



Heritage Impact Statement

194-200 Oxford Street Bondi Junction NSW

December 2014

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Executive Summary

The following Heritage Impact Statement was prepared to assess the potential heritage impact of the proposed works at 194-200 Oxford Street, Bondi Junction NSW 2022. The row of terraces located on the subject site is listed on the Waverley Council Local Environmental Plan 2012 as a “Two storey residential terrace row” (I212). The following heritage listed items and conservation areas are also located in the vicinity of the item:

- The “Mill Hill” Heritage Conservation Area (C12 – Waverley LEP 2012);
- The Bus Depot/Waverley Tram Depot Building at 1-15 Oxford Street (I224 – Waverley LEP 2012);
- Norfolk Pine at 2 Nelson Street (Landscape Item 506 – Waverley LEP 2012);
- Centennial Park, including Federation monument, Superintendents residence, park gates, 2 Corinthian Columns, 2 Statues, Centennial Park (I01 – Randwick LEP 2012);
- Centennial Park Reservoir WS001, 3R Oxford Street, (I02 – Randwick LEP 2012); and
- The North Randwick Heritage Conservation Area (C1 – Randwick LEP 2012).

The proposal includes works in the area comprising a number of addresses including 194-214 Oxford Street and 2 Nelson Street (‘project site’). The works to the project site include the following:

- Removal of the structures currently located on the subject site. This includes the terraces as 194-200 Oxford Street, the remnant structures associated with the car yard at 204 Oxford Street, the shoptop development at 214 Oxford Street and the flat building at 2 Nelson Street;
- A new complex comprising three sites (A, B and C) would be laid out;
- A residential tower of 19 storeys would be constructed on Site A and on Site B; a residential tower of 14 storeys would be constructed. Site C has been identified as one for future development; and
- The development would also involve extensive landscape works including a public plazetta and a new north/south pedestrian site through link.

Notwithstanding the above, Urbis has been engaged only to assess the heritage impact of ‘Site A’ on the heritage listed terraces located at 194-200 Oxford Street. This area is referred to in this report as the ‘subject site’. The Heritage Impact Assessment only assesses the physical impact of the proposal on the heritage items identified above which are located on this site and the visual impact on the heritage items which are located in the vicinity of the subject site. It does not include an assessment of impact on any other structures located on the project site.

The proposal has been assessed with consideration for the relevant provisions of the Waverley Local Environment Plan (LEP 2012) and the Development Control Plan (2012). It has also been assessed with consideration to the West Oxford Street Design Charette Summary Report and Recommendation issued 19.08.2014 which identifies areas in west Oxford Street, including the subject site, in which increased amenity is necessary.

This assessment is set out in Section 5 of this report; it is considered that the proposal would have a positive impact on the amenity of the subject site and the activation of the area generally.

1 Introduction

1.1 BACKGROUND AND PROPOSAL

The project site comprises a number of addresses including 194-214 Oxford Street and 2 Nelson Street and is located between Oxford Street and Syd Einfeld Drive. However, Urbis has been engaged by Stargate Pty Ltd to prepare the following Heritage Impact Statement only for the dwellings located on the proposed Site A which is located at 194-200 ('subject site').

The subject site is located in the west corner of the block bound by Syd Einfeld Drive, Oxford Street and Nelson Street. It comprises a row of terraces which are listed on the Waverley Council Local Environmental Plan 2012 as a "Two storey residential terrace row" (I212).

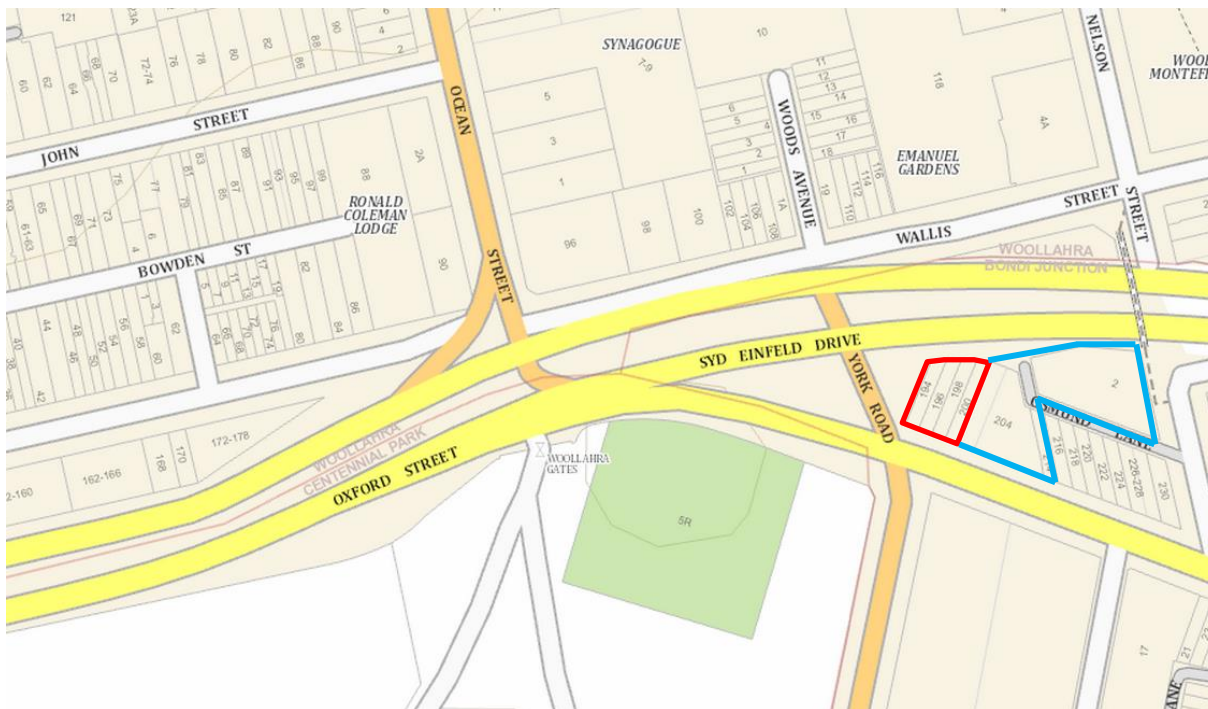
The "Mill Hill" Conservation Area, the Bus Depot/Waverley Tram Depot Building, Nelson Hotel, Centennial Park, Centennial Reservoir and the North Randwick Heritage Conservation Area are also located in the vicinity of the subject site.

The proposal is to remove the structures currently located on the project site and to construct a new complex comprising three sites (A, B and C). A residential tower of 19 storeys would be constructed on Site A (the subject site) and on Site B; a residential tower of 14 storeys would be constructed. Site C has been designated for future development. The development would also involve extensive landscape works.

1.2 SITE LOCATION

The subject site is located at 194-200 Oxford Street, Bondi Junction NSW 2022.

FIGURE 1 – SUBJECT SITE 194-200 OXFORD STREET BONDI JUNCTION INDICATED IN RED AND THE PROJECT SITE INDICATED IN BLUE.



[Source: Six Maps 2014]

1.3 METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Manual 'Statements of Heritage Impact' (2002) and 'Assessing Heritage Significance' (2001) guidelines. The philosophy and process adopted is that guided by the *Australia ICOMOS Burra Charter* 1999.

The subject proposal has been assessed in relation to the relevant controls and provisions contained within the Waverley Local Environmental Plan 2012 and the Waverley Development Control Plan 2012.

1.4 AUTHOR IDENTIFICATION AND ACKNOWLEDGMENTS

The following report has been prepared by Alexandria Barnier (Heritage Consultant). Stephen Davies (Director) has reviewed and endorsed its content.

