

## A10.4 GLEBE Suburb Profile

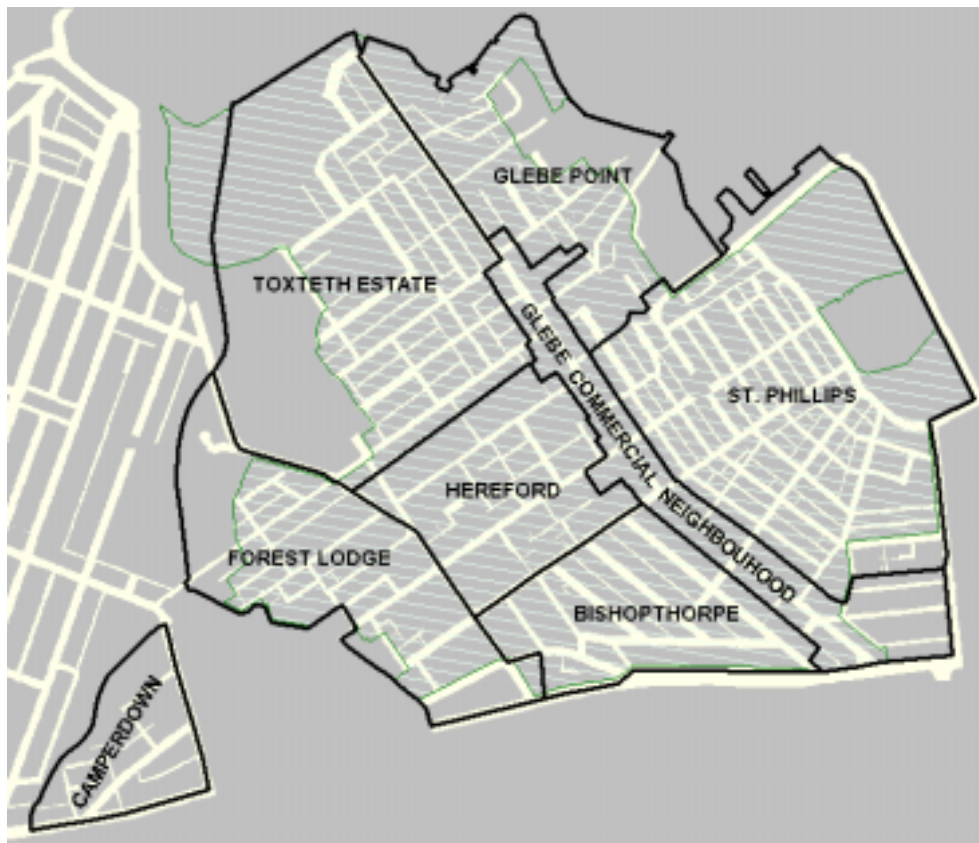
### Introduction

The suburb of Glebe is located immediately to the east of the suburb of Annandale and is on the western border with the City of Sydney. Glebe is bounded by Johnstons Creek and Camperdown to the west, Bay Street and Wattle Street to the east, Parramatta Road to the south and Rozelle Bay to the north.

The suburb is strongly defined by its topography, being located on a peninsula with a main ridge-line bisecting the suburb and running in a north-west to south-east

direction. Whilst Glebe is clearly defined topographically, it is less hilly than the surrounding suburbs of Annandale and Leichhardt. The topography has resulted in a more regular street pattern and formal townscape character.

The northern and eastern points of the Glebe peninsula overlook Rozelle Bay and Blackwattle Bay, whilst an open space corridor provides a green belt running along the perimeter of the waterfront.



Conservation Area



### History of development in Glebe

The suburb of Glebe retains a strong historical character, which is demonstrated throughout its residential, commercial and industrial areas.

Glebe was first established as part of an early land grant in 1789 by Governor Arthur Phillip for the support of a church minister and a schoolmaster for the new settlement of Sydney. These land grants remained undeveloped until 1828 when Glebe was subdivided into 28 allotments. At this time, the primary thoroughfare of Glebe Point Road was laid out along the ridge-line of the peninsula to provide access between the Great Western Highway and Glebe Point. The new allotments were sold to slaughterhouse proprietors and distillers in the vicinity of Blackwattle Bay, whilst the larger, more elevated blocks were sold for settlement as suburban estates for prominent colonial families.

The subdivision of these large estates began in the 1840's to meet a growing demand for housing, attracting those of a more modest means to the area. From the 1870's onwards, the predominant east-west pattern of streets was established, and terrace houses were erected throughout Bishopthorpe, St. Phillips and Forest Lodge, alongside the large Regency villas such as *Toxteth Park* and *Lyndhurst* which remain today.

During this period, allotments along Glebe Point Road were developed for residential and commercial uses, creating the unique character of Glebe Point Road. In Camperdown, many of the original Victorian dwellings were demolished to make way for industrial buildings. After 1910 there was a decline in the residential appeal of the Glebe

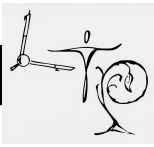
area in favour of the newer, more preferable outer suburbs of Sydney. However, the suburb saw a renewed interest after 1960 following recognition of its historic urban townscape character and environmental attributes.

As such, the range and condition of the built environment within Glebe, and its ability to demonstrate the evolution of the suburb over time, contribute to its significance as a conservation area.

The range of architectural styles encompass mid to late 19<sup>th</sup> century development with some examples of early 20<sup>th</sup> century Federation dwellings, and includes Regency mansions, suburban villas, large and small terraces and small workers cottages. Ornate late 19<sup>th</sup> century commercial buildings and Federation period warehouses also demonstrate the development of the suburb.

The unique historic character of Glebe has been retained largely through the restoration, rehabilitation and adaptive reuse of many of its dwellings. The process of restoration and appreciation of the architectural significance of buildings within the suburb has enabled the history of Glebe to survive. As such, many families have continued to live in this suburb for generations.

Additionally, major and minor avenue plantings help to reinforce the structure and formality of many of the streets within Glebe, and enhance the visual appearance of the varied streetscapes. These "green" streetscapes are carried through in the open space network along the waterfront, and enhance the enclosed peninsula character of the suburb.

**Glebe: Distinctive Neighbourhoods**

The following areas within Glebe are identified as 'Distinctive Neighbourhoods' by virtue of topography, estate development and street pattern or building form.

**1. Toxteth Estate**

- i. Glebe Point Road
- ii. Laneways
- iii. Glebe Parklands

**2. Glebe Point**

- i. Laneways
- ii. Glebe Point Backdrop

**3. Forest Lodge**

- i. Forest Lodge Business Area
- ii. Parramatta Road Industrial Area
- iii. Minogue Crescent
- iv. Orphan School Creek

**4. Hereford**

- i. Hereford Parks and Reserves
- ii. Hereford Business Area
- iii. Laneways

**5. St. Phillip's**

- i. St. Phillip's Commercial Area
- ii. St. Phillip's Parks
- iii. Laneways

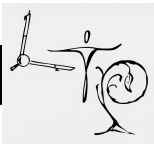
**6. Bishopthorpe**

- i. St. John's Commercial Area

**7. Glebe Commercial Neighbourhood**

- i. Glebe Point Road – Hereford Street/ Palmerston Avenue to Forsyth Street
- ii. Glebe Point Road – St. Johns Road to Hereford Street/Palmerston Avenue
- iii. Glebe Point Road – Broadway to St. Johns Road (including part of Parramatta Road and Derwent Street)
- iv. Broadway

**8. Camperdown**



### A10.4.1 TOXTETH ESTATE DISTINCTIVE NEIGHBOURHOOD

#### 1. LANDFORM

Toxteth Estate forms one of the larger and more uniform Distinctive Neighbourhoods of the Glebe suburb.

The Neighbourhood is situated on the north-western slope of the main Glebe ridge-line, forming a major part of the plateau of the Glebe peninsula. The Neighbourhood slopes gently down toward Rozelle Bay in the north and toward Jubilee and Bicentennial Park to the west, with a steep drop at the cliff line overlooking Harold Park raceway.

The extensive open space areas of Bicentennial Park and Jubilee Park provide

a buffer to adjoining areas, such that the Neighbourhood has an “enclosed” feel with views out to the adjoining Annandale Ridge and Rozelle, rather than to Rozelle Bay.

The Toxteth Estate Distinctive Neighbourhood is bounded by Johnstons Creek and Minogue Crescent to the west, Rozelle Bay to the north, the rear boundary line of properties fronting onto Wigram Road to the south, and to the east, the boundary is Glebe Point Road (from the point to Toxteth Road) and the rear boundary line of properties fronting onto Glebe Point Road (from Toxteth Road to Wigram Road).

The Neighbourhood is defined on the map below by a thick black line.





## 2. EXISTING CHARACTER

The Toxteth Estate Distinctive Neighbourhood retains a formal and coherent character reflecting its pattern of ownership and subdivision over time. The original Toxteth Estate of 1831, which was owned by George Allen, was subdivided for middle-class housing in the 1880's, establishing the ordered grid network of wide streets and large allotments that now characterise the Neighbourhood. Parts of the area were further developed as a group in 1904, finalising the subdivision of the Toxteth Park Estate.

There is a predominantly low-scale character and consistency of residential form to be found within this Neighbourhood. Along the lower slopes toward Bicentennial Park, development is characterised by rows of elevated single-storey Federation or Victorian Italianate dwellings reflecting the later phase of subdivision of the area. These have a generally consistent three metre front setback with established front gardens, and are designed to step with the slope of the streets.



**Photo: Row of Federation cottages adjacent to Bicentennial Park.**

Further up the slope, from Victoria Road to Toxteth Road, development is generally in

the form of detached or attached two-storey Victorian Italianate terraces and grander post-Regency style dwellings. Setbacks here are between 3m and 5m, also containing established front gardens.



**Photo: Row of Victorian Italianate terraces located on higher slopes of the Neighbourhood.**

Whilst there is a great diversity in the form and detail contained within the Victorian Italianate or Federation cottages displayed throughout this Neighbourhood, a unity of built form is achieved by a consistent scale, minimal variation in setbacks, and formal street pattern. Most importantly, residential development within this Neighbourhood demonstrates very little in the way of unsympathetic additions or alterations, with original fences, heritage colours and materials giving the Neighbourhood a strong heritage character.

The character of the Distinctive Neighbourhood is strongly influenced by the regular, formal road pattern and subdivision layout. The streets are generally straight, wide and tree-lined, with Arcadia Road retaining a dual avenue of significant trees which divides the road in half. The



established street tree planting, low-scale development and continuous footpaths uninterrupted by driveways ensure that the Neighbourhood retains a strong residential and pedestrian oriented character.



**Photo: View of Avenue Road showing wide tree-lined street and low-scale character.**

The Neighbourhood has a number of distinctive buildings discretely set within the low-scale residential streetscapes. Tranby, a Co-operative for Aborigines, was built during the 1850's as part of the original George Allen Estate, and is a fine post-Regency cottage located on Mansfield Street. The former Toxteth Park built for George Allen in 1831 is now Saint Scholastica's College, located on Avenue Road. The Sze Yup Chinese Temple, constructed in 1904, is located on Victoria Road (*main entrance from Edward St.*) and has architectural and townscape significance.



**Photo: Sze Yup Chinese Temple off of Edward Street.**

#### Glebe Point Road

The character of Glebe Point Road differs to the remainder of the Neighbourhood, with grand two and three-storey Victorian dwellings predominating. Many of these grand buildings have been converted into a range of business uses, including backpackers hostels, medical and dental practices.

From Eglinton Road to the Point, the grand terraces give way to a row of single storey elevated Federation period cottages, with two to three metre sandstone retaining walls.



**Photo: Grand houses and terraces located on Glebe Point Road.**



### Laneways

Located off the main streets is a network of laneways that are laid out in a formal and ordered pattern, reflecting the consistency in layout of the street network.

In general, the laneways retain a historical low-scale service character, often with carriageway widths of 5 to 6m. The laneways are mainly used for access to the rear of the properties, with minimal obtrusive garage structures and no development fronting onto them.

