

## PART C: PLACE

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## SECTION 2 – URBAN CHARACTER

### C2.1 SUBURB PROFILES

#### Background

This section contains Suburb Profile Statements for each suburb within the Leichhardt Local Government Area. The statements are place-specific and draw on the unique qualities of each suburb.

Section C2.1.1 through to Section C2.1.5 includes Suburb Profile Statements and maps for all suburbs within the Local Government Area. Each Suburb Profile Statement includes a map showing the boundaries of the locality as well as a brief outline of the historical elements that contribute to the existing character of each area.

The statements should be read in conjunction with the specific Distinctive Neighbourhood Statements within Section C2.2 Distinctive Neighbourhoods of this Development Control Plan.

The provisions of Section C2 – Urban Character of this Development Control Plan give guidance on how to facilitate development that gives effect to the aims of the *Leichhardt Local Environmental Plan 2013* and achieves the objectives of the R1 General Residential Zone.

### C2.1.1 Annandale Suburb Profile

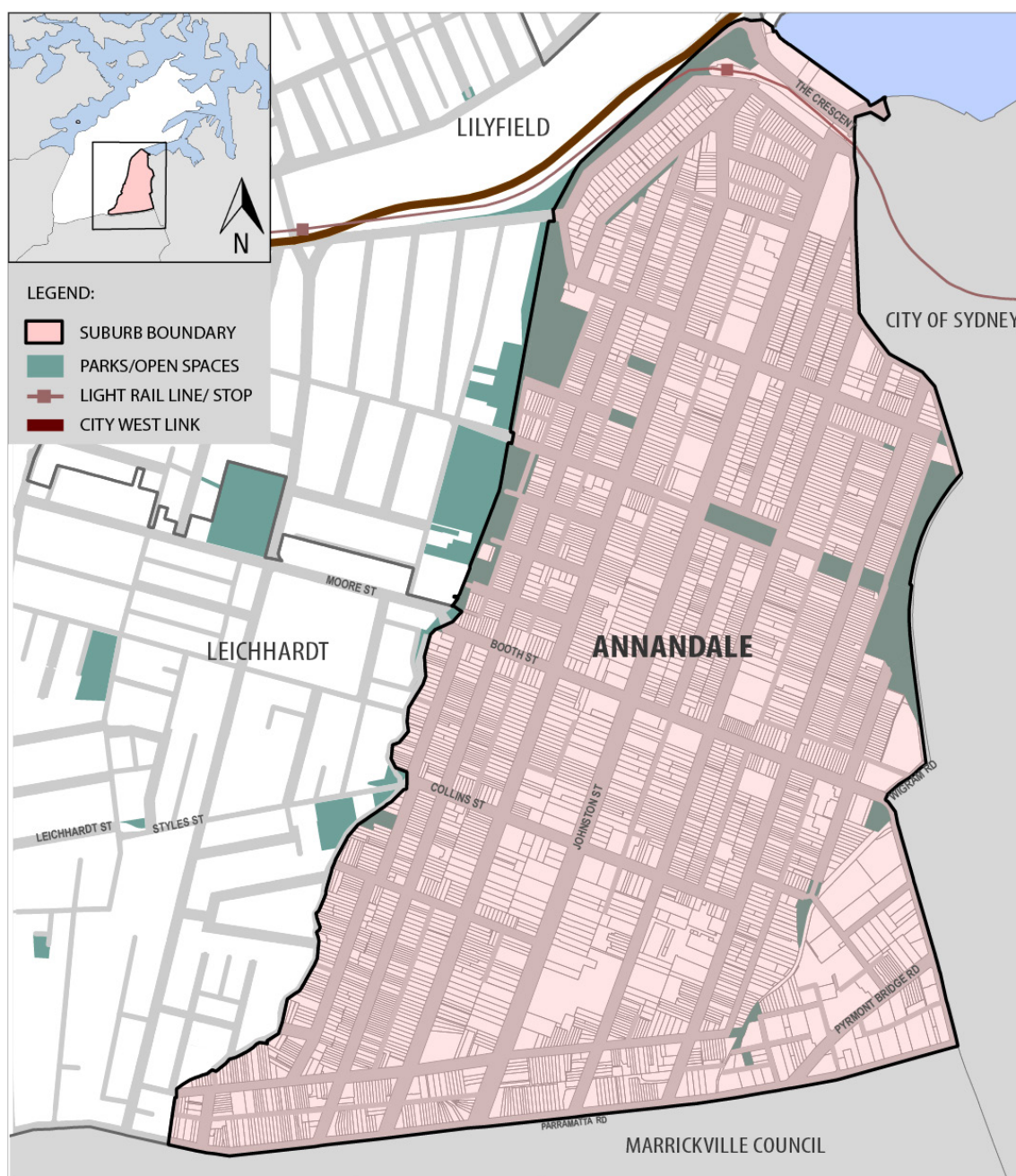


Figure C15: Suburb of Annandale

#### Introduction

The suburb of Annandale is located between the suburbs of Glebe and Leichhardt bounded by the City West Link to the north and Parramatta Road to the south.

Annandale is a small suburb with a very distinct character. This character is shaped by its unique street pattern, dominated by a series of wide, north/south streets, and large terraces and cottages mostly oriented to the east and west.

Although strongly defined by its topography and street pattern, incremental development over several decades has resulted in a considerable variety of building forms, style and size. Higher and grander buildings are located on the Johnston Street ridge, reducing in scale towards the creek lines.

The physical and social hierarchy is clearly expressed in the contrast between substantial housing on the ridge, more modest terraces on the ridge and semi-detached cottages on the slopes. The built form reinforces the topography and allows views out to the valleys and adjoining ridges.

### **History of development in Annandale**

Annandale's subdivision began in 1876, being promoted as a middle class suburb with Johnston Street marketed as "the finest street in the colony". The suburb was set out with a generous street grid, with major streets running north-south and most buildings orientated east/west. The cross streets allow views east across the Glebe ridge to the city, and west across to Leichhardt and Lilyfield. This westerly aspect denotes it locally as the 'sunset suburb'.

Annandale is significant for being a planned suburb, with the street pattern following the topography formed by the main Annandale ridge. The historical subdivision pattern and collection of late Victorian dwellings emphasises the historical significance of Annandale and as such the suburb is within a Heritage Conservation Area. Early development was Victorian Italianate in style. This occurred at the south end towards Parramatta Road, in response to tram access. Additionally some pockets of workers cottages occurred in the valleys which probably related to adjoining industry.

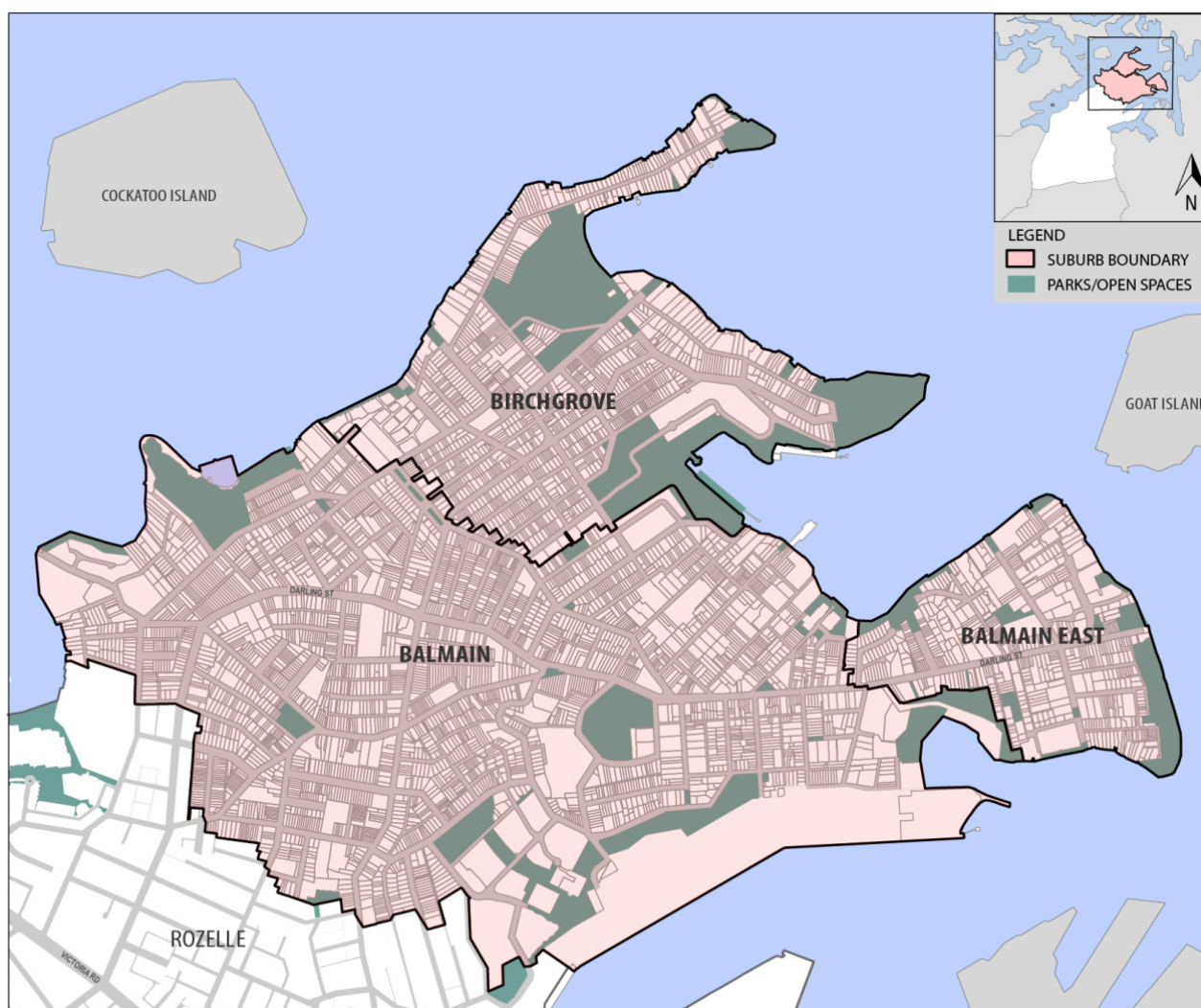
A development hierarchy is prominent in Annandale, with grander scaled dwellings dominating the ridgeline and more modest dwellings and workers cottages located on the lower slopes and around the creek lines. Some areas along the western and eastern side of the suburb have been modified in terms of streetscape and buildings, diminishing the heritage significance of the area and therefore are not within the Heritage Conservation Area.

Initial development produced a number of grand buildings, which form the landmarks of the Johnston Street ridge. These are; the Witches Houses and The Abbey marking the northern end, the Town Hall and the Hunter Baillie Church towards the centre, and the unified commercial façades of the Goodman's Buildings at Parramatta Road to the south. Off the main ridge, the land was subdivided for smaller houses and terraces.

Following the financial collapse in the 1890s, many holdings were re-subdivided to smaller lots with development predominantly occurring in the Federation Period. The original intention of creating a strongly urban, formal townscape was not carried through to completion.

However the architectural quality of buildings is high and a unity of design is apparent in Annandale Street and other minor streets. Avenue plantings reinforce the structure and formality of the north/south streets. High canopy trees enhance the streetscape, particularly on the eastern and western slopes. The greening of the valleys reinforces the open space network and peninsula character along Bicentennial Park to the north.

## C2.1.2 Balmain/Balmain East and Birchgrove Suburb Profile



**Figure C16: Suburbs of Balmain/Balmain East and Birchgrove**

### Introduction

Two main forces have been instrumental in the development of Balmain, Balmain East and Birchgrove: its geography and its industrial history. The rugged topography has largely determined the street and lot patterns, and the siting of buildings, related to slope and prospect.

The deep water edge provided both the opportunity for water transport and water based industry that was the mainstay of the economy until recent times, and the environmental advantages of views and climate make it an attractive residential location. The area's proximity to the City gave it locational advantage in the early days, with water access, and centrality in the modern City. Balmain's development began early in the life of Sydney, and has grown steadily and incrementally, hence its diversity reflects the many phases of its development.

The Balmain Suburb Profile includes the area of the Balmain Peninsula covering the suburbs of Balmain, Balmain East and Birchgrove. Located north of Rozelle, this suburb has an area of 237 hectares and approximately 8km of coastline. Rising approximately 40m above the waterline, this eroded and uplifted sandstone peninsula affords views over the harbour with the dramatic backdrop of the City to the east, in addition to views of Parramatta River and surrounding suburbs. The entire area of Balmain, Balmain East and Birchgrove is a Heritage Conservation Area.



## **History of development in Balmain / Balmain East / Birchgrove**

The first phase of settlement of Balmain occurred between about 1830 and 1860. It commenced from the eastern end due to the proximity and visual connection to the City, and spread west. This consisted of gentlemen's residences sited on the bluffs and ridges for prominence, views, and ventilation, on larger lots. More modest housing was built on smaller lots closely aligned to convenient access roads and lanes, particularly the ridgeline road, Darling Street. This provided housing for tradesmen and service workers mainly employed in local industries. The local industries took advantage of the waterfront access, servicing the City and port. They used local resources such as stone and they developed shops and services for a small but isolated community. Development was spurred on by small entrepreneurial activity, both in terms of business and industrial activity and investment in land development and housing. Hence, the original Crown grants were quickly subdivided and sold off in convenient parcels for access to the spine of Darling Street. With subsequent subdivision, local access was provided by narrow streets and lanes running downhill from Darling Street to the water. These provided the characteristic Balmain pattern of jetties for water access and slot views to the water.

The Colonial economy boomed from 1850 with the combined push of the gold rush and pastoral growth. Capital and population growth led to the establishment of larger scale industry and commerce such as Morts Dock which encouraged the rapid growth of modest housing on the surrounding slopes. In parallel the commercial centre developed westwards from Gladstone Park with the civic core developing at Montague Street in the 1880s boom. Smaller industry set up ancillary to the dock, as well as wharfage and maritime industry. Many open paddocks within the area remained until the end of the 1800s.

By the 1880s, due to economic prosperity, increased pressure on land led to re-subdivision within the area. Terrace housing replaced single storey detached houses particularly on the more prominent sites. The newly affluent middle classes developed grander houses and enclaves in favoured locations such as the harbour edges of Birchgrove as well as Elkington Park, which were removed from local industry. Other prominent residential locations were developed along ridgelines setback from the waterline, such as Rowntree and Smith Streets.

While Balmain became a municipality in 1860, there was insufficient population to support grand civic buildings until the 1880s when the Town Hall was built. This was shortly followed by the Post Office and Courthouse which were constructed on the main crest of Darling Street in Balmain. By this stage, most of Darling Street was built up. Trams were introduced to improve access to the City, and the dependence on water access to the suburb declined.

Larger industries and multi-national companies moved into Balmain at the beginning of the 1900s, including Unilever and Colgate Palmolive. This led to further urban consolidation to house the workforce on the skirts of the new industries. The labour movement became a major facet in the suburb's social make-up.

The role of major industry was evident in the workforce within Balmain, Balmain East and Birchgrove. At the height of industrial use Mort's Dock employed 2,000 workers, Unilever and Colgate Palmolive employed some 800 and 300 people respectively.

During the 1900s, smaller houses were replaced, enlarged and re-clad, with some housing demolished for industrial expansion during the earlier part of the century. Some areas within the suburb were subject to 'slum clearance' following the Second World War, to make way for public housing. Sporadic private flat development also occurred during this time, encouraged by the Council in the spirit of modernisation.



## PLACE

From the 1970s, economic and technological shifts, together with rising land values in the inner city and rising appreciation of inner city locations led to de-industrialisation and retreat of maritime and port activities. A residential regeneration process began, and encouraged both the conservation of the character of the suburb, as well as redevelopment of former industrial sites. On waterfront sites this also yielded new waterfront parks.

### C2.1.3    **Leichhardt Suburb Profile**



**Figure C17: Suburb of Leichhardt**

#### **Introduction**

The Leichhardt area is located on the gently undulating land immediately north of Parramatta Road, stretching northwards to the City West Link. Leichhardt Town Hall marks the high point of this region at the intersection of Marion and Norton Streets.

As the topography of Leichhardt is less rugged than nearby foreshore suburbs, its character is heavily influenced by the street pattern and built form. Leichhardt's elevation and long, gentle slopes enable views out to the east, across the ridge of Annandale to the City, Haberfield to the west, and the north shore to the north.

There is a predominant north/south street pattern extending from Parramatta Road. The east/west street pattern was broken up as land reclamation and bridging between the peninsulas came after the road layouts of the suburb had been established.

The wide carriageways and regular street pattern combined with gentle slopes and a predominance of single storey detached housing, gives Leichhardt a more open character in contrast to the more enclosed urban townscapes such as those in Balmain or Annandale. Leichhardt was developed after these suburbs, and is a reflection of the changing preferences toward detached and single storey dwelling types on larger lots rather than attached and terraced forms.

### **History of Development in Leichhardt**

Leichhardt was first developed as large rural estates granted to early prominent settlers and military men, between 1794 and 1819. In the early days, it was commonly known as 'Piperstown' or 'Piperston' after one of the larger land grants to Captain John Piper.

Houses were sited on the higher slopes to maximise views. By the 1840s, the major estate in the area was Elswick, with an imposing house (Elswick House) located on the westerly slope to Haberfield on what is now Thornley Street. This land was sold to James Norton, one of Sydney's leading solicitors, in 1834.

In 1849, the area was renamed 'Leichhardt Township' by Walter Beames, a prominent Sydney businessman who at that time owned the majority of the Piperston Estate and would later become the municipality's first Town Clerk. The new name was in honour of Friedrich Wilhelm Ludwig Leichhardt.

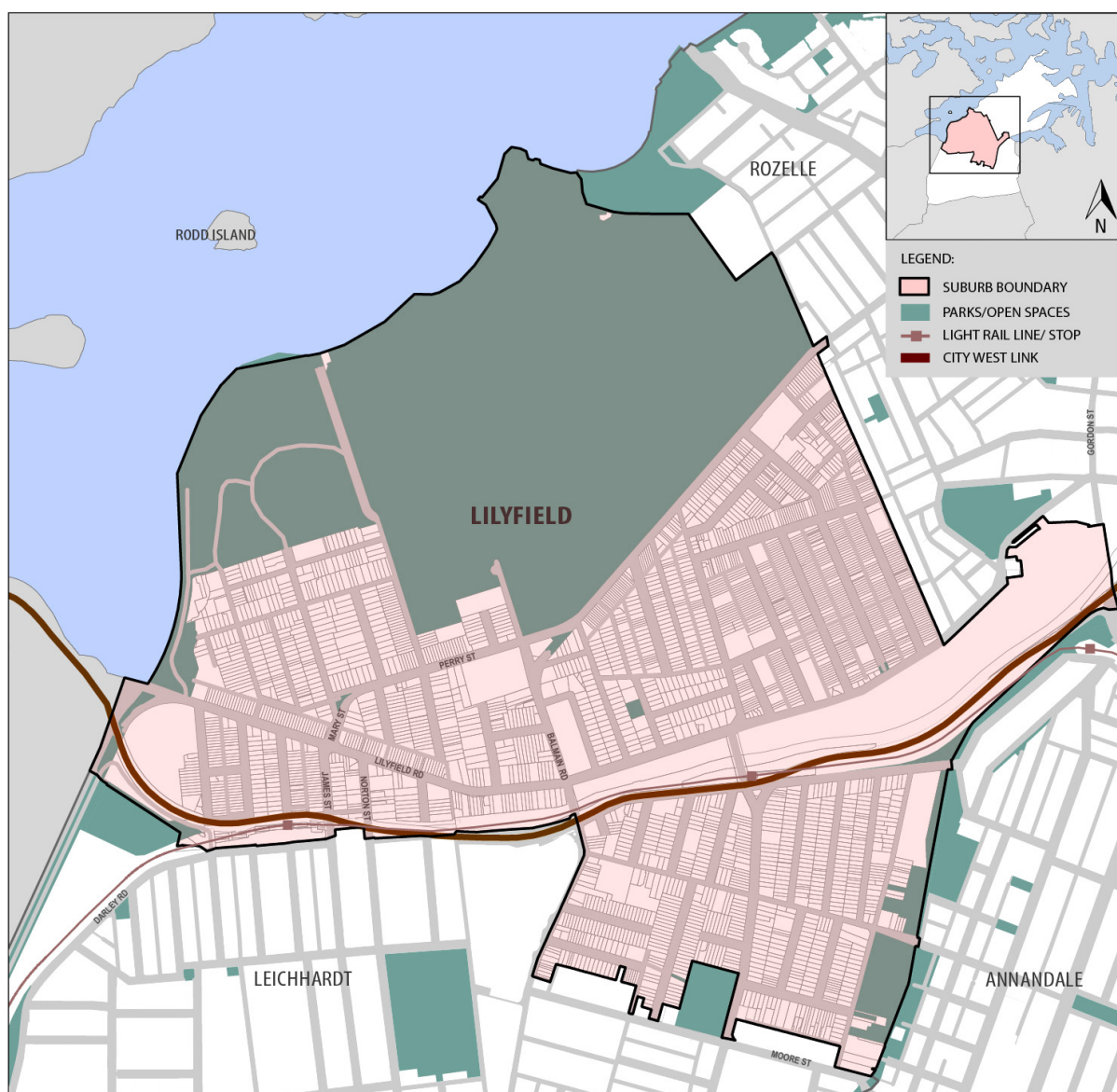
Following Norton's death in 1862, the Elswick Estate was subdivided into five sections. The section containing Elswick House and fronting onto Parramatta Road was bought in 1868 by John Wetherill. He was a member of the first Leichhardt Council and was the second Mayor from 1874 to 1877. He sold the Elswick House land in 1880 to the Excelsior Company, which subdivided it into small residential lots predominantly for people of modest means.

In 1871, Leichhardt, (including both Leichhardt and Annandale), was officially incorporated as a municipality. By 1891, the population of Leichhardt had significantly grown as a result of the subdivision of Excelsior between 1881 and 1891. Other large estates, such as Whaleyborough (subdivided in 1878), and Helsarmel (subdivided in 1884 and 1889) were also developed at this time but did not reach the intensity of development or the density of the Excelsior subdivision. A major attraction of Leichhardt as a place of residence at this time was the arrival of the tram in the 1880s. In addition, Petersham railway station was within easy walking distance.

By 1912 Leichhardt slowly began to expand with the reclamation of the Hawthorne Canal. This led to further development in the early 1900s. 1888 brought the opening of the town hall located on the corner of Norton and Marion Street. This Victorian Free Classic style building was considered 'the best municipal building outside of Sydney', and was an obvious source of great civic pride. In 1941, the old Balmain Cemetery was dedicated as a park to the Leichhardt Municipality. The public park became known as Pioneer's Memorial Park in memory of the pioneers of Leichhardt. Given the history of the site, restrictions apply to this site.

The 1950s and 1960s were the main decades of Italian migration to Australia. The bulk of Italian immigrants into NSW were offered assistance by the Capuchin Brothers based at St. Fiaccres Church in Catherine Street. As a result, many people initially settled close to the Church and to Leichhardt, working and establishing businesses in the area. Leichhardt eventually became the main centre for Italian-Australian business, leisure and cultural pursuits.

## C2.1.4 Lilyfield Suburb Profile



**Figure C18: Suburb of Lilyfield**

### Introduction

The suburb of Lilyfield is located in the geographic heart of the Leichhardt Local Government Area. The main community focus in the suburb is located near the Orange Grove Plaza and Orange Grove School. The suburb is bisected by the City West Link, the light rail line, and dominated by Callan Park to the north. Most of Lilyfield has a character which is marked by the consistency of style, form and materials of its residential building stock.

Contemporary developments are scattered throughout the suburb. Lilyfield displays an overwhelmingly small scale, domestic quality in its residential streets. There is a prevailing grid pattern of streets which are perpendicular to the contour and which follow the slope down to Lilyfield Road.

The southern part of Lilyfield, which is located south of the City West Link, is known as the 'Catherine Street Distinctive Neighbourhood'. The landform in this area is gently undulating and falls, gradually, towards Whites Creek to the east and towards the City West Link to the north.

North of the City West Link are the 'Nanny Goat Hill', 'Leichhardt Park' and 'Iron Cove Parklands' Distinctive Neighbourhoods through which the Balmain Road ridgeline occurs. The landform rises steeply to that ridgeline from the Iron Cove foreshore which is located to the north-west. Due to the steep topography and location there are several areas in Lilyfield which benefit from water and/or distant City skyline views.

### **History of Development in Lilyfield**

Lilyfield was initially developed as rural estates with water views and located along the main ridgeline between Leichhardt and Balmain and accessed via Balmain Road. The Garry Owen Estate was the largest in the Lilyfield area and was sold to John Gordon in 1865, who renamed the space 'Callan Park'.

However, in 1873 the Callan Park Estate was purchased for use as a hospital as the Gladesville Hospital was subject to complaints of overcrowding and squalid conditions for staff. The sale of the land may have depressed residential expansion in Lilyfield compared to adjoining suburbs, although it did provide housing for hospital staff. It was opposed by residents at that time, particularly those in the rapidly expanding suburb of Balmain.

The Callan Park hospital was completed in the early 1880s and included 33 buildings and a chapel set in 4.5 hectares of land. It was described in the Sydney Illustrated News of 24 October 1885 as "a magnificent pile of buildings, forming a conspicuous object of locality and visible for many miles around". Aboriginal, natural and cultural landscapes and heritage buildings remain on the site, which are listed as Heritage Items in *Leichhardt Local Environmental Plan 2013*.

Broughton House which was built in the mid-1840s was renamed Broughton Hall and then Rivendel. It was used from 1915, as a home for returning soldiers and in 1918 it was acquired by the Commonwealth Government and became part of the Callan Park hospital.

The 'Nanny Goat Hill' Distinctive Neighbourhood which formed part of the Gary Owen Estate was subdivided in the 1880s and the Leichhardt Park area was subdivided at the end of WWI.

South of Lilyfield Road, the area making up the 'Catherine Street' Distinctive Neighbourhood was subdivided following the suburban expansion of Leichhardt during the early 1900s. Around the same time the Rozelle Goods line was excavated and divided the Lilyfield area. This division has been exacerbated by the construction of the City West Link. The area to the south of the City West Link is now more commonly identified as part of Leichhardt than as part of Lilyfield.

Catherine Street was originally known as Abattoir Road as it was constructed parallel to Balmain Road as a stock route to provide access to the Glebe Island Abattoirs.



## C2.1.5 Rozelle Suburb Profile

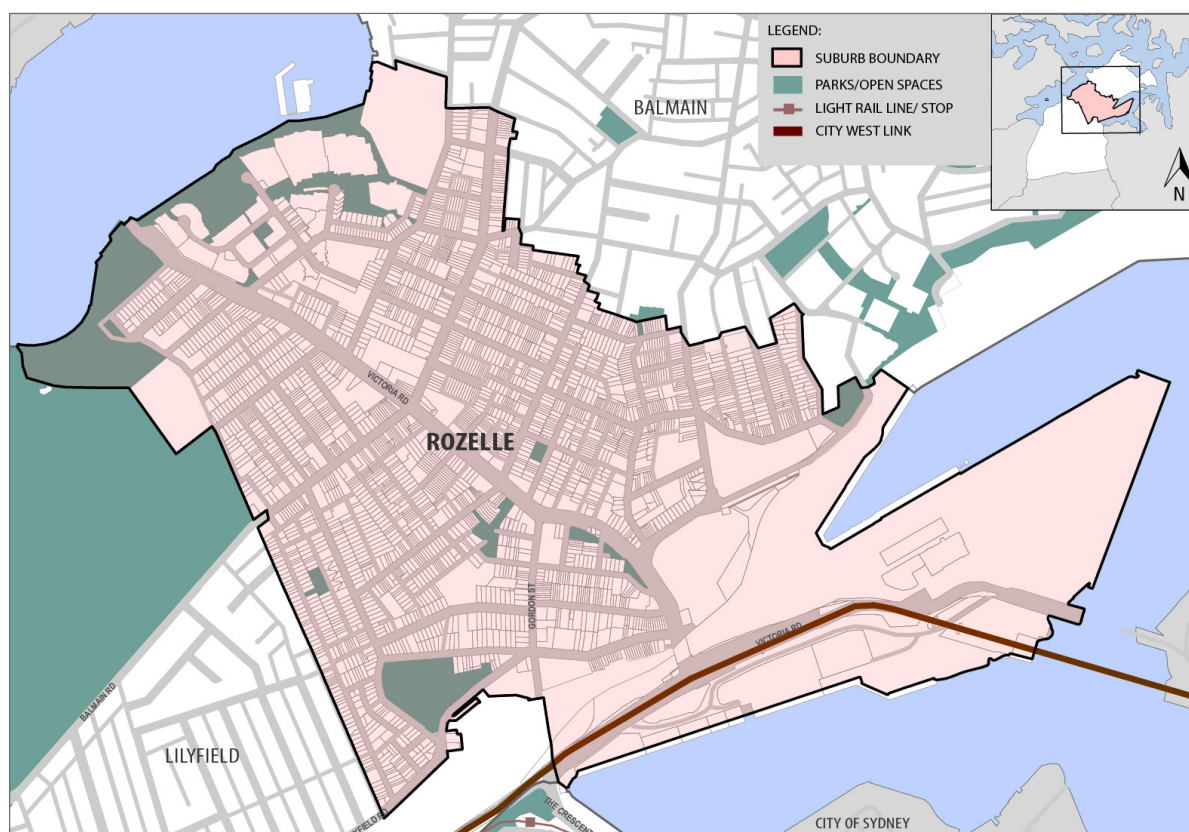


Figure C19: Suburb of Rozelle

### Introduction

Rozelle is located between the suburbs of Balmain and Lilyfield within the Leichardt Local Government Area. Rozelle is bisected by Victoria Road, Darling Street and Balmain Road. Straddling these main roads, the suburb has numerous built forms, ranging from disused heavy industry, new medium density housing, historical commercial/retail and low density housing. Rozelle is bordered by the Rozelle Goods Yard to the south-east, Foucart Street to the south-west, Iron Cove in the north-west and at the northern end is defined by the postcode boundary with Balmain.

Part of Rozelle forms part of the Balmain Peninsula and is constructed on typical Sydney sandstone. The ridges within Rozelle are approximately 45m AHD above sea level. The landform is a combination of ridges and valleys, including wetlands (now filled) and rock faces below the ridges, which provide extensive views over Iron Cove, Rozelle Hospital (Callan Park), other suburbs and the Sydney CBD.

The road pattern of the suburb is based around Victoria Road and Darling Street/Balmain Road. Minor roads, following the Victorian tradition make little reference to the topography and cross the contours of the area. Main transport links through the suburb include water-based, heavy rail, road and tram also shape the character of Rozelle.

The character of development in the suburb has been defined by industrial development along the shore and commercial development above, on the ridge. Residential development covers the majority of the area between the ridge and the harbour. The suburb is characterised by its diversity in style and form. Unity in the residential form is achieved by small lot subdivision and small-scale

development, usually not more than two storeys, tight enclosed streetscapes and repetition of verandahs and pitched roof forms.

### **History of development in Rozelle**

Rozelle was part of an original land grant of 550 acres made to William Balmain in 1800. Referred to as Balmain West, development in this area was geared towards housing for tradesmen while the eastern end of Balmain catered to the wealthier residents.

The location of the government abattoir on Glebe Island had substantial influence on the way in which Balmain West was developed. The combination of the abattoir, other animal based noxious trades and refuse dumping on the foreshores of White Bay and Rozelle Bay resulted in lower bids for subdivision and the sale of smaller blocks at substantially lower prices to working men.

Between 1867 and 1880, Alfred Hancock a migrant from London, began purchasing large blocks of land in Balmain West for subdivision and sale. A number of speculators joined his ventures in initiating the 'Homes for the People' scheme that enabled many people of limited means to own their own property. The scheme was advertised to attract mechanics and tradesmen to the area, offering housing close to work, which involved building Callan Park and the Iron Cove Bridge.

### **The Character of Rozelle**

The built environment of the suburb includes residential uses from all eras as well as commercial and industrial development. The residential component of the suburb comprises examples of Edwardian, Victorian, Federation and various interwar bungalow styles. Housing ranges from grand residences in prominent locations to humble rows of workers cottages. More recent housing includes converted industrial buildings and infill within existing housing stock. Notable characteristics in the area are small lots, tree lined streets and former retail streets now used for residential uses.

Another major feature of the area is the axis formed by Victoria Road and Darling Street. Victoria Road is a main arterial road and has a character unlike other parts of the suburb. The sites around the Balmain power station and the Elliot Brothers Chemical works on Iron Cove have been redeveloped for medium density housing while the White Bay power station has been included in the Sydney Regional Environmental Plan 26 precinct for future redevelopment by the NSW State Government. Lands covered under *State Environmental Planning Policy No. 26* have not been included in the text of this suburb profile. These former industrial sites represent a significant increase in land available for urban release and add a new dimension to the character of the suburb.

The changing nature of the built environment has further highlighted the need to preserve and encourage employment generating development in the area. This has been addressed in the commercial and industrial neighbourhoods of the Rozelle Suburb Profile.

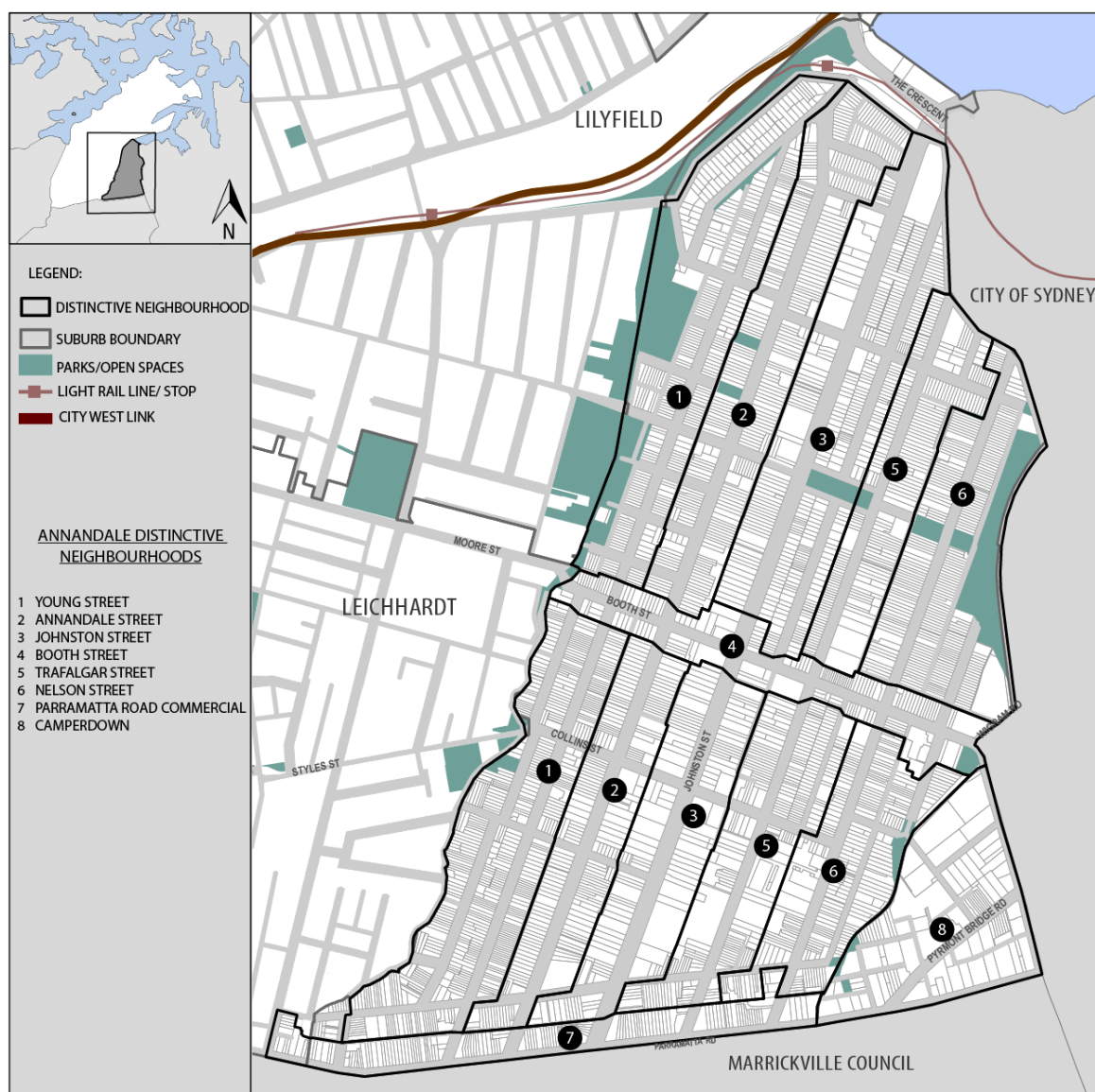
## C2.2 DISTINCTIVE NEIGHBOURHOODS

### C2.2.1 Annandale Distinctive Neighbourhoods

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

The Sub Areas identified within some of the Distinctive Neighbourhoods are areas which have unique characteristics with specific objectives and controls.

Development is required to be consistent with the Desired Future Character objectives and controls within the Distinctive Neighbourhood and any Sub Area within the locality, in addition to the requirements within other sections of this Development Control Plan.



**Figure C20: Annandale Distinctive Neighbourhoods**



### C2.2.1.1 Young Street Distinctive Neighbourhood

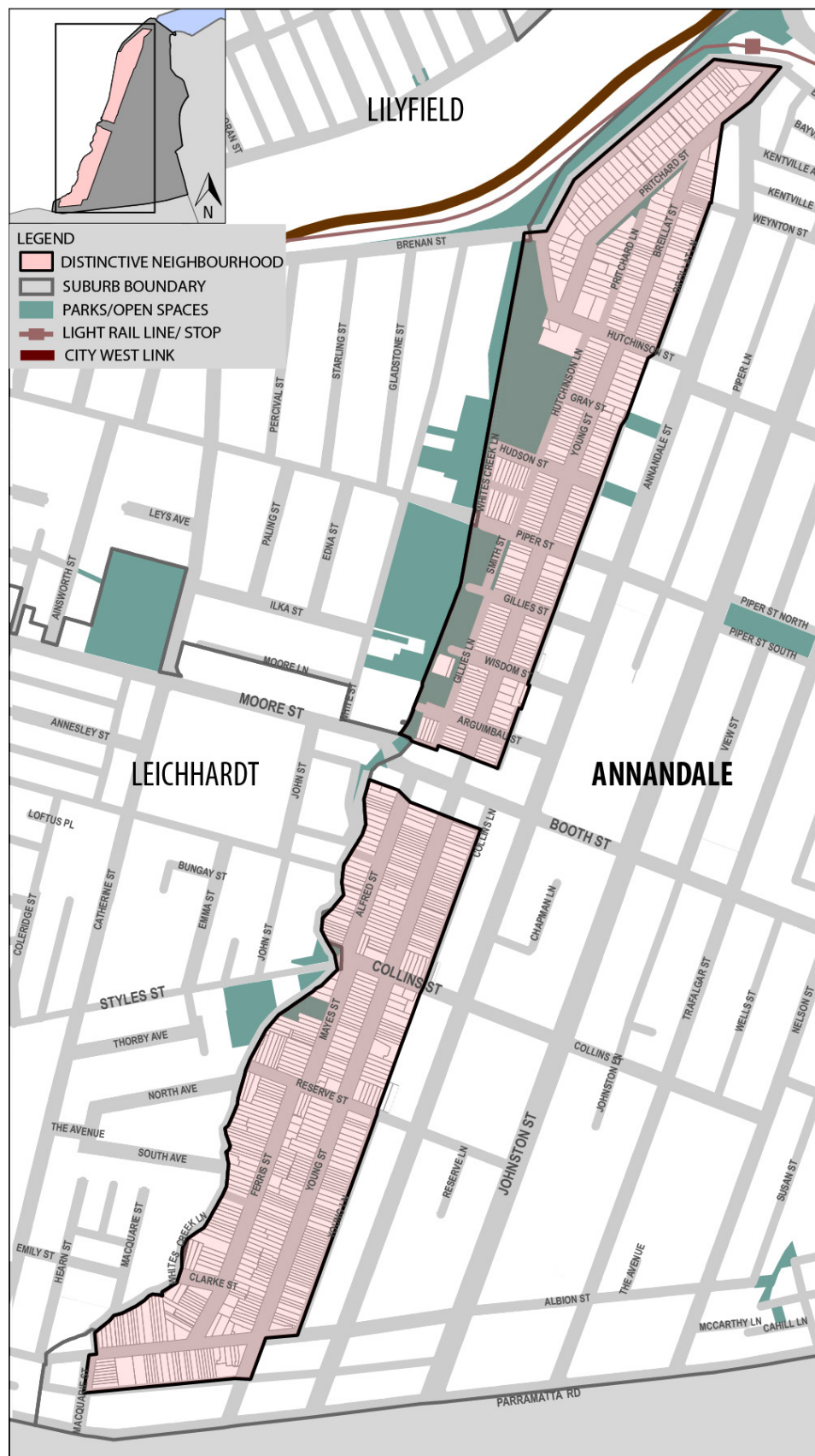


Figure C21: Young Street Distinctive Neighbourhood

## Outline

This neighbourhood has two discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. The Crescent Sub Area - Section C2.2.1.1(a); and
- b. Young Street Laneways Sub Area – Section C2.2.1.1(b).

## Landform

The Young Street Distinctive Neighbourhood is positioned adjacent to Whites Creek Valley on the western side, slopes steeply down towards the light rail line at the northern end, is bounded by The Parramatta Road Commercial Distinctive Neighbourhood to the south and the Annandale Street Distinctive Neighbourhood, and is dissected by the Booth Street Distinctive Neighbourhood.

Young Street is positioned on a north-south axis within the Distinctive Neighbourhood, and is bisected by several cross streets and laneways that run east-west across it. Part of the neighbourhood is within a Heritage Conservation Area.

## Existing Character

The Young Street Distinctive Neighbourhood has a very mixed character created by the range of architectural styles and building heights. In contrast to the larger and grander housing found along Johnston Street and Annandale Street, Young Street typically contained smaller scale dwellings.

Typical dwellings within the neighbourhood include modest scale detached and semi-detached single storey dwellings from the late 1800s and early 1900s. The neighbourhood also includes some post-war development.

The housing style is predominantly low scale Victorian workers cottages, such as those found along Young Street between Collins Street and Reserve Street, mixed with single storey Californian bungalows, weatherboard cottages and fibro cottages. Larger dwellings consisting of two storey terraces and two storey detached houses are located towards the northern and southern ends of the neighbourhood.

Despite the mixed variety in architectural styles, the Young Street Distinctive Neighbourhood maintains a typical grid pattern of wide streets and a relatively consistent subdivision pattern, which runs in a south-east and north-west direction, following the contours of the land.

The carriageways within the Young Street Distinctive Neighbourhood are relatively wide, (approximately 20m in width), with parking along either side of the road and footpaths between 2.5m to 3m wide.

Fences within the neighbourhood are also relatively consistent in height, with the materials used being iron, timber picket and masonry plinth with iron palisades, depending on the architectural style of the dwellings.

The Sydney Water Viaduct is positioned towards the northern end of the neighbourhood and acts as a barrier to vehicular traffic along Young Street. Just north of the Viaduct is Cohen Park, a recreational area.

A particularly significant attribute of the Young Street Distinctive Neighbourhood is the prevalence of mature street trees and established front gardens and landscaped yards. The abundance of mature trees, in both the public and private domain, creates vegetative corridors that contribute to the

neighbourhood's amenity. Pedestrian amenity is further enhanced throughout the residential area by continuous footpaths uninterrupted by driveways.

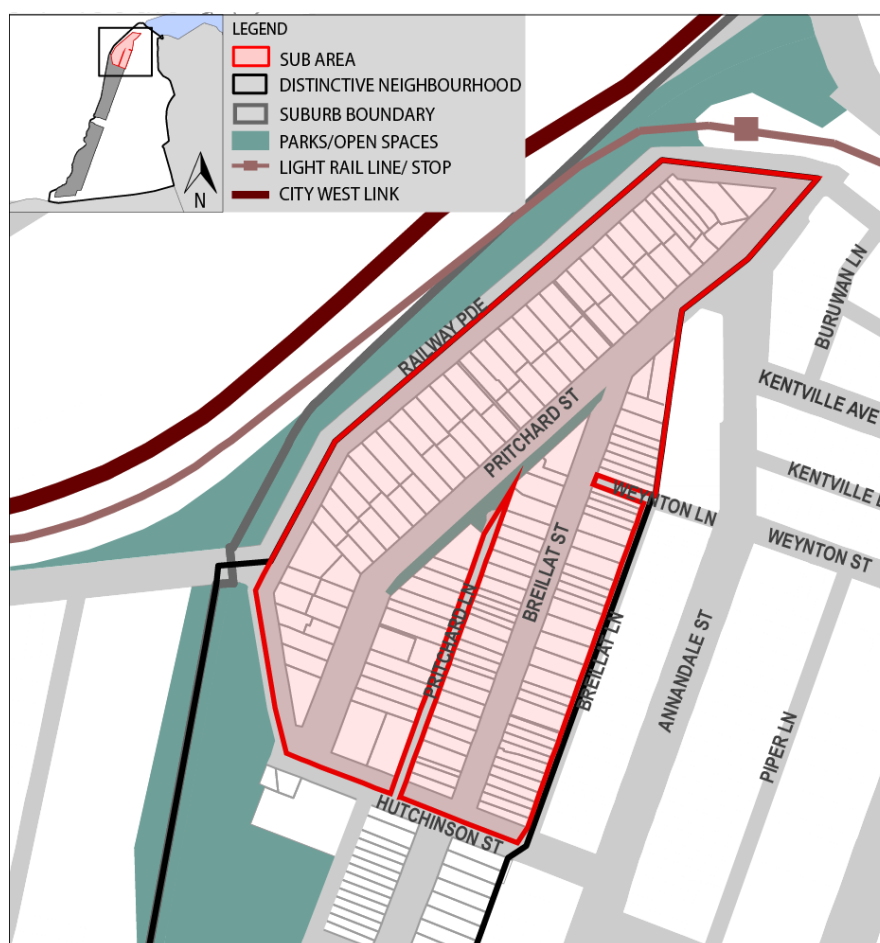
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain and enhance the diversity of dwelling style found throughout the neighbourhood, such as Federation and Victorian dwellings, Californian bungalows and weatherboard cottages.
- C2 Maintain the character and consistency in architectural detail of continuous rows of attached dwellings.
- C3 Allow for contemporary development, which is complementary to the existing streetscape.
- C4 Preserve and maintain the historic subdivision pattern of Young Street Distinctive Neighbourhood.
- C5 Contain upper floors within the roof form, so as not to be visible from the street frontage.
- C6 Improve the environmental amenity and interest for pedestrians accessing the area.
- C7 Maintain the harmony/character of the neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.
- C8 Preserve and integrate natural rocky outcrops into the landscaping of the area, particularly where visible from public places.
- C9 Maintain the prevalence of street trees in addition to mature and visually significant trees on private land.
- C10 Promote the establishment and enhancement of existing front gardens and landscaping on private property.
- C11 The development to a primary street frontage shall have a maximum building wall height of 3.6m unless:
- a. the relevant wall will adjoin a two storey or higher building in which case the 3.6m wall height may be varied where the new roof forms relate to existing adjacent forms and will not exceed the higher ridge height of the adjoining building;
  - b. the development is on a corner site in which case a 6m building wall height may be used, if all amenity and streetscape issues have been addressed to the satisfaction of Council.
- C12 New driveway crossings are to be avoided. Existing driveway crossings are to be minimised and a maximum width of a single crossing.
- C13 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

**C2.2.1.1(a) The Crescent Sub Area****Figure C22: The Crescent Sub Area**

The Crescent Sub Area is located within the Young Street Distinctive Neighbourhood, and is located at the northern end of the Distinctive Neighbourhood along Breillat Street, Pritchard Street, part of Bayview Crescent and Railway Parade.

The area is accentuated by the abundance of mature trees and well established front gardens, along with grander scale dwellings, which include two storey detached houses and terraces, mixed with original single storey cottages. The street trees along Railway Parade have been identified as significant attributes of the Annandale suburb and are listed as Landscape Conservation Items.

The streetscape is varied in terms of architectural styles as well as setbacks and dwelling heights. There is a great diversity of Victorian and Federation cottages and terraces throughout The Crescent Sub Area.

The steep slopes in the area expose attractive sandstone outcrops, which are rare features in an urban context. The slopes also allow for significant views overlooking the railway yards to the west, Rozelle Bay to the north, and the City to east.

The variation in dwelling height is due to the topography of the area. The contrast is most noticeable along Railway Parade and Pritchard Street. Dwellings along Pritchard Street are built on the ridge, providing a single storey frontage to the streetscape. However, the dwellings to the rear step down the ridge allowing for another storey, which is not visible from the street.

Alternatively the dwellings along Railway Parade give the appearance of being two storeys, but are often single storey dwellings built on sloping sites.

### **Desired Future Character**

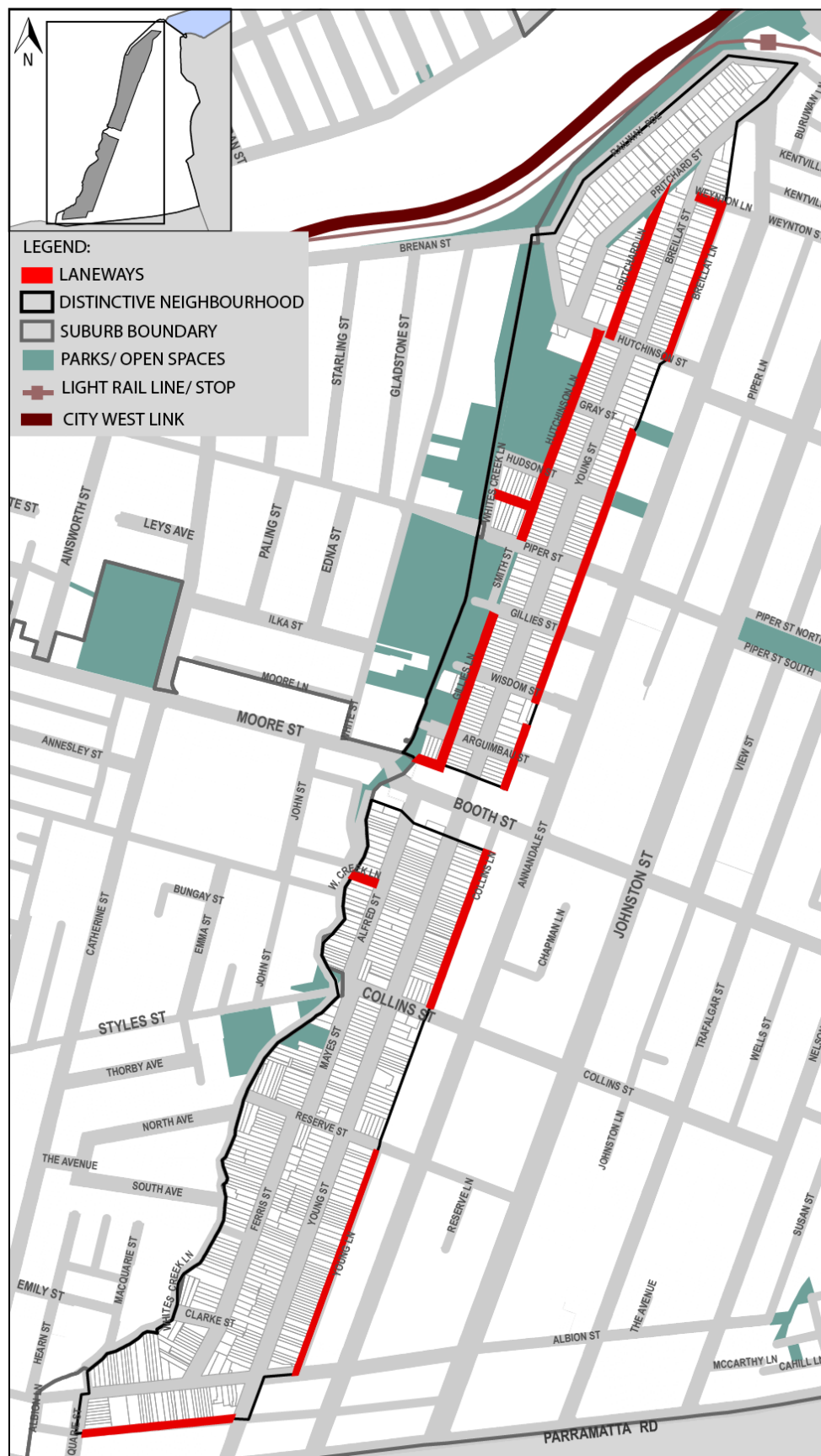
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Keep future development and/or additions consistent with the predominant built character of The Crescent in relation to height, built form and siting, typically low scale domestic character.
- C2 Enhance the aesthetics of the streetscape and neighbourhood by discouraging excessively large garages and fences.
- C3 Conserve and enhance the existing residential townscape by preserving views out.
- C4 Promote the establishment and enhancement of existing front gardens on private property.
- C5 Changes to the front façade of dwellings in this area shall be kept to a minimum with additions to the rear of dwellings preferred.
- C6 Excessively large garages and fences are discouraged.
- C7 Development is to be consistent with any relevant objectives and controls within the Young Street Distinctive Neighbourhood.

**C2.2.1.1(b) Young Street Laneways Sub Area**



**Figure C23: Young Street Laneways Sub Area**

The Young Street Laneways Sub Area is located within the Young Street Distinctive Neighbourhood.

Laneways within this area are relatively narrow (approximately 6m in width), with the exception of Whites Creek Lane, which varies in width from 6.5m to 12m as it follows the creek line down to Parramatta Road. The rear lanes maintain a low scale service character and are mainly used for accessing the rear of properties through garages and carports. Several of the lanes are dead end and only service three or four allotments on each side.

Few lanes within the area have dwellings fronting onto them. Unless dwellings fronting onto lanes already exist, priority will be given to maintaining the original service character of the laneways and the preservation of the vegetative corridors created by planting in rear yards.

Whites Creek Lane forms the western boundary of the area and has developed along the natural pathway of Whites Creek, winding south from the City West Link to Macquarie Street.

The character of Whites Creek Lane differs to that of other lanes within the Young Street Distinctive Neighbourhood, as it presents as both a primary road and service lane in character. There is on-street parking and footpaths along the laneway in those sections where the carriageway has sufficient width.

As a result, various forms of development have occurred along Whites Creek Lane, including multi-unit development and single detached dwellings. The developments are typically two storeys and contribute to a higher density streetscape. In addition to these developments, there are many examples of typical laneway development, where the rear fence and/or garage of a property align with the lane carriageway.

Although lane development on the Young Street Distinctive Neighbourhood side of Whites Creek Lane is not as predominant as that in the Piperston Distinctive Neighbourhood side, future dwellings may be appropriate if it relates to the streetscape and adjoining development and other controls within this Development Control Plan. This will need to be determined on a property by property basis given that the lane reverts to its secondary service character at several points along its length.

### **Desired Future Character**

#### **Objective**

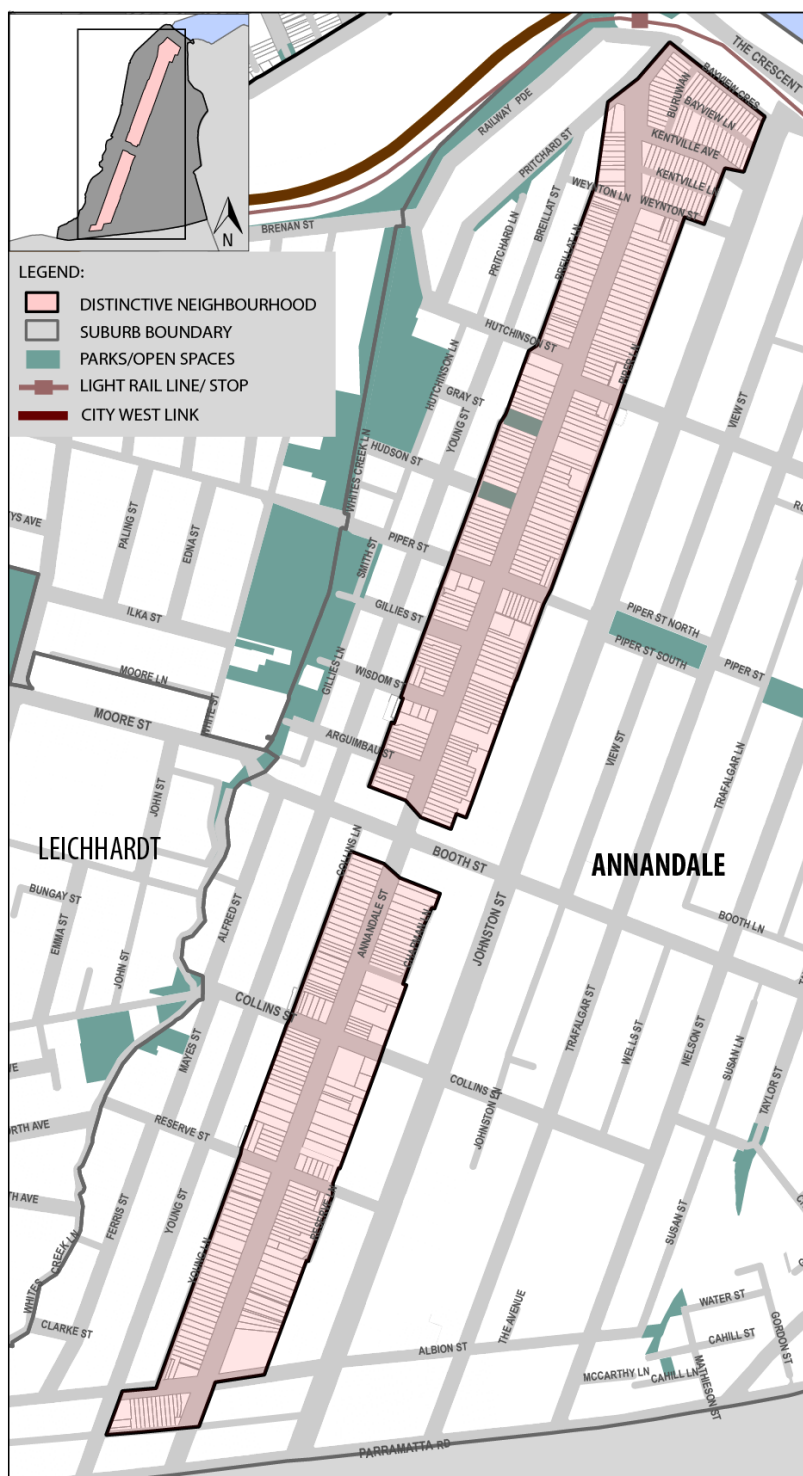
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the predominant service and access character of rear lanes where dwellings are not suitable.
- C2 Maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards.
- C3 Allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is suitable.
- C4 Ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the 'lanescape'.
- C5 Ensure that the unique character of Whites Creek Lane is retained by ensuring that future development is compatible with adjoining development and laneway width.
- C6 Development is to be consistent with any relevant objectives and controls within the Young Street Distinctive Neighbourhood.



### C2.2.1.2 Annandale Street Distinctive Neighbourhood



**Figure C24: Annandale Street Distinctive Neighbourhood**

#### Outline

This neighbourhood has two discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Kentville Estate Sub Area – Section C2.2.1.2(a); and
- Annandale Street Laneways Sub Area – Section C2.2.1.2(b).



## Land Form

The Annandale Street Distinctive Neighbourhood runs parallel to Young Street Distinctive Neighbourhood and Johnston Street Distinctive Neighbourhood. It lies on the western slope of the Annandale ridge and slopes down towards Young Street and Whites Creek Lane to the west, and the City West Link to the north.

The neighbourhood is comprised of most of Annandale Street, from its junction with Albion Lane in the south, to its intersection with Pritchard Street in the north. It also includes sections of all cross streets bisecting its length, with the exception of Booth Street. It also includes all of Kentville Avenue and Weynton Street.

The boundary of the neighbourhood is defined by the rear property line of dwellings fronting Annandale Street on both sides of the street. The southern boundary is formed by Albion Lane between Young Street and Annandale Street and the northern boundary is marked by Pritchard Street, Bayview Crescent, Weynton Street and Johnston Street.

## Existing Character

Annandale Street was developed adjacent to Johnston Street in an 'avenue' style and is characterised by detached and semi-detached single storey dwellings from the late 1800s and early 1900s. To the south of Booth Street there are numerous two storey Victorian terraces and low scale workers cottages, villas and bungalows interspersed along the street. To the north of Booth Street there is a predominance of Federation style dwellings.

Development along the eastern side of Annandale Street is generally raised, however is predominately single storey in height. The raised height is balanced by a scattering of two storey terraces and dwellings on the western side. The elevated nature of the northern section of the Annandale Street Distinctive Neighbourhood provides many dwellings with access to views over Rozelle Bay and the City.

There is a mixed variety of dwelling styles and forms within the neighbourhood and front setbacks can vary considerably between adjacent properties, depending on the type of dwelling. The dwelling styles vary between Victorian, Federation and some Californian bungalows. While many of the dwellings are substantially intact in terms of architectural style, there are numerous examples of inappropriate alterations and additions, including oversized and poorly designed dormer windows (especially those on Victorian terraces), filled in balconies and verandahs, and imposing second storey additions.

Annandale Street is relatively wide and has a carriageway width of approximately 12m to 14m, and a footpath width of approximately 2.5m to 3m. Allotments within Annandale Street Distinctive Neighbourhood are relatively large in comparison to other distinctive neighbourhoods within the municipality; they typically vary between 50m to 54m in length and 5.5m to 7.5m in width north of Booth Street and south of Booth Street they typically vary between 40m to 45.5m in length and 4.5m to 8.5m in width.

Fences within the neighbourhood are generally consistent in height and materials, vary between iron, timber picket and masonry plinth with iron palisades.

The whole of Annandale Street is lined with continuous rows of mature native street trees, which due to their height create a natural avenue which is relatively unbroken along its length. The importance of these street trees has been recognised; therefore the street trees and landscaping within Annandale Street (stretching from Parramatta Road in the south to Piper Street in the north) are listed

as heritage items. In addition, some private landscaping also adds to the significance of the overall landscaping within the neighbourhood.

The neighbourhood is characterised by the commercial buildings fronting Annandale Street including corner shops, such as the original style 'General Store' on the corner of Rose Street. There are also several large redeveloped commercial buildings including two buildings on the corner of Piper Street and a converted shop on the corner of Kentville Avenue.

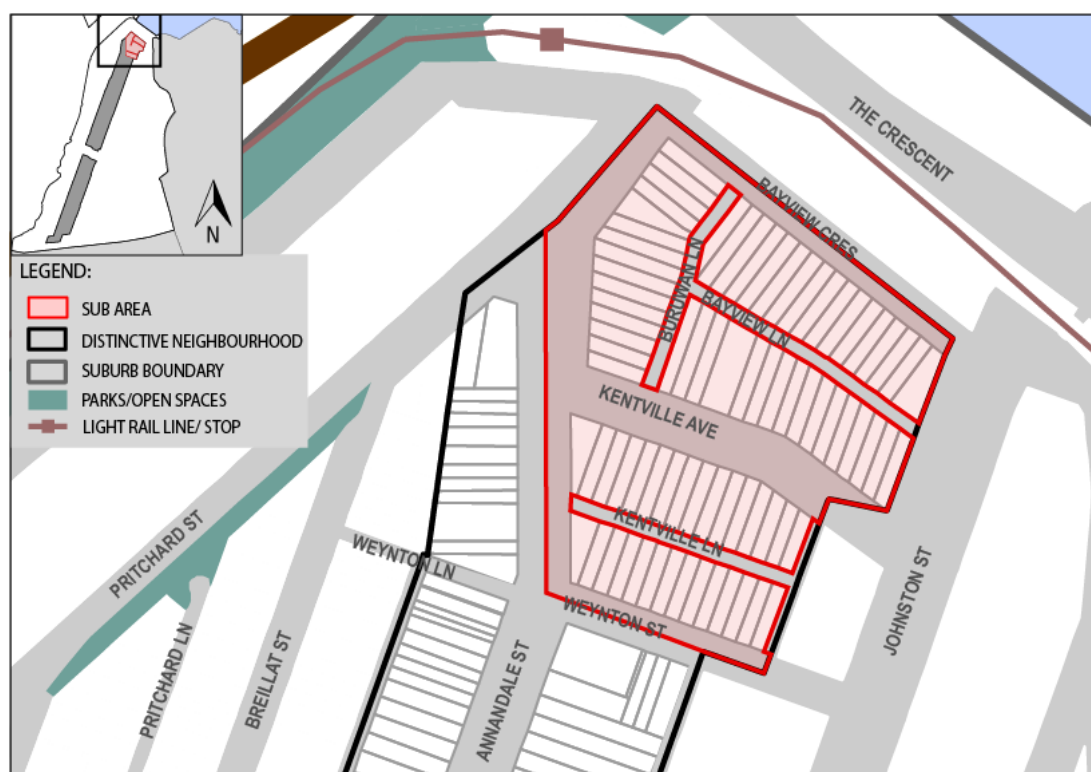
## **Desired Future Character**

### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

- C1 Promote land uses and urban design that enhances and contributes to the character and identity of the neighbourhood, whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C2 Maintain and enhance the scale and character of existing dwellings, consisting of mostly single storey Federation-style dwellings and two storey Victorian terraces.
- C3 Ensure that the predominant subdivision pattern and size is maintained.
- C4 Promote a rhythm within the streetscape created by regular allotment sizes, predominance of detached and semi-detached dwellings and prevalence of hipped and gabled roof forms.
- C5 Preserve and enhance views created by stepping buildings with the contours along Annandale Street.
- C6 Preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
- C7 Maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land.
- C8 Maintain the harmony/character of the neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.
- C9 Promote the continued use of existing 'corner shops'.
- C10 The development to a primary street frontage shall have a maximum building wall height of 3.6m unless:
- a. the relevant wall will adjoin a two storey or higher building in which case the 3.6m wall height may be varied where the new roof forms relate to existing adjacent forms and will not exceed the higher ridge height of the adjoining building;
  - b. the development is on a corner site in which case a 6m building wall height may be used, if all amenity and streetscape issues have been addressed to the satisfaction of Council.
- C11 New development is to reinforce the street's north/south orientation and the topography of the ridge.
- C12 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

**C2.2.1.2(a) Kentville Estate Sub Area****Figure C25: Kentville Estate Sub Area**

The Kentville Estate Sub Area is located within the Annandale Street Distinctive Neighbourhood. It is situated in the northern section of the neighbourhood and was originally part of the Kentville Estate.