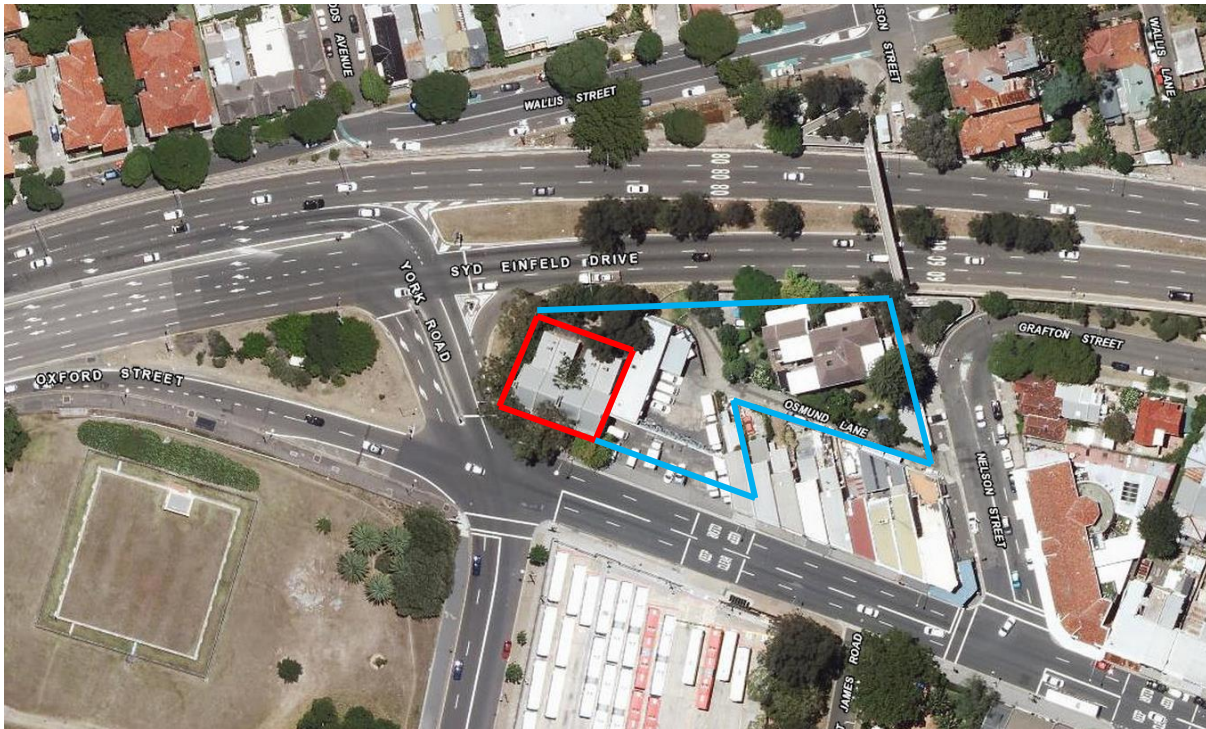
Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

2 Site Description, History and Significance

2.1 SITE DESCRIPTION

The subject site, the subject of this heritage assessment, is located on the northern side of Oxford Street at the intersection of York Road, Syd Einfeld Drive and Oxford Street in the Waverley local government area in Sydney's eastern suburbs. It is located 6 kilometres east of the Sydney central business district. The subject site forms lots 10-13 of Deposited Plan 260116 and is at the junction of the Randwick, Woollahra and Waverley local government areas.

FIGURE 2 – LOCATION PLAN SHOWING THE SUBJECT SITE OUTLINED IN RED AND THE ENTIRE PROJECT SITE OUTLINED IN BLUE.



[SOURCE: SIX MAPS 2014]

The subject site is located between Oxford Street and Syd Einfeld Drive. The heritage listed dwellings are located in the area which is proposed to be 'Site A' and front Oxford Street.

These dwellings constitute four adjoining late Victorian filigree terrace houses which face south and have rear wings. The dwellings are double storey and constructed of exposed brick. The ground floor of each dwelling has an asymmetrical fenestration pattern, each with two sash windows and a transom window over the front door.

On the first floor the terraces have iron filigree balustrades, brackets and fringes and a central French door accessing the front bedroom which two narrow, flanking sash windows. Decorative brackets adorn the party walls between each dwelling at first floor level. They also each have a simple chimney.

The front yards to the terraces have early tiles and prominent rendered fence posts. Pedestrian access to the site is poor and the dwelling to the west appears to show the effects of substantial subsidence (Refer to Picture 4). The poor amenity of the subject site is identified in detail in the West Oxford Street Design Charette Summary Report and Recommendation issued 18.09.2014.

FIGURE 3 – EXTERNAL PHOTOS



PICTURE 1 – VIEW NORTH TOWARDS THE PRIMARY (SOUTHERN) FACADES OF THE SUBJECT DWELLINGS.



PICTURE 2 – VIEW NORTH WEST TOWARDS THE SOUTH EAST CORNER OF THE SUBJECT DWELLINGS.



PICTURE 3 – VIEW NORTH TOWARDS THE PRIMARY (SOUTHERN) FACADE OF 196 OXFORD STREET.



PICTURE 4 – APPARENT SUBSIDENCE AFFECTING THE FRONT (SOUTH) BOUNDARY FENCE OF 194 OXFORD STREET WHICH IS LOCATED AT THE CORNER OF OXFORD STREET AND YORK ROAD.



PICTURE 5 – VIEW EAST ACROSS THE SHARED REAR YARDS OF THE EXISTING DWELLINGS ON THE SUBJECT SITE.



PICTURE 6 – VIEW SOUTH EAST AT THE REAR FAÇADE OF THE DWELLINGS AT 198-200 OXFORD STREET.

FIGURE 4 – INTERNAL PHOTOS



PICTURE 7 – VIEW OF THE CENTRAL HALLWAY OF THE DWELLING AT 196 OXFORD STREET.



PICTURE 8 – VIEW OF THE CENTRAL HALLWAY OF THE DWELLING AT 196 OXFORD STREET.



PICTURE 9 – VIEW DOWN THE STAIRCASE IN THE DWELLING AT 196 OXFORD STREET.



PICTURE 10 – VIEW UP THE CENTRAL HALLWAY ON THE FIRST FLOOR IN THE DWELLING AT 196 OXFORD STREET.

FIGURE 5 – EXISTING BUILDING STOCK IN THE VICINITY



PICTURE 11 – SOUTH EAST AT THE BUS DEPOT/WAVERLEY TRAM DEPOT OPPOSITE THE SUBJECT SITE.



PICTURE 12 – LOOKING WEST TOWARDS THE NORTH EAST CORNER OF STATE LISTED CENTENNIAL PARKLANDS OPPOSITE THE SUBJECT SITE.

3 Historical Overview

Captain John Piper was granted a substantial amount of land east of Sydney in the early 19th century. However, much of this was lost to Daniel Cooper and Solomon Levy in March 1830 after Piper experienced financial hardship¹. The Point Piper Estate was subdivided in 1844 however this ceased after Coopers death nine years later.

FIGURE 6 – DETAIL PLAN OF UPPER PADDINGTON 1850-1857 SHOWING THE SUBDIVISION OF THE SITE



Source: National Library of Australia Map F 353

The earliest development in Bondi Junction was concentrated around South Head Road. The street was constructed in 1811 by soldiers of the 73rd Regiment. The land boom of the 1880s pressure for residential sites saw subdivision of the lands within the Cooper Estate to the north of Oxford Street by the Australian Land Company on behalf of Daniel Cooper III. The development of Bondi Junction became evident after the tramway was completed in 1881.

