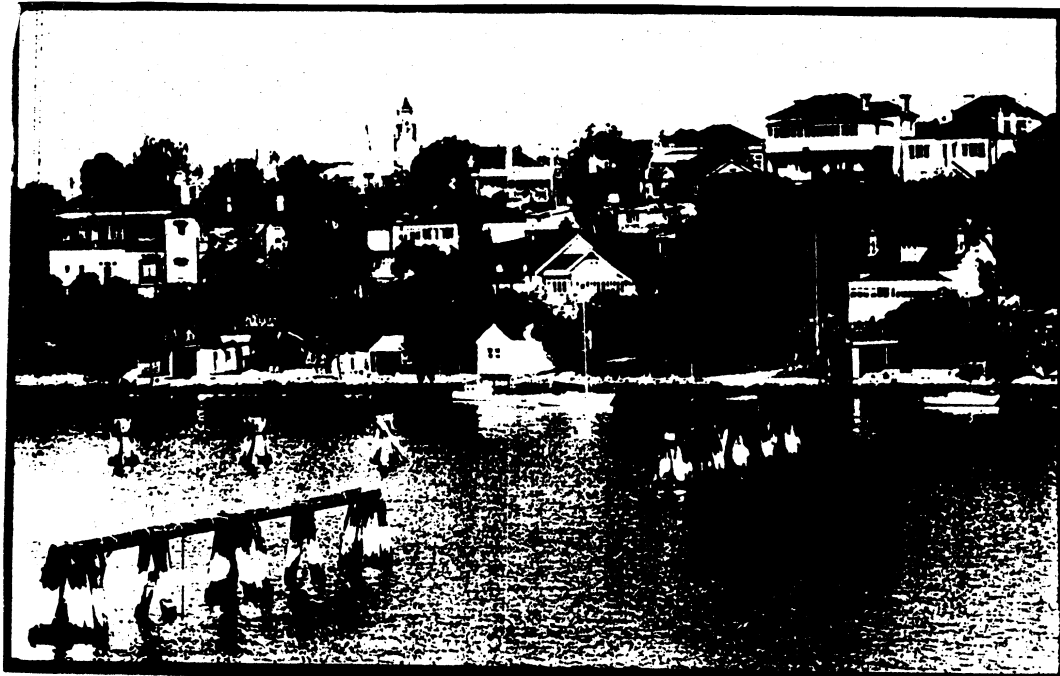




DEVELOPMENT CONTROL PLAN NO.21

WHARF ROAD, BIRCHGROVE



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SUMMARY

Wharf Road is of high value as one of the major surviving, largely intact, Victorian/Federation waterfront streets in Sydney. It is the most significant surviving waterfront streetscape in the Leichhardt area on Sydney Harbour. The controls, information and guidelines in this DCP primarily aim at conserving the established character of the street and allowing change to take place that fits with the character. Change should be complementary to the character of the street.

The controls are opposed to large scale or wholesale change, particularly the removal of significant or contributory structures and natural and landscape elements, and aim to encourage additions of compatible scale.

In order to maintain the character of Wharf Road, and conserve public and private views to the north, further opportunities for infill development and subdivision of the waterfront side of the street are very limited.

The landscape character of the street is another key element that is to be conserved to maintain the character of the street. The retention of key elements of planting and the escarpment and stone retaining walls is required to all sites. Additions and new work are to be planned around existing key features.



1.0 GENERAL INFORMATION

1.1 Adoption date

Development Control Plan No.21, Wharf Road, Birchgrove, was adopted by Council on 27th May, 1997.

This Plan, as amended, was adopted on 17 January 2001 and came into force when advertised on 24 January 2001.

1.2 Land to which DCP21 applies

DCP No.21 applies to all properties located in Wharf Road, Birchgrove, shown on the location plan.

1.3 Relationship to existing LEPs and DCPs

DCP No. 21 supplements the control of Leichhardt LEP No.20 - Residential Development and Conservation (gazetted 15.6.84) and Interim Development Order No.27, Leichhardt, which gives effect to the Leichhardt Planning Scheme.

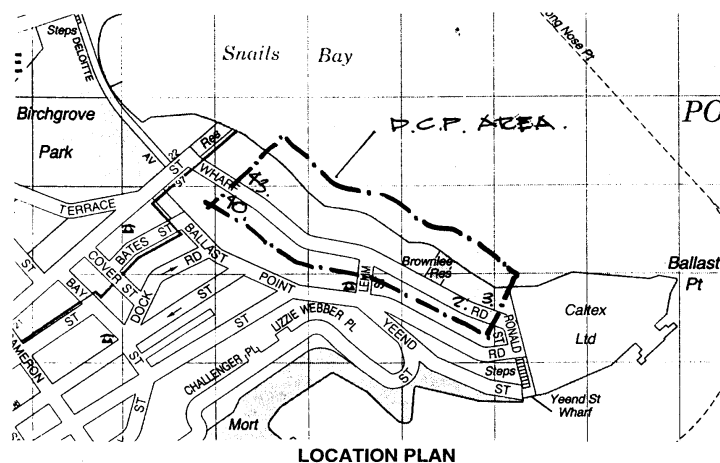
DCP No.21 supplements the controls and guidance provided by;

- DCP No.1 - Residential Development;
- DCP No.17 - Energy Efficient Housing; and
- DCP No. 20 - Conservation of Small Detached Houses

This Development Control Plan also supplements the controls of Leichhardt Local Environmental Plan 2000 and the accompanying Development Control Plan 2000.