There is an abundance of vegetation along the rear properties of the laneways, which enhances the existing green corridors provided by street and private tree planting within the Neighbourhood.



**Photo: Laneways have a service character and substantial tree planting in rear gardens.**

### Glebe Parklands

The Neighbourhood is also strongly influenced by the extensive corridor of open space that defines its western boundary. The Glebe Parklands, located along Rozelle Bay, includes Bicentennial Park, Jubilee

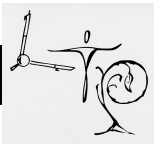
Park, Federal Park and Harold Park raceway. Together these parks form the northern boundary of the Johnstons Creek open space network along the suburb of Glebe.

The Parklands provide a recreational reserve for cycling, walking, a sports oval, play areas for children and a Horse Trotting paceway. The parklands offer a significant opportunity for bushland revegetation, as well as providing opportunities for education regarding wetland areas and stormwater management.

Unlike the neighbouring area of Glebe Point, the Toxteth Distinctive Neighbourhood is directly linked to this extensive open space network. The open space network provides a substantial buffer between Toxteth and its adjoining suburbs, with the theme of established large trees being carried into the streets themselves through the substantial street and private tree plantings.



**Photo: View of substantial trees and active and passive recreation in Bicentennial Park.**



### **3. DESIRED FUTURE CHARACTER**

#### ***Urban Form***

- ◆ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- ◆ preserve the continuous rows of attached Victorian and Federation dwellings;
- ◆ preserve the consistency of the existing historic subdivision pattern in the area;
- ◆ improve the environmental amenity and interest for pedestrians accessing the area; and
- ◆ preserve and enhance views created by stepping buildings with the contours where appropriate.

#### ***Building Elements***

- ◆ preserve the consistency in built form, style and materials characteristic of the Victorian Italianate style of building where appropriate within the Neighbourhood;
- ◆ preserve the consistency in architectural detail of continuous rows of attached dwellings;
- ◆ maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

#### ***Landscape***

- ◆ encourage landscaping and the establishment of private front gardens;
- ◆ encourage that street trees and private tree plantings are appropriate species in terms of bulk and height;
- ◆ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
- ◆ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private laneways.

#### ***Economic Viability***

- ◆ enhance and promote the viability and potential for the appropriate adaptive reuse of the grand terraces and dwellings along Glebe Point Road for a range of allowable business uses;
- ◆ retain the viability and continuation of special use sites for educational and/or religious purposes.

#### ***Local Area Character***

##### ***Laneways***

- ◆ preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors;
- ◆ allow for small scale dwellings fronting onto lanes where development is permissible; and
- ◆ ensure that future development on lanes, does not unreasonably impact upon the amenity of adjacent properties and the lanescape and scenic character.





Glebe Parklands

- ◆ preserve and enhance the existing aesthetic quality and environmental significance of the parks and reserves in Toxteth Estate Distinctive Neighbourhood;
- ◆ maintain and enhance the corridor of public open space for passive recreational uses;
- ◆ ensure that development along the boundaries of the parks and reserves has a minimal impact upon the amenity of the public open space.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Toxteth Estate Distinctive Neighbourhood.

All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.

*Building Envelope*

To match the existing built form a range of building envelopes apply to the Toxteth Distinctive Neighbourhood:

- 6.0m building wall height applies generally except where otherwise indicated.
- 7.2m building wall height applies to Glebe Point Road.

*Urban Form*

- New development is to reinforce the streetscape orientation and stepping

of the dwellings down the topography of the ridge.

- Changes to the front facades of dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.
- The number of driveway crossings should be minimised and are discouraged.

5. ADDITIONAL CONTROLS

Due to particular characteristics or specific conditions affecting development within the Toxteth Estate Distinctive Neighbourhood, differences in this area necessitate a unique set of controls and/or development guidelines.

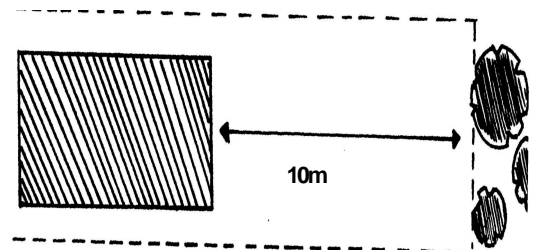
These Additional Controls only apply to the areas specifically described below.

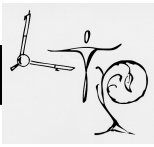
Laneways

- Where residential development does not occur the low service character of the rear lane must be retained.

Glebe Parklands

- Properties abutting the boundary of parks shall maintain a minimum buffer of 10m between any dwelling and the boundary line.





## A10.4.2 GLEBE POINT DISTINCTIVE NEIGHBOURHOOD

### 1. LANDFORM

Glebe Point Distinctive Neighbourhood is located on the north-eastern slope of the Glebe ridge-line, overlooking Rozelle Bay and Blackwattle Bay.

Glebe Point Road represents the highest point of the ridge-line and from here the land slopes steeply down in a north-eastern direction toward Blackwattle Bay. The steep ridge and valley formation provides impressive views out to the waterfront and the city beyond.

The major streets in the Neighbourhood, Cook Street, Forsyth Street and Ferry Road, run perpendicular to Glebe Point Road down

the slope to the waterfront. The Neighbourhood also encompasses several smaller cross streets and laneways running along the contours and providing access to dwellings and apartment blocks.

The Neighbourhood, is bounded to the west by Glebe Point Road up to the Glebe Commercial area, Bridge Road/ Palmerstone Avenue to the south, and Blackwattle Bay to the east.

Glebe Point Distinctive Neighbourhood is identified on the map below surrounded by thick black edging.





## 2. EXISTING CHARACTER

The Glebe Point Distinctive Neighbourhood demonstrates a less formal and more diverse character than that of other areas of Glebe.

Whilst initially developed for large waterfront estates, the area underwent intensive subdivision and development from 1895 onwards. The 1950's to the 1980's saw a residential flat development boom which led to the demolition of much of this earlier housing and the construction of apartments down to the water's edge with little reference to the existing topography. The Neighbourhood now contains a mixture of housing types reflecting these different phases of settlement.

The main thoroughfare of Glebe Point Road, which provides the western boundary of the Neighbourhood, demonstrates a mixed residential and commercial character. Toward Forsyth Street, the built form is represented by two and three storey residential flat buildings with local commercial development located at street level. Further toward the Point, significant rows of two-storey Victorian and Federation terraces are representative of the development of Glebe Point Road in the late nineteenth century for the wealthy classes. The six-storey former Max Factor building which was constructed in 1940, provides an important landmark along Glebe Point Road.



**Photo: Row of grand Victorian/Federation transitional style terraces on Glebe Point Road.**

The character and built form of the Neighbourhood changes in the streets located off Glebe Point Road. Here, the Neighbourhood is characterised by narrow, steeply sloping carriageways with small verges and minimal street tree plantings.

Between Palmerston Avenue and Forsyth Street, single and two-storey Federation and Victorian cottages on narrow allotments predominate and are interspersed with contemporary single and two-storey townhouse development. Building setbacks within this area are mixed, ranging from development on the street alignment to 6m setbacks with substantial front gardens.

Many of the original terraces and cottages have been altered with dormers or new fences, or have been repainted in contemporary colours, which detracts from the uniformity of the groupings and their heritage significance.



**Photo: Narrow streets and Victorian terraces characterise the Neighbourhood between Palmerston Avenue and Forsyth Street.**

From Forsyth Street to the Point, residential flat buildings and new townhouses predominate, interspersed with remnant rows of single and two-storey Victorian and Federation cottages. The flat buildings range in height from three-storeys to eight storeys and are characterised by light coloured, contemporary materials and large cubic forms, which are out of character and scale with the existing Victorian and Federation development.

Townhouse developments range in height from single to elevated three-storey development. The more contemporary townhouse developments located adjoining the foreshore open space area are setback with substantial landscaping, and designed to step with the topography.



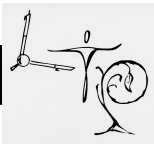
**Photo: Residential flat buildings overshadow existing cottages along Forsyth Street.**

Toward the point at Leichhardt Street, a grouping of significant heritage buildings, including Margaretta Cottage constructed in 1836, are representative of the earliest phase of development of the Neighbourhood.

Running along the entire perimeter of the Neighbourhood is the foreshore open space corridor. The corridor is discontinuous at certain points where remnant industrial developments, are located up to the waterfront.



**Photo: Blackwattle Bay reserve and city views to the east.**



### Laneways

Interspersed within the Neighbourhood are laneways that run perpendicular to the smaller streets, and vary in width from 4m to 6m. Several of the laneways have substantial residential development fronting onto them, whilst others are primarily used for access to the rear of properties and for parking.



**Photo: Existing dwellings oriented to laneways.**

### Glebe Point Backdrop



From the highest point of the Neighbourhood around Glebe Point Road and Cook Street the topography slopes down to the waterfront providing substantial

views of Rozelle Bay, Anzac Bridge and the City CBD. Dwellings are designed to step down with the topography maintaining the views which adds to the amenity and characteristic of Glebe Point Neighbourhood.

## **3. Desired Future Character**

### ***Urban Form***

- ◆ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- ◆ preserve the remaining continuous rows of attached Victorian and Federation dwellings;
- ◆ preserve the consistency of the existing historic subdivision pattern in the area;
- ◆ allow for contemporary redevelopment where it is complementary to the existing heritage streetscapes and character of the Neighbourhood.

### ***Building Elements***

- ◆ preserve the consistency in architectural detail of continuous rows of attached dwellings.

### ***Landscape***

- ◆ maintain and extend the fragmented open space foreshore areas for passive recreational uses and habitat corridor;
- ◆ ensure that development along the boundaries of the foreshore area has a minimal impact upon the amenity of the public open space;



- ◆ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
- ◆ maintain the prevalence of mature, regularly spaced street trees, as well as mature and visually significant trees on private land within the Neighbourhood;
- ◆ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height.

#### ***Laneways***

- ◆ preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors;
- ◆ allow for small scale dwellings fronting onto lanes where development is permissible; and
- ◆ ensure that future development on lanes, does not unreasonably impact upon the amenity of adjacent properties and the lanescape and scenic character.

#### ***Economic Viability***

- ◆ retain existing local commercial development along Glebe Point Road, whilst ensuring that Glebe Point retains its largely residential focus.
- ◆ provide opportunities for redevelopment of existing industrial land adjacent to the waterfront for residential purposes, in accordance with the adopted Masterplan for Waterfront Land at Forsyth Street and Ferry Road Glebe.

#### **Local Area Character**

##### **Glebe Point Backdrop**

- ◆ preserve and enhance the aesthetic quality of Glebe Point, its foreshores and setting, and
- ◆ ensure that new development and alterations and additions to existing development within the Glebe Point backdrop do not have a detrimental impact on the aesthetic quality of the area when viewed from Blackwattle Bay and its foreshores. This shall be achieved by ensuring that new development steps down the steep slopes to Blackwattle Bay and Rozelle Bay to maintain surrounding views.

#### **4. NEIGHBOURHOOD CONTROLS**

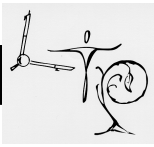
**These Neighbourhood Controls apply across the whole of the Glebe Point Distinctive Neighbourhood Glebe.**

**All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.**

##### ***Building Envelope***

**Due to the diversity of scale a range of envelopes apply to match the existing built form in the Glebe Point Distinctive Neighbourhood:**

- **3.6m building wall height applies to Cook Street Nos. 2-22 and 11-22; Avona Avenue east side; Forsyth Street Nos. 1-13 and 4-14; Ferry Road Nos 1-43 and Burton Street east side.**



- 6.0m building wall height applies generally except where otherwise indicated.
- 7.2m building wall height applies to Glebe Point Road.

#### ***Urban Form***

- Changes to the front facades of continuous rows of attached dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.

#### ***Building Elements***

- Original detailing including facade finishes, roofing and guttering, windows and doors, fenestration, verandahs etc should be repaired or restored where appropriate.