¹ Marjorie Barnard, 'Piper, John (1773–1851)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/piper-john-2552/text3449>, published first in hardcopy 1967, accessed online 20 November 2014.

FIGURE 7 – METROPOLITAN SERIES OF MAPS WOOLLAHRA 1887 SHEET 10 APPROXIMATE LOCATION INDICATED



Source: State Library of New South Wales 2014

3.1.1 HISTORICAL DEVELOPMENT OF OXFORD STREET

South Head Road, completed in May 1811, later became known as Oxford Street gradually by four different local governments. The section on which the subject site is located (between Jersey Road and Bondi Junction) was renamed in 1901.² It was described as a 'beautiful avenue of recreation, either as a pleasant ride or promenade' which had been carved out of 'a wild and almost impenetrable scrub.'³

The subject site is at the juncture of Woollahra Waverley and Randwick Councils and originally 194-200 Oxford Street was part of the Woollahra local government area as late as the last Sands Directory of 1932-33.

3.2 PROPERTY OWNERS AND DATE OF CONSTRUCTION

A Rates Books search for 194-200 Oxford Street Bondi Junction indicates that the subject dwellings were constructed in 1892. The ownership history is outlined below.

TABLE 1 – PROPERTY OWNERS 194-200 OXFORD STREET, BONDI JUNCTION NSW 2022

DATE	OWNER
1892-1904	Marshall, Esther
1905-1916	McKeon, M

² Woollahra Council Library. Local History fast Facts Oxford Street.

³ The Sydney Gazette

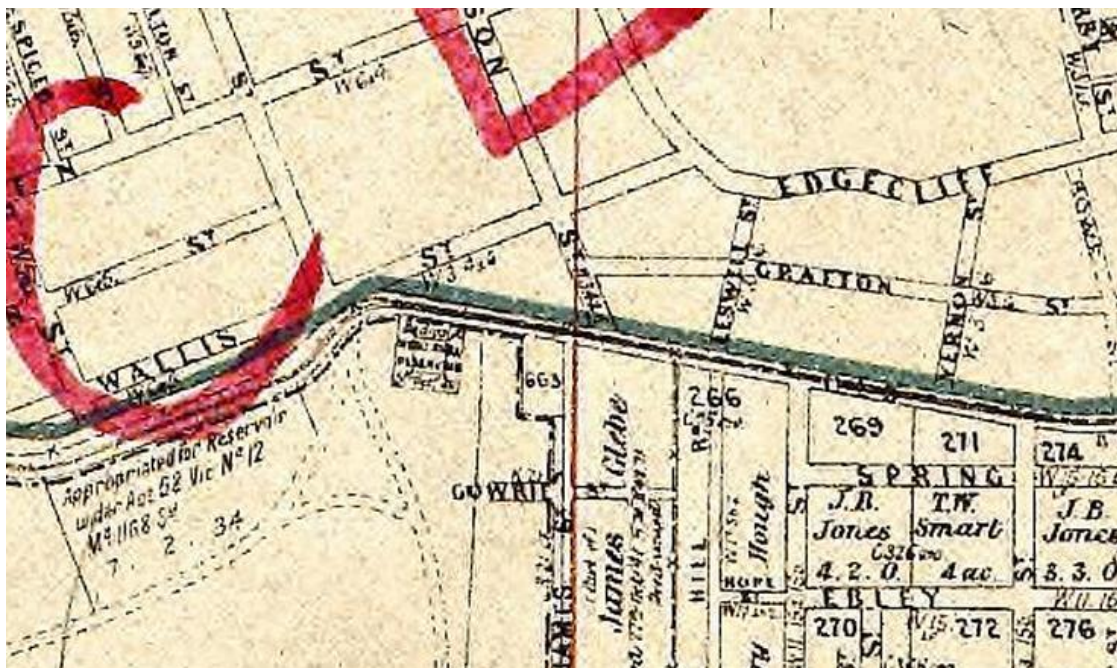
1917-1935	O'Brien, John
1936-1943	Tyrell, James

TABLE 2 – BUILDING NAMES AND PREVIOUS BUILDING NUMBERS

BUILDING NAME AND PREVIOUS BUILDING NUMBER	CURRENT BUILDING NUMBER
176 'Bologna' Old South Head Road – Piper Ward	200 Oxford Street Bondi Junction
174 'Verona' Old South Head Road – Piper Ward	198 Oxford Street Bondi Junction
172 'Mantova' Old South head Road- Piper Ward	196 Oxford Street Bondi Junction
170 'Padua' Old South Head Road- Piper Ward	194 Oxford Street Bondi Junction

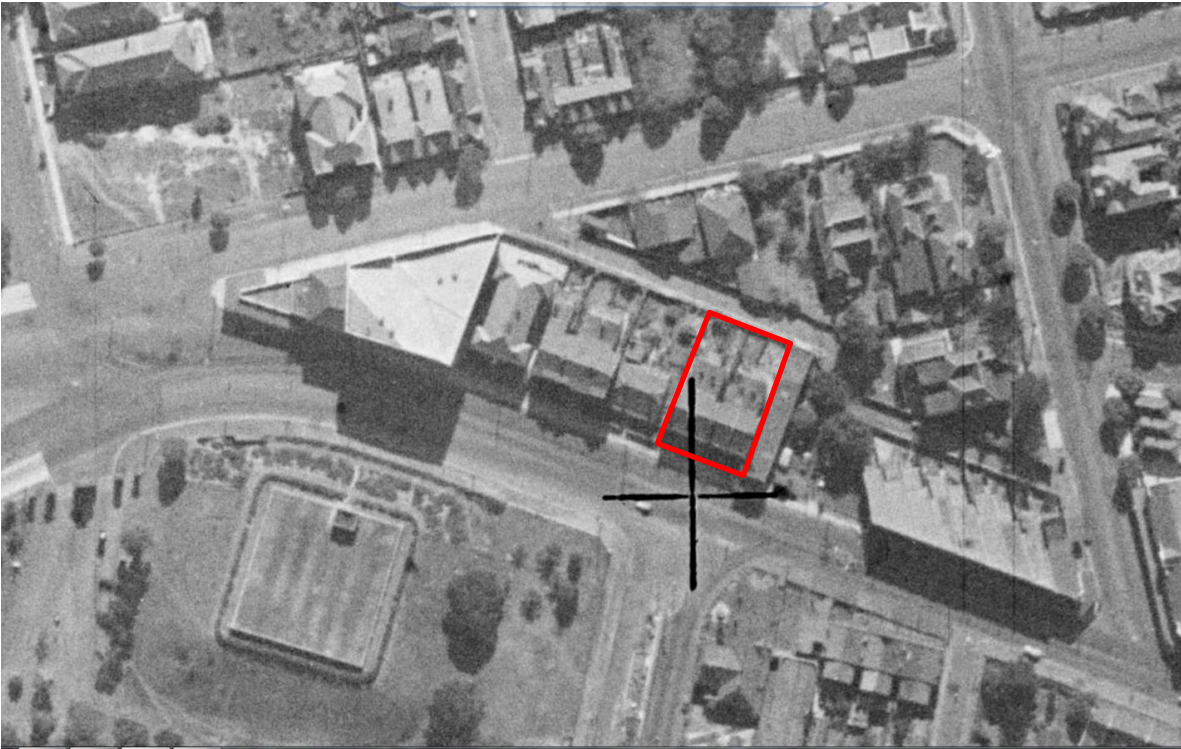
This corresponds to the Metropolitan series of maps from 1887 (Figure 7) showing no building outlines on the subject site.