The DCP has been prepared in accordance with the provisions of section 72 of the Environmental Planning & Assessment Act (EPA) 1979, and clauses 19-25 of the Environmental Planning & Assessment Regulations, 1980.

Under Section 79C of the EPA Act, Leichhardt Council is required to take DCP No.21 into consideration when determining development applications for properties to which the plan applies.



2.0 DEVELOPMENT CONTEXT

2.1 Introduction

Wharf Road developed incrementally from the mid-19th century into the early 20th century as a highly desirable street of mostly individual houses. The primary aspect of the houses is to the water. The houses were well setback from the water with terraced gardens taking advantage of the north aspect, views, and water access. Waterfront industry arrived in the 20th century. The remaining facilities contribute to its flavour.

2.2 Historical context

The area first developed from the mid 19th century, with stone and timber houses constructed with their orientation to the water with the street being subservient as service access behind. The houses were well built and detailed, but relatively modest by later standards. These structures now have a significant and important place, particularly on the waterfrontage even when buried within later structures.

Later development from the late 19th century, saw some of the early houses incorporated into larger structures and a series of new villas of various styles being built. They were generally built further up the site, of two (or three) rather than one storey and had a street face as well as a water face. They sat on large lots, most of which have been subdivided for additional residences. A range of other Victorian houses were also built of various styles from the Victorian terrace form of No.3 to the eclectic Maybank and Normanton, the grand Italianate mansion of No.39, the arts and crafts style of No.43, and the Californian bungalow style of No.31.

The first part of this century saw a range of additions to the street; the activities of Stannards site, known under various names, the additions of many boatsheds, most now removed, and the addition of several major houses including No.31. Not much new development took place between the 1920s when a number of properties were substantially upgraded, and the 1970s, when the area again became a desirable address and the pressure for development and particularly subdivision intensified.

From this time many of the properties were subdivided including Nos. 7, 9, 13, 15 and 29. This allowed a range of buildings to be added to the street. The new buildings, generally filling these gaps, have fragmented the rhythm and pattern of development that takes place when development is slow and incremental rather than when development is quick and intense. It is largely these building that have disrupted the building setbacks and resulted in buildings covering larger parts of sites rather than seeing the buildings in the landscape which has been the pattern even into the 1930s buildings. This sense of building sitting in the landscape has consequently been eroded. The newer buildings are mostly neutral or benign in form. Experience shows that side setbacks are essential to retain views on most sites.

2.3 Attributes of view from the water

The waterfront development is also marked by a number of factors that give the street a changing character from east to west and which are important to allow the character to continue and develop. These include:

2.3.1 Topography

The topography of the waterfront changes from east to west in a significant way. The eastern end of the street has a large and impressive rock escarpment (partially obscured by development and planting) that once formed the natural harbour edge. It divides the building areas of the site from the waterfront and has meant that all of the houses are set up and away from the water with garden areas extending to the rock face and then stairs down to the reclaimed waterfront areas which are flat, close to water level, and contain pools, boatsheds, etc. This has the effect of the houses being seen well back from the water, generally two or more storeys and when viewed from the water largely obscuring houses in the street behind.

While still evident at the western end of the street, the rock face has reduced substantially in height and has been incorporated as a number of smaller steps in garden areas. This has meant that the earlier houses Nos.33, 35 and 37, as well as the later No.31, are set down closer to the water with a much closer relationship of house to water's edge. The overall effect of this change in topography is a 'softer' and more integrated relationship between houses and water towards the west end of the street.

The street topography discussed earlier also has an effect on this relationship. It has been more difficult in the middle section of the street, Nos. 25-41, for houses to address the street because of the immediate drop from the street level to the flatter areas.

Topography also has an impact on the waterfront in the way that the changes in level have been handled by different properties. For example, the contrast between the largely natural harbour edge at Brownlee Reserve compared to the two adjacent reclaimed waterfronts and the cut rock face on each, leaving a bald and severe backdrop to the waters edge, the handling of the change of level now so apparent at Nos. 21 and 23, with the gentle ramp form of 21 and the massive stairs of 23 and the effect of mature gardens that enhance and soften the setting (Nos.27 and 35) in comparison to the raw recently revealed, but once impressive, grounds of Wyoming.

2.3.2 Water edge

Another key component of the waterfront is the water edge. Again this is a defining element of the area when viewed from the water and provides a high level of consistency and continuity to the waterfront.

The predominant form is a stone sea wall with various indents and projections to suit former and present boatsheds and water activities. These include slipways, small harbours, steps or combinations of them. They are all of high significance, particularly structures from early development periods and are the defining character of the waterfront. It would appear that much of the reclaiming was carried out late last century.

The waterfront again varies with a consistent sea wall from “Caltex” industrial site to No.9A, the natural edge for part of Brownlee Reserve, with a small reclaimed projection at one end linking to the reclaimed platform of 13, 13A and 15. No.17 has retained the natural edge but has built a retaining wall directly on the rock edge and has cut the rock for the attachment of former jetty and other related constructions. The sea wall continues from 19 through to 43, with a high degree of consistency. No.25 has evidence of infilled sections, No.27 has had a concrete wall built in the 1920’s. A number of structures have been built that add to the interest and diversity of the waterfront.

2.3.3 Waterside structures

The waterside structures are another defining element in the character of the waterfront, they fall into two groups, commercial structures and small residential structures. The two commercial yards have been assessed in detail and are of contributory value even though the buildings are not individually of high aesthetic value. The small boat sheds are a key element and early photographs indicate that the waterfront was predominantly boatsheds and jetties.

