

**14F Roseville Local Centre**

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14F.1 ROSEVILLE LOCAL CENTRE CONTEXT

Further controls that may apply

SECTION A

Part 7 - Residential Flat Buildings

PART 8 - Mixed Use Development

SECTION B

Part 19 - Heritage Items and Heritage Conservation Areas

Objectives

- 1 To create distinct commercial precincts that provide a range of services, facilities and experiences.
- 2 To create a vibrant local centre with distinctive and memorable character.
- 3 To improve the vitality of the precincts by encouraging a mix of uses and activities as well as housing.
- 4 To retain and enhance the distinctive scale and character of Hill Street.
- 5 To support and enhance the lifestyle and evening entertainment precinct along the Pacific Highway.
- 6 To establish a small mixed use precinct incorporating a new urban square at the western rail station entry.
- 7 To create a new "Village Green" on Lord Street behind the Hill Street shops.
- 8 To encourage restaurants, cafes, outdoor dining and offices fronting onto rear lanes to contribute to increased activity and passive surveillance.
- 9 To provide opportunities for new supermarkets to support and anchor the local centre.
- 10 To promote ease of circulation and connectivity between the railway station and the local centre.

Controls

- 1 All development within the Roseville local centre, as outlined in Figure 14F.1-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the general requirements and Precinct specific requirements as stipulated in this DCP.

**Note:** Refer to Ku-ring-gai's Public Domain Plan 2010, Open Space Acquisition Strategy 2007 and the Ku-ring-gai Contributions Plan 2010 on Councils website: <http://www.krg.nsw.gov.au/Home>.

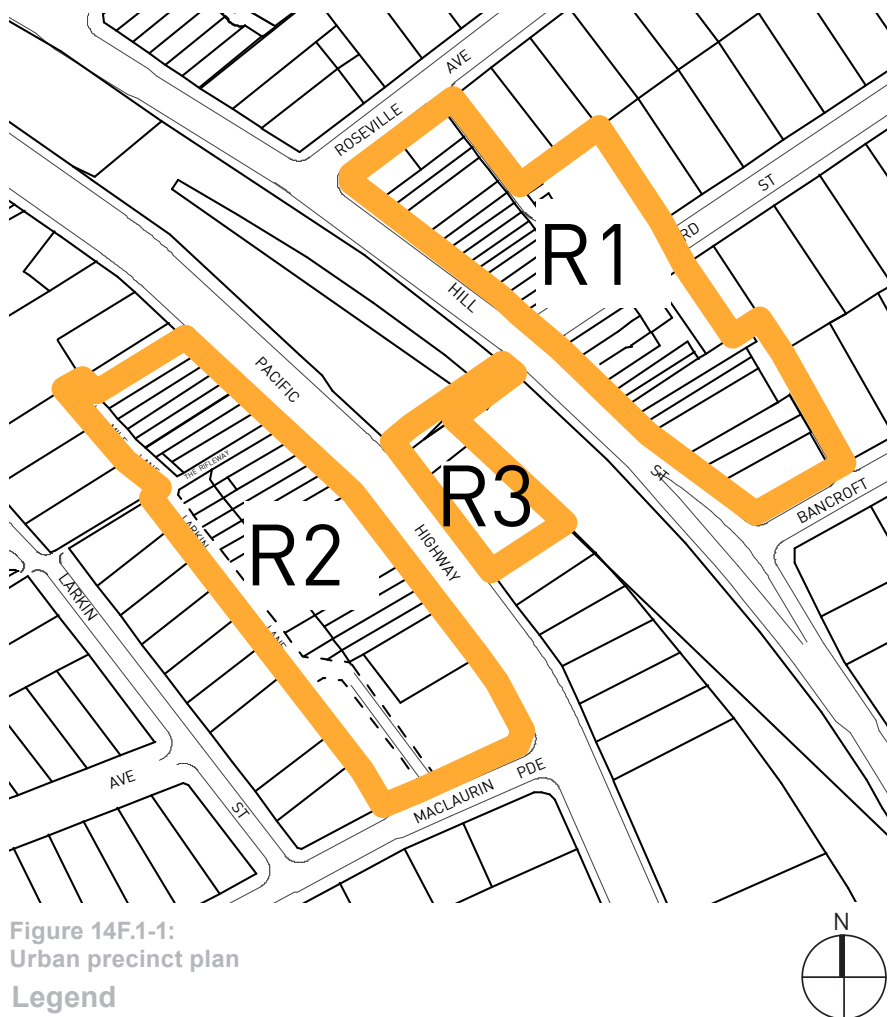


Figure 14F.1-1:  
Urban precinct plan

Legend

Core Urban Precinct (B2 and B4 zones)

## 14F.2 PUBLIC DOMAIN AND PEDESTRIAN ACCESS

### Objectives

- 1 To increase the pedestrian permeability of the local centre.
- 2 To improve pedestrian amenity by providing continuous sun and rain protection to footpath areas.
- 3 To provide a consistently high quality and visually pleasing streetscape environment.
- 4 To improve and enhance accessibility to the commercial precinct particularly for pedestrians, pram walkers, people with disabilities, cyclists and public transport users.
- 5 To improve commercial activity in the local centre by promoting street-level activity.
- 6 To facilitate opportunities for outdoor dining in quiet locations away from the highway.
- 7 To improve vehicle access and circulation around the centre through the creation and improvement of new rear lanes.
- 8 To improve safety and passive surveillance of the public domain by encouraging street-level activity.
- 9 To improve the overall pedestrian experience in the local centre, there by promoting active living.
- 10 To promote mid-block and through-site links as a way of improving permeability of the local centre.




### Controls

- 1 All development within the Roseville local centre, as outlined in Figure 14F.2-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Public Domain and Pedestrian Access requirements for each Precinct as stipulated in this DCP.



Figure 14F.2-1:  
Public domain and pedestrian access plan.