#### ***Signage***

- Signage within the local commercial areas along Glebe Point Road shall be consistent with the established character of the area.

#### ***Landscape***

- Where new development takes place on or adjacent to the foreshore, provision shall be made for the dedication of foreshore land to connect to the existing open space corridor, and for the provision of public access to that land.
- Significant sandstone walls and rocky outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape.

#### ***Laneways***

- Dwellings fronting onto laneways within the Neighbourhood shall be discouraged where they do not already exist.

### **5. ADDITIONAL CONTROLS**

Within the Glebe Point Distinctive Neighbourhood, due to particular characteristics or specific conditions affecting development a unique set of controls and/or development guidelines is necessitated.

**These Additional Controls only apply to the area specifically described below.**

#### **Glebe Point Backdrop**

- Any proposed development within the Glebe Point Backdrop must take into account the potential aesthetic impact of development when viewed from Blackwattle Bay, Rozelle Bay, and its foreshores and the City CBD.
- Development shall be consistent with its surrounding natural and built environment in terms of height, form, bulk, scale, location, colour and materials.
- New development is to reinforce the streetscape orientation and stepping of the dwellings down the topography of the ridge.



### A10.4.3 FOREST LODGE DISTINCTIVE NEIGHBOURHOOD

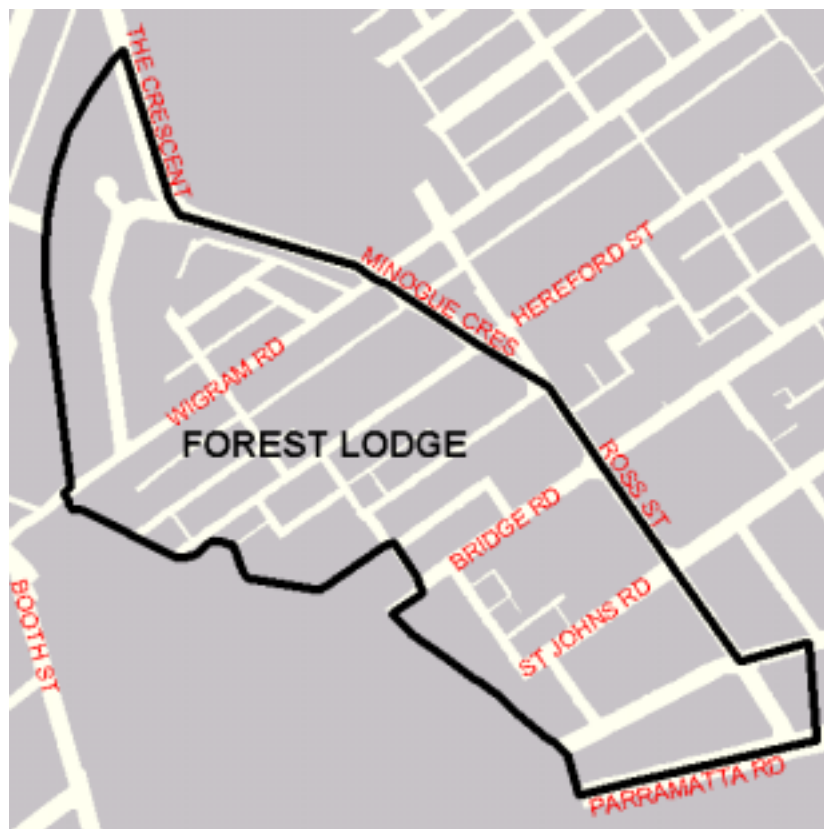
#### 1. LANDFORM

Forest Lodge Distinctive Neighbourhood adjoins the suburbs of Annandale and Camperdown, and is located on the south-western corner of the Glebe ridgeline. The northern section of the Neighbourhood overlooks a valley, which runs through Hegarty Street to Bridge Road, and encloses Harold Park. Just south of Bridge Road the topography of the suburb merges with the main Glebe plateau.

The north-west edge of the Neighbourhood is defined by a bluff above Minogue Crescent, and from this point the topography falls sharply in a south-westerly direction down to Orphan School Creek.

The Neighbourhood consists of a narrow, dense pattern of streets running in a north-east/south-westerly direction across the contour of the main Glebe ridge. Many of the streets slope steeply down towards Orphan School Creek, providing views from the higher elevations toward Camperdown to the west, and across Glebe and the City CBD to the north.

The boundary of the Forest Lodge Distinctive Neighbourhood is defined by Minogue Crescent to the north, Ross Street to the east, an industrial section along Parramatta Road to the south and Orphan School Creek to the west. The Forest Lodge Distinctive Neighbourhood is identified on the map surrounded by thick black edging.







## 2. EXISTING CHARACTER

Forest Lodge Distinctive Neighbourhood is characterised by a fairly uniform and dense pattern of development with narrow streets and lanes, and allotment sizes generally below 150m<sup>2</sup>. The predominant architectural style of Forest Lodge reflects its historical development during the Victorian era, with two-storey rows of terraces interspersed with scattered groups of Federation style dwellings and cottages on the lower slopes, where earlier estates were subdivided and redeveloped.

Whilst there is consistency in scale, detail, materials and setbacks of dwellings within the Neighbourhood, there is a variation in architectural style. This consists of grander terraces on the higher elevations, mixed with rows of two storey terraces, Federation style dwellings and some modern two storey townhouses.

The historical, social and economic status of Forest Lodge Distinctive Neighbourhood is reflected through the architectural quality of Victorian and Federation dwellings, the exceptional views provided from the higher slopes and the Neighbourhood's close proximity to institutions such as the Royal Prince Alfred hospital and University of Sydney.



**Photo: Grander Terraces located on the higher elevations with views over Glebe, Annandale Ridge and the City.**

Particularly good examples of early and late Victorian terrace rows are found throughout the Neighbourhood. The 'Cliff Terraces' with unusual bay/balconied fronts are a prominent landmark which overlook Harold Park. Along Bridge Road, the 'Magnolia Terrace' (1897) is a notable early Victorian Italianate terrace, whilst No. 148 Hereford Street is an unusual double fronted stone terrace built in 1881.

The main streets within the Forest Lodge Distinctive Neighbourhood cross the contour of the Glebe ridge, resulting in a stepping of the terraces and dwellings down steep grades to Orphan School Creek. The carriage widths of streets within the Neighbourhood are relatively narrow, often providing enough room for parking and one lane of traffic. The widths vary from 6.5m on the narrow streets to 20m for the main streets in the Neighbourhood.

Front setbacks vary between 1.2 and 3.0m, and contain established front gardens. Fences are uniformly iron picket, with turned and carved stone gate-posts for the grander terraces. Footpaths vary from 0.5m to 3m in width and contain relatively few street trees.



There are several small parks and areas of open space located in Forest Lodge Distinctive Neighbourhood, found mostly along Minogue Crescent and Orphan School Creek line. In addition there are two smaller parks with playgrounds located along the western end of St. Johns Road and Arundel Street.

### Forest Lodge Business Area

The commercial area along Ross Street contains several small local shops consisting of hair salons, restaurants, convenience shops, hardware, small retail shops and the very large AAPT business on the corner of St. Johns and Ross Street. The heights of the commercial buildings along Ross Street vary from single storey to three storey and often incorporate mixed uses, with dwellings built above the shops. The shop fronts are primarily glass with signage predominantly under or on the awning. The Forest Lodge School Precinct, located on Ross and Bridge Streets, is an important group of late nineteenth century buildings within the Neighbourhood.

### Parramatta Road Industrial Area

On the south side of Arundel Street and abutting Orphan School Creek along Junction Street, are two substantial pockets of industrial development. A large proportion of the industrial buildings along Arundel Street are built through to the Parramatta Road frontage. These buildings serve as an effective physical barrier, offering a buffer between Parramatta Road and the lower scaled residential development located to the north.



**Photo: The high scaled industrial development along Parramatta Road offers a buffer between Parramatta Road and the residential area.**

### Minogue Crescent

Located in the north-western section of Forest Lodge Distinctive Neighbourhood is Minogue Crescent. Unlike the rest of this Distinctive Neighbourhood, the residential development within this area is not included as part of the conservation area. At the northern end of Minogue Crescent there is an area of single storeyed brick bungalows built by the former Housing Commission, with consistent setbacks of approximately 5m and matching low brick fencing. The rear yards of the properties have substantial gardens and mature trees, which add to the amenity of the vegetated corridor along Johnstons Creek. The remainder of Minogue Crescent has substantial two storey unit developments.

### Orphan School Creek

Orphan School Creek runs along the boundary line between Glebe and South Sydney Council's portion of Camperdown. Orphan School Creek connects with Johnstons Creek just before Wigram Road and provides a vegetated linkage between Forest Lodge and the Johnstons Creek Parklands. The Orphan School Creek Gully



has been revegetated to enhance the habitat and bio diversity of the locality and in addition, the Orphan School Creek area provides access to Rozelle Bay foreshores.

Development along Orphan School Creek consists of modern two and three storey townhouses. The surrounding open space provides a buffer zone between the creek line and the residential dwellings, varying from 3m to 35m in width. Towards the southern end of Orphan School Creek there is less vegetation, and development consists of residential and industrial uses.



**Photo: Residential development along Orphan School Creek.**

### **3. Desired Future Character**

#### ***Urban Form***

- ◆ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- ◆ allow for contemporary redevelopment where it is complementary to the existing streetscapes and character of the Neighbourhood;

- ◆ maintain the consistency of the existing historic subdivision pattern in the area;
- ◆ maintain the predominant service and access character of laneways within the Distinctive Neighbourhood;
- ◆ ensure new development steps down the slopes to Orphan School Creek maintaining surrounding views.

#### ***Building Elements***

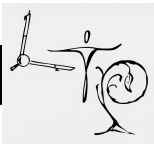
- ◆ retain and enhance the consistent 2 storey terraced streetscapes in the northern section of the Neighbourhood and along Bridge Road;
- ◆ preserve the architectural consistency found in the detail of continuous rows of attached dwellings, small terraces and cottages.

#### ***Landscape***

- ◆ encourage landscaping and the establishment of private front gardens;
- ◆ maintain the prevalence of street trees in addition to mature and visually significant trees on private land;
- ◆ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;
- ◆ maintain and enhance the prevalence of vegetated corridors created by significant planting in rear yards;
- ◆ maintain significant sandstone walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.

#### ***Economic Viability***

- ◆ promote the economic viability of industrial uses within the Forest Lodge Distinctive Neighbourhood and along Parramatta Road;



- ◆ enhance and promote the viability and potential for neighbourhood and local provision shops along Ross Street.

### **Local Area Character**

#### Forest Lodge Business Area

- ◆ encourage mixed use development incorporating commercial uses with residential uses located above or to the rear of the buildings, where appropriate;
- ◆ retain the existing scale and traditional shopfront presentation of buildings along Ross Street;
- ◆ allow appropriate signage consistent with the established signage type.

#### Parramatta Road

- ◆ retain the large allotments along this section of Parramatta Road to accommodate larger and bulkier industrial uses and maintain the buffer between Parramatta Road and the residential area;
- ◆ allow for infill development of larger bulky industrial uses.

#### Minogue Crescent

- ◆ retain the low scale form along Minogue Crescent to minimise visual and amenity impacts on Johnstons Creek.

#### Orphan School Creek

- ◆ provide for a variety of open spaces adjoining Orphan School Creek, encouraging a mix of active and passive recreational activities and habitat corridor;
- ◆ facilitate walking and cycling routes linking Johnstons Creek to Rozelle Bay foreshores;

- ◆ retain and enhance the dense wooded gully, including bushland on the embankments;
- ◆ promote the re-establishment and bushland revegetation of the former Creek line;
- ◆ encourage development complementary to the predominant terrace house form, stepping up the slope to emphasise roof forms;
- ◆ ensure that the built edge to the open space provides a sense of public place and security and facilitate views to and from the open space.