2.3.4 Garden structures

The character of the waterside of a number of properties has been enhanced by garden structures such as conservatories and gazebos, and garden ornaments, fountains etc. One or two such structures have survived.

The provision of small scale structures in the garden areas is an appropriate response to the character of much of the waterside development.

2.4 Attributes of streetscape

The street is divided, naturally, into several sections with distinct features. Each of these areas has its own character. The sections of the street are reinforced by changes in:

- the direction and orientation of the street,
- topography and plantings,
- orientation of properties to the street or to the waterfront,
- the relationship of properties to the street by relationship of main floor levels, and
- nature of the street on the south side.

The key features of the sections of the street are:

2.4.1 Section 1: Nos. 3-11 and 13A-19

Nos. 3-11

- There is intense development with limited views from the street, apart from the park, to the water. Views are restricted to narrow slot views.

- A number of garages are cut into rock face at the east end of the street. They vary in quality of design and construction and are generally intrusive into the streetscape. Each property has a different fence style and form. Most are intrusive in the historic form of the streetscape. Light rather than stone coloured finishes are the most intrusive.
- Buildings are built on or close to the street alignment.
- Development is a mix with boat shed and boat repair uses and residential together. This is a pattern that has historically been a feature of the street.
- A number of intensive subdivisions have taken place leaving little scope for further subdivision because of the size of allotments.
- All sites retain elements of early development (apart from subdivided sites that have removed vacant land from earlier buildings).
- The street is level with a gentle change of grade over the first 5 to 6 metres of the properties, then falling more steeply to the water.
- The view into the street from the east is dominated by the side wall of No.3 which has a substantial two storey form to the street.
- The vista of the street looking west is terminated by the dominant form of Nos. 21 and 23 and the tree plantings in the park. The street at this point is straight and enclosed and contained by the stone face to the south and the building forms to the north.
- The southern side of the street is not well maintained and the footpath is impassable in a number of locations.
- The buildings even though close together, are well articulated by recesses between elements on the street so that a pleasant rhythm extends along the street.
- The park is a natural and significant break in the streetscape that effectively divides that section of street into two distinct areas.

Nos. 13A -19

- This subsection consists of three large properties, with No.15 now subdivided into three small properties with a new house on No.17.
- The street is faced by houses on the south side of Wharf Road as well as the water side with the southern properties constructed on or close to the street alignment.
- There is a variation in street alignment with 15 and 19 at street level and the former 17 set well down and back. There is also a change in setbacks with 19 close to the street alignment but 15 set back in a more traditional garden setting. No.15A is further recessed and because of major tree plantings is not a strong element in the streetscape.

- No.19 contains a mix of industrial and residential uses which extends back to 1913.
- Nos.17-25 were in single ownership, Dreadnought Engineering, which has affected the development of that section of the street.
- No.19 ends the vista from the west along the road, but only for the section of road from the park as the trees in the park effectively screen No.19 further along the street.
- The magnolia tree in the front of No.15A, is a major element in the street and provides an intermediate focus point between the park and the change in direction of the street at No.21.
- There are good slot views to the water around No.17 and No.19, and guidelines for No.15B will retain slot views.

2.4.2 Section 2

Nos.19A-25

- This site contains a range of industrial buildings set below street level on a former street reserve. The buildings are not visible from the street with the major public vista on the axis of Lemm Street being over the roof line to the water beyond.
- The major form to the street is a brick wall and crane.
- The site has been clearly infilled after the major development of the street but is indicative of a major use of a large portion of the site.

Nos. 21-25

- There are three properties with substantial early buildings on original lots. Each of the buildings has had some alteration, particularly No.23 which has been extensively altered and is now the most dominant form in that section of the street.
- The dominant form of 21 and 23 is both to the street and to the water. No.23 is on the axis of Wharf Road looking west, flanked by trees at a reserve and No.15 and 17. Their dominant position is further reinforced by the siting of the buildings on the street alignment.
- While it is at least 90 years old the garage to No.21 is an intrusive element in the streetscape with a form that is incompatible with the attached house.
- No.25 'Wyoming', is one of the major waterfront properties in Balmain with the building set back from the street and oriented to the water. It is set in substantial gardens which allow view to the water from the street on either side of the house and its wings. Features of the garden are visible from the street, particularly from the fine cast iron entry gates and stone

stair. The open fence allows views to be retained. The garden plantings are also dominant forms in the streetscape.

- There is a substantial open area between Nos.23 and 25 which is garden area which provides a major recess in the streetscape.
- There is a mix of houses and garages fronting Wharf road on the south side. The garages generally have a poor presentation to the street and the houses are a mix of styles and construction with several unsympathetic extensions. The street frontage has four houses from the corner of Lemm street with consistent setbacks and then nine back yards with rear entrances fronting No.25 on the opposite side of the street.
- The area marked by Lemm Street at one end and the boundary of No.25 and 27 is marked, at each end, by a sharp change in direction of the street terminating the vistas in each direction. No.19 is a dominant element in the vista looking east. The street is relatively level with properties on the south, sitting slightly higher than the street and the waterside properties sitting down below street level with 21 and 23 extending two and three levels above the street level as the major building in the centre of the study area.

