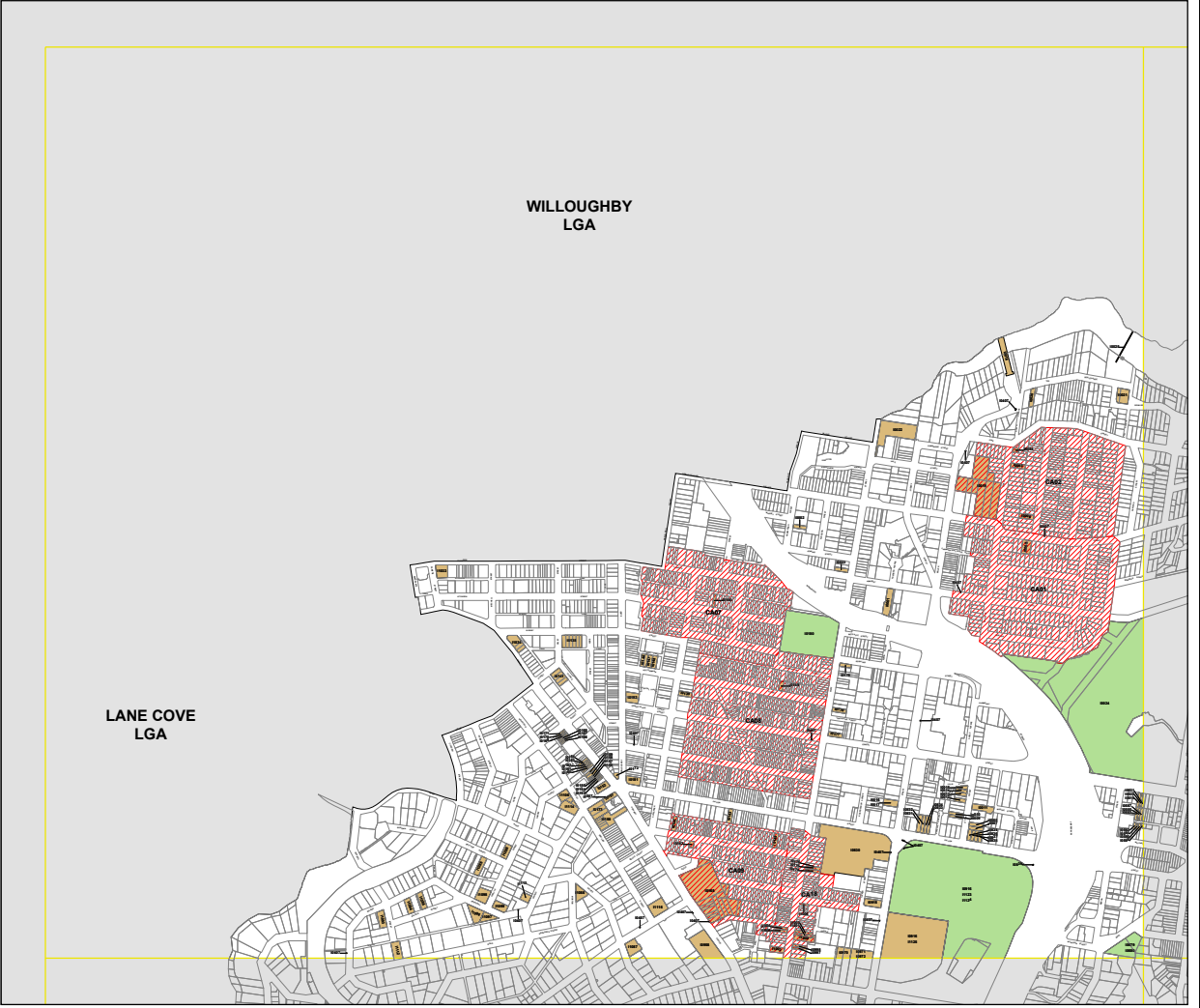
Heritage Map
- Sheet HER_001

- Heritage**
- Conservation Area - General
 - Item - General
 - Item - Landscape

- Cadastral**
- Cadastre 07/06/13 © North Sydney Council



Map identification number:
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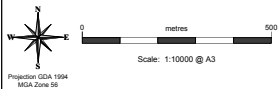
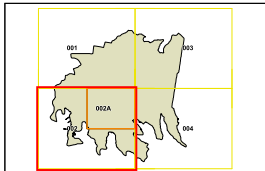
**Heritage Map
- Sheet HER_002**