## **4. NEIGHBOURHOOD CONTROLS**

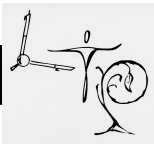
**These Neighbourhood Controls apply across the whole of the Forest Lodge Distinctive Neighbourhood Glebe.**

**All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.**

### **Building Envelope**

**To match the existing built form a range of building envelopes apply to the Forest Lodge Distinctive Neighbourhood:**

- **6.0m building wall height applies generally except where otherwise indicated.**
- **7.2m building wall height applies to land between Arundel Street and Parramatta Road.**



**Urban Form**

- New development is to reinforce the streetscape orientation and stepping of the dwellings down the topography of the ridge.
- Changes to the front facades of dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.

➤

**5. ADDITIONAL CONTROLS**

There are a number of areas within Forest Lodge Distinctive Neighbourhood which due to particular characteristics or specific conditions affecting development in this area, necessitate a unique set of controls and/or development guidelines.

**These Additional Controls only apply to the areas specifically described below.**

**Forest Lodge Business Area**

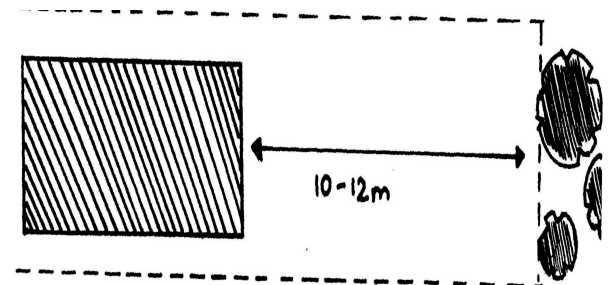
- A maximum wall height of 7.2m, measured at the street frontage, shall apply to buildings along Ross Street and St. Johns Road.
- Where appropriate, facades shall be restored to their original form, including such elements as windows, balconies, ornaments, balustrading and urns on the parapets.

**Parramatta Road**

- A maximum wall height of 8.0m, measured at the street frontage, shall apply to buildings along Parramatta Road.
- Signage along Parramatta Road must complement the existing signage of the streetscape. Signage above awnings will not be supported.

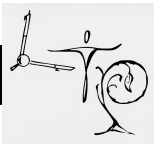
**Minogue Crescent**

- A maximum wall height of 3.6m shall apply to buildings along the north western side of Minogue Crescent.
- Significant vegetation as well as mature trees must be retained to provide a buffer zone between the existing residential development and the Johnstons Creek Line.
- The minimum building setback of 10m from the Johnstons Creek park shall apply. This is measured from the common boundary of a site with Johnstons Creek Park to the nearest external wall of a dwelling.



**Orphan School Creek**

- Development along Orphan School Creek shall be compatible with the surrounding landscape and shall incorporate significant areas of open space within the design.
- Building scale shall generally be 2 stories, a setback third storey may be acceptable behind a parapet.
- Retain and re-establish the habitat, wildlife and flora of the creek.
- Re-establish the natural pattern of plantings, with selective removal of exotics where appropriate.



## A10.4.4                    HEREFORD DISTINCTIVE NEIGHBOURHOOD

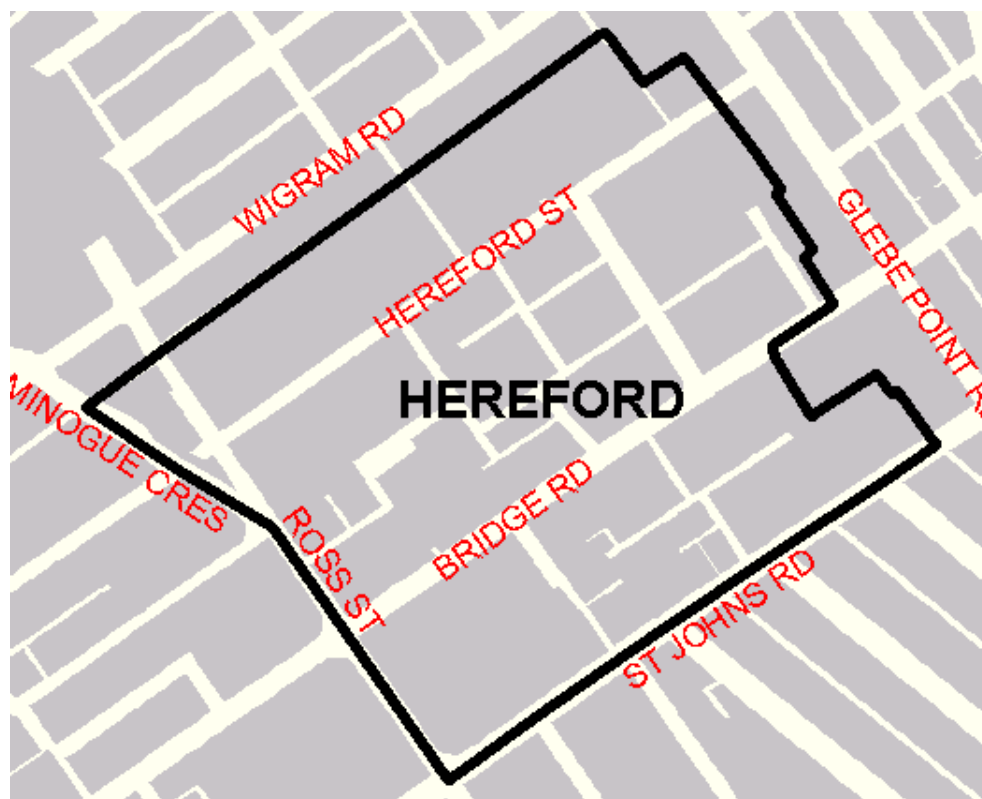
### 1.        LANDFORM

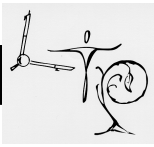
Hereford Distinctive Neighbourhood is located centrally within the suburb of Glebe, on the upper western slope of the main Glebe ridge that bisects the suburb. The major streets in the Neighbourhood, Hereford Street, Bridge Road and St. Johns Road, run across the contour in a south-westerly direction. The Neighbourhood also encompasses several smaller, narrow roads and laneways that run perpendicular to the main streets.

The northern section of this Neighbourhood slopes gradually from Glebe Point Road toward Ross Street and Harold Park providing views south-west over Forest

Lodge and Annandale. Bridge Road and St. Johns Road are relatively flat, with a gradual incline toward the ridgeline at Glebe Point Road. From this high point, impressive views are provided in an easterly direction of Sydney's CBD.

The Neighbourhood, defined on the map below, is bounded by Wigram Lane, the rear boundary line of properties fronting onto Glebe Point Road, the north side of St. Johns Road and the eastern side of Ross Street.





## 2. EXISTING CHARACTER

The Hereford Distinctive Neighbourhood developed as a Victorian suburb, with the major streets of Bridge Road, Hereford Street, St. Johns Road and Ross Street established by 1875. The subsequent development and subdivision of the area has resulted in an irregular street pattern within the core of the area, and a less consistent built form than the surrounding Glebe Neighbourhood areas of Forest Lodge, Toxteth Estate and Bishopsthorpe.

The Hereford Distinctive Neighbourhood displays a mixed character of architectural styles, which range from Victorian with Italianate influences, to early 20<sup>th</sup> century Federation style dwellings. There is a predominance of two-storey row or semi-detached Victorian terraces on small lots with larger free-standing terraces and mansions located on more prominent sites.



**Photo: Prominent Victorian mansions located on the higher elevations of Hereford Distinctive Neighbourhood.**

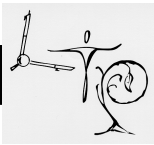
Recent development includes 3-4 storey flats, which are larger in scale and character with that of adjoining houses, and contemporary terrace-style development along Hereford Street.



**Photo: Contemporary Development along Wigram Lane.**

The front building setbacks vary greatly throughout the Neighbourhood, ranging from development located on the street boundary to 10m setbacks for larger residences. The front and rear courtyard areas frequently contain mature established gardens. Fencing materials are generally consistent in height and complement the architectural style of the dwellings, however materials vary between iron, masonry plinth and iron palisade, timber picket, brick or the occasional use of thatching.

The carriageways within the Hereford Distinctive Neighbourhood vary substantially in width, from 5m within the core area to 21m on the more prominent streets. Footpaths are typically 0.5m to 3m in width, are generally uninterrupted by driveway crossings, and often contain intermittent plantings of trees and shrubs. Mature widely spaced street trees help to define the main



carriageways of St. Johns Road and Bridge Road.



**Photo: Many of the streets within the core of Hereford Distinctive Neighbourhood are relatively narrow.**

Reflecting its central location in the Glebe suburb, there are three churches located in Hereford which form major landmarks; St. James in Woolley Street, St. Johns on Glebe Point Road and the former Presbyterian Church, which is now The Abbey Restaurant, located on Bridge Road.



**Photo: St. Johns Church on Glebe Point Road is a major land-mark in Glebe.**

Hereford Parks and Reserves

There are substantial pockets of open space consisting of parks and reserves located throughout Hereford Distinctive

Neighbourhood. These include St. James Park and tennis courts, Dr. H.J. Foley Rest Park, Jean Cowley Playground, Kirsova Playground and the Arthur (Paddy) Gray Reserve. The location of the parks and reserves in such a densely urban area provides visual relief and provides recreational opportunities for the community.

Whilst existing residential development abuts the parks, most of the developments do not have significant impact upon the amenity of the area. Rear gardens provide a buffer between the residences and the parks or reserves.

Hereford Business Area

The southern corner of Hereford Distinctive Neighbourhood has commercial businesses located along Ross Street between Bridge Road and St. Johns Road and a small group of shops along the southern end of St. Johns Road. The shops provide local community services such as laundromats, chemists, fast food outlets, local smash repair and roofing suppliers, restaurants and a hairdresser.



**Photo: Local shops along Ross Street.**

The Boy Scouts Association of NSW is located on the corner of St. Johns Road and Ross Street. Unsympathetic additions to the





facade of the building include two large billboards, which dominate the street corner.

#### Laneways

The laneways within the Hereford Distinctive Neighbourhood run perpendicular to the smaller streets and vary in width from 4m to 6m. Several of the laneways have substantial residential development fronting onto them, whilst others are primarily used for access to the rear of properties and for parking. Laneways with little or no existing residential development contain significant vegetated backyards with mature trees contributing to the vegetated corridor.

### **3. DESIRED FUTURE CHARACTER**

#### ***Urban Form***

- ◆ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- ◆ allow for contemporary redevelopment where it is complementary to the existing heritage streetscapes and character of the Neighbourhood;
- ◆ allow for more substantial development along St. Johns Road, Bridge Road and Hereford Street;
- ◆ allow for small scale development at the rear of 'The Abbey' and for development consistent with the existing streetscape on the St. Johns Road frontage.
- ◆ preserve the consistency of the existing historic subdivision pattern in the area;

- ◆ preserve and enhance views created by stepping buildings with the contours where appropriate.

#### ***Building Elements***

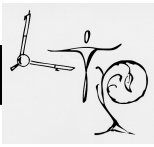
- ◆ preserve the consistency in built form, style and materials characteristic of the Victorian Italianate style of building where appropriate within the Neighbourhood;
- ◆ preserve the consistency in architectural detail of continuous rows of attached dwellings;
- ◆ maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

#### ***Landscape***

- ◆ encourage landscaping and the establishment of private front gardens;
- ◆ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land;
- ◆ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;
- ◆ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.

#### ***Economic Viability***

- ◆ enhance and promote the viability and potential for neighbourhood shops and



local provision shops along Ross Street and on St. Johns Road, adjacent to Jarocin Avenue.

### **Local Area Character**

#### Hereford Parks and Reserves

- ◆ preserve and enhance the existing aesthetic quality and environmental significance of the parks and reserves in Hereford Distinctive Neighbourhood;
- ◆ maintain and enhance the pockets of public open space for recreational uses;
- ◆ ensure that development along the boundaries of the parks and reserves has minimal impact upon the amenity of the public open space.