2.4.3 Section 3

Nos. 27-43

- The area is marked by gentle change in direction of the street near No.27 which restricts views for the full length of the section and combined with the descent of the street to the west provides an interesting and changing streetscape from either direction.
- The water side properties are distinctly different from the eastern end of the street as all, apart from No.39, present fences and garages to the street with the buildings set well down, some completely below street level and most buildings are set well back from the street alignment.
- There are effectively no views of houses from No.27-37, limited views of Nos. 41 and 43, and the dominance of No.39 with its Italianate tower in the streetscape with its alignment over the street boundary.
- The predominant feature of Nos.27-31 is the solid fence line punctuated with garage doors of varying design and quality and the heavily planted gardens of Nos.33 to 37 also punctuated by garages on the street frontage.
- The garage at No.31 is a fine contribution to the streetscape, is well detailed and sited and sets a pattern where small garages are set in a large frontage with open or transparent fenced frontage. Nos.31-37 allow screened views to the water which are important as the street appears to open out at this point after being enclosed by paling and brick fences.

- The south side of the street is also distinct from the east end of Wharf Road in that by houses, mostly elevated above street level and varying in size from single to 3 storey, with a mix of garaging cut into rock face and driveways. A substantial section of intact stone wall survives along the street frontage. The houses are oriented to the street which is the reverse of the east end of Wharf Road.
- No.39 is the exception in the streetscape. It is a large Italianate villa on street frontage, a landmark building that has been reworked and altered a number of times. Some of the recent work has detracted from the heritage value of the building and ideally should be reversed to reinstate the building as the most prominent heritage structure in that section of the street. Good water and harbour bridge views are available around the building.

2.5 Issues related to streetscape

2.5.1 Car Parking

Car parking in the street presents a range of problems:

- The narrowness of the street requires parking on footpaths if parking occurs on both sides of the street. This has the effect of restricting footpath use.
- More intensive use of the street, particularly on summer weekends, with access to the water, can present parking problems to residents who have to park in adjacent streets.
- The increase in the number of garages over recent years has removed streetside parking, but owners still tend to park in the street for convenience.
- The boatyards generate additional parking needs, although this does not appear to be intense.
- Pressure on subdivision of properties exacerbates parking by introducing more cars to the street (as does increased multi-car ownership).
- The adverse visual impact to the streetscape of providing garaging on the street alignment.
- The construction of garages further restricts view lines from the street to the water. This applies to the views along the street and the impact of both infilling frontages and building in front of significant facades.
- The equity between properties, as many properties have no off-street parking and have no opportunity to have parking in the future.
- The intensity of parking reduces the amenity of the street, particularly for pedestrian use.

2.5.2 Street maintenance and features

Sandstone kerbing on the southside is an important element in the streetscape and should be retained in future works.

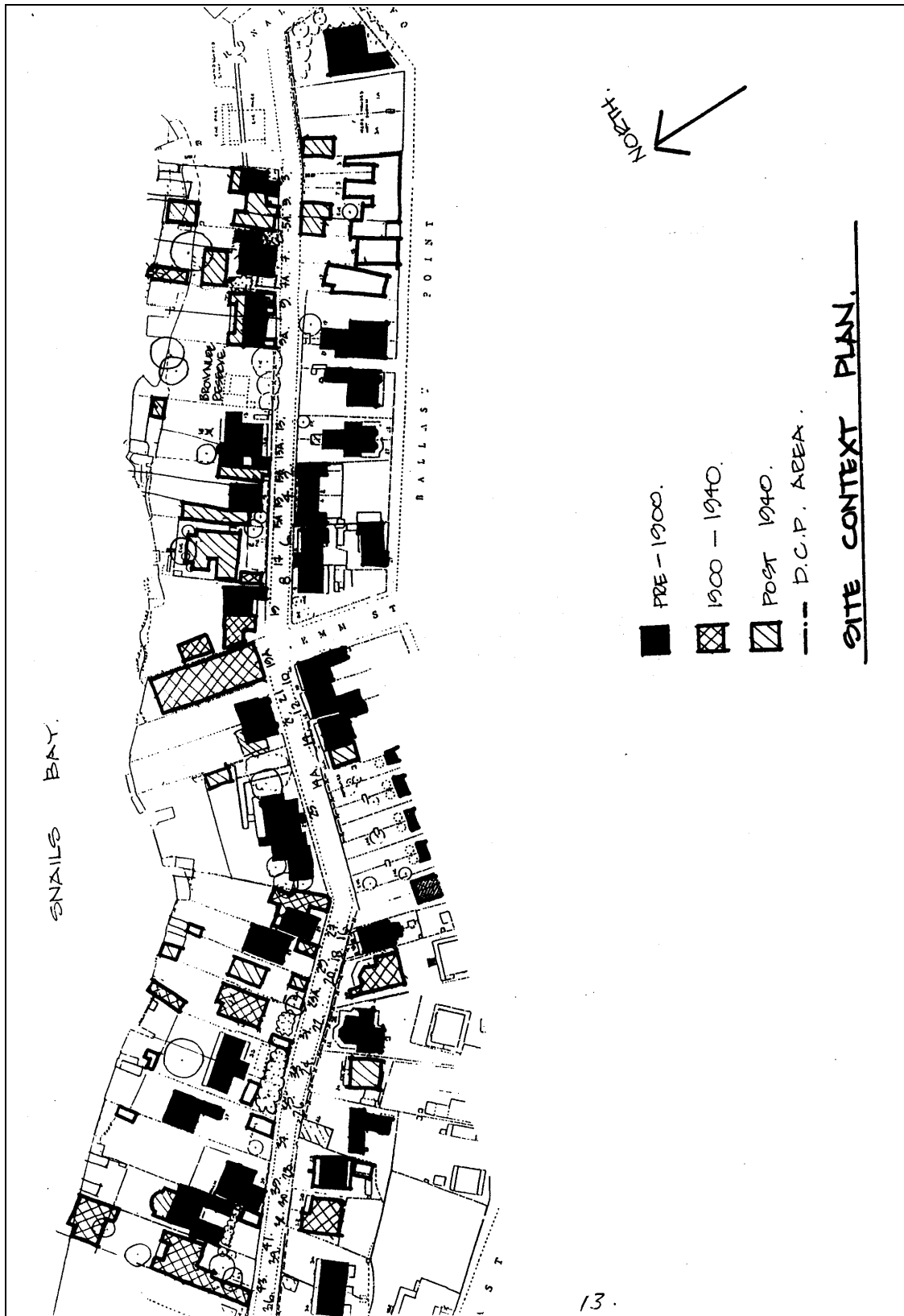
The nature and character of the street is such that traffic calming devices including speed humps or traffic restrictions, should not be used as they will reduce parking, make access more difficult for residents and have a detrimental affect on the heritage and townscape values of the streetscape.