Heritage

-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastre

-  Cadastre 07/06/13 © North Sydney Council

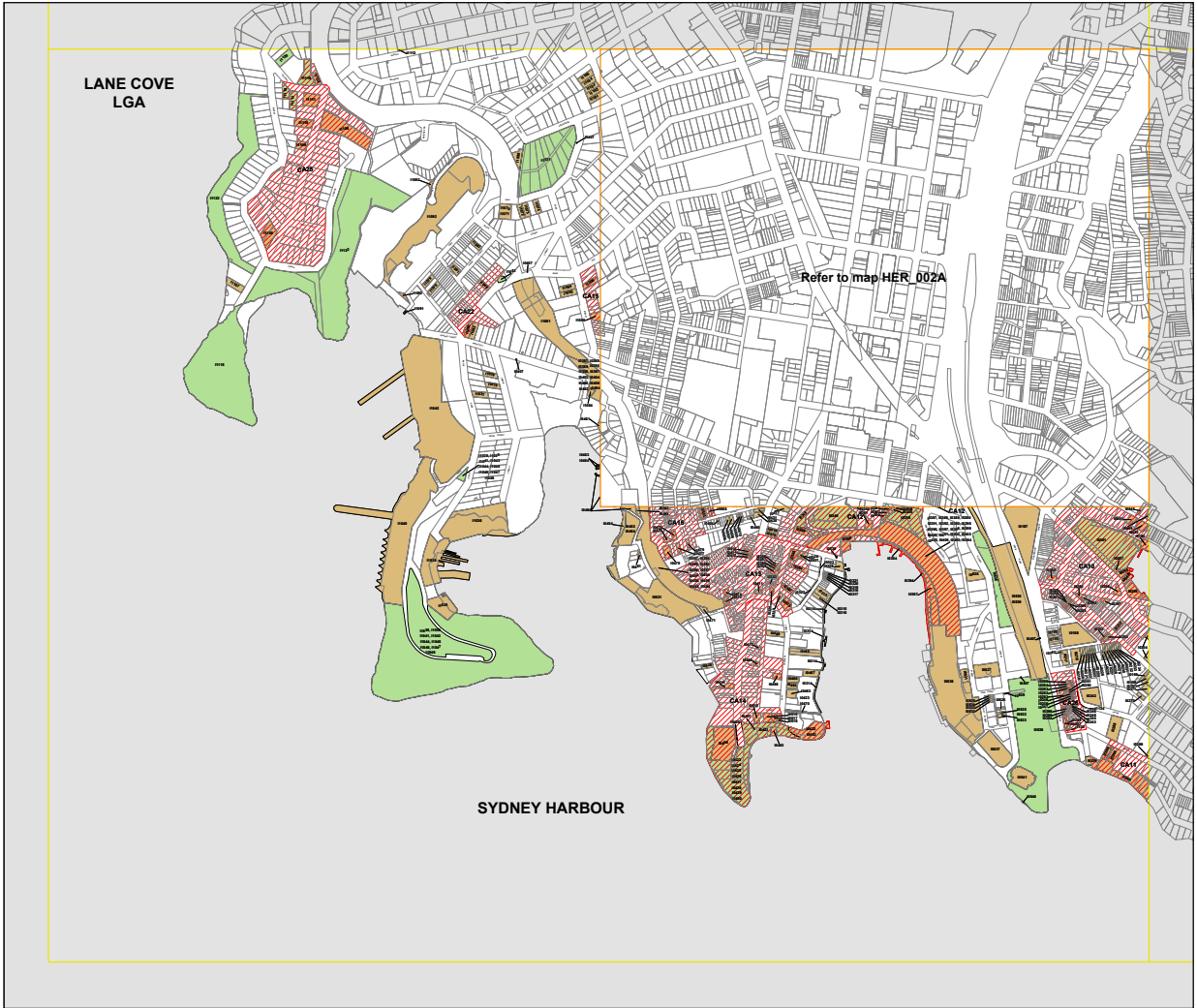


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MGA Zone 56
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LANE COVE
LGA

SYDNEY HARBOUR

Refer to map HER_002A





North Sydney Local Environmental Plan 2013

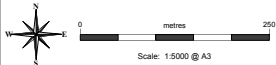
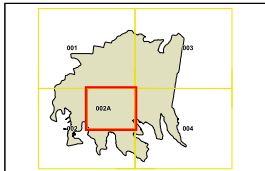
Heritage Map - Sheet HER_002A