FIGURE 8 – PARISH OF ALEXANDRIA EASTERN DIVISION MAP 1900



Source: Land Titles 2014

FIGURE 9 – 1943 AERIAL MAP 194-200 OXFORD STREET BONDI JUNCTION INDICATED IN RED



Source: Six Maps 2014

4 Significance

The row of terraces located on the subject site is listed on the Waverly Council Local Environmental Plan 2012 as a “Two storey residential terrace row” (I212). The subject site is also located within the curtilage of the Landscape Item I506 – Norfolk Pine at 2 Nelson Street. The “Mill Hill” Conservation Area (C12), the Bus Depot/Waverley Tram Depot Building at 1-15 Oxford Street (I224) and the Nelson Hotel at 232 Oxford Street are also located in the vicinity of the subject site.

4.1.1 WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, it is important to understand its values. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise a place’s heritage values – why it is important, why a statutory listing was made to protect these values.

4.1.2 SIGNIFICANCE ASSESSMENT

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local.

The following assessment of heritage significance has been prepared in accordance with the ‘Assessing Heritage Significance’ (2001) guideline from the *NSW Heritage Manual* for subject site.

TABLE 3 – ASSESSMENT OF HERITAGE SIGNIFICANCE

CRITERIA	SIGNIFICANCE ASSESSMENT
A – Historical Significance <i>An item is important in the course or pattern of the local area’s cultural or natural history.</i>	<p>The subject site, while originally part of the Point Piper Estate does not have any direct connections with any historically important event. However, it is considered that the terraces are historically significant in that they indicate the development of west Oxford Street in the late 19th century. The 1943 aerial indicates that they were once part of a more comprehensive streetscape of dwellings that were demolished for the expressway.</p>
Guidelines for Inclusion <ul style="list-style-type: none"> shows evidence of a significant human activity <input type="checkbox"/> is associated with a significant activity or historical phase <input checked="" type="checkbox"/> maintains or shows the continuity of a historical process or activity <input type="checkbox"/> 	Guidelines for Exclusion <ul style="list-style-type: none"> has incidental or unsubstantiated connections with historically important activities or processes <input type="checkbox"/> provides evidence of activities or processes that are of dubious historical importance <input type="checkbox"/> has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/>
B – Associative Significance <i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area’s cultural or natural history.</i>	<p>The item has no known associations with any person/s of particular significance in the local area or Sydney generally. Accordingly, the subject site does not meet the requisite significance threshold under this criterion.</p>
Guidelines for Inclusion <ul style="list-style-type: none"> shows evidence of a significant human occupation <input type="checkbox"/> is associated with a significant event, person, or group of persons <input type="checkbox"/> 	Guidelines for Exclusion <ul style="list-style-type: none"> has incidental or unsubstantiated connections with historically important people or events <input type="checkbox"/> provides evidence of people or events that are of dubious historical importance <input checked="" type="checkbox"/> has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/>
C – Aesthetic Significance <i>An item is important in demonstrating aesthetic</i>	<p>The buildings do retain elements characteristic of the late Victorian terrace house style; however it is considered that the immediate context of the subject site and the character</p>

CRITERIA	SIGNIFICANCE ASSESSMENT
<i>characteristics and/or a high degree of creative or technical achievement in the local area.</i>	of the streetscape leading into Bondi Junction are so eroded due to the construction of the larger motorways, that the aesthetic significance of the terrace group has been compromised. The heritage significance of the terraces therefore lies only in their general representation of the late Victorian filigree style.
Guidelines for Inclusion <ul style="list-style-type: none"> shows or is associated with, creative or technical innovation or achievement <input type="checkbox"/> is the inspiration for a creative or technical innovation or achievement <input type="checkbox"/> is aesthetically distinctive <input type="checkbox"/> has landmark qualities <input type="checkbox"/> exemplifies a particular taste, style or technology <input checked="" type="checkbox"/> 	Guidelines for Exclusion <ul style="list-style-type: none"> is not a major work by an important designer or artist <input checked="" type="checkbox"/> has lost its design or technical integrity <input type="checkbox"/> its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded <input checked="" type="checkbox"/> has only a loose association with a creative or technical achievement <input checked="" type="checkbox"/>
D – Social Significance <i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i>	The subject site has no known associations with any particular community or cultural group in the area. Accordingly, the subject site does not meet the requisite significance threshold under this criterion.
Guidelines for Inclusion <ul style="list-style-type: none"> is important for its associations with an identifiable group <input type="checkbox"/> is important to a community's sense of place <input type="checkbox"/> 	Guidelines for Exclusion <ul style="list-style-type: none"> is only important to the community for amenity reasons <input type="checkbox"/> is retained only in preference to a proposed alternative <input checked="" type="checkbox"/>
E – Research Potential <i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i>	<p>There is no evidence to suggest that the extant structure has any technical significance beyond common late Victorian building practices. As such, it is considered that there is no further technical information that could be ascertained from it and it therefore has no research potential.</p> <p>There are no known archaeological deposits located on the subject site. Notwithstanding, it is beyond the scope of this report to assess archaeological potential.</p>
Guidelines for Inclusion <ul style="list-style-type: none"> has the potential to yield new or further substantial scientific and/or archaeological information <input type="checkbox"/> is an important benchmark or reference site or type <input type="checkbox"/> provides evidence of past human cultures that is unavailable elsewhere <input type="checkbox"/> 	Guidelines for Exclusion <ul style="list-style-type: none"> the knowledge gained would be irrelevant to research on science, human history or culture <input type="checkbox"/> has little archaeological or research potential <input type="checkbox"/> only contains information that is readily available from other resources or archaeological sites <input checked="" type="checkbox"/>
F – Rarity <i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	There are numerous examples of terrace housing of the same period as the subject dwelling in the vicinity of the subject site and in Bondi Junction generally. Many of these are considered better examples of the type than those located on the subject site as the intactness of their contexts contributes to their visual setting and aesthetic significance. Therefore it is considered that the subject site is not a rare or good example of its type.
Guidelines for Inclusion <ul style="list-style-type: none"> provides evidence of a defunct custom, way of life or process <input type="checkbox"/> demonstrates a process, custom or other human activity that is in danger of being lost <input type="checkbox"/> shows unusually accurate evidence of a 	Guidelines for Exclusion <ul style="list-style-type: none"> is not rare <input checked="" type="checkbox"/> is numerous but under threat <input type="checkbox"/>

CRITERIA	SIGNIFICANCE ASSESSMENT
<ul style="list-style-type: none"> significant human activity <input type="checkbox"/> is the only example of its type <input type="checkbox"/> demonstrates designs or techniques of exceptional interest <input type="checkbox"/> shows rare evidence of a significant human activity important to a community <input type="checkbox"/> 	
<p>G – Representative</p> <p><i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i></p> <ul style="list-style-type: none"> cultural or natural places; or cultural or natural environments. 	<p>The subject site does generally represent a late Victorian filigree style dwelling. However it is not considered to be a remarkable example as its setting has been significantly eroded and there are substantially better examples of the type extant elsewhere in the suburb.</p>
<p>Guidelines for Inclusion</p> <ul style="list-style-type: none"> is a fine example of its type <input type="checkbox"/> has the principal characteristics of an important class or group of items <input checked="" type="checkbox"/> has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity <input type="checkbox"/> is a significant variation to a class of items <input type="checkbox"/> is part of a group which collectively illustrates a representative type <input type="checkbox"/> is outstanding because of its setting, condition or size <input type="checkbox"/> is outstanding because of its integrity or the esteem in which it is held <input type="checkbox"/> 	<p>Guidelines for Exclusion</p> <ul style="list-style-type: none"> is a poor example of its type <input type="checkbox"/> does not include or has lost the range of characteristics of a type <input type="checkbox"/> does not represent well the characteristics that make up a significant variation of a type <input type="checkbox"/>

4.1.3 STATEMENT OF SIGNIFICANCE

The subject site is considered to meet the requisite threshold of significance for local historical and aesthetic significance as a contributor to the area. The subject terraces would not be categorised as heritage items in a conservation area or broader group listing but would be considered to be contributory items. It is considered that the terraces have been compromised in their contribution to the area by the loss of their previous context and the very poor amenity that has been applied due to the location on the intersection of three major roads.