The estate was owned by Mr John Young. The land was later subdivided with a pattern of wide straight streets, with a variety of lot sizes.

The Sub Area today retains a distinct and unique quality of single storey Victorian and Federation cottages with the occasional two storey terrace and occasional grander dwellings.

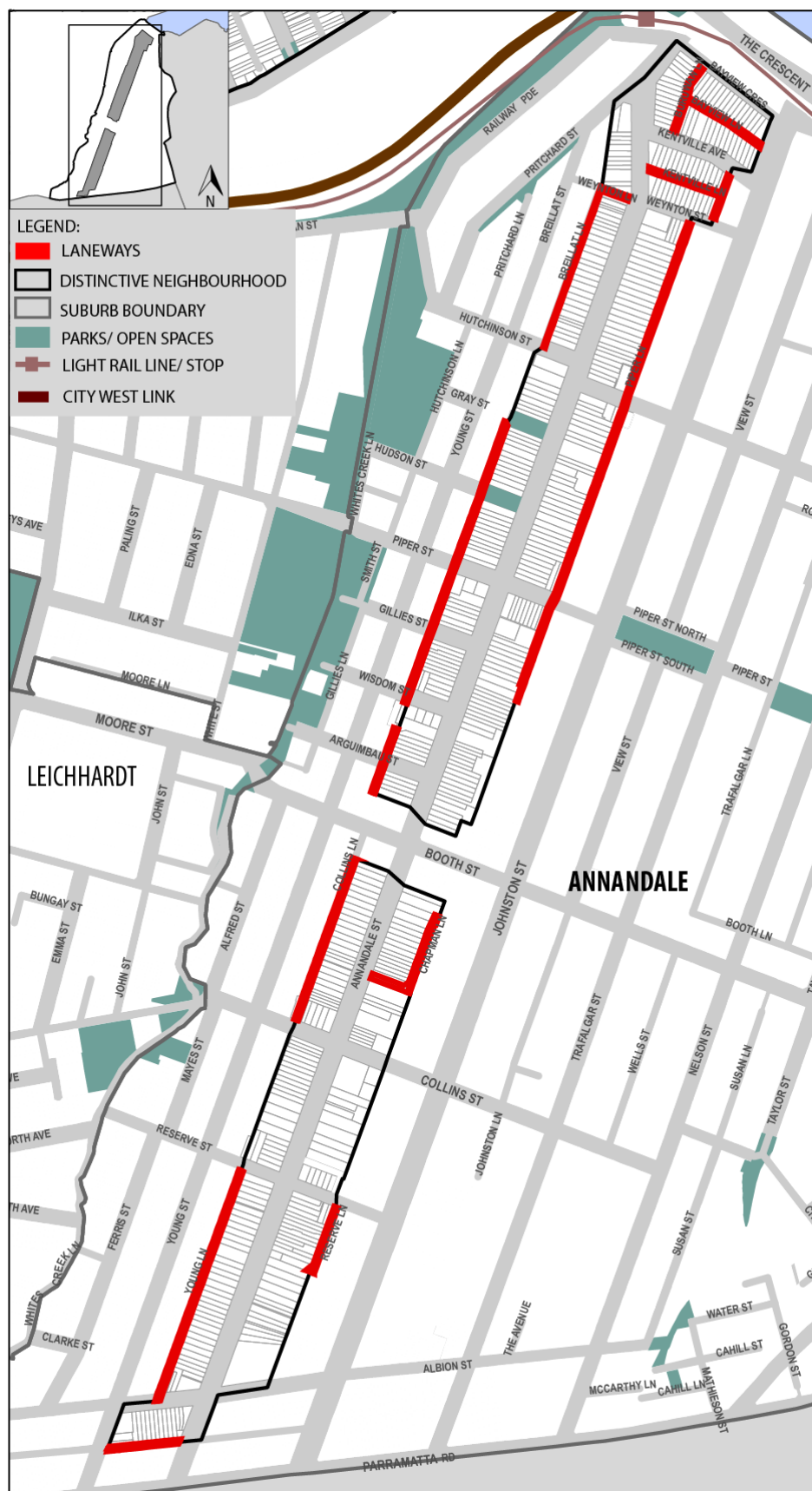
Significant views are available to the city skyline within the area and other features of the area include streets lined with mature trees and landscaping, which add to the amenity and character of the area.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Conserve and enhance the low scale domestic character of the area.
- C2 Preserve and enhance both public and private views out over Rozelle Bay, Annandale and the City skyline.
- C3 Development is to be consistent with any relevant objectives and controls within the Annandale Street Distinctive Neighbourhood.

**C2.2.1.2(b) Annandale Street Laneways Sub Area****Figure C26: Annandale Street Laneways Sub Area**

## PLACE

The Annandale Street Laneways Sub Area is located within the Annandale Street Distinctive Neighbourhood.

The Annandale laneways have a predominantly low-scale service character, and vary in width from 5.5m to 6.5m. The Annandale laneways are mainly used for accessing garages and carports and for providing pedestrian access to the rear of properties however there are a few examples of dwellings fronting onto rear lanes.

Many of the properties adjoining the Annandale laneways retain significantly mature rear gardens, which contribute to the vegetative corridors of the rear lanes.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the predominant service and access character of rear lanes where dwellings are not suitable.
- C2 Maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards.
- C3 Allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is suitable.
- C4 Ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the 'landscape'.
- C5 Development is to be consistent with any relevant objectives and controls within the Annandale Street Distinctive Neighbourhood.



## Outline

This neighbourhood has one discrete Sub Area which has unique characteristics and additional objectives and controls:

- a. Johnston Street Laneways Sub Area – Section C2.2.1.3(a); and
- b. Witches Houses Sub Area – Section C2.2.1.3(b).

## Landform

Johnston Street is the major street within the distinctive neighbourhood and runs in a north-south direction from Parramatta Road in the south to The Crescent and the light rail line in the north. The neighbourhood runs along the crest of the Annandale ridge until Piper Street, where it continues down the slope to Rozelle Bay. The neighbourhood also encompasses several cross streets through Johnston Street which are aligned on an east-west axis, as well as View Street and several laneways.

The topography of the northern section of the neighbourhood changes considerably in comparison to the southern section. The western side of Johnston Street is elevated upon a cliff line, which drops significantly on the eastern side, falling away to The Crescent.

The neighbourhood maintains a typical grid network of wide streets and a relatively consistent subdivision pattern, which runs in a north-south and east-west direction, following the contours of the land.

The boundary of the Johnston Street Distinctive Neighbourhood is defined by the Annandale Street Laneways Sub Area and the rear alignment of properties fronting onto Johnston Street (and the rear alignment of properties fronting onto View Street). Albion Lane between Annandale Street and Johnston Street forms the neighbourhood's southern border and The Crescent between Trafalgar Street and Johnston Street forms the northern border.

## Existing Character

Development throughout the Johnston Street Distinctive Neighbourhood varies from single storey Federation dwellings and grander scaled Victorian-style buildings, to post war civic and commercial buildings.

Original buildings currently existing within the neighbourhood such as the Hunter-Baillie Church, The Abbey, the 'Witches' Houses', Annandale North Public School and the Town Hall enhance the character of the streetscape and emphasise the original plans for Johnston Street to be 'the finest street in the Colony'.

The neighbourhood has resulted in a mixed character created by the range of architectural styles and building heights. Typical buildings within the neighbourhood include: modest scale single storey dwellings from the Federation period and later post-war detached house forms; larger dwellings consisting of mansions and two storey terraces; and semi-detached and detached dwellings are the predominant trend within the area.

Although lot sizes do vary, the area is characterised by relatively large lot sizes for both single storey developments and large mansion style dwellings. Lot sizes north of Booth Street are typically 51m in length and generally not less than 6m in width along the west side. Lot sizes along the east side are approximately 25m in length and generally not less than 7m in width. South of Booth Street the lot sizes are larger, ranging from 54m in length and 5m in width to more substantial sized lots of 58m in length and 30m in width.

The front building setbacks vary greatly throughout the neighbourhood ranging from 1m to 8m with front yards often containing well-established gardens. Street planting is regular and well-spaced and the footpaths are approximately 2m in width, with 1m wide grassed verges which are predominately uninterrupted by driveways. The mature street trees and established plants within front yards situated along Johnston Street assist in minimising the impact of noise from traffic on Johnston Street.

Fencing within the neighbourhood is generally complementary to the dwellings; however materials vary between iron, timber picket, and masonry plinth with iron palisades, as a result of the diversity of architectural styles.

There are some examples of multi-unit development along Johnston Street which incorporate garages on the ground floor. These multi-unit developments have generally taken reference from the existing building envelope, dwelling heights, siting, materials and fencing found along Johnston Street.

In comparison, contemporary development is relatively scarce within the northern section of the neighbourhood (north of Booth Street) although there have been many alterations and additions to existing original buildings.

Johnston Street itself is recognised for its landscape heritage and several dwellings within the neighbourhood are recognised for their architectural heritage.

Towards the northern end of the neighbourhood, there are several areas which have extensive views towards Sydney City, the Harbour Bridge and the Anzac Bridge. These views become even more significant at the intersection with The Crescent.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Promote land uses and urban design that enhances and contributes to the character and identity of the neighbourhood, whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C2 Preserve and maintain the historic subdivision pattern of the Johnston Street Distinctive Neighbourhood.
- C3 Retain and encourage lower scale development north of Booth Street, complementary to the existing streetscape.
- C4 Allow for the re-development of the TAFE College site for residential use consistent with the existing scale in the northern section of the neighbourhood.
- C5 Improve the environmental amenity and interest for pedestrians accessing the area.
- C6 Preserve views over the City, Rozelle Bay, Leichhardt and Annandale.
- C7 Retain the existing diversity and contrast of building scale and architectural style, ensuring future development is complementary to the streetscape and adjacent dwellings.
- C8 Maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land.



## PLACE

- C9 Preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.
- C10 Buildings south of Booth Street shall have a maximum building wall height of 6m.
- C11 Buildings north of Booth Street shall have a maximum building wall height of 3m.
- C12 Where a new development adjoins two storey or higher buildings the 3.6m building wall height may be varied provided new roof forms relate to those already existing and do not exceed the higher ridge height adjoining.
- C13 New driveway crossings are to be avoided. Existing crossings should be minimised to single width crossovers.
- C14 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

## C2.2.1.3(a) Johnston Street Laneways Sub Area

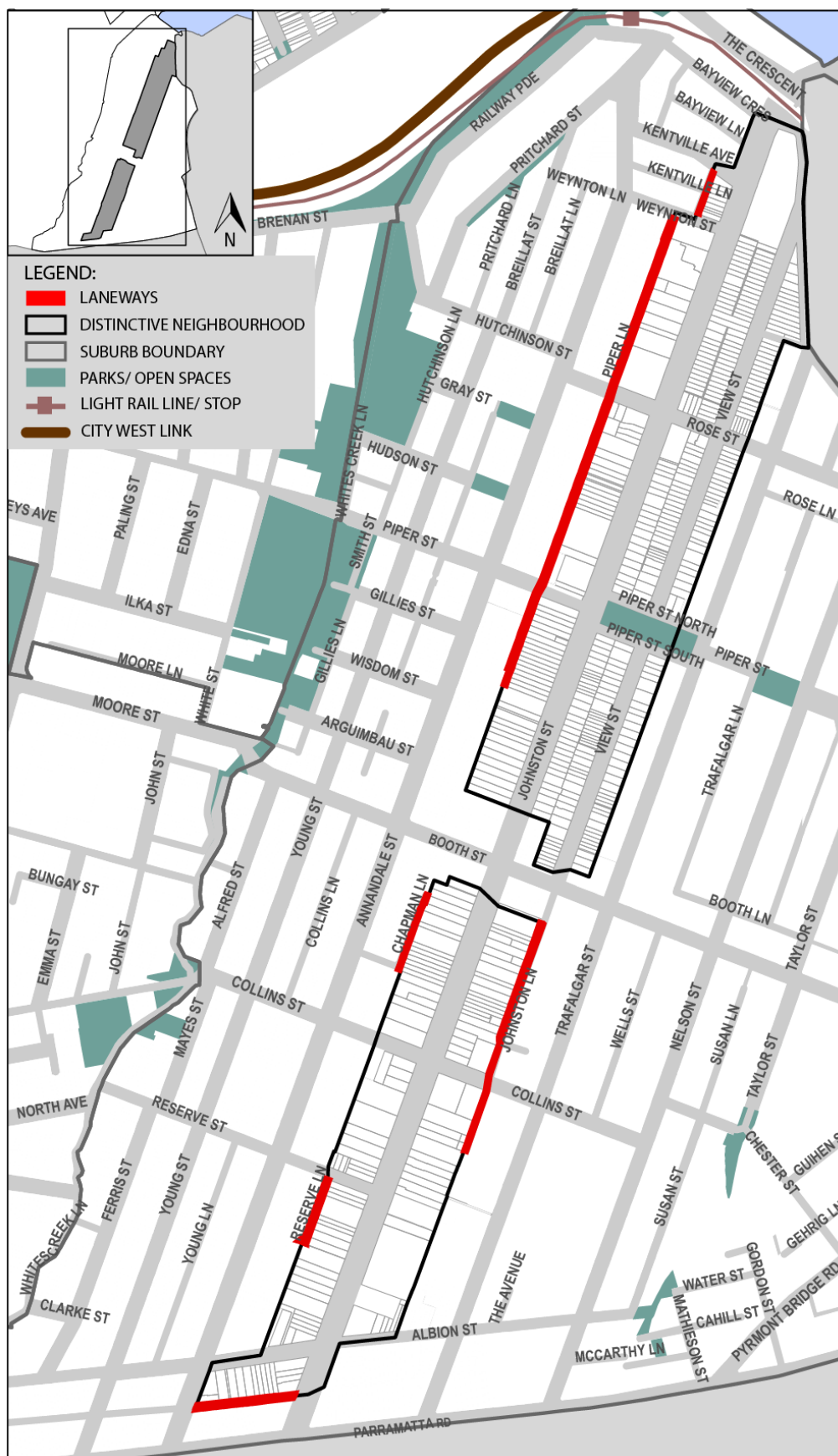


Figure C28: Johnston Street Laneways Sub Area

The Johnston Street Laneways Sub Area is located within the Johnston Street Distinctive Neighbourhood. With the exception of Johnston Lane and Piper Lane, the lanes within the Sub Area retain a low scale service character providing access to rear of properties with no dwellings fronting on to them. However, due to the large lot sizes along Johnston Lane and Piper Lane, several dwellings fronting onto the lane have occurred. The lanes vary in width from 6m to 9m.

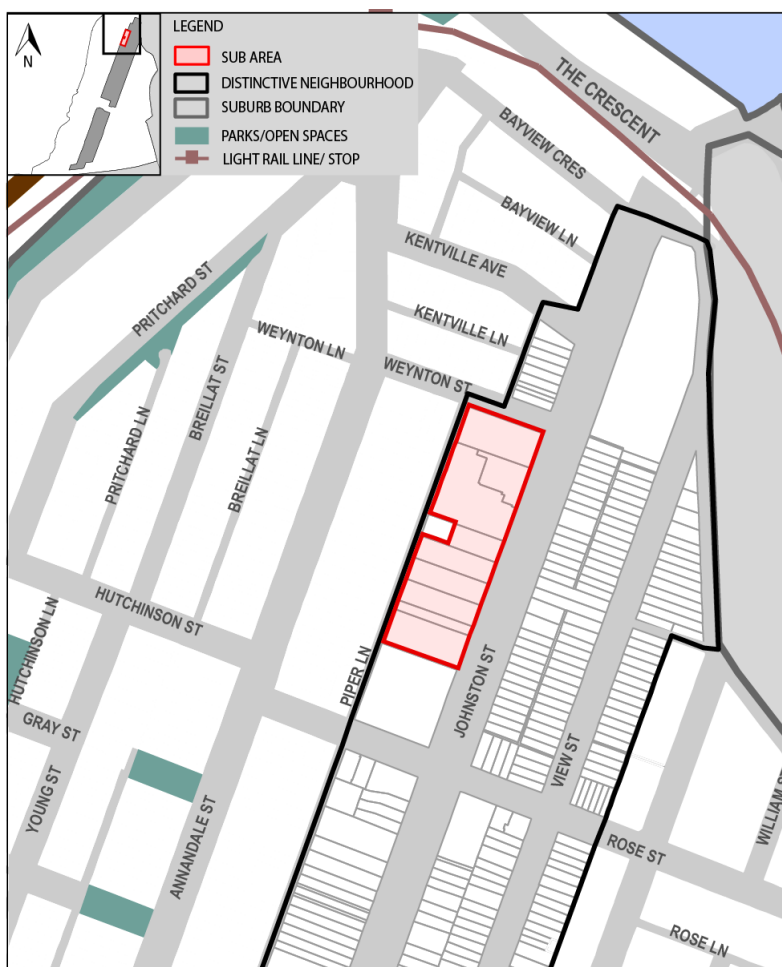
### **Desired Future Character**

#### **Objectives**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the predominant service and access character of rear lanes where dwellings are not suitable.
- C2 Maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards.
- C3 Allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is suitable.
- C4 Ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the 'lanescape'.
- C5 Development is to be consistent with any relevant objectives and controls within the Johnston Street Distinctive Neighbourhood.

**C2.2.1.3(b) Witches Houses Sub Area****Figure C29: Witches Houses Sub Area****Background**

The properties which make up the group known as 'The Witches Houses' are as follows:

- 'Kenilworth' 260 Johnston Street, Annandale;
- 'Highroyd' 262 Johnston Street, Annandale;
- 'Hockingdon' 264 Johnston Street, Annandale;
- 'Creba' 266 Johnston Street, Annandale;
- 'Oybin' 270 Johnston Street, Annandale;
- 'The Abbey' 272 Johnston Street, Annandale; and
- Sandstone wall and gateways along property frontage from 258-272 Johnston Street, Annandale.

The 'Witches Houses' are located in an area originally part of the North Annandale Estate, first subdivided in 1874. In 1877 John Young, Mayor of Leichhardt (1879-80 and 1884-86) and a prominent building contractor from the late 1800s, consolidated 280 acres and transferred it to the Sydney Freehold Land, Building and Investment Company Ltd which he formed in 1878 and which proceeded to subdivide and sell residential allotments over the next 30 years. Annandale was to be a

“model township”. Young created the 100ft wide boulevard along the main ridge, Johnston Street, which was intended to be the finest street in the Colony and encouraged the symmetrical street grid pattern.

John Young also left a lasting imprint on the area in the form of a group of buildings centred around ‘The Abbey’ (No. 272 Johnston Street) now known as the Witches Houses. The Abbey appears to have been constructed by Young between 1881 and 1882 with the intention to be his own home, however he never resided there. It is thought that he used the house for Masonic meetings as the building is rich in Masonic symbolism and laid out similar to a Masonic lodge. It was also used as a showpiece of his work. ‘Oybin’ (No. 270 Johnston Street) adjoining ‘The Abbey’, was constructed for the architect CHA Blackman. Two of the so called Witches’ Houses, ‘Hockingdon’ and ‘Highroyd’ (Nos. 264 and 262 Johnston Street) were constructed to provide an income for his daughters and ‘Kenilworth’ (No. 260 Johnston Street) and Claremont (258 Johnston Street, now demolished) were also constructed by Young for leasing.

The group known as ‘The Witches’ Houses’ is an outstanding and unique collection of late Victorian, high quality dwellings that are considered to be worthy of State heritage significance.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the distinctive neighbourhood.

#### **Controls**

- C1 The group is an outstanding and unique collection of late Victorian, high quality dwellings which shall be protected and maintained.
- C2 The identified elements of historic, aesthetic, technological and social significance of the dwellings should be conserved and maintained.
- C3 Ensure that future neighbouring developments do not negatively affect the aspect to and from the group.
- C4 The stone wall and associated openings, which enhance and accentuate the recognised character and presentation of the group, shall be protected and maintained.
- C5 Architectural elements that contribute to the character of the building as presents to Johnston Street shall be retained including:
- a. the form, height and scale of the main section of the building;
  - b. the tower and spire;
  - c. roof form, ridge and associated elements including gables, gablets and
  - d. chimneys;
  - e. open verandahs, balconies and associated ironwork and tiling; and
  - f. the pattern of openings on the front façade.
- C6 The existing curtilage of all buildings shall be retained.
- C7 The existing front and side setbacks of all buildings shall be retained.

- C8 Additions should be restricted to the rear.
- C9 Works shall be in accordance with a Conservation Management Plan prepared for the development site.

***'Kenilworth' (260 Johnston Street, Annandale)***

- C10 Adaptation or replacement of the rear wing, pool and associated elements is permissible provided that any works do not detract from the front portion of the house and significant elements as viewed from Johnston Street.

***'Highroyd' (262 Johnston Street, Annandale) and 'Hockingdon' (264 Johnston Street, Annandale)***

- C11 The long stair window on the southern façade and leaded glazing shall be retained.

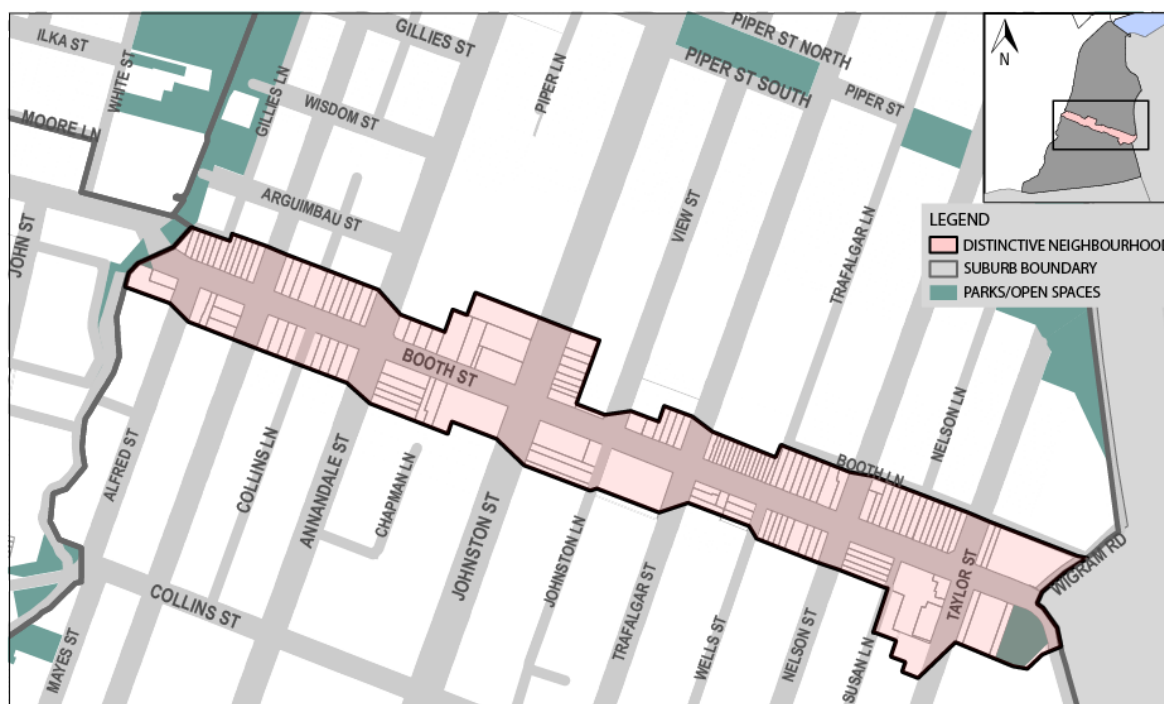
***'The Abbey' (272 Johnston Street, Annandale)***

- C12 The rear stable should be retained.
- C13 The vines growing on the Weynton Street stone boundary wall and rear stone building should be removed.

***'Sandstone wall and gateways' (258-272 Johnston Street, Annandale)***

- C14 The existing stone wall and associated features including gated openings, pediments, wrought iron palisade fencing, return stone walls and stone steps shall be retained and conserved.
- C15 The existing height and length of the wall and gateways shall be retained.
- C16 The stonework shall remain unpainted and face stone.
- C17 Any repairs and repointing shall use a lime mortar mix and maintain the existing character of the wall. No cement mortar or brick infill shall be used.
- C18 Adaptation and replacement of gates is permissible provided that they do not detract from the existing character or impact on the fabric of the fence.

### C2.2.1.4 Booth Street Distinctive Neighbourhood



**Figure C30: Booth Street Distinctive Neighbourhood**

#### Outline

The Booth Street Distinctive Neighbourhood is located within Annandale. Development within this Distinctive Neighbourhood is required to be consistent with the objectives and controls listed below. In addition, development is required to be consistent with other relevant sections of this Development Control Plan.

#### Landform

The neighbourhood comprises the length of Booth Street, from Whites Creek to the west and Johnstons Creek to the east. Booth Street runs perpendicular to the Annandale ridge, with the intersection of Johnston and Booth Street forming the highest point along its length. From this point, the street slopes gradually down towards Whites Creek and more steeply down to Johnstons Creek providing views east towards Camperdown, Glebe and the City.

The boundary of the Booth Street Distinctive Neighbourhood is defined by the rear of properties fronting onto Booth Street, the zone B2 Local Centre, zone SP2 Infrastructure and zone R1 General Residential land between Annandale Street and Johnstons Creek and properties which front onto adjoining side streets.

#### Existing Character

Development along the western end of Booth Street, from Whites Creek to Annandale Street is primarily residential, interspersed with businesses. The predominant built character is single storey detached dwellings from the late 1800s with front setbacks between 1m to 3m. Several of the dwellings to the south are elevated at the street level, presenting two storey frontages. This section of Booth Street contains regularly spaced street trees which enhance the residential nature of this section and link with the amenity and vegetative corridor of Whites Creek.



East of Annandale Street, the character of the neighbourhood changes from residential to commercial. The intersection of Booth Street and Johnston Street is the focal point for commercial activities.

Johnston Street is the widest street in the suburb of Annandale and was designed as a grand boulevard. The intersection with Booth Street is also the highest point along the Annandale Ridge. The North Annandale Hotel, Village Church Annandale and the post office provide important visual elements as well as a significant focus for the local centre. From this junction, Booth Street slopes steeply down to the east, providing views across Annandale to Glebe and Camperdown.

The height of buildings in the commercial section of the neighbourhood is typically two storeys with parapet roof forms, taller buildings are typically located at intersections. The exception to the predominant building height is the old 'Kodak' building at No. 62 Booth Street. This six storey building incorporates commercial uses at ground level, with the next 5 floors used for residential purposes.

Other exceptions are the Trafalgar Terraces located east of Trafalgar Street, at No. 55-71 Booth Street. These dwellings are a consistent and intact row of 14 terraces. Initially presenting a low scale single storey height at street level, the buildings have a second storey below the footpath level. Being located adjacent to commercial uses, these properties are suited to home based employment.

Commercial buildings within the neighbourhood often incorporate mixed uses, with dwellings built above shops. Given that some of the allotment sizes are relatively large, between 25m to 60m in depth, additions and alterations to the rear of commercial buildings, incorporating residential components, are possible with access provided from rear lanes.

The shop fronts are primarily glass with signage predominantly under or on the awnings with a few examples of projecting signs located above awnings. Continued improvement of the streetscape with increased plantings (Jacarandas along Johnston Street), larger planting beds, improved paving and additional seating increases the amenity of the area and its attraction as a local neighbourhood centre. The accessibility of the area is also enhanced with regular city and cross regional STA bus services along Booth Street.

East of Nelson Street, the character of Booth Street returns to predominantly residential uses within a mixture of building styles of differing heights. Many of the residential buildings at this end of the neighbourhood are being used for commercial and mixed use purposes, which add to the vitality and viability of the neighbourhood.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Encourage development of a local neighbourhood centre, utilising the existing mix of commercial and residential uses and taking full advantage of the proximity to public transport services and pedestrian and cycle links.
- C2 Maintain and enhance the variety of building styles found in the neighbourhood.
- C3 Maintain the predominant bulk, scale and siting of buildings and protect the heritage significance of the Heritage Conservation Area.

## PLACE

- C4 Retain and enhance dwellings to be used for both residential and compatible commercial purposes.
- C5 Promote mixed use development involving businesses on the ground floor and residential above and to the rear of commercial buildings in the neighbourhood.
- C6 Protect and enhance the residential amenity of dwellings in and adjoining the neighbourhood.
- C7 Improve the environmental amenity, interest, facilities, safety and ease of access for pedestrians and cyclists using the neighbourhood.
- C8 Maintain the character of the area by keeping development complementary in architectural style, form and materials.
- C9 Retain existing shop fronts, regardless of current or proposed use, to provide for future flexibility.
- C10 Encourage appropriate signage consistent with the predominant signage type in the neighbourhood.
- C11 Preserve existing street trees and promote further street trees using native species where appropriate.
- C12 Extend the street improvement works throughout the commercial area of the neighbourhood.
- C13 Promote the continuing development of a local neighbourhood centre and identify land uses and development that contribute to the economic well-being of the neighbourhood.
- C14 Enhance and promote the viability and potential for neighbourhood and local provision shops.
- C15 Buildings between Whites Creek and Annandale Street shall have a maximum building wall height of 3.6m.
- C16 Buildings between Annandale Street and Wigram Road shall have a maximum building wall height of 6m. This excludes the Trafalgar Terraces (No. 55 - 81 Booth Street) that are subject to a 3.6m building wall height.
- C17 For commercial development, a maximum building wall height of 8m applies to new development.
- C18 Signage must complement the existing signage of the streetscape and signage above awnings will not be supported.
- C19 New driveway crossings are to be avoided. Existing driveways shall be minimised.

### C2.2.1.5 Trafalgar Street Distinctive Neighbourhood

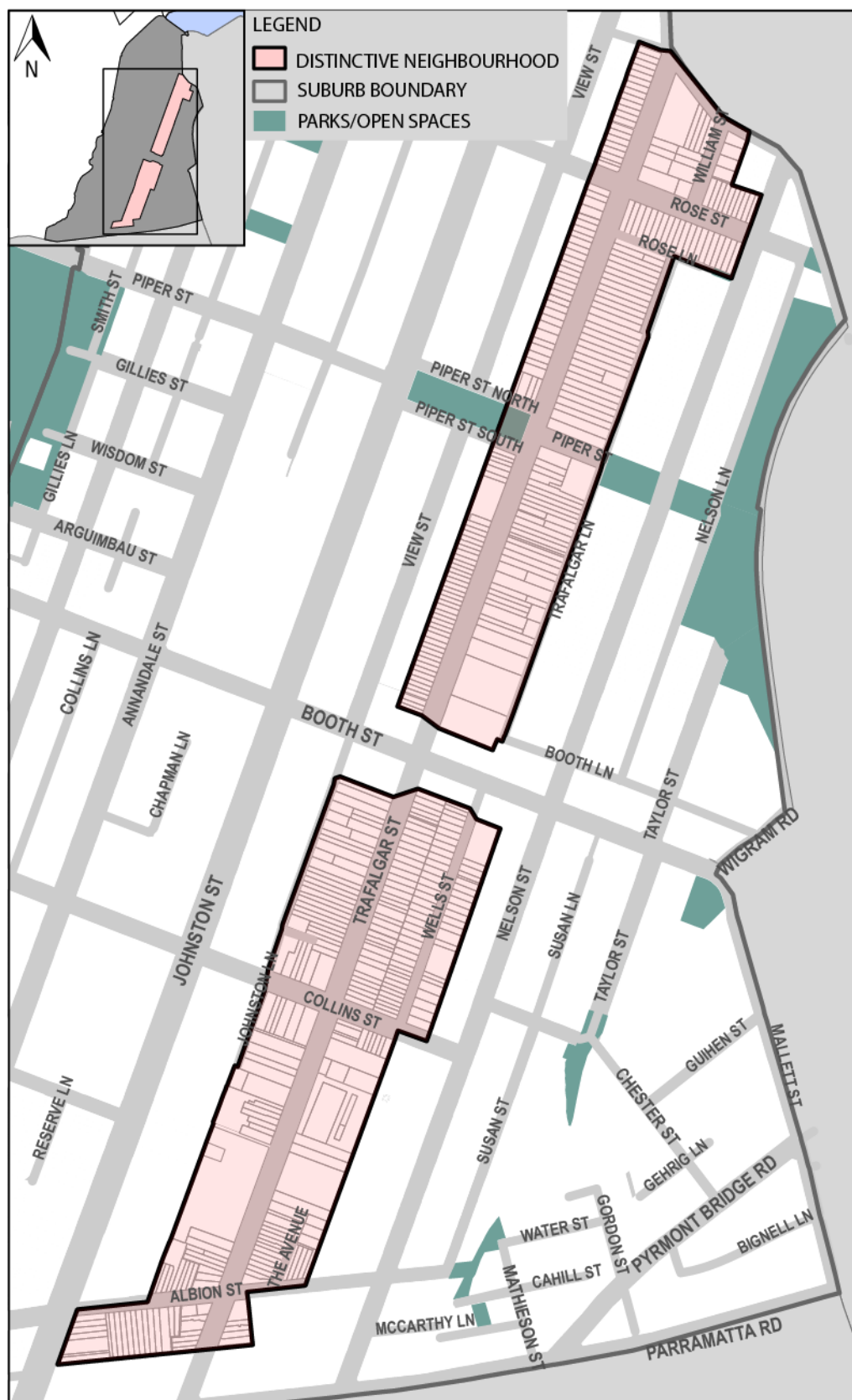


Figure C31: Trafalgar Street Distinctive Neighbourhood

## Outline

This neighbourhood has one discrete Sub Area which has unique characteristics and additional objectives and controls:

- a. Trafalgar Street Laneways Sub Area – Section C2.2.1.5(a).

## Landform

The neighbourhood lies on the lower eastern slope of the Annandale ridge and slopes down towards Johnstons Creek providing views out over the City.

The neighbourhood is built in a relatively hilly area, which slopes steeply from the highest point along Trafalgar Street, just before Rose Street, down to The Crescent in the north and gradually down to Booth Street in the centre. At the intersection of Booth Street, the neighbourhood sharply rises and then gradually slopes down to Parramatta Road.

Following the historical subdivision pattern of Annandale, the neighbourhood runs parallel to the Annandale ridge and comprises Trafalgar Street, from its junction with Albion Street properties in the south, to its intersection with The Crescent in the north. It also includes sections of all of the cross streets bisecting its length, with the exception of Booth Street, as well as Wells Street, William Street and Trafalgar Lane.

The boundary of Trafalgar Street Distinctive Neighbourhood is defined by the rear property line of dwellings fronting Trafalgar Street, as well as all properties fronting onto Trafalgar Lane and those properties fronting onto Wells Street and William Street. The southern boundary is formed by properties fronting Albion Street between Johnston and Trafalgar Streets, and the northern boundary is marked by The Crescent.

## Existing Character

The architectural style of dwellings found throughout the neighbourhood varies from single storey dwellings of the Federation period and grander scaled Victorian-style buildings to later post war dwellings on smaller lots. These dwellings reflect the established hierarchical characteristic of Annandale, with larger dwellings occurring at the higher elevations taking advantage of the views, with smaller cottages and terraces located on the lower slopes.

The architectural diversity reflects the change in style from high Victorian to Federation and eventually to more modern substantial developments and residential infill. This is particularly noticeable along Wells Street where the variation in dwelling style and height includes original Victorian terraces, Federation cottages and modern townhouse developments.

Some dwellings along the western side of Trafalgar Street are single storey and raised in elevation, presenting a two storey frontage. Along Rose Street, in the northern section of the neighbourhood, the steep decline down to The Crescent has resulted in dwellings which present a low scale single storey height at street level; however the dwellings often have a second or third storey below footpath level.

Another attribute within the neighbourhood is the prevalence of corner shops, most of which have been converted to residential use, whilst retaining their original commercial form.

Views overlooking Glebe, Rozelle Bay and the City are gained from high points on the north of Trafalgar Street and from just south of Booth Street.

Setbacks vary from 3m to 5m for larger dwellings, to 1m to 2m for more modest developments. Fencing is relatively consistent in height and complements the architectural style of the individual dwelling.

The regularly spaced street trees as well as established front gardens enhance the amenity of the neighbourhood. Footpaths are generally uninterrupted by driveways, adding to the pedestrian amenity of Trafalgar Street Distinctive Neighbourhood. Natural rocky outcrops occur in the northern section of the neighbourhood and sandstone retaining walls are used throughout.

The cohesive residential character throughout the neighbourhood is interrupted just south of Collins Street by larger scale developments such as St. Brendans School, Annandale Public School and the James North Building. There have also been several residential infill developments consisting of two storey townhouses and multi-unit developments on former industrial sites. Businesses are dispersed through the area and add to the fabric and the neighbourhood.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### Controls

- C1 Promote land uses and urban design that enhances and contributes to the character and identity of the neighbourhood, whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C2 Maintain and enhance the scale and character of existing dwellings, consisting of mostly single storey Federation-style dwellings and two storey Victorian terraces.
- C3 Promote the consistent rhythm within the streetscape created by the regular allotment sizes, predominance of detached and semi-detached dwellings and prevalence of hipped and gabled roof forms.
- C4 Allow for contemporary development, which is complementary to the existing streetscape.
- C5 Maintain the character and form of 'corner shops' converted to residential dwellings, through the prevention of unsympathetic alterations and additions.
- C6 Preserve and enhance sandstone walls, used throughout the neighbourhood, by preventing sub-ground developments, such as garages.
- C7 Improve the environmental amenity and interest for pedestrians accessing the area.
- C8 Preserve and enhance views created by stepping buildings with the contours along Trafalgar Street.
- C9 Maintain the character of the neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.
- C10 Preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.
- C11 Maintain the prevalence of street trees in addition to mature and visually significant trees on private land.
- C12 A range of maximum building wall heights apply to the Trafalgar Street Distinctive Neighbourhood:
  - a. 3.6m building wall heights apply north of Piper Street;

## PLACE

- b. 6m building wall heights apply south of Piper Street.
- C13 Where new development adjoins two storey or higher buildings such development may exceed the applicable building wall height control but should not exceed the higher ridge height adjoining.
- C14 On sloping sites, new developments should step with the contours of the topography.
- C15 New development is to reinforce the street's north/south orientation and the topography of the ridge.
- C16 Significant sandstone walls shall be retained in their existing form and enhanced by integration into the landscape.
- C17 New driveway crossings are to be avoided. Existing crossings should be minimised.
- C18 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).





The Trafalgar Street Laneways Sub Area is located within the Trafalgar Street Distinctive Neighbourhood.

The laneways vary in width, ranging from 6m to 12.5m and provide vegetative corridors from mature gardens and trees in rear yards. Although the laneways are predominantly used for services, parking and access to the rear of dwellings, some laneways are wide enough to accommodate dwellings fronting onto them.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the predominant service and access character of rear lanes where dwellings are not suitable.
- C2 Maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards.
- C3 Allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is suitable.
- C4 Ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the 'lanescape'.
- C5 Development is to be consistent with any relevant objectives and controls within the Trafalgar Street Distinctive Neighbourhood.

### C2.2.1.6 Nelson Street Distinctive Neighbourhood

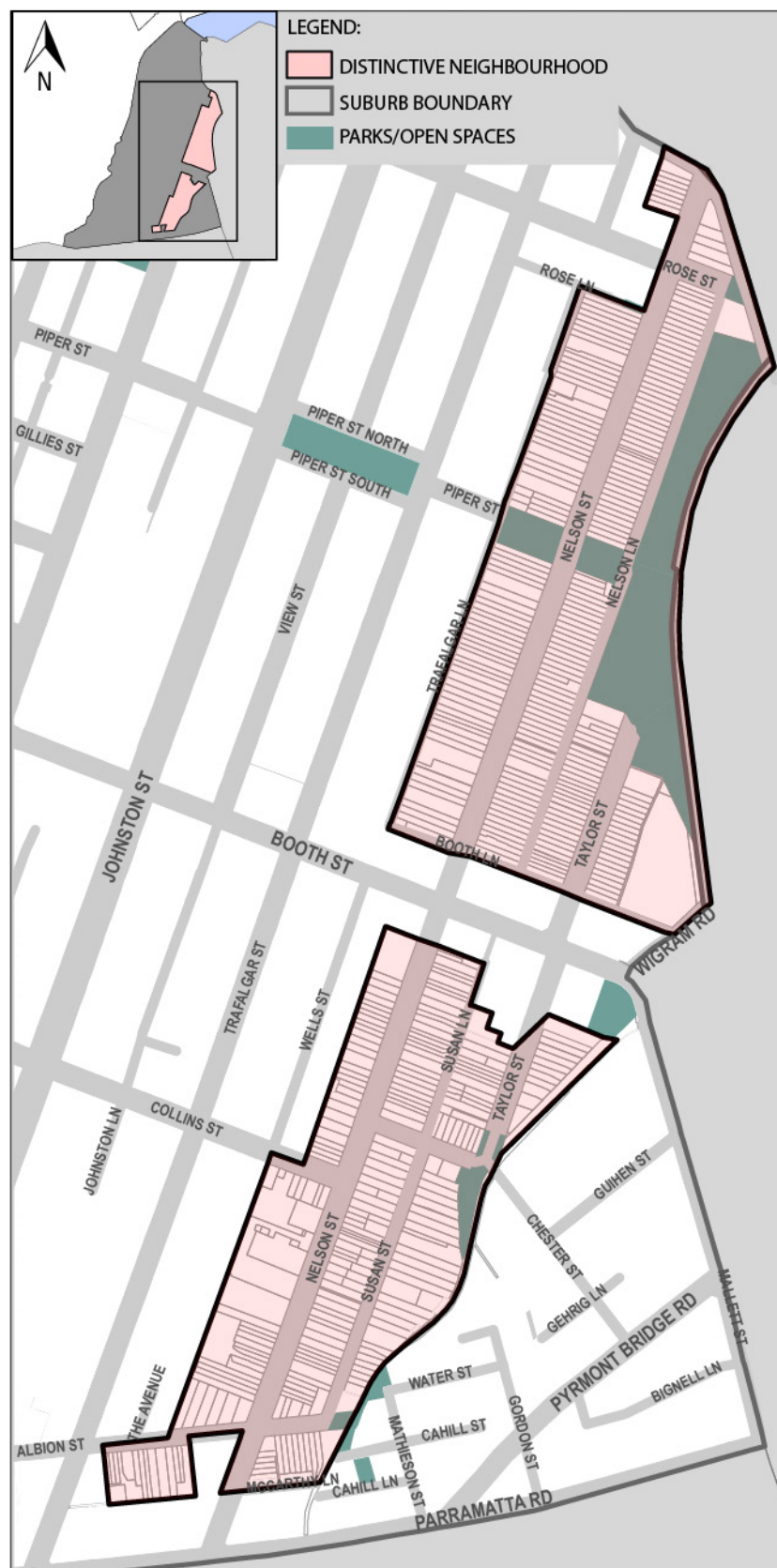


Figure C33: Nelson Street Distinctive Neighbourhood

## Overview

This neighbourhood has two discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Nelson Street Laneways Sub Area – Section C2.2.1.6(a); and
- b. Smith, Hogan and Spindlers Parks Sub Area – Section C2.2.1.6 (b).

In addition, development is required to be consistent with other relevant sections of this Development Control Plan.

## Landform

The neighbourhood runs north-south along the lower east-facing slope of the Annandale ridge. The slope increases towards the north and runs from The Crescent down to Albion Street, enabling views out over Glebe, Forest Lodge as well as Johnstons Creek valley.

In the south the topography rises after Booth Lane until Chester Street, where the land gently slopes down to Parramatta Road.

Nelson Street Distinctive Neighbourhood is characterised by the historical subdivision pattern of Annandale's north/south streets. The neighbourhood comprises the majority of Nelson Street, and includes properties fronting onto Albion Street and McCarthy Lane in the south, to its intersection with The Crescent in the north. It also includes cross sections of streets bisecting its length, with the exception of Booth Street, and includes Susan Street, Taylor Street and several laneways.

## Existing Character

The Nelson Street Distinctive Neighbourhood has a distinct residential character with a relatively consistent subdivision pattern north of Collins Street. South of Collins Street the subdivision pattern is less consistent with residential infill on former industrial sites.

Nelson Street is a relatively wide street with a carriage width of approximately 20m and is lined with mature street trees. Other streets in the neighbourhood vary between 12m to 20m in width and have relatively few street trees.

The architectural style found throughout the neighbourhood consists of Victorian and Federation style dwellings, with some contemporary development. Development along Nelson Street reflects the dwelling hierarchy of Annandale, with larger terraces and villas from the later Victorian period on the higher elevations and smaller developments and subdivisions located on the lower slopes. Because the lots within the neighbourhood were historically sold and developed individually, there is considerable diversity in architectural style, resulting in streetscapes which have varying building heights and setbacks of between 1m to 3m often with no front gardens.

Fencing within the neighbourhood is relatively consistent in height although materials vary depending on the architectural style of the dwellings. There are some examples of inappropriate fences (i.e. due to incompatible material and/or height), that are not complementary to the dwellings nor to the surrounding streetscape.

The footpaths in the neighbourhood are typically 2m to 3m in width, some containing mature street trees. The footpaths are generally uninterrupted by driveways, creating a pedestrian friendly neighbourhood.

A unique characteristic of the neighbourhood is that development along the eastern side of the streets tends to have a single storey frontage, however buildings commonly step down another two or three

floors in response to the topography. This is particularly evident along the eastern side of Susan Street, where there is a steep drop down to Johnstons Creek.

Development on the western side of streets is often elevated. Such development has occurred along Nelson Street where single storey dwellings are generally raised above sandstone walls with no front garages. This height is balanced by a scattering of two storey terraces and dwellings on the eastern side.

The elevated nature of the northern section of the neighbourhood provides many dwellings with access to views over Rozelle Bay and the City.

The cohesive residential character throughout the neighbourhood is interrupted just south of Collins Street by several infill developments consisting of two storey townhouses and multi-unit developments on former industrial sites. To the north of Albion Street is a small area of businesses which front onto Nelson Street, with parking access to the rear, accessed via Susan Street.

## **Desired Future Character**

### **Objectives**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

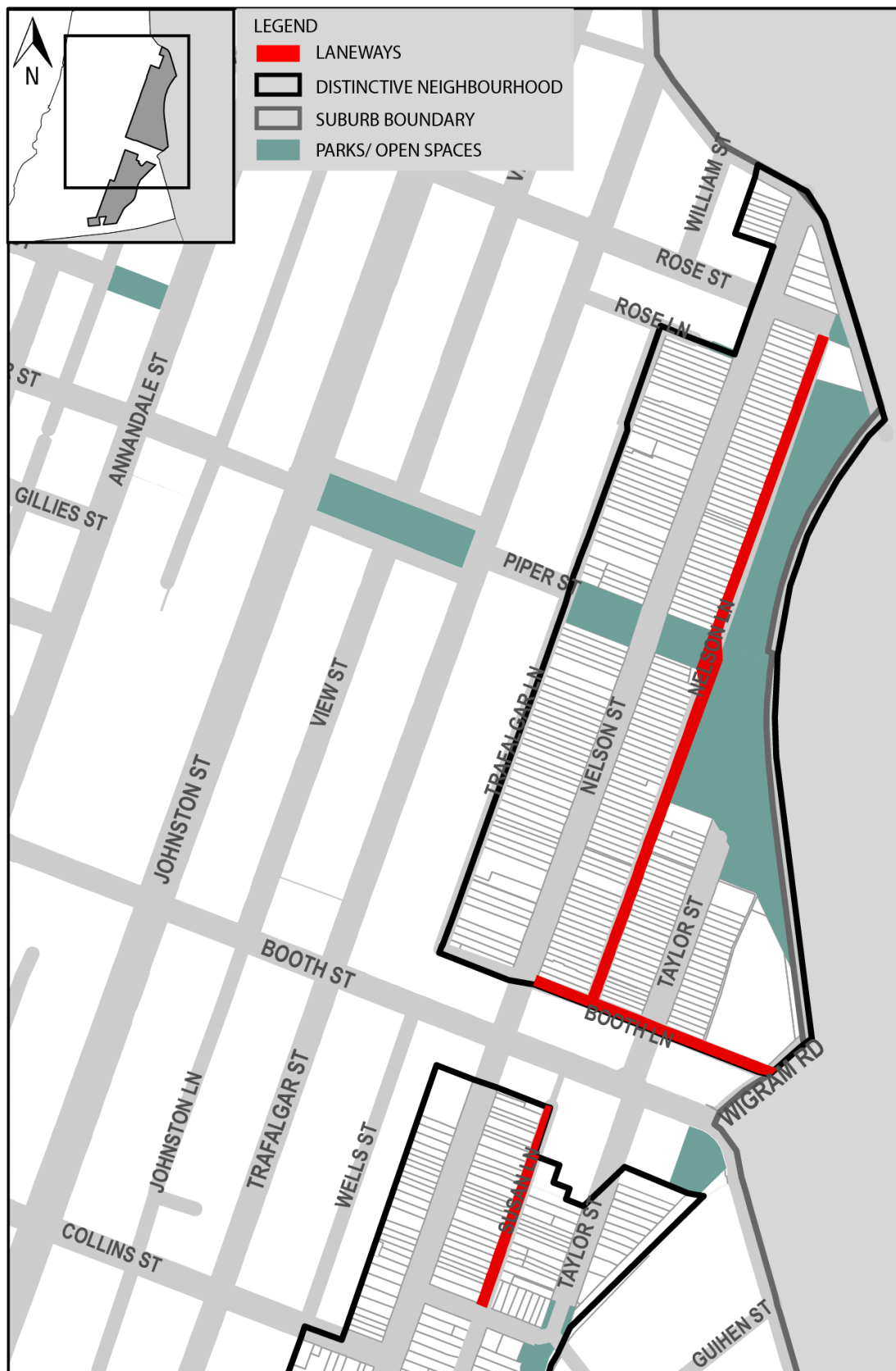
### **Controls**

- C1 Maintain and enhance the scale and character of existing dwellings, consisting of mostly single storey and two storey terraces from the late 1800s.
- C2 Encourage more substantial developments south of Collins Street where residential infill has already occurred.
- C3 Promote the rhythm within the streetscape created by the allotment sizes, predominance of detached and semi-detached dwellings and building size.
- C4 Maintain the character and consistency in architectural detail of continuous rows of terraces.
- C5 Improve the environmental amenity and interest for pedestrians accessing the area.
- C6 Preserve and enhance the sandstone walls along Nelson Street as well as the character of the dwellings by preventing sub-ground developments, such as garages.
- C7 Preserve and enhance views created by stepping buildings with the contours along Nelson, Taylor and Susan Streets.
- C8 Preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.
- C9 Preserve and enhance the mature gardens to the rear of dwellings along Johnstons Creek, which add to the amenity of the vegetative corridor.
- C10 Maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land.
- C11 Maintain the harmony/character of the neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.
- C12 A range of building wall heights apply to the Nelson Street Distinctive Neighbourhood:

## PLACE

- a. a maximum building wall height of 6m applies to the neighbourhood except in Taylor Street, Susan Street and Albion Street east of Nelson Street where a 3.6m wall height will apply;
  - b. where new development adjoins two storey or higher buildings it may exceed the applicable wall height control but should not exceed the higher ridge height adjoining;
  - c. on sloping sites new developments should step with the contours of the topography.
- C13 Significant sandstone walls and rock outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape.
- C14 New driveway crossings are to be avoided. Existing crossings are to be minimised.
- C15 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

**C2.2.1.6(a) Nelson Street Laneways Sub Area**



**Figure C34: Nelson Street Laneways Sub Area**

The Nelson Street Laneways Sub Area is located within the Nelson Street Distinctive Neighbourhood. The laneways generally provide access to the rear of properties and parking. There are several forms of residential development fronting onto the lanes, including single storey cottages, dwellings above garages and multi-unit developments. There are significant vegetated private gardens, which add to the amenity of the laneways and provide a link with the Johnstons Creek open space network. This network is identified in the “Sydney Green Web” documentation as being of significance by providing ecological linkages.

### **Desired Future Character**

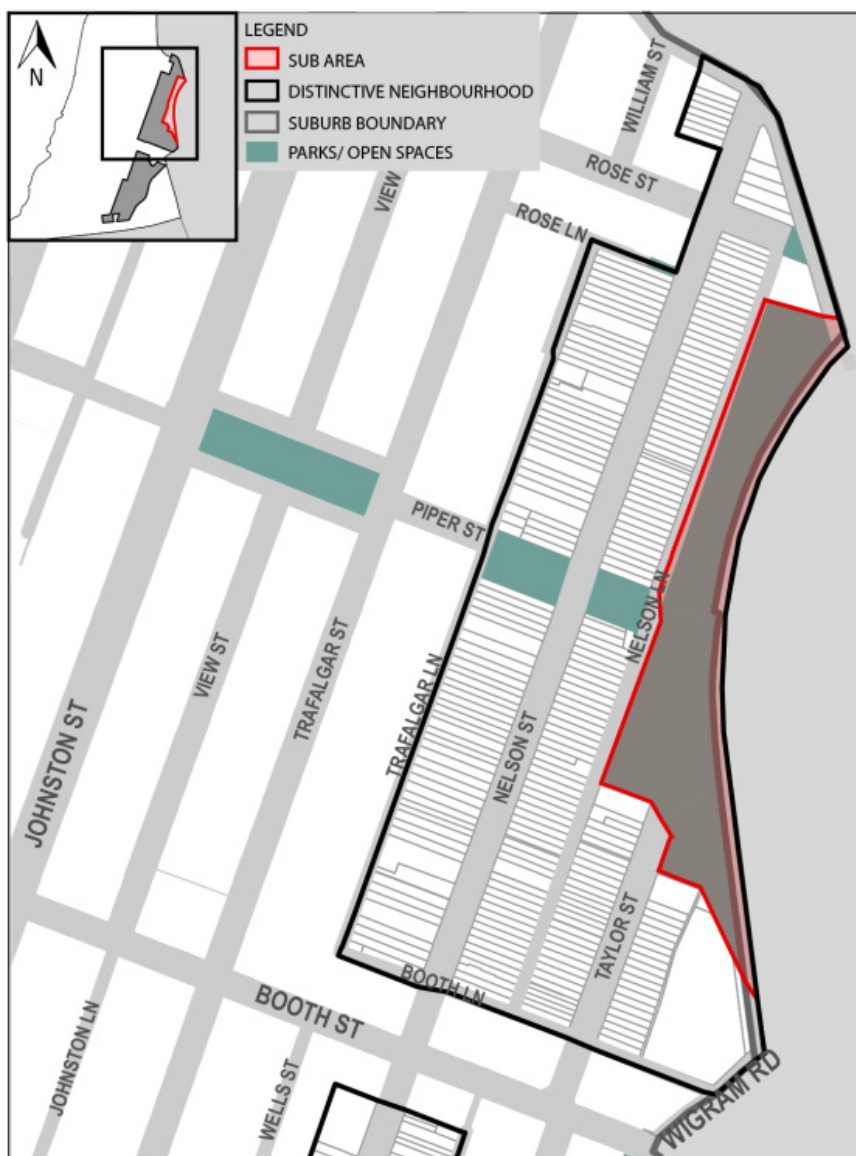
#### **Objectives**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the predominant service and access character of Nelson Lane (between Booth Lane and Rose Street) and Booth Lane (between Nelson Street and Wigram Road)
- C2 Maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards which contribute to the Sydney Green Web.
- C3 Ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the ‘lanescape’.
- C4 Residential development along Nelson Lane (between Booth Lane and Rose Street) and Booth Lane (between Nelson Street and Wigram Road) shall be discouraged.
- C5 Development is to be consistent with any relevant objectives and controls within the Nelson Street Distinctive Neighbourhood.



**C2.2.1.6(b) Smith, Hogan and Spindlers Parks Sub Area****Figure C35: Smith, Hogan and Spindlers Parks Sub Area**

The Smith, Hogan and Spindlers Parks Sub Area is located within the Nelson Street Distinctive Neighbourhood. The Sub Area abuts Johnstons Creek and provides a recreational reserve for cycling, walking and a play area for children. This area also provides natural habitat for a range of native flora and fauna, and has the potential for further habitat enhancement. These parks form part of the Johnstons Creek open space network that includes Federal Park and Bicentennial Park.

Residential developments in the lanes adjacent to the Parks do not significantly impact on the amenity of the area. However, there is development that is accessed from Taylor Street that directly abuts Hogan Park.

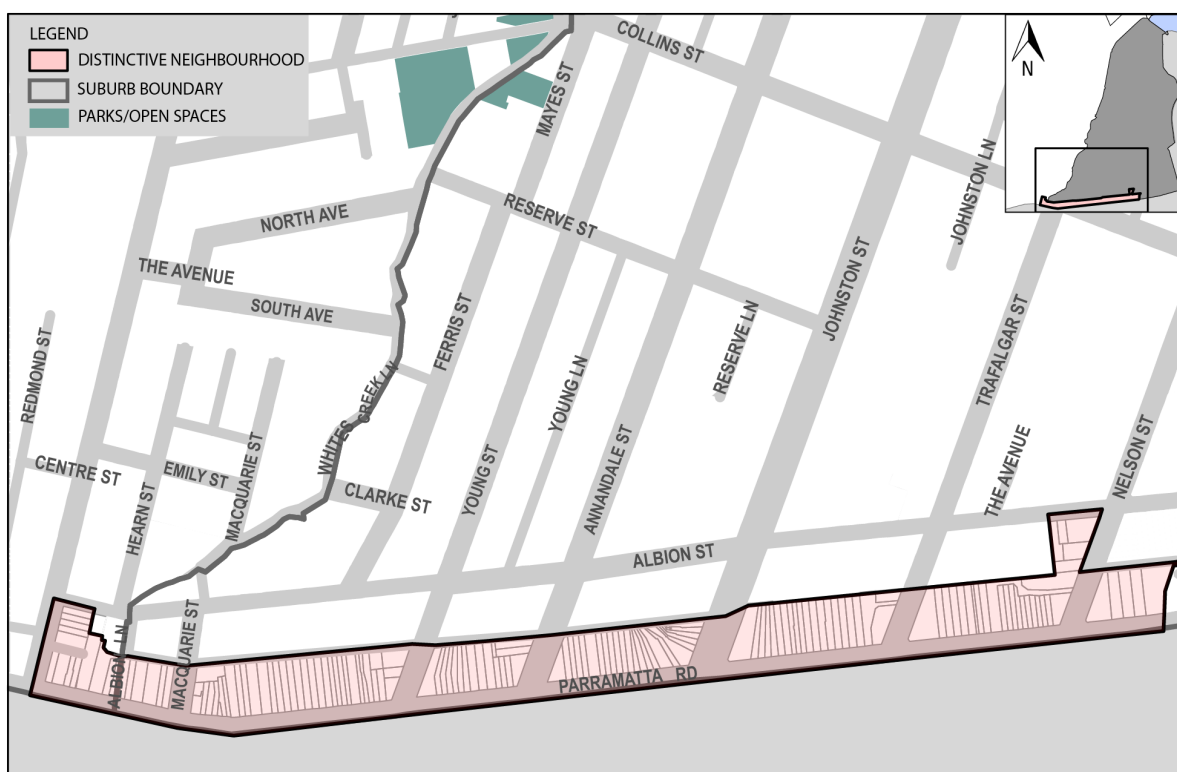
**Desired Future Character****Objectives**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

## **Controls**

- C1      Ensure development adjacent to Hogan, Smith and Spindler Parks does not encroach upon the amenity of the park.
- C2      A minimum building setback of 10m from the Park shall apply. This is measured from the common boundary of a site adjacent to Hogan Park and Smith Park to the nearest external wall of a building (excluding decking and pergolas).
- C3      Properties with a side boundary to the parks shall maintain a minimum buffer of 2m between the residential development and the boundary line.
- C4      Development is to be consistent with any relevant objectives and controls within the Nelson Street Distinctive Neighbourhood.

### C2.2.1.7 Parramatta Road Commercial Distinctive Neighbourhood



**Figure C36: Parramatta Road Commercial Distinctive Neighbourhood**

#### Outline

The Parramatta Road Commercial Distinctive Neighbourhood is located within Annandale. Development within this Distinctive Neighbourhood is required to be consistent with the objectives and controls listed below.

In addition, development is required to be consistent with other relevant sections of this Development Control Plan.

#### Landform

The neighbourhood comprises the northern side of Parramatta Road from Catherine Street in the west to Johnstons Creek to the east as well as some properties within Nelson Street.

Parramatta Road defines the southern boundary of Annandale suburb and gradually slopes in a west/east direction, perpendicular to the contours of Annandale suburb.

The boundary of the Parramatta Road Distinctive Neighbourhood is defined by the rear of properties fronting onto Parramatta Road and all Business zoned land between Catherine Street and Johnstons Creek and those fronting onto Albion Lane.

#### Existing Character

Parramatta Road is one of the main arterial roads that connect the Western Suburbs and the CBD. Parramatta Road is one of the oldest roads in Sydney being the original European land link between Sydney and Parramatta.

## PLACE

The architectural significance and use of the buildings along Parramatta Road within the Annandale area varies from late 1800s development to modern development and changes in use from Industrial to commercial.

This neighbourhood demonstrates the gradual change in architectural influence of the Victorian Italianate style over time. This historic significance of the area is typified by the retention of original commercial terraces.

However, the façades of many buildings have been altered to incorporate modern windows, shop fronts and entrances. There has also been a proliferation of unsympathetic signage that has detrimental impacts on the historic significance of the neighbourhood. The shop fronts along this section of Parramatta Road include the use of glass fronts and roller doors, with signage being mainly flush wall, hamper, fascia and window signs with the occasional use of painted and projecting wall signs above the awnings.

From Catherine Street to Johnston Street, the building height varies between single and two storey buildings with many buildings incorporating a parapet.

East of Johnston Street the building height is predominantly two storeys, with buildings incorporating parapets between Johnston and Trafalgar Streets. There are also rows of original two storey Victorian Italianate Terraces along this section with second storey balconies overlooking Parramatta Road.

Larger buildings such as the Goodman's Buildings, the Annandale Hotel, the ANZ Bank, Beaurepaires Auto Service Centre dominate the corners of intersections with Parramatta Road.

The variety of business uses along Parramatta Road includes music shops, small grocers, new and used furniture stores, banks, antique shops, butchers, cafés and solicitors.

Many of the allotments fronting onto Parramatta Road back onto Albion Lane, which has a predominant service and access character. The lane is approximately 5m in width and benefits from significant back yard planting.

Several of the commercial buildings backing onto the lane incorporate dwellings. As the lot sizes are relatively large (approximately 40m in depth) additions and alterations to the rear of commercial buildings that incorporate residential components have occurred. These developments include units and townhouse-style dwellings, which are not visible from Parramatta Road and are accessed from Albion Lane.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

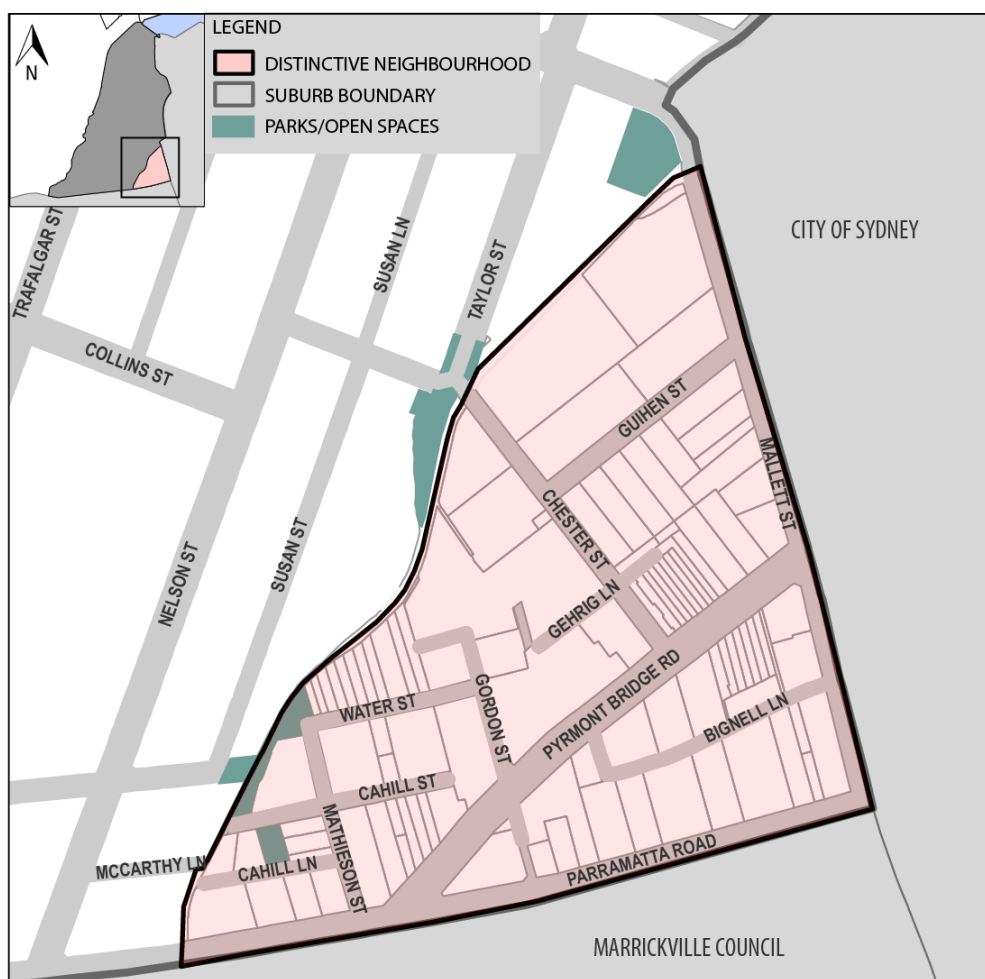
#### **Controls**

- C1 Promote urban design and land uses that maintain and protect the heritage significance of the Heritage Conservation Area.
- C2 Encourage contemporary development that is complementary to the architectural style of the streetscape.