#### Hereford Business Area

- ◆ promote the continuation of mixed use development incorporating commercial buildings with the residential component located above or to the rear of the buildings, where appropriate;
- ◆ retain the existing scale and traditional shopfront presentation of buildings along Ross Street;
- ◆ encourage appropriate signage consistent with the established signage type, which comprises under-awning, fascia, window and hamper signs;

#### Laneways

- ◆ preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors;
- ◆ allow for small scale residential dwellings fronting onto lanes where development is permissible;

- ◆ ensure that future development on lanes, does not unreasonably impact upon the amenity of adjacent properties and the lanescape and scenic character.

## **4. NEIGHBOURHOOD CONTROLS**

**These Neighbourhood Controls apply across the whole of the Hereford Distinctive Neighbourhood.**

**All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.**

### **Building Envelope**

**To match the existing built form a range of building envelopes apply to the Hereford Distinctive Neighbourhood:**

- **6.0m building wall height applies generally except where otherwise indicated.**
- **3.6m building wall height applies to Reuss Street, Purves Street, Hegarty Street (east side), St. James Avenue (west side).**
- **7.2m building wall height applies to St. John's Road, Hereford Street and Bridge Road.**

### **Urban Form**

- **New development shall be consistent with the prevailing streetscape orientation and the stepping of dwellings down the ridge, consistent with the topography, is strongly encouraged.**



- Changes to the front facades of dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.

#### **Other Controls**

- The number of driveway crossings should be minimised and are discouraged.

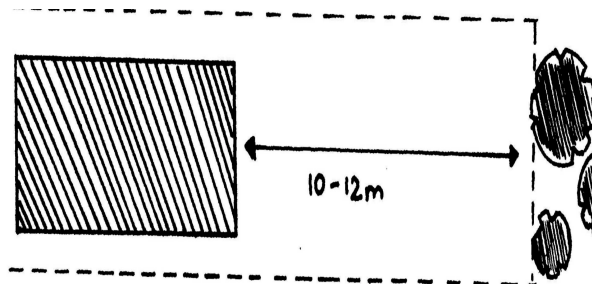
### **5. ADDITIONAL CONTROLS**

There are a number of areas within the Hereford Distinctive Neighbourhood which due to particular characteristics or specific conditions affecting development, in this area necessitate a unique set of controls and/or development guidelines.

**These Additional Controls only apply to the areas specifically described below.**

#### **Hereford Parks and Reserves**

- Properties abutting the boundary of parks shall maintain a minimum buffer of 10m between dwellings and the boundary line.



#### **Hereford Business Area**

- For Commercial development a maximum street wall height of 7.2m applies to new development. The wall height is measured from natural ground level at any point.
- Signage must complement the existing signage of the streetscape and projecting signs and signage above awnings will not be supported.

#### **Laneways**

- New dwellings shall be discouraged on laneways where there is currently no residential development.



## A10.4.5 ST. PHILLIP'S DISTINCTIVE NEIGHBOURHOOD

### 1. LANDFORM

St. Phillip's Distinctive Neighbourhood is located in the south-eastern corner of Glebe. The Neighbourhood is bounded by Palmerston Avenue and the Bridge Road commercial area to the north, Wattle Street to the east, Bay Street, Kelly Street and Franklin Street along the southern border and the rear boundary line of properties fronting onto Glebe Point Road to the west.

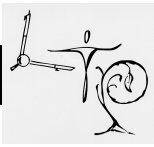
The landform of the Neighbourhood is a continuation of the gentle north-east slope of the adjoining Bishopthorpe Distinctive Neighbourhood. The eastern section of the Neighbourhood is situated on a prominent ridge that overlooks Wentworth Park. The northern edge of the ridge is defined by a bluff adjoining the goods railway line and provides views out over Rozelle Bay.

The topography of St. Phillips is gently undulating. From the north western section of St. Phillip's Distinctive Neighbourhood, the topography slopes steeply down to Glebe Point Road and Mitchell Street, where it then gradually rises to Cowper Street and gently falls away to Bay Street.

Glebe Point Road and Mitchell Street run across the contours of the area and are situated in slight valleys created by the undulating topography. Many of the streets crossing the contours of the Neighbourhood provide views out over Wentworth Park, Pyrmont, adjoining ridges and north towards the city.

The St. Phillips Distinctive Neighbourhood is identified on the map below surrounded by thick black edging.





## 2. EXISTING CHARACTER

The character of the St. Phillip's Distinctive Neighbourhood was largely established during the 1870's, when the initial 1842 subdivision of St. Phillips was redeveloped to provide housing for working class tenants close to their places of employment around Blackwattle Bay. Rows of single storey cottages and two storey terrace houses were constructed throughout the St. Phillip's Distinctive Neighbourhood to meet the increased demand for workers accommodation in close proximity to the city.

While there has been some redevelopment of key sites close to Cowper Street, the Neighbourhood still retains a largely historic, attractive residential character. This is assisted by the restoration of many of the original dwellings with period colour schemes and by the relatively consistent subdivision layout, regular road pattern and continuous footpaths unbroken by driveways.



**Photo: Row of Victorian terraces characterise development in St. Phillips.**

The Neighbourhood has a tight grid of straight streets that rise and fall with the undulating topography of the area. The carriageways within the St. Phillip's Distinctive Neighbourhood vary substantially in width, from 7.5m in the core area to 20m on the more prominent streets.

The regularly spaced street trees as well as established front gardens and vegetated verges along the footpath enhance the amenity of the Neighbourhood. Natural rocky outcrops occur along the ridgeline in the northern section of the Neighbourhood and sandstone retaining walls are used throughout the locality.

North of St. Johns Road, the streetscape is characterised by a patchwork of single and two storey rows of terraces, both early and late Victorian in style. However, the streetscapes have been somewhat altered and fragmented due to the former proposed north-western freeway corridor and subsequent random demolitions, neglect, poor maintenance and vandalism of a number of houses.

South of St. Johns Road, the streetscape is characterised by single and two storey terraces intermixed with single storey cottages and duplex developments.

The eastern section of the Neighbourhood adjoining Cowper Street is distinctly different in character, being dominated by the 12 storey John Byrne Court constructed by the former City Council. Elgar and Stirling Streets also contain 3-storey walk up Housing Commission Flats constructed during the 1960's.

The eastern end of Glebe Street, Broughton Street, Phillip Street and Wentworth Street also contain a number of single and two



storey public housing buildings with matching building materials and fencing. These recent developments, although complementary in scale, are out of character with the adjoining original post-Regency terraces and cottages.

Setbacks vary from development on the street alignment to 2m for terraces and single storey cottages, and between 5m to 8m for the more recent duplex, townhouse and Department of Housing developments. The front setbacks often contain small front gardens or grassy yards. Fencing, although not necessarily consistent in material, generally matches the architectural style of the dwelling as well as being generally complementary in height.

Along Wentworth Park Road there are a number of current and former industrial buildings. Residential infill has occurred on many of the old industrial sites, whilst the small pocket of industrial buildings on the corner of Wentworth Park Road and Bay Street are currently used for furniture showrooms and equipment hire.



**Photo: Renovated industrial buildings adjacent to Wentworth Park.**

The historical focal point of the Neighbourhood is undoubtedly the large Regency Style residence of Lyndhurst, located on the knoll overlooking Wentworth Park. This building was part of the original Lyndhurst Estate and is currently used as the Historic Houses Trust office of New South Wales.



**Photo: Lyndhurst Estate at Darghan Street.**

### St. Phillip's Commercial Area

Located along Bridge Road is a prominent commercial area containing furniture salesrooms, party suppliers, a cellar, automotive repair shops and a public bar. This commercial area is bounded to the south by the light rail system that bisects the suburb, by residential development and Glebe High School to the north and Wentworth Park to the east.

The commercial uses are predominantly located within a group of former industrial buildings that have been adaptively reused and generally restored.

As such, the built form within this area is two to three storey with parapet roof forms, and development constructed to the street alignment. The built form is "industrial" in



nature, with symmetrical and horizontally articulated facades built on large allotments. Adjoining the light rail station is a group of two storey terraces, zoned for commercial purposes, and a large private car park, however there is no public car park provided in the area.

### St. Phillip's Parks

St. Phillip's Distinctive Neighbourhood contains a number of small local parks as well as the extensive public recreation area of Wentworth Park. These parks offer leisure and recreational opportunities for the residents of St. Phillip's. Whilst existing residential development abuts the parks, the majority of these developments do not have a significant impact upon the amenity of the parks themselves. The use of fencing and mature private gardens offer a buffer between existing residential development and these parks.



**Photo: Extensive public open space areas of Wentworth Park.**

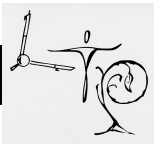
### Laneways

Laneways are a prominent feature in St. Phillip's Distinctive Neighbourhood. They contain little to no development fronting onto them and generally provide access or parking to the rear of properties.

The laneways in St. Phillip's Distinctive Neighbourhood retain a low scale historical service character and often provide vegetated corridors from mature trees and gardens to the rear of properties. A historical feature of the laneways in St. Phillip's is the retention of brick outhouses that line the laneways. The laneways characteristically contain few garages or roller doors.



**Photo: Row of characteristic outhouses that line the laneways in the St. Phillips Distinctive Neighbourhood.**



### 3. DESIRED FUTURE CHARACTER

#### *Urban Form*

- ◆ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- ◆ preserve and enhance the remaining continuous rows of attached dwellings;
- ◆ preserve the consistency of the existing historic subdivision pattern in the area;
- ◆ allow for contemporary redevelopment where it is complementary to the existing heritage streetscapes and character of the Neighbourhood;
- ◆ ensure new development steps down the slopes following the topography of the area, hence maintaining surrounding views; and
- ◆ improve the environmental amenity and interest for pedestrians accessing the area.

#### *Building Elements*

- ◆ retain and enhance the existing 19<sup>th</sup> Century residential character;
- ◆ ensure sympathetic infill to re-establish complete rows of terrace houses;
- ◆ maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

#### *Landscape*

- ◆ preserve and enhance the existing aesthetic quality and environmental significance of the St Phillip's Distinctive Neighbourhood;
- ◆ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;
- ◆ maintain and extend the fragmented public open space areas along the foreshore area for recreational uses;
- ◆ ensure that development along the boundaries of public open space areas has a minimal impact upon the amenity of the open space;
- ◆ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
- ◆ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private laneways.

#### *Economic Viability*

- ◆ enhance and promote the continual development and ongoing viability of the industrial pocket along Wentworth Park Road.

#### *Local Area Character*

##### Bridge Road Commercial Area

- ◆ encourage transit-oriented business uses within the Bridge Road Commercial Area;
- ◆ allow the adaptive reuse of dwellings zoned for commercial development adjoining the Light Rail stop;





- ◆ allow for the redevelopment of the vacant land on the corner of Bridge and Taylor Streets, for mixed use development;
- ◆ enhance access and pedestrian safety within the commercial area and in relation to the Light Rail stop;
- ◆ encourage appropriate signage for commercial development consistent with the established signage type.

#### St. Phillip's Parks

- ◆ preserve and enhance the existing aesthetic quality and environmental significance of parks in St. Phillip's Distinctive Neighbourhood;
- ◆ maintain and enhance the pockets of public open space for recreational uses;
- ◆ ensure that development along the boundaries of the parks and reserves has minimal impact upon the amenity of the public open space.

#### Laneways

- ◆ maintain the predominant service and access character of laneways in St. Phillip's Distinctive Neighbourhood;
- ◆ ensure laneways within St. Phillip's Distinctive Neighbourhood do not become dominated by garages and roller doors;
- ◆ maintain the character of laneways in St. Phillip's by keeping the fencing consistent in height and maintaining rows of outhouses;
- ◆ preserve and enhance the gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors.