2.5.3 Views

Most of the houses on the waterside of Wharf Road are overviewed by dwellings on the opposite side of the road and the rear of dwellings from Ballast Point Road. It is however clear, from the waterside photographs, that the extent of overviewing varies depending on the topography of the street. Houses opposite Nos. 5-9 and from 27-37, have good views over the houses and through or over the landscape. Wharf Road properties on the south side in the rest of the street, particularly between Nos.17 and 27, have more limited views as they are primarily single storey and set at the same level as the buildings opposite. Generally, access to views across the waterfront properties should be retained in accord with the access to views control in clause 5.5.3 in DCP1.

Trees should not be removed to achieve views from behind. Trees form an integral part of views and serve to frame and enhance views. Any proposed extensions that exceed the current building envelope in height or from the line of view from properties behind, require a full view assessment, even if they comply with the DCP controls, in order that significant loss of views and vistas is not to occur.

This applies equally to views to the water from the street, and existing views through sites as identified are to be retained.



13.

3. CONTROLS AND GUIDELINES

3.1 Heritage

- Objectives:**
- *The heritage of Wharf Road, in terms of major and contributory buildings, structures and landscape elements, should be conserved.*
 - *The public enjoyment of the heritage of the street and its setting should be facilitated by maintaining the aspect, both from the road and from the water.*

3.1.1 Explanation

As Wharf Road is in the Balmain Conservation Area in LEP No.20, consent is required for demolition of all buildings. Generally, all buildings that contribute to the heritage of the area should be conserved, whereas Heritage Items must be retained.

The following Wharf Road properties are Heritage Items under LEP No.20: Nos. 8, 13, 13A, 21, 23, 25, 33 and 35, 34 and 36.

The following Wharf Road properties are recommended to be additional Heritage Items with the *TownPlan* in preparation:

Nos. 7, 7A (boatshed only), 19, 31, 39 and 43.

These are not currently Heritage Items. They are included in this Plan as contributory buildings.

DCP 20 - Conservation of Small Detached Houses, applies to cottages of less than 100m² in their floor area, to their original form. This Plan requires an assessment to be done when demolition is sought. Many of the earlier houses along Wharf Road are small, and hence this Plan applies.

The Heritage and Conservation Map identifies the Heritage Items, the contributory items, and significant trees and vegetation.

Controls

3.1.2 Demolition

Any application for demolition must be accompanied by an assessment of the impact of the demolition on the heritage, streetscape and waterscape values of the street. Assessments must include the impact on surrounding properties and the continuity of the street.

3.1.3 Conservation assessments

A conservation assessment is to be submitted with any application for work to properties listed as or scheduled for inclusion as Heritage Items in the *TownPlan* in preparation. The assessment is to set out the impact of the

proposed work on the heritage, streetscape, waterfront and townscape values of the place, addressing as a minimum requirement, the issues raised in this report.

3.1.4 Buildings, structures and fences to be retained

While not being Heritage Items the following should be retained as contributory to items of the streetscape and waterscape in the street.

Street No. **Contributory items to be retained**

Waterfront Side

| | |
|-----|---|
| 3 | House |
| 5A | Waterfront elements and boatsheds |
| 7 | House |
| 7A | Boatshed |
| 9 | Remains of stone house, recessed front facade, street fence |
| 9A | Remains of stone house, street fence |
| 15 | House |
| 17 | Garage and street fence |
| 19 | House in c.1940 form, with garage and integral fencing, waterfront structures |
| 19A | Waterfront structures |
| 27 | Stone section of house and garden structures |
| 29 | Main timber house under gable roof |
| 31 | House, garage and street fence |
| 37 | House |
| 39 | House without recent changes, street fence |
| 41 | House |
| 43 | House, garage and boatshed |

Southside

| | |
|---------|--|
| 2 & 4 | Victorian semis |
| 6 | Weatherboard cottage (scope to restore) |
| 10 & 14 | Matching Victorian gable fronted cottages |
| 16 & 18 | Weatherboard semis |
| 20 | Federation bungalow |
| 22 | Italianate mansion |
| 26 | Sandstone villa |
| 30/32 | Modified Federation semis (scope to restore) |

3.1.5 Elements for long term removal

The following items are noted for consideration of long term removal or modification to a compatible form. This schedule does not require these items to be removed and applications for future work will not be assessed on the basis that these items must be removed.

| Street No | Items to be considered for removal at the time of any future alterations to the properties |
|------------------|---|
| 5 | Garage |
| 13A | Boatshed |
| 21 | Garage |
| 23 | Additions for flat conversion |
| 25 | Chain link fence |
| 27 | Solid fence |
| 29 | Solid fence |
| 29A | Solid wall (part) |
| 35 | Part solid fence |
| 37 | Solid fence |
| 39 | Later additions including infilling of verandahs. |
| 41 | Garage and concrete parking area |
| 43 | Solid fence |

3.1.6 Boatsheds/Summerhouses

Of the surviving structures, the following have contributory value and should be retained:

- No.7A
- No.31
- No.43

The other structures at Nos.13, 27 and 29A (good complementary form to waterfront even though not of heritage value) and 35 should be retained and future changes encouraged to enhance significance by allowing rebuilding and upgrading.