## PLACE

- C3 Retain and enhance, through existing and new development, the traditional hard edge and scale of dwellings along Parramatta Road, to maintain the buffer between Parramatta Road and the residential area.
- C4 Improve accessibility, pedestrian amenity and linkages.
- C5 Improve the environmental quality of Albion Lane by:
  - a. reducing unsightly land uses and vehicular access ways,
  - b. encouraging landscaping of the laneway, and
  - c. maintaining reasonable levels of solar access to the laneway.
- C6 Maintain the character of the area by keeping development complementary in architectural style, form and materials.
- C7 Retain or restore original shopfronts, regardless of current or proposed use, to provide for future flexibility.
- C8 Encourage the restoration of Victorian Italianate Terraces.
- C9 Encourage appropriate signage consistent with the predominant signage type.
- C10 Preserve existing street trees and promote further street trees, using native species when possible.
- C11 Enhance and promote the continual development and ongoing viability of businesses uses on Parramatta Road.
- C12 A maximum building wall height of 8m, taken from the street frontage, shall apply to buildings along Parramatta Road, however a total maximum building height of 11m may be achieved where a stepped setback of at least 3m from the building frontage above 8m is achieved.
- C13 Commercial development 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.
- C14 Signage along Parramatta Road must complement the existing signage of the streetscape and signage above awnings will not be supported.
- C15 Where possible, original buildings along Parramatta Road should be retained and/or restored.
- C16 Where appropriate, façades shall be restored to their original form with respect to elements such as windows, balconies, ornaments, balustrading and urns on the parapets.
- C17 Unsympathetic development, including excessive window glazing is discouraged.

### C2.2.1.8 Camperdown Distinctive Neighbourhood



**Figure C37: Camperdown Distinctive Neighbourhood**

#### Outline

The Camperdown Distinctive Neighbourhood is located in the south-east corner of Annandale. Development within this Distinctive Neighbourhood is required to be consistent with the objectives and controls listed below.

In addition, development is required to be consistent with other relevant sections of this Development Control Plan.

#### Landform

The Camperdown Distinctive Neighbourhood is located in the south-eastern corner of the suburb of Annandale. The neighbourhood is bounded by Johnstons Creek to the west, Booth Street and Mallet Street to the east and Parramatta Road to the south.

Pyrmont Bridge Road, Parramatta Road and Booth Street are the predominant streets running through the neighbourhood. The southern section of the neighbourhood, encompassing Pyrmont 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 zone IN2 Light Industrial area and the adjoining zone R1 General Residential area to the north.

## 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 1900s 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 Pymont Bridge Road, are evidence of the earliest phase of industrial development within this area.

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 redevelopment of a number of the original manufacturing buildings for light industrial and warehousing uses.

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 home wares, 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 façades. The building height 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 façades and horizontal façade details such as windows. The consistent height of buildings and location on the street alignment provides a “hard building edge.”

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).

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 are generally two storey in height, 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, and a group of detached, single storey Federation dwellings are located to the rear of industrial development on Water Street, adjacent to Johnstons Creek.



## **Desired Future Character**

### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

- C1 Ensure the ongoing viability of industrial uses.
- C2 Maintain the integrity of the area by minimising residential and commercial 'creep' into the area.
- C3 Encourage 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.
- C4 Preserve the existing industrial subdivision pattern which is characterised by large allotments.
- C5 Allow for consolidation of smaller lots to facilitate the expansion of industrial activities within the neighbourhood.
- C6 Industrial activities to be located within buildings to minimise noise and excessive street activity.
- C7 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.
- C8 Retain and enhance the existing heritage items within the neighbourhood.
- C9 Protect and enhance the residential amenity of dwellings surrounding the neighbourhood.
- C10 Ensure that new development is complementary to the existing scale and character of existing industrial development.
- C11 Ensure that new development continues the symmetrical and articulated façades and predominant horizontal proportions that characterise existing industrial development.
- C12 Ensure that original materials such as face brick, are retained and conserved.
- C13 Ensure that new development incorporates materials on street façades that are compatible with existing development, such as face brick or rendered masonry.
- C14 Ensure that any rendered or painted surfaces use heritage colour schemes that are complementary to adjoining development.
- C15 Encourage appropriate signage consistent with the predominant signage within the neighbourhood.
- C16 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.
- C17 Improve, extend and enhance the open space corridors adjacent to Johnstons Creek.
- C18 Open up pedestrian links to the open space corridor of Johnstons Creek, through and around the industrial areas.

## PLACE

- C19 Where appropriate, original buildings, building elements and materials shall be retained.
- C20 Industrial uses must be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.
- C21 Future lot subdivision must be consistent with the prevailing industrial lot sizes within the locality.
- C22 Where properties are serviced by a lane, vehicular access should be achieved via the lane and not from the primary street frontage.
- C23 Appropriate off street servicing facilities (e.g. loading bays) should be provided. The limitations of street size should be considered in determining the size of service vehicles and facilities.

### ***Parramatta Road***

- C24 Promote the viability of compatible industrial development (including showroom uses) at street level to provide an active street frontage.
- C25 Encourage the retention of the parapet roof line of industrial buildings along Parramatta Road.

### ***Guihen Street***

- C26 Maintain the existing large-scale service character of development on Guihen Street.

### C2.2.2 Balmain Distinctive Neighbourhoods

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

The Sub Areas identified within some of the Distinctive Neighbourhoods are areas which have unique characteristics, with specific objectives and controls.

Development is required to be consistent with the Desired Future Character objectives and controls within the Distinctive Neighbourhood and any Sub Area within the locality, in addition to the requirements within other sections of this Development Control Plan.

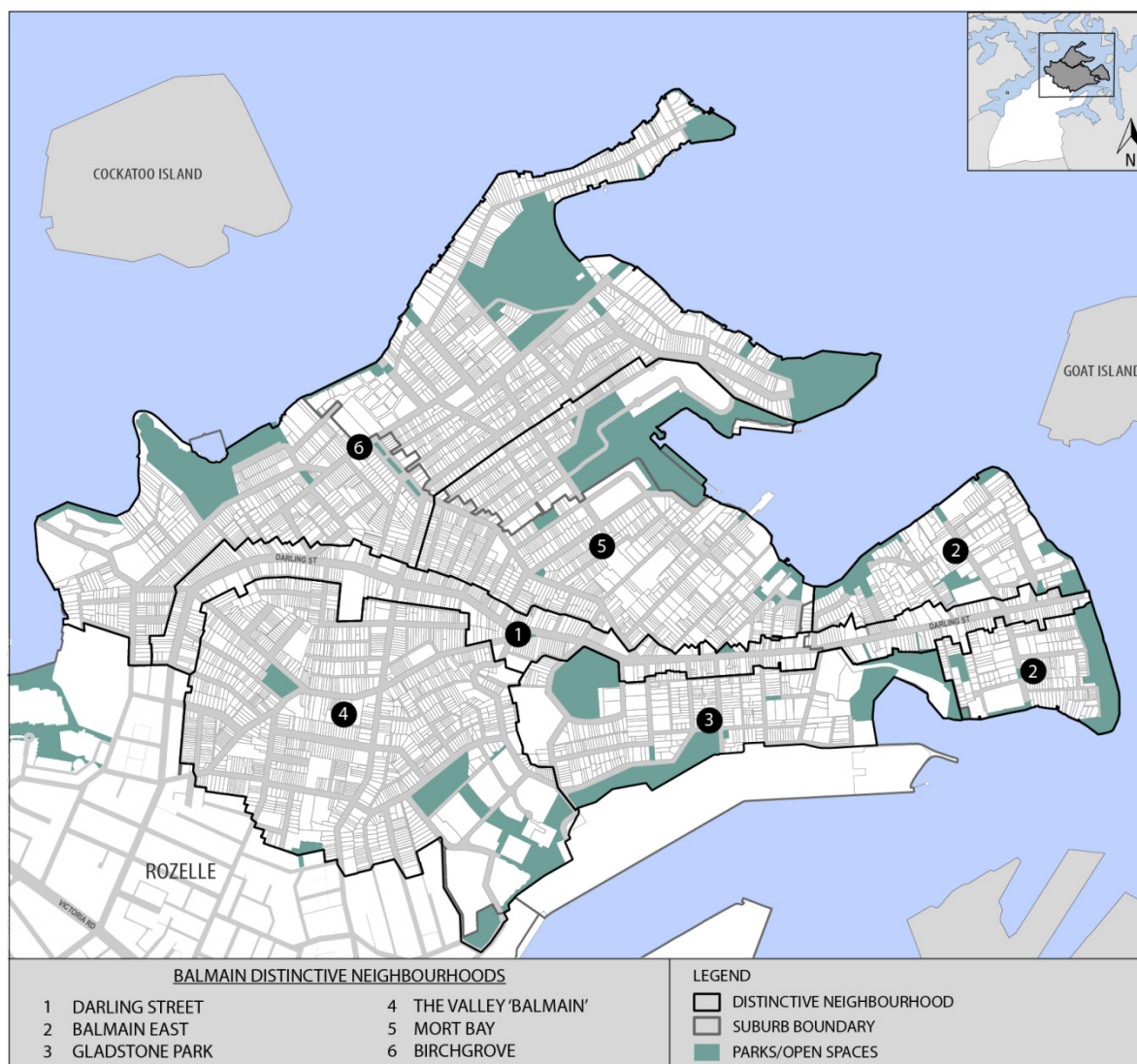


Figure C38: Balmain Distinctive Neighbourhoods

### C2.2.2.1 Darling Street Distinctive Neighbourhood

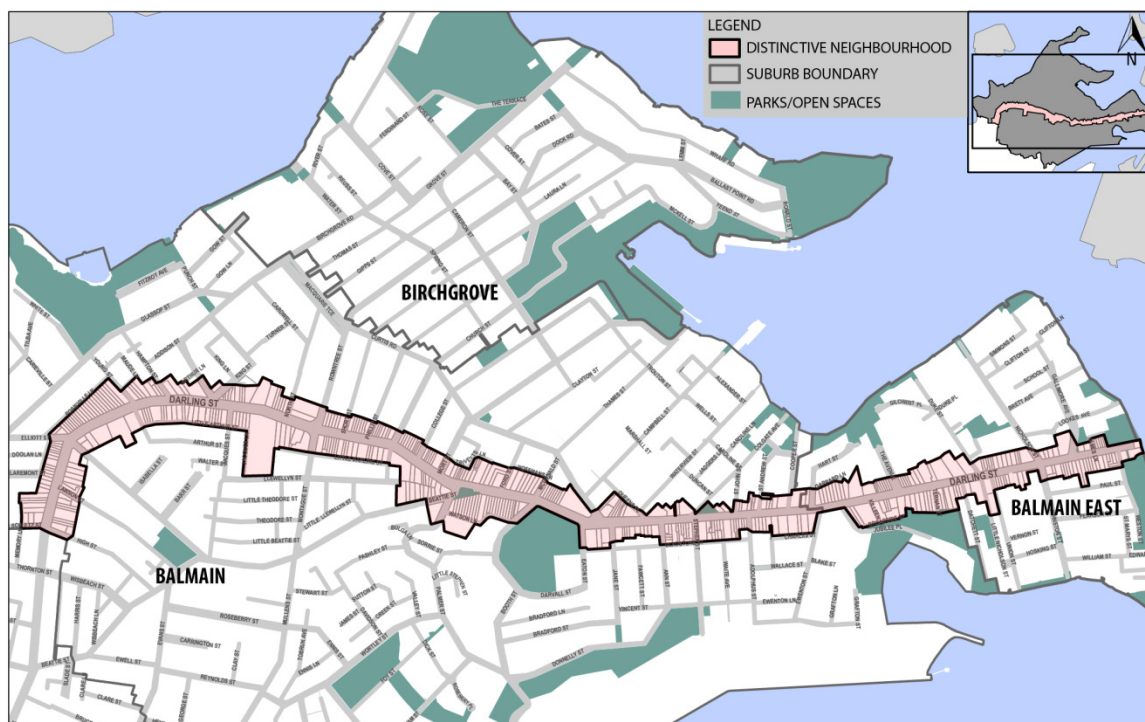


Figure C39: Darling Street Distinctive Neighbourhood

#### Outline

This neighbourhood has three discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Residential and Civic Precinct Sub Area – Section C2.2.2.1(a);
- Balmain Village Sub Area – Section C2.2.2.1(b); and
- Darling Street East Sub Area – Section C2.2.2.1(c).

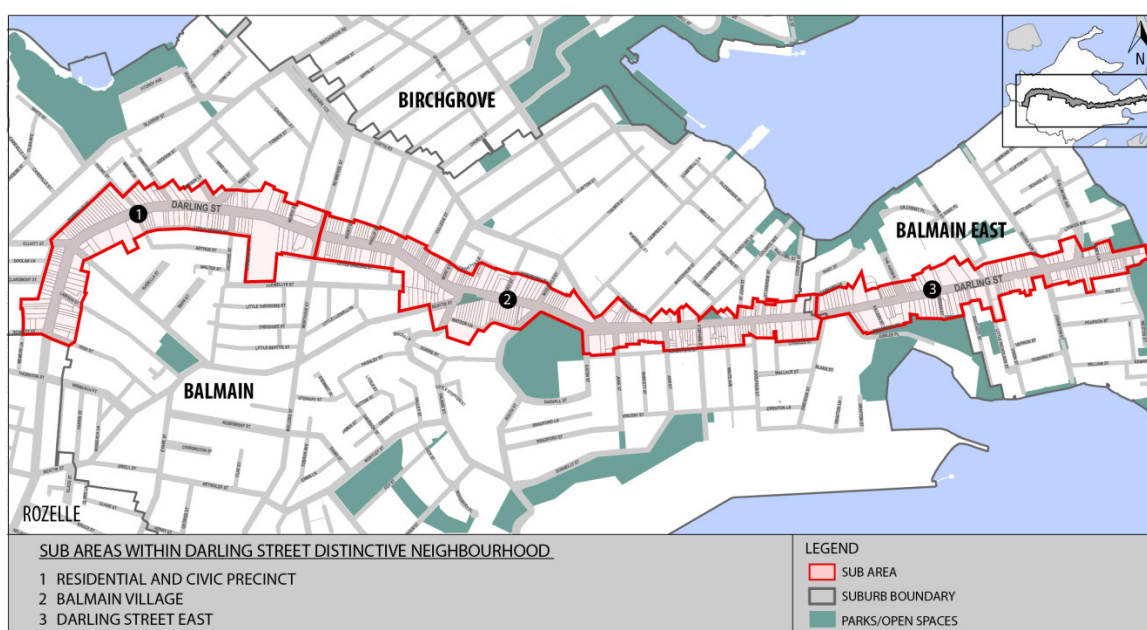


Figure C40: Sub Areas within Darling Street Distinctive Neighbourhood

## Landform

The boundary of the Darling Street Distinctive Neighbourhood is defined by the rear of properties fronting onto Darling Street and comprises the length of Darling Street high street in the west to the ferry wharf at Balmain East.

Although primarily a commercial neighbourhood, the neighbourhood includes residential uses, civic buildings and open space.

Darling Street follows the main ridgeline of the Balmain peninsula. The street drops away dramatically after Gladstone Park, and then rises steeply to Balmain East, before again dropping steeply to the Darling Street Wharf.

The neighbourhood follows a sinuous line along the Balmain ridge, resulting in a sequence of vistas to a number of prominent structures along the road, such as the bank in Loyalty Square and the Town Hall. Many narrow side streets drop away from Darling Street to the waterline, providing glimpses to the waterways, the City skyline and bridges towards the east.

## Existing Character – History

Darling Street was originally surveyed with a 50 foot alignment given the rugged topography of the peninsula and provided convenient access via water (from the east) and via land (from the west). Road access was via Balmain Road to Parramatta Road, and connected with the City.

Darling Street was periodically widened to its current width over a century, and now has a variable carriageway of approximately 20m wide.

The first businesses on Darling Street were established in what is now Balmain East and then spread west when population increased. In the 1830s and 1840s there were grocery shops and public houses serving the local community within Balmain East.

By the latter part of the 1800s Darling Street served a population of over 30,000 people. Many people were employed in such diverse industries as manufacturing, bridge building, abattoirs, timber milling, soap manufacturing, cartage and all facets of shipping.

Following World War II the retail function of Darling Street went into a decline due to rising affluence and growing car use within the city. Retained floor space was either underutilised or taken over for other uses such as residential and commercial, particularly on the periphery.

Due to regeneration in recent decades and the growth of personal services and restaurants, this trend has reversed but with the retail core remaining compact. In parallel, office use has expanded considerably.

The architectural character and scale of the street is primarily a Victorian style high street which is mainly two storeys high. However, the sequence of slope, elevation, and alignment of the road results in changes of scale and character and land-use along its length. Generally, the residential portions of street are made up of detached and semi-detached buildings, which are setback from the street with intervening trees. A variable mix of form, scale and materials are used on these buildings.

The commercial sections generally have continuous street walls, are two and three storeys in scale, include parapet fronts with balconies, verandahs and awnings projecting into the street space. The sequence from west to east is as follows:

- a. Western end – Large two storey detached houses and terraces, with generous setbacks, but with a neighbourhood centre clustered around the Elliot Street junction.

- b. A crest past the civic group and beginning of the commercial centre: then a gentle fall to Loyalty Square. The Civic Group marks the main crest, with a cluster of towers, as the main landmark of the suburb. The Town Hall forms the western bookend to the town centre.
- c. The gentle slope towards Loyalty Square comprises the main retail core, with principally two storied parapet fronted terraced shops predominating. The sunny southern side sits higher and has visual dominance in the streetscape. The grander Victorian boom style buildings are also on this side. The northern side includes more infill built during the 1900s, with a consequently lower scale.
- d. Loyalty Square – the cross roads junction is marked by the monumental former NSW Bank building in the approach from the west, and the Unity Hall Hotel from the east, with the centrepiece of the War Memorial.
- e. Terraced shops continue in the sequence to Gladstone Park, again with the south side dominant over the north in terms of wall heights and embellishments.
- f. The eastern end of the centre is dramatised by a crest open space. Gladstone Park is encircled by dramatic structures including the School, St Augustine's, the terraced shops on the northern side, and the punctuation of the gateway and gap to the east end, with St Andrews; hence, this is the eastern bookend to the main town centre.
- g. The steep drop away to the east opens broad views across the leafy knoll of Balmain East to the City icons including the Harbour Bridge as well as the City skyline moving away to the south is the most dramatic view in the sequence. Buildings drop in scale and become a residential commercial mix. Most buildings are two storied and more modest in scale and style with pitched roofs rather than parapets, often stone, being the earliest buildings in the centre.
- h. The saddle around Cooper Street is residential with lower scaled more modern development on former industrial sites to both sides, with more gaps in the street wall for views out and more vegetation.
- i. The street then rises steeply up to the Balmain East centre between Duke and Nicholson/Johnston Streets. While the centre is tightly contained by the mix of stone and rendered buildings, they have the lower and more modest scale and simpler forms of earlier development, and the street is open to the long views out to the termination of Darling Street, to an oblique and dramatic view of the Harbour Bridge.
- j. The street then falls steeply to the ferry wharf, contained principally by higher set housing, mainly attached and a generous two stories, on the south side, which opens views out to the north-east across the harbour to the north shore ridge. Early stone buildings cluster around the end of Darling Street as reminders of the beginnings of settlement on the peninsula. The Ferry Wharf marks the eastern end of Darling Street and serves as an interface and transport link between residents and the Harbour and CBD.

The identity and character of Darling Street changes substantially as it runs from Rozelle to Balmain East. This effectively separates it into three distinct areas; the Residential and Civic Precinct Sub Area, Balmain Village Sub Area, and Darling Street East Sub Area.

## Desired Future Character

### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

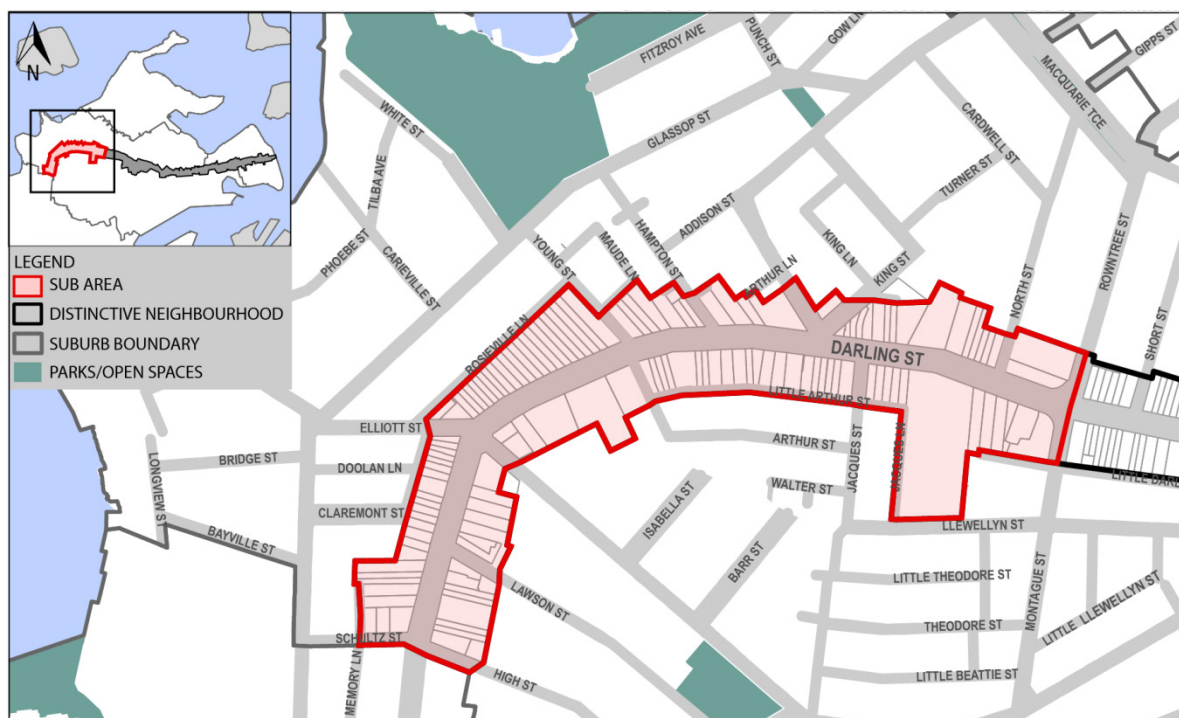
### Controls

- C1 Preserve and enhance the existing streetscape with special consideration for the remaining Colonial and Victorian buildings.
- C2 Allow for contemporary redevelopment where it is complementary to the existing heritage streetscapes and character/scale of the neighbourhood.
- C3 Preserve and enhance pedestrian links along Darling Street.
- C4 The interface between Business zoned sites along Darling Street and adjacent Residential zoned land is to be carefully considered in light of issues relating to bulk, scale and residential amenity. In this regard the provisions of Part C4.5 – Interface Amenity within this Development Control Plan are to be considered in the assessment of development on business zoned land along the interface boundary between Residential and Business zoned land.
- C5 The maximum building wall height is 6m for residential sites and 7.2m for commercial sites except as follows:
- a. the maximum building wall height for the Balmain Village Precinct is to be 10m on the southern side and 7.2m on the northern side.
- C6 Due to the diversity of building scale along Darling Street, the maximum building wall heights listed above should also be determined on the basis of the following:
- a. the primary reference is the building scale in the immediate vicinity of the subject site, eg terrace houses, traditional Victorian shop top terraces and single storey dwellings. i.e. they should be in keeping with their neighbours;
  - b. the maximum building wall height in the commercial and eastern portion of the neighbourhood is generally 7m – 10m.
- C7 Changes to the front façades of continuous rows of attached dwellings shall be avoided by requiring any additions to be located at the rear of dwellings.
- C8 Rooftop additions higher than the building wall height, if permitted, are to be set back from the front of the building to preserve the traditional scale of development and streetscape.
- C9 New commercial development shall maintain a sympathetic connection with the 1800s/early 1900s commercial streetscape of Darling Street. Contemporary buildings should not mimic the traditional architecture; but retain complementary scale and materials.
- C10 Building elements should comply with the C1.16 – Structures in or over the Public Domain: Balconies, Verandahs and Awnings contained in this Development Control Plan.
- C11 Significant sandstone walls and rocky outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape or building fabric.



- C12 Development adjacent to residentially zoned land is to be considered in light of Part C4.5 – Interface Amenity within this Development Control Plan. Such consideration is to apply only to the interface boundary and has the following objectives:
- to preserve residential amenity, and
  - to ensure an appropriate transition in bulk and scale of development.
- C13 Original detailing including façade finishes, roofing and guttering, windows and doors, fenestration, verandahs and posted balconies should be retained or restored where appropriate.
- C14 Shopfronts for contemporary buildings should maintain the traditional rhythm and scale of the street. Shop fronts should preserve the proportions and openings of the established streetscape and should allow for disabled access in accordance with Part C1.10 - Design for Equity of Access and Mobility of this Development Control Plan.
- C15 New driveway crossings are discouraged along Darling Street.
- C16 Signage along Darling Street must complement the existing streetscape. Signage above awnings will not be supported. Signage is to be sympathetic with the bulk, scale and colours of the building covered by Part C1.15 Signs and Outdoor Advertising of this Development Control Plan.
- C17 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

#### **C2.2.2.1(a) Residential and Civic Precinct Sub Area**



**Figure C41: Residential and Civic Precinct Sub Area**

The Residential and Civic Precinct Sub Area is a section of Darling Street that comprises the area linking Rozelle and the Balmain Village Centre. This is a mixed use precinct with residential uses, neighbourhood shops, the civic precinct and the start of the central Balmain commercial strip.



## PLACE

Located between Llewellyn and Montague Streets is the Balmain Civic Precinct. This area includes the Town Hall, Courthouse, and Police Station. These buildings are constructed in the grand Victorian style with the scale and style denoting the authority of the Imperial Crown.

This cluster of buildings is overseen by the clock tower attached to the Post Office. The civic buildings in this precinct are listed in the Town Plan as a combined heritage item, as is the mansion formerly inhabited by Edmund Blacket at 393 Darling Street. Residential flat buildings and newer dwellings along Darling Street have driveway crossings, however these are in the minority.

East of Arthur Street, all properties on the southern side have rear laneway access. Laneways in this area are between 3.5m and 5m wide, paved and have kerbing to control stormwater drainage. Most commercial properties are serviced by rear laneways.

Across Darling Street from the civic precinct are numerous shops denoting the beginning of the main Balmain commercial hub.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### Controls

- C1 Maintain differentiation between front setbacks in residential and commercial uses to permit landscaping in residential areas.
- C2 Uses of public buildings within the civic precinct should respect the heritage values of the sites.
- C3 Promote a civic and social focal point in the precinct.
- C4 Development is to be consistent with any relevant objectives and controls within the Darling Street Distinctive Neighbourhood.

#### C2.2.2.1(b) Balmain Village Sub Area

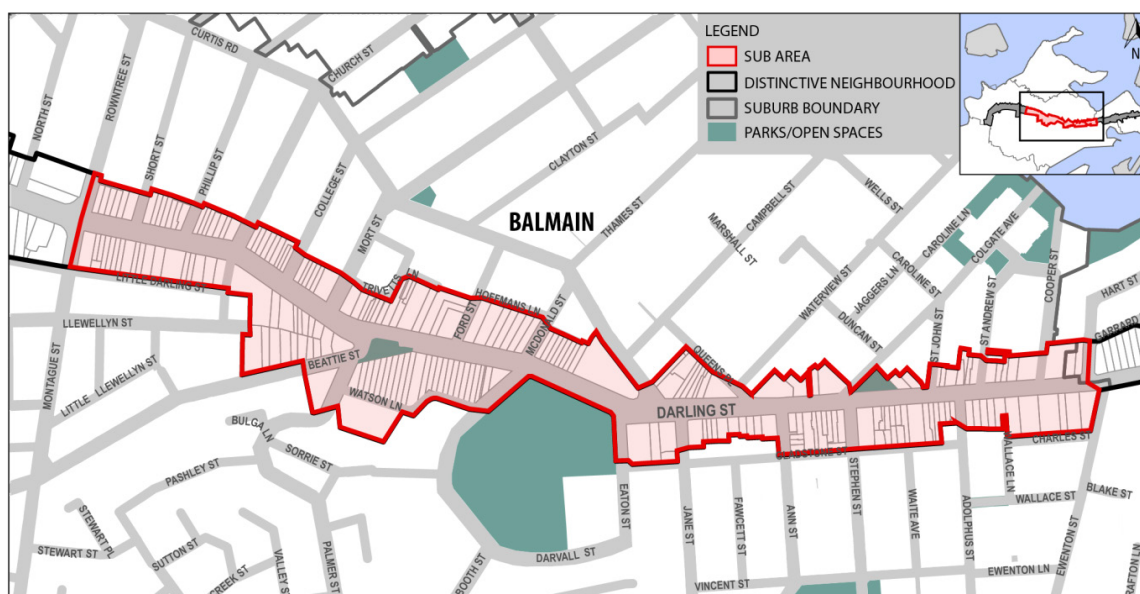


Figure C42: Balmain Village Sub Area

The Balmain Village Sub Area stretches from Montague Street to Gladstone Park and is the main commercial area within the Balmain Village.

The dominant building form is parapet fronted Victorian terraced shops with residences above. There are examples of other styles with architecture ranging from early Colonial, Mid Victorian, highly ornate late Victorian, Federation shopfronts, Art Deco style buildings and post-war styles. Residential components of these commercial buildings extend up to three storeys in height mostly on the southern side. Cantilevered awnings are a consistent feature of the commercial properties. In this neighbourhood the footpath width is variable and ranges between 3m and 4m.

Development on the northern side of Darling Street has resulted in buildings of one and two storeys. These buildings have lower floor to ceiling heights (and less bulky parapets) than development on the southern side of the street. Taller buildings with larger dimensions and higher parapets are positioned along the southern side of the street and this difference in scale is notable from the west along Darling Street.

The majority of the commercial premises on Darling Street were purpose built in the latter Victorian era as shops with residences above. The classically ornate parapets and façades incorporated in these buildings form a major visual element in the streetscape. Continuous suspended awnings over the footpath contribute a strong horizontal element to the streetscape. There are some contemporary copies of traditional posted balconies throughout the neighbourhood.

The few remaining two storey residential terraces in the commercial area are mainly used for commercial purposes. The most common finish is rendered masonry walls and timber framed windows. Some exposed stone walls from the pre 1860s are still visible. Skillion roofs are the most common form of roof design with iron roofing being most prevalent. Where terrace houses have been converted to commercial use the pitched slate roofs remain, as do the narrow balconies behind iron lace balustrades. Terrace houses in the heart of the commercial village tend to be set back 2m from the street frontage while all other commercial buildings are built on the boundary.

There are occasional examples of non-traditional building forms spread throughout the neighbourhood. These buildings have brick and glass plate walls and flat roofs with aluminium parapets.

At the heart of the Balmain village is Loyalty Square at the junction of Darling and Beattie Streets. This part of Darling Street has as a backdrop, the Sydney CBD. The centrepiece of the square is the war memorial, erected in 1916 and moved several metres to its current location in 1999. The square and surrounding built forms are a mix of styles, scales and materials. The square and several surrounding buildings are listed heritage items.

The shopfronts in the area range from traditional Victorian shop buildings (most of which have shopfronts from the early 1900s) to later mixed style shopfronts. In many instances, shopfronts from the early 1900s have been added to older buildings.

At the eastern end of the village centre are Gladstone Park and St Andrews Church (c.1853). The church is notable for its elegant stone construction and tower as well as for the Saturday markets held there.

Gladstone Park marks a reduction in scale and a change to an older, 1860s era streetscape. Gladstone Park is surrounded by Booth, Darvall and Eaton Streets. With an area of 1.8 hectares, this park is the largest open space area along Darling Street.

The eastern end of the village precinct is marked by the low point on the peninsula around Ewenton Street. This part of Darling Street is notable for its older buildings with a texture distinct from the

central part of the Balmain Village. This is largely due to the prevalence of earlier buildings and due to the tapering off of the built scale, east of Gladstone Park to a mid-1800s scale. This part of Darling Street is characterised by numerous heritage items and the distinct texture of the unadorned stone and timber buildings.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### Controls

- C1 The provision of residences above street level commercial development is encouraged.
- C2 Encourage varied uses of Loyalty Square which serve to promote social and economic activity in the village centre. Such uses should be sensitive to the memorial nature of the square.
- C3 Maintain a maximum building wall height of 7.2m on the northern side of Darling Street and 10m on southern side of Darling Street.
- C4 Development is to be consistent with any relevant objectives and controls within the Darling Street Distinctive Neighbourhood.

#### C2.2.2.1(c) Darling Street East Sub Area

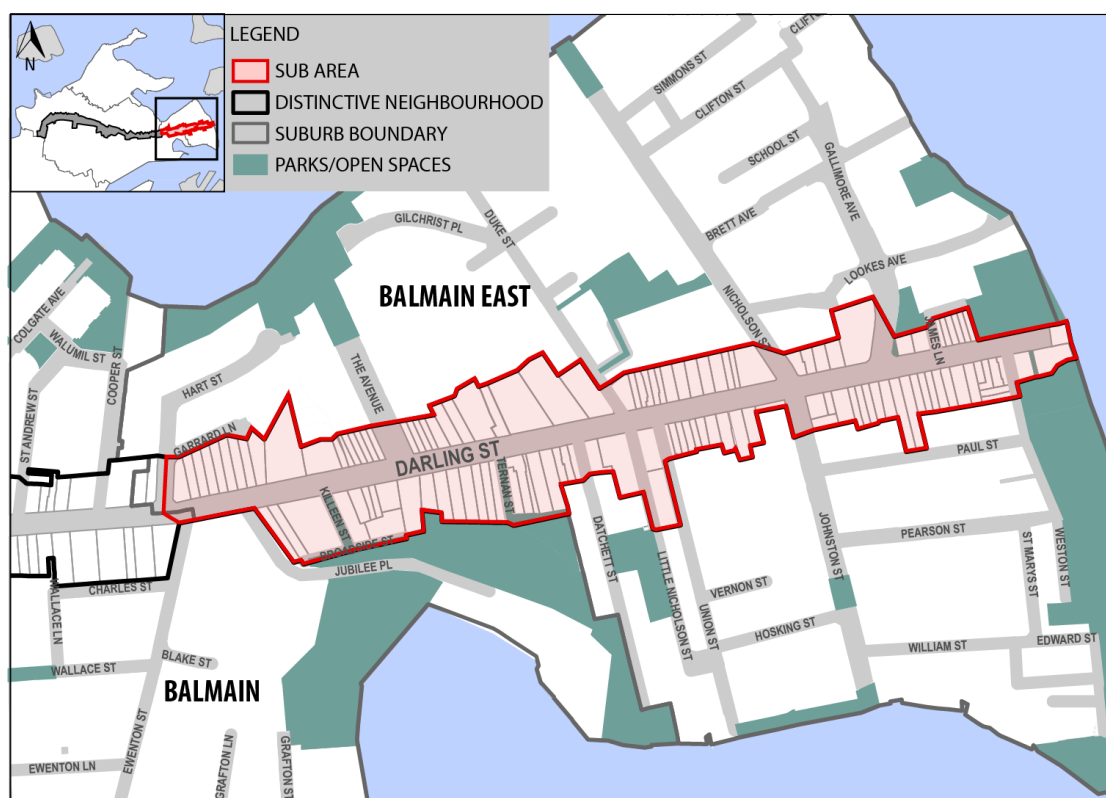


Figure C43: Darling Street East Sub Area

The Darling Street East Sub Area encompasses the land surrounding Darling Street, east of Curtis Road, to the Balmain East Wharf.

## PLACE

The eastern portion of Darling Street is primarily noted for the neighbourhood shops on the hill between Duke and Johnston Streets, as well as by the ferry wharf and bus terminus.

From the Balmain East shops, the road slopes down to the water at the Darling Street Wharf. The built form of Darling Street is interspersed with development from later eras; however, the architecture of the 1850s – 1870s is still readily visible in the materials, scale and built form. The area is notable for its solid Georgian and early Victorian architecture and stone construction. Other significant characteristics of this portion of Darling Street include; narrow footpaths (1.5m - 2m wide), traditional roof forms (pitched, hipped and skillion behind parapets for commercial buildings) and significant tree coverage.

Due to the proximity of the area to the population in Sydney City, this area is the site of some of the earliest commercial and residential development in Balmain.

Originally this area was devoted to the provisioning and servicing of ships. Early businesses along Darling Street included butchers, chandlers and providores of every description in addition to several pubs.

Darling Street in this precinct is characterised by dense single and double storey development built tightly up to the street frontage. The eastern end of Darling Street is now primarily a residential precinct with a small commercial area located between Duke and Nicholson Streets. Some of these buildings are of contemporary design with glass plate shop fronts. This area also comprises numerous residences turned into businesses as well as traditional shop-top housing.

East of Ann Street to Duke Street, Darling Street is primarily residential in character. Between Adolphus and Ewenton Streets on the southern side is the Balmain Bowling Club set behind a sandstone retaining wall. On the northern side of Darling Street is St Marys Anglican Church, which is a gothic style church and includes buttressed walls and stained glass windows. The church was designed by Edmund Blackett and completed in 1859. It replaced an earlier church on the site which dated from 1848. St Marys is a heritage item of State significance.

Also located along this portion of Darling Street are numerous terrace and freestanding houses listed as heritage items. These include stone houses near the ferry wharf and No's 26-28 Darling Street (built in 1840 by Henry Davey).

On the northern side, the residential development along this strip includes mixed one and two storey post 1980 developments. The older dwellings along this strip are typically stone houses dating from the 1840s. Most of these older buildings have been restored, some with first and second floor additions.

In this area, there are several narrow laneways. These laneways serve as the only vehicle access to many properties on the southern side of Darling Street and are instrumental in maintaining the dense early 1800s atmosphere of the residential streetscape in the area.

Between Johnston Street and the Balmain East Wharf, Darling Street slopes steeply down from the shops to the harbour. This topography gives many sites access to harbour views. This area has numerous stone and timber houses as well as former shops. Adjacent to the wharf is Thornton Park. This park, along with Illoura Reserve, highlights the contrast in scale and amenity between Balmain and the Sydney CBD, with office towers located less than 400m away across Darling Harbour from the ferry wharf.

Notwithstanding the many contemporary and contrasting developments along the eastern end of Darling Street, the significant elements of the streetscape are as follows:

- a. predominance of stone used in building and wall construction;

## PLACE

- b. street trees and the contributing shade of trees on private land;
- c. nil – 1m setbacks for housing;
- d. iron picket fencing;
- e. slate roofs for larger buildings and iron roofing for most;
- f. lack of driveway crossings;
- g. strong vertical proportions of window openings in older buildings as well as the lack of the elaborate ornamentation in line with Georgian and Colonial era architecture;
- h. less ornate building styles compared to the ornamentation of the high Victorian and Federation periods; and
- i. hipped and gable roofs are common.

## Desired Future Character

### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### Controls

- C1 Maintain the historic two storey scale of development.
- C2 Encourage the continued use of existing architectural styles, and materials. Materials used should include unpainted stone, masonry, timber framed openings and slate roofs.
- C3 Front fences should be low level iron pickets.
- C4 Ensure the sharing of views by maintaining a built form which follows the topography of the land.
- C5 Preserve the consistency of colonial and early Victorian architectural detail of dwellings.
- C6 Maintain and encourage the characteristic materials and architectural elements of the area including rendered finishes, painted brick, timber framed windows and doors, as well as vertical proportions in building design elements.
- C7 The reconstruction of posted verandahs is encouraged where consistent with the architectural style of the building and suitable evidence of original verandahs is on that property.
- C8 New development or significant additions to buildings should respect the existing context of the streetscape in terms of scale, materials and sympathy to the existing built form.
- C9 Discourage additional driveway crossings and prevent traffic conflict points associated with driveway crossings and poorly designed access/exits in order to maintain pedestrian and vehicle traffic flow.
- C10 Encourage a broad range of social and community focused activity to serve as an anchor and attractor for the commercial and civic precinct.
- C11 Maintain setbacks in the residential and civic precincts to allow vegetation along Darling Street.

## PLACE

- C12 Maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.
- C13 Preserve the view lines to the water along the eastern end of Darling Street.
- C14 Maintain the prevalence of street trees, as well as mature and visually significant trees on private land within the neighbourhood.
- C15 Encourage street trees and private tree plantings which are appropriate species in terms of bulk and height.
- C16 Retain existing local commercial development along Darling Street in the village area whilst ensuring that the west and eastern ends of the neighbourhood retain their largely residential focus.
- C17 Development is to be consistent with any relevant objectives and controls within the Darling Street Distinctive Neighbourhood.

### C2.2.2.2 Balmain East Distinctive Neighbourhood



Figure C44: Balmain East Distinctive Neighbourhood

#### Outline

This neighbourhood has three discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Eastern Waterfront Sub Area – Section C2.2.2.2(a);
- North of Darling Street Sub Area – Section C2.2.2.2(b); and
- South of Darling Street Sub Area – Section C2.2.2.2(c).

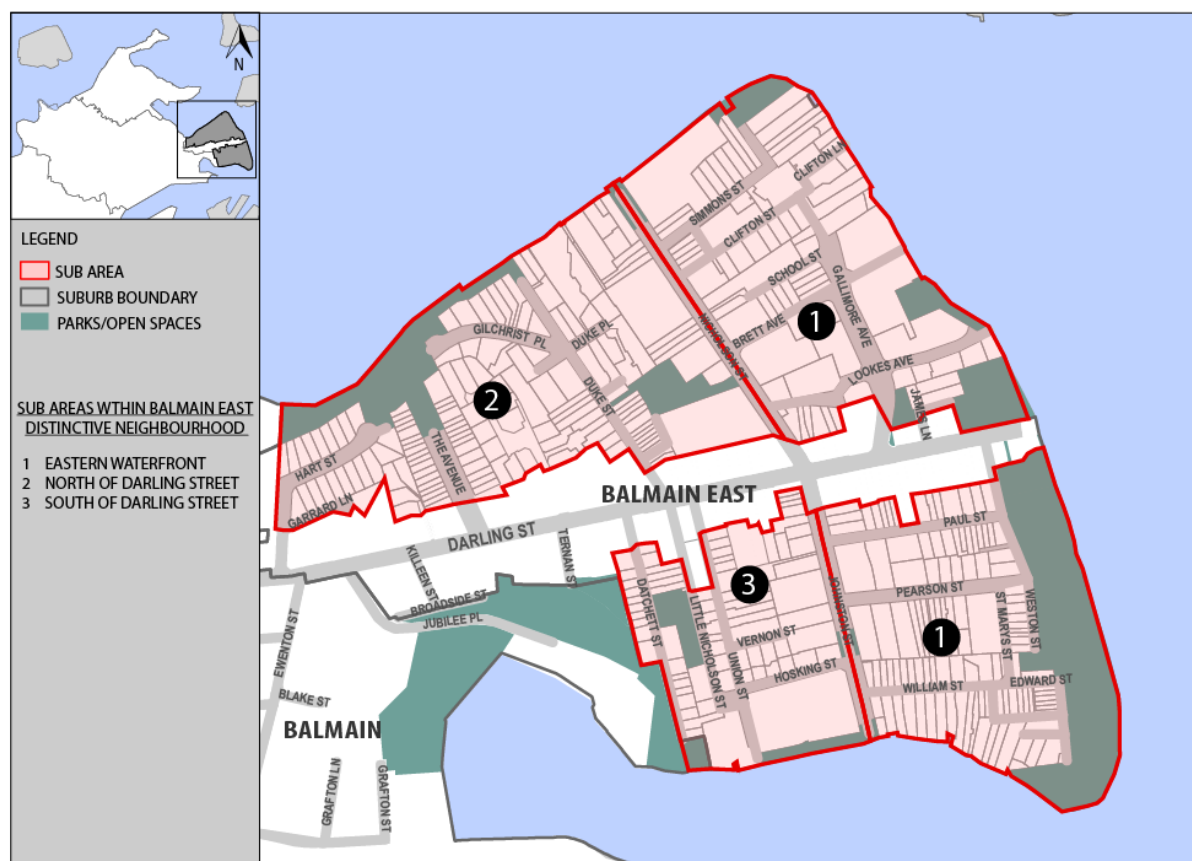


Figure C45: Sub Areas within Balmain East Distinctive Neighbourhood

## Landform

The Balmain East Distinctive Neighbourhood is the area of the Balmain Peninsula east of Hart Street and Jubilee Street, excluding land in the Darling Street Distinctive Neighbourhood. All vehicular access to Balmain East is via Darling Street.

Balmain East is a distinct knoll or headland projecting easterly into the harbour. The knoll falls steeply on all sides to the water except for a narrow neck to the west connecting to Balmain proper.

Surface rock is apparent in road cuts as well as cliff lines in the view from the water. The headland has a hammerhead form. The east face of the headland is oriented towards the main harbour, framed by the Sydney Harbour Bridge; the northerly slopes fall down towards Mort Bay and southerly slopes fall down to Johnstons Bay and have an orientation to the City and port activities as well as Pyrmont and Ultimo.

When viewed from the City, Balmain East is seen prominently as part of the peninsula due to its natural form and rocky edges which fall into the harbour.

There have been extensive reclamations with narrow foreshore terraces behind stone sea walls in the area. Extensive landscaped edges and parks to the foreshores give a semblance of naturalness however this is largely a created landscape, with excavation and reclamation producing an altered topography and loss of native vegetation. Clearing of the original vegetation for grazing, roads, housing and industry and the excavation for industrial sites and docks have greatly changed the landform of the area.



## Existing Character

Balmain East is characterised by its close links with maritime industry and with the harbour. The neighbourhood is currently characterised by its predominantly residential nature, however, until the 1960s the area had been a varied industrial, maritime and residential neighbourhood.

Presently, the neighbourhood has a small shopping strip at the crest of the Darling Street hill (which forms part of the Darling Street Distinctive Neighbourhood) and two remnant commercial/industrial sites on its northern shore. The remainder of the former industrial sites have been redeveloped, with much of the foreshore land having been converted to open space. Currently, more than half of the Balmain East foreshore is zoned for open space.

The steep headland form of this neighbourhood gives prominence to its built character, particularly roof form. The small scale of the older buildings and the foil of high canopy trees, closely models the landform. The low form of the neighbourhood is abruptly broken by blocky flat buildings particularly along the eastern edge taking advantage of the prime aspect, with some walk up flat blocks and one tower block on the Nicholson/Johnston Streets axis.

The local character of Balmain East Distinctive Neighbourhood is largely a product of the phases of development, as follows:

- a. early buildings up to about 1860, being primarily dressed stone, with some timber, one and two storied, detached houses. The scale and form varies between large houses in generous gardens oriented for the views out, and modest houses for local workers, often speculatively built. The remaining structures from this period are either hotels, or housing;
- b. consolidation continued through the Victorian period with terraced shops and housing of mostly rendered brick. Some industrial structures remain, including the stone Bells Store, and the timber and iron Adelaide Steamships buildings;
- c. industry consolidated in utilitarian iron or brick sheds in the early 1900s, focussed on servicing maritime activities including recreational boating, such as Bretts, the sailmakers. However, these sites have mostly been redeveloped for residential purposes;
- d. after World War II the modernisation phase led to residential flat development on foreshore and ridge top sites. These buildings form a sharp contrast to the earlier fabric. Some of the harsher brick blocks have been rendered and tree planting has also reduced the differentiation in scale and form;
- e. from the 1970s increased value was placed on the historic pattern and new housing principally townhouses, was more complementary. As the location became increasingly prized, the small houses on generous lots for the area were enlarged or replaced. This has resulted in increasing pressure on the early heritage of the area. Upper storeys are often sought or the roof spaces converted to both gain more space and capture better views.

## Desired Future Character

### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### Controls

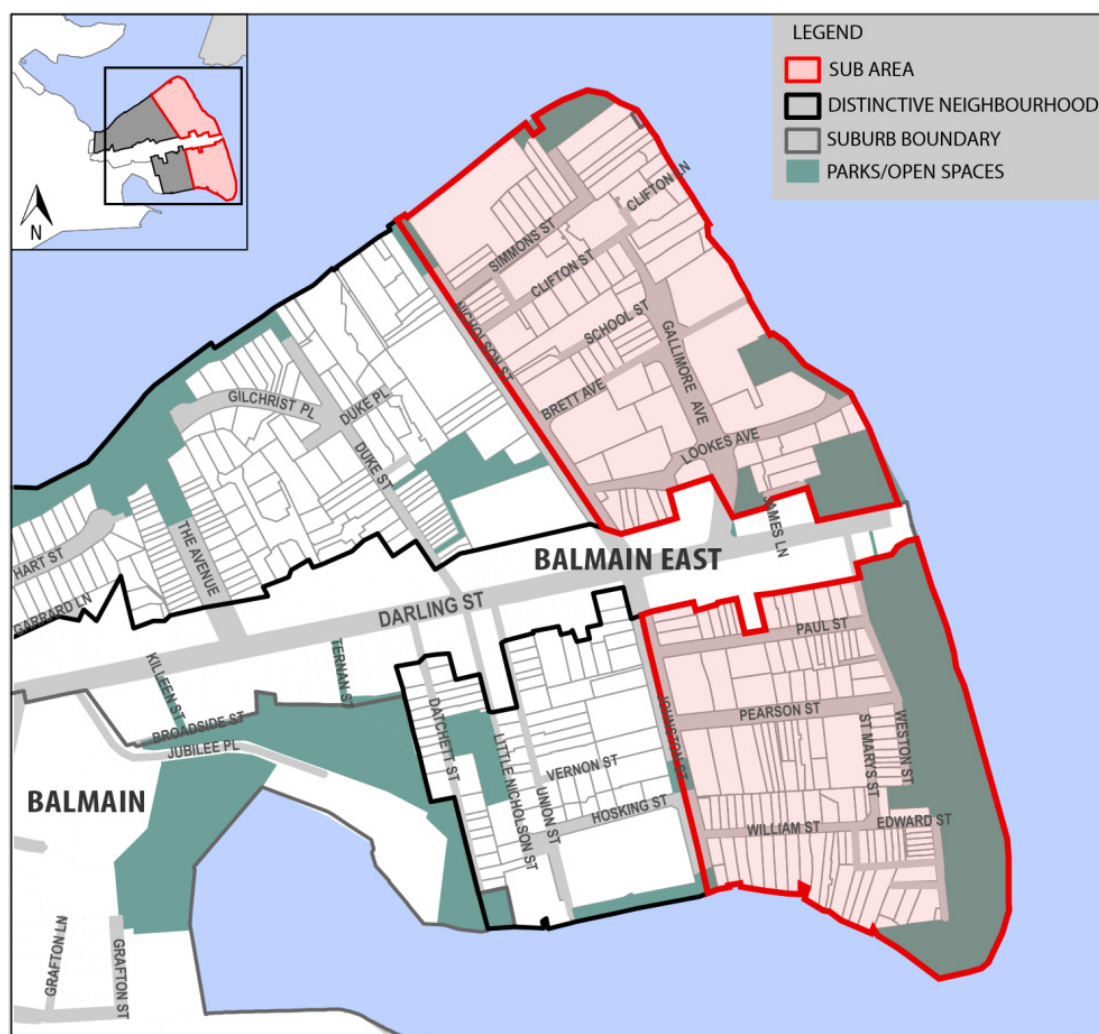
- C1 Development in the neighbourhood should step with the contour of the land.

- C2 The rarity of the early Victorian, but Georgian in style, nucleus of buildings in Balmain East requires stricter controls than elsewhere on the peninsula. As a representation of early Sydney, it is of great importance to the history of the City as a whole, alongside other historic precincts such as the Rocks, and the Colonial precincts of Parramatta. While the later phases of buildings contribute to its character, and represent the phases of development, the earliest layer needs the most careful treatment. Accordingly, the scope for new development is limited and the task is largely conservation of the existing fabric while allowing complementary and incremental change.
- C3 Maintain the individual patterns of architectural style along each street.
- C4 Preserve view lines for existing development.
- C5 The predominant scale of development is two storeys.
- C6 Maintain the character of the area by keeping development consistent in architectural style, building form and materials.
- C7 Prevent the disruption of footpaths by discouraging additional driveway crossings.
- C8 All development is to be sympathetic to the historic and conservation values of the neighbourhood.
- C9 Maintain mature trees on public and private land.
- C10 Preserve the integrity of the escarpments. Development around escarpments is to avoid cutting, changing the topography or removing associated vegetation around the escarpment. Buildings and structures are to avoid dominating the escarpment.
- C11 This area is sensitive to overshadowing and view loss. All development activity should avoid overshadowing and blocking views.
- C12 New or altered buildings should be sympathetic to the conservation values of the area:
- a. in this regard all structures built prior to 1850 are rare and should be conserved. No alterations shall be approved to significant buildings without detailed assessment and recording by a heritage specialist. Where visible from the public domain, visual access shall be retained. New structures shall follow Burra Charter Principles in terms of an interpretive response, and shall be deferential, but not imitative;
  - b. additional driveway crossings are discouraged;
  - c. new development is to step with the land contours and to respect the view lines of surrounding properties;
  - d. development visible from the water is to be designed to preserve the conservation values of the area when viewed from the water. Photomontage details of the proposal, as viewed from the water are to be submitted with development applications;
  - e. new development is to reflect the side setbacks established in the immediate vicinity of the site (e.g. freestanding or terrace form). This control seeks to encourage the provision of lines of sight and water views between buildings. This may require side gates to be of an open nature to permit the maintenance of side walls; and
  - f. front setbacks shall be generally 0 - 2m, except where the particular context requires a deeper setback. Narrow verandahs built to the street frontage are generally appropriate to narrow streets such as Datchett, Little Nicholson and Union Streets.

## PLACE

- C13 Appropriate materials are shaped sandstone, painted timber, and rendered or bagged masonry. Steel roofing in a 'gull grey' is the appropriate roof material in most circumstances, with slate replacing slate otherwise.
- C14 Fencing and balustrading shall be generally vertical metal or timber picket style, without ornamentation. Front fencing shall be open and not more than 1.2m high.
- C15 Verandah and balcony structures shall be timber or metal or a mix of both, and not include masonry elements.
- C16 Mature trees and other significant vegetation between development and the waterfront is to be preserved.
- C17 Escarpments and stone walls are to be preserved. Construction on escarpments or cutting into stone walls (or into rock faces) is to be avoided.
- C18 Development overlooking open space is to avoid taking visual 'ownership' of the public space. This is to be achieved by setting balconies (back) 2m from the relevant boundary and designing for the privacy considerations of open space users.
- C19 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

### **C2.2.2.2(a) Eastern Waterfront Sub Area**



**Figure C46: Eastern Waterfront Sub Area**

The Eastern Waterfront Sub Area includes the foreshore east of Nicholson and Johnston Streets. This area includes numerous large waterfront houses and is characterised by freestanding dwellings which are predominantly two storey, many having views over the harbour to the CBD and the Sydney Harbour Bridge.

The built environment of the area is characterised by setbacks generally over 2.5m, mature front gardens, steeply pitched roofs and dense tree cover. Driveway crossings are relatively common north of Darling Street, where many houses date from the mid-1900s. Traditional materials used in the neighbourhood include render, stone, timber and slate roofs.

## Desired Future Character

### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### Controls

- C1 Development in this precinct is to respect the existing view lines of nearby properties.
- C2 The appropriate scale of development for this area is two storeys.
- C3 The maximum building wall height is 6m.
- C4 The built form is freestanding single dwellings with render and masonry construction.
- C5 Development is to be consistent with any relevant objectives and controls within the Balmain East Distinctive Neighbourhood.

#### C2.2.2.2(b) North of Darling Street Sub Area

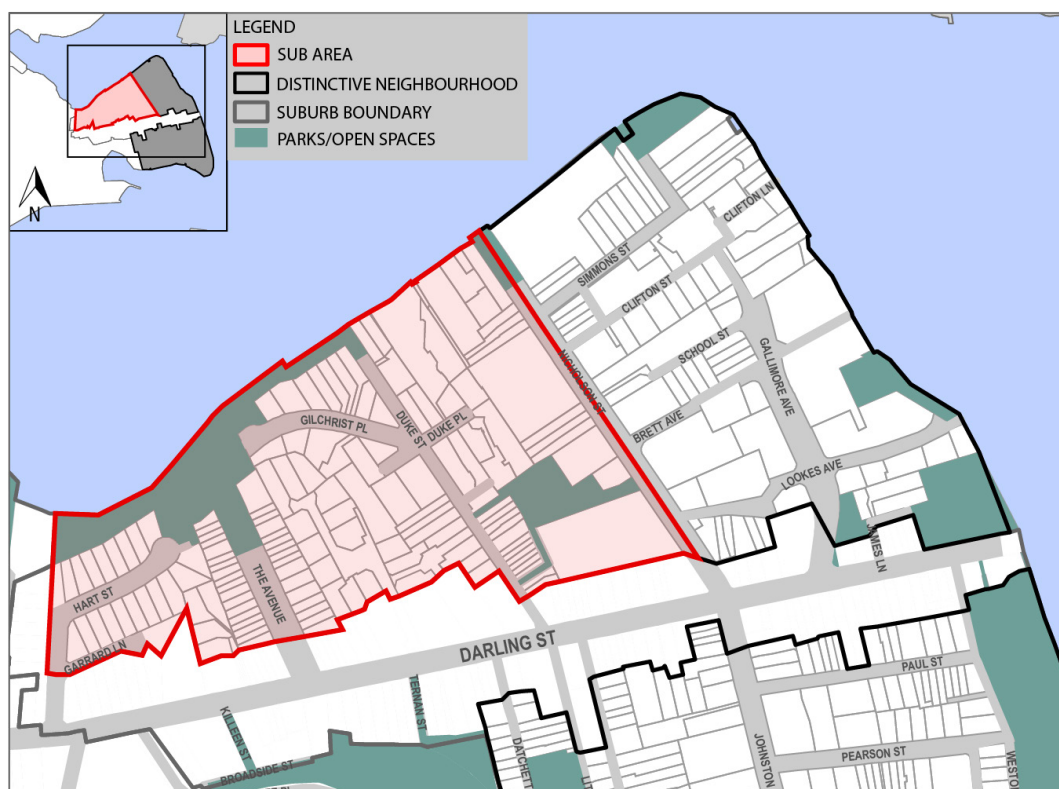


Figure C47: North of Darling Street Sub Area

## PLACE

The North of Darling Street Sub Area includes the northern portion of the Balmain East Distinctive Neighbourhood, being the area north of Darling Street and west of Nicholson Street. The area is leafy and characterised by residential development from the mid to late 1900s. The shallow slope and deeper clay/shale derived soils have allowed this area to grow a dense cover of trees. The scale of development here is generally low, with a mix of single and double storey dwellings.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### Controls

- C1 The appropriate scale of development for this area is two storeys.
- C2 Development in this area is to preserve existing mature trees as they contribute significantly to the amenity of the area.
- C3 The maximum building wall height in this area is 6m.
- C4 The built form is generally freestanding single houses with side setbacks up to 1.5m.
- C5 Mature landscaping is to be preserved especially where it forms a visual buffer between development and the waterfront.
- C6 Development is to be consistent with any relevant objectives and controls within the Balmain East Distinctive Neighbourhood.

#### C2.2.2.2(c) South of Darling Street Sub Area

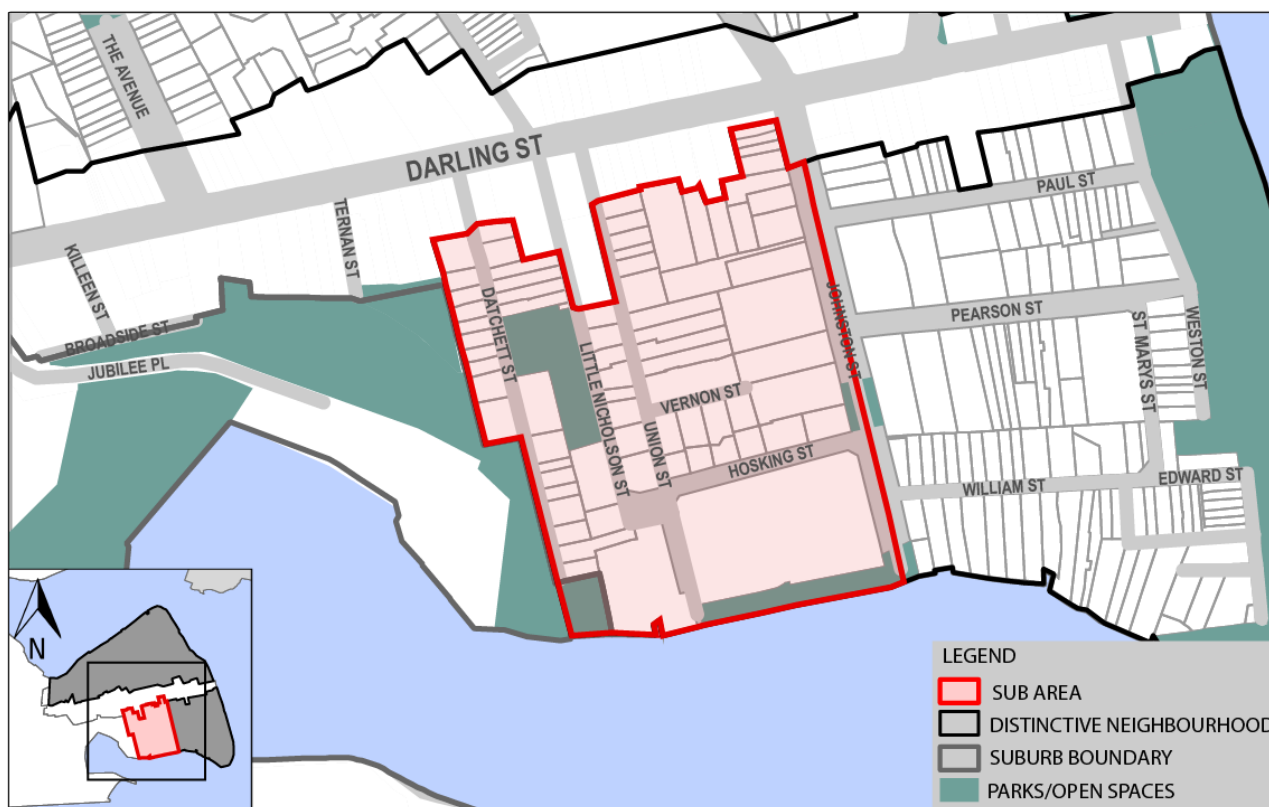


Figure C48: South of Darling Street Sub Area

The South of Darling Street Sub Area includes the part of the neighbourhood which is south of Darling Street and west of Johnston Street. This area is notably more modest with narrow dense built form, and includes many timber workers cottages with zero to 1m setbacks and pitched or gable roofs.

The streets in the vicinity of Union and Datchett Streets are very narrow, with widths varying between 2.1m and 4m and there are no footpaths along these streets. Due to the limitations relating to vehicle flow capacity and on-street parking opportunities, any development in this area should retain the low density (single dwelling per existing lot) character that is traditional in the area.

A notable feature of the area is the uniform rear building line along the eastern side of Union Street. This area of adjacent private open space, measuring approximately 80m x 30m forms a 'green corridor' and is significant in terms of the amenity it provides to the area.

Public consultation has revealed that the deep lots are highly valued by the local community for the aggregate open space and resulting amenity values that the strongly defined rear building line fosters.

The scale of development tends to follow the topography and the houses in this area are predominantly constructed from timber with some made of stone or brick. This area is also characterised by an escarpment of approximately 12m set back up to 65m from the southern foreshore. This exposed rock face has tended to isolate the lower section and eliminate through traffic.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the distinctive neighbourhood.

#### **Controls**

- C1 Any development in this area is to respect the tight knit and modest urban fabric consisting primarily of timber cottages and narrow streets. Where the predominant scale of development is two storey, then new development is to maintain the existing scale.
- C2 Recognise and preserve the amenity value for local residents of the green corridor formed by the rear yards in this area.
- C3 Recognise the limitations on future development caused by narrow roads, extremely limited parking and inadequate turning circles for vehicles as well as the lack of footpaths in this area. Such limitations will render some otherwise acceptable developments unsuitable for this area.
- C4 The maximum building wall height is 3.6m with pitched roofs allowing modest first floor additions within the roof form. Development is to step closely with the topography.
- C5 On the lower slopes a maximum building wall height of 6m is permissible, where the existing scale is greater than single storey. All developments are subject to limitations based on obstructions to views.
- C6 The established rear building line between 14B and 20 Union Street is 26m measured from the front boundary (+/- 1m). This setback forms part of the local building location zone (BLZ) and is to be maintained for future development. Any new development on surrounding lots is to respect this cumulative green area with regard to bulk, form, location, privacy and shading.

## PLACE

- C7 Datchett, Little Nicholson, Union and Vernon Streets are very narrow and do not have footpaths. Consequently, the development potential for sites accessed by these streets is limited. Any development on these streets should maintain the existing number of dwellings on the affected street(s) or alternately will be required to demonstrate that any additional traffic will not add to existing congestion and pedestrian safety issues.
- C8 Development is to be consistent with any relevant objectives and controls within the Balmain East Distinctive Neighbourhood.