#### 4. NEIGHBOURHOOD CONTROLS

**These Neighbourhood Controls apply across the whole of the St. Phillip's Distinctive Neighbourhood Glebe.**

**All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.**

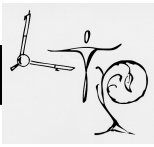
##### *Building Envelope*

**To match the existing built form a range of building envelopes apply to the St. Phillip's Distinctive Neighbourhood:**

- **3.6m building envelope applies for predominantly single storey rows (including attic),**
- **Where there is a mixture of single and two storey buildings, the 3.6m envelope may be varied provided new roof forms relate to existing and do not exceed the higher ridge height adjoining;**
- **6.0m building wall height applies for rows where 2 storey terraces cottages and duplexes predominate;**
- **7.2m building wall height applies to the Mirrabooka Housing Complex.**

##### *Urban Form*

- **New development is to reinforce the streetscape orientation and stepping of the dwellings down the topography of the ridge.**



- Changes to the front facades of continuous rows of attached dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.
- The number of driveway crossings should be minimised and are discouraged.

**Building Elements**

- Original detailing including facade finishes, roofing and guttering, windows and doors, fenestration, verandahs etc should be repaired or restored where appropriate.

**Landscape**

- Significant sandstone walls and rocky outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape.

**5. ADDITIONAL CONTROLS**

There are a number of areas within the St. Phillip's Distinctive Neighbourhood, which due to particular characteristics or specific conditions affecting development, in this area, necessitate a unique set of controls and/or development guidelines is necessary.

**These Additional Controls only apply to the areas specifically described below.**

**Bridge Road Commercial Area**

- ◆ For commercial development a maximum street wall height of 8m applies to new development. The

wall height is measured from natural ground level at any point.

- ◆ Signage must complement the existing signage of the streetscape.

**St. Phillip's Parks**

- ◆ Properties abutting the boundary of parks shall maintain a minimum buffer of 10m between the residential development and the boundary line.
- ◆ Properties sharing a side boundary to parks shall maintain a minimum buffer of 2m between the residential development and the boundary line.
- ◆ Significant vegetation as well as mature trees must be retained to provide a buffer zone between the existing residential development and the amenity of adjoining parks.

**Laneways**

- ◆ Development shall be discouraged on laneways within St. Phillip's Distinctive Neighbourhood.



### A10.4.6 BISHOPTHORPE DISTINCTIVE NEIGHBOURHOOD

#### 1. LANDFORM

Bishopthorpe Distinctive Neighbourhood is located south of Hereford, between Forest Lodge and St. Phillips Distinctive Neighbourhoods and is situated on the main Glebe plateau.

From the high point of the plateau that encompasses Westmoreland, Catherine and Arundel Streets, the Neighbourhood gently slopes in a north-easterly direction, with Mitchell Street and Glebe Point Road located in a slight valley. From this high point of the plateau, extensive views are provided eastward to the City CBD. Along Arundel Street, the Neighbourhood is

elevated up to 8m above Parramatta Road, providing views across to the neighbouring University of Sydney.

Bishopthorpe Distinctive Neighbourhood is bordered to the south by Parramatta Road, Ross Street to the west, St. Johns Road in the north and by the rear boundary line of properties fronting onto Glebe Point Road to the east.

Bishopthorpe Distinctive Neighbourhood is identified on the map below surrounded by thick black edging.





## 2. EXISTING CHARACTER

Bishopthorpe Distinctive Neighbourhood remains one of the most unique and coherent townscape areas within the Leichhardt Municipality.

The land was first set aside by the church in 1846 for use by the Bishop of Sydney. Between 1856 and 1880 the church subdivided the land offering the lots on lease tenure which established the large allotments and wide carriageways that characterise the Neighbourhood.

The initial subdivision of Bishopthorpe was done on a very liberal scale with lots averaging around 36m in depth with 12m frontages, which provided ample area for the establishment of front gardens. The church subdivision also established a regular grid pattern of carriageways running primarily in a north-west/south-easterly direction between St. Johns Road and Parramatta Road. The carriageways within the Neighbourhood are substantial, being 20m in width, with street tree planting and with rear service lanes of approximately 5m in width.

The Neighbourhood largely retains the historic low-scale character and development predominantly reflects early Victorian style with elements retained from the Georgian period.

Along the lower slopes of the Glebe plateau encompassing Mitchell, Derwent and Westmoreland Streets, the built form is characterised by predominantly single storey rows of symmetrical double-fronted cottages with minimal architectural detail, simple verandahs and shared party walls. This basic type of terraced cottage is best

described as post-Georgian because of its simplicity of design.

Front setbacks of dwellings within this area vary between 3m to 8m, with substantial front gardens containing mature trees.

Fencing is predominantly low timber picket, whilst roof forms are hipped or gabled with a pitch of between 30 and 45 degrees, and constructed of corrugated iron, shingles or slate.



**Photo: Rows of single storey, double fronted cottages.**

Along the higher elevations the dwellings are typically two storey detached or terraced style houses with varying setbacks of between 1m to 3m, and timber or iron palisade fencing. Many of the dwellings contain mature front gardens, which add to the streetscape.

The majority of these terraces or detached dwellings are post-Regency in style, with minimal ornamentation, symmetrical lines and simple verandahs. However, some of the larger houses in this part of Bishopthorpe reflect the Gothic Revival style fashionable in the period between 1850 and 1880.

Along the eastern section of Arundel Street, the small-scale terraces of the lower slopes



are replaced by large freestanding mansions on substantial allotments and some contemporary development. Many of the dwellings here have been adaptively reused for a range of activities relating to the University of Sydney.

There are a number of scattered pockets of open space within the upper slopes of the Neighbourhood which provide local passive recreational opportunities and contribute the vegetated corridors provided by the street trees and private gardens.



**Photo: Grander Victorian Georgian period dwellings found on the upper section of the Glebe Plateau.**

While the Neighbourhood demonstrates a considerable variety in terms of housing type and architectural detail, there is a consistency of scale and character which helps to unify the streetscapes.

The uniformity of scale and character is achieved by the predominance of single storey or two storey double fronted cottages unified by a common scale, matching roof forms and materials, simple verandahs, consistent building alignments and picket fencing. Additionally, the restoration of many of the dwellings in Bishopthorpe Distinctive Neighbourhood has resulted in

the use of a common colour scheme of cream or ochre with dark red or green trim.

However, there are several examples of unsympathetic alterations of dwellings, including the infill of second storey terrace balconies and the use of inappropriately sized dormer windows.

A considerable attribute within Bishopthorpe is that of continuous footpaths unbroken by driveways. This contributes to and enhances the pedestrian amenity of the Neighbourhood.

#### St. John's Commercial Area

Along the western end of St. Johns Road is the Glebe Town Hall and a strip of commercial businesses which extends southwards into Ross Street. The businesses along St. Johns Road and Ross Street comprise a mixture of local shops, including cafés, a hotel, video stores, restaurants and the Salvation Army Hall.

Many of the buildings along St. Johns Road retain their original facades and second storey terrace balconies. Business signage along St. Johns Road and Ross Street is typically under awning or on the fascia of the building.



**Photo: Business section along St. Johns Road.**



On the corner of Arundel Street and Parramatta Road, there is a group of contemporary administrative buildings owned by the University of Sydney. These buildings, up to six storeys in height, are considerably larger than the surrounding low-scale residential area.



**Photo: University Administration buildings**

### **3. DESIRED FUTURE CHARACTER**

#### ***Urban Form***

- ◆ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- ◆ enhance the unified and historic townscape of Bishopthorpe by retaining consistent building heights, architectural style, roof and fencing styles, and front gardens;
- ◆ allow for contemporary redevelopment where it is complementary to the existing streetscapes and character of the Neighbourhood;

- ◆ allow for new low scale development on vacant and/or underutilised parcels of land, whilst maintaining the area's scale and historic character;
- ◆ preserve the consistency of the existing historic subdivision pattern in the area;
- ◆ maintain the predominant service and access character of laneways;
- ◆ retain the large allotments and grand dwellings located on Arundel Street for a range of uses.

#### ***Building Elements***

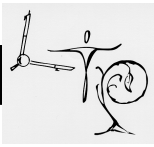
- ◆ preserve the consistency in architectural detail of continuous rows of attached dwellings, small terraces and cottages.

#### ***Landscape***

- ◆ maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards;
- ◆ maintain the prevalence of street trees in addition to mature and visually significant trees on private land;
- ◆ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;
- ◆ provide for a variety of open spaces with a mix of active and passive recreational activities.

#### ***Economic Viability***

- ◆ enhance and promote the viability and potential for neighbourhood and local provision shops along St. Johns Road and Ross Street.



#### 4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Bishopsthorpe Distinctive Neighbourhood in Glebe.

All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.

##### *Building Envelope*

- 3.6m building wall height applies generally across Bishopsthorpe.
- 7.2m building wall height applies to those streets containing two-storey terraces, including Forest Street, Mt. Vernon Street, Arundel Street and in the area located between Mt Vernon Street, Ross Street and Parramatta Road.

##### *Urban Form*

- Building materials used shall be consistent with the existing character of the streetscape, including rendered and painted surfaces in period colour schemes and roof materials such as slate or corrugated iron.
- Changes to the front facades of dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.

##### *Other Controls*

- The number of driveway crossings should be minimised and are discouraged.

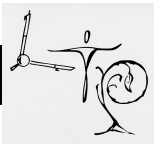
#### 5. ADDITIONAL CONTROLS

There are a number of areas in Bishopsthorpe Distinctive Neighbourhood, which due to particular characteristics or specific conditions affecting development, necessitate a unique set of controls and/or development guidelines.

These Additional Controls only apply to the areas specifically described below.

##### St. John's Commercial Area

- A maximum wall height of 8.0m, measured from the street frontage, shall apply to buildings along Ross Street and St. Johns Road.
- Where appropriate, facades shall be restored to their original form, including such elements as windows, balconies, ornaments, balustrading and urns on the parapets.
- Signage along Ross Street and St. Johns Road must complement the existing signage of the streetscape. Signage above awnings will not be supported.



## A10.4.7 CAMPERDOWN DISTINCTIVE NEIGHBOURHOOD

### 1. LANDFORM

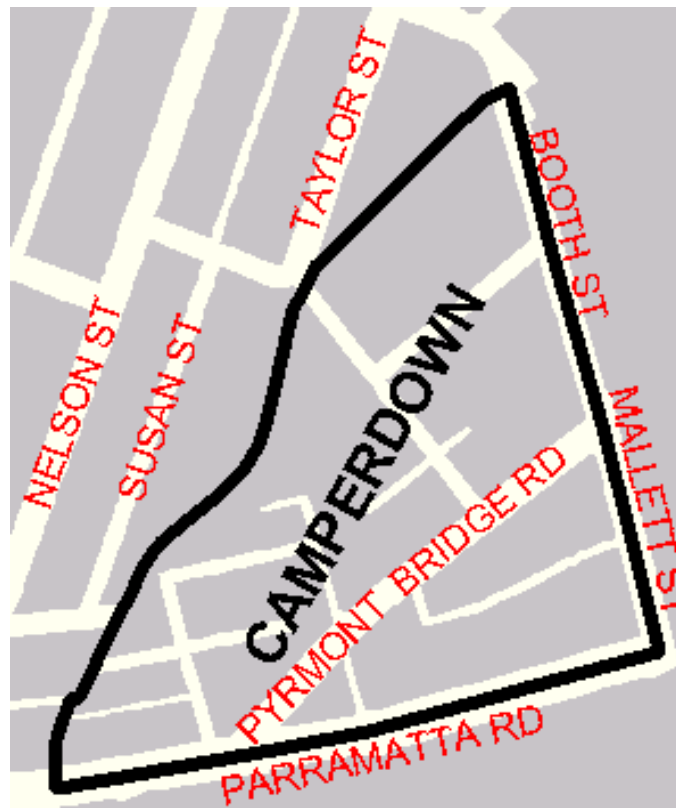
The Camperdown Distinctive Neighbourhood is located on the south-western corner of the Glebe Suburb, adjacent to Annandale.

The Neighbourhood is bounded by Johnstons Creek to the west, Booth Street to the east and Parramatta Road to the south. The western portion of Camperdown, between Booth Street and Orphan School Creek, is situated within the South Sydney Local Government Area, and separates the Camperdown Distinctive Neighbourhood from the remainder of Glebe.