3.1.7 Gardens and landscape

Established landscapes and gardens are to be conserved. Modifications to landscape and garden elements can take place in the following ways:

- for Heritage Items and proposed Heritage Items by including the garden and landscape elements in the conservation assessment,
- for other sites, by submitting any changes to landscape with applications for work to the place, or
- for minor works by making change incremental so that mature, established landscape can be retained with changes taking place slowly.

3.2. Streetscape/waterfront built-form controls

Objective: *The character of Wharf Road as a series of detached individual buildings, different in scale, form, architectural style and variously sited in relation to the escarpment should be emulated with change.*

3.2.1 Explanation: Building Line

The Foreshore Building Line imposed by LEP No.20 is a mandatory control, which strictly controls all development below it in order to achieve an adequate landscaped edge to the Harbour. The Building Line Map in this Plan is advisory in seeking to protect both the public amenity, in the view from the water of significant housefronts, and provide amenity, in mutual access to views, sun, light and privacy, from houses on the waterfront side of Wharf Road.

3.2.2 Building Line

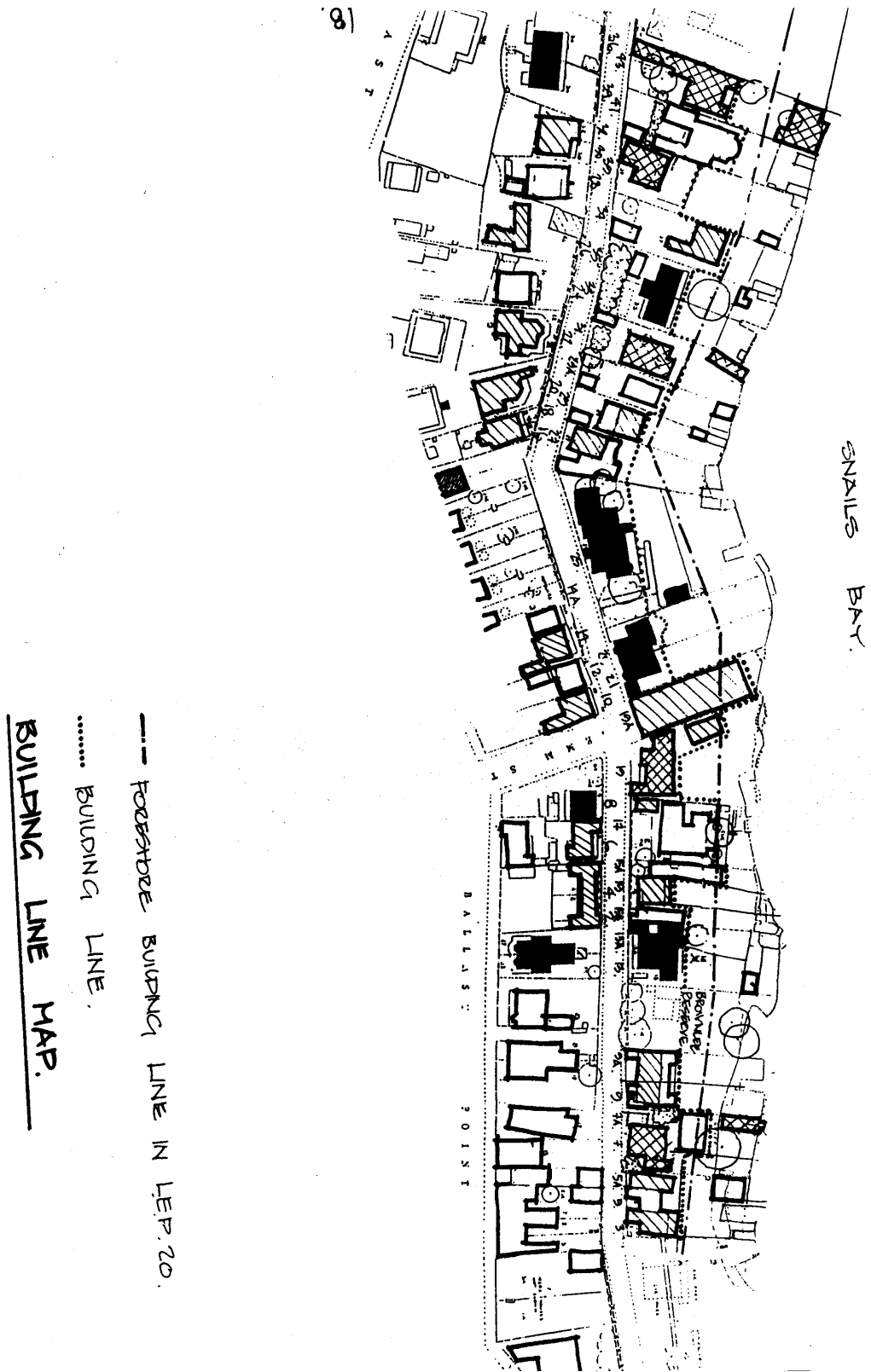
The building line follows the waterside building frontages of key properties (stepping to allow inclusion of existing buildings constructed beyond the line). This involves increasing the setback from the foreshore in many locations but will reflect the desired practice for new work to 'fit in' between and adjacent to existing buildings.