Heritage

- Conservation Area - General
- Item - General
- Item - Landscape

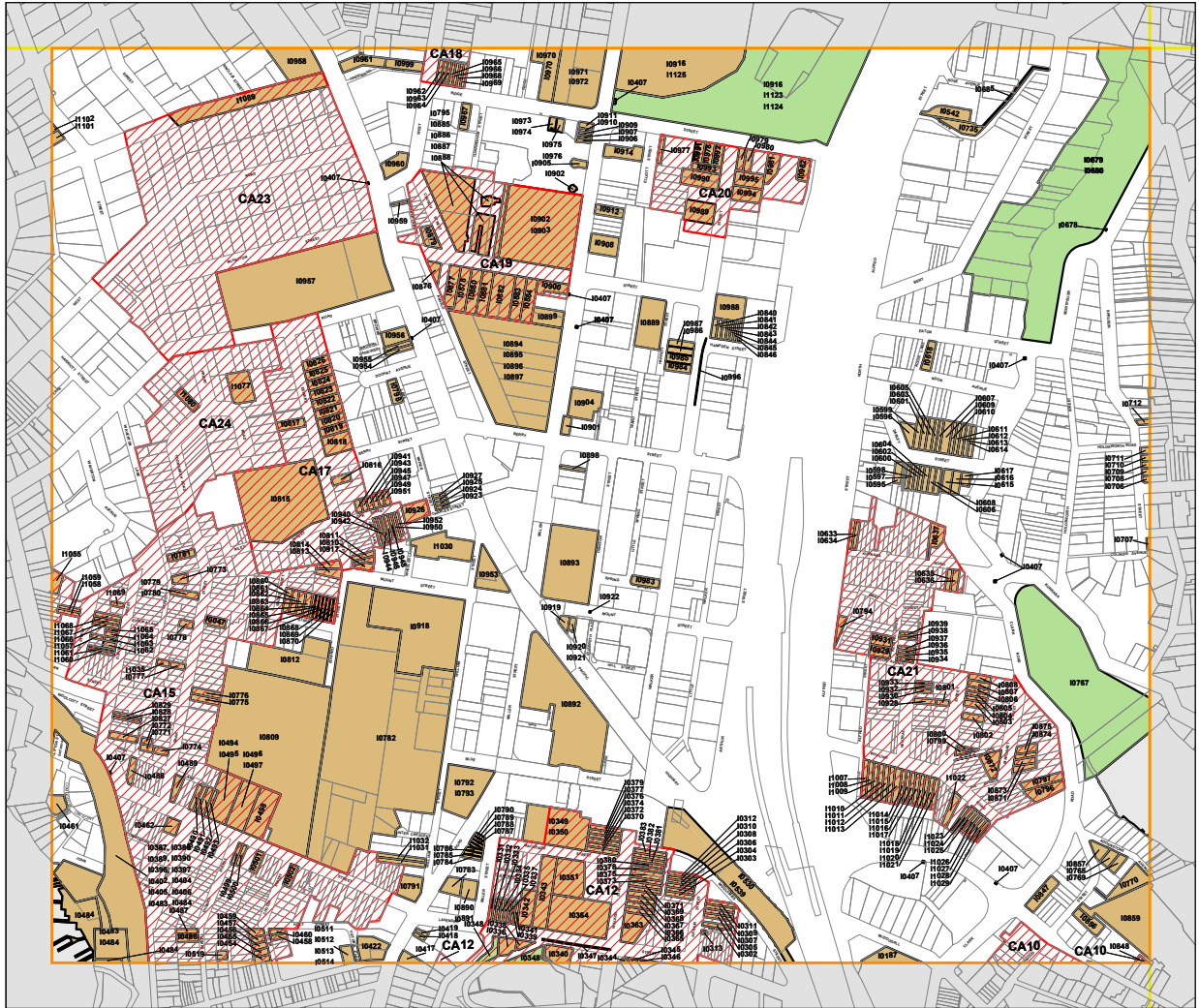
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Cadastre 07/06/13 © North Sydney Council



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**North Sydney Local
Environmental
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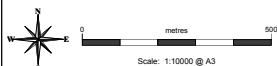
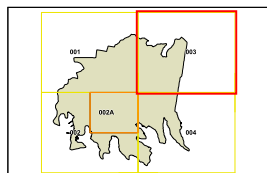
Heritage Map
- Sheet HER_003

Heritage

-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastral

-  Cadastre 07/06/13 © North Sydney Council



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North Sydney Local Environmental Plan 2013

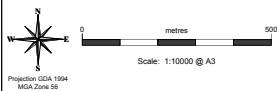
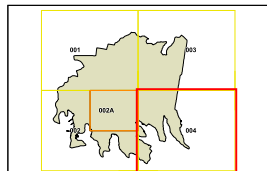
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- Sheet HER_004