### Legend

-  - Pedestrian through site link
-  - Awnings
-  - Awnings where possible

### 14F.3 PROPOSED COMMUNITY INFRASTRUCTURE

#### Objectives

- 1 To be consistent with the objectives and strategies of Council's Town Centre Public Domain Plan 2010.
- 2 To implement the work programs within the Ku-ring-gai Contributions Plan 2010.
- 3 To identify locations for new local parks in accordance with the requirements of Council's Open Space Acquisition Strategy 2007.
- 4 To enhance service and infrastructure provisions for existing and planned residential communities.

#### Controls

##### Proposed Community Infrastructure

- 1 All development within the Roseville local centre is to be designed to support the planned future character of the centre through the provision of Key Community Infrastructure as stated in the *Ku-ring-gai Contributions Plan 2010* and outlined in *Figure 14F.3-1*. This is to be done through the Proposed Community Infrastructure requirements for each Precinct as stipulated in this DCP.



Figure 14F.3-1:  
Key community infrastructure plan.

#### Legend

- Footpath embellishment
- New or existing park to be upgraded
- New/realigned road
- 1 - Proposed Community Infrastructure

### 14F.3 PROPOSED COMMUNITY INFRASTRUCTURE (continued)

#### Objectives

#### Controls

- 2 The following development is to be designed to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA) or other mechanism (refer to individual precincts 14F.8 to 14F.10):
  - 1 Reconstruction of Roseville Lane from Roseville Avenue through to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 2 Extension and widening of Bancroft Lane from Bancroft Avenue to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 3 New village green with playground facilities on the Lord Street Council car park site (car parking to be relocated to basement parking on-site).
  - 4 Embellishment of existing Railway Gardens on Hill Street to urban park standard.
  - 5 Embellishment existing Hill Street median garden (opposite Bancroft Avenue) to urban park standard.
  - 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.
  - 7 Upgrade of existing pedestrian lane ways including Sixth Mile Lane and the Rifleway.
  - 8 Embellishment of Roseville Memorial Park to urban park standard.
  - 9 Improvements to western rail station entry off Pacific Highway to create new urban square including new paving, street trees and street furniture.
  - 10 Embellishment of existing "railway gardens" on the Pacific Highway to urban park standard (Council to negotiate with Rail Corp to gain public access to part or all of the Railway Gardens).

## 14F.4 SETBACKS

### Objectives

- 1 To create cohesive streetscapes.
- 2 To require building setbacks in appropriate locations to provide opportunities for street tree plantings or footpath widening.
- 3 To require building setbacks in appropriate locations to allow widening of roads, lanes and streets.
- 4 To allow for visual and acoustic privacy between the centres and adjoining residential zones.

### Controls

#### Setbacks

- 1 All development within the Roseville local centre, as outlined in Figure 14F.4-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Setback requirements for each Precinct as stipulated in this DCP.

**Note:** In all cases, where land dedication is required for a public purpose, such as a road or walkway, the affected land is to be excluded from deep soil calculations and included in setback requirements.

- 2 All properties within the R4 zone are to have standard setbacks with the following exceptions:
  - i) Properties nos.5-21 Larkin Street are to provide a 4 metre rear setback to Larkin Lane.
  - ii) Properties 3, 5 and 7 Roseville Avenue are to provide a 6 metre setback to Roseville Avenue.
  - iii) Properties 1 and 3 Hill Street are to provide a 6 metre setback to Hill Street.



Figure 14F.4-1:  
Setbacks plan.

#### Legend

<span style="color: orange;">—</span> 10m	- 10m setback	<span style="color: black;">—</span> varies	- variable setback
<span style="color: green;">—</span> 6m	- 6m setback	<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	- Land dedication
<span style="color: cyan;">—</span> 4m	- 4m setback		



## Objectives

- 1 To maintain a consistent street wall height with reference to existing buildings along the Pacific Highway.
- 2 To encourage new infill development along the Pacific Highway which respects the existing characteristics of the street including the fine-grained character of the original subdivision, setback, height, and rhythm of facades, and is sympathetic to the materials and detailing of the earlier facades.
- 3 To ensure building facades are well designed, articulated and address public streets, public spaces, footpaths, parks and reserves.
- 4 To provide active frontage to all streets, lanes and public open spaces.
- 5 To minimise the visual bulk and scale of new buildings when viewed from public areas.
- 6 To enhance the quality and character of the public domain in the commercial precincts.
- 7 To promote development that responds to the pedestrian scale of the street.
- 8 To ensure that buildings are designed to interact and engage with pedestrians at the street level.
- 9 To encourage design excellence in all new development.

## 14F.5 BUILT FORM

### Controls

- 1 All development within the Roseville local centre, as outlined in Figure 14F.5-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Built Form requirements for each Precinct as stipulated in this DCP.



Figure 14F.5-1:  
Built form controls plan

#### Legend

- - Principal active frontage
- - - - Supporting active frontage
- - 3 storey street wall
- - 2m upper level setback above street wall height
- Heritage affected site
- Character item

## 14F.6 BUILDING ENTRIES, CAR PARKING AND SERVICE ACCESS

### Objectives

- 1 To locate building foyers and lobbies in areas of high pedestrian activity.
- 2 To activate the main commercial streets.
- 3 To minimise pedestrian and vehicle conflicts.
- 4 To improve vehicle access and circulation and enhance associated services and infrastructure.
- 5 To ensure vehicular access points do not visually detract from the streetscape.
- 6 To promote pedestrian safety and ease of movement through the local centre.

### Controls

- 1 All development within the Roseville local centre, as outlined in Figure 14F.6-1, is to be designed to support and enhance the planned future character of the centre. This is to be done through the Building Entries, Car Parking and Service Access requirements for each Precinct as stipulated in this DCP.
- 2 To ensure viability of redevelopment of sites in precincts R1, R2 and R3 the retail and residential parking requirements may be reduced by up to 100%. The applicant will be required to provide a report assessing the potential impacts on public parking around the centre in order for a parking reduction to be considered. Report to be consistent Council's *Town Centre Parking Management Plan*.