The streetscape leading into Bondi Junction has been substantially altered in order to accommodate the roadway to the north which has significantly eroded the setting of the items. Further, it is one of a number of examples of the type in the area. Therefore it is considered that the terraces are only generally representational of the style in which they were built and are not rare in the local area or Sydney generally.

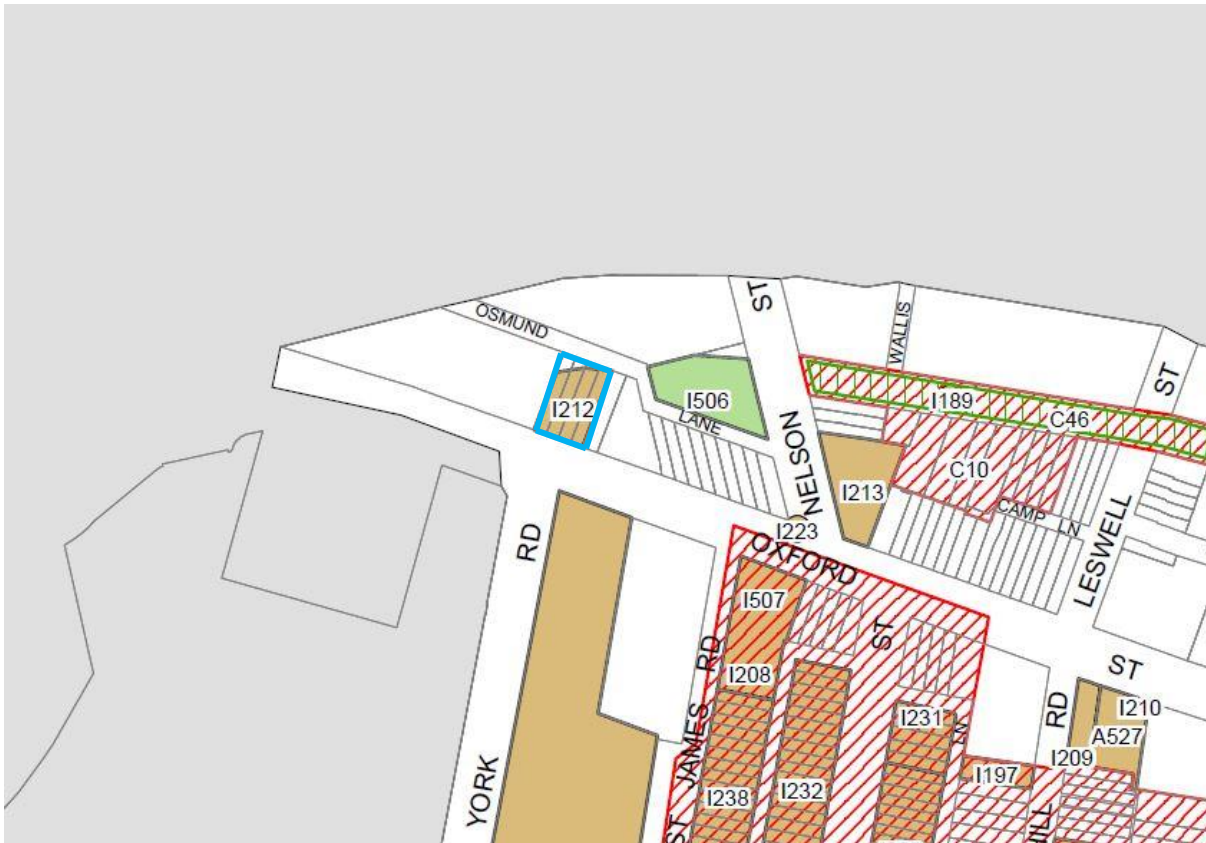
The subject site does not have any known associations with any person or group of significance in the community or display any technical achievement beyond that which was standard of the common building practices of the late Victorian period. As such is not considered to have associational or social significance or research potential.

5 Impact Assessment

5.1 HERITAGE LISTING

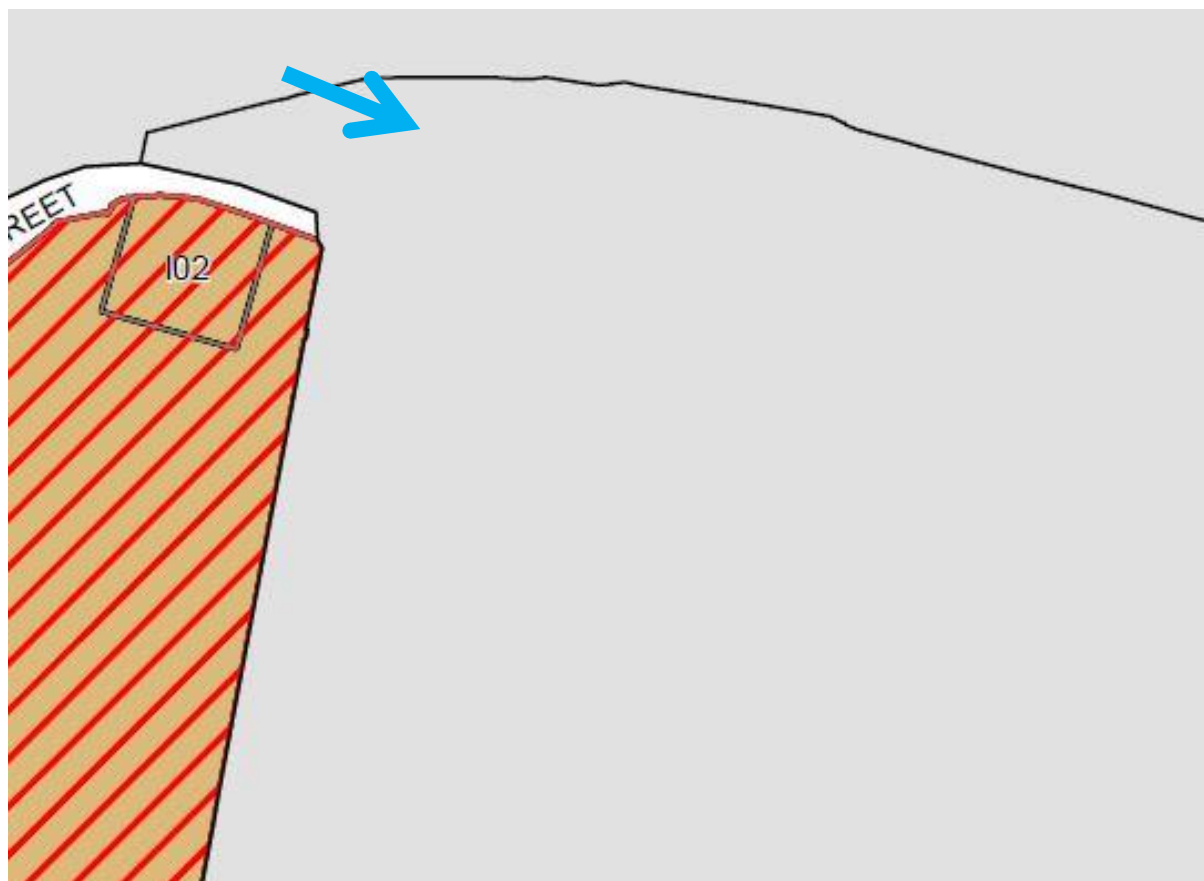
The subject property is heritage listed under the Waverley Council Local Environmental Plan 2012, as shown on the heritage map below.