Heritage

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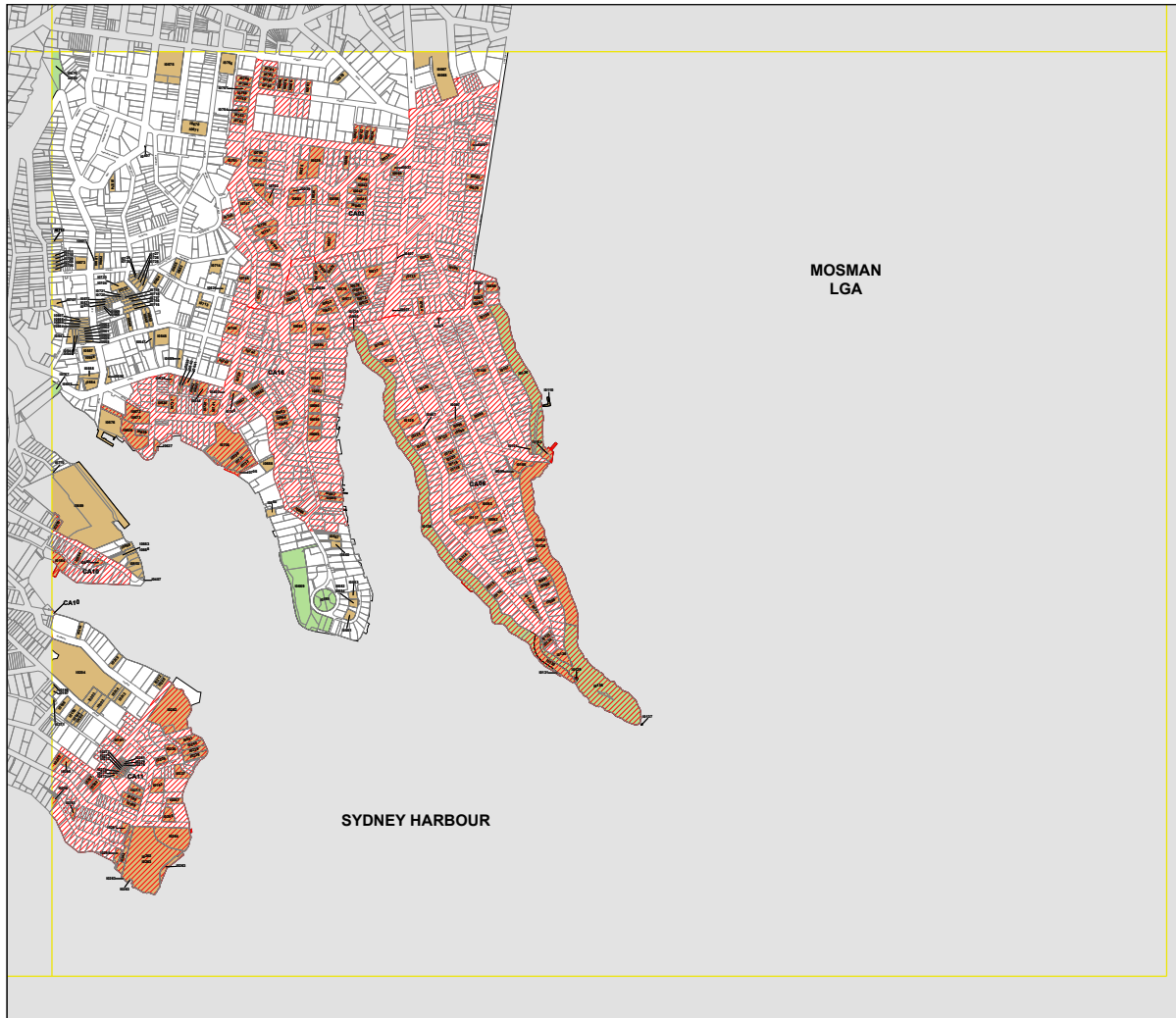
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- Cadastre 07/06/13 © North Sydney Council



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APPENDIX 4

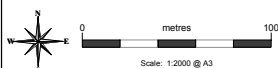
NSLEP 2013 – Subject Sites



 Subject Land

Cadastre

 Cadastre 27/01/15 © North Sydney Council



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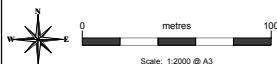


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☐ Cadastre 27/01/15 © North Sydney Council



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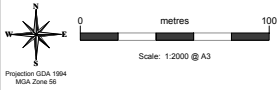
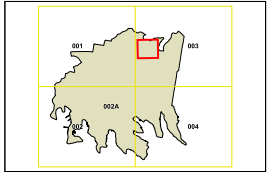