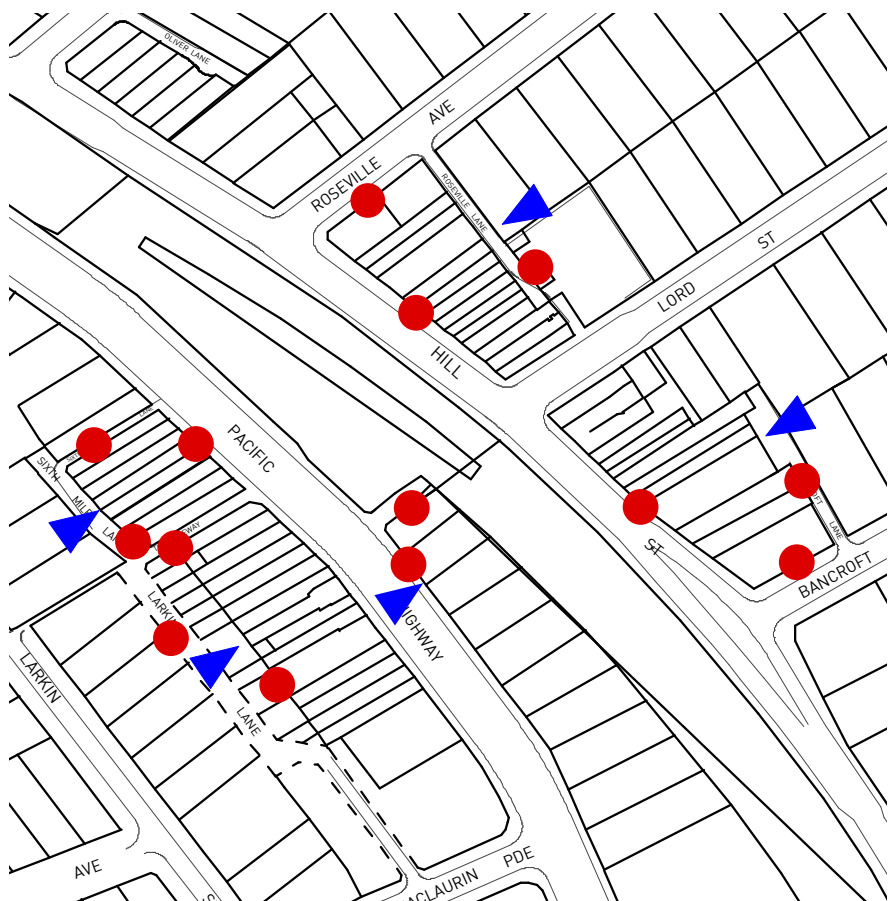




Figure 14F.6-1:  
Building entries, car parking and service access plan.

### Legend

-  - Vehicular access to site
-  - Pedestrian access to site



## 14F.7 PRECINCT R1: HILL STREET SHOPS

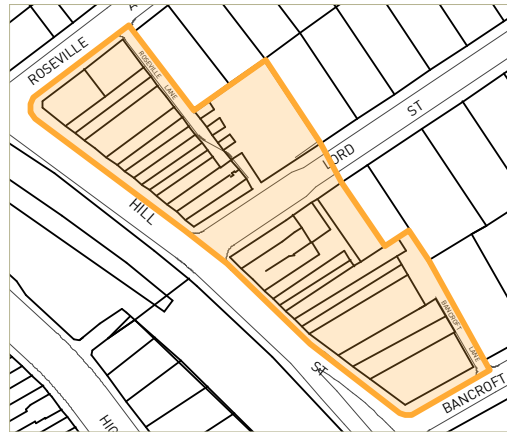
### Objectives

Refer to  
Objectives and Controls  
**PART 14F.1**  
Urban Precincts

- 1 To retain the character of Hill Street streetscape along with some of the more significant Federation and early Inter-War commercial buildings.
- 2 To ensure future in-fill development respects the 'fine grain' urban fabric of Hill Street.
- 3 To encourage retention of elements of existing character buildings within the Hill Street streetscape.

### Controls

#### Planned Future Character



# R1

#### Legend


 - Precinct R1



Figure 14F.7-1:  
Precinct R1

Hill Street is a small retail area on the eastern side of Roseville. The shops have a strong traditional main street character with consistent scale and rhythm of buildings. The shops have largely retained their role as a local service centre providing for the day to day needs of residents as well as some leisure related shops such as cafes.

- 1 Development is to be designed to support and enhance the planned future character for the precinct as follows:
  - i) The character of this precinct will be preserved and enhanced. Small scale infill development or sympathetic adaptive re-use of existing character buildings will be encouraged.
  - ii) New low scale residential or commercial development may be located at the rear of the sites facing Roseville and Bancroft Lanes. It is also proposed to realign and extend the existing rear lanes to improve permeability, visibility, and safety of the area.
  - iii) A new village green is proposed on the existing Lord Street car park at the rear of the Hill Street shops.

## 14F.7 PRECINCT R1: HILL STREET SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.2**  
Public Domain and  
Pedestrian Access

### Controls

#### **Public Domain and Pedestrian Access**



#### Legend

- Pedestrian through site link
- Awnings
- Awnings where possible
- Precinct R1



Figure 14F.7-2:  
Public domain and pedestrian  
access plan.

- 2 Provide new pedestrian arcades connecting the Hill Street with the rear lanes.
- 3 Provide continuous awnings to Hill Street, Roseville Avenue, Lord Street and Bancroft Avenue.
- 4 Provide awnings to and Bancroft Lane and Roseville Lanes where possible.
- 5 Provide new footpaths to Bancroft Lane and Roseville Lane.