FIGURE 10 – WAVERLEY COUNCIL LEP 2012 HERITAGE MAP. THE SUBJECT SITE IS OUTLINED IN BLUE.



Source – Waverley Council Local Environmental Plan 2012 Heritage Map Sheet 001A

FIGURE 11 – RANDWICK COUNCIL LEP 2012 HERITAGE MAP. THE APPROXIMATE LOCATION OF THE SUBJECT SITE IS INDICATED BY THE BLUE ARROW.



Source – Randwick Council Local Environmental Plan 2012 Heritage Map Sheet 006

5.2 STATUTORY CONTROLS

5.2.1 LOCAL ENVIRONMENTAL PLAN

The proposed works are addressed in the table below in relation to the relevant clauses in the LEP.

TABLE 4 – RELEVANT LEP CLAUSES

CLAUSE	DISCUSSION
<p>5.10 Heritage conservation</p> <p>Note. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the <u>Heritage Map</u> as well as being described in Schedule 5.</p> <p>(1) Objectives</p> <p>The objectives of this clause are as follows:</p> <p>(a) to conserve the environmental heritage of Waverley,</p> <p>(b) to conserve the heritage significance of heritage items and heritage conservation areas, including</p>	<p>1) a) and b) The proposal is for the demolition of the subject dwellings for the erection of a residential flat building. The extant dwellings are listed under Schedule 5 of the Waverley LEP 2012. They are also located in the vicinity of a number of heritage listed items and conservation areas.</p> <p>Heritage listed items located in the vicinity of the subject site include the following:</p> <ul style="list-style-type: none"> • The “Mill Hill” Heritage Conservation Area (C12 – Waverley LEP 2012); • The Bus Depot/Waverley Tram Depot Building at 1-15 Oxford Street (I224 – Waverley LEP 2012); • Norfolk Pine at 2 Nelson Street (Landscape Item 506 – Waverley LEP 2012); • Centennial Park, including Federation monument, Superintendents residence, park gates, 2 Corinthian Columns, 2 Statues, Centennial Park

<p>associated fabric, settings and views,</p> <p>(c) to conserve archaeological sites,</p> <p>(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.</p>	<p>(I01 – Randwick LEP 2012);</p> <ul style="list-style-type: none"> Centennial Park Reservoir WS001, 3R Oxford Street, (I02 – Randwick LEP 2012); and The North Randwick Heritage Conservation Area (C1 – Randwick LEP 2012). <p>This HIS is required to assess the potential impact that the proposed redevelopment is likely to generate upon the identified heritage items. This assessment is detailed in the discussion in Sections 5.2.2 and 5.3below.</p>
<p>(5) Heritage assessment</p> <p>The consent authority may, before granting consent to any development:</p> <p>(a) on land on which a heritage item is located, or</p> <p>(b) on land that is within a heritage conservation area, or</p> <p>(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.</p>	<p>The subject site constitutes a locally listed heritage item and is located in the vicinity of a number of locally listed heritage items. A full assessment of the heritage impact of the proposed works is included in Sections 5.2.2 and 5.3below.</p>

5.2.2 DEVELOPMENT CONTROL PLAN

The proposed works are addressed in the table below in relation to the relevant provisions in the DCP.

TABLE 5 – DEVELOPMENT CONTROL PLAN

PROVISION	DISCUSSION
<p>1.5 Heritage and Buildings of Historic Character</p> <p>Objectives</p> <p>(b) To retain the streetscape setting of sites and buildings of historic, architectural and aesthetic significance.</p> <p>(c) To recognise the opportunities for heritage sites and contributory buildings to inform streetscape character.</p> <p>(d) To ensure developments in or adjacent to conservation areas retain and enhance the conservation values of that area.</p>	<p>b) The streetscape setting of the site has been substantially eroded due to the construction and widening of roadways. As such, it is considered that the remnant terrace houses at present retain little connection with their original setting and earlier road network.</p> <p>Further, the character of the area is changing, with developing retail shopfronts along Oxford Street and higher density residential above and behind. The necessity for the redevelopment of the area to achieve a substantial benefit to the community is identified in detail in the West Oxford Street Design Charette Summary Report and Recommendation issued 18.09.2014. This report recommends the development of the area in and around the subject site to increase density. The proposed development would be in keeping with this desired future character and would activate the area while the amenity of those residing at the address would be significantly enhanced.</p> <p>c) As above, it is considered that the amenity of those residing on the site would be significantly increased should it be redeveloped. While the building is heritage listed, the site inspection revealed that pedestrian access to the terraces is poor, acoustic quality is poor and the</p>

	<p>westernmost terrace is showing the effects of subsidence. Further, those properties located in the conservation areas in the vicinity are more representative of the contiguous character of early development in Bondi Junction. The West Oxford Street Design Charette, which included heritage professionals, also recommended the removal of the terraces to allow for the construction of higher density residential. It is therefore considered appropriate from a heritage perspective to develop the site with lesser representational value to increase the residential density, amenity and general activation of the area.</p> <p>d) The site is not located in, nor adjacent, but in the vicinity of a conservation area.</p> <p>Oxford Street constitutes a main arterial road lined with early shop top developments. Development behind these primarily constitutes a combination of conservation areas dominated by late Victorian housing (south of Oxford Street) and high density residential towers (north). Therefore, the outlook from the conservation areas would remain essentially unchanged as the development would be in keeping with the pattern of residential development to the north of Oxford Street. The development would therefore respect the remnant values of the adjacent conservation areas.</p>
<p>1.5.1 Buildings of Historic Character</p> <p>Controls</p> <p>(b) Where a facade cannot be retained the new buildings are to interpret the scale, facade modelling including the location and percentage of glass to solid wall and the vertical and horizontal proportions of the existing building.</p> <p>(c) Where the building form, detailing or use of individual buildings of historic character have been inappropriately altered and changed, any application to upgrade or re-use the buildings must clearly demonstrate that the architectural and streetscape value of the building will be enhanced by the proposal.</p> <p>(d) Any application to demolish an identified building of historic character must clearly demonstrate that a replacement building will possess equal or higher quality contributory value regarding streetscape, character, architectural design and material quality.</p> <p>(e) New development adjacent to buildings of historic character must have facades sympathetic in vertical and horizontal proportions and alignments.</p> <p>(f) New buildings adjacent to buildings of historic character or heritage items should display proportions respectful of and build upon</p>	<p>b) The extant terraces are proposed for removal in order to allow for the construction of a new residential flat building. While this would constitute the removal of a building of historic character, the amenity of the site would be significantly increased and there would be a substantial benefit to the community, as discussed above. It should be noted that all three groups involved in the West Oxford Street Design Charette recommended that the site be redeveloped with high density residential towers in order to activate the area, improve public domain amenity.</p> <p>At present the terraces are located immediately adjacent to highly trafficked York Road which not only has an impact on the terraces in terms of amenity (pollution, noise and access), but physically, as the westernmost terrace appears to be showing the effects of subsidence.</p> <p>It is considered that the replacement building would possess a higher level of contributory value to the streetscape character in terms of good planning outcomes as the proposed tower would be well designed, with ground floor features to activate the currently underutilised streetscape. It would be of high quality material and would present as a landmark feature and gateway building to Bondi Junction while generally increasing the density of the area.</p> <p>The associated site works; in particular the new kerb and street alignment and land dedication from the corner site, would provide additional public domain. This would enable easier east-west movement along the north side of Oxford Street as the width of the existing footpath could be increased. This need to increase pedestrian amenity was identified by Hill Thalys, Jila and McGregor Westlake in the West Oxford Street Design Charette.</p> <p>It is considered that the outlook towards the subject site from Syd Enfield Drive would be enhanced by the proposed public plaza to the north of Site A as the rear yard of the terraces and the nature strip currently appear from the north as unresolved and visually unremarkable.</p> <p>All identified heritage items and conservation areas in the vicinity of the subject site are located on the south side of Oxford Street, opposite the subject site. As such, it is</p>