North Sydney Local Environmental Plan 2013

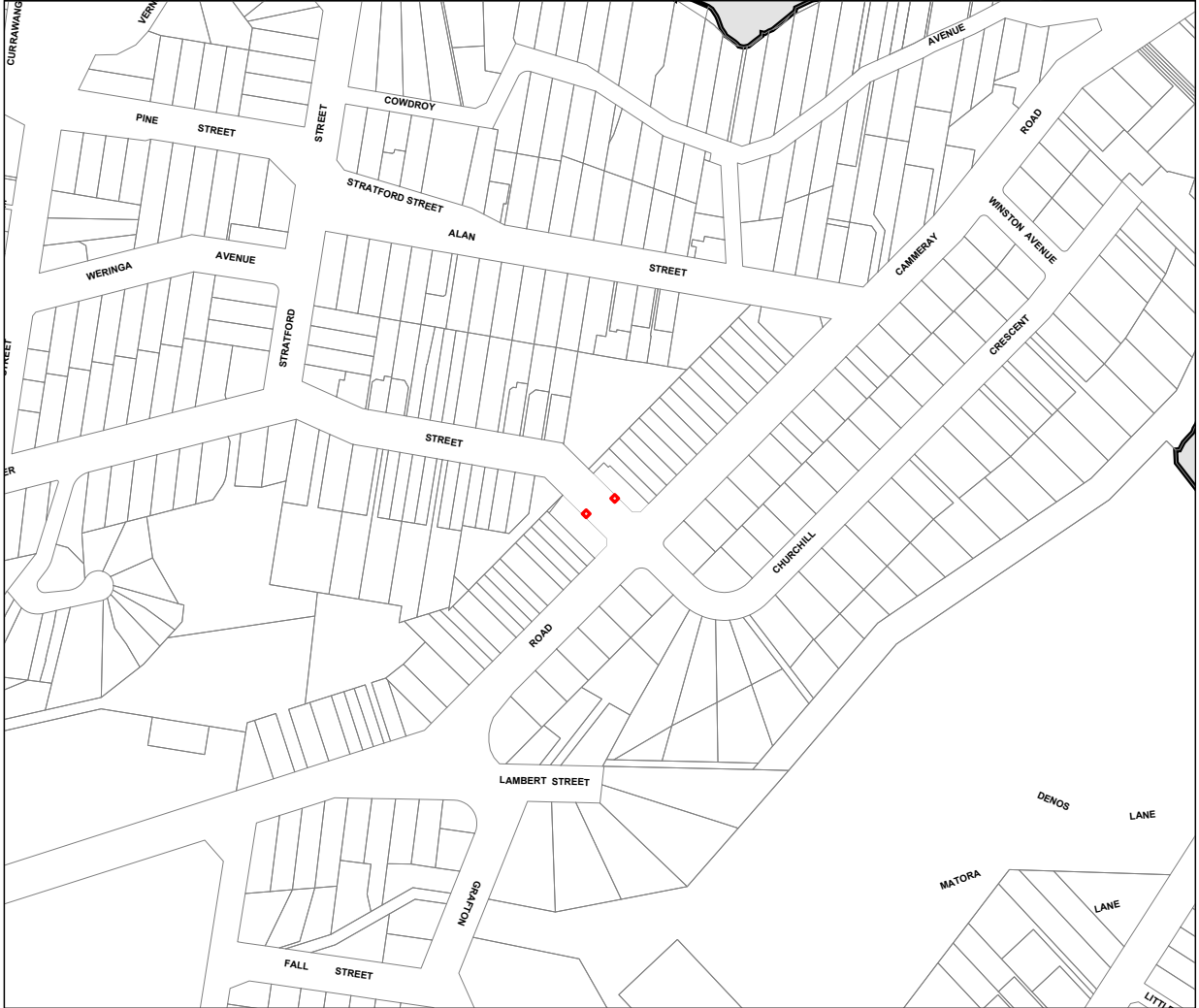
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**North Sydney Local
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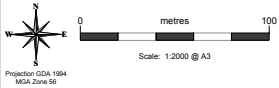
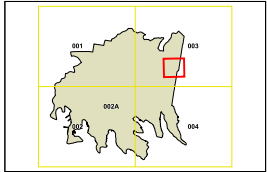
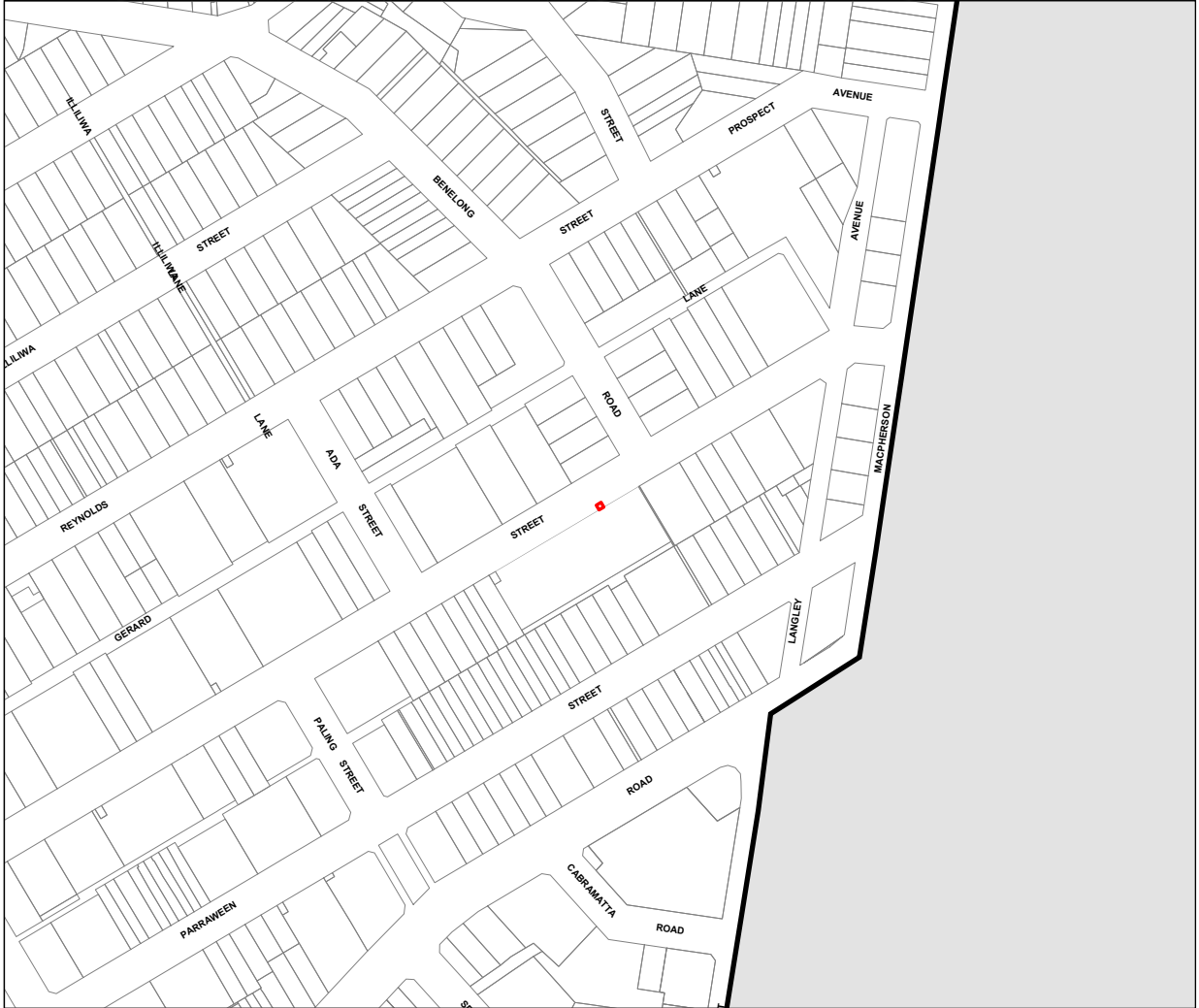
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Subject Land