Controls

3.2.3 **General**

The streetscape of Wharf Road is mixed but overall of high townscape and heritage value. The scale and pattern of development is generally very good and enhances the heritage and streetscape value of the properties that surround it. The street is marked by key features which are essential to the character of the street and supporting structures which complete the context. The key features of the streetscape to be protected are:

- diversity - the individuality in style, form and materials of each building,
- the pattern and rhythm of development that currently exists,
- fencing on the waterfront side generally should be open railed, either metal palisade or timber types not greater than 1.2m high. This will conserve outlooks to both house fronts and to views. Fences and gates should be continued across parking areas,
- the scale of development that exists should be retained in principle, to maintain the current scale of the street,
- views to the water should be preserved wherever they exist along the street, including views through fences,
- gaps should not be filled in, and existing setbacks of adjacent properties should be respected and adopted for any new work.



3.2.4 Additions

The form of proposed additions is to relate to the form of the existing building with the use of pitched roofs rather than flat roofs (particularly where overlooked), the use of wings to buildings of smaller scale than the original building, in the style of earlier additions in the street. Design should attempt to reduce the scale of additions when viewed from both the water and the street, by the use of articulated forms, changes in levels and other devices seen in the buildings in the street.

3.2.5 Roofs

Roof additions with the addition of further floors or large in-roof extensions, are not generally desirable. Where they are proposed they will be assessed with particular reference to the effect they have on the streetscape, loss of views from the street and the properties to the south, and the impact on the scale of work in relation to the scale of development in that section of the street.

3.2.6 Dormers

Roof dormers, although used extensively in the street, should only be used on buildings where it is an appropriate roof form as set out in DCP1.

3.2.7 Materials

Existing significant materials, particularly roof materials such as slate and early iron roofs, should be conserved and not replaced with modern materials. Selection of materials for new work should be based on fitting in to the context of the area.

3.2.8 Boatsheds/Summerhouses (located on the waterfront)

Boatsheds may continue to be allowed to be constructed on the waterfront. They should preferably be located where early structures were built and should be of similar scale and form, although not necessarily of matching detailed design to earlier structures.

Applications will be assessed on their fit into the context of the residential nature of the waterfront. They should be of use and access to the water. They should be subservient to an open landscaped edge to Snails Bay and therefore not dominate the view from the water.

Additional commercial scale boatsheds or waterside structures (apart from minor works to Nos.5A and 19A), are not desirable.

New or replacement boatsheds and waterside structures are to:

- have a maximum plan area of 18m sq. metres
- be single storey (with possibility of small attic space)
- have a maximum side wall height of 3.0 metres
- have pitched roofs
- not be greater in width than one-third of the frontage and not to exceed 4.0 metres in width

- have a compatible style, proportion and form to the main building on the site

3.2.9 Garden structures (located within the garden)

Garden structures can be provided on the waterside of properties. They should:

- not exceed 18 square metres plan area,
- be single storey,
- not contain bathrooms
- be of predominantly lightweight construction, roofed with open sides,
- not have a side height exceeding 2.7 metres above existing levels,
- not have a width greater than one third of the water frontage,

3.2.10 Subdivision

While further subdivision in Wharf Road is undesirable, any future subdivision of sites must ensure:

- that the alignment of building coincides with the adjoining buildings;
- that a single vehicular crossing or garage only be provided;
- that the principle aspect from the street, in conformity with DCP1, be a house front, not garaging;
- that there will be a side setback on one side, of a minimum of 1.5m wide, preferably related to an existing setback, to retain and enhance views to the water;
- gardens on the waterfront are not further subdivided with the introduction of fences and variations in garden treatment to existing garden settings;
- that, if a building is to be subdivided (as seen in several locations in the street) there must be consistency in the treatment of the subdivided sections of the property in such matters as facade treatment and colour, roof materials and overall building forms. How this is to be achieved must be indicated with the subdivision application.

3.2.11 Front fences and walls

New or replacement fences should:

- conserve significant existing structures or significant elements of existing fences,
- replace fences that have a contributory form in the street with a fence that has compatible form to the context of the area,
- provide replacement fences of open or semi-open structures where fences are currently solid, a maximum of 50% solidity will apply,
- have a maximum height of 1.2 metres.
- substantially retain existing rock faces and stone retaining walls,
- new materials are to be compatible with the predominant sandstone facing in texture and colour,

3.3 Landscape

Objective: *The main landscape feature of Wharf Road, including escarpment, exposed rock and terracing, significant trees, and the use of sandstone, should be retained and enhanced.*

Controls

3.3.1 Water edge

The whole of the water's edge should be retained with only minor modifications taking place that allow:

- repair and maintenance,
- reinstatement of earlier elements where desired, and
- small changes to allow continuing change and modification, provided they are consistent with the overall pattern of the area.