### C2.2.2.3 Gladstone Park Distinctive Neighbourhood

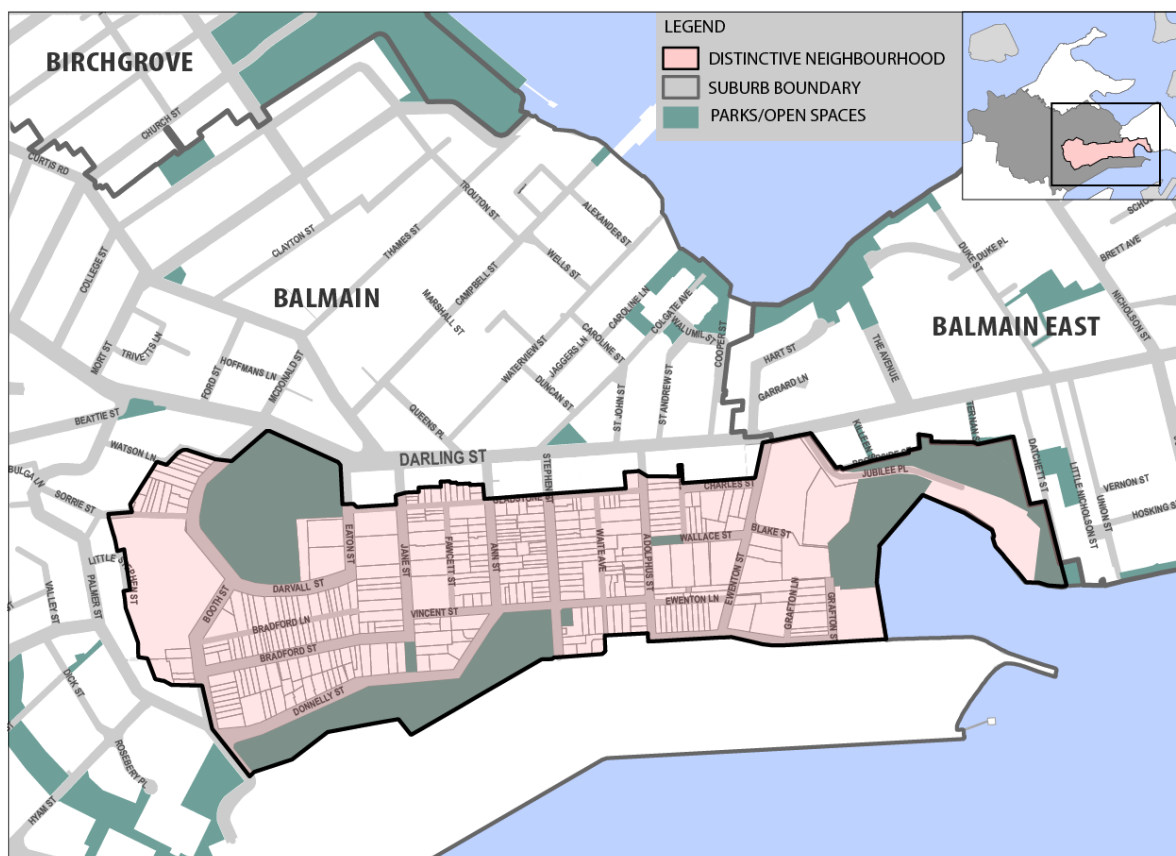


Figure C49: Gladstone Park Distinctive Neighbourhood

#### Outline

This neighbourhood has one discrete Sub Area which has unique characteristics and additional objectives and controls:

- a. Jane Street Sub Area – Section C2.2.2.3(a).

#### Landform

The Gladstone Park Distinctive Neighbourhood is located on the southern side of Darling Street between Camerons Cove and Gladstone Park.

The neighbourhood takes its name from Gladstone Park which is the largest open space area in the vicinity. The neighbourhood is separated from White Bay by the Sydney Ports Corporation land and the White Bay Cruise Ship Terminal (subject to the controls of Sydney Regional Environmental Plan No. 26 – Port and Employment).

The Distinctive Neighbourhood is situated on the southern slope of the Balmain Peninsula and slopes south to White Bay and south east to Camerons Cove. The highest part of the neighbourhood is the hill crowned by Gladstone Park (40m AHD). The neighbourhood has wide views to Anzac Bridge, Pyrmont and the CBD.

The former steep shoreline of the neighbourhood has been deeply cut along White Bay with extensive reclamations for port functions. While most sites have been benched to allow development, surface stone and stone walls are a constant reminder of the landform and geology.



## Existing Character

Gladstone Park Distinctive Neighbourhood is a relatively small neighbourhood with a rich architectural heritage, and has over 60 Heritage Items listed within the *Leichhardt Local Environmental Plan 2013*. With quiet shaded streets, stone houses and views over the City, Gladstone Park has many characteristics worthy of preservation.

The neighbourhood was first developed in the 1840s with commercial activity along Darling Street and industrial development along White Bay and Camerons Cove/Jubilee Bay. In addition to fishing, the industrial development that was established in White Bay consisted primarily of boat building, boiling down works, sawmills and abattoirs which were moving out of the increasingly congested central Sydney area.

Housing within the neighbourhood was developed on land not occupied by commerce or industry. In this regard, the area was initially developed for marine villas sited for views out over the City and with generous private grounds. Small houses on small lots hugging a network of narrow streets were developed with these villas. These were mainly stone and single storey, with hipped roofs. This area includes a number of stone villas designed by Robert Blake, including the Council owned Clontarf Cottage.

The local topography has meant that the residents of the neighbourhood were susceptible to the impacts of local industry including the Glebe Island abattoir and chemical plants. After 1945, the industrial base in the area began to decline. The recent construction of a Cruise Ship Terminal by Sydney Ports has improved views of the harbour for some properties and areas of public domain and improved public access to this part of the foreshore.

The existing road pattern generally follows the topography of the neighbourhood. The neighbourhood is served by laneways which act as service lanes and as primary property frontages. Streetscapes throughout the central and western portion of the neighbourhood are denser with properties having minimal setbacks.

Trees form a major visual element in the neighbourhood with a dense mix of mature trees. The neighbourhood is served by three parks; Ewenton, Birrung and Gladstone Parks. Birrung Park, above the site of the former Booth's saw mill, forms a heavily wooded buffer between the neighbourhood and the White Bay Cruise Ship Terminal. Ewenton Park overlooks Jubilee Bay/Camerons Cove that contains one of Balmain's grand waterfront houses and Ewenton Park which was named after the owner Ewenton Cameron, a principal of Morts Dock. Ewenton Cameron expanded a Robert Blake single storey villa to be a grand house in the Victorian boom period; however the property and the surrounds were subsumed in the 1900s by maritime industry and wharfage. The house has been restored as a private residence. The focus of the neighbourhood is the area around Gladstone Park and east of Balmain Hospital.

Balmain Hospital was originally housed in a cottage designed by Edmund Blackett (1887). This area is the highest point of the neighbourhood and so it was fitting that St Augustines Catholic Church was built adjacent to this area between Jane and Darvall Streets. The Arts and Crafts style tower with German Gothic influences stands as a landmark on the peninsula. The tower forms a major element of the Balmain skyline as viewed from around the harbour.

The existing scale of development is predominantly double storey, freestanding houses, interspersed by single storey cottages. A number of houses on the downhill slope comprise three levels. Around William and St Marys Streets a number of houses are set upon sandstone outcrops, above the roadway.

## PLACE

The neighbourhood has a varied residential character created by differing residential styles from different eras. Due to the early period of initial development, there are numerous houses from the early Victorian period, but Georgian in style. Later styles represented in the neighbourhood include Victorian terraces and Federation houses. Throughout the neighbourhood are scattered examples of the Arts and Crafts style, inter-war bungalows and timber workers cottages. The architecture in the neighbourhood is further characterised by recent restorations, additions and renovations. This has resulted in many houses having mixed architectural styles.

Other development patterns occurring in the neighbourhood include:

- a. lot sizes tend to be smaller close to Darling Street;
- b. setbacks are generally 0m – 3m;
- c. mature trees on private land that contribute significantly to the streetscape;
- d. continuous sandstone kerbs throughout the neighbourhood; and
- e. occasional grand residences prominently sited to exploit views and status amongst more closely settled areas with smaller houses closer to Darling Street.

Housing in the neighbourhood has a mix of pitched, hipped and gabled roofing. Materials used in the neighbourhood for dwellings include sandstone block (both roughhewn and dressed), timber and some rendered painted brick. Iron and tile roofing is most common throughout. Front verandahs, which often extend to the front boundary, are narrow with widths of approximately 1m. Timber and iron picket fencing is prevalent throughout with many fences built on top of stone bases. Many properties have driveway crossings either at the rear (i.e. Ewenton Lane) or at the front (i.e. Wallace Street).

### ***Sydney Regional Environmental Plan 26 – City West***

The land to the south of the neighbourhood, including the White Bay Power Station, James Craig Road and Glebe Island is covered by Sydney Regional Environmental Plan No 26. This land is not under Leichhardt Council's planning control. The consent authority for development on this land is generally the NSW Minister for Planning.

## **Desired Future Character**

### **Objective**

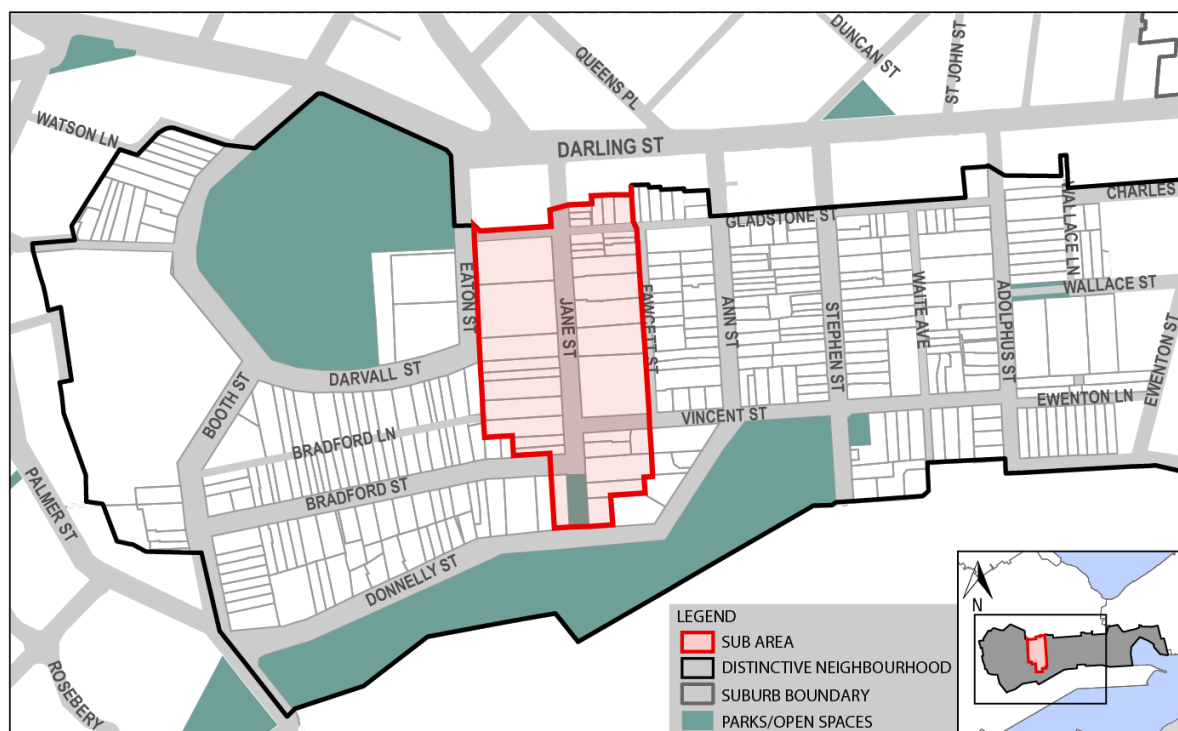
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

- C1 The main intent is to retain the current built response to the topography of the locality with small scaled buildings emphasising roof forms across the broad slope, and not challenging the major skyline elements, particularly St Augustines, at Gladstone Park and Ewenton House at Jubilee Bay/Camerons Cove.
- C2 All structures built prior to 1860 are rare and should be conserved. No alterations will be supported without detailed assessment and recording by a heritage specialist. Where visible from the public domain, visual access shall be retained. New structures shall follow Burra Charter Principles in terms of an interpretive response, and should not imitate the existing structures.

## PLACE

- C3 Preserve view lines to the south and east by stepping buildings with the prevailing topography.
- C4 Preserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched roofs. Preserve the established setbacks for each street.
- C5 Preserve the consistency and simplicity in built form, style and materials of the neighbourhood.
- C6 Maintain the existing roof forms, setbacks and fencing styles prevalent in each street.
- C7 Preserve stone cottages and stone walls throughout the neighbourhood.
- C8 Maintain the established open low timber, iron picket front fences, solid stone and masonry fences, which form an integral part of the streetscape.
- C9 Cutting into rockface for any purpose including driveway crossing is to be avoided.
- C10 Maintain the tree cover on private land. A foil of high canopy trees, principally eucalypts as a backdrop, is very important to sustaining the character of this neighbourhood.
- C11 The maximum building wall height applying to the neighbourhood is 3.6m, with emphasis on roof form. Bulk should be cut by reducing larger buildings into smaller elements with sub-roofs. In some locations where two storey terrace forms predominate, a maximum building wall height of 6m is appropriate.
- C12 Front setbacks shall be generally 0m - 2m, except where the particular context requires a deeper setback. A zero setback is generally appropriate to narrow streets such as Gladstone and Ann Streets.
- C13 Maintain roof forms, with pitched, gable or hipped roofs being typical of the neighbourhood.
- C14 Generally cut stone, rendered or bagged masonry or painted timber walls, and custom orb, slate, and unglazed terra cotta roofs are appropriate materials depending on immediate context.
- C15 Verandah and balcony structures shall be timber or metal or a mix of both, and not include masonry elements.
- C16 Fencing and balustrading shall be generally vertical metal or timber picket style, without ornamentation. Front fencing shall be open and not more than 1.2m high.
- C17 Where structures are proposed to be built on top of exposed rock face, they should be stone, timber or rendered masonry and should complement the sandstone.
- C18 External building elements should comply with provisions within Structures in or over the public domain: Balconies, Verandahs and Awnings within Part C1.16 within this Development Control Plan.
- C19 Significant sandstone walls and rocky outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape or building fabric.
- C20 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

**C2.2.2.3(a) Jane Street Sub Area****Figure C50: Jane Street Sub Area**

Jane Street Sub Area applies to No. 14-18 Jane Street, Balmain; including the former Convent fronting Jane Street, Vincent Street and Fawcett Street.

The Catholic Church group started with the small stone church at No. 3 Jane Street and then the Convent was built opposite from about 1850. The construction of St Augustine's in Federation Gothic style commenced in 1906. The last building in this group was The Presbytery, built in 1922. This group marks the hilltop and is the major landmark for Balmain in views from the City approaches from the south and east. The hill town character is a major attribute forming the identity of the Sub Area.

The two parcels known as 16 and 18 Jane Street comprise the former School grounds bounded by Jane, Vincent, and Fawcett Street and the former Convent at 14 Jane Street. There is a steep cross fall from the north west to the south east on these sites. These sites are terraced with stone retaining walls to provide flat areas for playgrounds and courts. The sites are generally cut below the level of Jane St, and raised slightly above Vincent and Fawcett St but the land rises well above Fawcett to the north end behind the Convent.

The former Convent School site is defined by neutral edges of low stone and brick walls, of wire fencing, and dramatic tree planting.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 To protect and enhance the historic townscape of this precinct particularly with respect to the views from the east and south, to the focal point of St Augustines.

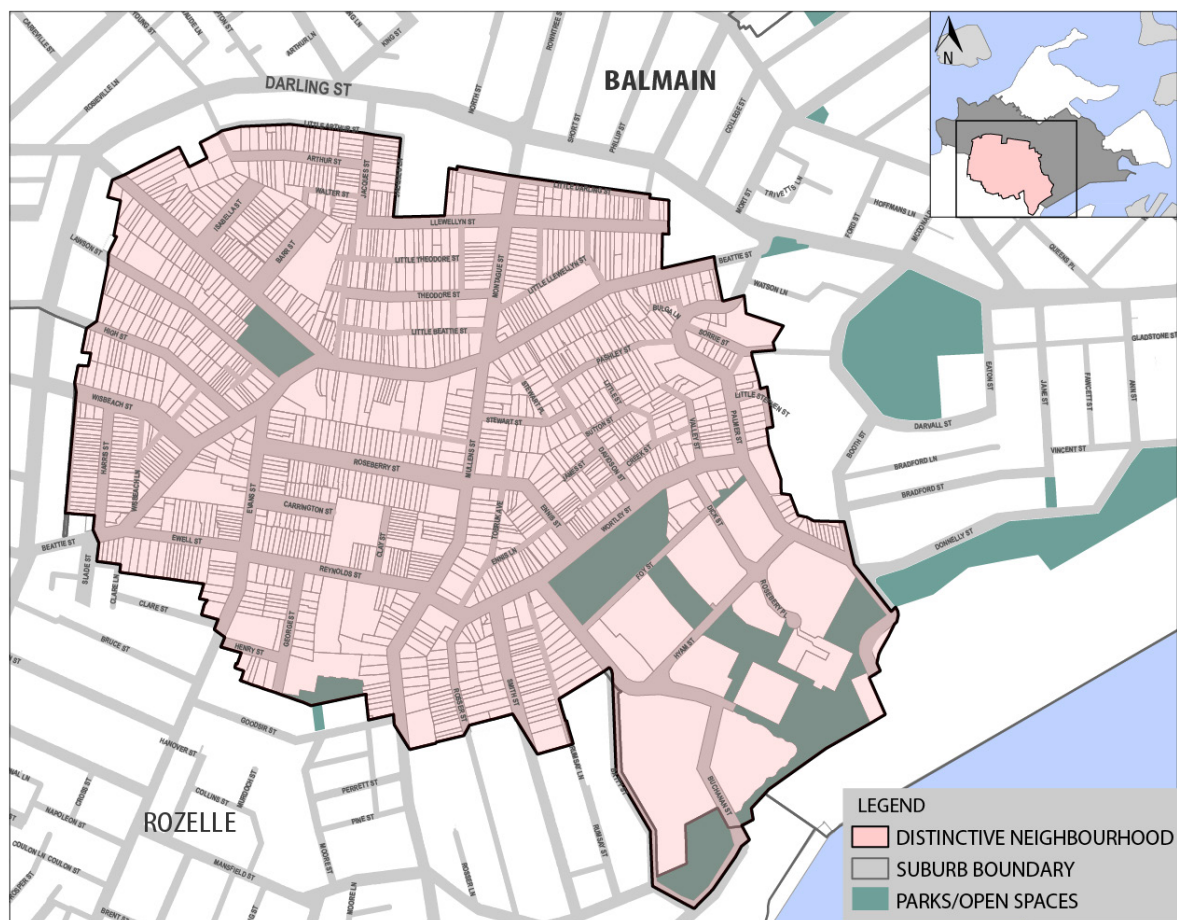
## PLACE

- C2 Conversely protect and enhance the public and private views to the south down Jane Street and east across the development sites to the City skyline.
- C3 To ensure development respects the historic patterns in terms of topography, scale, character, siting, materials, and the landscape of the precinct.
- C4 To encourage restoration and conservation of the historic fabric of the former Convent with any new development being complementary.
- C5 To conserve the shared landscape of mature trees.
- C6 Jane Street - A 3.6m maximum building wall height is applicable. Development should step finely with slope, with a detached or semi-detached form and rhythms of roofs, hips or frontal gables, one storied above Jane Street only, at any point. Buildings should be closely aligned to the frontage, stepping back only where a curtilage for trees is required.
- C7 Vincent Street - A 6m maximum building wall height is applicable, subject to solar access being sustained to the properties on the south side of the street. A two-storied terrace form, closely aligned except to avoid substantial trees is appropriate.
- C8 Fawcett Street - The neutrality of this street/lane as a one sided street with a walled and treed edge opposite must be retained. The wall should be reinforced by continuation of a higher wall to Vincent Street in matching common brick. To maintain a low scale terracing with slope, requires a stepped form with a two storey maximum, with the upper floors stepped back, and flat or low roof lines.
- C9 The view of the Balmain townscape focussed on St Augustine's tower, from the City, the waterways and the bridge approaches from the east and south should be maintained.
- C10 Retention of a stepped stone wall to the street frontage is desirable. Parts shall be at sitting height, to provide seating opportunities for passers-by.
- C11 It is not appropriate to use stone for the main wall claddings of any new buildings. Coloured rendered or bagged masonry, or painted timber is appropriate wall materials.
- C12 An Interpretation Plan for conveying the history of the site by means such as signage, artworks in the pavements is to be incorporated in the development.
- C13 The history and heritage of the site shall be interpreted to the Jane Street frontage by a plaque or work either wall mounted or inset into the pavement to explain the values of the context of the Church buildings.
- C14 The exterior form as seen from the surrounding streets and the longer views from the Harbour is to be conserved and/or restored.
- C15 If outdoor space is required in association with residential use, any new balconies to the eastern face may be external to the existing building and shall be light weight and transparent elements which must not obscure the existing building form as seen in the long views.
- C16 The principal internal spaces shall be conserved and any partitioning or mezzanine floors added in light weight and reversible materials and methods of construction.
- C17 Off street parking should be minimised in order to minimise the impacts of excavation and access requirements on the curtilage of the Convent and the amenity of the area.
- C18 The existing hardstand parking off Jane Street shall be replaced with landscaping.

## PLACE

- C19 Hard paving should be replaced with landscaping wherever possible.
- C20 Development is to be consistent with any relevant objectives and controls within the Gladstone Park Distinctive Neighbourhood.

#### C2.2.2.4 The Valley 'Balmain' Distinctive Neighbourhood

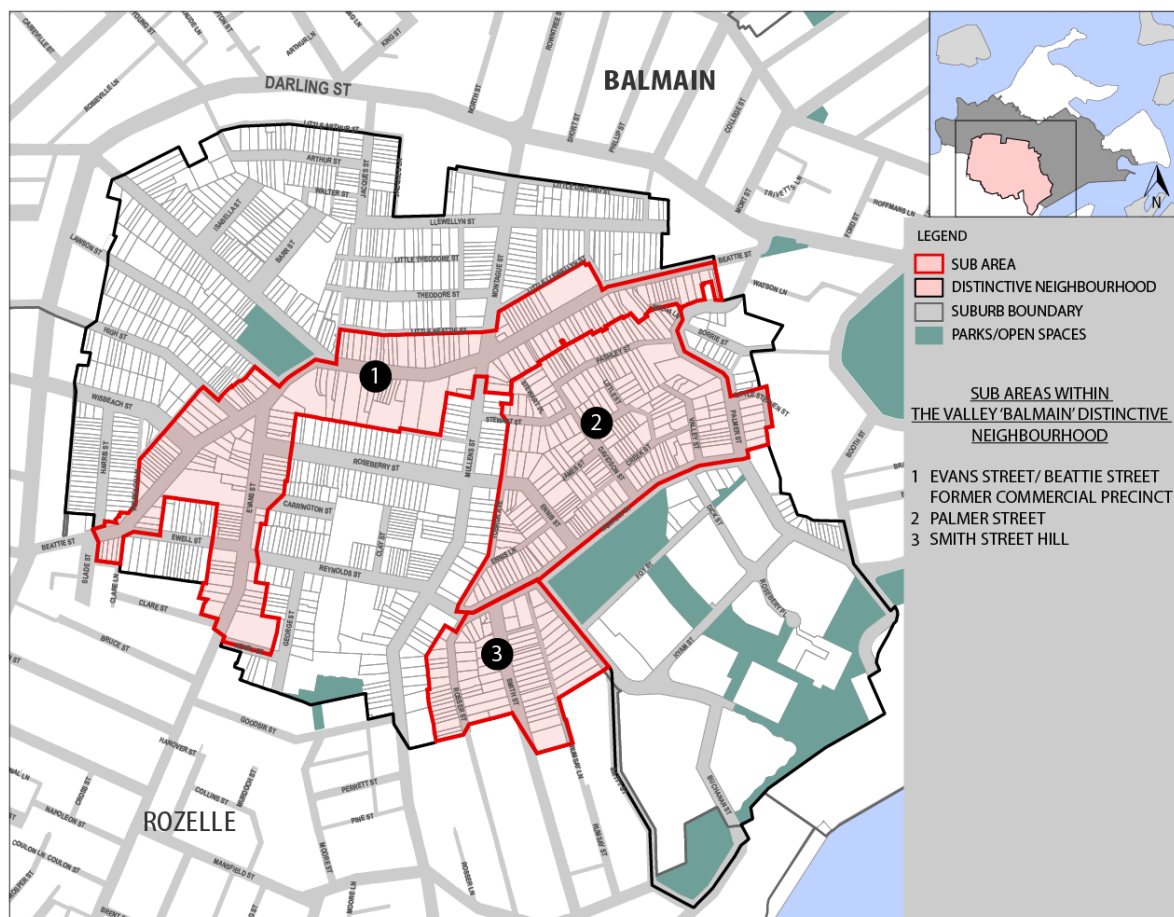


**Figure C51: The Valley 'Balmain' Distinctive Neighbourhood**

#### Outline

This neighbourhood has three discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Evans Street / Beattie Street Former Commercial Precinct Sub Area - Section C2.2.2.4(a);
- b. Palmer Street Sub Area – Section C2.2.2.4(b); and
- c. Smith Street Sub Area – Section C2.2.2.4(c).



**Figure C52: Sub Areas within The Valley 'Balmain' Distinctive Neighbourhood**

## Landform

The Valley 'Balmain' Distinctive Neighbourhood is an area of the Balmain Peninsula located between Palmer Street and Darling Street. This neighbourhood is formed in a valley looking south, overlooking the former White Bay Power Station. This steep sided valley falls from the main Balmain ridge to the west and north with the Smith Street spur to the east. The former creekline drains to the south and then turns east into an embayment of Rozelle Bay.

The nearby embayment is filled and occupied by the White Bay Power Station and about half of the valley falls within the suburb of Rozelle. Development generally steps with the slopes as the roads follow the contours and easy grades.

The valley is deep, shady and protected and would have been more densely wooded than other parts of Balmain. Deeper soils and less surface rock is evident compared to the more exposed edges of the peninsula. More recent tree planting in streets and backyards tends to emulate its original landscape character.

## Existing Character

The Valley 'Balmain' Distinctive Neighbourhood consists of an urbanised environment dating from the 1850s and has layers of later architectural styles throughout the area.

Due to incremental growth and redevelopment over the last 150 years the area exhibits the diversity and layers of development, building style, form, materials and mixed land use that is characteristic of Balmain, particularly away from the foreshores. While the built form is similar to other slopes around



## PLACE

Balmain, particularly the southern slopes to Mort Bay, its character is very different, due to the enclosing landlocked landform, and the industrial reminders. Most of the former industrial sites have been redeveloped with town houses. Long views to the City skyline open up on the slopes above Evans Street.

The built environment consists mainly of housing with some commercial and industrial uses along Beattie Street and Mullens Street. The residential components of the neighbourhood are made up of many single storey mid-Victorian cottages with some late Victorian terraces. The main concentration of commercial activity is around the intersection of Beattie and Mullens Streets. This intersection contains most of the Heritage Items in the neighbourhood, including pubs, shops and a row of intact late Victorian shops with posted verandahs over the footpath.

Throughout the neighbourhood there are numerous former corner shops and other local commercial sites.

The road pattern in the neighbourhood is based around Darling, Mullens and Beattie Streets. All main traffic flows in the neighbourhood involve traffic leaving and entering the neighbourhood via Victoria Road. Mullens and Beattie Streets carry significant amounts of through traffic from other parts of the peninsula. Laneways are located adjacent to Mullens and Beattie Streets as well as around the steeper sites on the eastern side of the neighbourhood. Sandstone kerbing is still in place throughout the neighbourhood.

The Valley 'Balmain' Distinct Neighbourhood retains a varied and rich character reflecting its multi-layered pattern of development. With the exception of Beattie and Mullens Streets, there is a predominantly single storey scale and form in the neighbourhood. The original built form was single storey workers cottages interspersed with two storey Victorian terraces (such as the development along Wortley Street, across from Punch Park). Such two storey development is generally along main thoroughfares or where views are available. Additionally, more recent housing development has seen an increase in two storey development (or additions) replacing older timber cottages.

Currently, housing in the Valley consists of a mix of federation era workers cottages and Victorian Italianate dwellings. Dwelling forms are generally free standing with rows of terraced houses interspersed throughout. Houses in this area are characterised by 1m-3m setbacks, painted masonry, corrugated iron roofing and picket fencing. Roof forms tend to be pitched or hipped, with some notable examples of parapets with skillion roofs behind. Roof forms tend to follow the slope of the land and permit access to views for higher sites. Remnant stone buildings dating from the mid-1800s are also a feature of the neighbourhood. Examples of this can be seen on Palmer Street.

Larger, more elaborate houses can be found in prominent locations throughout the neighbourhood such as in Smith Street. Towards the lower slopes, the built form is more modest. Due to the drainage pattern of the valley, larger remnant sites were located in the centre of the valley between Roseberry and Goodsir Streets. These lots had traditionally been difficult to build on due to drainage issues. Later they were developed for industrial uses and some have more recently been re-developed for multi-unit residential uses.

Street trees and trees within front yards play an important part in the streetscape, especially around Llewellyn Street and within the Palmer Street Sub Area where a distinct cluster of large native trees (over 25m) add significantly to the amenity of the area.

There is a great diversity in the architecture and detail in the neighbourhood. A certain unity of built form is achieved by incorporating consistent scale, setbacks, materials and roof forms. Where housing stock has been replaced or houses have been upgraded, the essential scale, siting, materials and form have largely been maintained.

Mature landscaping, uniform low-scale development and a lack of driveway crossings as well as the absence of non-residential land uses gives the neighbourhood a strong residential and pedestrian oriented character.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

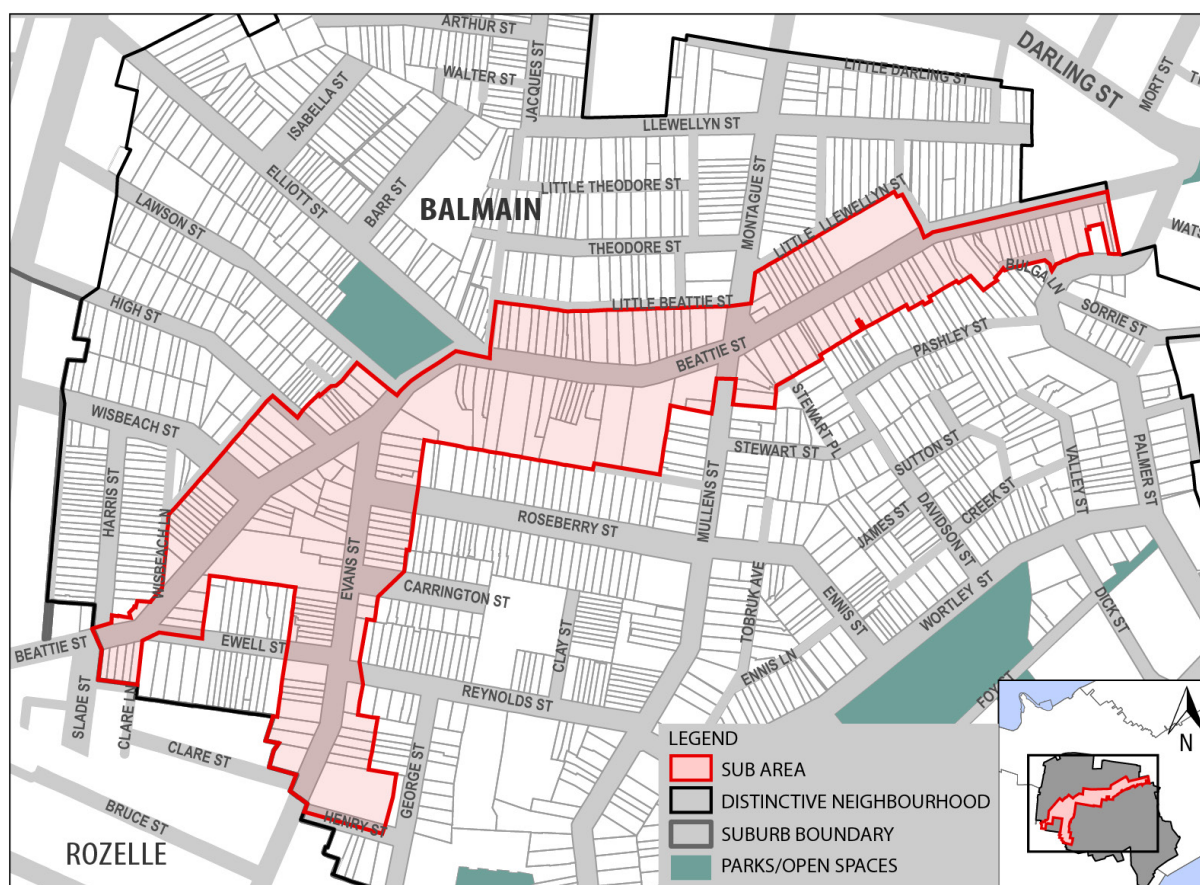
#### **Controls**

- C1 Preserve the existing varied styles of housing with special regard to the modest timber cottages, and Victorian terraces. Maintain the scales and general built form as established on each street. The older buildings contribute to the local character and the collective heritage of the Balmain Conservation Area.
- C2 Preserve the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.
- C3 Preserve view lines to the south and east by stepping buildings with the prevailing topography.
- C4 Preserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched roofs. Preserve the established setbacks for each street.
- C5 Where sloping land and road construction have resulted in houses being built lower than the road level, any new development must account for overshadowing and privacy issues.
- C6 Preserve the consistency of modest and simple styles and materials of the neighbourhood.
- C7 Preserve stone cottages and stone sub walls throughout the neighbourhood.
- C8 Maintain the established open low timber and iron picket front fences.
- C9 The reconstruction or restoration of hanging or posted balconies / verandahs is encouraged for buildings where such elements were original features.
- C10 High walls and garages are considered intrusive to the character of the neighbourhood.
- C11 Preserve and promote the establishment of trees in front gardens as these contribute significantly to streetscape amenity.
- C12 Preserve and integrate natural rocky outcrops into the landscaping of the area, particularly where visible from public places. Cutting into rockface for any purposes including driveway crossings are to be avoided.
- C13 The maximum building wall height applying to the neighbourhood is 3.6m.
- C14 A maximum building wall height of 6m may be suitable where the local development pattern warrants it. Streets where the maximum building wall height standard may be appropriate are Evans, Mullens, Montague and Beattie Streets.
- C15 Building setbacks within the neighbourhood are to be a minimum of 1m except where the prevailing setback in the immediate area (within 3 houses of the subject site) is different; the setback should reflect the established setbacks.

## PLACE

- C16 New development should not mimic older architecture but should respect the scale and form of the traditional streetscape in the vicinity.
- C17 Development in laneways is generally discouraged. However, where laneway development is suitable, it is to be limited to single storey.
- C18 The use of traditional timber, stone or masonry finishes as well as corrugated iron roofing and timber windows are preferred.
- C19 Driveway crossings are discouraged for single residential developments.
- C20 Cutting into exposed rockface on property boundaries is discouraged.
- C21 Where structures are proposed to be built on top of exposed rock face, they are to be rendered masonry and are to be coloured to complement the sandstone.
- C22 Where redevelopment of, or additions to dwellings in this neighbourhood involve removal of sandstone walls or sub walls, such sandstone is to be incorporated into the new structures on the site.
- C23 Maintain roof forms with pitched, gable or hipped roofs. Roof forms are to be designed to preserve view lines for adjoining properties.
- C24 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

### **C2.2.2.4(a) Evans Street / Beattie Street Former Commercial Precinct Sub Area**



**Figure C53: Evans Street / Beattie Street Former Commercial Precinct Sub Area**

## PLACE

During the mid to late 1800s, Evans Street and Beattie Street competed with Darling Street as the primary commercial strip. Consequently, the street retains many commercial and retail buildings, most of which have been converted for residential use.

Along this strip from Victoria Road to Darling Street, nil setbacks are common, with many front walls above 6m in height, many with parapets and skillion roofs. Significant features of this streetscape are the many corner commercial buildings, balconies over the footpath and the use of stone or a rendered masonry finish. The focal point of this area is the intersection of Beattie Street and Montague/Mullens Street.

This hub is still a functioning commercial centre, with businesses operating on all four corners. The focal point is the three storey Victorian 'Exchange Hotel'. This building is a listed Heritage Item and is a local landmark.

### Desired Future Character

#### Control

- C1 Development is to be consistent with any relevant objectives and controls within The Valley 'Balmain' Distinctive Neighbourhood.

#### C2.2.2.4(b) Palmer Street Sub Area

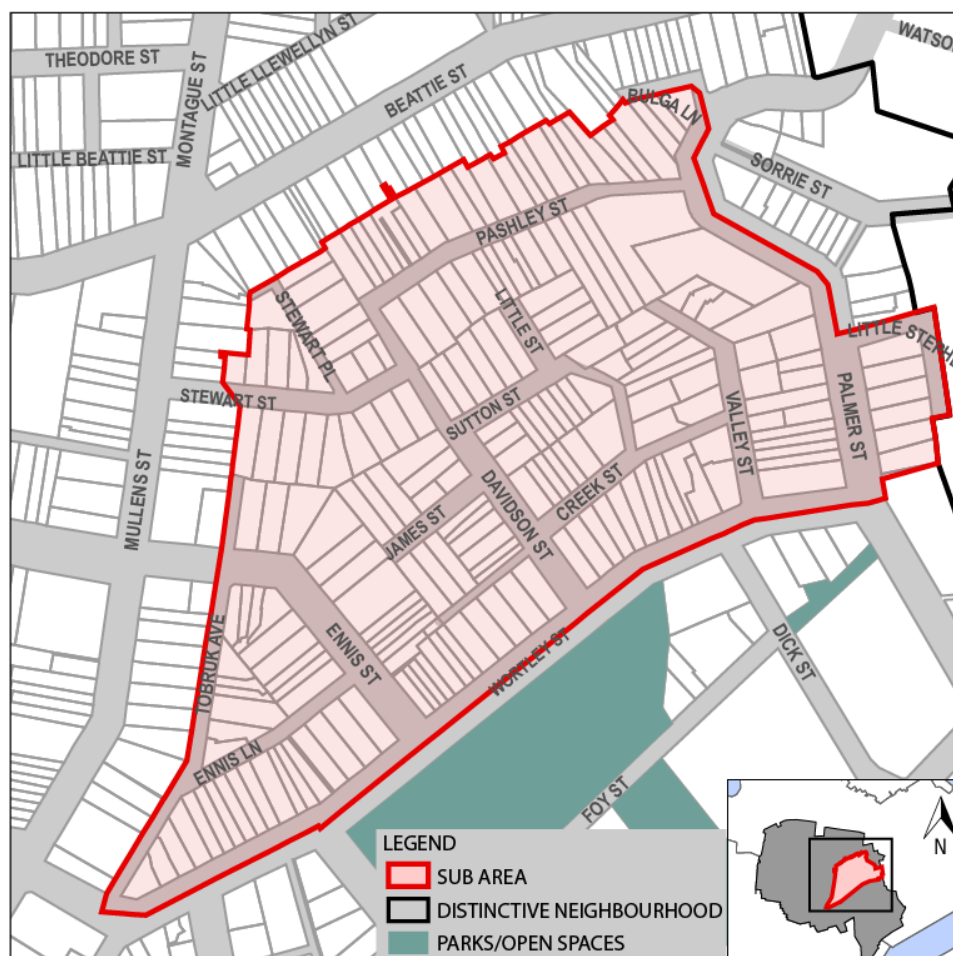


Figure C54: Palmer Street Sub Area

The Palmer Street Sub Area is distinct from the remainder of the neighbourhood primarily due to the steep topography of the area and the resulting tight, irregular road pattern.

## PLACE

The area is bounded by Punch Park and Beattie Street as well as Mullens and Palmer Streets. It is characterised by narrow winding streets, irregular lots, mature trees with dense foliage and a multitude of modest, mostly timber housing styles. As a result of the constraints of this area, the built form is generally tighter and denser with reduced setbacks. A strong unifying characteristic of the area is the closed feel of the topography coupled with the density of tree cover. Also of note in this area are the fine Victorian terraces and (former) corner shop on Wortley Street overlooking Punch Park.

South of Wortley and Palmer Streets the former Unilever site has been developed for residential purposes (with some commercial activity). The built form is generally two to four storeys. The redevelopment of this site occurred in the mid-1990s with contemporary styles of architecture using Georgian lines and pitched roofs.

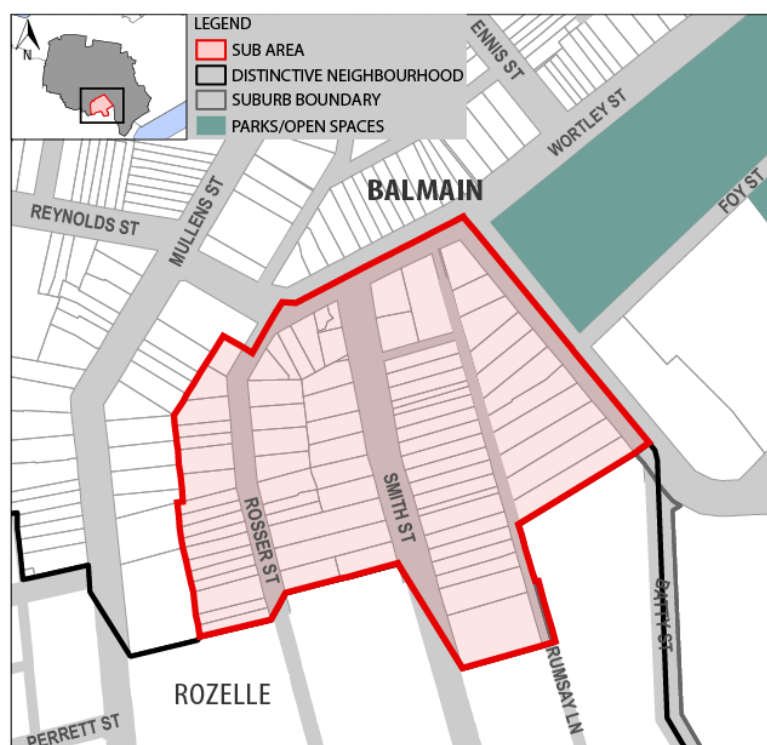
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve the mature trees that form an integral part of the amenity of this area.
- C2 Preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the area.
- C3 Development in this area is to avoid removal of or harm to any mature native trees.
- C4 Any development that results in the removal of mature trees is to make provision for deep root planting of replacement trees. In this regard, the replacement trees should be similar in scale and canopy, and preferably be eucalyptus or other native species.
- C5 Development is to be consistent with any relevant objectives and controls within The Valley 'Balmain' Distinctive Neighbourhood.

**C2.2.2.4(c) Smith Street Hill Sub Area****Figure C55: Smith Street Hill Sub Area**

The Smith Street Hill Sub Area is defined by a small hill located between Reynolds, Mullens and Mansfield Streets. This hill rises approximately 20m above surrounding land and is notable for its steepness on the east and west sides, resulting in expansive views to the south and east.

This area was developed with several significant homes built at the top and on the eastern side and a number of these sites are now Heritage Items. One notable dwelling on the hill is Providence (c.1884), a large Victorian Gothic house with regional heritage significance.

The central focus of the hill is the former Smith Street Public School and prominent Fig trees located at the top of the hill between Smith and Rosser Streets. The hill area is significant for having spectacular views over the City to the east and north as well as forming the edge of the residential area where it meets the White Bay Port Facility.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Preserve view lines from the hill to the south and east.
- C2 Maintain the privacy of properties below the hill and avoid bulky development which overshadows lower sites.
- C3 Development is to be consistent with any relevant objectives and controls within the Valley 'Balmain' Distinctive Neighbourhood.



### C2.2.2.5 Mort Bay Distinctive Neighbourhood

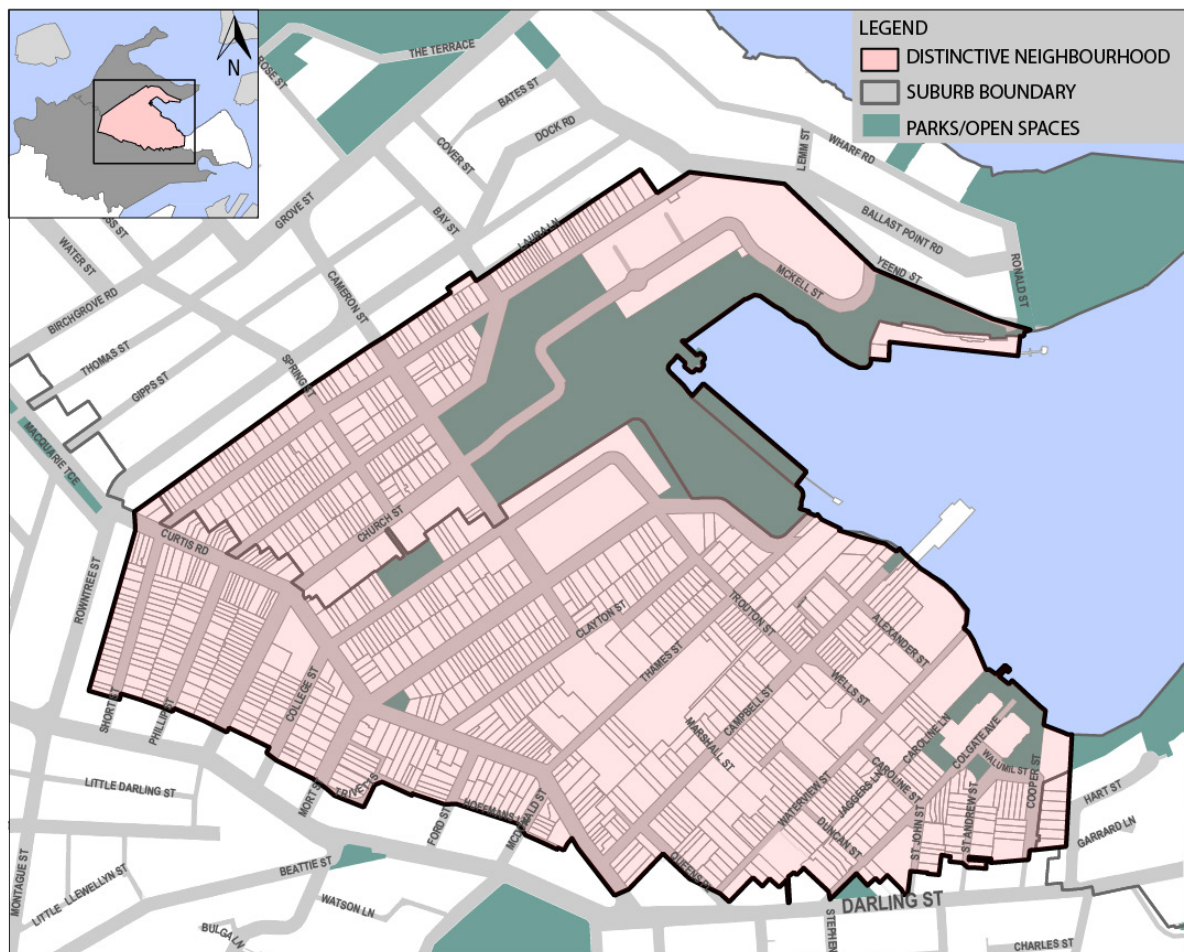
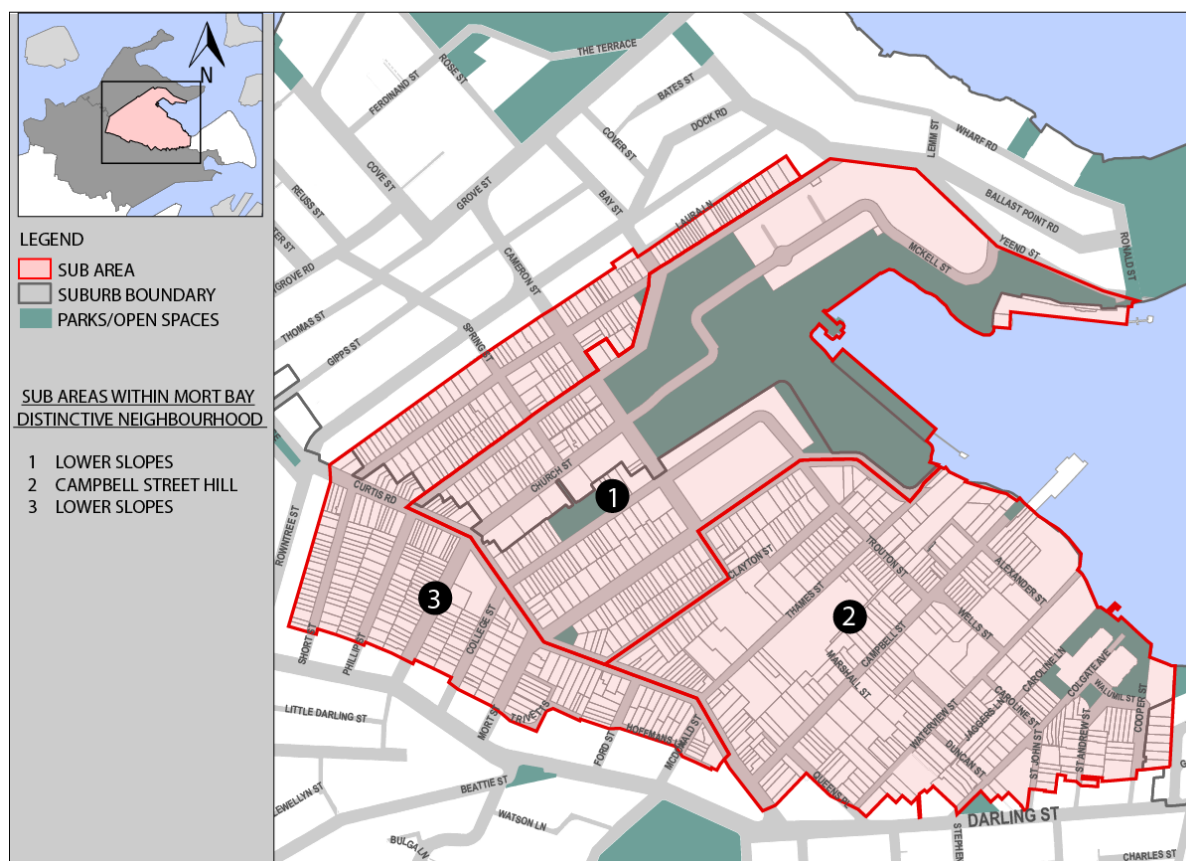


Figure C56: Mort Bay Distinctive Neighbourhood

#### Outline

This neighbourhood has three discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Lower Slopes Sub Area – Section C2.2.2.5(a);
- Campbell Street Hill Sub Area – Section C2.2.2.5(b); and
- Upper Slopes Sub Area – Section C2.2.2.5(c).



**Figure C57: Sub Areas within Mort Bay Distinctive Neighbourhood**

## Landform

The Mort Bay Distinctive Neighbourhood is located on the north side of Darling Street between Balmain East and Birchgrove. The neighbourhood takes its name from Thomas Sutcliffe Mort who was the driving force (with Captain Thomas Rowntree) behind the establishment of Morts Dock in 1855. The dock and shipbuilding facility on the site of the present day Mort Bay Park was one of the main catalysts for the industrialisation and urbanisation of Balmain.

The neighbourhood is situated on the north-east facing slope bounded by Darling Street, Balmain East and Birchgrove. The Mort Bay Distinctive Neighbourhood stretches from Cooper Street in the east to Rowntree Street in the west.

The topography of the neighbourhood forms a natural basin around Mort Bay Park and a knoll around the top of Campbell Street.

The soils in the area are typical of the Balmain Peninsula with thin rocky soils along the upper slopes and some deeper, richer soils toward the bottom of the slope. The present day park at the site of Morts Dock was formed by backfilling after the dry dock was closed in 1965.

The orientation in the neighbourhood is across Mort Bay and Goat Island to the north/east providing views from the Sydney CBD to Chatswood.

The area was originally stripped of vegetation by timber getters and graziers, and trees for shade and amenity were reintroduced into the locality toward the end of the 1800s. Currently there is dense tree cover along the water's edge and mature trees throughout the neighbourhood. Due to the narrow streets, there are few trees along roads such as Waterview and Clayton Streets. On the wider streets



there is a consistent pattern of native street trees. These trees form a significant part of the streetscape.

The neighbourhood is served by six small parks as well as Mort Bay Park which has an area of 7.5 hectares. The policy of acquiring foreshore land for public open space in this neighbourhood has resulted in over 60% of foreshore land in the neighbourhood being dedicated public open space.

The Mort Bay Distinctive Neighbourhood is relatively small but has a rich architectural heritage dating primarily from post 1850. The neighbourhood has numerous individually listed Heritage Items, mostly located in the eastern half of the neighbourhood, between Clayton and Cooper Streets. Many houses date from the 1850s – 1870s. During this time Thomas Mort established the 'town of Waterview' overlooking the then Waterview Bay (now Mort Bay) to help fund the establishment of Morts Dock.

The historical development pattern of the late 1800s is preserved in the corner buildings with most of these buildings being two storeys, with shops below and housing above. These premises tend to have their front doors oriented to the corner and generally contain posted verandahs. Several examples of traditional corner shops remain. Corner buildings form the majority of the Heritage Items throughout the neighbourhood.

The original development pattern was based on maritime and other industries that crowded the shore around Mort Bay as well as the spread of development from the ridge top commercial precinct along Darling Street.

Mort Bay is one of the few remaining working bays in Sydney Harbour, with a number of marine businesses operating there. These include Sydney Ferries, the water taxi and the tug boat depots. These are in addition to the former Colgate – Palmolive site at the end of Colgate Avenue (now converted for residential use). These industries overlook Ballast Point and are representative of the industrial and maritime uses of Mort Bay over the past 150 years.

The road pattern generally follows the topography of the neighbourhood. Curtis and Cameron Streets follow the contours and all other streets cross the contours and extend down to the water's edge. In the vicinity of the Campbell Street hill and further east, the roads are generally narrow with average widths ranging from 5m to 6m. This area in the east of the neighbourhood is steeper and has a tighter built form. It is also served by a series of laneways. Laneways such as Campbell Lane are narrow (3.6m) and unformed. This small laneway, with its stone houses, evokes strong images of the harsh living conditions in Balmain during the late 1800s and early 1900s.

In the west of the neighbourhood, the road pattern becomes more regular, with uniform and regularly spaced roads angled gently down the slope towards Ballast Point. Roads between Mort Street and Rowntree Street are 10m wide or 15m wide. There are only a few scattered service lanes in the neighbourhood. Sandstone kerbs remain on most streets.

### **Mort Bay Park**

A revised plan of management was developed for the long term management of Mort Bay Park in 2004.

### **Existing Character**

Thomas Mort promised his workers' freehold title to small parcels of land (10m x 20m approx) upon completion of the dock. Additional land around the dock was subdivided and sold to pay for expansions of the dock in 1866 and 1875. These land sales established the subsequent development pattern in the neighbourhood.

In the Mort Bay Distinctive Neighbourhood the many layers of development, land uses and social history are all readily visible in the built form. In the neighbourhood are reminders of the industrial and working class character of the area. These reminders include the dry dock still visible in the park, traditional corner pubs, the Colgate Buildings (now converted to residential uses) and traditional saw tooth roof profile visible along Cameron Street.

The social history of the neighbourhood is evidenced by the many humble workers cottages and few substantial houses. The strong labour traditions of the neighbourhood are evident in the Christian Brothers Catholic School on Thames Street as well as in the Painters and Dockers Union Hall nearby.

The neighbourhood has changed dramatically in the past 30 years, however, the industrial roots of the Balmain area are evident around Mort Bay more than perhaps anywhere else on the peninsula.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

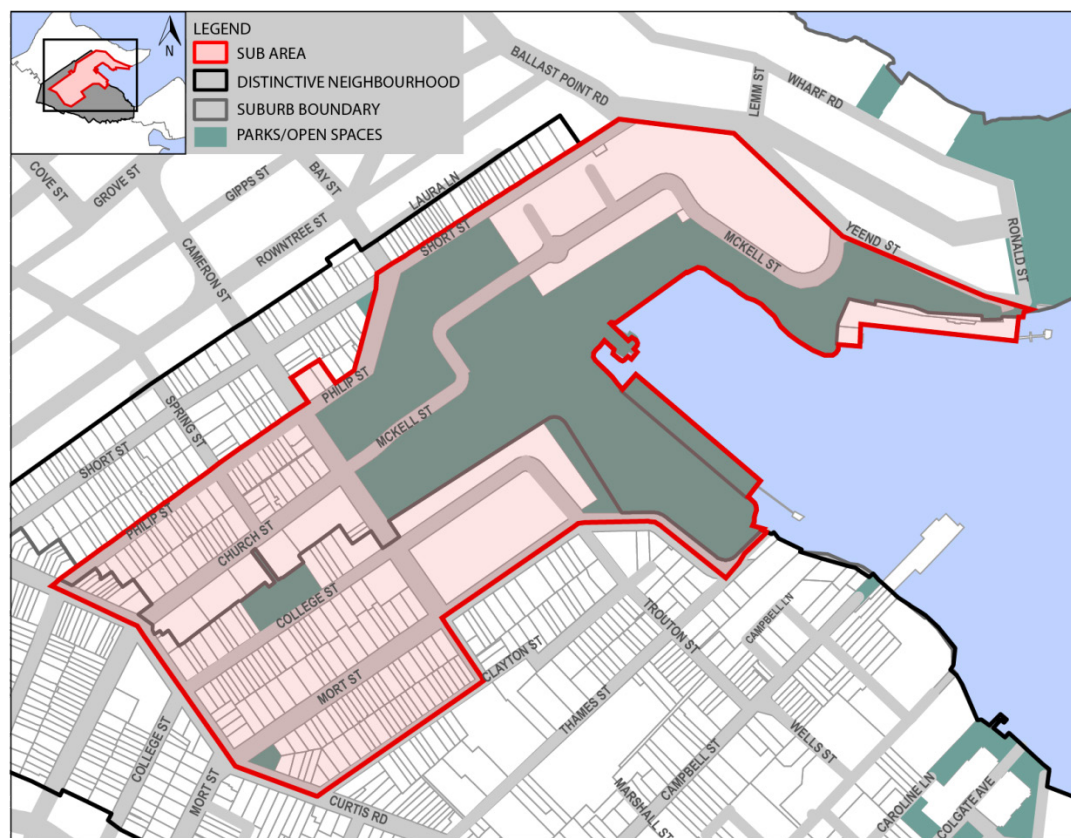
#### **Controls**

- C1 Maintain the single storey scale and form over most of the slope from Darling Street to the bay, applying a 3.6m maximum building wall height, except on dominant corners, where 6m may be appropriate, particularly with parapet forms. Pitched roofs are appropriate, generally using custom orb profile steel. Timber buildings should generally be extended with light frame structures and cladding rather than masonry.
- C2 Campbell Street and east of Campbell Street was developed earlier and has a character closer to that of Balmain East, and parts of Gladstone Park. Most buildings are attached and built to the street alignment, with many being unadorned. Two storeys are more common, where a maximum building wall height of 6m is appropriate. Pitched and complex roofs are appropriate.
- C3 Conserve the remaining maritime service industries around the Mort Bay shoreline.
- C4 Conserve existing varied styles of housing with special regard to the modest scale and simple, unadorned nature of the architecture.
- C5 Conserve the stone buildings and other built fabric dating from the mid-1800s.
- C6 Preserve view lines to the north and east over Mort Bay by stepping buildings with the prevailing topography.
- C7 Conserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched roofs. Preserve the established setbacks for each street.
- C8 Encourage adaptive reuse of non-residential buildings in the neighbourhood.
- C9 Preserve the scale and form of corner buildings within the neighbourhood.
- C10 Preserve the consistency and simplicity in built form, style and materials of the neighbourhood.
- C11 Maintain the existing roof forms, setbacks and fencing styles prevalent in each street.
- C12 Preserve stone cottages and stone walls throughout the neighbourhood.

## PLACE

- C13 Maintain the established open low timber and iron picket front fences.
- C14 Cutting into rock face for any purpose including driveway crossings is to be avoided.
- C15 Maintain the dense native tree cover on public and private land. Replacement trees should be native species, with size and canopy suitable to maintain the amenity of the area.
- C16 Setbacks of front walls and front verandahs within the neighbourhood are to be a minimum of 1m however, where the established setback in the immediate area (within 3 houses of the object site) is different, the setback for new development should be consistent with the prevailing setback.
- C17 Maintain roof forms with pitched, gable or hipped roofs.
- C18 The use of traditional timber, stone or render finishes, corrugated iron roofing (custom orb profile steel) and timber windows are encouraged.
- C19 Posted verandahs over footpaths may be considered on corner sites where the established setback is nil and the established scale is two storeys.
- C20 Where structures are proposed to be built on top of exposed rock face, they shall be stone, timber or rendered masonry and shall be coloured to complement the sandstone.
- C21 Development visible from the water is to be designed to preserve the conservation values of the area when viewed from the water. Details of the proposal, as viewed from the water are to be supplied with relevant development applications.
- C22 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

### **C2.2.2.5(a) Lower Slopes Sub Area**



**Figure C58: Lower Slopes Sub Area**

Within the Lower Slopes Sub Area, the vast majority of housing on the lower and mid slopes are cottages that were formerly used by dock and factory workers. These cottages are primarily timber or rendered masonry, however, scattered throughout the neighbourhood are some stone houses. Two excellent examples of stone workers cottages are located on College Street near the playground. These cottages are among the earliest houses in the area.

The lower slopes around Mort Bay Park are also the locations where successive generations of public housing have been constructed. The older of these are the 1940s walk up flats at the corner of Church Street and Curtis Road. The more recent housing is in the form of 1980s town house development located around Trouton and McKell Streets.

## Control

- #### **C2.2.2.5(b) Campbell Street Hill Sub Area**



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## PLACE

The hill is characterised by steep rises and numerous rock cuttings. The stepped nature of development accentuates the scale of the many large buildings rising from the hill. The development on and around the Campbell Street hill is an eclectic mix of uses. Among many historic buildings located in this area are the Christian Brothers school on Thames Street and the notable Georgian style Balmoral House on Waterview Street (originally a humble stone house dating from the 1830s), as well as the grand water front homes known as the Kinsale group of houses on Campbell Lane.

Contrasting to the grand houses around Campbell Street are the twin Colgate factory buildings on Colgate Avenue and the many active waterfront industries. There is a mix of housing styles within the area between Cooper Street and Waterview Street. These styles range from 1840s stone houses reflecting early Darling Street (Queens Place) through to Georgian and late Victorian terrace houses. Also located in this area are several blocks of walk up flats. This area has the majority of the Heritage Items in the neighbourhood.

### Desired Future Character

#### Control

- C1 Development is to be consistent with any relevant objectives and controls within the Mort Bay Distinctive Neighbourhood.

#### C2.2.2.5(c) Upper Slopes Sub Area

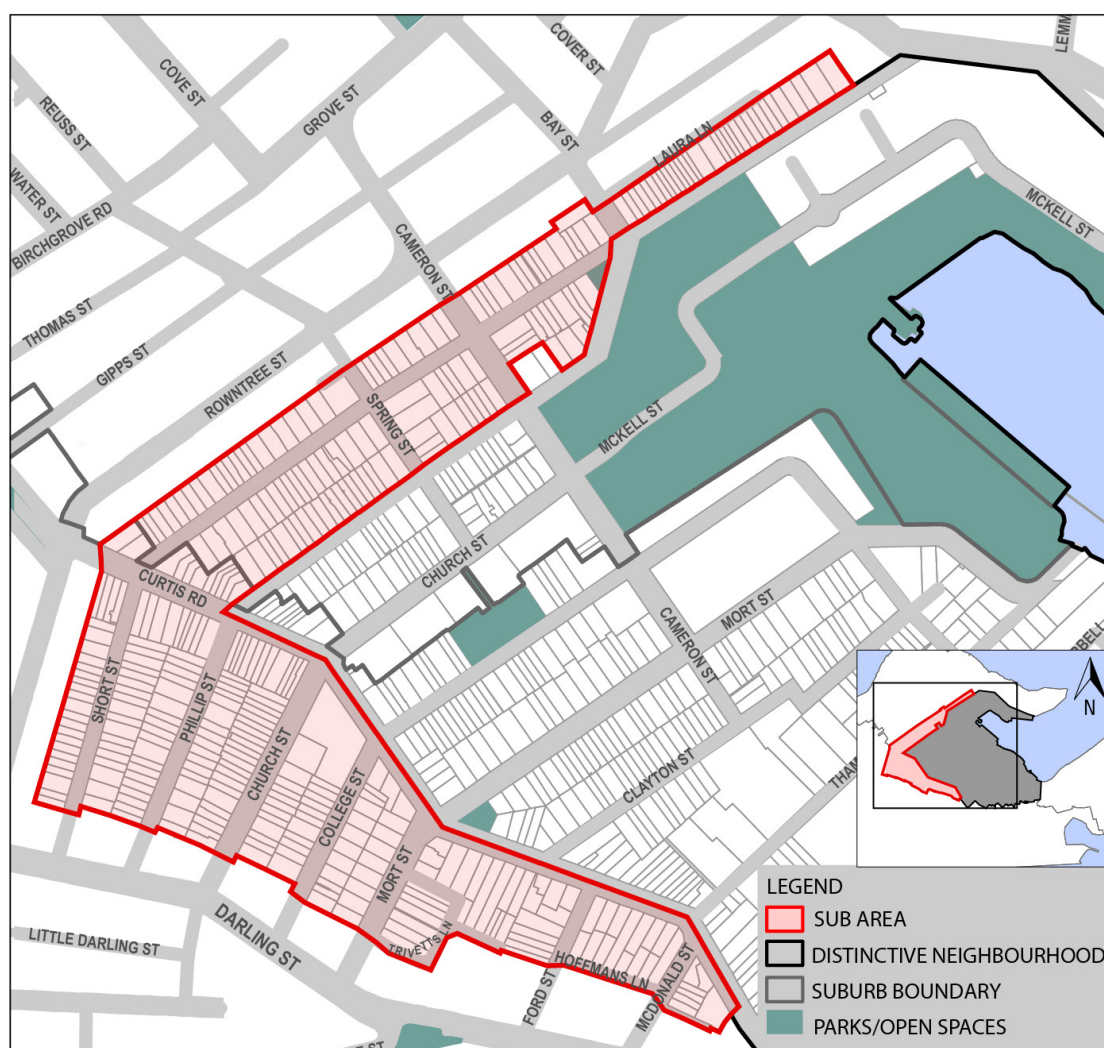


Figure C60: Upper Slopes Sub Area

## PLACE

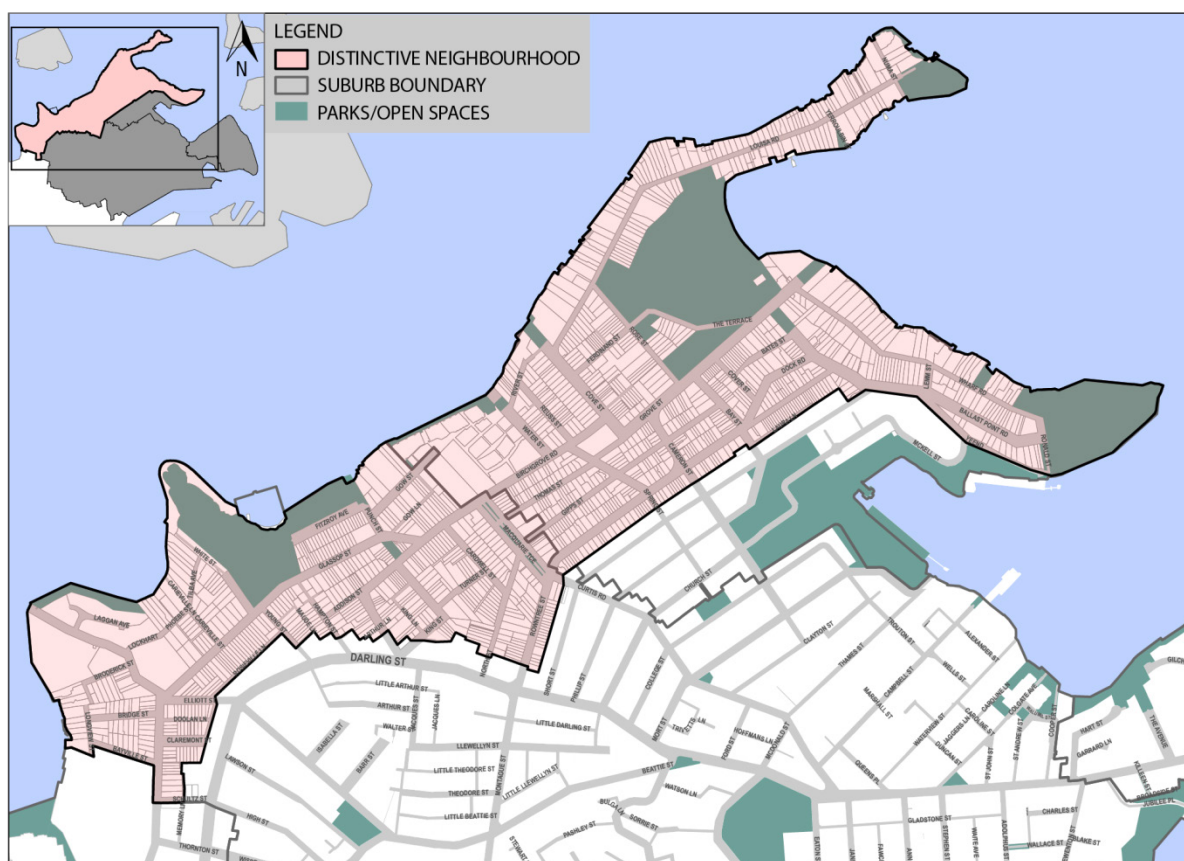
The upper slopes of the neighbourhood around Darling Street south of Curtis Road and along Ballast Point Road tend to be reflective of the Victorian era development along Darling Street. The built form along these streets varies in scale from one to two storeys with generally larger dimensions than on the lower slopes adjacent to Mort Bay Park. The buildings are uniformly Victorian in style with traditional materials (render and iron), setbacks of 2m and iron picket fencing.