Cadastral

Cadastral 27/01/15 © North Sydney Council



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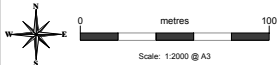
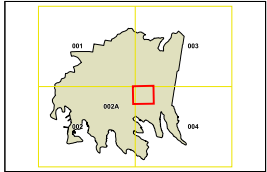


North Sydney Local Environmental Plan 2013

Site Identification Map
Part of map tile:
5950_COM_LZN_004_010_20150127

 Subject Land

 Cadastre
Cadastre 02/07/14 © North Sydney Council



Projection GDA 1984
MGA Zone 56
Map identification number:
5950_COM_LZN_004_010_20150127



APPENDIX 5

NSLEP 2013 Heritage Map Sheets - Proposed

North Sydney Local Environmental Plan 2013 (Amendment No #)

North Sydney Council
PO Box 12
North Sydney NSW 2059

Map Cover Sheet

The following map sheets are revoked:

Map Sheet	Map Identification Number
Heritage Map	
HER_001	5950_COM_HER_001_010_ 20130607
HER_002A	5950_COM_HER_002A_010_20130607
HER_003	5950_COM_HER_003_010_ 20130607
HER_004	5950_COM_HER_004_010_20130607

The following map sheets are adopted:

Map Sheet	Map Identification Number
Heritage Map	
HER_001	5950_COM_HER_002_010_20150127
HER_002A	5950_COM_HER_002A_010_20150127
HER_003	5950_COM_HER_003_010_ 20150127
HER_004	5950_COM_HER_004_010_20150127

Certified

General Manager

Date

Minister for Planning

Date



**North Sydney Local
Environmental
Plan 2013**

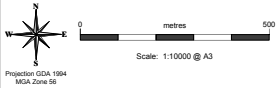
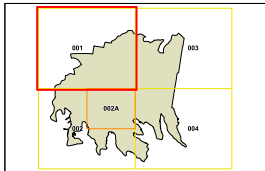
Heritage Map
- Sheet HER_001

Heritage

-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastral

-  Cadastre 27/01/15 © North Sydney Council



Projection GDA 1984
MGA Zone 56
Map identification number:
9995_C0M_HER_001_010_20150127