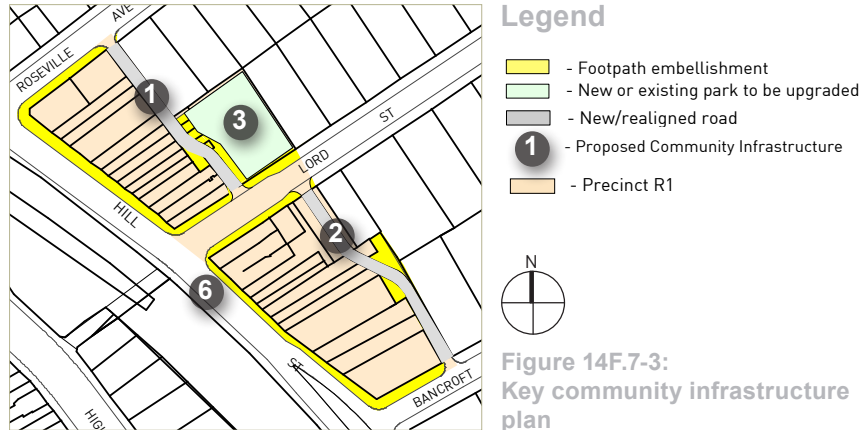
## 14F.7 PRECINCT R1: HILL STREET SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.3**  
Proposed Community  
Infrastructure

### Controls

#### Proposed Community Infrastructure



- 6 The following development as indicated in *Figure 14F.7-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
- 1 Reconstruction of Roseville Lane from Roseville Avenue through to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 2 Extension and widening of Bancroft Lane from Bancroft Avenue to Lord Street (6 metre wide carriage way with 2 metre wide footpaths on both sides). Land to be dedicated to Council as part of site redevelopment.
  - 3 New village green with playground facilities on the Lord Street Council car park site (car parking to be relocated to basement parking on-site).
  - 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.

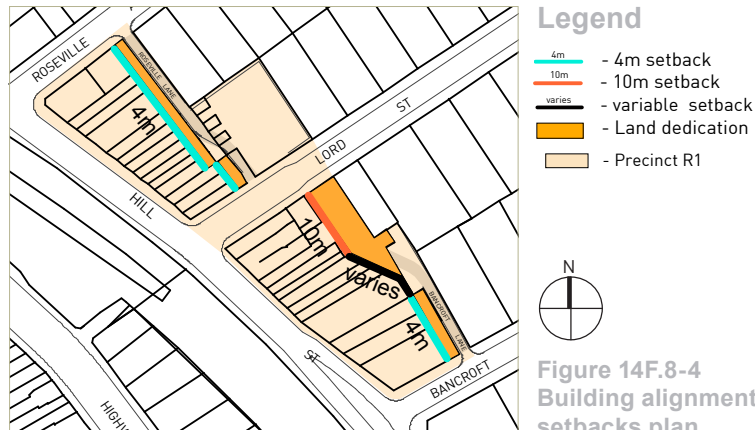
14F.7 PRECINCT R1:  
HILL STREET SHOPS (continued)

Objectives

Refer to  
Objectives and Controls  
**PART 14F.4**  
Setbacks

Controls

Setbacks



- 7 Building setbacks are to be in accordance with *Figure 14F.7-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback with the following exceptions:
- i) 4 metre rear setback applying to the properties Nos.37-63 Hill Street and No.1 Roseville Avenue to create a continuous 10 metre right-of-way between Roseville Avenue and Lord Street. Land is to be dedicated to Council at no cost.
  - ii) Variable rear setback applying to the properties Nos.5-35 Hill Street and 1-7 Lord Street to create a continuous 10m right-of-way. Land is to be dedicated to Council at no cost.

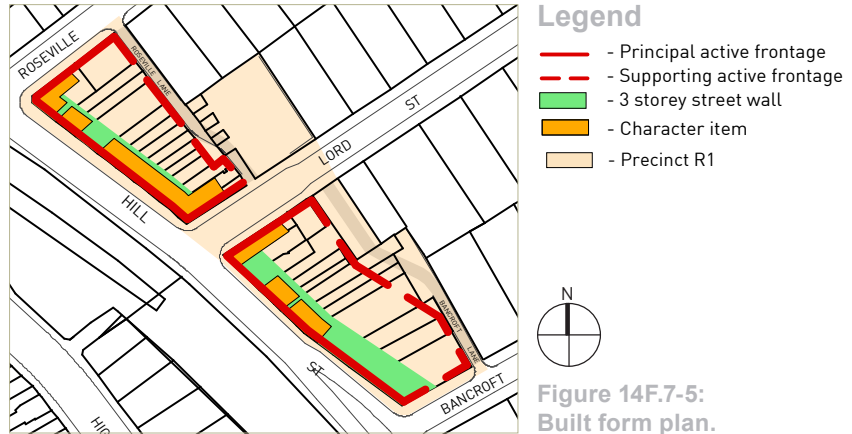
## 14F.7 PRECINCT R1: HILL STREET SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.5**  
Built Form

### Controls

#### Built Form



- 8 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14F.7-5*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of Hill Street and Lord Street.
  - ii) Provide active street frontages to Hill Street and Lord Street.
  - iii) Provide active street frontages along Roseville Lane, Roseville Avenue, Bancroft Lane and Bancroft Avenue.
  - iv) Retain the façades of the following character buildings fronting Hill Street - Nos.17, 19-23, 25, 27-29, 31-35 Hill Street; and Nos.37-41, 43, 45-47, 49-53, 55, 61, 63, 63A Hill Street.
  - v) Design infill buildings along Hill Street to be sympathetic in materials, form, scale, massing, articulation, alignments, and proportions to the existing buildings (but do not replicate character).
  - vi) Locate residential components of the buildings at the rear of the shops addressing the lanes.