### **Desired Future Character**

#### **Control**

- C1 Development is to be consistent with any relevant objectives and controls within The Mort Bay Distinctive Neighbourhood.

### C2.2.2.6 Birchgrove Distinctive Neighbourhood



**Figure C61: Birchgrove Distinctive Neighbourhood**

#### Outline

This neighbourhood has one discrete Sub Area which has unique characteristics and additional objectives and controls:

- a. Louisa Road Sub Area – Section C2.2.2.6(a).

#### Landform

The Birchgrove Distinctive Neighbourhood is primarily located on the north-west facing slope of the Balmain Peninsula overlooking the Parramatta River and includes Yurulbin, Long Nose and Ballast Points.

Generally the slopes of the neighbourhood fall from the main ridge of Darling Street and the spur of Rowntree Street. The relatively uniform slope down to the long waterfront provides for long views up the Parramatta River and its islands, with Cockatoo Island dominant in the foreground. As the topography flattens to the west the landscape becomes more open, in contrast to the closed landscape found elsewhere in Balmain.

There are narrow reclaimed foreshore terraces behind stone retaining walls for most of the Parramatta River frontage of this neighbourhood. Due to the north-west aspect it is very exposed to sunlight and tree cover is essential for moderating its impact. The primacy of views makes sustaining trees a problem. Nevertheless, there is reasonable tree cover and the contribution of 'Elkington', 'Birchgrove' and 'Ballast Point' parks, are valuable.

## Existing Character

The traditional housing styles in the neighbourhood include grand houses in a variety of styles along the waterfront as well as smaller more modest housing away from the waters edge (most of the foreshores in Birchgrove were too steep for commerce and were thus available for housing). Housing in the south of the neighbourhood tended to reflect other housing in the vicinity of Darling Street, such as middle class housing to serve the needs of those involved in Darling Street commerce.

From the 1860s several waterfront businesses were established on the peninsula. These included coopers (barrel makers), boat builders and the Morrison and Sinclair ship builders. After building warships, Tasman ferries and ocean going yachts, the shipyard at Yurulbin Point was sold and converted to parkland (Yurulbin Park) in 1972.

The Birchgrove Distinctive Neighbourhood is now a residential area with scattered corner shops, schools and remnant maritime industry. In the decades since 1940, the variety of housing has increased to include blocks of walk-up flats, converted shops and townhouses. This is in addition to the majority of houses, which remain much as they were originally constructed in earlier periods of settlement.

Roads in the neighbourhood have been laid out to reflect the topography as well as the various stages of development in the late 1800s. Road widths vary considerably throughout the neighbourhood, ranging from laneways being approximately 2.5m wide to Cove Street with a 20m wide road reserve. Footpaths and sandstone kerbing is provided throughout the neighbourhood.

Major parks in the neighbourhood include Birchgrove Park (5.6 hectares in area) with its famous oval and dense tree canopy, as well as Elkington Park (3 hectares in area). As part of the redevelopment of the Howard Smith site which was adjacent to Birchgrove Public School, a strip of waterfront land has been dedicated as public open space. Elkington Park provides a pleasant shaded open space on the headland overlooking Cockatoo Island. This park also contains the Dawn Fraser Baths.

These major parks are supported by six waterfront pocket parks around the neighbourhood. These parks are mostly located where roads formerly serviced ferry wharfs and were created by Council over the last few decades.

On the upper slopes, south of Macquarie Terrace, the housing styles include single and double storey houses dating from the initial period of development around 1860. These houses are generally built in the Victorian style with rendered finish and slate or iron roofing. The front setbacks vary from 1m to 4m and many have mature trees in the front yards. Most trees in the area are mature exotic trees located on private land.

Subdivision patterns throughout the neighbourhood are typical of the Balmain area, with the preference for long narrow lots in the English tradition. Larger sites were created for waterfront industry or for larger houses. In recent years multi-unit housing has been built on several former industrial sites.

Many waterfront residential developments follow the slope of the land down to the water. This results in a number of residences with a single or double storey street frontage, having 4 or 5 levels visible from the water. The architecture facing the water is a mix of contemporary open plan, glass walled styles, Victorian houses with distinctive 'widows walks', and a few remaining iron and timber workers cottages mainly overlooking Iron Cove.

Other notable development styles in the neighbourhood include rows of terraces in Grove Street and a row of stone workers cottages with sunken lower floors and front light wells, in Rowntree Street.



## PLACE

In the southern portion of the neighbourhood there are a variety of housing styles without the diversity in size found in the northern portion of the neighbourhood. In the vicinity of Glassop and Cardwell Streets there is a range of housing styles including terraces and freestanding dwellings with the following predominant characteristics:

- a. two storey in scale, front setbacks less than 2.5m;
- b. open picket fence;
- c. mature landscaping on private land and on most streets;
- d. pitched or gabled roofs (although all styles of roof are in evidence to some degree);
- e. no driveway crossings;
- f. brick or render, timber and stone construction;
- g. timber doors and windows as well as slate, tile or iron roofs.

### **Desired Future Character**

#### **Objective**

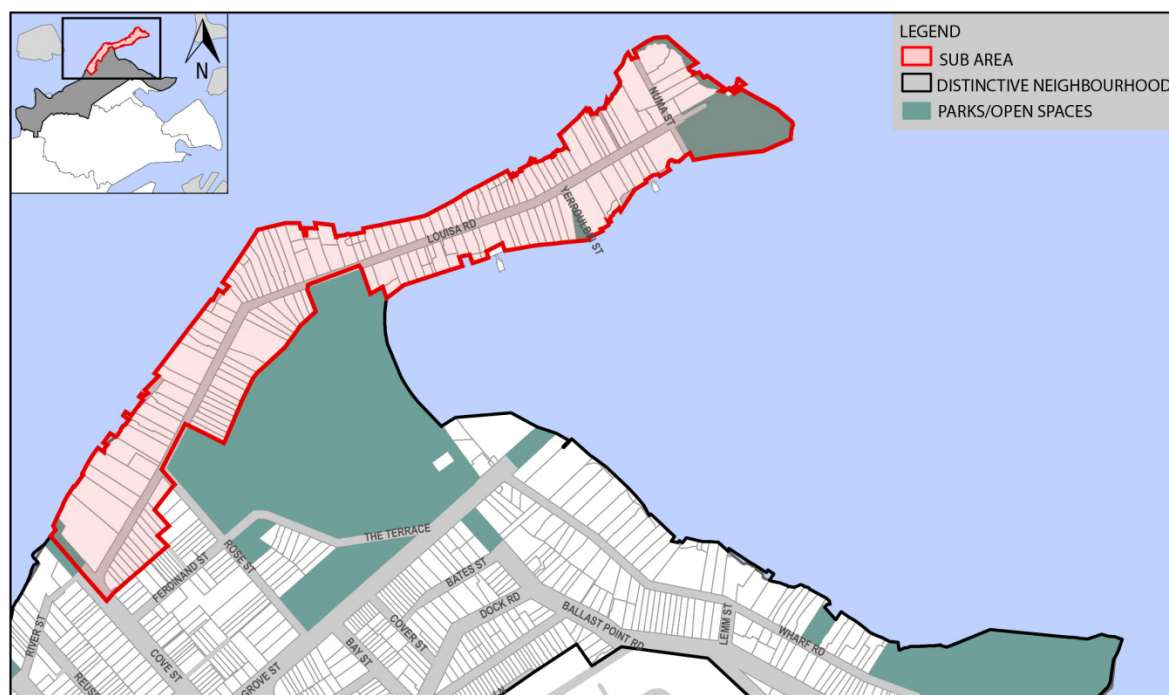
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Development should follow the topography of the area and maintain the single storey scale on the mid slopes and mixed one and two storey scales at the top and bottom of the slopes.
- C2 Conserve and promote the consistent rhythm within the streetscape created by regular lot sizes, subdivision pattern and the predominance of detached and semi-detached houses with a prevalence of hipped, pitched and gable roof forms. Preserve the established setbacks for each street.
- C3 Preserve and where practicable, enhance public and private views over Snails Bay and Parramatta River. Buildings on the waterfront should follow the slope and help preserve view lines by stepping down with the contours.
- C4 Promote a balance of landscape to built form in the view of the neighbourhood when viewed from the water.
- C5 Conserve the single and double storey, freestanding form, style and materials characteristic to each street.
- C6 Where a consistent pattern of architectural style and form exists, preserve this consistency on each street.
- C7 Retain stone cottages and stone walls where they occur throughout the neighbourhood.
- C8 Maintain the diverse character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.
- C9 Former shops and corner shops should be preserved. Posted balconies and verandahs over the footpath should be reconstructed or restored, where they were an original feature of the building.

## PLACE

- C10 Fences should be low open picket style with iron or timber pickets and with metal timber or stone posts.
- C11 Ensure that any development does not overwhelm the capacity of adjacent laneways; any development utilising laneways should include provision for upgrading of laneways to current engineering standards.
- C12 Conserve and complement the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.
- C13 Maintain sandstone outcrops and remnant stone wall footings.
- C14 Retain and encourage street trees on the wider streets
- C15 A maximum wall height of 6m applies to the neighbourhood.
- C16 Changes to the front façades of existing dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.
- C17 New/expanded driveway crossings shall be discouraged. Driveway crossings will only be supported where they are servicing single width garages and they do not involve excavation of sandstone features such as gutters.
- C18 New development shall maintain the use of hipped, pitched or gabled roof forms and designs shall be complementary to the existing unadorned built form. Flat roofs may be appropriate where the style of architecture is contemporary and view lines may be affected.
- C19 Building materials used shall be consistent with the existing character of the streetscape, including rendered and painted surfaces and roof materials such as corrugated iron as well as timber windows.
- C20 Retain existing stone houses and walls and exposed rock face.
- C21 Development visible from the water is to be designed to preserve the conservation values of the area. When viewed from the water a balance between built form and landscape is to be achieved/maintained through side setbacks and landscaping. Additionally the rear elevation must be designed so it does not detract from the form, character and scale of the conservation area. The amount of glazing to solid ratio on the rear elevation must be sympathetic to the immediately surrounding development.
- C22 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

**C2.2.2.6(a) Louisa Road Sub Area****Figure C62: Louisa Road Sub Area**

The Louisa Road Sub Area includes Yurulbin Point which extends approximately 500m into the harbour at the northern end of the Balmain Peninsula. This narrow spit of land (between 65m and 130m wide) is elevated up to 15m above sea level.

Louisa Road is characterised by spectacular views over the harbour and Parramatta River. The 10m cliff face with associated trees and rock ledge overlooking the Parramatta River is a highly visible and important natural feature of the spit. The built form in this locality is a mix of housing styles dating back to Victorian times. Most houses have been altered and remodelled over the last several decades. An exception is 'Raywell' at No. 144 Louisa Road. This sandstone house was built in the Victorian free classical style and is located on a small rise above the street. The house is significant for addressing the street where most original houses in this locality address the water.

Many houses along the street address the water generally as multistorey, glass walled contemporary styles stepping up with the topography to maximise the views across the width of their allotments.

There is limited off-street parking and pedestrian access along Louisa Road because most houses have driveway access and many have garages on their front property boundaries.

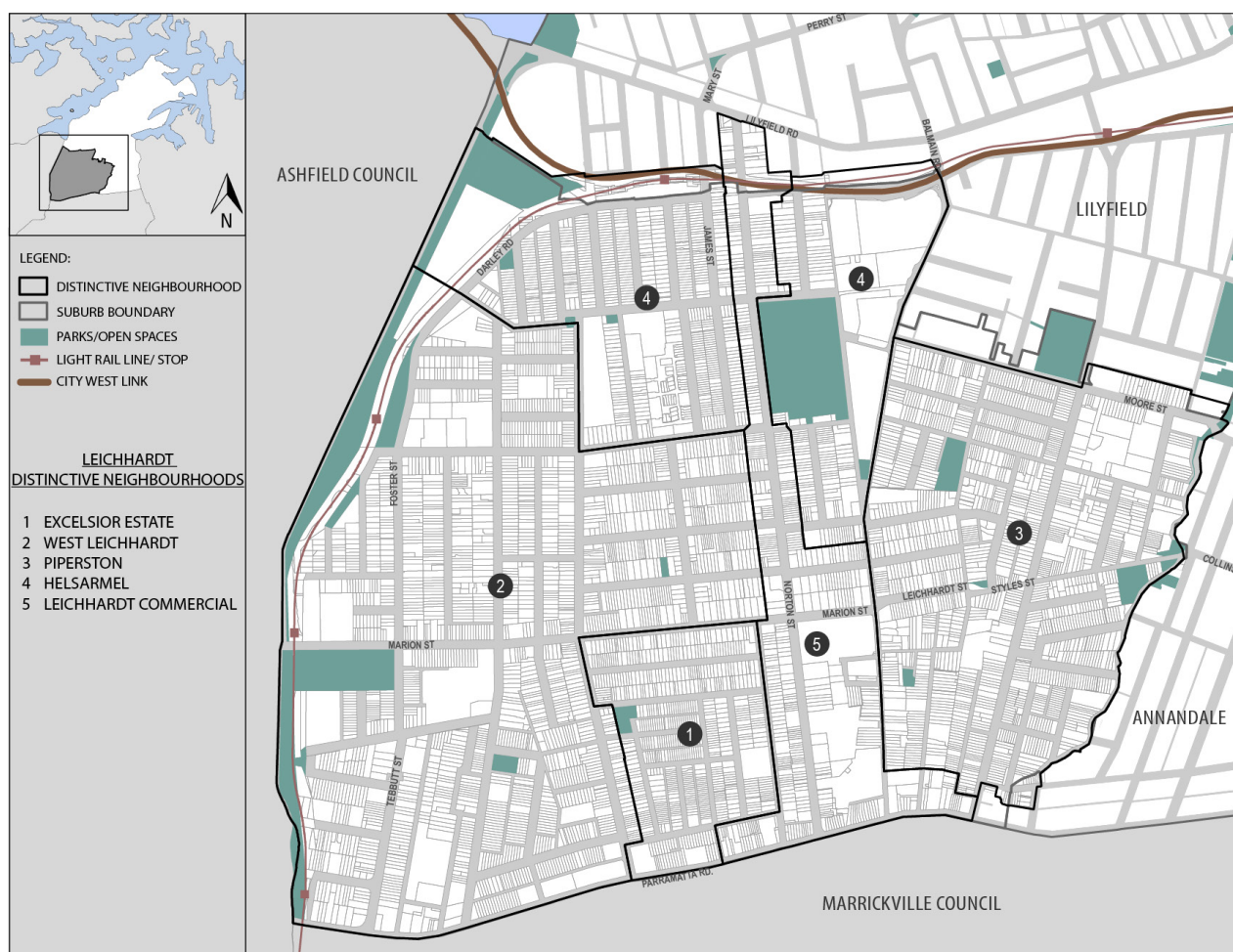
**Desired Future Character****Control**

- C1 Development is to be consistent with any relevant objectives and controls within the Birchgrove Distinctive Neighbourhood.

### C2.2.3 Leichhardt Distinctive Neighbourhoods

The following areas within Leichhardt are identified as 'Distinctive Neighbourhoods' by virtue of topography, estate and street pattern or building form. The Sub Areas identified within some of the Distinctive Neighbourhoods are areas which have unique characteristics, with specific objectives and controls.

Development is required to be consistent with the Desired Future Character objectives and controls within the Distinctive Neighbourhood and any Sub Area within the locality, in addition to the requirements within other sections of this Development Control Plan.



**Figure C63: Leichhardt Distinctive Neighbourhoods**

### C2.2.3.1 Excelsior Estate Distinctive Neighbourhood

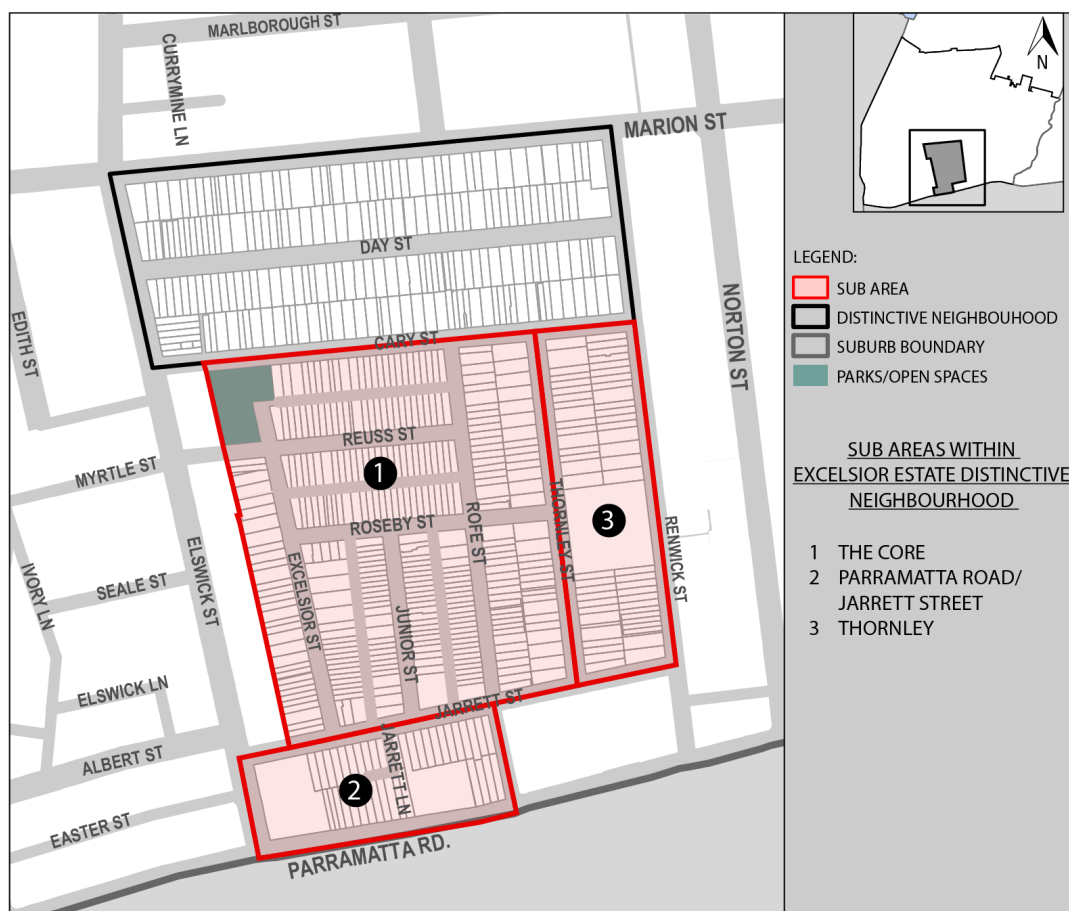


**Figure C64: Excelsior Estate Distinctive Neighbourhood**

#### Outline

This neighbourhood has three discrete Sub Areas which have unique characteristics and additional objectives and controls:

- The Core Sub Area – Section C2.2.3.1(a);
- Parramatta Road/Jarrett Street Sub Area – Section C2.2.3.1(b); and
- Thornley Sub Area - Section C2.2.3.1(c).



**Figure C65: Sub Areas within Excelsior Estate Distinctive Neighbourhood**

## Landform

The boundary of The Excelsior Estate Distinctive Neighbourhood is defined by Marion Street, Elswick Street, Parramatta Road and the west side of Renwick Street.

Excelsior Estate Distinctive Neighbourhood is located on the south westerly slope of the main Leichhardt ridge. The junction of Norton and Marion Streets represent the highest point along the Leichhardt ridge and from here the land slopes gently westwards with views out towards Haberfield. The dominant street pattern is north-south, with a few roads and laneways running east-west.

## Existing Character

The Excelsior Estate Distinctive Neighbourhood displays a dense pattern of settlement, particularly at its core. Most of the Estate was developed between 1881 and 1891 with house and land packages incorporating modest versions of grander semi-detached dwellings and terraces popular at the time. The original Excelsior street layout and subdivision pattern remains to this day.

There is considerable diversity in architectural style and form in the area with grander houses towards the upper slopes on Thornley, Renwick and Marion Streets. One such example is St. Marthas Girls Home, which is currently being used as the Catholic Education Centre, located on Thornley Street.

A major part of the character of Excelsior Estate is derived from its elevated topography, its rectilinear pattern of straight streets, some with rear lanes, small allotment sizes and its clear hierarchy in the varying scale of dwellings. Reuss, Excelsior, Cary, Roseby, Junior and Rofe Streets are narrower with smaller allotments serviced by rear lanes. The street layout has ensured that most of the residential streets do not provide a direct thoroughfare from Parramatta Road.

## PLACE

The only park within the neighbourhood is located at the northern end of Excelsior Street, and was not originally provided for in the 1880s. Despite the relative shortage of public open space and dense subdivision pattern, the neighbourhood has a relatively good tree canopy for a dense urban area. This is a result of extensive street tree planting and backyard vegetation.

The laneways within Excelsior Estate Distinctive Neighbourhood retain a historical low service character and are less than 5m in width with no residential development fronting onto them.

### **Desired Future Character**

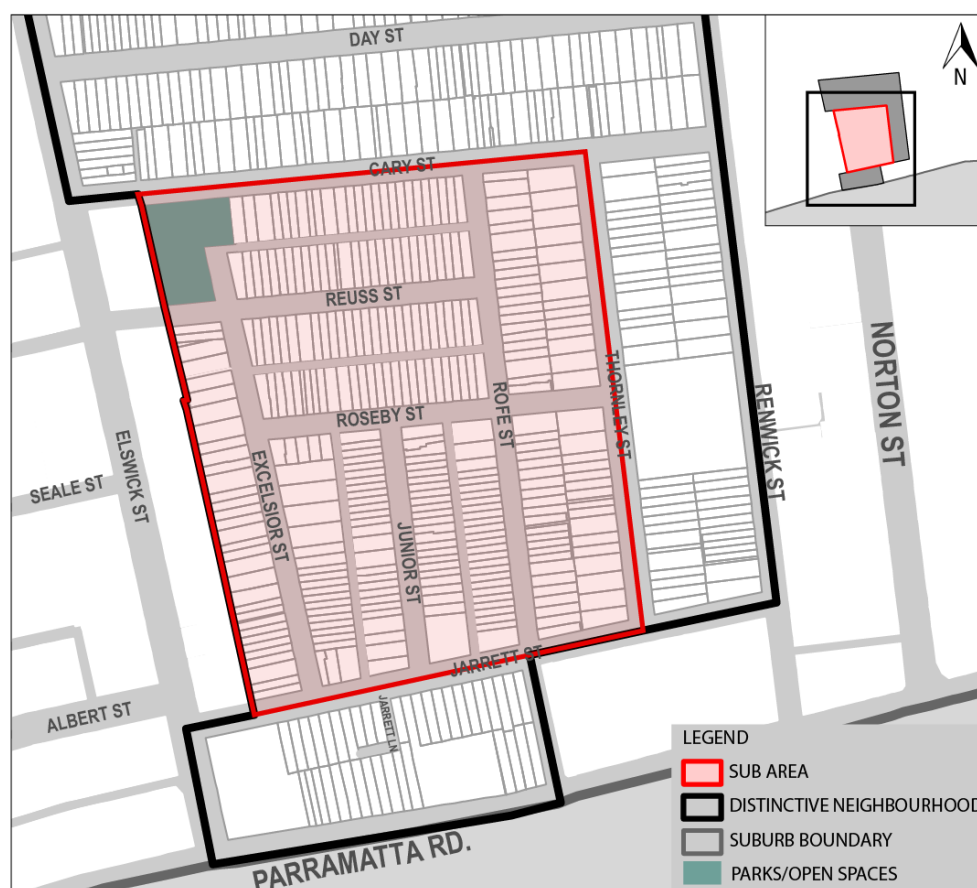
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve the consistency in built form, style and materials for the Victorian Italianate style where appropriate.
- C2 Preserve the consistency in architectural detail of continuous rows of attached dwellings.
- C3 Promote land uses and urban design that enhance and contribute to the character and identity of the neighbourhood whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C4 Preserve and maintain the predominant subdivision pattern of Excelsior Estate Distinctive Neighbourhood.
- C5 Preserve and enhance the hierarchy of scale and character of dwellings, including the semi-detached and terraced dwellings with gabled and parapet roof forms.
- C6 Preserve the character of rear lanes in the Excelsior Estate Distinctive Neighbourhood by discouraging residential development.
- C7 Maintain the prevalence of street trees, in addition to mature and visually significant trees on private land.
- C8 Enhance and promote the continual development and viability of shops along Parramatta Road.
- C9 Building wall height is to be a maximum of 3.6m, unless an alternative building wall height is prescribed under the Sub Area controls.
- C10 Council does not support residential development fronting onto lanes.
- C11 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).



**C2.2.3.1(a) The Core Sub Area****Figure C66: The Core Sub Area**

The Core Sub Area within the Excelsior Estate Distinctive Neighbourhood is highly consistent in built form, comprising mainly attached dwellings, single storey semi-detached and two storey terraced dwellings. Dwellings in the Core Sub Area are mainly constructed with masonry walls with hipped corrugated iron roofs sloping to the street frontage. They are usually set back 2m to 3m from the street alignment.

The streetscape is cohesive by virtue of consistent allotment sizes, siting and the small scale of the dwellings. Allotment widths range between 4m and 5m with a depth typically between 25m and 30m.

Unsympathetic alterations, such as the use of inappropriately proportioned dormer windows, glazing of two storey terrace balconies, excessively high front fences made of solid materials, and changes to original windows and doors are often evident in this area. Dormer windows are usually not an original feature of these dwellings and many have been added to the dwellings in this area. Such changes have resulted in the interruption of the streetscape and the breaking up of the consistent rooflines.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.



## Controls

- C1 Preserve and reinforce the established streetscape of The Core, consisting of predominantly single storey, attached, terrace-style Victorian 'workers' cottages'.
- C2 Ensure that future development and/or additions are consistent with the predominant built character of the Core in relation to height, built form, style and materials and the use of dormer windows.
- C3 Conserve and enhance the existing aesthetic quality of Marr Reserve, as well as its value as a public recreation space.
- C4 A maximum building wall height of 2.4m applies to those streets containing small, single storey workers' cottages.
- C5 Changes to the front façade of dwellings in this area shall be kept to a minimum.
- C6 Front fences of any solid material over 1.2m shall not be constructed or replaced.
- C7 Development is to be consistent with any relevant objectives and controls within the Excelsior Estate Distinctive Neighbourhood.

### C2.2.3.1(b) Parramatta Road/Jarrett Street Sub Area



Figure C67: Parramatta Road / Jarrett Street Sub Area

The character of the Parramatta Road streetscape between Rofe and Catherine Streets is predominantly two storeys, parapet-fronted, Italianate styled façades from the late 1800s. There have been a few examples of unsympathetic modern developments along Parramatta Road, where no reference to the existing 1880's architectural style has been taken.

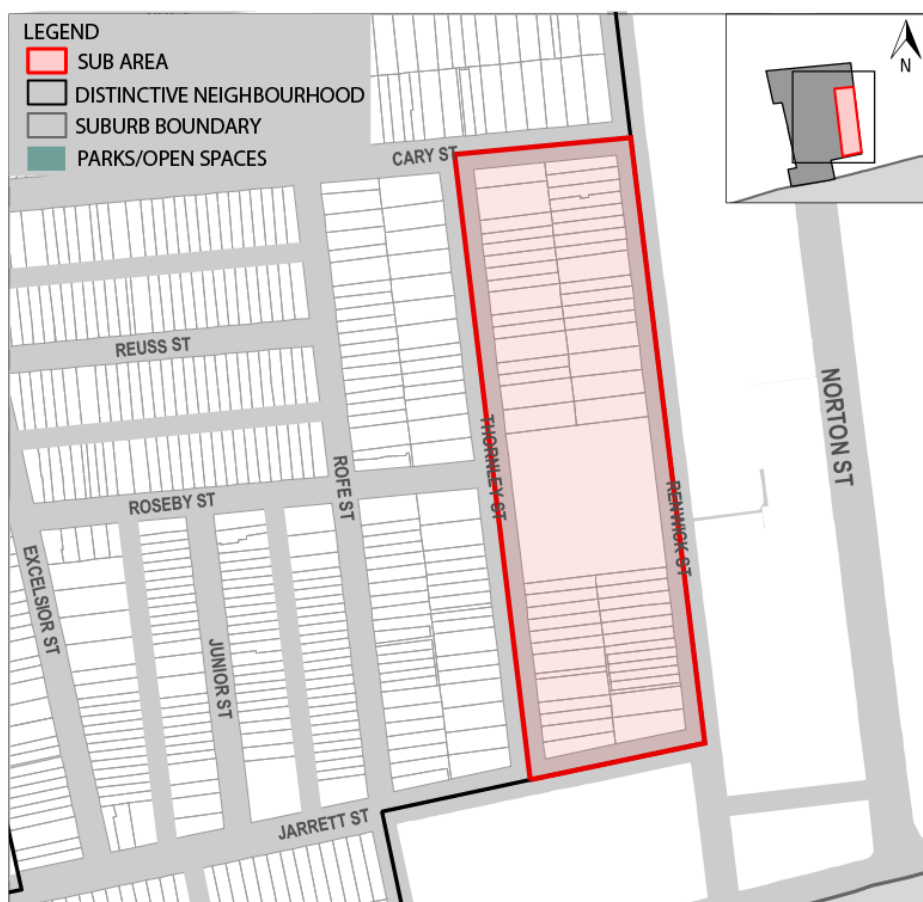
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Encourage the ongoing viability of businesses in the Parramatta Road/Jarrett Street local area.
- C2 Promote the use of business, which does not require high levels of parking.
- C3 Promote mixed-use commercial businesses incorporating a residential component above, dwellings along Jarrett Street and Parramatta Road and to the rear of businesses along Parramatta Road where permissible, provided that it does not have a significant impact on the viability of adjacent commercial sites.
- C4 Ensure new residential or commercial development along Parramatta Road and Jarrett Street provides pedestrian access from Jarrett Street to Parramatta Road when possible.
- C5 Retain the existing scale and traditional shopfront presentation of buildings along Parramatta Road and allow for contemporary development along Jarrett Street.
- C6 Encourage appropriate signage consistent with the predominant signage type along Parramatta Road, mainly under awning, fascia, window signs and hamper signs consistent with Part C1.15 Signs and Outdoor Advertising within this Development Control Plan.
- C7 Signage above the awning shall be discouraged.
- C8 Development is to be consistent with any relevant objectives and controls within the Excelsior Estate Distinctive Neighbourhood.

**C2.2.3.1(c) Thornley Sub Area****Figure C68: Thornley Sub Area**

Thornley Sub Area is a small section of Heritage Conservation Area within the Excelsior Estate Distinctive Neighbourhood. The intact streetscape of grander dwellings on smaller lots has been identified as worthy of conservation.

The Thornley Sub Area is relatively consistent in built form, with a predominance of larger scale dwellings, typically two storey Victorian terraces. These larger proportioned dwellings take advantage of the views to the west, towards Haberfield from the higher slopes. The variation in lot sizes throughout this area allows for a variety of sizes and styles of two storey terraces, occurring in rows, pairs and free-standing.

Unsympathetic alterations are often evident within the Thornley Sub Area. These include the use of inappropriately proportioned dormer windows, the glazing or 'filling in' of balconies, high front brick fences over 1.2m and changes to original window and door locations and sizes without reference to their original configuration. Such alterations detract from the character of the area and diminish the architectural value of the streetscape.

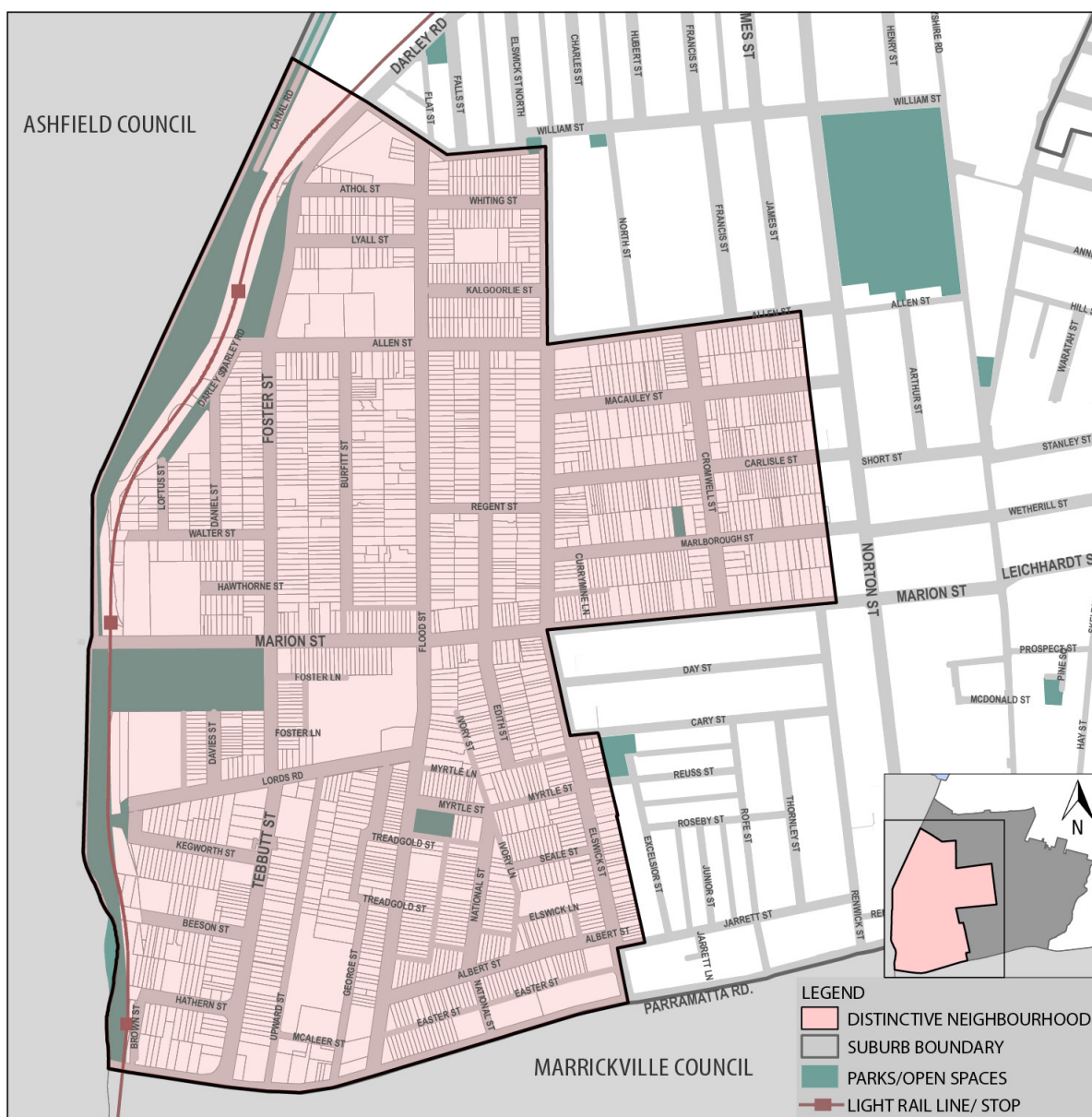
**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

## **Controls**

- C1 Maintain the established grander scale character of dwellings and subdivision pattern of the area.
- C2 Encourage the continual use of St. Martha's located between Thornley Street and Renwick Street for community and educational uses.
- C3 A maximum building wall height of 6.0m – applies to those streets containing two storey terraces; namely: Thornley Street between Jarrett Street and Roseby Street, and Renwick Street.
- C4 Development is to be consistent with any relevant objectives and controls within the Excelsior Estate Distinctive Neighbourhood.

### C2.2.3.2 West Leichhardt Distinctive Neighbourhood

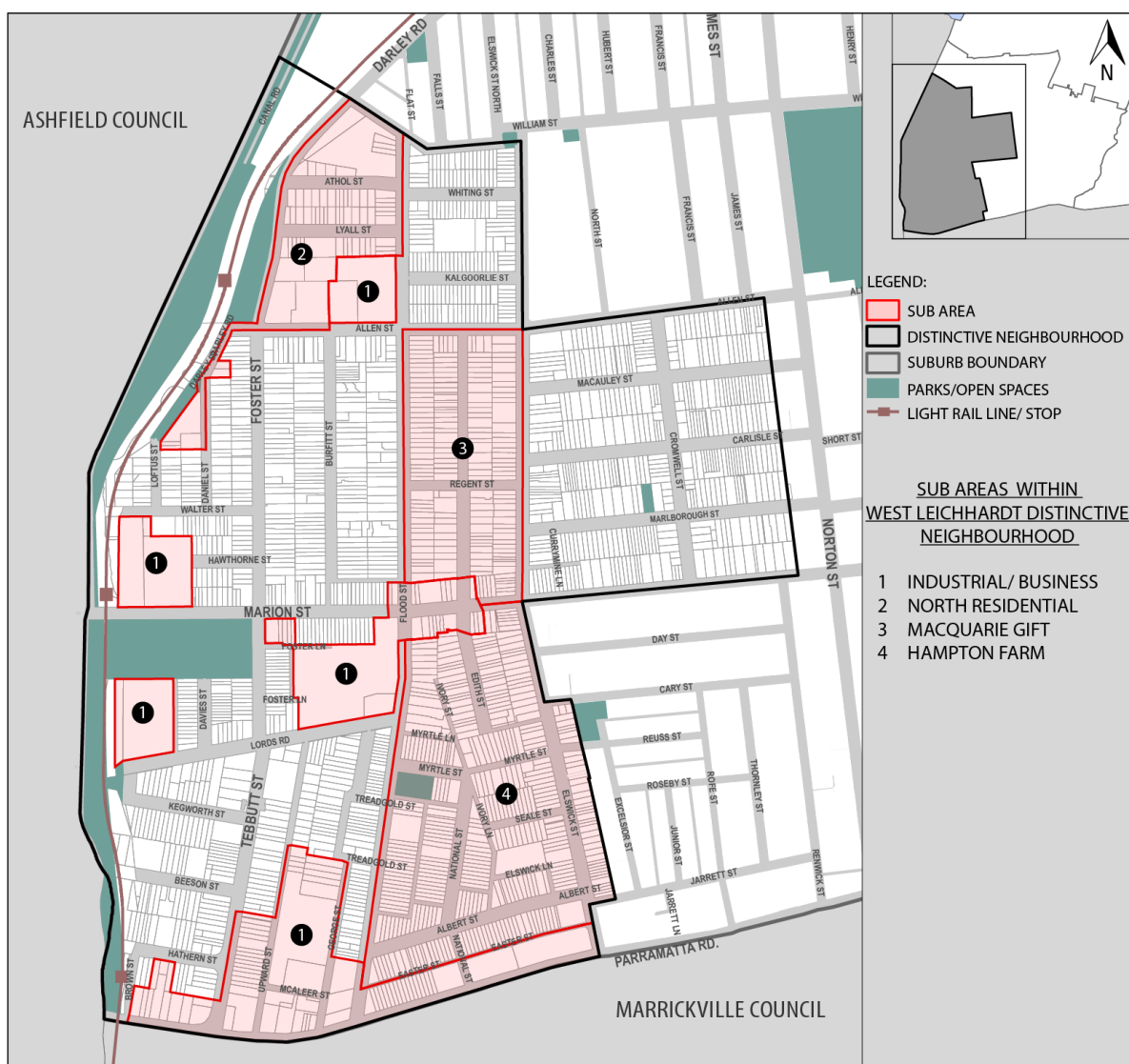


**Figure C69: West Leichhardt Distinctive Neighbourhood**

## Outline

This neighbourhood has four discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Industrial/Business Sub Area – Section C2.2.3.2(a);
- b. North Residential Sub Area – Section C2.2.3.2(b);
- c. Macquarie Gift Sub Area – Section C2.2.3.2(c); and
- d. Hampton Farm Sub Area – Section C2.2.3.2(d).



**Figure C70: Sub Areas within West Leichhardt Distinctive Neighbourhood**

## Landform

The West Leichhardt Distinctive Neighbourhood is the largest distinctive neighbourhood within the suburb of Leichhardt. It is located on the westerly slopes of the main Leichhardt ridge, which peaks at the junction of Marion Street and Norton Street. The Hawthorne Canal defines the western boundary while Parramatta Road forms the southern boundary and William Street the northern boundary. Elswick Street, including the area bounded by Allen Street, the rear of properties fronting onto Norton Street and Marion Street mark the eastern boundary, with the exception of a small section of properties on the east side of Elswick Street located between Cary and Jarrett Streets.

Views north over Iron Cove are provided at the top of the West Leichhardt Distinctive Neighbourhood, while the gentle slope down to the Hawthorne Canal provides views west over Haberfield.

## Existing Character

West Leichhardt Distinctive Neighbourhood comprises original land grants including: Hampton Farm granted in 1794; Macquarie Gift granted in 1811; and Kegworth granted in 1810. These land grants were subdivided and developed at different times, resulting in an irregular subdivision pattern and street layout seen throughout the neighbourhood. West Leichhardt has a mixed character with

varying residential lot sizes and a dominant trend of north/south oriented streets, generally following the contours. The east/west pattern is more fragmented allowing views to the west.

There is a predominant low-scale form in the residential building stock within the area. Dwellings on most streets are mainly detached or semi-detached, and generally single storey. Grander scale dwellings occur mainly on the upper slopes of the area north of Marion Street, although there is a random scattering of two storey dwellings throughout the entire Distinctive Neighbourhood.

The principal forms of architecture within the area are primarily late Victorian and Federation, with scattered examples of interwar period dwellings and intact weatherboard cottages. More contemporary development is also scattered throughout the neighbourhood, mainly in the form of residential flat buildings and townhouse style developments. Building materials in West Leichhardt are generally red or brown smooth face brick with terracotta roof tiles, or timber weatherboard with corrugated iron roofing. Roof forms are mainly hipped or gabled with a pitch of between 30° to 45°.

Front setbacks for single dwellings are generally consistent. A typical attribute in the West Leichhardt Distinctive Neighbourhood is the consistency in fencing material, style and height in relation to the architectural style of the dwellings. The use of predominantly matching low brick, low timber picket, or post and rail fencing, at a relatively consistent height of 1m to 1.2m, adds to the attractiveness of the streets.

The streets within the neighbourhood are mostly wide and tree-lined with a carriageway width between 12m and 20m as well as footpaths which are generally between 2-3m wide. Verges are approximately 1.5m to 2m in width. The verges and/or carriageway edges are often planted with native trees and shrubs such as Bottle Brush and Brush Box. There is also a predominance of mature and visually significant trees on private property, which contribute to the amenity of the neighbourhood.

The use of street trees, established front gardens, landscape pattern, consistent siting, orientation and setbacks of dwellings are particularly significant along Marlborough Street, Carlisle Street, Macauley Street and Cromwell Street, which reinforce the character of the neighbourhood. The homogenous townscape quality, comprising mainly of single storey cottages of the late 1800s and early 1900s in the area bounded by Marion Street, Cromwell Street, properties fronting onto Macauley Street and the rear of properties fronting onto Norton Street is part of the Whaleyborough Estate Heritage Conservation Area under *Leichhardt Local Environmental Plan 2013*

## **Desired Future Character**

### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

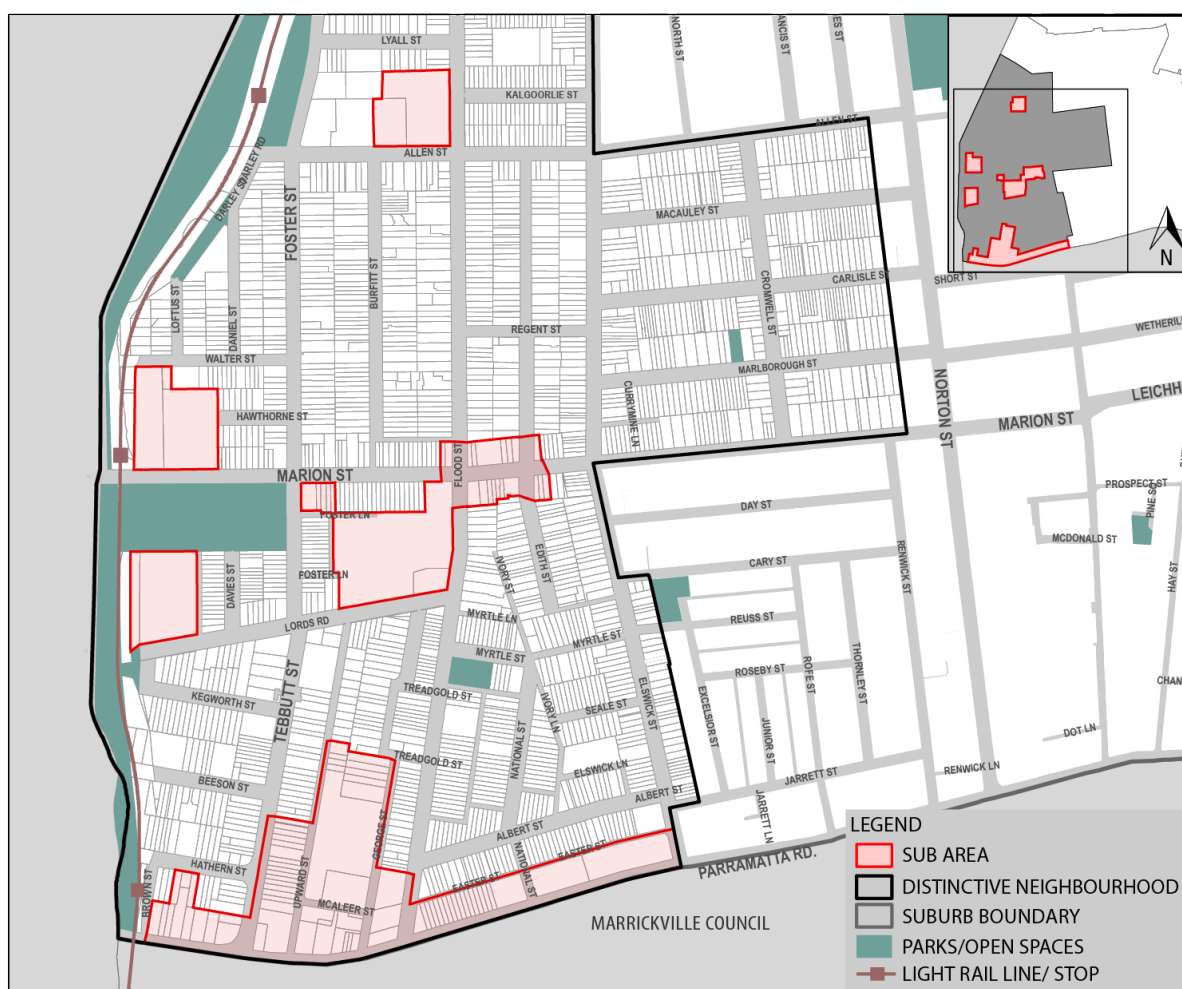
- C1 Maintain and encourage the predominant use of hipped and gabled roof forms.
- C2 Promote land uses and urban design that enhance and contribute to the character and identity of the neighbourhood whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C3 Preserve and enhance the predominant scale and character of dwellings in this precinct, consisting of mostly single storey Victorian and Federation-style dwellings, with more dense development in appropriate areas.



## PLACE

- C4 Provide for more significant development along Marion Street.
- C5 Conserve and enhance the weatherboard cottages & the brick cottages found throughout the West Leichhardt Distinctive Neighbourhood.
- C6 Allow for contemporary development, which is complementary to the existing streetscape.
- C7 Preserve the consistency of the subdivision pattern in this area.
- C8 Maintain existing views by stepping dwellings down contours along east/west streets.
- C9 Maintain the prevalence of street trees in addition to mature and visually significant trees on private land.
- C10 Building wall height is to be a maximum of 3.6m, unless an alternative maximum building wall height is prescribed in the applicable Sub Area.
- C11 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

### C2.2.3.2(a) Industrial/Business Sub Areas



**Figure C71: Industrial/ Business Sub Areas**

The Industrial / Business Sub Areas located within West Leichhardt Distinctive Neighbourhood display a mixture of land use types including residential, industrial and commercial.

The industrial areas are primarily located along Parramatta Road and the southern half of Tebbutt, Upward, George and Flood Streets. In addition there are small pockets of industry located throughout



the Distinctive Neighbourhood. The range of industrial and business uses within the area includes warehousing, retailing, neighbourhood shops and professional and commercial offices.

The Leichhardt Market Place shopping centre is the central focus of the business sector for this area, located on the corner of Flood Street and Marion Street, and extending to Lords Road. It is well established and acts as a significant local business centre. With the exception of the Market Place centre, the signage for the business area comprises under-awning signs, fascia signs, flush wall signs, painted or projected wall signs, top hamper or window signs.

The surrounding development along Marion Street is both residential and commercial, which could have the potential for more significant development, as the properties are located on a main road and in close proximity to a major shopping area.

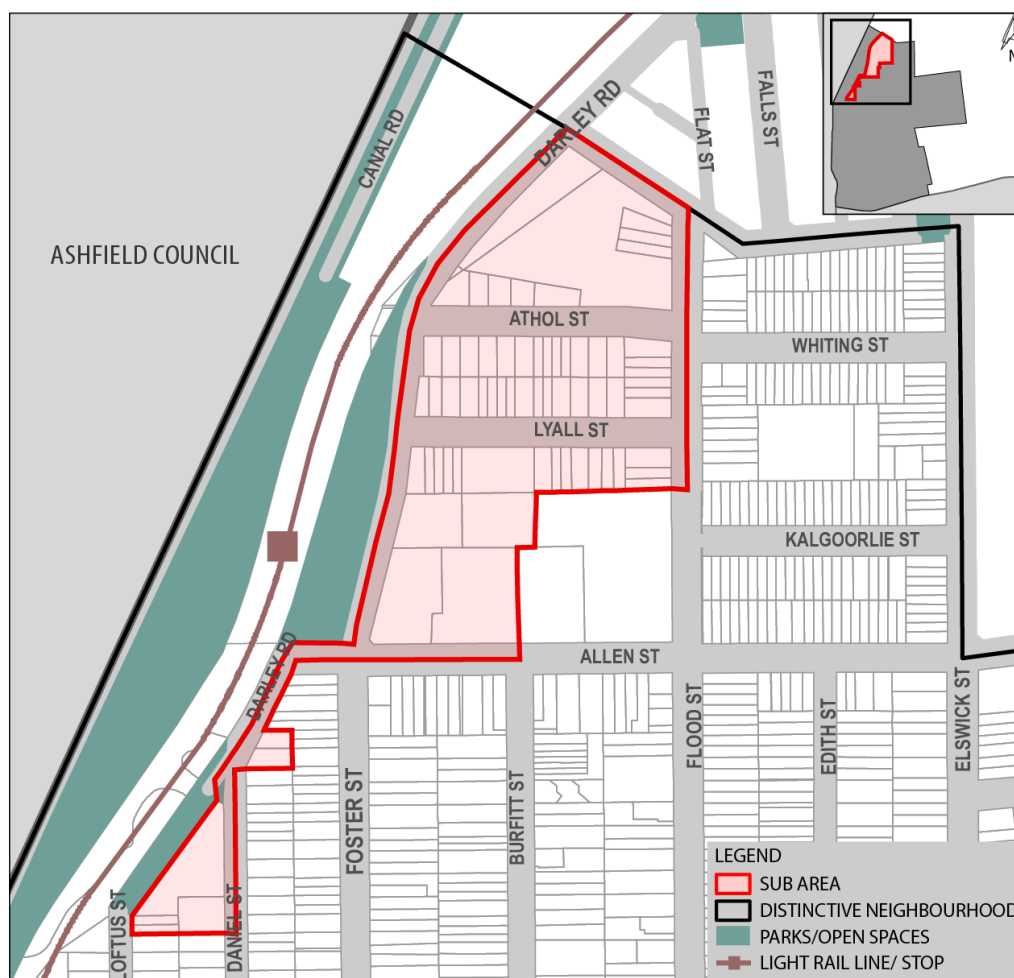
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Ensure the ongoing viability of industrial and commercial uses, where they occur.
- C2 Encourage developments which have higher vehicle and noise impacts along Parramatta Road.
- C3 Promote industrial businesses suitable to residential areas, which have a low noise and vehicle impact.
- C4 Encourage appropriate signage consistent with the predominant signage type for the industrial and business areas.
- C5 A maximum building wall height of 6.0m applies to industrial uses within the Industrial/Business Areas.
- C6 Signage for business and industry must be consistent with the established character of the streetscape; which comprises under-awning signs, fascia signs, flush wall signs, painted or top hamper or window signs.
- C7 Development is to be consistent with any relevant objectives and controls within West Leichhardt Distinctive Neighbourhood.

**C2.2.3.2(b) North Residential Sub Area****Figure C72: North Residential Sub Area**

Within the North Residential Sub Area, development consists of two storey townhouses and residential flats located in the area bounded by Darley Road, William, Flood and Allen Streets. These lots were subdivided to accommodate more dense development along the upper slopes of the neighbourhood.

The scale of the dwellings and fencing are consistent in built form and materials appropriate to the architectural period. The dwelling heights are consistent with the 6.0m building wall height and the fencing is predominantly matching low brick fence, timber or iron picket.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

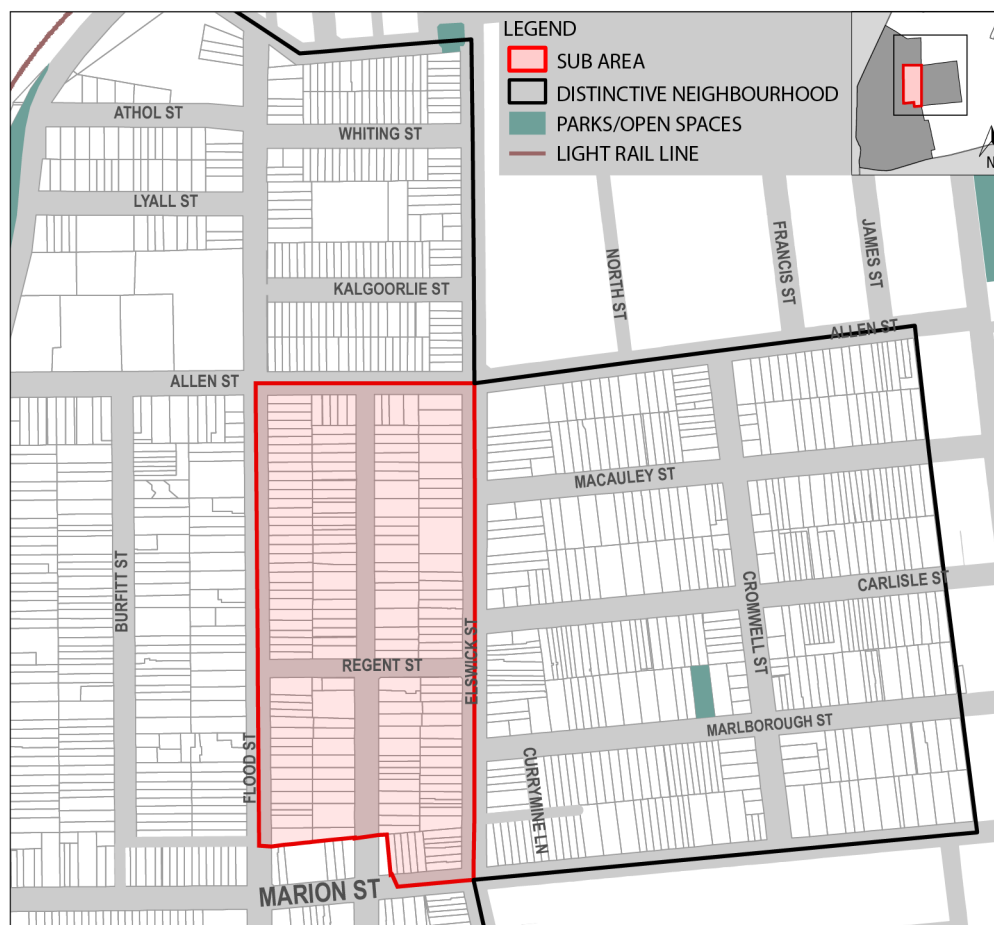
**Controls**

- C1 Preserve the vistas provided west over Haberfield, south over Leichhardt, and north over Iron Cove.
- C2 Allow for appropriate medium density development in the area bordered by Allen, Darley, William and Flood Streets, including townhouses and two storey units.

## PLACE

- C3 Allow for appropriate medium density infill along Darley Road following the Hawthorne Canal.
- C4 Where development consists of two storey flats/townhouses along Darley Road, apply a maximum building wall height of 6m.
- C5 Development is to be consistent with any relevant objectives and controls within West Leichhardt Distinctive Neighbourhood

### C2.2.3.2(c) Macquarie Gift Sub Area



**Figure C73: Macquarie Gift Sub Area**

The character of this area is derived from its open rectilinear street pattern and the variety of building styles. The predominant style is that of single storey detached dwellings of Victorian and Federation style, with the exception of the block bounded by Edith, Regent, Flood and Marion Street. This section contains three storey walk-up flats with red textured surfaces, which overshadow the lower scale cottages in the surrounding area.

### Desired Future Character

#### Objective

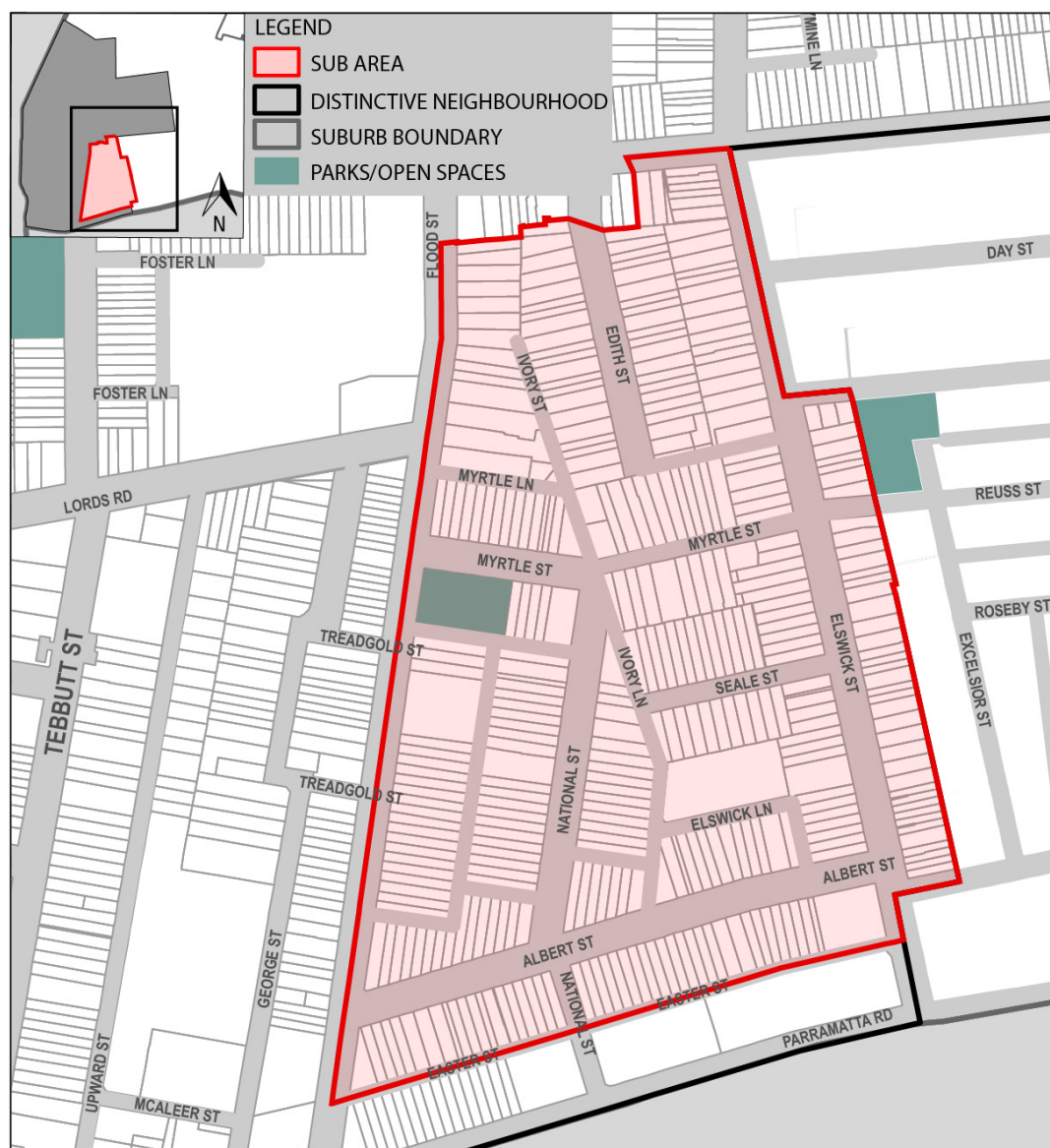
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### Controls

- C1 Retain the predominant single storey scale character and attractive streetscapes.

- C2 Allow for medium density development infill around the area bounded by Edith, Regent, Flood and Marion Streets.
- C3 Within the area bounded by Edith, Regent, Flood and Marion Streets the maximum building wall height shall be 6m.
- C4 Development is to be consistent with any relevant objectives and controls within West Leichhardt Distinctive Neighbourhood

#### C2.2.3.2(d) Hampton Farm Sub Area



**Figure C74: Hampton Farm Sub Area**

The Hampton Farm Sub Area is bounded by Elswick Street including some properties to the east, the north side of Easter Street, the east side of Flood Street and the south side of Marion Street.

The predominant characteristic of Hampton Farm is that of single storey detached dwellings of the Federation and interwar period, mainly red brick with terracotta roofs, with areas of fibro and weatherboard housing.

## PLACE

The character of the streetscape for West Leichhardt is established through consistency in allotment sizes, subdivision pattern, established rows of street trees and the low scale of dwellings. Lot sizes are predominantly 6m to 6.5m in width and 36m to 40m in depth, with front setbacks of 1m to 3m and side setbacks of 300mm to 3m. Lot sizes to the north of Myrtle Lane are predominantly 8.5m to 10m in width and 36m to 40m in depth.

The area is also intermixed with laneways, typically between 6m and 7.5m, primarily used for service purposes and access to the rear of properties.

Part of the Hampton Farm Sub Area is located within the Albert Street Heritage Conservation Area under *Leichhardt Local Environmental Plan 2013*.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve and enhance the modest scale of dwellings within the Hampton Farm Sub Area.
- C2 Ensure a high level of retention of the predominantly Federation style streetscape.
- C3 Preserve the rhythm of the streetscape in areas where dwellings are regularly spaced.
- C4 The demolition of Federation period buildings on Albert Street and Seale Street is discouraged.
- C5 Development is to be consistent with any relevant objectives and controls within West Leichhardt Distinctive Neighbourhood.