**WILLOUGHBY
LGA**

**LANE COVE
LGA**

Proposed removal of
heritage item



North Sydney Local Environmental Plan 2013

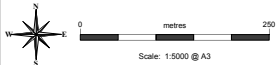
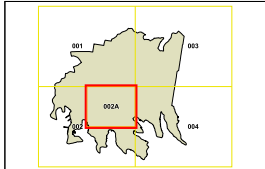
Heritage Map - Sheet HER_002A

Heritage

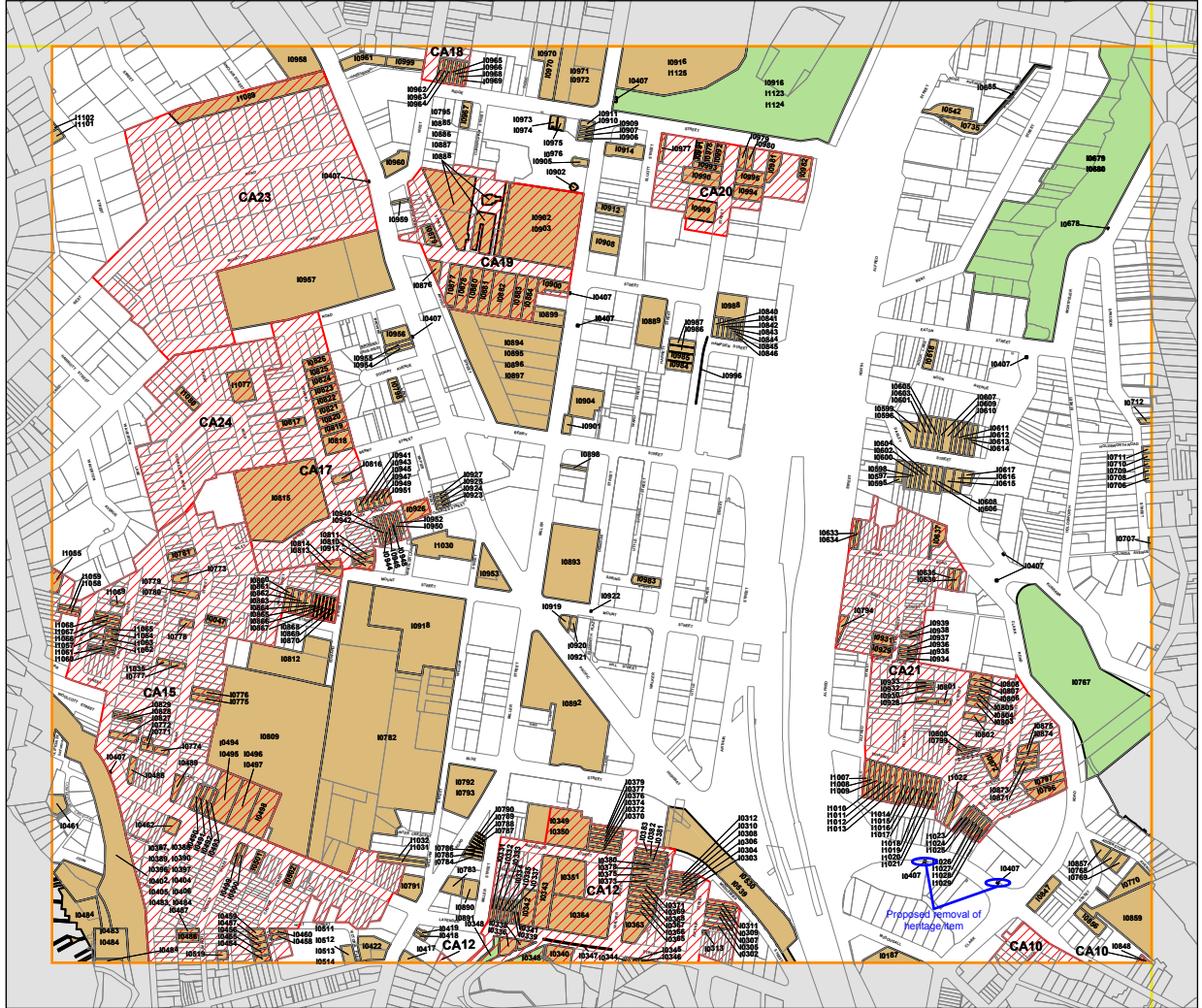
- Conservation Area - General
- Item - General
- Item - Landscape

Cadastre

Cadastre 27/01/15 © North Sydney Council



Map identification number:
8660_CoM_HER_002A_005_20150127





**North Sydney Local
Environmental
Plan 2013**

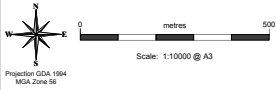
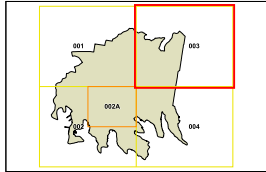
Heritage Map
- Sheet HER_003