<p>proportions similar to adjoining streetscape and forms.</p> <p>(g) New buildings adjacent to buildings of historic character or heritage items should draw on the predominant pattern of the streetscape. They are to be open & glazed at street level, have emphasis toward a singular enclosed building form at upper levels and be capped by a lighter more articulated element.</p>	<p>considered that the substantial separation between them and the tower proposed for 'Site A' would ensure that it does not visually dominate any when the conservation areas are viewed in their contexts.</p> <p>Although the tower would be located in the vicinity of buildings of historic character, it would be clearly discernable as a contemporary addition to the streetscape and in keeping with the changing pattern of development along Oxford Street. It is considered that the proposed development would be similar to that in others parts of Oxford Street, which is characterised by a combination of small shop top structures and contemporary high density development. It would also reflect the desired future character of the area.</p> <p>It is considered that this development would provide the street with substantially increased amenity. It would be glazed at street level with a number of retail tenancies and a community centre fronting the prominent corner at Oxford Street and York Road, creating a welcoming gateway building and a significant increase in employment opportunities.</p>
<p>Facades</p> <p>(h) Original facade elements above awning level such as windows, parapets, balconies and ornamental detailing should be retained where possible.</p> <p>(i) Consistency should be achieved through; parapet height, string course both at parapet level, window proportions (sill and lintel height), awning height, fenestration and balcony elements, facade depth and modelling (refer to Figure 6).</p>	<p>The dwellings on the subject are not proposed for retention and as such this control does not apply to the proposed works. However, for the reasons enunciated above, it is considered that the proposed development would result in significantly increased amenity for the residents on the subject site and would constitute a positive contribution to the streetscape, celebrating the western entrance to Bondi Junction.</p>
<p>Height</p> <p>(j) Match the streetscape proportions and scale of the heritage or contributory building facade.</p> <p>(k) The height of the building at the facade shall take into consideration existing parapets and other facade details of established surrounding development.</p>	<p>Although the proposed development would be higher than the early shop top development, it would be in accordance with the outcomes of the West Oxford Street Design Charette which identifies the need for increased amenity in the area which would be achieved through higher density residential and retail. The proposed development would reflect this desired future character.</p>
<p>Materials</p> <p>(m) Ensure there is a positive integration of contemporary prefabricated building materials. Using materials similar to or compatible with the existing context (generally rendered or painted masonry).</p>	<p>The materials used for the proposed development would be consistent with those extant in the streetscape for the contemporary high density buildings. As the area is characterised by a mix of early and contemporary building stock, it is considered that the proposed materiality would have a neutral impact on the character of the surrounding area.</p>
<p>Windows</p>	<p>The dwellings on the subject are not proposed for retention and as such this control does not apply to the proposed</p>

<p>(n) When restoring a facade that has been subject to substantial alterations over time, look to similar examples in the street to determine correct window proportion, style and materials.</p> <p>(o) Ensure the window area is proportionate to the wall mass.</p> <p>(p) Prefabricated aluminium windows will not be appropriate.</p>	<p>works. However, for the reasons enunciated above, it is considered that the proposed development would significantly increase the amenity of those residing on the subject site and would generally constitute a positive contribution to the streetscape.</p>
<p>Colour</p> <p>(s) Achieve a sympathetic juxtaposition of colour on adjacent building forms and ensure that a row of shops which are homogeneous or symmetrical in style adopt a uniform tonal distribution over the facade without limiting individual colour expression on each shop.</p>	<p>A colour and materials schedule has not yet been witnessed and endorsed by Urbis. However, it is considered that a contemporary colour scheme would be appropriate for the development as it is typical for higher density housing and is evident in the apartment buildings which line Oxford Street.</p>
<p>1.4 Subdivision</p> <p>Objectives</p> <p>(a) To reinforce the expression of small lot subdivision pattern in building form.</p> <p>(b) To enrich the character and diversity within the centre.</p> <p>(c) To encourage a human scale in building design.</p> <p>(d) To encourage a diversity of shop fronts along streets.</p> <p>(e) To encourage the highest and best use of land along shopping streets.</p>	<p>Assessment of the proposal against these controls has been made in accordance with Section 1.5.2 Control (d) which states that any <i>'New building on lots with frontages identified in [the DCP] should be designed in accordance with the subdivision controls in Part E1.4 – Subdivision.'</i></p> <p>a) Site A would require the consolidation of the existing lots and the removal of the existing subdivision plan. However, it is considered that the cultural significance of the subdivision plan has been deteriorated by the surrounding development which has seen the construction of York Road to the west and the car yard to the east. As such, the subdivision layout of the original lot is no longer discernable and that which remains has little relationship with its context. It is noted that there are good examples of original subdivision plans with small lots suitable for late Victorian housing remnant in a number of places south of Oxford Street. Accordingly, it is considered that the consolidation of the lots comprised within the subject site would not have a significant impact on the remnant subdivision layouts in the vicinity;</p> <p>b) It is strongly considered that the works as proposed would have a positive public outcome for the below reasons:</p> <ul style="list-style-type: none"> o The new landscaping upgrade would activate the western end of Oxford Street which lacks significant foot traffic; o The urban artworks would generally enhance the visual quality of the site; o The land dedication would ensure safer pedestrian and cyclist passage east-west along Oxford Street; o The multipurpose public space would further activate the general area; and