Pymont Bridge Road, Parramatta Road and Booth Street are the predominant streets

running through the Neighbourhood. The southern section of the Neighbourhood encompassing Pymont Bridge Road and Parramatta Road has a relatively flat topography. To the north-west, the land slopes down to the Johnstons Creek line. The open space area running along the Johnstons Creek line provides an effective buffer between the industrial area and its adjoining residential development to the north.

The Camperdown Distinctive Neighbourhood is defined on the map below, surrounded by black edging.







## 2. EXISTING CHARACTER

The Camperdown Distinctive Neighbourhood represents one of the few well defined and intact pockets of industrial land within the Leichhardt Municipality.

Whilst initially developed for residential uses during the late Victorian period, the area was redeveloped during the early 20<sup>th</sup> Century for manufacturing. The area was suitable for industrial development due to the relatively flat topography, the buffer provided by Johnstons Creek and the proximity to the City of Sydney. Significant buildings such as the Federation period warehouse on the corner of Booth Street and Pyrmont Bridge Road, are evidence of the earliest phase of industrial development within this area.



**Photo: Federation period warehouse on Booth Street.**

Over time, the manufacturing base has been replaced by the current mix of light industrial, service and warehousing uses which characterise the Camperdown Distinctive Neighbourhood. The demand for adequate facilities for light industrial uses

adjacent to the city continues to be high, as demonstrated by the recent redevelopment of a number of the original manufacturing buildings for light industrial and warehousing uses.

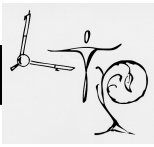


**Photo: New industrial development on the corner of Water and Gordon Streets.**

Overall, the area retains a strong industrial character, with many of the original buildings having been adaptively reused to address more contemporary requirements and activities. The light industrial activities that take place within the Neighbourhood are largely housed within the buildings themselves rather than taking place on-street, ensuring that amenity impacts are kept to a minimum.

Along Parramatta Road, a number of the buildings have been adaptively reused and now house homeware, furniture and antique showrooms. However, the built form is still clearly “industrial” in nature, with a predominance of low, horizontal buildings on large allotments, with symmetrical and articulated facades.

The building height here is two to three storeys, with parapet roofing and buildings constructed to the street alignment. The



commercial development located at street level provides an active street frontage along Parramatta Road.

The industrial area along Pymont Bridge Road, which runs from Parramatta Road to Booth Street, contains contemporary industrial development interspersed with original factory buildings. The contemporary industrial development generally repeats the predominant characteristics of the original manufacturing buildings, with a two to three storey height, buildings aligned with the street, low horizontal lines, articulated facades and horizontal façade details such as windows. The consistent height of buildings and location on the street alignment provides a “hard building edge.”



**Photo: Industrial development built to street alignment along Pymont Bridge Road.**

Chester and Guihen Streets contain a mix of newer industrial “mews” style development, as well as large-scale service industry buildings (Australia Post Distribution Centre and Kennards Self Storage).



**Photo: New “mews” style industrial units on Chester Street.**

Unlike the industrial buildings along Pymont Bridge Road and Parramatta Road that have rear service lanes and are built to the street alignment, buildings within this northern section of the Neighbourhood have varied setbacks and orientations, to accommodate on-site parking and deliveries. The mews developments generally have a two-storey height limit, whilst the Distribution Centre and Self-Storage buildings have a 14m street wall height.

Between Gordon and Mathieson Street, there is a mix of contemporary industrial development located alongside original warehouse buildings. Again these are predominantly three storeys in height and are built to the street alignment.

Interspersed within the industrial development are small pockets of remnant residential development. Along the eastern section of Pymont Bridge Road, a row of two-storey Victorian terraces sits alongside a corner store and Federation period warehouse, whilst the two-storey Victorian terraces on the southern area of Pymont Bridge Road are now used as boarding houses. A grouping of detached, single storey Federation dwellings is located to the



rear of industrial development on Water Street, adjacent to Johnstone’s Creek.



Photo: Group of detached dwellings on Water Street.

- ◆ allow for consolidation of smaller lots to facilitate the expansion of industrial activities within the Neighbourhood;
- ◆ encourage industrial activities to be located within buildings to minimise noise and excessive street activity;
- ◆ where there is rear lane access provided, ensure that industrial development is built to the street alignment to continue the prevalent setbacks and provide a “hard edge” along the street;
- ◆ retain and enhance the existing heritage items within the Neighbourhood;
- ◆ protect and enhance the residential amenity of dwellings surrounding the Neighbourhood.

### 3. DESIRED FUTURE CHARACTER

#### *Land Uses and Economic Viability*

- ◆ ensure the ongoing viability of industrial uses;
- ◆ maintain the integrity of the area by minimising residential and commercial ‘creep’ into the area.

#### *Urban Form*

- ◆ encourage the adaptive reuse of original manufacturing buildings to retain the predominant character of the Neighbourhood whilst allowing for a range of contemporary and compatible industrial uses;
- ◆ preserve the existing industrial subdivision pattern which is characterised by large allotments;

#### *Building Elements*

- ◆ ensure that new development is complementary to the existing scale and character of existing industrial development;
- ◆ ensure that new development continues the symmetrical and articulated facades and predominant horizontal proportions that characterise existing industrial development;
- ◆ ensure that original materials such as face brick, are retained and conserved;
- ◆ ensure that new development incorporates materials on street facades that are compatible with existing development, such as face brick or rendered masonry;
- ◆ ensure that any rendered or painted surfaces use heritage colour schemes that are complementary to adjoining development;



- ◆ encourage appropriate signage consistent with the predominant signage within the Neighbourhood; and
- ◆ new development should provide appropriate off street servicing facilities (loading bays etc). The limitations of street size should be considered in determining the size of service vehicles and facilities;

#### **Landscape**

- ◆ where development is not built to the street alignment, ensure that the front setback and internal areas are landscaped to provide visual relief and a landscaped buffer to the street;
- ◆ improve, extend and enhance the open space corridors adjacent to Johnstons Creek;
- ◆ open up pedestrian links to the open space corridor of Johnstons Creek, though and around the industrial areas.

#### **Local Area Character**

##### **Parramatta Road**

- ◆ promote the viability of compatible industrial development (including showroom uses) at street level to provide an active street frontage;
- ◆ encourage the retention of the parapet roof line of industrial buildings along Parramatta Road.

##### **Guihen Street**

- ◆ maintain the existing large-scale service character of development on Guihen Street.

#### **4. NEIGHBOURHOOD CONTROLS**

**These Neighbourhood Controls apply across the whole of the Camperdown Distinctive Neighbourhood.**

**All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.**

##### **Land Use and Urban Form**

- **Where appropriate, original buildings, building elements and materials shall be retained.**
- **Industrial uses must be predominantly located *within* the building area, to minimise noise and ensure that streetscape amenity is maintained.**

##### **Subdivision pattern**

- **Future lot subdivision must be consistent with the prevailing industrial lot sizes within the locality.**

##### **Siting and Setback**

- **Where properties are serviced by a lane, they should continue the traditional position of construction to the street alignment with buildings to be set at right angles to the front and side boundaries.**
- **Where properties are not serviced by a lane, the front setback and internal areas should be appropriately landscaped to provide a visual buffer to the street.**



### ***Signage***

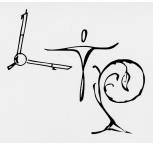
- Signage must be consistent with the established character of the streetscape.

### ***Materials and Painting***

- Where a building retains its original face brick facade, this should be retained and conserved.
- Where a building has been painted or rendered, an appropriate heritage-derived colour scheme should be used to ensure compatibility with the prevailing streetscape character.

### ***Vehicular Access***

- Where properties are serviced by a lane, vehicular access should be achieved via the lane and not from the primary street frontage.
- Appropriate off street servicing facilities (loading bays etc) should be provided. The limitations of street size should be considered in determining the size of service vehicles and facilities.



### A10.4.8 GLEBE COMMERCIAL NEIGHBOURHOOD, GLEBE

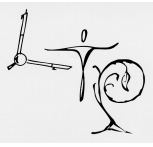
#### 1. LANDFORM

The Glebe Commercial Neighbourhood comprises the length of Glebe Point Road from Broadway in the south, to the commercial area adjoining Forsyth Street to the north. Glebe Point Road is located along the main Glebe ridge-line which bisects the suburb. From the highest point of the ridge, between Forsyth and Hereford Streets, the land slopes down to Bridge Road and east to Wentworth Park, providing spectacular views to the city. From Bridge Road the land slopes up to a high point at St Johns Road, and from here remains relatively flat to Parramatta Road and Broadway.

The boundary of the Glebe Commercial Neighbourhood is defined by the rear of properties fronting onto Glebe Point Road, and includes properties located between Greek Street and Broadway. The Neighbourhood encompasses all commercially zoned land, special uses, parks and residential properties, with or without associated commercial uses, within this defined area.

The Glebe Commercial Area is identified on the map below, surrounded by black edging.





## 2. EXISTING CHARACTER

The Glebe Commercial Neighbourhood is a vibrant area that serves residents, visitors and tourists with a varied range of restaurants, specialty shops and local services. This area is further enhanced by the mixed-use nature of the Neighbourhood which combines commercial and residential uses.

Glebe Point Road was the first established road in Glebe and was created by the subdivision of church lands in 1828. It originally provided access to the large waterfront estates built during the Colonial period, and subsequently became a major transportation route which was the focus of early retail and commercial development.

The pattern of ownership, from Church to Government, has allowed the retention of one of Sydney's most intact 19<sup>th</sup> Century streetscapes. This Neighbourhood retains significant original architecture including prominent buildings, intact rows of residential development with consistent detailing, and a built form that has a generally consistent scale, proportion and height. The Neighbourhood also contains a number of public buildings and churches designed by distinguished architects.

The area is also characterised by its landscaped areas. Rows of poplar trees add to the character of the area whilst Foley Park provides a landscaped respite to the generally built up character of the area.

Continued improvement of the streetscape through the Main Street Program is increasing the amenity of the area and its attraction as a vibrant commercial neighbourhood. The accessibility of the area is also enhanced by regular bus and light rail services that provide both city and cross regional services.

Commercial development along Glebe Point Road has generally been restricted to the

eastern side of the road thus creating a predominantly one-sided commercial strip. Consequently much of the facade changes that have occurred along Glebe Point Road are restricted to the eastern side.

The identity and character of the Glebe Commercial Neighbourhood changes substantially as it runs from Broadway to Glebe Point, effectively separating it into four distinct areas.

### **Glebe Point Road – Hereford Street / Palmerston Avenue to Forsyth Street**

This section of Glebe Point Road is characterised by its mix of mainly local provision shops, community services and residential dwellings. Unlike the southern section of the Neighbourhood, this area largely provides services to the local community and functions as a local neighbourhood centre.

As with much of Glebe Point Road, the commercial buildings here are generally converted Victorian terraces that present a two-storey street frontage, built to the street alignment. There is a mix of roof styles but the predominant form is a parapet. Pitched roofs are also common behind parapets where an original terrace has been converted into a commercial building.

Due to the area's topography, those buildings located on the eastern side of Glebe Point Road range between three and four storeys in height at the rear, which provides extensive city views from the upper floors.

Footpaths in the area have a width of between 3 and 3.5m. These are well planted with poplars or native species and are overhung by cantilevered awnings when adjacent to commercial buildings.

Residential properties in this area, including 'the Doctors Houses', are predominantly large two storey attached Victorian Italianate dwellings that present a detached frontage



from the street, and have low-pitched rear skillion roofs of varied roofing materials.

There are also examples of freestanding Italianate residences and elevated two storey Victorian terraces. The Victorian Italianate dwellings have well-established front gardens, some with large eucalypts and with average front setbacks of approximately 7m. Fencing materials and styles are consistent with the style of the dwellings, with iron palisade and sandstone plinths predominating. Vehicular access is to the rear.

The area also contains significant community buildings and services including the Glebe Library, Benledi and the St Helens Community Centre. "Bidura", a significant early villa that was designed, built and occupied by Edmund Blackett in 1858, is located on the eastern side of the commercial area. The building is currently used as part of the Department of Community Services and has a large multi-level Remand Centre located to the rear.