14F.7 PRECINCT R1:  
HILL STREET SHOPS (continued)

Objectives

Refer to  
Objectives and Controls  
**PART 14F.6**  
Building Entries, Car  
Parking and Service  
Access

Controls

**Building Entries, Car Parking and Service Access**



Legend




-  - Vehicular access to site
-  - Pedestrian access to site
-  - Precinct R1



Figure 14F.7-6:  
Building entries, car parking  
and service access plan.

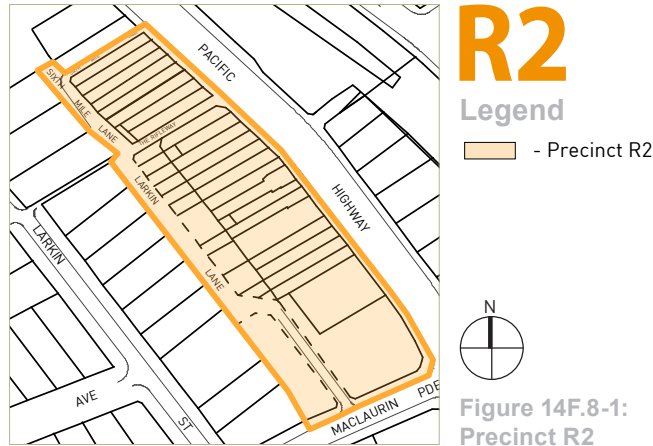
- 9 Vehicle and service access is to be provided via Roseville Lane or Bancroft Lane.
- 10 Residential and commercial lobbies and foyers are to be located off Roseville or Bancroft Lanes or Roseville Avenue and Bancroft Avenue or Hill Street.

## Objectives

Refer to  
Objectives and Controls  
**PART 14F.1**  
Urban Precincts

## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS

## Controls

*Planned Future Character*

This precinct incorporates the traditional strip retail fronting the Pacific Highway and a Council car park on Larkin Lane. The shops have largely lost their role as local shops and the area has become established as an entertainment precinct with cafes, restaurants, and antique shops. Roseville cinema and the RSL club provide an anchor role for this precinct attracting people from across northern Sydney and beyond.

- 1 Development is to be designed to support and enhance the planned future character for the precinct, as following:
  - i) This precinct has potential to continue to grow and develop as a boutique entertainment precinct which offers an alternative to what is currently available in larger centres such as Chatswood.
  - ii) The character of this precinct will be preserved and enhanced. Small scale infill development or sympathetic adaptive re-use of existing character buildings will be encouraged.
  - iii) New low scale residential or commercial development may be located at the rear of the sites facing Larkin Lane.

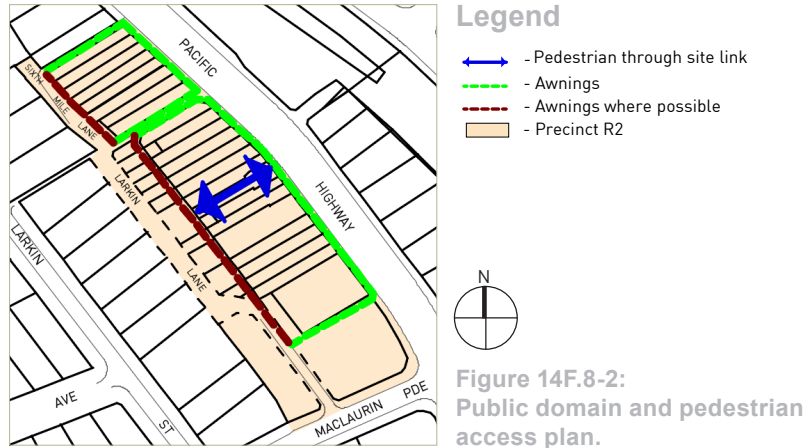
## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.2**  
Public Domain and  
Pedestrian Access

### Controls

#### **Public Domain and Pedestrian Access**



- 2 Provide a new pedestrian arcade connecting the Pacific Highway with Larkin Lane.
- 3 Provide continuous awnings to Pacific Highway, Sixth Mile Lane, the Rifleway and the Memorial Park frontage.
- 4 Provide awnings to Larkin Lane where possible.

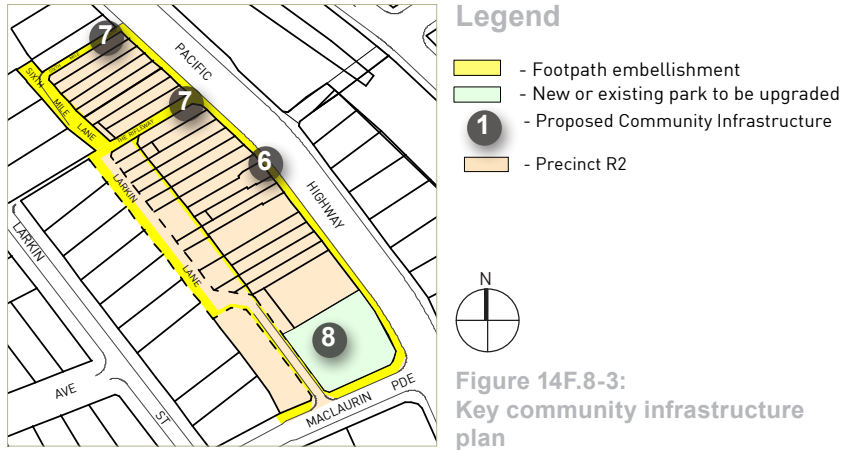
## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.3**  
Proposed Community  
Infrastructure