### C2.2.3.3 Piperston Distinctive Neighbourhood

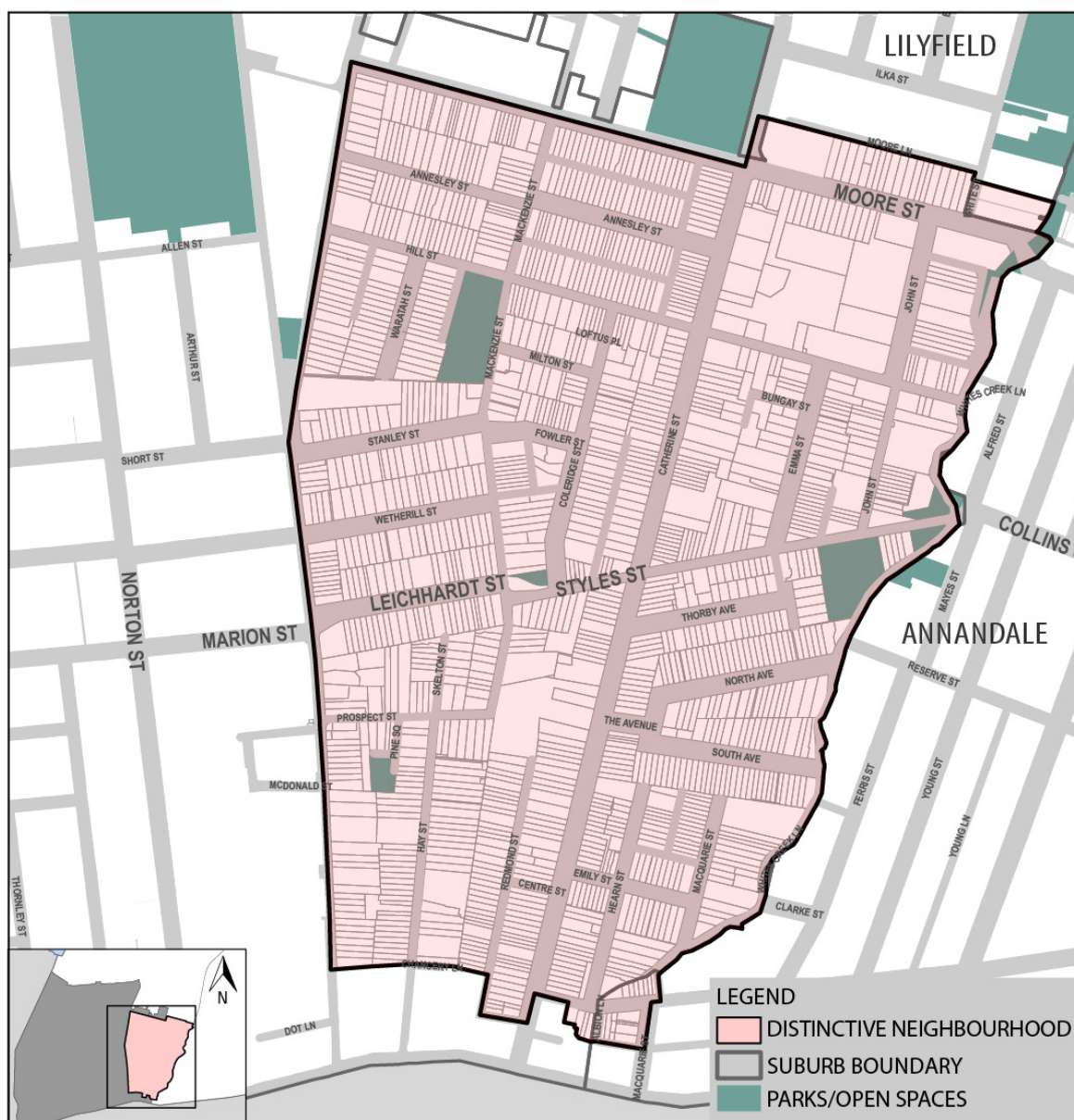


Figure C75: Piperston Distinctive Neighbourhood

#### Outline

This neighbourhood has two discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Whites Creek Lane Sub Area – Section C2.2.3.3(a); and
- Industrial Sub Area – Section C2.2.3.3(b).

#### Landform

The Piperston Distinctive Neighbourhood is located on the eastern slope of the main Leichhardt/Balmain ridge forming the eastern edge of the Leichhardt suburb. The street layout and subdivision pattern of the Piperston Distinctive Neighbourhood runs across the contour in a north easterly direction. The neighbourhood is bounded by Moore Street, Moore Lane, Whites Creek,



Albion Lane and Street and Balmain Road, excluding the commercial area between Catherine Street and Balmain Road.

From the highest point in this neighbourhood, the corner of Marion and Leichhardt Streets, the land gently slopes in a north and south-easterly direction. At the north-eastern end of the neighbourhood there is a steep drop before the land further descends to Whites Creek providing views north-east towards the Sydney CBD. The gentle slope to the south east provides views over Petersham.

### **Existing Character**

Piperston represents the 165 acres of land granted to Captain John Piper “The Prince of Australia”, in 1811 for his services to the New South Wales Corps. The first subdivision and sale of the allotments, began in 1842.

The Piperston Distinctive Neighbourhood includes a mixed variety of developments following an irregular pattern of mostly wide streets intermixed with narrow laneways. Despite this, residential lot sizes are relatively uniform throughout the northern half of the neighbourhood, and the corresponding development is generally single storey.

Streets with a north-south orientation are not as predominant as in other neighbourhoods, but generally follow the contours, and in the northern section of the neighbourhood provide for a regular subdivision pattern. By contrast, the area in the south-east of the neighbourhood (between Catherine Street and Whites Creek Lane) is characterised by dead-end streets on a mainly east-west axis and a network of narrow and wider service laneways. This creates a more residential lot pattern with a wider variety of housing styles and building envelope sizes.

The residential building stock in Piperston is generally of low scale and density. The average street comprises detached or semi-detached cottages or bungalows, interspersed by two storey terraces. While it is difficult to identify several main architectural forms in the area, there is a profusion of bungalow and cottage style developments, terraced houses, three storey flat buildings as well as random groupings of workers’ cottages. Catherine Street provides an excellent example of the diversity of housing styles in the area, with a mixture of Victorian Italianate terrace houses, Edwardian cottages, Victorian Gothic, Californian bungalows and workers’ cottages. Styles Street further illustrates the housing variety in Piperston with its group of Art Nouveau-style houses.

Several streets, such as Hay and John Streets, contain examples of two and three storey residential flat buildings and townhouses, adjacent to single storey developments. Many alterations and additions to existing properties have been undertaken. Some have been developed without regard to the streetscape and local building form.

Front setbacks for single dwellings are mostly between 1m and 3m, creating a level of consistency in streets of mixed housing styles. Although fencing materials are consistent with the respective housing styles, the mixed development in the area results in a lack of cohesiveness between adjacent properties. Roof forms are mainly hipped or gabled with a pitch of between 30° and 45°. Roofing materials appear to be predominantly terracotta tile, corrugated iron or similar materials.

The streets within the Piperston Distinctive Neighbourhood are wide and usually have a carriageway width of between 12m - 20m. Some streets are characterised by a lack of street trees and front yard trees, irregular building forms (including unsympathetic alterations and additions), and industrial land uses. More positive streetscapes include those such as Catherine Street, where the single storey dwellings are of complementary design, present an interesting and cohesive urban form and are regularly aligned down the slope of the street.



The examples of public open space within Piperston Distinctive Neighbourhood, such as that on the corner of Hill and Mackenzie Streets, provide a 'green' focus for the surrounding area and are usually complemented by additional street and private trees. The relative scarcity of street trees means that these public open spaces are important to the amenity of the neighbourhood.

The Piperston Distinctive Neighbourhood maintains a distinct separation of land uses. Industrial land is located in the north-east and a small section of corner shops is located on the corner of Catherine Street and Styles Street. St Fiacre School and Church are located in the middle of the neighbourhood on Catherine Street and bordered by Styles and Mackenzie Streets.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the character of the area by keeping development complementary in architectural style, form and material.
- C2 Promote land uses and urban design that enhances and contributes to the character and identity of the neighbourhood whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C3 Maintain and enhance the predominant scale and character of dwellings in this precinct, consisting of mostly single storey Victorian and Federation-style dwellings, with more significant development in appropriate areas.
- C4 Encourage mixed use of commercial buildings to incorporate residential living above or where permissible, to the rear of the buildings.
- C5 Promote commercial businesses along Catherine and Styles Street suitable to residential areas, which have a low noise and vehicle impact.
- C6 Promote commercial businesses, which have higher vehicle and noise impact along Parramatta Road.
- C7 Retain the existing scale and traditional shopfront presentation of buildings along Catherine and Styles Streets.
- C8 Encourage appropriate signage consistent with the established signage type, mainly under awning, fascia, window signs and hamper signs.
- C9 Preserve the consistency of the subdivision pattern in this area.
- C10 Maintain the predominant service and access character of the rear lanes in the Piperston Distinctive Neighbourhood.
- C11 Maintain existing views created by stepping with the contours along the east/west streets.
- C12 Maintain the prevalence of street trees in addition to mature and visually significant trees on private land.
- C13 Enhance and promote the viability and potential for neighbourhood and local provision shops on the corner of Catherine and Styles Streets and along Parramatta Road.

- C14 Building wall height is to be a maximum of 3.6m, unless an alternative maximum building wall height is prescribed within the relevant Sub Area.
- C15 Neighbourhood shops or buildings originally designed for non-residential use may have a maximum building wall height of 7.2m to incorporate a parapet.
- C16 With the exception of Whites Creek Lane, development of dwellings fronting onto laneways shall be discouraged.
- C17 Signs above awnings will not be supported.
- C18 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

### C2.2.3.3(a) Whites Creek Lane Sub Area

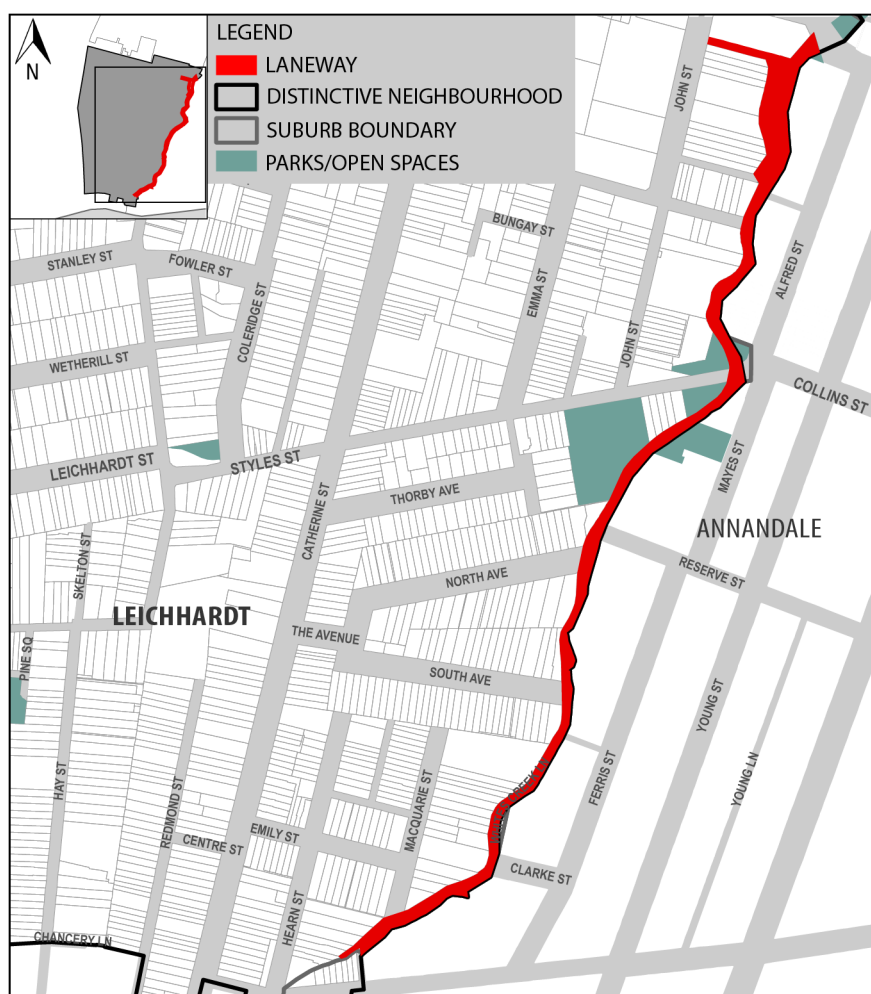


Figure C76: Whites Creek Lane Sub Area

Whites Creek Lane Sub Area forms the eastern boundary of the Piperston Distinctive Neighbourhood. The creek originally flowed naturally through this area and was later used as a natural drainage line for the neighbourhood. Whites Creek Lane Sub Area has developed along this natural pathway winding from Moore Street down to Macquarie Street.

The carriage-way along Whites Creek Lane varies in width, from 6.5m in some areas to 12m in others. There is on-street parking and footpaths in some of the wider sections of Whites Creek Lane.

The character of Whites Creek Lane Sub Area differs to that of other lanes within the Piperston Distinctive Neighbourhood, as it presents both a primary road and service lane character. As a result, various types of development have occurred, such as public housing, multi-unit developments, and single detached dwellings. In addition to these developments, there are still many examples of typical laneway development, where the rear fence and/or garage of a property align with the lane carriageway.

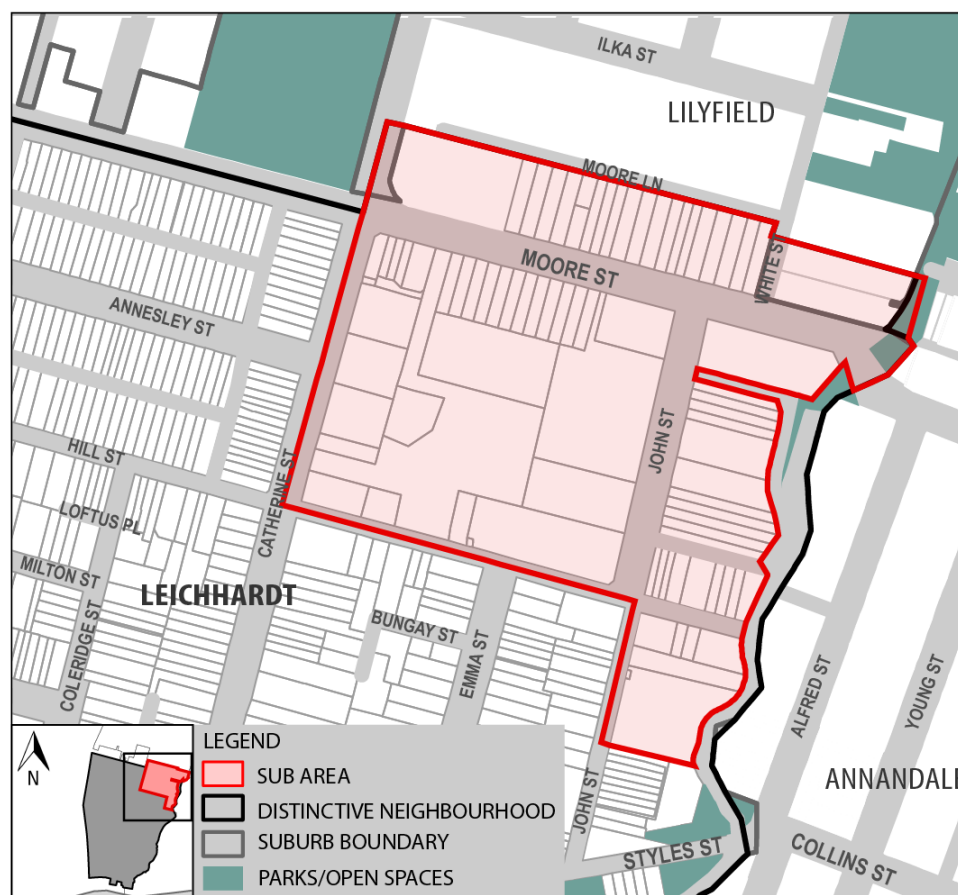
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Ensure that the unique character of Whites Creek Lane is retained, and that future development does not unreasonably impact upon the amenity of adjacent properties and the 'lanescape'.
- C2 Ensure future residential development is appropriate taking reference from the streetscape and adjoining development, given that the lane reverts to a service character in several sections along its length.
- C3 Dwellings shall be discouraged on land fronting the lane where sites have a frontage of less than 5m and where the carriageway width is less than 5m.
- C4 New buildings or alterations and additions fronting the lane should be unobtrusive from the primary street.
- C5 Vehicular, pedestrian and servicing access must be retained to the rear of all existing properties, with separate pedestrian access to the lane for any new dwellings.
- C6 The potential to provide car parking to the existing uses must be retained with any future development.
- C7 Development is to be consistent with any relevant objectives and controls within Piperston Distinctive Neighbourhood.

**C2.2.3.3(b) Industrial Sub Area****Figure C77: Industrial Sub Area**

The Industrial Sub Area is located within the north-eastern corner of the Piperston Distinctive Neighbourhood and is an established area containing industrial land, including Leichhardt Council's Depot located off Catherine Street. Situated on a slope, this area is typified by warehouse and factory development and provides one of the non-residential focal points in the area.

Signage within this area is mainly positioned flush to the wall, with some projecting wall signs. Impressive panoramic views of the City are afforded from this area as well as from the footpaths on Catherine Street.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

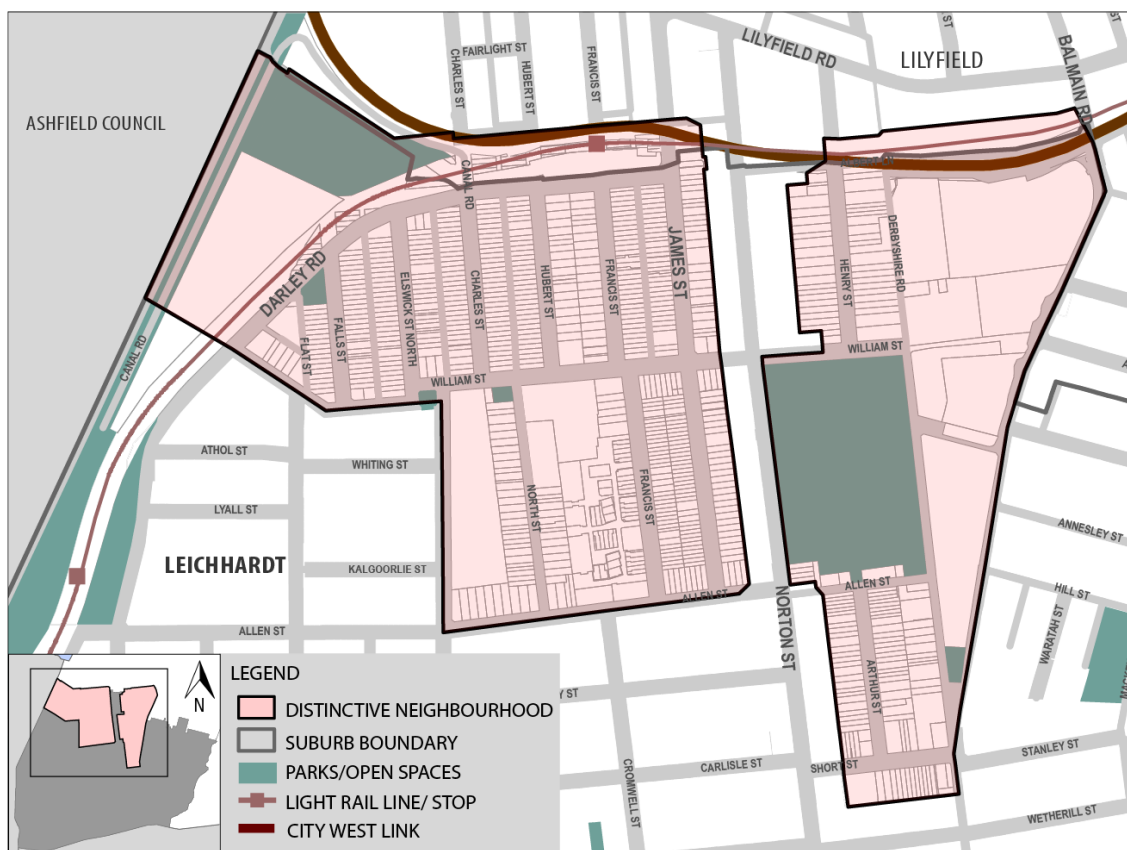
**Controls**

- C1 Promote industrial businesses suitable to residential areas, which have a low noise and vehicle impact.
- C2 Retain and enhance the industrial zoned areas to maximise its continuance for employment opportunities.

## PLACE

- C3 Ensure that the use of signage in the area is appropriate and consistent with the established industrial character.
- C4 Ensure that residential infill development on former industrial sites does not have a significant impact on the viability of adjacent industrial sites.
- C5 A maximum building wall height of 6m for new development shall apply in the industrial area.
- C6 Residential infill on industrial sites must not have an impact on the viability of adjacent industrial sites.
- C7 New development must not interfere with existing public and private view corridors.
- C8 Development is to be consistent with any relevant objectives and controls within the Piperston Distinctive Neighbourhood.

#### C2.2.3.4 Helsarmel Distinctive Neighbourhood



### Figure C78: Helsarmel Distinctive Neighbourhood

## Outline

This neighbourhood has two discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Pioneers Memorial Park Sub Area – Section C2.2.3.4(a); and
- b. Helsarmel Laneways Sub Area – Section C2.2.3.4(b).

## Landform

Helsarmel Distinctive Neighbourhood is located on the north-western slope of the Leichhardt/Balmain ridge. Balmain Road forms the easterly border and the land gently slopes south-west down to the light rail line, providing views across the Hawthorne Canal. Allen Street forms the southern border and the terrain slopes in a north westerly direction, with views over Lilyfield, Hawthorne Canal and Iron Cove. The northern boundary is formed by the City West Link and the terrain runs steeply down to the Hawthorne Canal.

With the exception of the area within the Norton Street Commercial Neighbourhood, Helsarmel Distinctive Neighbourhood is bounded by Hawthorne Canal, City West Link, Balmain Road, Allen Street, properties fronting onto Short and Arthur Street, Elswick Street, and William Street.

### Existing Character

Most of Helsarmel Estate was subdivided into small lots during the 1880s economic boom giving the streetscape coherence by its regular grid pattern. However, development was slow and continued well into the 1900s.

There is a predominant low scale character and consistency of residential form in the majority of Helsarmel Distinctive Neighbourhood. This development is in the form of detached, single storey cottages on small lots, demonstrating a variety of architectural styles and building materials. Many of these dwellings are Federation or post-war styles, with scattered examples of Californian bungalows and workers' cottages. These dwellings reflect the consistent and regular allotment pattern found on such streets as James Street, Charles Street and Elswick Street North.

In direct contrast to the predominant low scale character of the surrounding neighbourhood, a large residential development occupies most of the former John Heine site (at 69 Allen Street comprising of 141 two to three storey units and townhouses) and is bordered by Francis Street, Allen Street, William Street and North Street.

The character of the Helsarmel Distinctive Neighbourhood is heavily influenced by the regular road pattern and subdivision layout. The streets are mostly wide and tree-lined, with a strong residential character. The street pattern is almost completely north-south, with the only east-west streets being Allen, Short and William Street, Darley Road and the City West Link.

Other than the Pioneer Memorial Park, public open space is limited within the Helsarmel Distinctive Neighbourhood, with two small parks located on the corner of North and William Street and on the corner of Darley Road and Falls Street. Where streets are lined with trees, such as Francis and James Street between William and Allen Street, the vegetative corridor contributes significantly to the character and amenity of the streetscape.

Leichhardt Bus Depot and former tram shed are located off Derbyshire Road. These sites are significant features within the Helsarmel Distinctive Neighbourhood.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

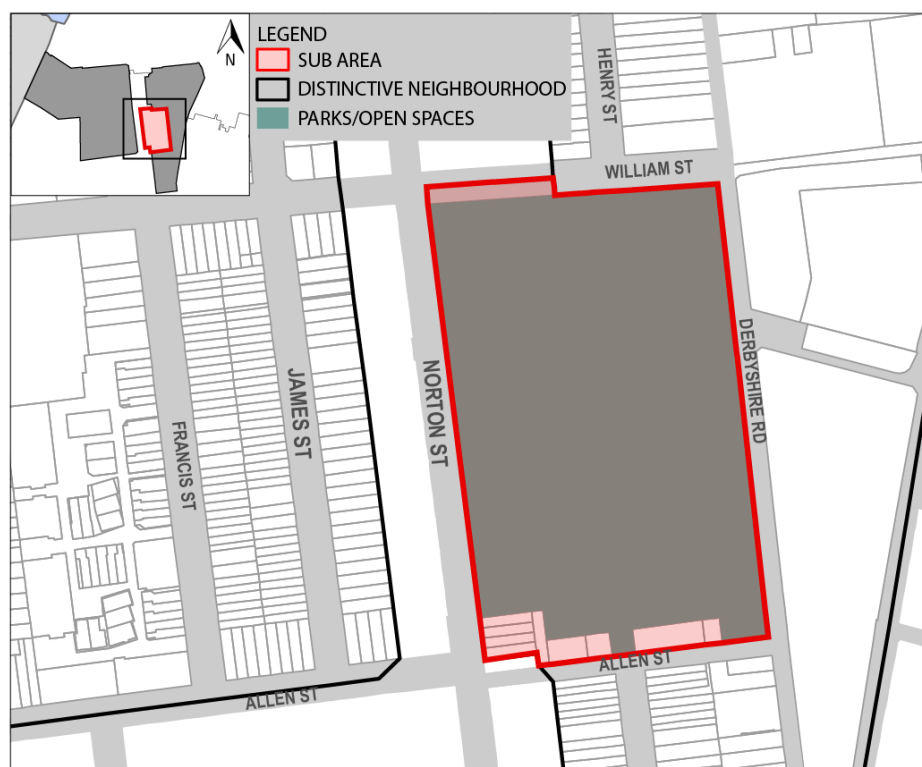
#### **Controls**

- C1 Maintain the character of the Helsarmel Distinctive Neighbourhood by keeping development complementary in architectural style, form and materials.
- C2 Maintain and enhance the predominant low scale 'cottage' character of the residential streets.
- C3 Preserve and enhance the weatherboard cottages and Californian bungalows scattered throughout Helsarmel Distinctive Neighbourhood.
- C4 Preserve the consistency of the subdivision pattern in this area.
- C5 Preserve and enhance the availability of views, both of city landmarks and local features.
- C6 Maintain the prevalence of street trees in addition to mature and visually significant trees on private land.
- C7 Encourage street tree planting throughout Helsarmel Distinctive Neighbourhood.
- C8 Encourage and enhance landscaping in the front building setback throughout Helsarmel Distinctive Neighbourhood.



- C9 Building wall height is to be a maximum of 3.6m, with the exception of development along Darley Road where there is potential for higher, more dense development, where a maximum building wall height of 6.0m shall apply.
- C10 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

#### **C2.2.3.4(a) Pioneers Memorial Park Sub Area**



**Figure C79: Pioneers Memorial Park Sub Area**

Pioneers Memorial Park provides open space and landscape features within the Helsarmel Distinctive Neighbourhood. The Park contributes significantly to the character of the Neighbourhood offering a place of recreation and visual amenity to the area.

#### **Desired Future Character**

##### **Objective**

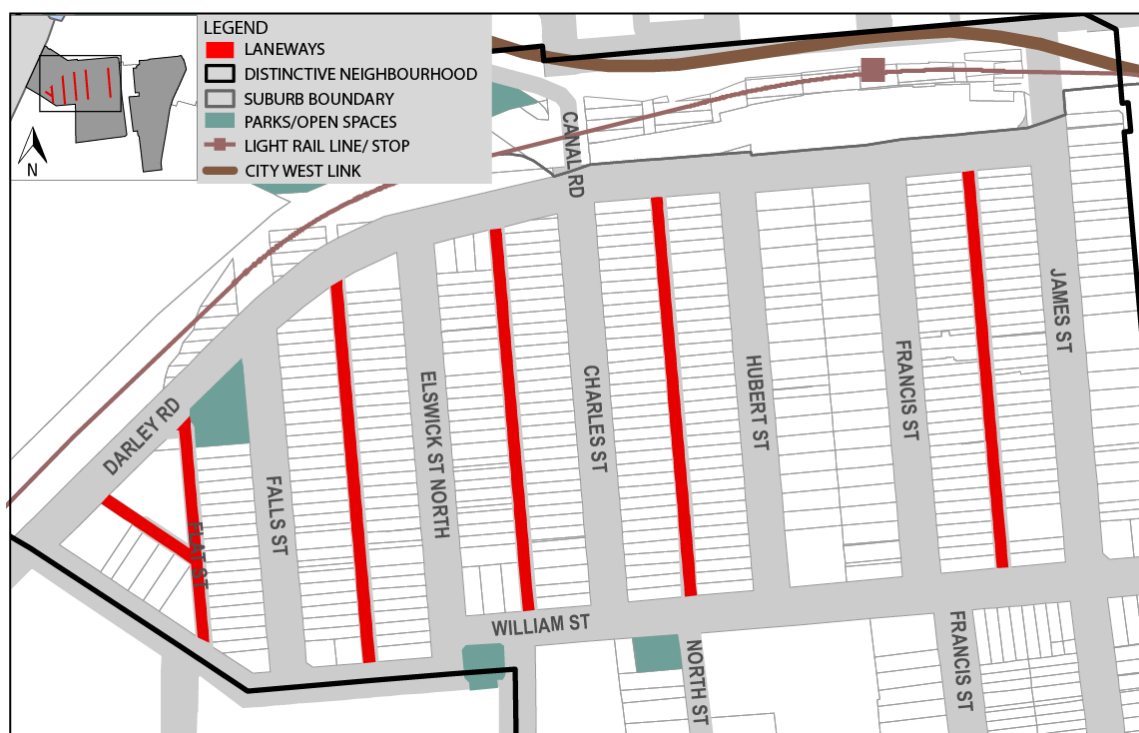
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

##### **Controls**

- C1 Preserve and enhance the existing aesthetic quality and environmental significance of Pioneers Memorial Park.
- C2 Maintain minimal impact of dwellings sharing a common boundary with Pioneers Memorial Park.
- C3 A minimum building setback of 10m from the Park shall apply. This is measured from the common boundary of a site with the Pioneers Memorial Park to the nearest external wall of a building.

- C4 Development is to be consistent with any relevant objectives and controls within the Helsarmel Distinctive Neighbourhood.

#### **C2.2.3.4(b) Helsarmel Laneways Sub Area**



**Figure C80: Helsarmel Laneways Sub Area**

The Helsarmel Laneways Sub Area reflects the consistency in the layout of the street network. The laneways retain a historical low scale service character to them, often with carriageway widths between 5.5m and 6.0m. They run in a north-south direction and are mainly used for garages and access to the rear of the properties, with generally no dwellings fronting onto the laneways.

There is an abundance of vegetation along the rear properties of the laneways, creating lush green corridors. There is a lack of tree lined streetscapes in the northern section of the Leichhardt Suburb, so the rear laneways are essential to the aesthetics of the area.

### **Desired Future Character**

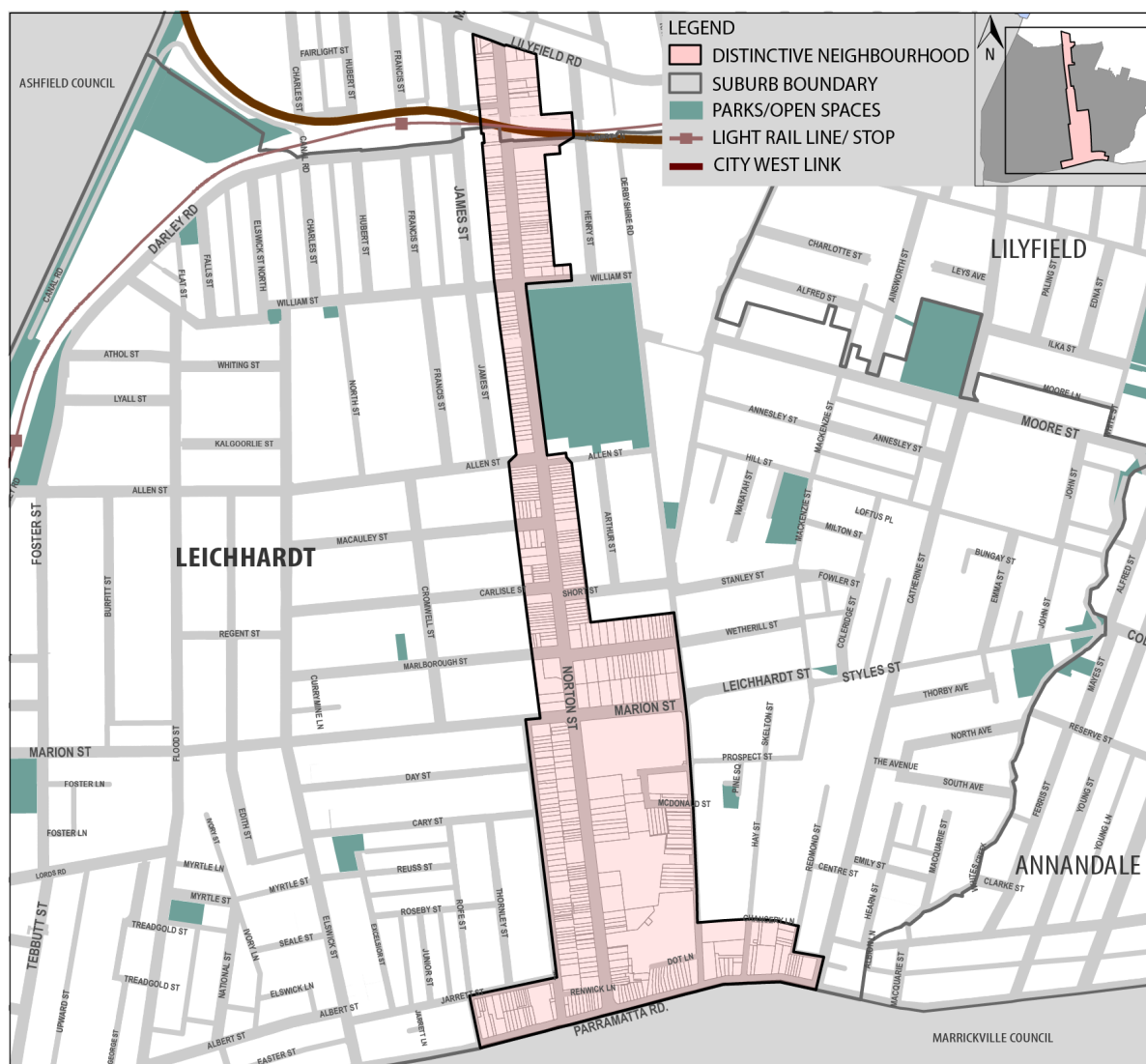
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve and enhance the predominant low scale service character and pedestrian friendly environment within lanes in Helsarmel.
- C2 Preserve and enhance the shared 'green corridor' at the rear of the existing houses along the laneways.
- C3 Residential dwellings fronting laneways shall be discouraged.
- C4 Development is to be consistent with any relevant objectives and controls within the Helsarmel Distinctive Neighbourhood

### C2.2.3.5 Leichhardt Commercial Distinctive Neighbourhood



**Figure C81: Leichhardt Commercial Distinctive Neighbourhood**

#### Outline

This neighbourhood has seven discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Norton Street - Entrata Sub Area – Section C2.2.3.5(a);
- Civic Area - Collina Sub Area – Section C2.2.3.5(b);
- Norton Street - Centro Sub Area – Section C2.2.3.5(c);
- Norton Street - Residenziale Sub Area – Section C2.2.3.5(d);
- Norton Street – Nord Sub Area – Section C2.2.3.5(e);
- Balmain Road, Hay and McDonald Streets Sub Area – Section C2.2.3.5(f); and
- Renwick Street and Jarrett Street Sub Area – Section C2.2.3.5(g).



**Figure C82: Sub Areas within Leichhardt Commercial Distinctive Neighbourhood**

## Landform

The Leichhardt Commercial Distinctive Neighbourhood essentially comprises the length of Norton Street, from Parramatta Road in the south to Lilyfield Road in the north. Norton Street is located on the slopes of the main Leichhardt/Balmain ridge, with the junction of Marion and Norton Streets forming the highest location. From this point, the street slopes down towards Lilyfield Road in the north and falls towards Parramatta Road in the south. From the Marion/Norton Street junction, there are views afforded west over Leichhardt towards Haberfield, and views east towards Annandale and the City.

This area includes more than just the street and the buildings fronting it; the neighbourhood also includes buildings along Parramatta Road, from Norton Street to Rofe Street in the west, and Catherine Street to the east. The border continues up Renwick Street to Marion Street and Balmain Road to Short Street, and then encompasses the rear boundaries of properties facing onto Norton Street to its completion at Lilyfield Road.

## Existing Character

The character of Norton Street is both historic and modern, typified by large, modern commercial developments that have transformed the southern part of the street into a sub-regional commercial centre.

Norton Street, between Parramatta Road and Marion Street, was originally a boulevard of mostly Victorian detached and semi-detached two storey residences. It generally developed as a desirable residential precinct in close proximity to the retail and commercial development on Parramatta Road. However, over the years, unsympathetic redevelopment and alterations and additions eroded the integrity of the street.

The development of the Leichhardt Town Hall in the 1880s, at the junction of Marion and Norton Streets, provides an important visual element and focus for the centre, as well as for the suburb of Leichhardt.

Most buildings are constructed on or close to the street frontage. The identity and character of the Leichhardt Commercial Distinctive Neighbourhood changes significantly as it runs from Parramatta Road to Lilyfield Road, effectively separating it into five notable areas.

## Desired Future Character

### Objective

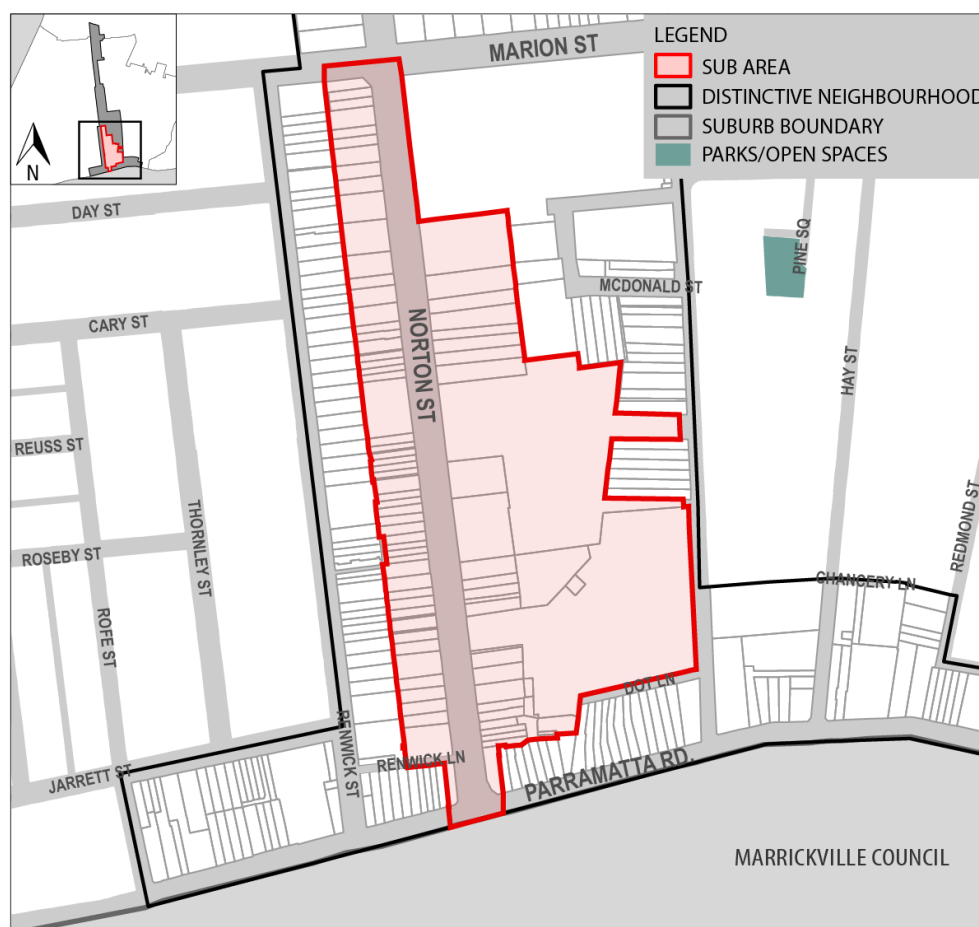
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Leichhardt Commercial Distinctive Neighbourhood.

### Controls

- C1 Maintain the character of the area by keeping development complementary in architectural style, form and materials.
- C2 Retain existing shopfronts, regardless of current or proposed use, to provide for future flexibility where they make a positive contribution to Heritage Conservation Areas.
- C3 Encourage appropriate signage consistent with the predominant signage type along each local area section.
- C4 Promote land uses and urban design that enhance and contribute to the character and identity of the neighbourhood whilst protecting Heritage Items and Heritage Conservation Areas that combine to help create that character.
- C5 Protect and enhance the residential amenity of dwellings in and adjoining the neighbourhood.
- C6 Improve accessibility, pedestrian amenity and linkages.
- C7 At the edges of the Leichhardt Commercial Distinctive Neighbourhood, encourage buildings containing a variety of accommodation types.
- C8 Preserve existing street trees and promote further street trees, using native species when possible.
- C9 Repave footpaths consistent with the Norton Street Improvement Project.
- C10 Promote the continuing development of a neighbourhood centre and identity, encouraging land uses and development that contribute to the economic well-being of the neighbourhood.
- C11 Encourage employment opportunities in the neighbourhood.

- C12 Enhance and promote the viability and potential for neighbourhood and local provision shops.
- C13 Building wall height is to be a maximum of 3.6m, unless an alternate building wall height is prescribed under sub area controls.
- C14 Signage along Norton Street and Parramatta Road must complement the existing signage of the streetscape, and signage above awnings will not be supported.
- C15 The consolidation and development of amalgamated allotments should be avoided and the pattern of small business and residential frontages maintained unless lot consolidation is encouraged in the Sub Area controls.
- C16 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

#### **C2.2.3.5 (a) Norton Street – Entrata Sub Area**



**Figure C83: Norton Street - Entrata Sub Area**

The Entrata Sub Area of Norton Street covers Parramatta Road to the Marion Street junction and is identified by its traditional layout, its relationship to the Town Hall, the mixture of Victorian and Federation buildings with modern developments, as well as its Italian character. As a result, the area conveys a sense of history as well as modern change and Italian influence, which form part of the cultural heritage of the Local Government Area. Two existing terrace rows on the western side, No's 36-44 and No's 56-62, are prominent remnants of the earlier period of residential land use.

The distinct difference between this sub section of Norton Street and the others is the development that has occurred. This includes modern large scale commercial buildings such as the cinema and Norton Plaza. This has served to create a more commercialised centre along Norton Street. The other

large scale development is the Italian Forum, which is a focal point socially and physically. The Forum takes its cue from the Italian piazza as a social multipurpose space, tightly enclosed, with numerous points of entry, principally paved for a wide and flexible variety of public activities, with scope for commercial activities to the edges.

The built form of the piazza is primarily large masonry buildings with balconies both looking into the centre of the piazza and outward. The access ways are paved primarily with charcoal grey concrete tiles whilst the buildings are painted in earthy tones. A double height colonnade wraps around the piazza and provides a protected edge to the shopfronts and pedestrians. There is a fountain feature and steeply ranking amphitheatre, which can serve as seating. The buildings that enclose the space are double layered with narrow atrium spaces between, which provide light, ventilation as well as the access to the residential units. A glazed arcade connects to Norton Street with a high portico marking the principal point of access.

The length of Parramatta Road contained within this commercial neighbourhood comprises a cohesive grouping of two storey buildings. They are Federation in style and consistent in their height and use of building materials. The shops along Parramatta Road are used for commercial purposes, mainly retail and entertainment.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Encourage a mix of retail, commercial, community, cultural and entertainment uses in order to sustain a lively public environment, particularly along the street frontage.
- C2 Promote a retail mix to meet the day to day needs of residents within walking distance.
- C3 Improve the environmental amenity and interest for pedestrians accessing the area.
- C4 Integrate Norton Street more effectively with adjoining areas by improving pedestrian connections to these areas in future development.
- C5 Reinforce the street corridor of Norton Street and Marion Street with views of Civic buildings.
- C6 Centralise the town centre by promoting the continued development of commercial uses along Norton Street.
- C7 Retain the existing scale and traditional shopfront presentation of buildings to Parramatta Road.
- C8 Extend the laneway network parallel to Parramatta Road from Renwick Street to Redmond Street.
- C9 Improve the environmental quality of the laneways servicing Parramatta Road by:
- a. encouraging new development orientated towards the laneways, and
  - b. encourage landscaping of the laneways.
- C10 Where appropriate, original buildings along Norton Street and Parramatta Road should be retained.



## PLACE

- C11 The number of driveway crossings should be minimised and additional driveway crossings are discouraged. Where provided, vehicular crossings should be of a minimal width.
- C12 Where site conditions allow, new development along Parramatta Road shall include public pedestrian connections through the site and/or provide frontages to laneways.
- C13 Where appropriate, Parramatta Road façades shall be restored to their original form with respect to elements such as windows, balconies, ornaments, balustrading and urns on the parapets.
- C14 Where a building forms a part of a pair or a group, unity should be restored and surface treatments should harmonise with the existing Italianate façades.
- C15 New development along Parramatta Road shall be exempt from the parking requirements of this Development Control Plan.
- C16 On the eastern side of Norton Street, a maximum building wall height of 12m applies to new development. A maximum building wall height of 15m may be achieved where a setback of at least 3m from the building frontage is achieved.

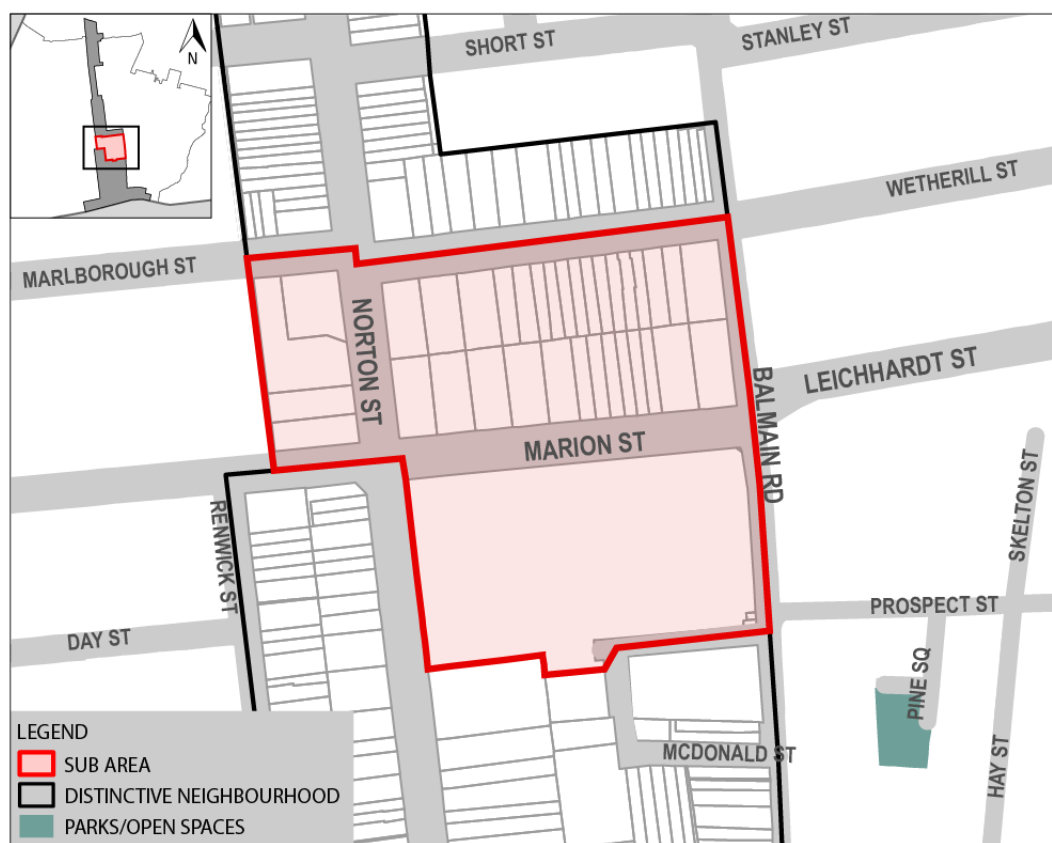
### **Italian Forum**

- C17 Maintain the original piazza concept of a fluid, flexible and multi-purpose public space shaped by a colonnaded edge. Any objects within the piazza should be light street furniture, chairs, tables, etc with light umbrellas over for some shade and rain protection.
- C18 Maintain full and free access through the piazza for the public including the provision of unassigned seating.
- C19 The piazza shall be a multi-purpose space readily capable of conversion for festivals, markets or use as an entertainment or ceremonial space.
- C20 Upgrade elements in terms of finishes and points of interest particularly the entrances from Balmain Road. These elements should enrich the space in terms of cultural elements, particularly associated with the Italian-Australian heritage of Leichhardt, as well as the use of plants associated with the Mediterranean.
- C21 Introduce further detail to paving to add interest, texture and pattern to reflect the rich textures and patterns that typify Italian piazzas.
- C22 Replace existing small landscape features with larger scale planters in decorative ceramics as art pieces and to provide contrast in colour and texture to the buildings and provide shade.
- C23 The minimum width of public access at any point shall be 3m.
- C24 Not more than 25% of the area of the piazza shall be licensed for commercial use.
- C25 The licensed area may only be occupied by movable furniture and objects which must be removed at close of trading each day.
- C26 There shall be free movement around the licensed areas, under the colonnades, as well as in crossing the piazza from the corners and at the principal points of access.
- C27 There shall be no permanent awnings or partitions within the piazza space and the following particulars shall apply:
  - a. table umbrellas may be used to provide some protection from direct sun and rain.

- b. umbrella fabrics shall be colour coordinated with the palette of the buildings, in neutral and natural colours and mid tones. Patterns, text and advertising material is not appropriate.
- c. the maximum coverage of open licensed areas by umbrellas shall be 50%.
- d. the piazza is to be used predominantly for public purposes such as entertainment, ceremonies, markets, festivals. Any such functions or occasions will require the removal of all tables, chairs, umbrellas, dividers, planters and the like in the piazza.

C28 Any proposals for refurbishment should consider the following elements:

- a. when due for re-painting a more muted colour scheme should be used, but continuing the earth palette. This should reference the colour wash patterns of Mediterranean buildings, such as using lime or cement based paint finishes. Acrylic paints are not appropriate;
- b. remove the semi-circular portico (for the Library) which serves no purpose, and clutters the piazza;
- c. renew the paving throughout to create a non-directional but dynamic pattern with some contrast in tone and texture while remaining colour neutral by comparison with the wall colours;
- d. the existing small pots and planters should be replaced by much bolder treatment with larger scaled planters/pots and plant material such as using vigorous climbers such as Ornamental Grape Vine and Wisteria (to reflect the Mediterranean feel). This is particularly required to the Balmain Road entries, and the atrium spaces between the residential units – currently bland and lacking detailed interest. The pots/planters shall be individually commissioned ceramic art pieces; and
- e. scope for displays of public art and exhibition material in transition spaces and on blank walls such as the Balmain Road entries, the walls to the amphitheatre, including the Balmain Road colonnade.

**C2.2.3.5(b) Civic Area - Collina Sub Area****Figure C84: Civic Area - Collina Sub Area**

This Sub Area can be described as the Civic Centre of Leichhardt containing both the Town Hall and Council's administrative centre. The area contains a striking group of buildings including the Town Hall, Post Office, Church, Leichhardt Public School and the Leichhardt Fire Station. These buildings are positioned on a major knoll, which reinforces their prominence and greatly adds to the environment.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Retain existing public buildings and facilities and retain the visual and topographic prominence of the cluster of historic towers and spires.
- C2 The existing 'public' buildings located in the area are to be retained.
- C3 New development is to respect the integrity, visual prominence and hierarchy of existing tower elements along Marion Street.
- C4 New development is to ensure the retention of existing street trees along the site frontage of Leichhardt Primary School.

- C5 A maximum building wall height of 12m applies to new development on both sides of Marion Street.
- C6 Development is to be consistent with any relevant objectives and controls within the Leichhardt Commercial Distinctive Neighbourhood.

### C2.2.3.5(c) Norton Street – Centro Sub Area

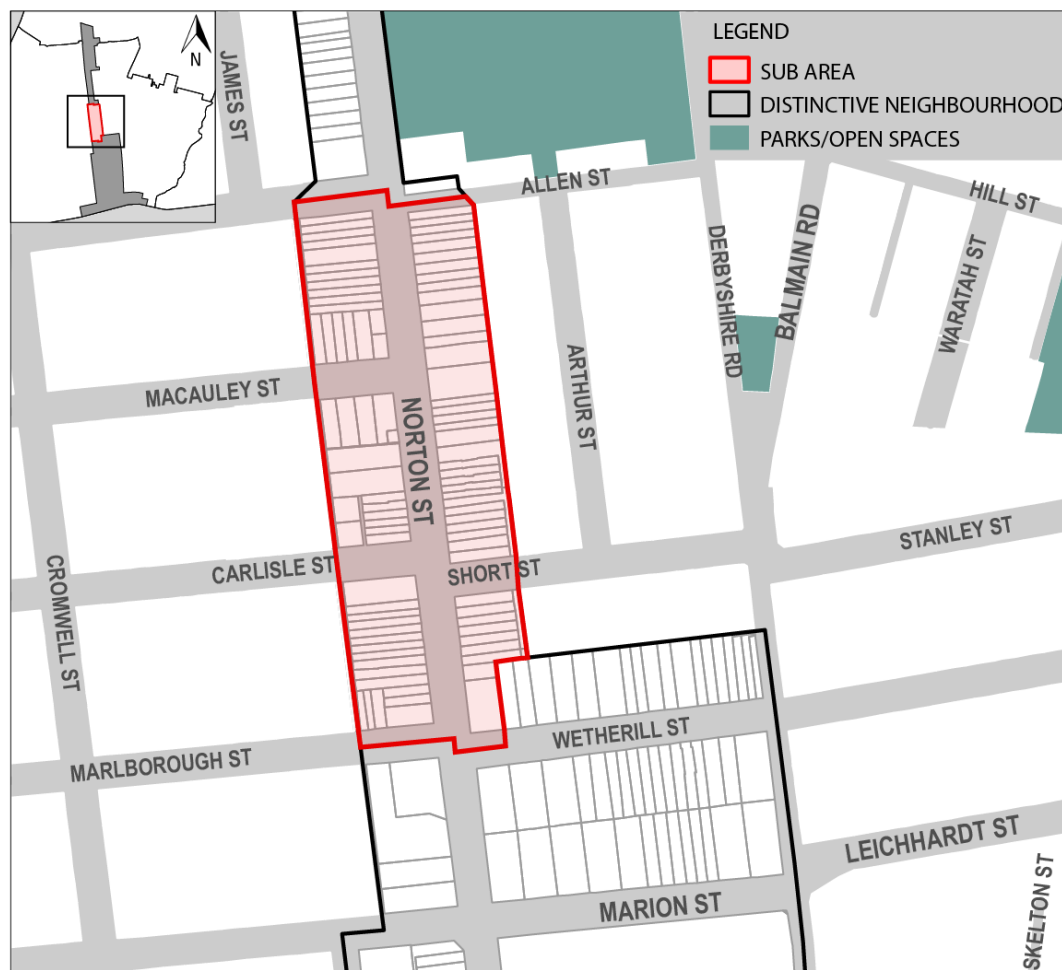


Figure C85: Norton Street - Centro Sub Area

From Wetherill Street to Allen Street, the character of the Centro Sub Area is typified by a mix of two storey commercial buildings and low scale row and detached housing. This part of Norton Street is known for its cafe culture, mixture of small specialty shops and local provisions shopping. The increasing popularity of cafe dining has seen many of the small local businesses converted to cafes or coffee shops, and a level of homogeneity taking place.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

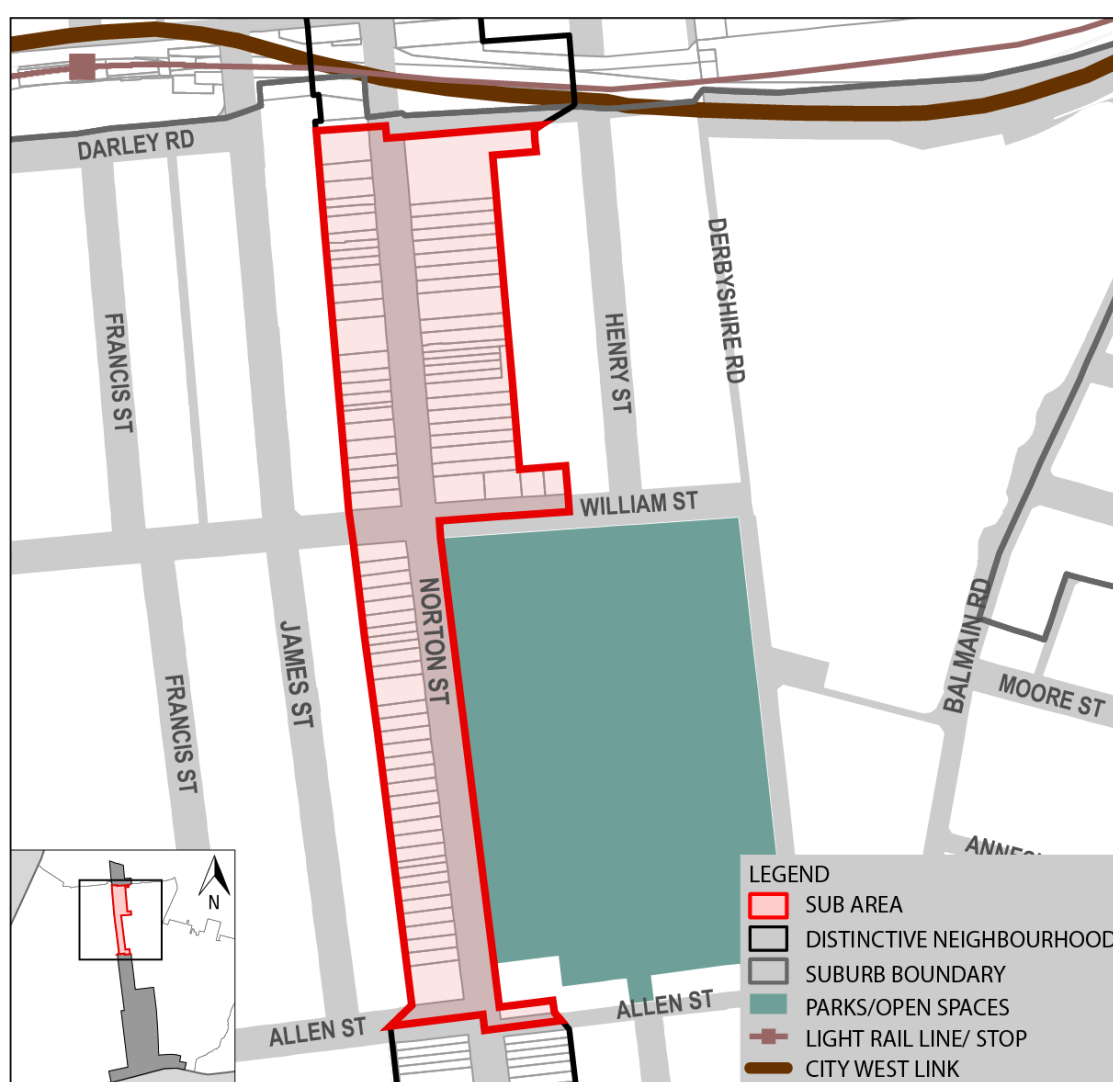
#### Controls

- C1 Retain and enhance the small scale dwellings used for both residential and commercial purposes.

## PLACE

- C2 Provide complimentary design that protects and enhances the heritage significance of the Heritage Conservation Area.
- C3 Promote the viability of neighbourhood and local provision shops whilst retaining a mix of cafes, restaurants and specialty shops.
- C4 Enhance pedestrian amenity by ensuring continuous weather protection within the commercial area.
- C5 Encourage redevelopment to reflect the small shopfront character of the area.
- C6 Large-scale commercial development along this section of Norton Street is discouraged.
- C7 Development is to be consistent with any relevant objectives and controls within the Leichhardt Commercial Distinctive Neighbourhood.

### **C2.2.3.5(d) Norton Street - Residenziale Sub Area**



**Figure C86: Norton Street - Residenziale Sub Area**

This Sub Area stretches north from Allen Street to the City West Link. The nature of the street changes to residential, with a range of commercial uses interspersed along its length. The land is zoned both residential and business in this area.

## PLACE

Dwellings in this Sub Area are mainly single storey, of Federation or Victorian style, with minimal front setbacks of 1m – 3m.

The young street trees in this area were planted as part of the Norton Street Improvement Project and aim to visually narrow the road and to provide shade to footpaths and parked cars. Pioneer Memorial Park largely adds to the amenity of this section of Norton Street, providing a wealth of open space and a focus for this part of the street.

### **Desired Future Character**

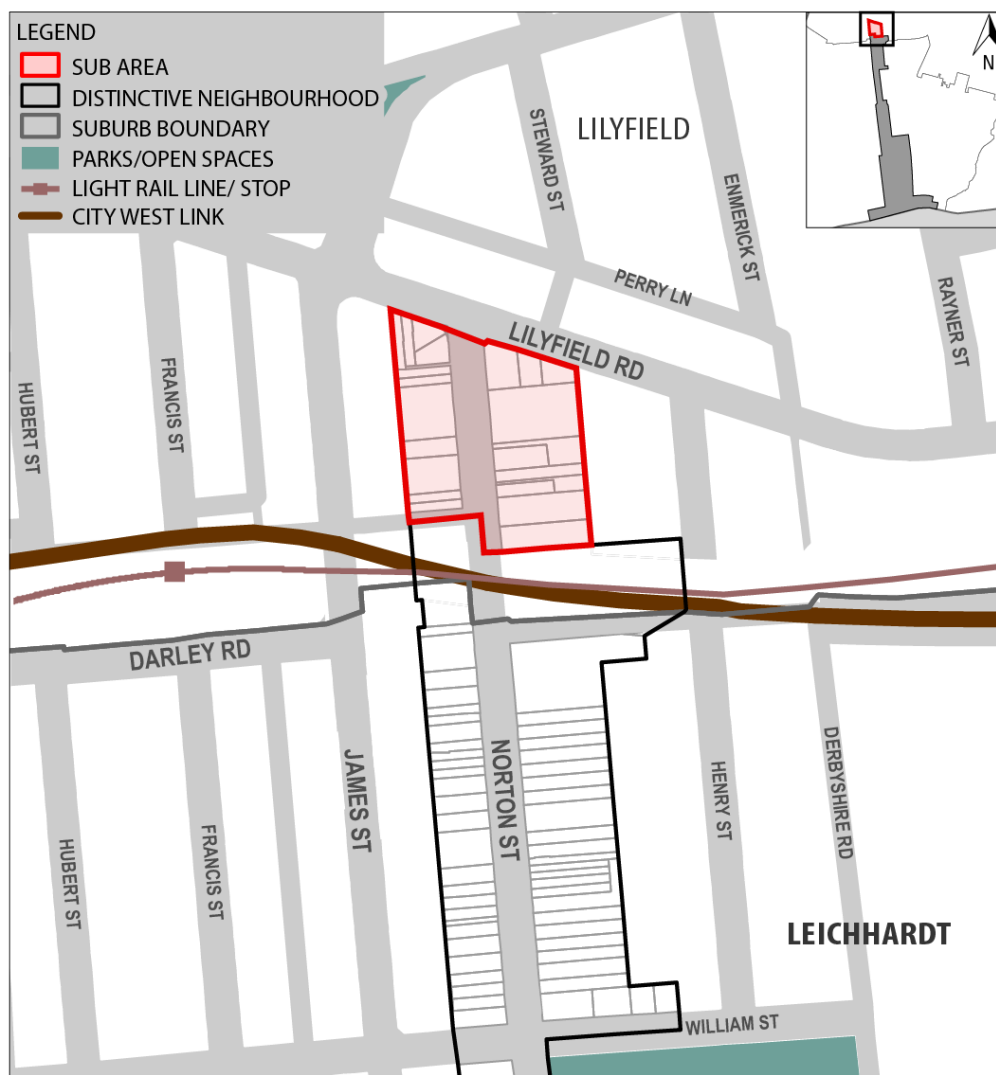
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Promote the redevelopment of residential dwellings opposite Pioneer Park.
- C2 Promote appropriate use of residential dwellings for home-based commercial purposes north of William Street, while maintaining the original character of the dwellings and surrounding area.
- C3 Large-scale commercial development along this section of Norton Street shall be discouraged.
- C4 A maximum building wall height of 6m applies to residential development.
- C5 A maximum building wall height of 9m applies to commercial and mixed residential and non-residential development on the western side of Norton Street.
- C6 Mixed use development shall be designed to ensure:
- a. the ground floor is used for non-residential purposes;
  - b. the lot size is greater than 600sqm;
  - c. car parking is provided within a basement;
  - d. a third storey is setback and does not project into a 45° envelope plane drawn from the top of the front elevation of the second storey;
  - e. a 45° envelope plane applies to the rear elevation and balconies are designed to prevent down viewing; and
  - f. an 8m rear setback is achieved.
- C7 The above mentioned envelope and setback controls also apply to mixed residential and other development with a building height exceeding 6m.
- C8 Development is to be consistent with any relevant objectives and controls within the Leichhardt Commercial Distinctive Neighbourhood.