	<ul style="list-style-type: none"> ○ The plaza would facilitate new business which would increase employment opportunities in the area and would encourage informal uses. <p>c) The human scale in the building design would be present in the ground floor of the tower which would be highly activated generating the benefits described above;</p> <p>d) A variety of shop fronts and uses, both formal and informal would be encouraged on the ground floor; and</p> <p>e) Although requiring the removal of the a heritage listed item, it is considered that from a planning perspective, the works as proposed would facilitate the highest and best use of land along Oxford Street. At present it is considered that the western end is poorly populated and underutilised. It is considered that the works as proposed would constitute the best economic use of the site. This is corroborated by the outcomes of the West Oxford Street Design Charette which recommends removal of the terraces for the redevelopment of the subject.</p>
<p>Controls</p> <p>(a) Retaining the small lot subdivision pattern which reflects the original shop fronts along streets in the Bondi Junction Centre is encouraged on lots</p> <p>(b) Where this cannot occur due to amalgamation, the design of building elevations is to interpret the small lot subdivision pattern along the street front on lots.</p> <p>(c) The design of building elevations on lots is to generally use a 6m grid. This 6m grid can be varied by +/- 2m in order to match an existing grid of an existing building or lot.</p>	<p>a) As above;</p> <p>b) The lots would be amalgamated in order to achieve the benefits described above. The ground floor facade of the building at Site A facing Oxford Street would be modulated in order that demarcate the shops. No elevations have been witnessed which indicate that this modulation is reflective of the original subdivision pattern. However, interpretation of the original subdivision could be considered; and</p> <p>c) The plans witnessed do not indicate if the building would use a 6m grid.</p>
<p>1.5.2 Streets with Heritage and Buildings of Historic Character</p> <p>Objectives</p> <p>(b) To enhance the streetscape setting adjacent to heritage sites.</p> <p>(c) To retain and reinforce a pedestrian scale to streets.</p> <p>(d) To encourage ongoing adaptive re-use of buildings of historic character.</p>	<p>b) For the reasons enunciated above, it is considered that the streetscape would be enhanced by the proposal in terms of positive planning outcomes;</p> <p>c) The footpath is underutilised, largely inaccessible and dangerous on the western part of Oxford Street. As such it is considered that human scale of the existing terraces is not making a contribution to Oxford Street. The multipurpose nature of the ground floor of the proposed development would ensure that the pedestrian scale is enhanced and the area is activated;</p> <p>d) Although the existing terraces would be removed in order to construct Site A, it is considered that the subject site, in such a prominent area and currently underutilised should be used to its full potential as described in Section 1.4 (e) of the DCP 2012.</p>
<p>Controls</p> <p>(a) New buildings on lots with frontages identified in Figure 7 are to have a 2/3 storey façade along the street and are to be built to the street</p>	<p>a) A multistorey residential tower with a multipurpose ground floor is proposed in this area in order to fully utilise the site. The tower would further be slightly set back from the existing street alignment such that works to improve the pedestrian and cyclist amenity are allowed for.</p> <p>b) The proposed balconies to Oxford Street would be a</p>

alignment.	unique design feature of the new development and as such would not be recessed within the line of the façade. It is understood that this feature is desired in order to create the distinctive 'gateway' building.
(b) Balconies to the street facade are to be recessed behind the principle building facade.	
(c) Open spaces and external building forecourts at street level are discouraged on streets with heritage buildings.	c) The open space at street level would be located behind (north of) the residential tower. As such, it is not anticipated that it would have a visual impact on the heritage items located in the vicinity.
(d) New building on lots with frontages identified in Figure 7 should be designed in accordance with the subdivision controls in Part E1.4.	d) As above.

5.3 HERITAGE OFFICE GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the Heritage Office's 'Statement of Heritage Impact' guidelines

TABLE 6 – RELEVANT QUESTIONS

QUESTION	DISCUSSION
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	<p>It is considered that the proposed development would not detrimentally impact on the heritage significance of the heritage listed items and conservation areas in the vicinity as it would be located on the opposite side of a road to each.</p> <p>The subject buildings, although listed as a group, are not of such assessed value that they are individually significant. They represent contributory values to the area but do not contribute to a broader area in their current location. They have been isolated by earlier development and demolition for road works. The significance of the items must be assessed against other planning outcomes for the area.</p> <p>Further, it is considered that the area would generally be activated and would be of benefit to the surrounding heritage items as it would increase foot traffic around them, heightening appreciation as well as casual security of them.</p>
The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:	Although it is recognised that the proposed development would require the removal of the existing terraces on site, it is considered that the new building would have a number of significant benefits to the area in terms of planning issues. These benefits are described in Section 5.2.2 above.
The following sympathetic solutions have been considered and discounted for the following reasons:	N/A
<p>Demolition of a building or structure</p> <p>Have all options for retention and adaptive re-use been explored?</p> <p>Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?</p> <p>Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?</p> <p>Has the advice of a heritage consultant been sought?</p>	<p>It is understood that retention of the terraces was considered however that this options was discounted as it did not allow for the best urban renewal potential of the site to be met.</p> <p>It is considered that the heritage item is a typical example of its type and is not rare in the context of Bondi Junction or Sydney generally. Therefore significant elements of the items are present in a number of other heritage items located in Bondi.</p> <p>Conservation is possible at this time but has been discounted considering the increased amenity possible</p>

QUESTION	DISCUSSION
<p>Have the consultant's recommendations been implemented? If not, why not?</p>	<p>should the terraces be replaced with a higher density structure. It is therefore considered that this gateway site would have a better urban design response with the proposed development. The very poor amenity of the location of the terraces has led to their currently poor condition.</p> <p>Urbis has been engaged as the heritage consultants for the project. It is considered that the proposal is acceptable from a heritage perspective for the reasons set out in this assessment.</p>
<p>New development adjacent to a heritage item</p> <p>How does the new development affect views to, and from, the heritage item?</p> <p>What has been done to minimise negative effects?</p> <p>How is the impact of the new development on the heritage significance of the item or area to be minimised?</p> <p>Why is the new development required to be adjacent to a heritage item?</p> <p>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</p> <p>Is the development sited on any known, or potentially significant archaeological deposits?</p> <p>If so, have alternative sites been considered? Why were they rejected?</p> <p>Is the new development sympathetic to the heritage item?</p> <p>In what way (e.g. form, siting, proportions, design)?</p> <p>Will the additions visually dominate the heritage item?</p> <p>How has this been minimised?</p> <p>Will the public, and users of the item, still be able to view and appreciate its significance?</p>	<p>As the building would have a larger setback from Oxford Street than at present, it is not anticipated that there would be any change to existing views to and from the heritage items from any point on Oxford Street as a result of the proposal.</p> <p>There are currently no significant views from Syd Enfield Drive (north) towards any identified heritage items; as such the proposed tower would have no impact on views from this direction.</p> <p>The new development is required to be adjacent to a heritage item as the western end of Oxford Street is currently both underutilised and the location of a number of heritage items. As such, the owner wishes to achieve the best use of the site.</p> <p>The proposed site is not the location of any known significant archaeological deposits. Notwithstanding, it is beyond the scope of this report to discuss archaeological potential.</p> <p>For the reasons set out above it is considered that the public and users of the items in the vicinity would still be able to view and appreciate its significance as at present.</p>
<p>New landscape works (including car parking and fences)</p> <p>How has the impact of the new work on the heritage significance of the existing landscape been minimised?</p> <p>Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?</p> <p>Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?</p> <p>Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?</p> <p>How does the work impact on views to, and from, adjacent heritage items?</p>	<p>The bulk of the significant landscape works would be located under the current ground level or to the rear of the tower such that it is largely not visible from Oxford Street.</p> <p>As this is a high density development of a significantly different character than any earlier one which may have existed in the vicinity it is considered that reinstatement of previous landscaping would not be practical.</p> <p>As the bulk of the new landscaping works would be located behind (north of) the tower, they would not have any impact on views to and from adjacent heritage items from Oxford Street.</p>

6 Conclusion and Recommendations

This assessment acknowledges the historic and aesthetic significance that the item makes to the area. This contribution is not rare but representative of the types of housing of the period in Bondi junction, Queens Park, Woollahra and Paddington.

Notwithstanding the above, the amenity of the existing terraces in terms of access, pollution and noise is considered to be very poor and the structures are showing the physical effects of significant subsidence. It is therefore recognised that redevelopment would be necessary in substantially improving the amenity of those residing on the site.

Further, it is considered that the proposed replacement building would possess a high level of contributory value to the streetscape character in terms of good planning outcomes as the proposed towers are well designed, with ground floor features to activate the currently underutilised streetscape. This development would be in line with the outcomes of the West Oxford Street Design Charette which identifies a need to remove the terraces and redevelop the area in and around the subject site with higher density towers. This desired future character would achieve a positive outcome for the community as it would create a new cultural hub and it is acknowledged that the land on which terraces are constructed is necessary in achieving this.

It is therefore considered appropriate from a heritage perspective to develop the site and the proposal is recommended to council for approval.

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

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