### Controls

#### Proposed Community Infrastructure

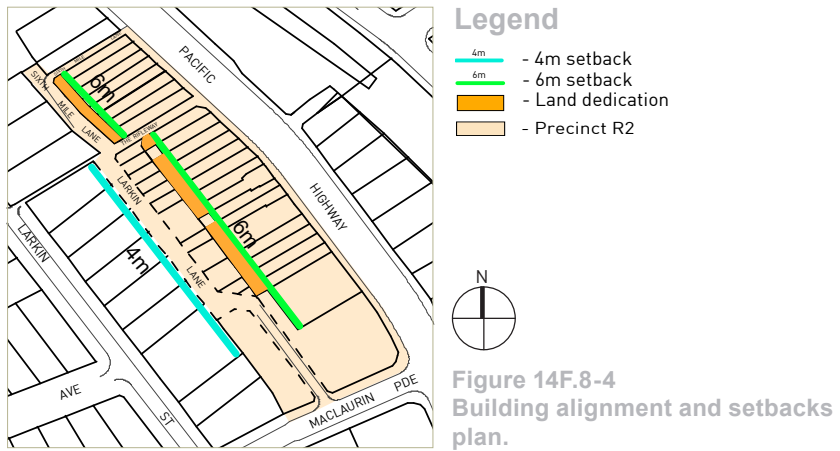


5 The following development as indicated in *Figure 14F.8-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:

- 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.
- 7 Upgrade of existing pedestrian lane ways including Sixth Mile Lane and the Rifleway.
- 8 Embellishment of Roseville Memorial Park to urban park standard.

Refer to  
Objectives and Controls  
**PART 14F.4**  
Setbacks

#### Setbacks



- 6 Building setbacks are to be in accordance with *Figure 14F.8-4*, and all buildings in the B2 zone are required to be built to the street alignment and with a zero setback with the following exceptions:
- i) 6 metre rear setback to Larkin Lane applying to properties nos.66-108 Pacific Highway for additional public parking. Land is to be dedicated to Council at no cost.

## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.5**  
Built Form

### Controls

#### Built Form

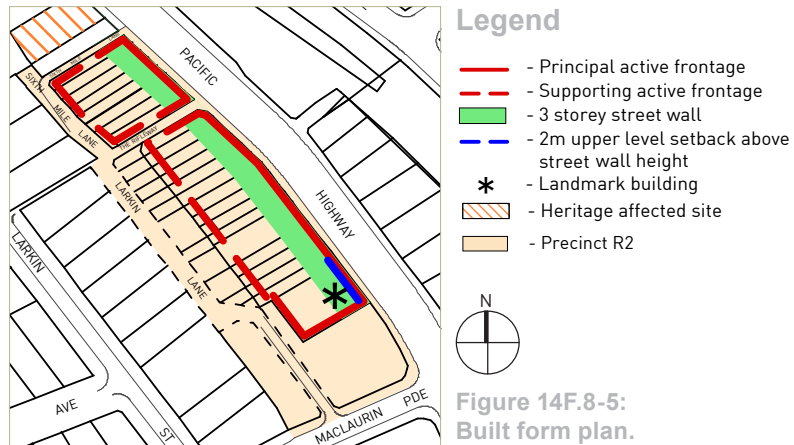


Figure 14F.8-5:  
Built form plan.

- 7 Buildings are to be designed in accordance with the Development Control Plan, *Figure 14F.8-1*, and as follows:
- i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of the Pacific Highway.
  - ii) 2 metre upper level setback to all levels above the street wall height along the frontages of properties 64-70 Pacific Highway.
  - iii) Provide active street frontages along the Pacific Highway and the frontage to Memorial Park.
  - iv) Provide active frontages addressing Larkin Lane (car park), the Rifleway and Sixth Mile Lane.
  - v) Provide a highly activated interface between Memorial Park that encourages use of the park.
  - vi) Design a landmark corner building for the site adjoining Memorial Park.



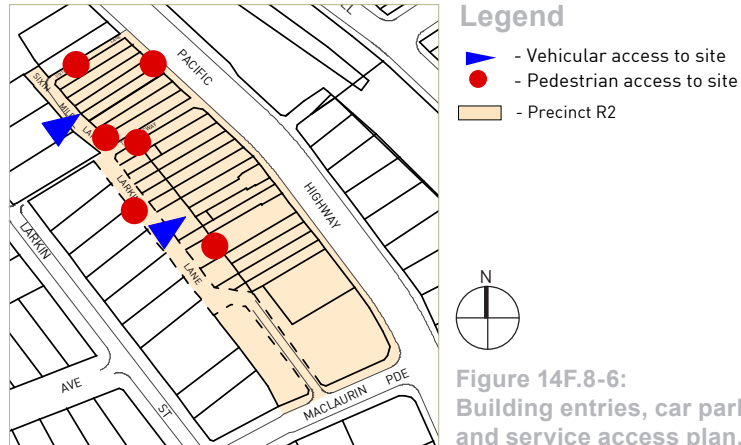
## 14F.8 PRECINCT R2: PACIFIC HIGHWAY SHOPS (continued)

### Objectives

Refer to  
Objectives and Controls  
**PART 14F.6**  
Building Entries, Car  
Parking and Service  
Access

### Controls

#### **Building Entries, Car Parking and Service Access**



- 8 For the properties Nos.64-116 Pacific Highway vehicle and service access is to be provided via Larkin Lane or Sixth Mile Lane.
- 9 For the properties Nos.64-116 Pacific Highway residential and commercial lobbies and foyers are to be located off Larkin Lane, The Rifleway or Sixth Mile Lane.
- 10 For the properties Nos.64-108 Pacific Hwy, basement levels are permitted to extend to the Larkin Lane boundary subject to the provision of the following:
  - i) a minimum clear 3m soil depth for planting, lighting and pathways;
  - ii) a 6m setback to the building line from Larkin Lane;
  - iii) land dedication, at no cost to Council, of the parcel of land of the total frontage to Larkin Lane x 6m from Larkin Lane x 3m soil depth.