**Photo: St Helens Community Centre**



**Glebe Point Road – St. Johns Road to Hereford Street / Palmerston Avenue**

This section of Glebe Point Road provides a "transition" zone between the intensive commercial nature of the southern section of the Neighbourhood and the more local and

community-oriented section of Glebe Point Road to the north.

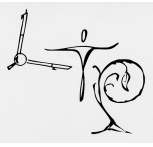
This area includes a mix of commercial and residential development as well as Foley Park and St. Johns Church. The commercial development provides a range of services and includes the Valhalla Cinema and shops with Art Deco styling.

The commercial buildings are predominantly two storey in height and are of varied architectural styles. At street level many of the original shopfronts have been substantially modified, although there are examples of original shopfronts within this area. Cantilevered awnings are a consistent feature of the commercial properties, however the footpath width is variable and ranges between 1.5 and 3m in width. For this reason, between Bridge Road and St Johns Road footpath planting is not achievable, however this lack of street planting is offset by the well-landscaped church grounds and Foley Park.

The most significant residential building group in this area is the 'Palmerston Terraces', which are a row of 16 two-storey Victorian terraces with elaborate parapet treatment and unified intact façade detailing. These terraces follow the topography and step down towards Bridge Road. They each have rear lane access and present as three-storey buildings from the rear.

This portion of the Glebe Commercial Neighbourhood also contains a number of three to four storey residential flat buildings, a row of Federation style single storey cottages and smaller rows of Victorian Terraces.





**Photo: Palmerston Terraces**

### **Glebe Point Road – Broadway to St. Johns Road (including part Parramatta Road and Derwent Street)**

This area is the most commercially oriented section of Glebe Point Road and offers many services that give Glebe its vibrant character.

Residents and visitors to the area can buy a wide range of foods from organic produce to the macrobiotic and dine in restaurants serving cuisine from around the globe. The area offers a range of New Age shopping and health services, including naturopaths and Yoga classes. This area also contains many of Glebe's famous bookshops, giving Glebe its reputation as being the 'literary epicentre of Sydney'.

The area has an eclectic mix of pre-1900 building types and architectural styles, however despite these differences they generally have a similar bulk and scale. Building heights are predominantly 2 to 3 storeys, with commercial buildings being built to the front and side boundaries.

As with many of the commercial buildings along the length of Glebe Point Road, many of the shopfronts represent conversions of original dwellings, with additions to the front of the buildings. Consequently, many of the

buildings display parapet roofs, with the original pitched roof visible behind.

A distinguishing feature of this area is the use of different forms of awnings and verandahs in association with commercial activities. However, unlike the northern section of the Commercial Neighbourhood where there is a consistent coverage of the footpath with cantilevered awnings, this section of Glebe Point Road contains a mix of awnings, balconies and verandahs that do not provide a continuous link for weather protection.

There is a variety of building styles within this area, including examples of contemporary development that complement the predominant Victorian form. An outstanding example of Victorian commercial buildings are the 'Elphinstone Terraces', a row of ten three-storey shops and residences. Stepping up the slope the buildings terminate at the northern end of the street where a three-storey building, originally built as the Australian Joint Stock Bank, dominates the corner. Much of the original detailing remains intact, however like many of the buildings in the area most of these original shopfronts have been altered.



**Photo: Elphinstone Terraces**

Other significant commercial buildings in this area include Glebe Post Office, the former Currency Lass Hotel with its Art Deco detailing, and the University Hotel, which is a landmark 4-storey building on the corner of Broadway and Glebe Point Road.



To the west of University Hall and extending into Derwent Street is a mix of building forms including the corner hotel (converted for commercial uses) and a range of terraces between two and three storeys in height.

Footpaths are generally between 3 to 3.5m in width and are planted with poplars. This planting has been reinforced with additional planting that has been carried out as part of the Glebe Point Road Streetscape Management Plan. Rear lane access is available to most properties in this area and signage is primarily located below or on awnings, although there are examples of projecting wall signs where there are no awnings.

In addition to commercial buildings, this area contains a number of residential buildings. At the northern end of the area these dwellings are set well above the street level are generally two storeys in height and include Regency, Late Georgian and Victorian styles. Many of the dwellings are setback behind stone walls, with large well-established front gardens and with a variety of fencing styles that are generally consistent with the style of dwelling.

### **Broadway**

The Broadway Commercial area functions as a major gateway to the city centre, and as a transitional point between the two to three storey “suburban” scale of the Glebe area, and the four to eight storey “urban” scale of Broadway and the city itself.

The dominant physical element within this area is defined by the two former Grace Bros buildings located on either side of Bay Street. These two shopfront buildings, now part of the Broadway shopping complex, provide a strong cultural and city landmark, with highly articulated façades and projecting clocktowers with their large globe lights.

Along Parramatta Road to the west of the Grace Bros buildings, the Broadway Commercial area encompasses a range of activities including computer and furniture retailers, a hotel and the Department of Housing offices, providing an active frontage along the street. Building heights range from two to five storeys, with large, contemporary commercial retailers interspersed with narrow, older style office buildings.



**Photo: Grace Bros Buildings**

Whilst there is substantial variation in height, form and age, all of the buildings along this street frontage display articulated parapet roofing, which assists in unifying the streetscape. A stepped cantilevered awning line from Bay Street to Glebe Point Road, broken only at the Department of Housing office building, assists in providing pedestrian amenity and weather protection. Signage is generally unobtrusive and is located primarily on or below awnings.

Within Bay Street, the former Grace Bros buildings provide a strong four-storey presence to the street and an uninterrupted awning line for pedestrians.

To the rear of Parramatta Road is Grose Street, which functions as a service area with limited off-street parking and service entries



for the commercial buildings that front onto Parramatta Road.

Greek Street, which forms the northern boundary of the commercial area, is a narrow, 6m wide street, with three-storey development built to the boundary line, and car parking for the Broadway shopping complex located to the south of the street. The primary entries to the car park are located on Francis Street and Bay Street.

The northern section of Greek Street contains renovated warehouses, the Church of Scientology with its unobtrusive wall banner signage, and a large-scale contemporary development containing a ground floor commercial premises, with two floors of residential development located above.

Minogue Park, located on the corner of Francis Street and Franklin Street, provides a landscaped respite leading to the coffee shops and restaurants of Glebe Point Road. Adjoining the park is a large auditorium for community uses, a single storey warehouse and residential development.

### 3. DESIRED FUTURE CHARACTER

**Further information on the streetscape significance of individual buildings and building improvement recommendations can be obtained from the Glebe Point Road Main Street Study.**

#### *Urban Form*

- ◆ promote a mix and variety of land uses and building styles that enhance and contribute to the character and identity of the neighbourhood whilst protecting significant prominent buildings, heritage items and the 19<sup>th</sup> Century townscape;

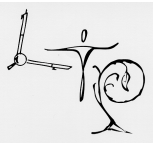
- ◆ maintain the predominant bulk, scale and siting of buildings that create a degree of uniformity;
- ◆ improve the environmental amenity and interest for pedestrians accessing the area;
- ◆ improve accessibility to take full advantage of public transport services in the area; and
- ◆ protect and enhance the residential amenity of dwellings in and adjoining the neighbourhood.

#### *Building Elements*

- ◆ maintain the character of the area by retaining original buildings where appropriate and keeping new development complementary in architectural style, form and materials;
- ◆ retain traditional shopfronts, and reinstate shopfront elements to heritage buildings in a design and material appropriate for the period;
- ◆ encourage appropriate signage consistent with the predominant signage type along each local area section;

#### *Landscape*

- ◆ The area's landscaping and public domain should be enhanced in accordance with the Streetscape Management Plan. Key components of this Plan include:
  - upgraded disabled access,
  - improved footpaths including repaving and widening where possible,
  - customised street furniture,
  - retention and replacement of Poplars and the planting of appropriate native species, and cable bundling.



### ***Economic Viability***

- ◆ promote the continuing development of the Neighbourhood and encourage land uses and development that contribute to the economic well being of the Neighbourhood;
- ◆ encourage employment opportunities in the Neighbourhood; and
- ◆ enhance and promote the viability and potential for a range of services that compliment the vibrant and varied environment of Glebe Point Road and its surrounds.

***Further information should be sought from the Glebe Point Road Streetscape Management Plan as amended.***

### ***Local Area Character***

#### **Glebe Point Road – Hereford Street / Palmerston Avenue to Forsyth Street**

- ◆ promote the viability of neighbourhood and local provision shops whilst retaining a mix of cafes, restaurants and specialty shops; and
- ◆ encourage the adaptive reuse of Bidura and adjoining lands, in accordance with Development Control Plan No. 33.

#### **Glebe Point Road – St. Johns Road to Hereford Street / Palmerston Avenue**

- ◆ retain and enhance dwellings to be used for both residential and compatible commercial purposes.

#### **Glebe Point Road – Broadway to St. Johns Road (including part Parramatta Road and Derwent Street)**

- ◆ encourage a mix of retail, commercial, and entertainment uses in order to sustain a vibrant public environment particularly along the street frontage; and
- ◆ enhance pedestrian amenity by ensuring continuous weather protection through the reinstatement of timber posted verandahs.

#### **Broadway**

- ◆ encourage a mix of commercial and retail uses along Parramatta Road to enhance the role of the area as the gateway to the city and as a transition to the Glebe commercial area;
- ◆ retain the landmark significance and visual prominence of the former Grace Bros buildings as seen from Broadway and adjoining areas;
- ◆ encourage the retention of the parapet roof line of commercial buildings along Parramatta Road, whilst allowing for an increase in height where it does not impact upon the visual prominence of the parapet lines;
- ◆ enhance pedestrian amenity along Parramatta Road by ensuring continuous weather protection through the cantilevered awning line;
- ◆ maintain the predominant bulk, scale and siting of buildings that characterise Greek Street;
- ◆ Maintain the service character of Grose and Francis Streets, and
- ◆ Provide an “active edge” to Minogue Park from Franklin Street and open up pedestrian links to adjoining residential areas.



#### 4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Glebe Commercial Neighbourhood.

All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.

##### *Building Envelope (Residential)*

- Residential Building wall height is to be a maximum of 7.2m

##### *Building Elements*

- Where appropriate, original building and building elements should be retained.
- Original detailing including facade finishes, roofing and guttering, windows and doors, fenestration, verandahs, balconies, etc., should be repaired or restored where appropriate.

##### *Commercial Siting and Setback*

- Commercial development should respect the siting and setback of the existing built form. Development should predominantly continue the traditional position of construction to the street alignment except where there is an existing front landscaped area.

##### *Signage*

- Signage within the neighbourhood must complement the existing signage of the streetscape.

- Above awning signage will not be generally supported, however where it is deemed appropriate, such signage is to be flush or painted on the facade and is not to be internally illuminated.

##### *Painting*

- Where buildings retain a high degree of heritage intactness they shall be painted in an appropriate heritage derived colour scheme.

##### *Vehicular Access*

- Where properties are serviced by a lane, vehicular access and servicing must be achieved via the lane and not from the primary street frontage.

#### 5. ADDITIONAL CONTROLS

There are a number of areas within the Glebe Commercial Neighbourhood, which have particular characteristics or specific conditions affecting development. In these areas, a unique set of controls and/or development guidelines are necessary.

The Additional Controls only apply to the areas specifically identified below.

##### Broadway

- A maximum parapet wall height of 11m shall apply for new commercial development fronting onto Parramatta Road. A maximum building height of 14m may be achieved where a setback of a minimum of 3m from the building frontage is achieved.



- **A maximum wall height of 9m shall apply for development on the northern side of Greek Street. A maximum building height of 12 metres may be achieved where a setback of at least 3m from the building frontage is achieved.**
- **New development within the Broadway Commercial area must take reference from and complement the existing architectural style of the streetscape.**
- **Any redevelopment of buildings along the southern portion of Franklyn Street should provide an active edge with pedestrian connections, which addresses Minogue Park.**