#### **C2.2.3.5(e) Norton Street - City West Link to Lilyfield Road – Nord – Sub Area**



**Figure C87: Norton Street - City West Link to Lilyfield Road – Nord Sub Area**

This section of the Leichhardt Commercial Neighbourhood is distinct from the rest of Norton Street as a result of the City West Link. The properties along the west side of Norton Street are predominantly two storeys in height.

The east side of Norton Street contains mainly old industrial buildings, which have been converted to residential use, generally two storey townhouses and units with the occasional single storey dwelling in between. This area of Norton Street provides a commercial centre specifically relating to residents on the northern side of the City West Link.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

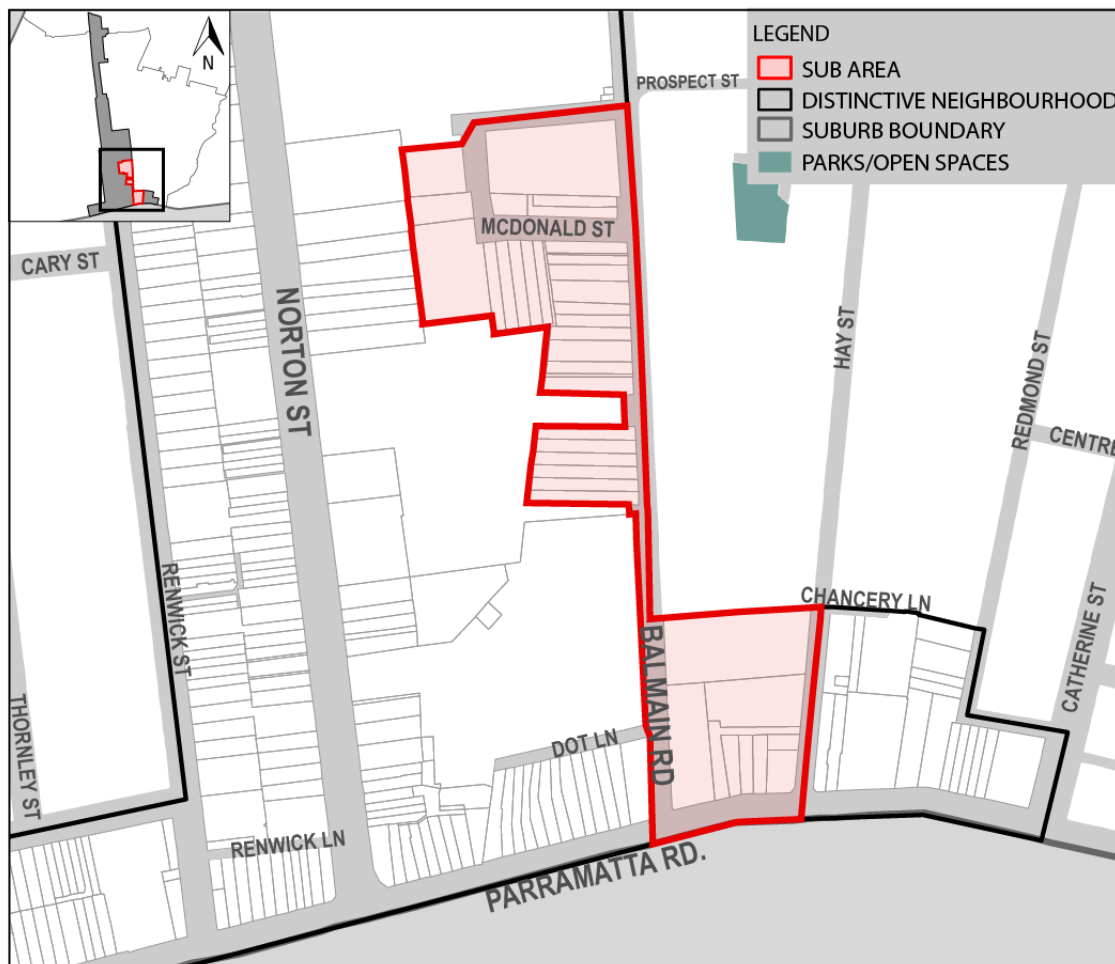
- C1 Promote appropriate use of residential dwellings for home based commercial purposes, while maintaining the original character of the dwellings and surrounding area.



## PLACE

- C2 Promote the continued development of this section of Norton Street for commercial uses.
- C3 Encourage modern development complementary to the architectural style of the streetscape.
- C4 A maximum building wall height of 6m applies to this location.
- C5 Development is to be consistent with any relevant objectives and controls within the Leichhardt Commercial Distinctive Neighbourhood.

### **C2.2.3.5(f) Balmain Road, Hay and McDonald Streets Sub Area**



**Figure C88: Balmain Road, Hay and McDonald Streets Sub Area**

This Sub Area is a mix of building forms and types ranging in height and style. The south end of the area has relatively modern commercial development whereas the northern section contains a mix of residential development. These developments range from single storey detached Federation cottages to recently constructed three and four storey multi-unit developments, which are predominantly located in McDonald Street.

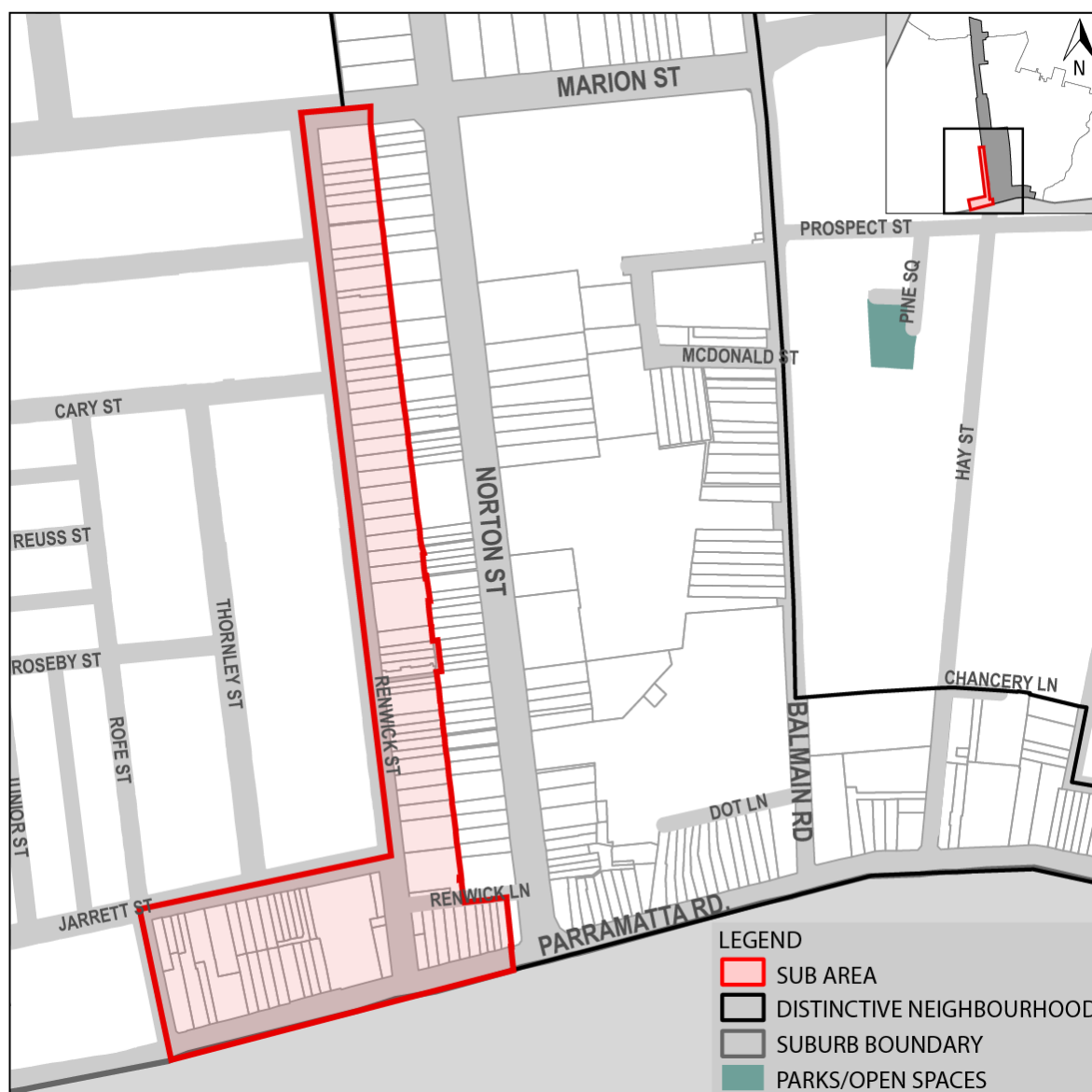
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

## Controls

- C1 Encourage a mix of institutional, commercial and residential uses.
- C2 Discourage retail and night time uses from locating along Balmain Road and adjacent to residential areas.
- C3 Promote the redevelopment of residential properties to the north (Balmain Road and McDonald Street).
- C4 A maximum building wall height of 6m applies to this location.
- C5 Development along Balmain Road shall have a front setback of at least 4m.
- C6 For commercial development fronting Balmain Road a maximum building wall height of 9m applies to new development. A maximum building wall height of 12m may be achieved where a setback of at least 3m from the building frontage is achieved. The wall height is measured from natural ground level at any point.
- C7 Development is to be consistent with any relevant objectives and controls within the Leichhardt Commercial Distinctive Neighbourhood.

**C2.2.3.5(g) Renwick Street and Jarrett Street Sub Area****Figure C89: Renwick Street and Jarrett Street Sub Area**

Renwick and Jarrett Streets contain a mixture of single storey and two storey Victorian detached and semi-detached buildings. The area is zoned Business, however the level of commercial development along Renwick Street and Jarrett Street is not as intense as that occurring along Norton Street. This may be due to the lack of adequate parking and pedestrian access between Norton Street and Renwick Street.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Provide for low impact non-residential uses that:

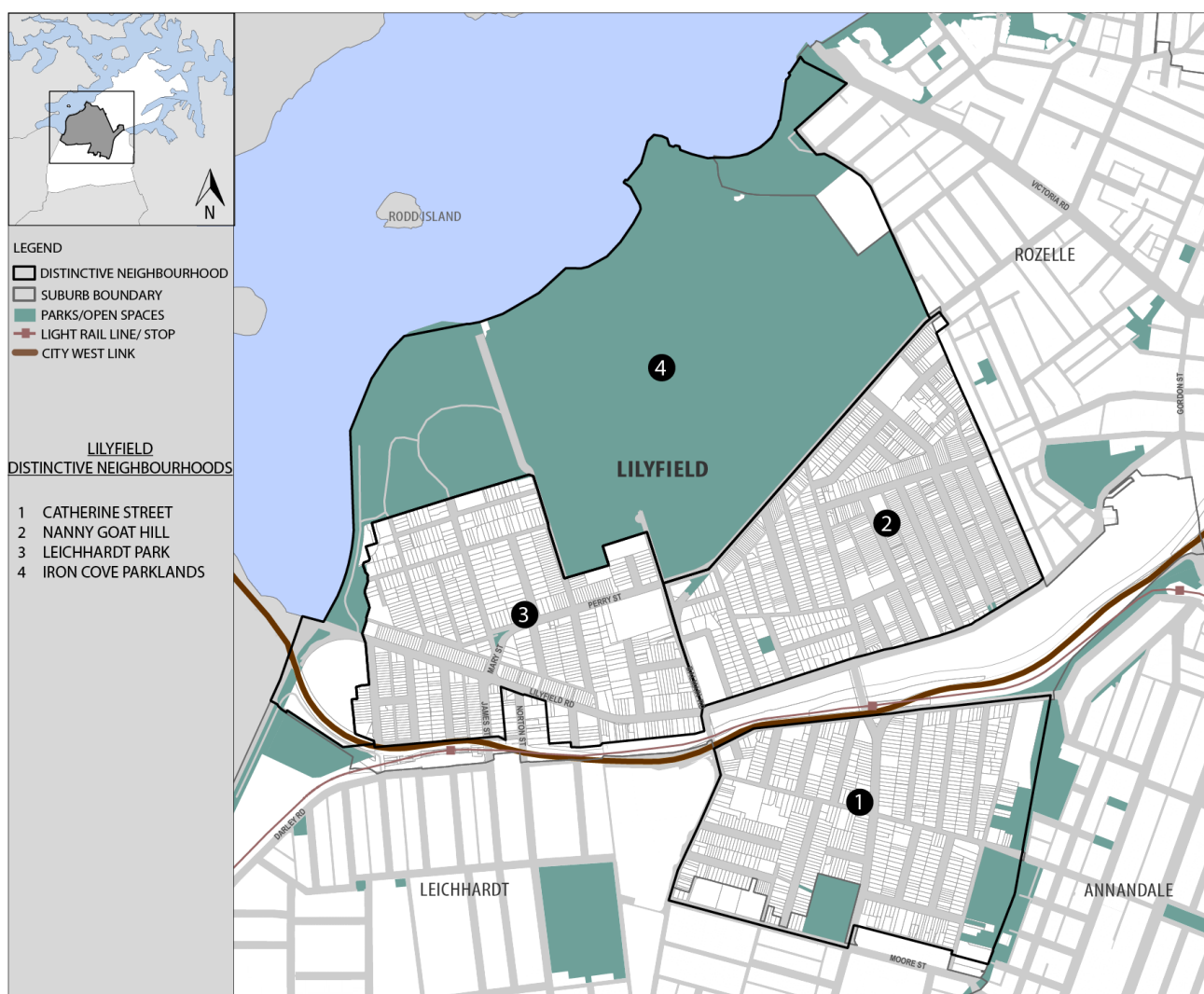
## PLACE

- a. are housed in buildings that reflect the scale, character and elevational treatment of buildings in the street,
  - b. do not generate large volumes of traffic,
  - c. provide for their loading and parking demands off-street, and
  - d. do not adversely affect the heritage significance of the relevant Heritage Conservation Area.
- C2 Improve pedestrian access to Norton Street and public transport routes by providing more and improved connections to Norton Street and Parramatta Road.
- C3 Maintain the predominant bulk, scale and siting of buildings and protect the heritage significance of the relevant Heritage Conservation Area.
- C4 Where appropriate original buildings should be retained.
- C5 A maximum building wall height of 6m applies to this location.
- C6 Development is to be consistent with any relevant objectives and controls within the Leichhardt Commercial Distinctive Neighbourhood.

## C2.2.4 Lilyfield Distinctive Neighbourhoods

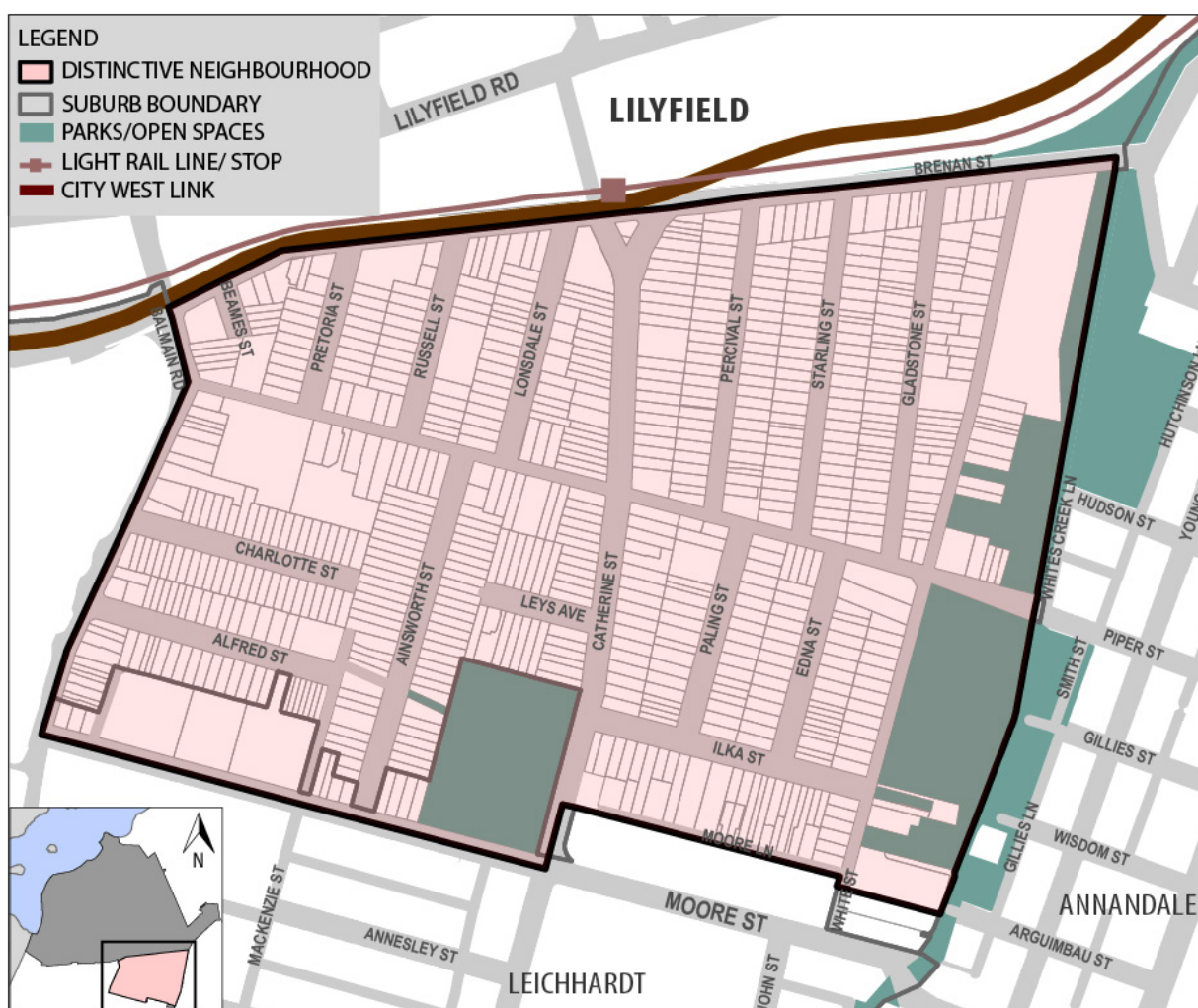
The following areas within Lilyfield are identified as 'Distinctive Neighbourhoods' by virtue of topography, estate and street pattern or building form. The Sub Areas identified within some of the Distinctive Neighbourhoods have unique characteristics, with specific objectives and controls.

Development is required to be consistent with the Desired Future Character objectives and controls of the Distinctive Neighbourhood and any Sub Area within the locality, in addition to the requirements within other sections of this Development Control Plan.



**Figure C90: Lilyfield Distinctive Neighbourhoods**

### C2.2.4.1 Catherine Street Distinctive Neighbourhood



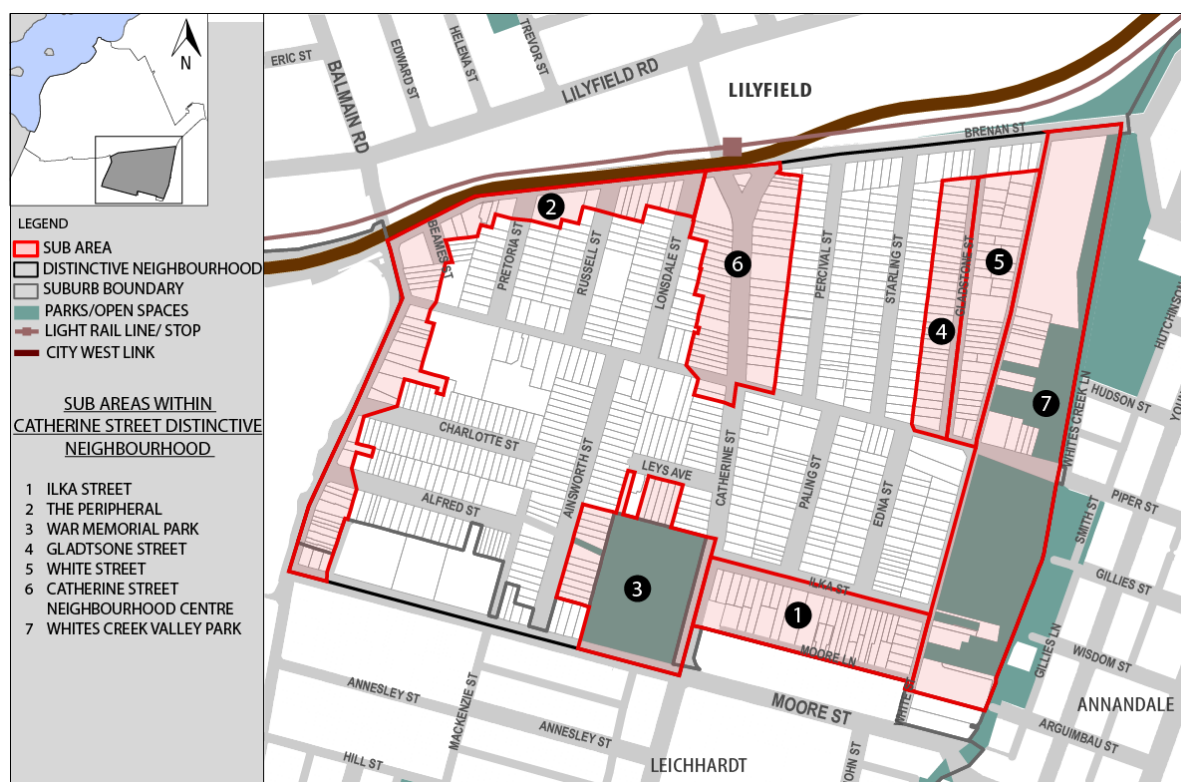
**Figure C91: Catherine Street Distinctive Neighbourhood**

#### Outline

This neighbourhood has seven discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Ilka Street Sub Area – Section C2.2.4.1(a);
- b. The Peripheral Sub Area – Section C2.2.4.1(b);
- c. War Memorial Park Sub Area – Section C2.2.4.1(c);
- d. Gladstone Street Sub Area – Section C2.2.4.1(d);
- e. White Street Sub Area – Section C2.2.4.1(e);
- f. Catherine Street Neighbourhood Centre Sub Area – Section C2.2.4.1(f); and
- g. Whites Creek Valley Park Sub Area – Section C2.2.4.1(g).





**Figure C92: Sub Areas within Catherine Street Distinctive Neighbourhood**

## Landform

The Catherine Street Distinctive Neighbourhood is located on the eastern slopes of the main Leichhardt/Balmain ridge. It has a gentle hill and valley landform but with a predominant slope down in a north-easterly direction. Towards Whites Creek the gradient is much steeper and provides views over the light rail line to the Annandale ridge and the City skyline. The dominant street pattern is oriented north-south.

The neighbourhood's boundaries are defined by the City West Link to the north, Whites Creek to the east and Balmain Road to the west. The southern boundary is partly formed by Moore Street, between Balmain Road and Catherine Street, as well as a small section of Catherine Street to Moore Lane. The southern boundary then follows Moore Lane to White Street and behind existing industrial buildings to Whites Creek Valley Park.

## Existing Character

The character of the neighbourhood is heavily influenced by the regular road pattern and subdivision layout. The streets are mostly wide tree-lined residential streets, however there are some well-established industrial and commercial sites along the eastern and southern boundaries of the neighbourhood, as well as some isolated pockets of industrial activity within the centre.

There is an overwhelmingly low-scale character and consistency of residential form in the area. The dwellings are predominantly detached, single storey cottages. There is a variety of architectural styles evident, reflecting the various periods of residential development. These styles include Victorian, some Federation and examples of post-war dwelling forms. Most development in the Distinctive Neighbourhood appears to have occurred in the early part of the 1900s.

With the exceptions of Piper, White and Mackenzie Streets and the laneways, all streets in the Distinctive Neighbourhood are relatively wide with a carriageway width of between 10m - 12m.



Footpath widths on the wider streets are generally between 2.5m - 3m. Often, the nature strips or verges are planted with native trees and shrubs such as brushbox, eucalypts and bottlebrush.

Front setbacks for single dwellings are consistent, between 1m and 3m. Front fences are predominantly low brick, low timber picket, or post and rail. Roof forms are mainly hipped or gabled with terracotta tiles or corrugated iron, with some use of slate. Building materials vary depending upon the period of architecture, although the materials used are generally true to the period.

The single storey cottage style consistency in the Catherine Street Distinctive Neighbourhood tends to change towards the edges and at the ends of wider streets, with a visible increase in building height and form. The style generally consists of two storeys plus parapet roof at the corners.

The northern end of Balmain Road and Beames Street contain some three storey multi-unit developments, some of which are simply-designed examples of the 1960s and 1970s flat boom, which contrast with the predominant streetscape character. There are occasional examples of more contemporary multi-unit residential developments, townhouse or terrace style developments, such as those on the corner of White and Brennan Streets.

On Gladstone Street, buildings are elevated above a rocky outcrop. This has allowed for some excavated garaging, which has the potential to dominate the streetscape. However, the built form of the original residences above maintains the small cottage scale. Some two storey contemporary development has occurred on the western side of the street to take advantage of City views.

There is a substantial amount of vegetation, occurring in both the private and the public domain. The frequent open vistas available up and down the streets, especially those towards the City, make a significant contribution to the desirable residential character of the Distinctive Neighbourhood.

### **Desired Future Character**

#### **Objective**

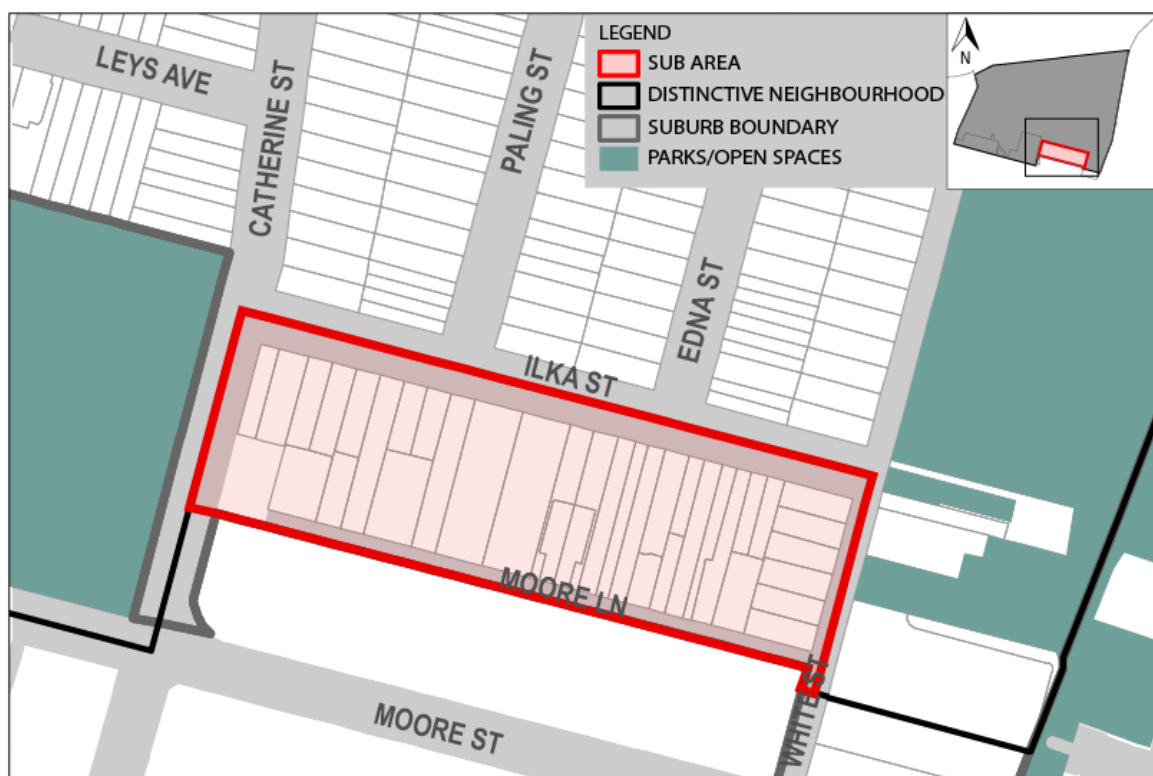
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Maintain the character of the area by keeping development consistent in architectural style, form and materials.
- C2 Maintain and enhance the predominant low scale 'cottage' character of the residential streets.
- C3 Promote the consistent rhythm in the residential streetscapes created by the regular allotment sizes, predominance of detached dwellings and predominance of hipped and gabled roof forms.
- C4 Encourage larger buildings consisting of a variety of accommodation types at the edge of the Distinctive Neighbourhood.
- C5 Preserve the prevalence of mature and/or regularly spaced street trees, as well as mature and visually significant trees on private land.
- C6 Preserve and enhance the aesthetic and environmental significance of the vegetation corridor made up of War Memorial Park, the properties on the southern side of Ilka Street and the Whites Creek Valley.
- C7 Preserve and enhance the availability of views, particularly towards the City.

- C8 Enhance and promote the viability and potential for neighbourhood shops.
- C9 Promote the continuing development of a neighbourhood centre and identity.
- C10 Building wall height is to be a maximum of 3.6m, unless an alternate building wall height is prescribed under the relevant Sub Area controls.
- C11 Neighbourhood shops or buildings originally designed for non-residential use may have a maximum building wall height of 7.2m in order to incorporate a parapet.
- C12 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

#### **C2.2.4.1(a) Ilka Street Sub Area**



**Figure C93: Ilka Street Sub Area**

The development on the south side of Ilka Street is similar to that in the centre of the Distinctive Neighbourhood, with a predominance of 9m to 10m wide lots containing a variety of detached cottages. Some of the lots, particularly at the eastern end, have been subdivided into two. These contain single storey terraces or semi-detached dwellings.

A variety of forms, styles, and materials are evident in the street, including late Victorian, Federation and Californian bungalows. The streetscape is cohesive by virtue of consistent siting and scale in a densely landscaped setting. Most lots in the Distinctive Neighbourhood are 30m deep, however the lots located on the south side of Ilka Street are 60m deep, with Moore Lane and industrial development located behind. Where the industrial sites front onto Moore Lane there is a 10m cutting as a result of past quarrying activities.

Recently, the deep blocks have become increasingly valued by the local community for the green corridor and common amenity they provide, which is rare in this area on a continuous row of private lots. It is important that this vegetative corridor is conserved for the private landowners, and because it provides a corridor connecting the War Memorial Park to the west, with the Whites Creek parklands to the east. This vegetative corridor is now susceptible to medium density development.

The Ilka Lane frontage to the Moore Street industrial development consists of mostly blank brick walls of between 6m and 10m high. Due to the difference in elevation, the depth of the lots, and the tree cover, this has little impact on residential amenity. A consistent pattern in terms of setbacks and height, together with tree planting could sustain the visual amenity of the lane.

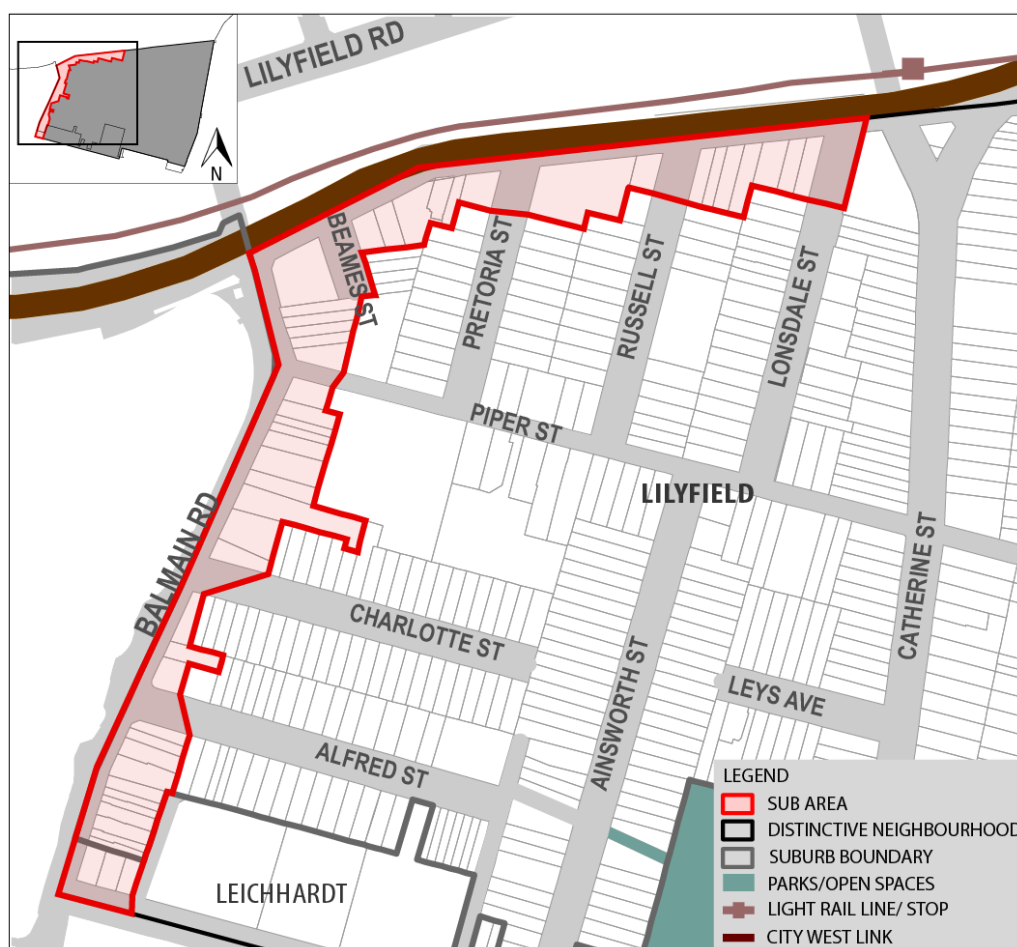
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve and enhance the existing variety of single storey houses on Ilka Street.
- C2 Maintain the existing street pattern, scale and character in Ilka Street, through the use of appropriate alterations, additions, or infill development.
- C3 Preserve and enhance the shared 'green corridor' at the rear of the existing houses on Ilka Street.
- C4 Development shall be confined to zones approximately 20m deep to the front and back of the lots, leaving a landscaped corridor between. The width of the zones may vary to a minor degree in response to site characteristics and existing front setbacks. The landscape corridor must be a minimum of 20m wide.
- C5 Setbacks shall be between 3m and 5m to Ilka Street, and 3m to Moore Lane.
- C6 The frontages shall include a Building Articulation Zone (BAZ) 1.5m deep, which can intrude on the setback. This may include elements such as verandahs, balconies, pergolas, awnings, bay windows and the like, with the intention of providing visual relief to the buildings and reducing the appearance of their bulk.
- C7 A maximum building wall height of 3.6m applies to the Ilka Street frontage. It may apply to the front or to both sides, if a gable-fronted form is appropriate.
- C8 A maximum building wall height of 6m applies to the northern face of buildings to Moore Lane. The height of development abutting the lane shall not exceed 10m above the adjoining section of the lane.
- C9 The lane should be uniformly fenced to 2m high, with open weave fencing to assist in the growth of vines.
- C10 The fencing to Ilka Street shall be open railed type and either metal or timber, ratio 50/50 open to solid, and to a maximum height of 1.2m.
- C11 All large trees within the corridor in healthy condition must be conserved. The corridor shall be 75% soft planted.
- C12 All trees and shrubs, excluding ground covers and potted plants, shall be indigenous. This shall include high canopy trees, to mature to a minimum of 10m high, and 50% canopy cover of the corridor.
- C13 Decorative planting is to be appropriate to the Ilka Street frontage.
- C14 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

**C2.2.4.1(b) The Peripheral Sub Area****Figure C94: The Peripheral Sub Area**

The Peripheral Sub Area consists of the length of the City West Link west of Catherine Street to the junction of Balmain Road, and from this point on Balmain Road south to the intersection with Moore Street.

The Peripheral Sub Area is not as distinctive as the core of the neighbourhood, due to the variety of development within the area. The change in character in Balmain Road is more transitional, whereas the City West Link has a clear physical departure from the homogenous character of the remainder of the neighbourhood. This is reinforced by road barriers and a change of level at the end of Russell, Pretoria and Lonsdale Streets. Although there are still pockets of detached, single storey cottages evident in the Peripheral Sub Area, it represents more of a mixed area in terms of built form and use. This change helps to define the boundary of the neighbourhood.

With the introduction of the nearby Lilyfield Light Rail stop, and the mix of commercial and residential uses in this area, there is potential for Council to make provision for future multi-unit development around this node. The location, and mixed residential/commercial character of the road, lends itself to higher density development. Balmain Road also has potential for a mixture of permissible commercial uses.

It is appropriate to maintain this area's transitional nature and provide for contemporary designed buildings and a variety of uses, particularly approaching corner sites. Such development would not be intrusive or out of character with this area, as compared with the majority of the Distinctive Neighbourhood.

## Desired Future Character

### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### Controls

- C1 Maintain diversity of land uses, mixed built forms, contemporary designed development and accommodation types in the Peripheral Sub Area.
- C2 A maximum building wall height of 7.2m shall apply to the Peripheral Sub Area.
- C3 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

#### C2.2.4.1(c) War Memorial Park Sub Area

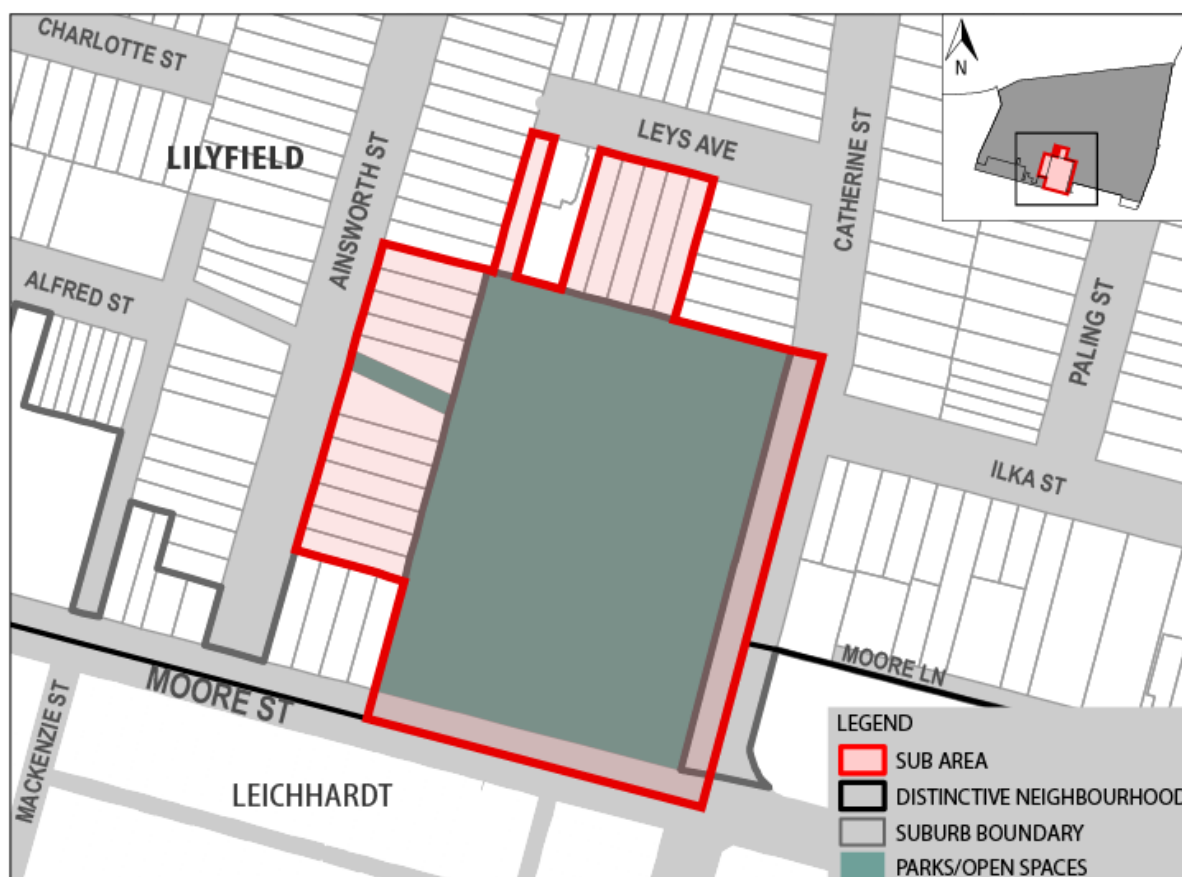


Figure C95: War Memorial Park Sub Area

War Memorial Park is a significant open space and landscape feature within the Catherine Street Distinctive Neighbourhood. The Park connects with the landscaped corridor within the Ilka Street properties, which also links with the Whites Creek open space and vegetation belt. This network of green belts and open space contributes significantly to the character of the Catherine Street Distinctive Neighbourhood and is a rare feature within the inner city urban context.

It is important to ensure that the public open space and green space is not encroached upon by future development. A number of privately owned properties have common boundaries with War Memorial Park and there is a predominant rear setback from the common boundary, between 10m and 12m.

Except for a unit development on a battle-axe style block, the properties adjoining the park are consistently developed with single detached cottages. The gardens of the cottages provide a privately landscaped fringe, which provides a good transition to the park, with the dwellings set well back from the park boundary. This setback avoids a hard-edged enclosure of this important area of public open space.

As the park is not a street or another private allotment, there may be a tendency to propose development closer to its common boundary and 'borrow' amenity from it. However, this lessens the aesthetic quality of the park and therefore diminishes its public value. Based upon existing setbacks and allowing some latitude for rear extensions to dwellings, an appropriate minimum setback from the War Memorial Park would be 10m. This would act together with the Building Location Zone (BLZ) control to prevent development from encroaching on the fringe of the public open space.

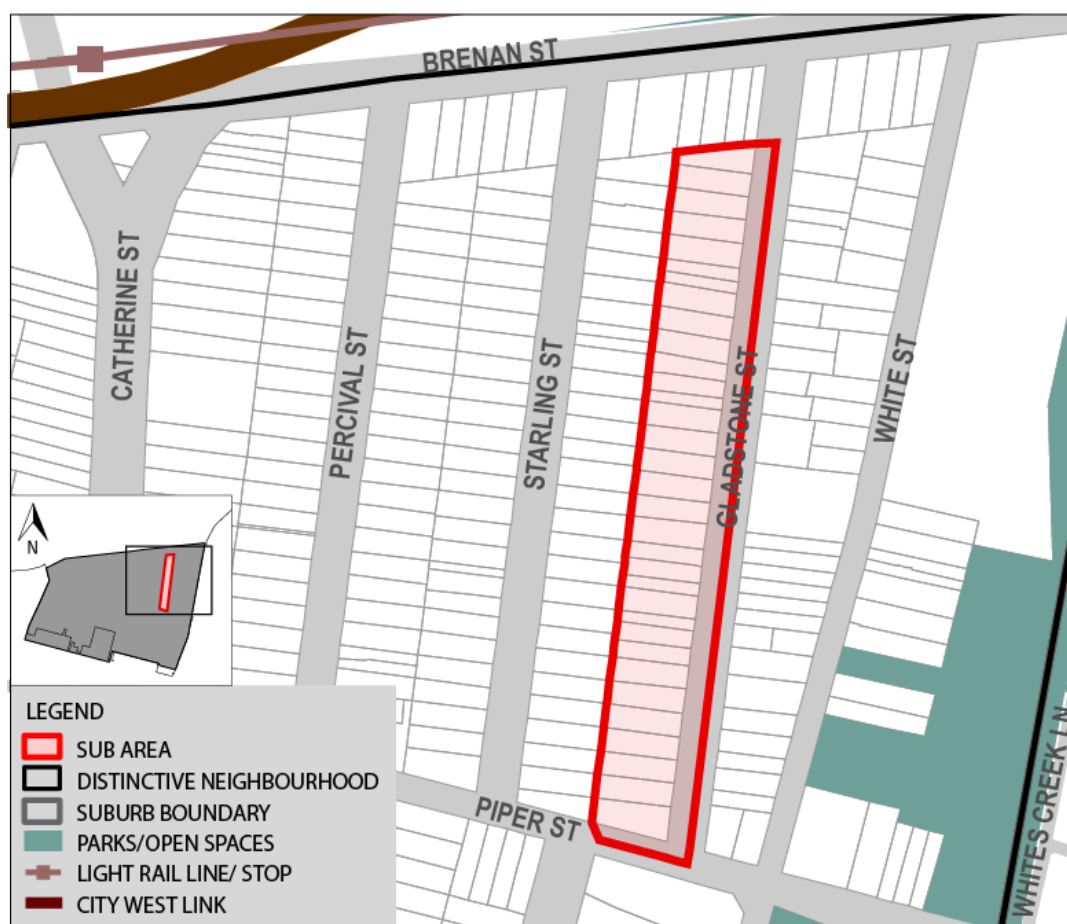
### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.
- O2 To preserve and enhance the existing aesthetic quality and open vegetated periphery of the War Memorial Park.
- O3 To reinforce an established development zone for all properties with common boundaries to the War Memorial Park, so that new development is set well back.

#### **Controls**

- C1 The minimum building setback of 10m from the Park shall apply. This is measured from the common boundary of a site with the War Memorial Park to the nearest external wall of a building (excluding decking and pergolas).
- C2 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

**C2.2.4.1(d) Gladstone Street Sub Area****Figure C96: Gladstone Street Sub Area**

Gladstone Street would appear to contain more variety in built form than most other streets within the Catherine Street Distinctive Neighbourhood. There is however, a predominance of two storey detached dwellings elevated above rocky outcrops, taking advantage of City views.

A substantial number of the dwellings on the eastern side of Gladstone Street turn their back to the street and front onto White Street, to obtain City views. This pattern changes closer to Brennan Street, where the built form becomes single storey cottages, which is more consistent with the core of the Distinctive Neighbourhood.

The topography in Gladstone Street rises substantially from street level to the properties on the western side. This results in a continuous retaining wall that begins at Piper Street, and gradually levels out towards the northern end of Gladstone Street. The floor level of most dwellings at the southern end of the street is several metres above street level and the existence of the wall predisposes these sites to excavated garaging. As the dwellings on the western side of Gladstone Street are visually removed from the streetscape, both vertically and horizontally, the garage doors generally do not impact on the appearance of the dwelling. However, the garages detract significantly from the character of the streetscape, altering the natural rocky sandstone wall. This also has inherent pedestrian safety problems, as sight distances are severely limited.



## **Desired Future Character**

### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

- C1 Ensure that garage doors on Gladstone Street are designed to minimise their dominance on the streetscape and maintain a residential and pedestrian character and scale to property frontages.
- C2 Retain sandstone rock outcrops where they occur.
- C3 Ensure that contemporary development on Gladstone Street is consistent with the dominant residential character of the Distinctive Neighbourhood, whilst still allowing landowners to take advantage of views.
- C4 Proposals involving the construction of new garages or alterations and additions to existing garages on Gladstone Street must incorporate the following design features where possible:
- a. incorporate a pedestrian entrance which is visible from the street;
  - b. set the garage doors back a minimum distance of 0.5m from the common property boundary of the site with the street/lane;
  - c. limit the number of garage doors visible from the street to one single width door.
- C5 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

**C2.2.4.1(e) White Street Sub Area****Figure C97: White Street Sub Area**

White Street has a varied streetscape, mainly due to its topography, with a prominent ridge rising behind the dwellings. Natural sandstone rock outcrops occur and such features are relatively rare within an urban context and have significant value both aesthetically and as geological relics. They should be preserved and integrated into landscaping, particularly if they are visible from a public place.

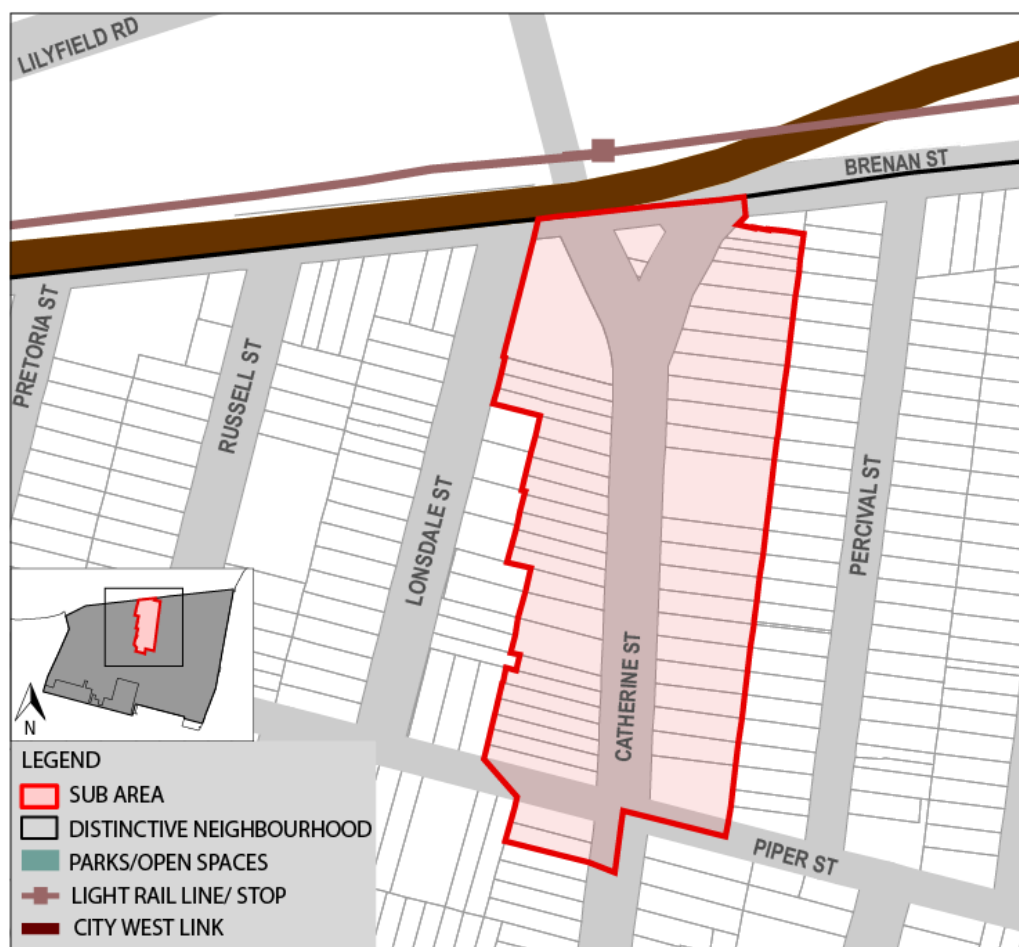
Despite the mixture of buildings fronting onto White Street, the remaining clusters of original 'cottage' style dwellings that occur, particularly at the northern end of the street, should be preserved.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Enhance the open space nature and wetland environment provided by Whites Creek and the significant vegetation in the Whites Creek Valley.
- C2 Natural sandstone rock outcrops shall be preserved in their existing form and enhanced by integration into site landscaping.
- C3 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

**C2.2.4.1(f) Catherine Street Neighbourhood Centre Sub Area****Figure C98: Catherine Neighbourhood Centre Sub Area**

The area of Catherine Street between Brenan Street and Piper Street lends itself to becoming a neighbourhood centre. There is an existing strip of shops on the western side of Catherine Street, around Piper Street. In addition, there are several properties on the eastern side of Catherine Street that were originally constructed as shops, although they are currently not used for that purpose. Existing shopfronts should be retained to encourage a mix of appropriate uses.

The area is well defined by topography, with Piper Street situated on the rise of the hill, and the light rail stop situated at the base of the incline. One of the most significant characteristics of the Catherine Street Distinctive Neighbourhood is its abundant vegetation and relative wealth of open space.

**Desired Future Character****Objective**

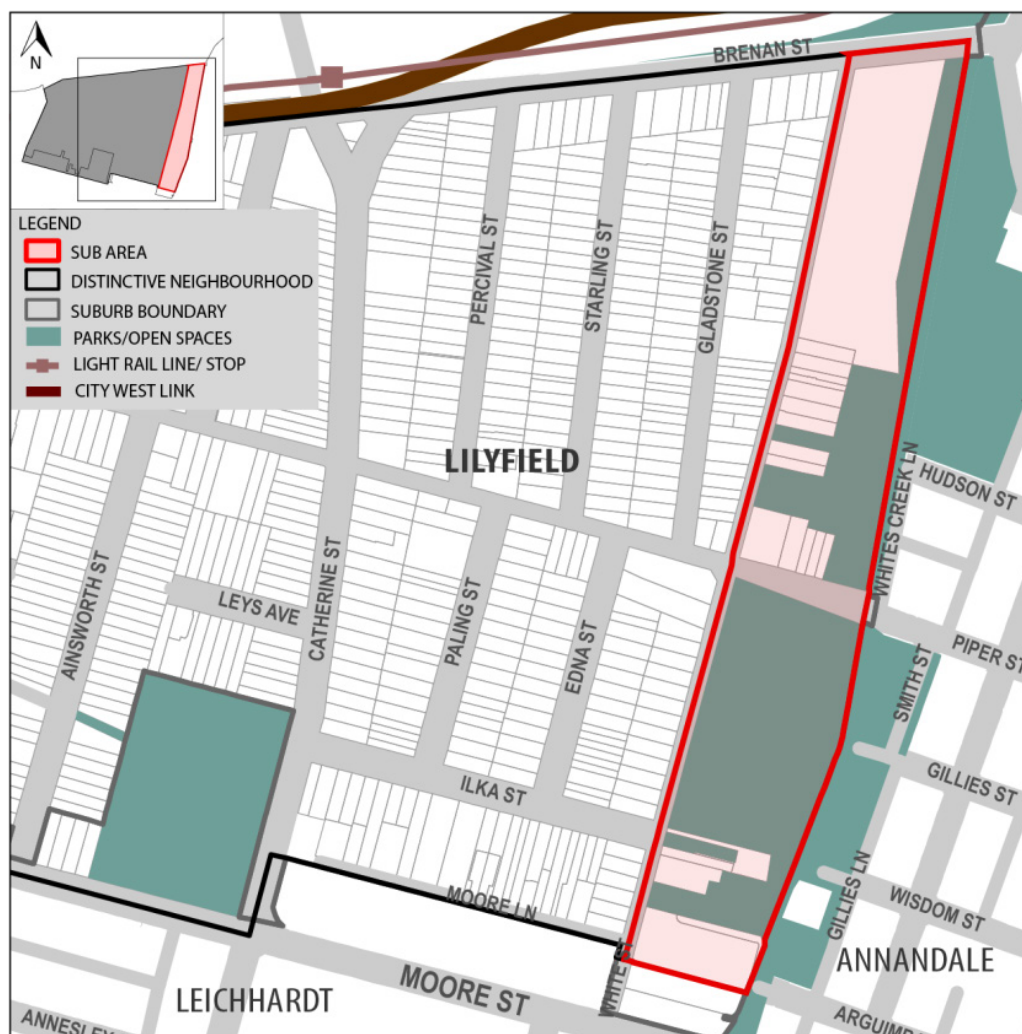
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Encourage the development of a neighbourhood business centre and community focal point, utilising the existing commercial uses and taking full advantage of the proximity to the Lilyfield light rail stop.

- C2 Retain existing shopfronts, regardless of current or proposed use, to provide for future flexibility.
- C3 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

#### C2.2.4.1(g) Whites Creek Valley Park Sub Area



**Figure C99: Whites Creek Valley Park Sub Area**

The Whites Creek Valley Park makes up the third and largest component of the 'Green Belt' in the Catherine Street Distinctive Neighbourhood, together with the properties on Ilka Street and War Memorial Park.

The properties on the western side of Whites Creek, between a unit development at No. 9-15 White Street and northwards to Piper Street, are zoned RE1 Public Recreation under *Leichhardt Local Environmental Plan 2013*. These properties will eventually be acquired and the land will be integrated into the surrounding open space. In addition, an area near the section of Whites Creek adjacent to the junction of Ilka Street and White Street is to be returned to its original state as a small wetland.

## **Desired Future Character**

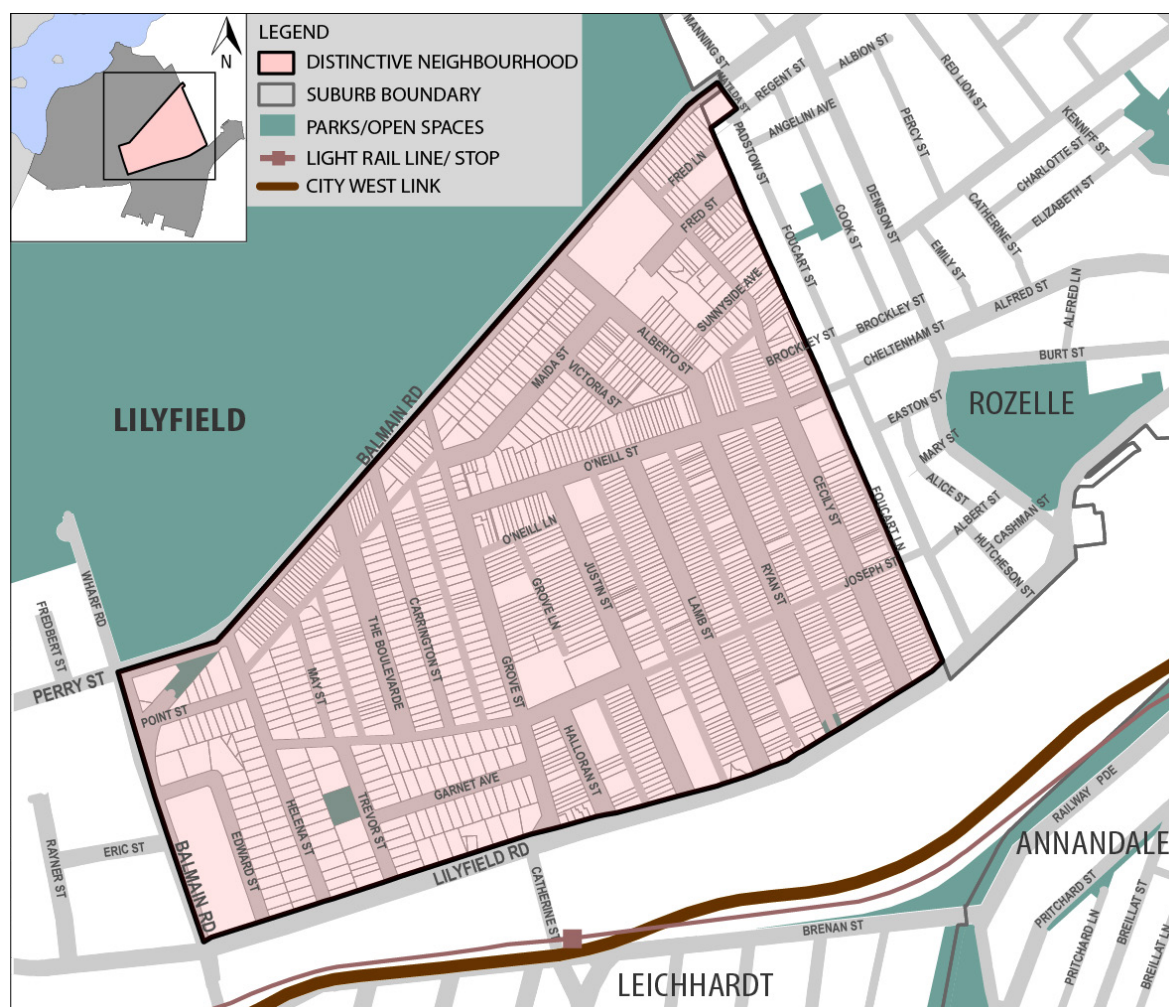
### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

- C1 Enhance the open space nature and wetland environment provided by Whites Creek and the significant vegetation in the Whites Creek Valley.
- C2 Significant vegetation within the Whites Creek Valley Park must be retained.
- C3 Any proposal within or near to Whites Creek Valley Park must not cause harm to the proposed wetland at Whites Creek.
- C4 Proposals located within or near to the Whites Creek Valley Park must be consistent with Council's Open Space Strategy.
- C5 Development is to be consistent with any relevant objectives and controls within the Catherine Street Distinctive Neighbourhood.

### C2.2.4.2 Nanny Goat Hill Distinctive Neighbourhood



**Figure C100: Nanny Goat Hill Distinctive Neighbourhood**

#### Outline

This neighbourhood has six discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Eastern Residential Sub Area – Section C2.2.4.2(a);
- b. Western Residential Sub Area – Section C2.2.4.2(b);
- c. Nanny Goat Hill Laneways Sub Area – Section C2.2.4.2(c);
- d. Public Housing Sub Area – Section C2.2.4.2(d);
- e. Balmain Road Terraces Sub Area – Section C2.2.4.2(e); and
- f. Commercial/Industrial Sub Area – Section C2.2.4.2(f).

#### Landform

Nanny Goat Hill Distinctive Neighbourhood is an elevated area with its northern boundary at Balmain Road, which marks the main Lilyfield/Rozelle ridge. The land falls away from Balmain Road to the southeast becoming much steeper closer to Lilyfield Road. There is a small area around Halloran Street that lies in a basin surrounded by steeply rising land.

The main roads in Nanny Goat Hill Distinctive Neighbourhood are orientated down the slope, allowing views out to Whites Creek Valley and the ridge of Annandale. The rise up from Easton Park allows views to the City from the eastern part of the Distinctive Neighbourhood. The ridge defined by Balmain Road forms the northern and western edges and Orange Grove Plaza, a small commercial centre between Perry Street and Balmain Road, marks the north-west corner of the Distinctive Neighbourhood.

The southern boundary is defined by Lilyfield Road. The eastern boundary is defined by the edge of the industrial zoned sector in the north-east corner and the common boundaries between properties fronting Cecily Street, Foucart Street and Foucart Lane.

### **Existing Character**

Nanny Goat Hill Distinctive Neighbourhood is strongly defined by its topography, which is an important element in its character. The elevation of the land, and the views available from it, greatly add to its appeal. It is predominantly residential in character although there are some established industrial and commercial sectors. These are in the north-east corner, along Balmain Road and on Lilyfield Road, centred around Halloran Street and Justin Street.

The dominant built form in the neighbourhood is single storey detached cottages on similar sized allotments. There is a variety of architectural styles evident, reflecting the various stages of settlement, including Victorian, Federation, inter-war and post-war dwelling forms. Most of the subdivision and development in the neighbourhood appears to have occurred in the late 1800s and early 1900s.

Despite this predominant single storey character, two storey developments are evident, and are the result of landowners competing for views on elevated streets and upper slopes. The cumulative impact of this competition for views would be a total change in the built form character of the area. This is not supported by Council and is addressed by General, Neighbourhood and Sub Area controls.

There is a scattering of multi-unit development from various eras throughout the neighbourhood. In particular, there is a concentration of Department of Housing three storey walk-up flat buildings in Edward Street and the western side of Helena Street. The multi-unit developments of the 1990s are more compatible than earlier multi-unit development, as they are generally low-rise townhouse-style developments. These generally have a 3.6m building wall height.

The majority of the streets within the Nanny Goat Hill Distinctive Neighbourhood run from north-west to south-east in a Victorian grid pattern which usually ignores the topography. This results in some relatively steep streets in parts and a resultant stepping of the dwellings down the slopes. Most streets are relatively wide, with carriageway widths of over 10m and verges of 2m. There is a profusion of street planting evident, including mainly native species such as brushboxes, bottlebrushes and some eucalyptus. Informal planting in private backyards, including high canopy trees, adds significantly to the character of the distinctive neighbourhood.

The subdivisions within the neighbourhood include traditional Victorian service lanes, thus there is a secondary network of interconnecting lanes throughout most of the Distinctive Neighbourhood.

### **Desired Future Character**

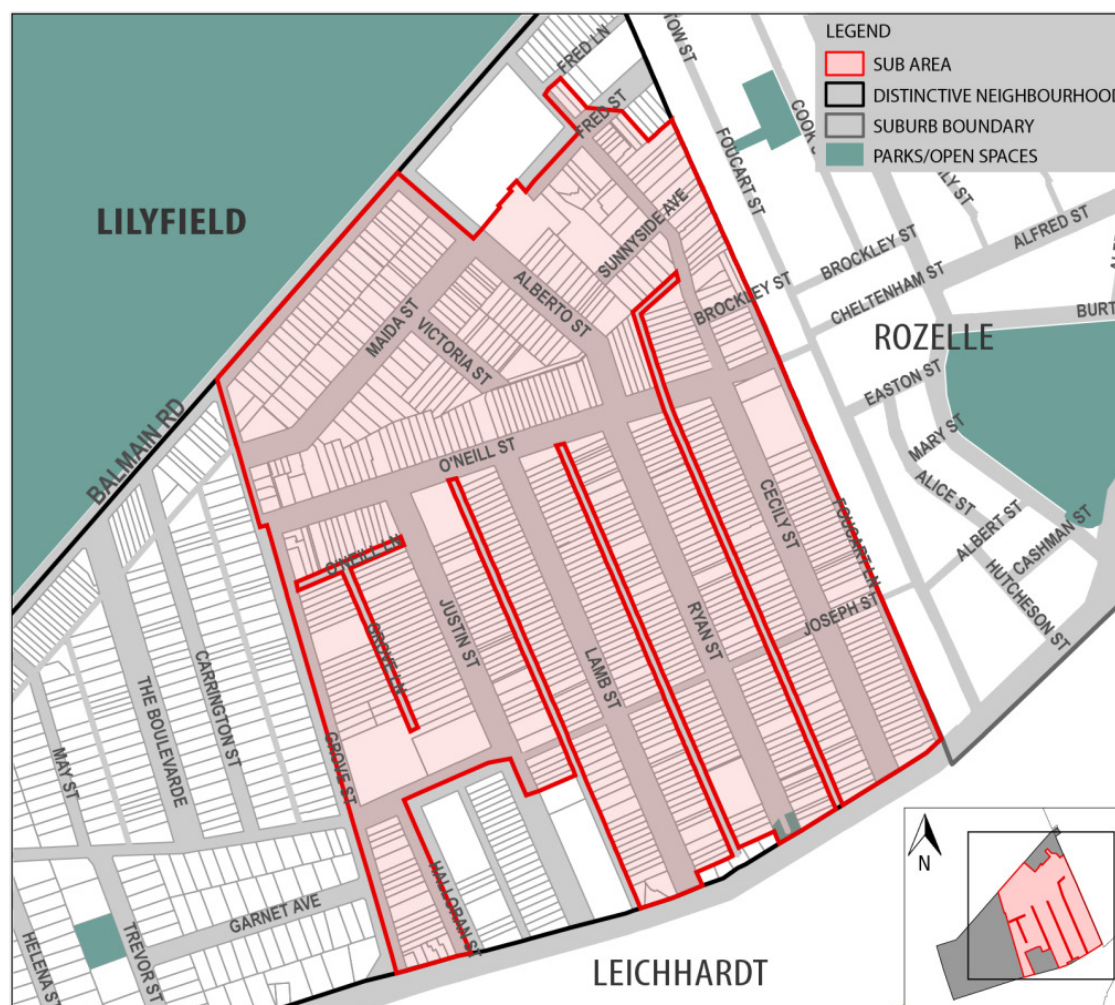
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.