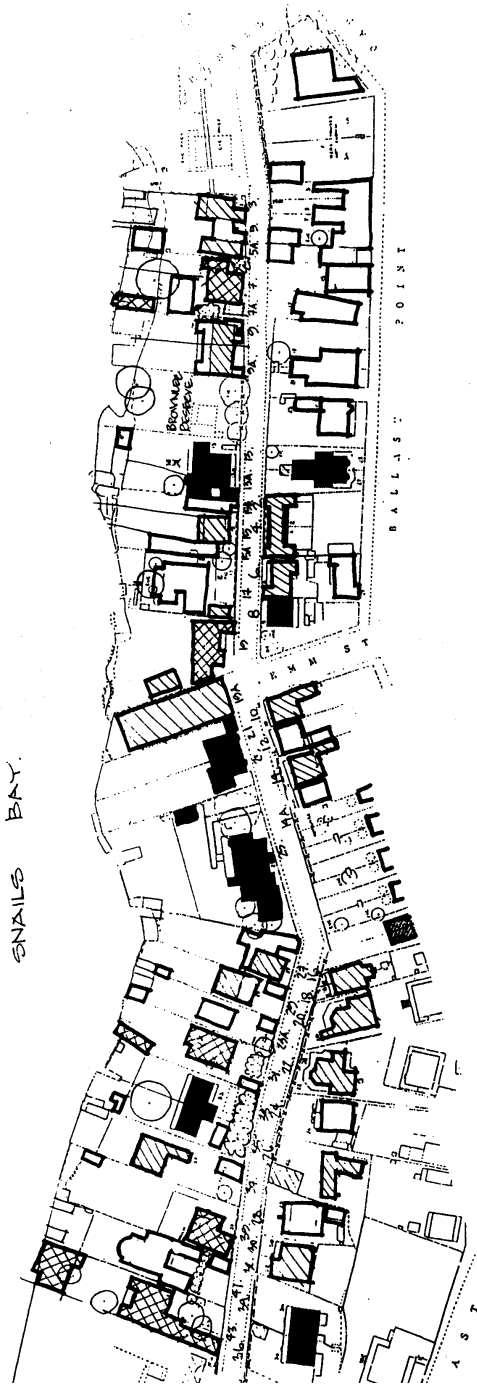
3.3.2 Escarpment

The shape and overall form of the escarpment is to be retained both to the water and street, where the escarpment related to those area. It is not to be further excavated or filled against.

All natural rock edges are to be retained in their intact form and significant cut rock faces are also to be retained. These are to the south of the street as well as to the water edge.

3.3.3 Landscape

- A minimum of 50% of sites shall be landscaped.
- The role of landscaping and particularly mature established landscaping, is critical to the character of the street and established landscapes must be conserved if the street character is to be conserved.
- The placement of major trees on the waterfront in defining the street character, in providing focus points, in providing contrasts and for modulating the landscape to give interest and scale. It is noted that mature trees have been a feature of the street from last century, as seen in early photographs of the waterfront. These key trees from the water are:
 - foreshore of 7A Moreton Bay Fig
 - No. 7 and No.7A, palms to both water and street sides of property (project above canopy of other plantings)
 - Brownlee Reserve plantings, the densest group of trees in the area
 - No.15A magnolia
 - No.17 fig and eucalypt on waterfront side
 - No.25 eucalyptus to west
 - No.35 waterside fig
 - No.37, palms
 - No. 41 and No.43, majority of trees in waterside gardens



- HERITAGE ITEMS IN L.E.P. 20.
- ▨ CONTRIBUTORY BUILDINGS & RECOMMENDED HERITAGE ITEMS.
- ▧ CONTRIBUTORY BUILDINGS.
- CONTRIBUTORY TREES.
- ✿ CONTRIBUTORY PLANTINGS.

HERITAGE & LANDSCAPE MAP.

3.4 **Views**

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| <p>Objective: <i>Existing public and private views to and from the water shall be substantially retained and enhanced when opportunities arise.</i></p> |
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Controls

- existing side setbacks shall be retained to retain gaps for views through,
- open railed fencing, gates and open structures shall be used to retain or create views,
- garaging or car ports which obstruct views will not be permitted,
- prevailing building heights and ridgelines shall be retained if substantial viewlines are enjoyed.

(Note: DCP1 sets a maximum height of 7.2 metres above natural ground level at any point on new development in Wharf Road)

3.5 Garages and parking

Objective: *A balance between the conservation of street parking and permitting off-street parking, as well as minimising the impact of parking on streetscape and heritage values, view lines and landscaping.*

(Note: The parking provisions of DCP1 also apply so that parking and garaging provision must be subservient to the presentation of houses and their landscape setting.)

Controls

On site parking on the north side is to be limited to a single vehicular crossing per site. Multiple car spaces may be achieved by tandem spaces, spaces accessed off a single driveway or garage door, or a carlift enclosed within a garage. On site parking is to conform with the following:

- the minimum frontage to provide on site parking is 5.0 metres,
- parking is not to be provided in front of the main building facade where there is a building setback of less than 7.5 metres from the street,
- gates are to be provided for open car parking spaces consistent with adjacent fencing and to comply with fencing controls,
- garages should have a predominantly vertical rather than horizontal emphasis,
- garages or car spaces are not to exceed 2.7 metres in width at the boundary line,
- garages and carports should have a compatible style, proportion and form to the main building on the site.

Where houses front Ballast Point Road and back on to Wharf Road, the garaging controls for the north side will apply, plus the following additional controls:

- substantially retain existing rock faces and stone retaining walls;
- new materials are to be compatible with the predominant sandstone facing in texture and colour;
- a maximum of half the frontage is to be available for vehicular access and garaging and a minimum of half the frontage is to be a landscaped edge to Wharf Road;
- vehicular crossings are to be constructed in washed concrete to reduce brightness;
- garages or solid structures will not be permitted where they obstruct significant views from the street.