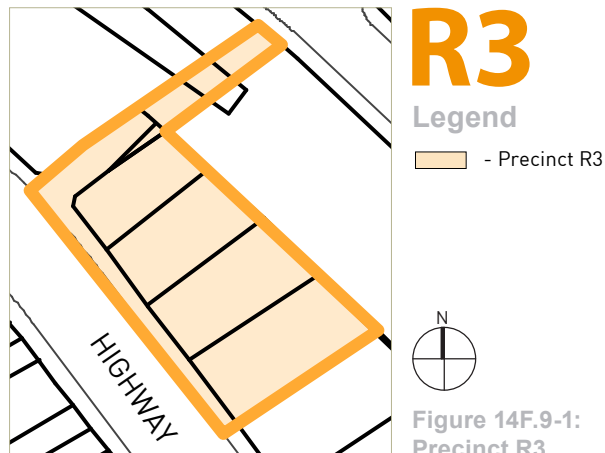
## Objectives

Refer to  
Objectives and Controls  
**PART 14F.1**  
Urban Precincts

## 14F.9 PRECINCT R3: PACIFIC HIGHWAY TO ROSEVILLE STATION

### Controls

#### *Planned Future Character*



This precinct includes a pedestrian walkway from the Pacific Highway to the Roseville rail station. This area contains the former Commonwealth Bank building at No.83 Pacific Highway which is a listed heritage item and is significant because it represents a good example of the Art Deco style. The precinct also features the railway gardens and the listed former station master's residence at 89 Pacific Highway.

- 1 Development is to be designed to support and enhance the planned future character for the precinct and as follows:
  - i) This area will become a small mixed use precinct incorporating a new urban square at the western rail station entry. This precinct will provide a "bridge" between the two main commercial precincts.

14F.9 PRECINCT R3:  
PACIFIC HIGHWAY TO ROSEVILLE  
STATION (continued)

Objectives

Refer to  
Objectives and Controls  
**PART 14F.2**  
Public Domain and  
Pedestrian Access

Controls

**Public Domain and Pedestrian Access**

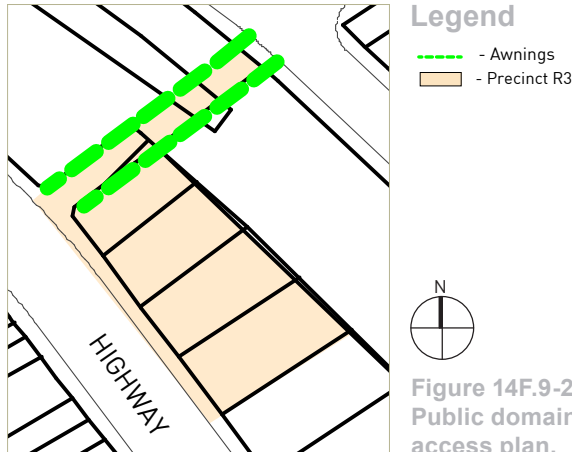


Figure 14F.9-2:  
Public domain and pedestrian  
access plan.

- 2 Provide continuous awnings to the Pacific Highway and rail station accessway.

**Proposed Community Infrastructure**

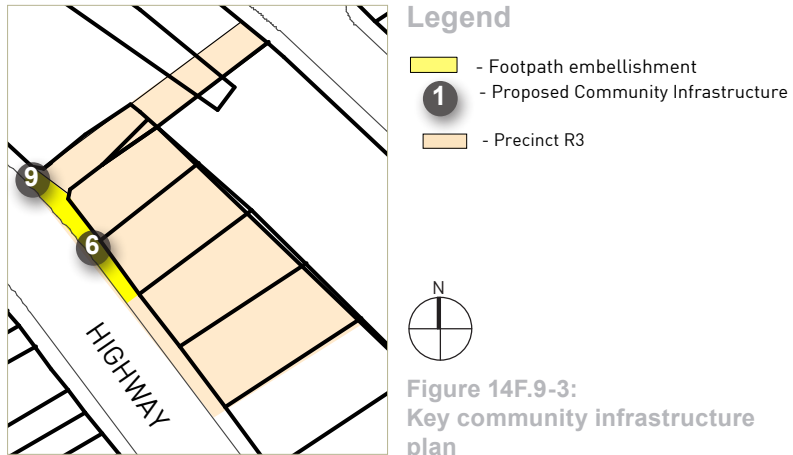


Figure 14F.9-3:  
Key community infrastructure  
plan

- 3 The following development as indicated in *Figure 14F.9-3*, is to be included to support and compliment the provision of Key Community Infrastructure through the *Ku-ring-gai Contributions Plan 2010*, Voluntary Planning Agreement (VPA), or other delivery mechanism:
  - 6 Embellishment of the public domain areas and footpaths on the Pacific Highway and Hill Street including underground power lines, new lighting, high quality paving and furniture.
  - 9 Improvements to western rail station entry off Pacific Highway to create new urban square including new paving, street trees and street furniture.

Refer to  
Objectives and Controls  
**PART 14F.3**  
Proposed Community  
Infrastructure

## Objectives

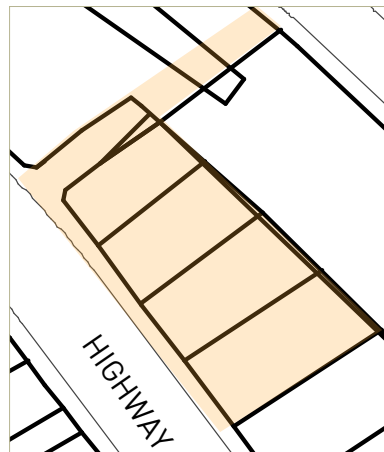
Refer to  
Objectives and Controls  
**PART 14F.4**  
Setbacks

Refer to  
Objectives and Controls  
**PART 14F.5**  
Built Form

## 14F.9 PRECINCT R3: PACIFIC HIGHWAY TO ROSEVILLE STATION (continued)

### Controls

#### Setbacks



#### Legend


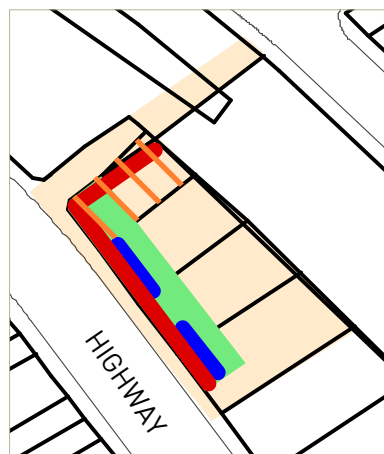
 - Precinct R3



Figure 14F.9-4  
Building alignment and setbacks  
plan.