Heritage

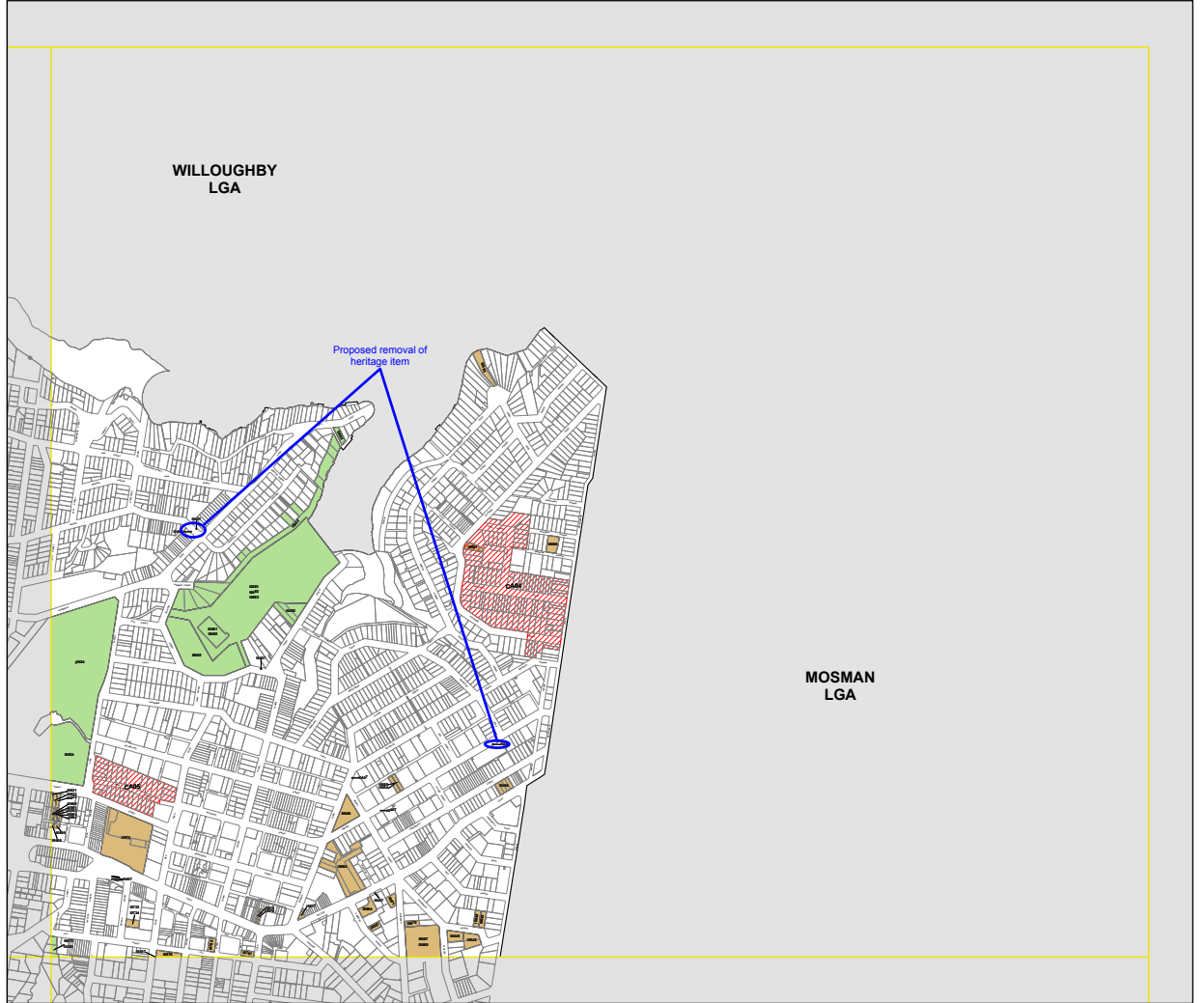
-  Conservation Area - General
-  Item - General
-  Item - Landscape

Cadastral

-  Cadastre 27/01/15 ©North Sydney Council



Projection GDA 1984
MGA Zone 56
Map identification number:
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North Sydney Local Environmental Plan 2013

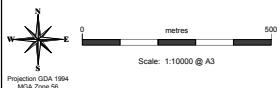
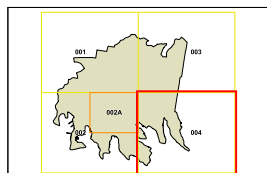
Heritage Map
- Sheet HER_004

Heritage

- Conservation Area - General
- Item - General
- Item - Landscape

Cadastre

- Cadastre 27/01/15 © North Sydney Council



Projection GDA 1984
MGA Zone 56

Map identification number:
9960_C0M_HER_004_010_20150127