- 4 All buildings are required to be built to the street alignment and with a zero setback.

#### Built Form



#### Legend






-  - Principal active frontage
-  - 3 storey street wall
-  - 2m upper level setback above street wall height
-  - Heritage affected site
-  - Precinct R3



Figure 14F.9-5:  
Built form plan.

- 5 Buildings are to be designed in accordance with this Development Control Plan, *Figure 14F.9-5*, and as follows:
  - i) Create a consistent 3 storey (11.5 metres) street wall that is built parallel to the street alignment of the Pacific Highway.
  - ii) In relation to properties Nos.69-71 and 79-81 Pacific Highway new building elements are to be setback from the highway frontage to a minimum depth of 10 metres.
  - iii) Conserve and adapt the former Commonwealth Bank building No.83 Pacific Highway) and the former station master's cottage (No.89 Pacific Highway).
  - iv) Provide active street frontages along the Pacific Highway and the public access way to the rail station.

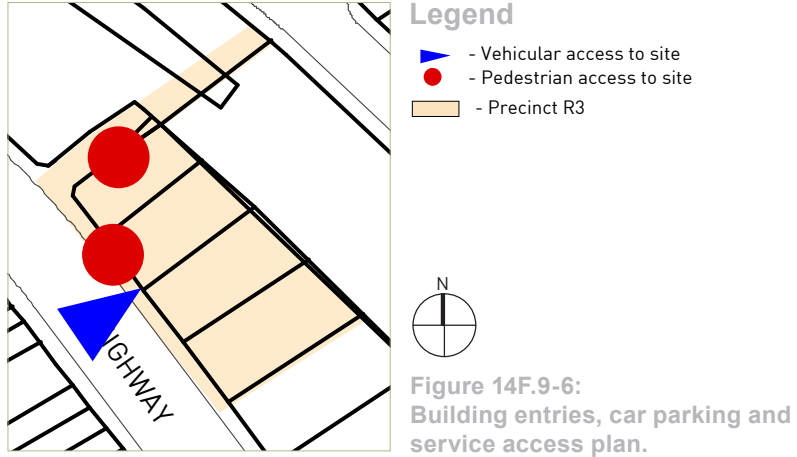
Objectives

**Refer to**  
 Objectives and Controls  
**PART 14F.6**  
 Building Entries, Car  
 Parking and Service  
 Access

**14F.9 PRECINCT R3:  
 PACIFIC HIGHWAY TO ROSEVILLE  
 STATION (continued)**

Controls

**Building Entries, Car Parking and Service Access**



- 6 Vehicle and service access is to be provided via Pacific Highway at the southern corner of the site.
- 7 Residential and commercial lobbies and foyers are to be located off the Pacific Highway or the pedestrian access way to the rail station.



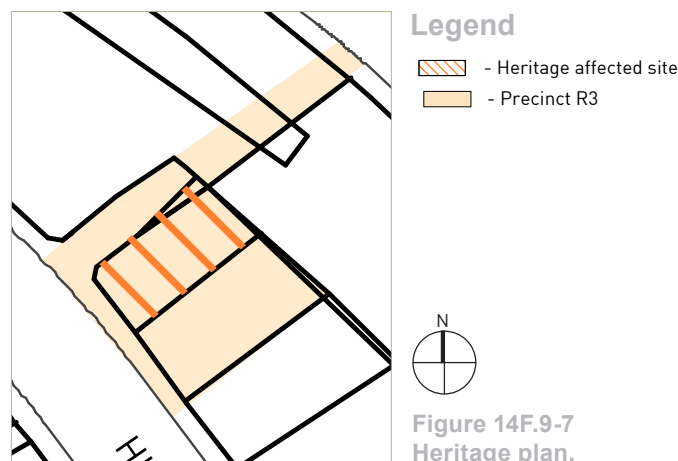
## 14F.9 PRECINCT R3: PACIFIC HIGHWAY TO ROSEVILLE STATION (continued)

### Objectives

- 1 To conserve heritage items and ensure new buildings respond to the scale, design, and character of adjoining heritage buildings.
- 2 To ensure infill buildings are designed to respect the 'fine grain' urban fabric of the street.
- 3 To ensure that new development responds appropriately to the quality and context of any adjoining and neighbouring listing heritage items.
- 4 To allow for and encourage the adaptive re-use of Heritage items in the local centre.

### Controls

#### Heritage



In relation to No.83 Pacific Highway, Roseville - (the former Commonwealth Bank Building):

- 8 Conserve all details and the form of external elevations including: the banking chamber that is adjoined by curved corners; the western elevation; the awning and pressed metal soffit; the intact shop fronts; and detailing to building foyers.
- 9 Prior to removal or alteration assess the significance of remnant internal fabric relating to banking operations such as the banking counter, furniture, the safe, and internal detailing.
- 10 Restoration works to be considered and undertaken to the northern and western elevations.
- 11 Major additions must include conservation works.
- 12 No additions to occur over the northern banking portion.
- 13 Additions may occur to the southern portion providing upper level additions are set back 5 metres from the parapet and must not detract from the prominence of the building in the streetscape.
- 14 Alterations and additions may occur behind the facade of the southern retail portion of the building.
- 15 Heritage items are not required to include awnings where it is detrimental to their heritage significance.