## Controls

- C1 Preserve the character of the area by keeping development consistent in architectural style, form and material.
- C2 Preserve and enhance the predominant low scale 'cottage' character of the residential streets.
- C3 Ensure the availability of views and glimpses of local and distant landmarks as well as scenic vistas from public places.
- C4 Ensure the optimal sharing of views from privately owned land.
- C5 Preserve and enhance the consistent rhythm in the residential streetscapes created by the regular allotment sizes, predominance of detached dwellings, hipped and gabled roof forms and the gradual stepping of dwellings down steeper streets.
- C6 Preserve and enhance the diverse socio-economic mix through a variety of dwelling types.
- C7 Preserve and enhance the value of Heritage Items and Heritage Conservation Areas identified in *Leichhardt Local Environmental Plan 2013*.
- C8 Preserve and enhance the prevalence of mature street trees, as well as mature and/or visually significant trees on private land.
- C9 Enhance and promote the viability and potential for neighbourhood shops.
- C10 Encourage the continuing development of a neighbourhood centre and identity.
- C11 Encourage the viability of existing industrial uses.
- C12 A maximum building wall height of 3.6m applies, unless an alternative maximum building wall height is prescribed under the Sub Area controls.
- C13 Neighbourhood shops or buildings originally designed for a non-residential use may have a 7.2m maximum building wall height in order to incorporate a parapet.
- C14 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

**C2.2.4.2(a) Eastern Residential Sub Area****Figure C101: Eastern Residential Sub Area**

The Eastern Residential Sub Area is predominantly an area of single storey detached cottages constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. There is a mixture of building materials with some timber, some fibro and some brick with predominantly hipped or gabled roofs. Allotments are generally small and narrow and are located on straight, wide roads that cut across the slopes.

A typical streetscape feature of the Eastern Residential Sub Area is the gradual stepping of the cottages down the hill affording views to the harbour, City and neighbouring suburbs. The majority of this area is within a Heritage Conservation Area under *Leichhardt Local Environmental Plan 2013*. This reinforces the need to retain and enhance its unique built character.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

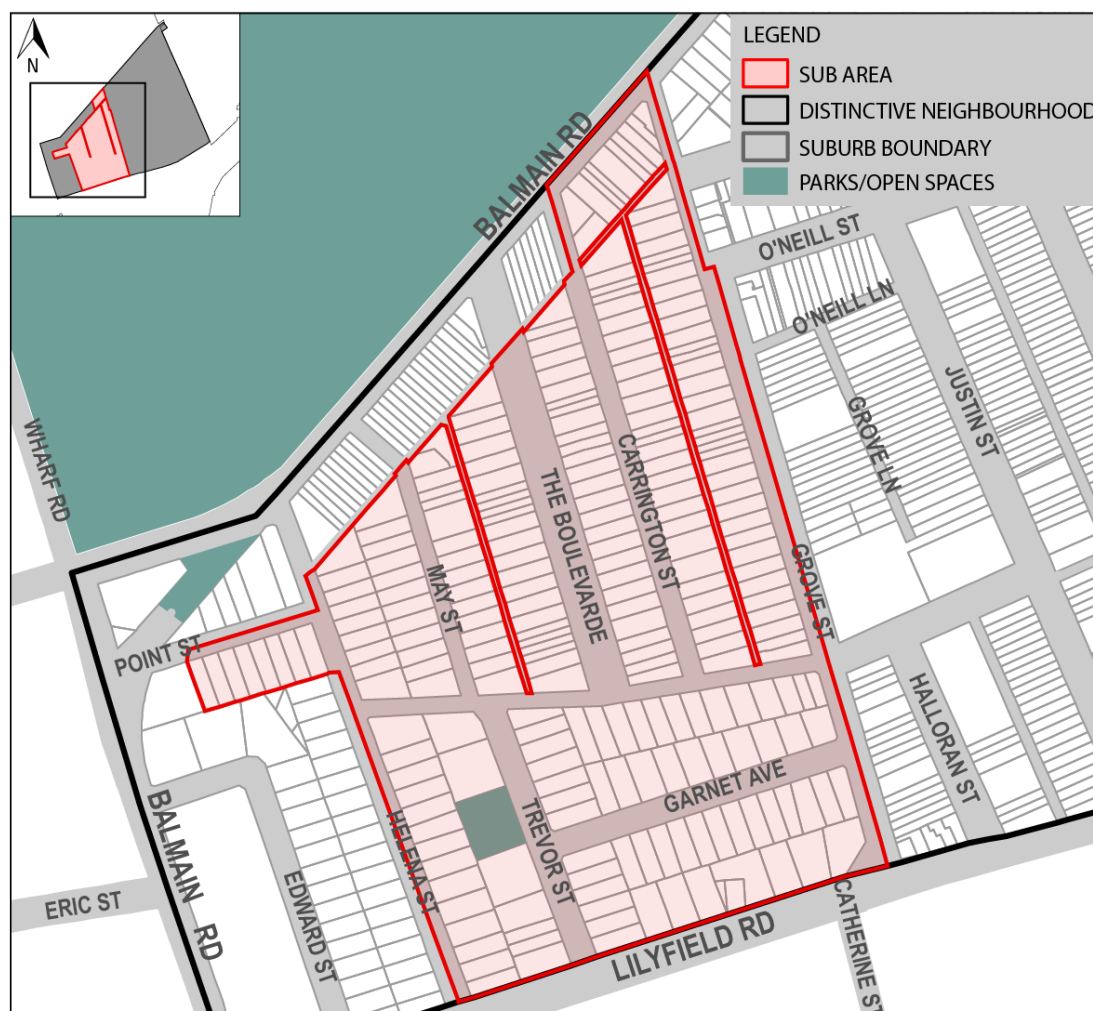
**Controls**

- C1 Preserve and enhance the particular residential streetscape character unique to the Eastern Residential Sub Area and the Western Residential Sub Area.

## PLACE

- C2 Front fences shall be post and rail, timber or iron picket. Where the dwelling is Victorian in character, fences must be masonry plinths with iron palisades.
- C3 Roofing materials must be slate, corrugated iron, or terracotta tiling.
- C4 Development is to be consistent with any relevant objectives and controls within the Nanny Goat Hill Distinctive Neighbourhood.

### C2.2.4.2(b) Western Residential Sub Area



**Figure C102: Western Residential Sub Area**

The Western Residential Sub Area has larger, wider allotments than in the Eastern Residential Sub Area. It has a greater variety of architectural styles and materials in its building stock. Older cottages and narrower service lanes in the Western Residential Sub Area suggest that it is an earlier subdivision, which would originally have contained mostly single storey timber cottages, few of which remain now. Subsequent post-war clearance and redevelopment by the Housing Commission, together with inter-war 1930s development, has resulted in the mixed character seen today.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

## Control

- C1 Preserve and enhance the residential streetscape character unique to the Western Residential Sub Area.
- C2 Front fences shall be low scale.
- C3 External masonry walls must consist of face brick.
- C4 Roofing materials must be terracotta tiles.
- C5 Development is to be consistent with any relevant objectives and controls within the Nanny Goat Hill Distinctive Neighbourhood.

### C2.2.4.2(c) Nanny Goat Hill Laneways Sub Area



**Figure C103: Nanny Goat Hill Laneways Sub Area**

There are two types of rear residential laneways within the Nanny Goat Hill Distinctive Neighbourhood.

In the area west of Grove Street, the rear lanes are extremely narrow, with carriageways only just wide enough (2.5m) to allow vehicles to travel through them. These are the result of Victorian era subdivisions when the primary role of these lanes was to cater for the provision of nightsoil services to early dwellings without sewers. They were never designed with the motor vehicle in mind, nor to provide general access to the properties. As a result, although it is just possible to travel through these lanes by vehicle, clearance is tight and manoeuvring around corners or into garages is often difficult.

Some garages exist in the rear lanes west of Grove Street, however they are not common and fencing is generally continuous on both sides of these lanes. The narrow width, together with

backyard vegetation spilling over rear fences, gives them a pedestrian scale. In order to retain this character and avoid conflict between vehicles travelling in opposite directions, it is preferable for them to be used as little as possible by vehicles. Garages should only be permitted where it can be shown that adequate manoeuvring area is available and they should only cater for a maximum of one vehicle. Given the existing service nature of these lanes, any type of two storey development on the rear lanes west of Grove Street is inappropriate.

East of Grove Street, the rear lanes are wider (6m) but also have a predominant service, low scale character to them. They display a relatively pleasant character, borrowing amenity from the vegetation in backyards on either side. Garages are evident, although two storey buildings fronting onto the rear lanes are rare. Where such buildings do occur, the amenity of adjoining backyards and the 'lanescape' is diminished. Some of these lanes are well elevated, enabling vistas toward the City and south toward the Catherine Street Distinctive Neighbourhood. Although the lanes east of Grove Street are wider, they are also not considered to be appropriate for any form of development other than single garages.

### **Desired Future Character**

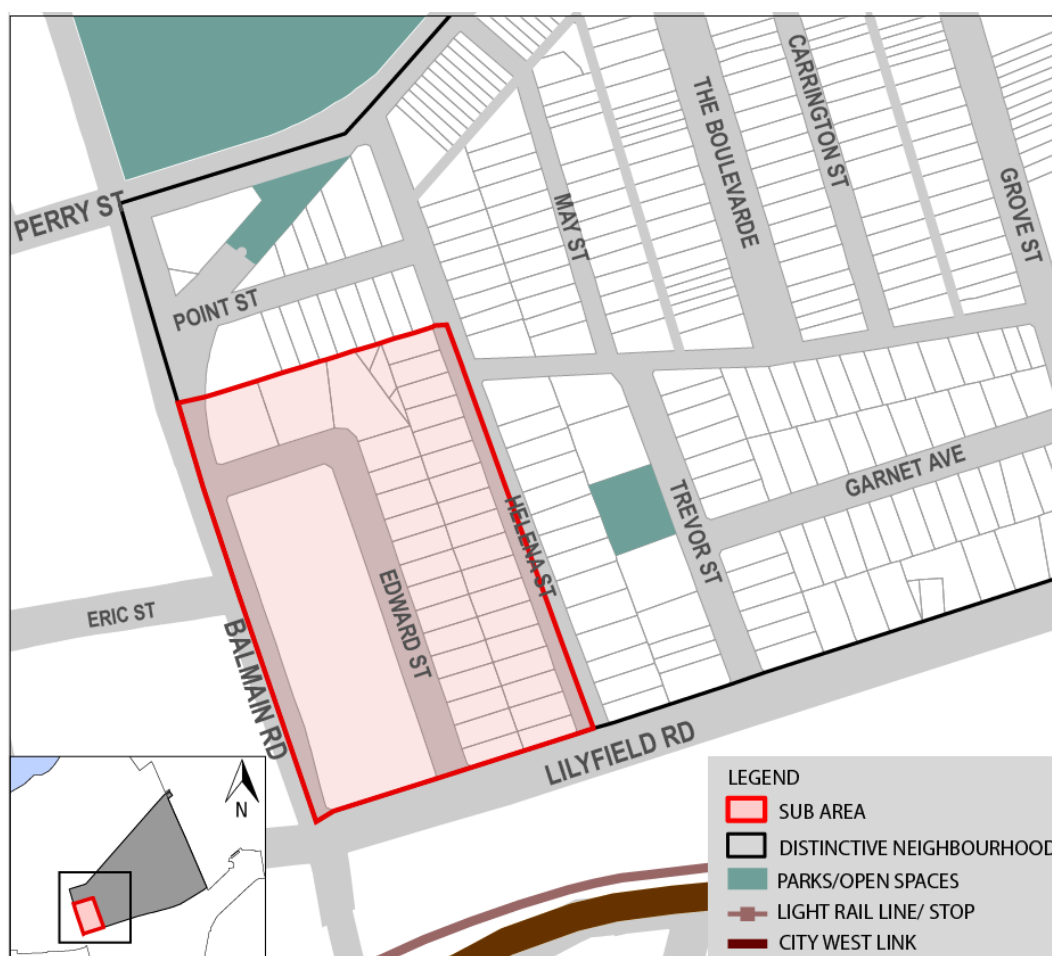
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve and enhance the predominant service character and pedestrian friendly environment within rear lanes in Nanny Goat Hill.
- C2 Development of two or more storeys in height must not front onto rear lanes.
- C3 No garaging should be constructed in narrow lanes in the Western Residential Sector.
- C4 No more than one single garage, carport or vehicle parking space may be constructed with access to the wider rear lanes in the Eastern Residential Sector.
- C5 Where garage or parking space doors are incorporated into fencing to rear lanes, separate pedestrian access from the rear lane to the property should be provided where lot widths permit.
- C6 Significant views and vistas from a rear lane are to be retained.
- C7 Development is to be consistent with any relevant objectives and controls within the Nanny Goat Hill Distinctive Neighbourhood.



**C2.2.4.2(d) Public Housing Sub Area****Figure C104: Public Housing Sub Area**

The Public Housing Sub Area is a result of early post-war reconstruction housing influenced by similar housing in the United Kingdom. It consists of a mix of two and three storey flat buildings in red brown brick and tile roofs and contemporary multi-coloured residential development.

From a social perspective, Nanny Goat Hill retains a mixed socio-economic community despite the steady increase in property values. This is an important contributory element to the character of this neighbourhood.

**Desired Future Character****Objective**

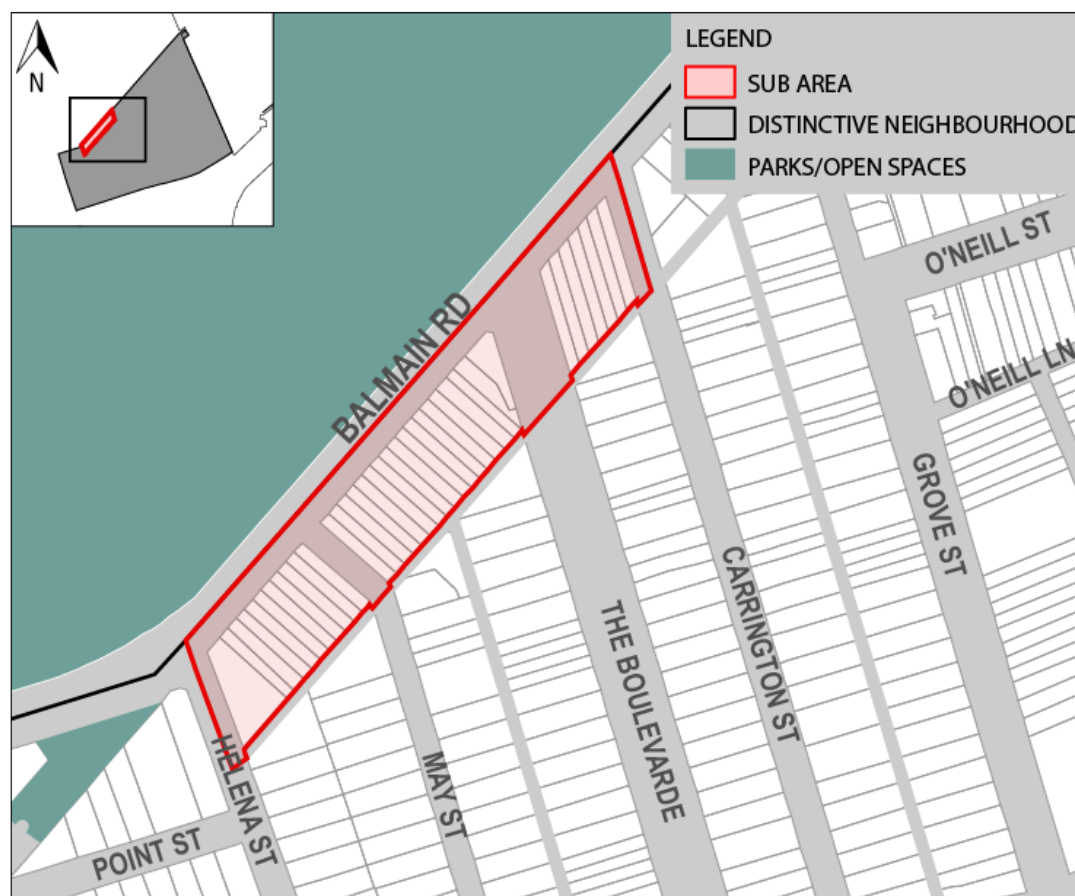
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Promote the physical and social integration of the public housing sector by encouraging re-design, particularly of the frontages and corners of buildings.
- C2 Improve the delineation between public and private space in the Sub Area.
- C3 The maximum building wall height shall be 7.2m.

- C4 Development is to be consistent with any relevant objectives and controls within the Nanny Goat Hill Distinctive Neighbourhood.

**C2.2.4.2(e) Balmain Road Terraces Sub Area**



**Figure C105: Balmain Road Terraces Sub Area**

The Balmain Road Terraces are a continuous row of two storey Victorian terraces. They are located on the south-east side of Balmain Road between Helena Street and Carrington Street. They represent the north-western boundary of the Nanny Goat Hill Distinctive Neighbourhood and are within a Heritage Conservation Area.

In addition, the terraces are also listed as Heritage Items in *Leichhardt Local Environmental Plan 2013*. They have heritage significance due to their rarity, group and landmark value, architectural significance and their aesthetic value. However, a number of these dwellings have unsympathetic, high, full-brick/timber front fences that diminish their streetscape contribution.

It is desirable to maintain and enhance the uniformity and consistency of these dwellings and reinforce the use of traditional building materials, for example, it is appropriate to encourage a traditional Victorian front fence treatment.

**Desired Future Character**

**Objective**

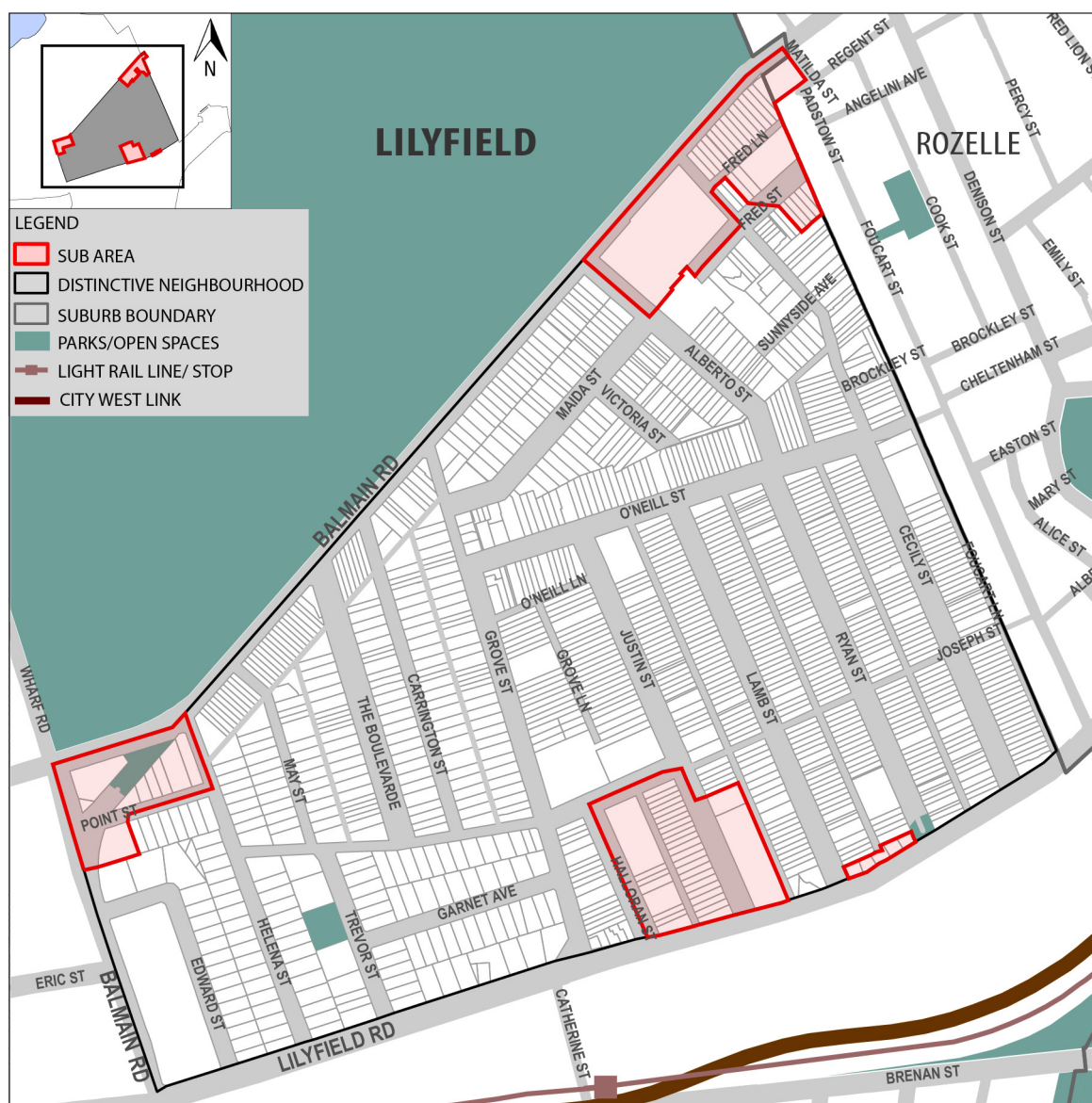
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.



## Controls

- |    |   |
|----|---|
| C1 | Encourage the use of traditional building materials in any new development, particularly in relation to fencing.                |
| C2 | Preserve and enhance the particular qualities which define their heritage conservation value.                                   |
| C3 | The maximum building wall height for the Balmain Road Terraces is 7.2m.   |
| C4 | The existing façades of the Balmain Road Terraces must be retained when considering alterations or additions to the buildings.  |
| C5 | New front fences shall be constructed of iron palisade with a masonry plinth.   |
| C6 | Development is to be consistent with any relevant objectives and controls within the Nanny Goat Hill Distinctive Neighbourhood. |

#### **C2.2.4.2(f) Commercial/Industrial Sub Areas**



**Figure C106: Commercial / Industrial Sub Areas**

The Nanny Goat Hill Distinctive Neighbourhood has a significant amount of industrial and business zoned land within its boundaries. A neighbourhood shopping centre is located at the north-western corner of the neighbourhood and industrial areas are located at Halloran Street and in the north-eastern corner.

There is a good range of industrial and business uses carried out within this area including light industrial, warehousing, high-tech industry, retailing, cafes, neighbourhood shops and professional and commercial offices. These industrial and commercial elements add to the character and community identity of Nanny Goat Hill Distinctive Neighbourhood, which is relatively well developed in comparison to other areas.

In particular, the industrial area in and around the junction of Justin Street and Lilyfield Road should be maintained as a distinct precinct. The retention of the remaining industrial uses in this area will take precedence over future redevelopment proposals so as to preserve its unique industrial character.

### **Desired Future Character**

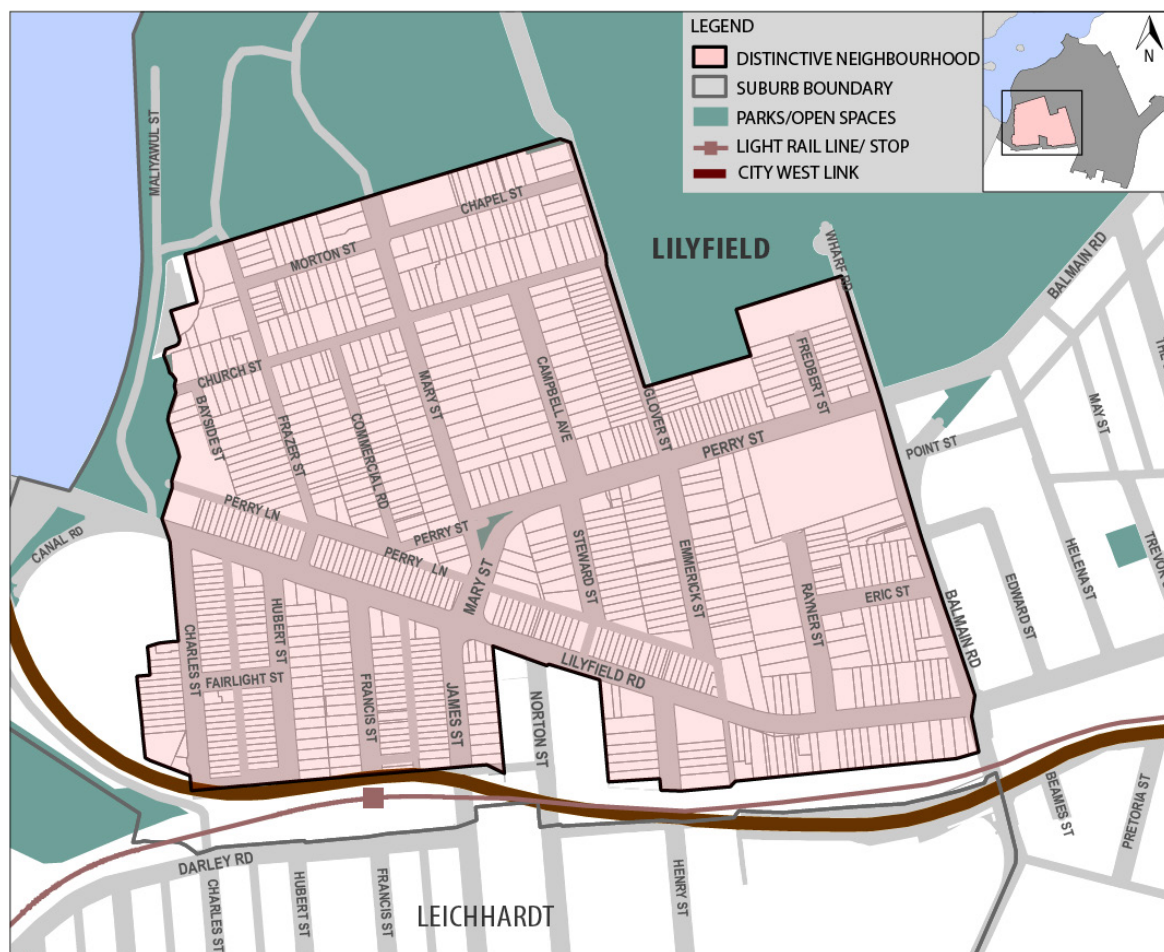
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Retain the industrial uses and preserve the existing character of the area at the junction of Justin Street and Lilyfield Road.
- C2 Development is to be consistent with any relevant objectives and controls within the Nanny Goat Hill Distinctive Neighbourhood.

### C2.2.4.3 Leichhardt Park Distinctive Neighbourhood

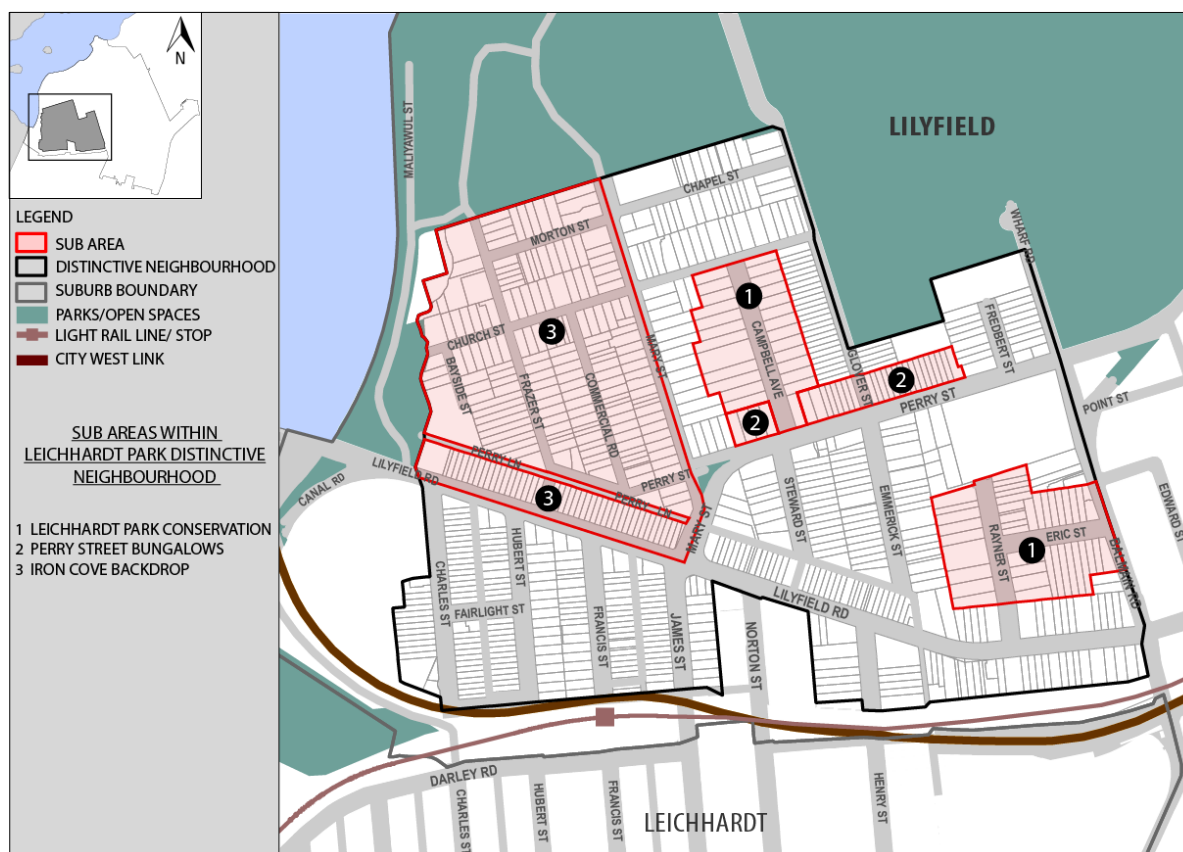


**Figure C107: Leichhardt Park Distinctive Neighbourhood**

#### Outline

This neighbourhood has four discrete Sub Areas which have unique characteristics and additional objectives and controls:

- Leichhardt Park Conservation Sub Area – Section C2.2.4.3(a);
- Perry Street Bungalows Sub Area – Section C2.2.4.3(b);
- Leichhardt Park Laneways Sub Area – Section C2.2.4.3(c); and
- Iron Cove Backdrop Sub Area – Section C2.2.4.3(d).



**Figure C108: Sub Areas within Leichhardt Park Distinctive Neighbourhood**

## Landform

The Leichhardt Park Distinctive Neighbourhood, located on the western slopes of the main Leichhardt/Balmain ridge, is bisected by Lilyfield Road and lies in between the Iron Cove Parkland Distinctive Neighbourhood and the City West Link, which forms its southern boundary. Its highest elevation is represented by a plateau centred on the eastern side between Emmerick and Raynor Streets. From this point, the land falls gently away to the north and more steeply toward the south and west.

The western boundary of the Distinctive Neighbourhood is marked by Charles Street and the rear of the properties fronting onto Bayside Street, Church Street and Frazer Street. The northern boundary is marked by the rear boundaries of the properties fronting Frazer Street, Morton Street, Mary Street, Chapel Street, Glover Street and Fredbert Street. Wharf Road and Balmain Road make up the eastern boundary.

The elevation, aspect and incline of the land result in views towards Iron Cove from a number of the streets within this neighbourhood.

## Existing Character

The Distinctive Neighbourhood was developed mostly in the early 1900s. On the northern side of Lilyfield Road, the area has been laid out with a generous grid street pattern allowing the development of predominantly single storey, detached dwellings of the Federation and inter-war periods.

Scattered throughout the neighbourhood are relatively intact Californian bungalows and weatherboard cottages. Many of the weatherboard cottages (such as the row of intact weatherboard cottages along

the west side of Francis Street, located between Lilyfield Road and the City West Link) are not covered within a Heritage Conservation Area. These types of dwellings should be maintained and enhanced wherever possible to maintain the diversity of architectural styles found throughout the Leichhardt Municipality.

The Distinctive Neighbourhood is residential in character with small pockets of commercial properties and corner shops scattered throughout. On the southern side of Lilyfield Road, a dominant feature is the large sound barriers that line the City West Link and abruptly terminate these residential streets.

With the exception of the streets located closer to Iron Cove, most streets in the Leichhardt Park Distinctive Neighbourhood are relatively wide with carriageway widths of between 10m and 12m. The north-south oriented streets generally run with the contours while the east-west roads run perpendicular, resulting in some steeply inclined streets falling dramatically towards Iron Cove.

Footpath widths on the wider streets are generally between 2.5m-3m. Often, the nature strips or carriageway edges are planted with native trees such as brushboxes. Fredbert Street has a particularly unique streetscape created by a row of mature camphor laurels in the middle of the carriageway, which has been listed as a landscape heritage item under the *Leichhardt Local Environmental Plan 2013*. Other landscape heritage items in the neighbourhood include the brushboxes in Campbell Avenue, Eric Street (also one Illawarra Flame Tree), Rayner Street, Lilyfield Road and Henry Street (also one Hills Fig).

Front setbacks for single dwellings are consistently between 1m and 3m. Side setbacks within the neighbourhood are distinctive in that they are consistent between dwellings in each street but vary from street to street, generally between 600mm and 2.5m. This creates a definite, consistent rhythm to the streetscape. Front fences are predominantly low brick, low timber picket, or post and rail. Roof forms are mainly hipped or gabled with terracotta tiles. Most dwellings are constructed of smooth face bricks in the red/brown range.

## **Desired Future Character**

### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

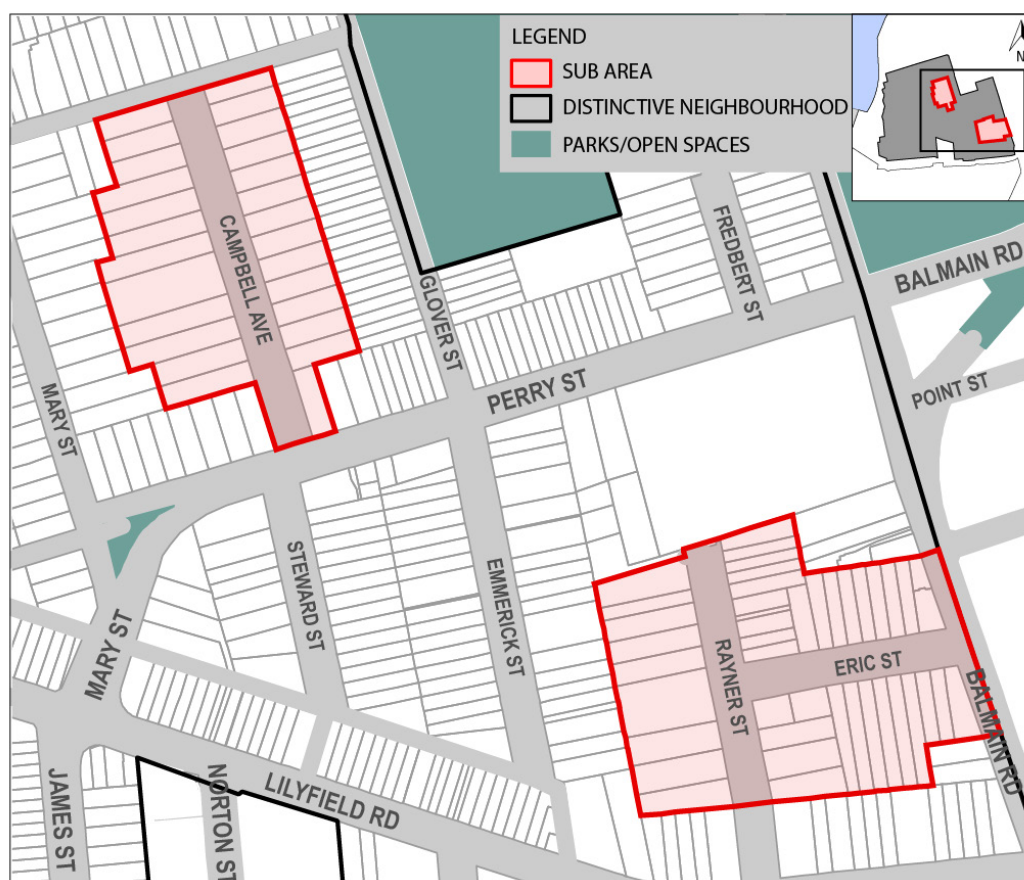
### **Controls**

- C1 Maintain the character of the area by keeping development consistent in architectural style, building form and materials.
- C2 Maintain and enhance the predominant low scale cottage character of the residential streets.
- C3 Enhance and restore, when possible, the weatherboard cottages within the Leichhardt Park Distinctive Neighbourhood.
- C4 Promote the consistent rhythm in the residential streetscapes created by the regular allotment sizes, regular side setbacks, the predominance of detached dwellings and the predominance of hipped and gabled roof forms.
- C5 Enhance the value of Heritage Conservation Areas and Heritage Items identified in *Leichhardt Local Environmental Plan 2013*.
- C6 Preserve the prevalence of mature and/or regularly spaced street trees, as well as mature and visually significant trees on private land.



- C7 Preserve and enhance sharing of views from private land.
- C8 Enhance and promote the viability and potential for future neighbourhood shops.
- C9 Promote the continuing development of a neighbourhood centre and identity.
- C10 Maximum building wall height of 3.6m applies unless an alternative building wall height is prescribed under the Sub Area controls.
- C11 Neighbourhood shops or buildings originally designed for a non-residential use may have a 7.2m maximum building wall height in order to incorporate a parapet.
- C12 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).

#### **C2.2.4.3(a) 'Leichhardt Park' Conservation Sub Area**



**Figure C109: Leichhardt Park Conservation Sub Area**

The former Austenham Estate was subdivided to form Eric and Rayner Streets and subsequently developed in a Federation style. Campbell Avenue is the most cohesive street of Californian bungalows in Leichhardt and is protected as a Heritage Conservation Area. There have been very few unsympathetic alterations and additions to these dwellings. This has resulted in a very good representative street of a particular architectural era in Australian residential development. Therefore, it is important that unsympathetic development is prevented from occurring.

Rayner and Eric Streets are dominated by examples of Federation homes as well as some Californian bungalows. Unfortunately, the level of architectural intactness of these streets is marred somewhat by more recent high rise multi-unit development. Mature street trees, some of which are listed as landscape Heritage Items, also adorn the streetscape.

## **Desired Future Character**

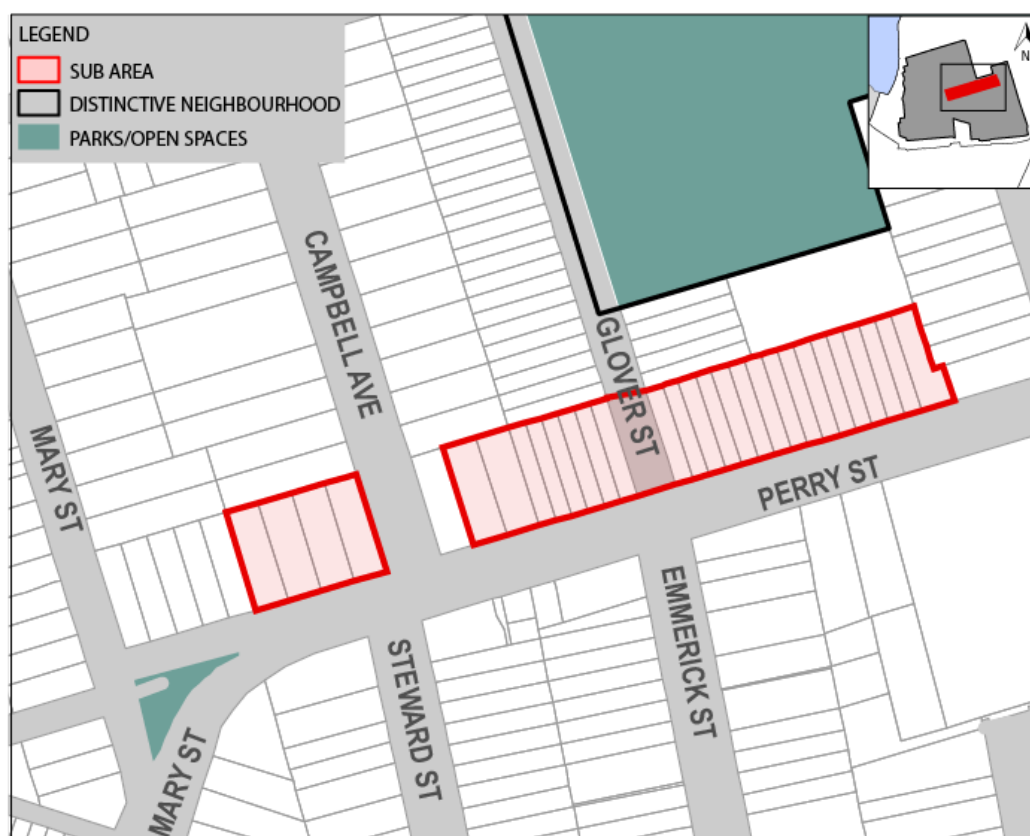
### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

### **Controls**

- C1 Preserve and enhance the predominantly Federation-style streetscape in Eric and Rayner Streets.
- C2 Preserve and enhance the Californian bungalow streetscape in Campbell Avenue and Perry Street.
- C3 To encourage and enhance landscaping in the front building setback on Campbell Avenue and Perry, Eric and Rayner Streets.
- C4 The provision of off-street parking in front of the front building setback shall not occur.
- C5 Driveways and crossovers shall not be constructed within the spread of the canopy of heritage listed street trees.
- C6 Front balconies shall not be enclosed, either by glazing or otherwise.
- C7 Front fences and gardens should be reconstructed in Perry Street.
- C8 The front façade brickwork to Californian bungalows on Campbell Avenue shall not be painted. Roof gables and decorative posts and batons may be painted using appropriate colours.
- C9 Alterations and additions to buildings that are unsympathetic to the prevailing architectural style on Campbell Avenue, Rayner Street and Eric Street must not increase the prominence of these buildings in the streetscape.
- C10 Development is to be consistent with any relevant objectives and controls within the Leichhardt Park Distinctive Neighbourhood.



**C2.2.4.3(b) Perry Street Bungalows Sub Area****Figure C110: Perry Street Bungalows Sub Area**

The eastern section of the Leichhardt Park Distinctive Neighbourhood is characterised by single storey detached dwellings and the area displays a highly consistent character. Distinctive features of this area are the rows of single fronted Federation and Californian bungalow cottages along the northern side of Perry Street. They display uniformity in architectural style with their consistent scale, setbacks, gabled roofs and the repetitive use of balconies, red face bricks, casement windows and red terracotta tiles.

In order to retain and enhance the value of this area, special controls are necessary to restrict unsympathetic alterations and additions, and to encourage restorative work to these buildings.

**Desired Future Character****Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Preserve and enhance the predominantly Federation-style streetscape in Eric and Rayner Streets.
- C2 Preserve and enhance the Californian bungalow streetscape in Campbell Avenue and Perry Street.
- C3 To encourage and enhance landscaping in the front building setback on Campbell Avenue, Perry Street and Eric and Rayner Streets.

## PLACE

- C4 The Perry Street bungalows should not be demolished.
- C5 Any new residential development located within the Perry Street bungalow area must be sympathetic in design to the Californian bungalows.
- C6 Alterations and additions involving any form of first floor addition will not be supported.
- C7 New front fencing must be either low matching brick or low timber picket.
- C8 Development is to be consistent with any relevant objectives and controls within the Leichhardt Park Distinctive Neighbourhood.

### C2.2.4.3(c) 'Leichhardt Park' Laneways Sub Area

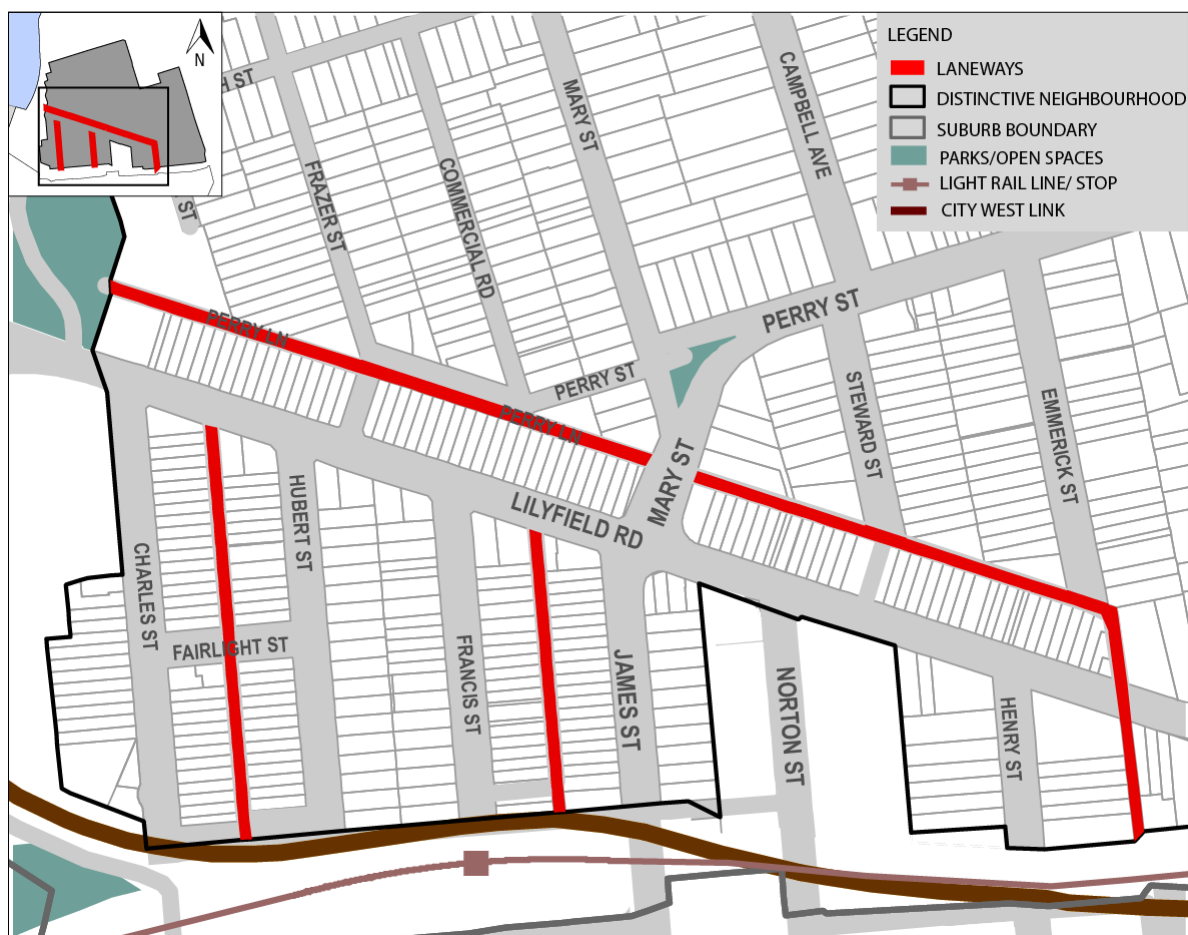


Figure C111: 'Leichhardt Park' Laneways Sub Area

The Leichhardt Park Distinctive Neighbourhood has a small number of rear laneways. They retain a predominant low scale and service character, providing access to the rear of properties. There are no dwellings or two storey developments fronting onto the laneways and therefore none should be allowed, in order to retain their existing character.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

## Controls

- C1 Ensure that rear lanes are pedestrian-friendly environments by ensuring that not more than one garage or carport is constructed per property and pedestrian access is maintained.
- C2 Retain the predominant service character of rear lanes.
- C3 Rear laneways shall not have dwellings fronting onto them.
- C4 Development to create parking areas shall not occur where sufficient vehicle manoeuvring areas cannot be provided.
- C5 Trees more than 4m in height, covered by Section C1.14 Tree Management of this Development Control Plan, shall be retained.
- C6 Where garage or parking space doors are incorporated into fencing to rear lanes, separate pedestrian access from the rear lane to the property should also be provided where width permits.
- C7 Development is to be consistent with any relevant objectives and controls within the Leichhardt Park Distinctive Neighbourhood.

### C2.2.4.3(d) Iron Cove Backdrop Sub Area

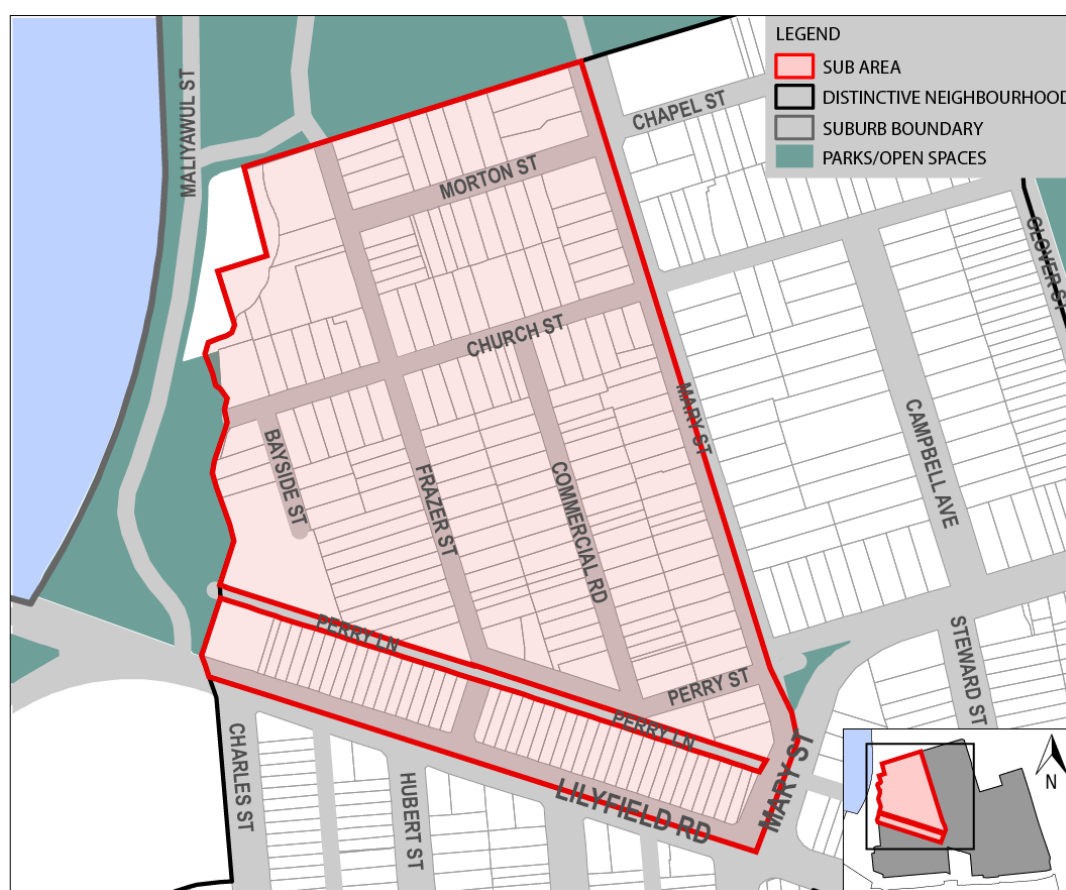


Figure C112: Iron Cove Backdrop Sub Area

Where the land becomes steeper, west of Mary Street, dwellings are predominantly detached. Despite this, there is less consistency in terms of architectural style and built form character, with a greater occurrence of two storey developments. Views are provided westwards over Iron Cove and there is evidence that this has influenced the height and scale of development.

## PLACE

Iron Cove and the open space surrounding it, together with the public pools, gym and sporting grounds nearby are important and a well patronised public recreation resource in the local region. A large portion of the Leichhardt Park Distinctive Neighbourhood is visible from these areas.

The visual impact of new development in this locality, when viewed from these areas, is a public impact on the public space. Poorly designed development that does not relate to its natural and built surroundings and is highly visible from the water detracts from the quality of the whole area and lessens its value to the community.

New development or proposals for alterations and additions to existing development in the Iron Cove Backdrop Sub Area should take into account the appearance of the proposal when viewed from Iron Cove and its foreshores. The intention is not to make the development invisible but to ensure that it blends with both its surrounding natural and built environment.

### **Desired Future Character**

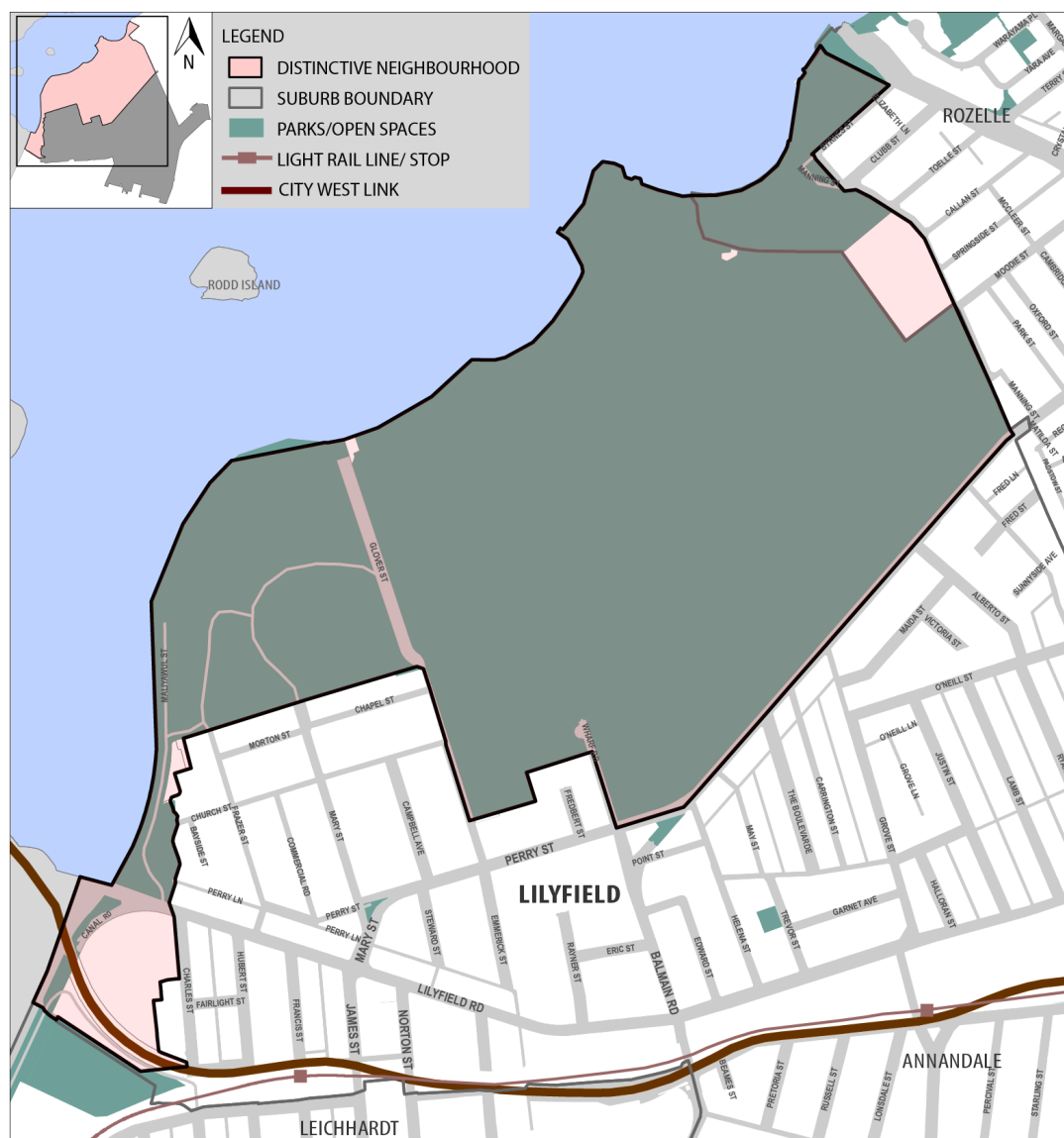
#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve and enhance the aesthetic quality of Iron Cove, its foreshores and setting.
- C2 Ensure that new development and alterations and additions to existing development within the Iron Cove Backdrop do not have a detrimental impact on the aesthetic quality of the area when viewed from Iron Cove and its foreshores. This shall be achieved by stepping development down sloping sites to ensure an optimal sharing of views.
- C3 Any proposed development within the Iron Cove Backdrop Sub Area must take into account the potential aesthetic impact of development when viewed from Iron Cove and its foreshores.
- C4 Development shall be consistent with its surrounding natural and built environment in terms of height, form, bulk, scale, location, colour and materials.
- C5 Development shall step down sloping sites to ensure an optimal sharing of views.
- C6 Development is to be consistent with any relevant objectives and controls within the Leichhardt Park Distinctive Neighbourhood.

#### C2.2.4.4 Iron Cove Parklands Distinctive Neighbourhood



**Figure C113: Iron Cove Parklands Distinctive Neighbourhood**

#### Outline

The Iron Cove Parklands Distinctive Neighbourhood is the largest homogenous site within the Leichhardt Local Government Area. It could be described as the major recreation centre for the Municipality, providing open space, active and passive recreation facilities, remnant bushland and Iron Cove frontage. The Iron Cove Parklands Distinctive Neighbourhood consists of Leichhardt Park Aquatic Centre, Leichhardt Park, Rozelle Hospital Site/Callan Park, King George Park and Manning Street substation. It is bounded by Manning Street to the east, Balmain Road and the rear of the residential properties on Perry, Morton and Chapel Streets to the south. Iron Cove forms the northern and western boundary to the site; however the residential area, bounded by Glover, Morton and Chapel Streets, is excluded from this area.

The land is predominantly publicly owned, some being Crown Land and some in the ownership of the NSW Government Department of Health. However, Leichhardt Council is responsible for the care, control and management of King George Park and most of the Leichhardt Park area. A small portion of land is in private ownership such as that used by Le Montage Function Centre.

## Landform

In general terms, the site rises from tidal sea level at Iron Cove on the northern and western boundary, up to Balmain Road on the south-eastern boundary of the site, at an elevation of 36m.

Parts of the site are relatively steep, however there is an extensive network of paths and roads that run throughout the site enabling access to all areas. There are also parts of the site that are level, most notably those that are used as sporting fields, however there are other smaller areas near to existing buildings that are relatively flat. These include a sizeable area adjacent to the Ambulance Station on Balmain Road and other smaller areas adjacent to Kirkbride.

The site contains a range of vegetation including areas that are heavily wooded with native and exotic species, and of particular note, the site includes areas of remnant bushland. The gardens of Broughton Hall are of particular significance as they were regarded as an integral part of therapy for patients at the hospital and the landscaping was specifically undertaken for that purpose. In addition, several areas of the site have been set up with particular themes including the Leichhardt Peace Grove, the Giovinazzo Grove and the Sensory Gardens.

The topography of the site allows for considerable views towards Drummoyne and out towards the Parramatta River, beyond Cockatoo Island. In particular, the wooded nature of the site provides particular view corridors towards the water and these views change as you move throughout the site. The readily accessible foreshore also provides a valuable resource to the community.

## Existing Character

The prevailing character of the Iron Cove Parklands Distinctive Neighbourhood is that of a recreation precinct, providing a range of active and passive facilities. The total area of this Distinctive Neighbourhood is approximately 75 hectares, comprising about 14 hectares at Leichhardt Park, 4 hectares at King George Park and 61 hectares at the Rozelle Hospital/Callan Park site. The site includes about 2km of foreshore and provides a significant recreational precinct catering for both active and passive recreation, and includes a range of facilities.

Such facilities include Leichhardt Park Aquatic Centre, the Leichhardt Rowing Club, the Iron Cove Bay Run and a number of playing fields, including Leichhardt Oval, which is currently leased to the Balmain Tigers Rugby League Club. The playing fields within this neighbourhood are used regularly by local sporting groups and some are floodlit for evening games. In addition, King George Park is used by local schools for sports carnivals and a fitness station is also located adjacent to this facility. The Iron Cove Parklands provide a significant level of amenity to the residential properties located adjacent to this neighbourhood. The interface between this area and the adjacent dwellings contributes significantly to the character of the residential streets and provides important streetscape values to the locality.

## Leichhardt Park Site History

The Leichhardt Park site has been utilised for recreation purposes for more than a century. Initially, the Park was managed by a trust, with many of the trustees also being involved in local government; significantly, the then Mayor of Leichhardt, J T Fraser, was involved in the original purchase of Leichhardt Park in the late 1870s.

Leichhardt Park was originally 24 acres (9.7 hectares) in area and occupied the elevated land to the south of the foreshore. In 1887, an additional 7½ acres of foreshore land (3 hectares) was added to the Park following reclamation in Long (now Iron) Cove. Including all the components of the site through to Lilyfield Road, the total area is now over 14 hectares.

From 1887 to 1921, the Park was developed with significant facilities being the Leichhardt Municipal Baths, built in 1905, and the construction of an oval, grandstand and band rotunda. The Balmain Tigers Rugby League Club moved to the Leichhardt Oval from Birchgrove Oval in 1943 and the Leichhardt Oval No 1 was redeveloped in 1972.

During the 1960s, tipping of fill and rubbish created the fields now known as Leichhardt Oval No 2 and those at Rozelle Hospital. Leichhardt Pool was built in 1960 and recently received a major facelift and new facilities including new pool and gym.

### **Rozelle Hospital Site History**

The Rozelle Hospital site comes from the amalgamation in 1976 of two psychiatric hospitals, Callan Park and Broughton Hall. Callan Park was purchased by the Crown in February 1874 for the purposes of a new mental institution. The parklands and gardens in Callan Park were critical to the concept of care for the patients and were very carefully designed, built and maintained for that purpose.

The site was later taken over by the Commonwealth and in 1921 it became the first public psychiatric hospital in NSW for voluntary patients. The gardens of Broughton Hall were also regarded as an integral part of therapy and were extensively landscaped for that purpose. The site is classified by the National Trust and is on the register of the National Estate.

With the transfer of mental health beds away from Callan Park in 1983 after the Richmond Report was initiated, there were a number of successful community-led campaigns to oppose state government redevelopment plans. These campaigns lead to the passage of the [Callan Park \(Special Provisions\) Act 2002](#) to preserve the public ownership of Callan Park; to protect its current features and restrict its future use.

Currently the site is occupied by NSW Ambulance Service, South Sydney West Area Health Services, and non-government organisations active in health and mental health related fields. In addition a number of buildings at the site are also leased by non-health organisations including Sydney University College of the Arts, the NSW Writers' Centre and a child care centre.

Overall there are over 100 buildings on the Rozelle Hospital site, ranging from Garry Owen House built in 1837 to the 1991 Rehabilitation complex, however the majority of these are disused or under-utilised.

### **Leichhardt Park, King George Park and Manning Street Substation**

#### **Desired Future Character**

##### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

##### **Controls**

- C1 The desired future character of the Iron Cove Parklands Distinctive Neighbourhood is for the area to retain its current nature as a recreation precinct, both in terms of active and passive recreation. The area should remain a publicly accessible parkland reserve providing the community with a significant recreation resource of a type and scale not found elsewhere within the local area.
- C2 Importantly, any new development within this precinct should be restricted only to the improvement of existing facilities and no additional development should be considered. There



is scope within the site for some degree of adaptive reuse of the existing buildings; however this should be within the context of a major recreation precinct and should respect the heritage values of those, and the surrounding buildings.

- C3 The interface between the Iron Cove Parklands area and the adjacent dwellings is significant to the character of these residential streets. This provides important streetscape values to the locality and should be retained.
- C4 A significant component of this Distinctive Neighbourhood is dependent on the completion of the master planning process (see below). Specific controls will result once this process is completed.
- C5 Provide uninterrupted and connected public foreshore access for pedestrians and cyclists.

## **Rozelle Hospital/Callan Park**

### **The Desired Future Character**

Callan Park/Rozelle Hospital site is subject to the provisions of the [Callan Park \(Special Provisions\) Act 2002](#) , which was introduced to protect the site from redevelopment.

This site specific Act provides the framework for a very clear vision for the site. The Long Title of the Callan Park Act describes its purpose well: 'An Act to preserve the public ownership of Callan Park; to protect its current features and restrict its future use; and for other purposes.'

The Callan Park Act determines how the site is to be used and managed. It limits permitted land use on the site to health, community and education facilities. Further community and education facilities must provide services on a 'not-for-profit' basis.

Clause 7 (1) of the Callan Park Act requires that the environmental planning instruments that apply to the site are those that existed immediately before the Act commenced on 24 December 2002. The environmental planning instruments that are 'frozen in time' include:

- a. State Environmental Planning Policy 56 – Sydney Harbour Foreshores and Tributaries which requires a Master Plan approved by the Minister for Planning before development consent can be granted;
- b. *Leichhardt Local Environmental Plan 2000* which zones the site public purpose and provides heritage provisions for the site; and
- c. *The Heritage Act 1997* because the site is a State heritage item.

Refer to the respective planning instruments for further details.

### **Master Plan**

Callan Park is owned and managed by the NSW State Government. Master planning of the site is a state government responsibility; however Leichhardt Council took on this challenge as a result of many previous unsuccessful state government attempts.

On 19 July 2011, after 18 months of community consultation, Leichhardt Council adopted a Master Plan for the site which managed to achieve an 87% approval rating from the local community. One of the unique features about the consultation process was the use of new web enabled technology and an interactive website called Callan Park Your Plan. The consultation process was rigorous and thorough, engaging large numbers of the local community.

## PLACE

On 19 July 2011, Leichhardt Council approved the Callan Park Master Plan, the Callan Park Conservation Management Plan and the Callan Park Plan of Management.

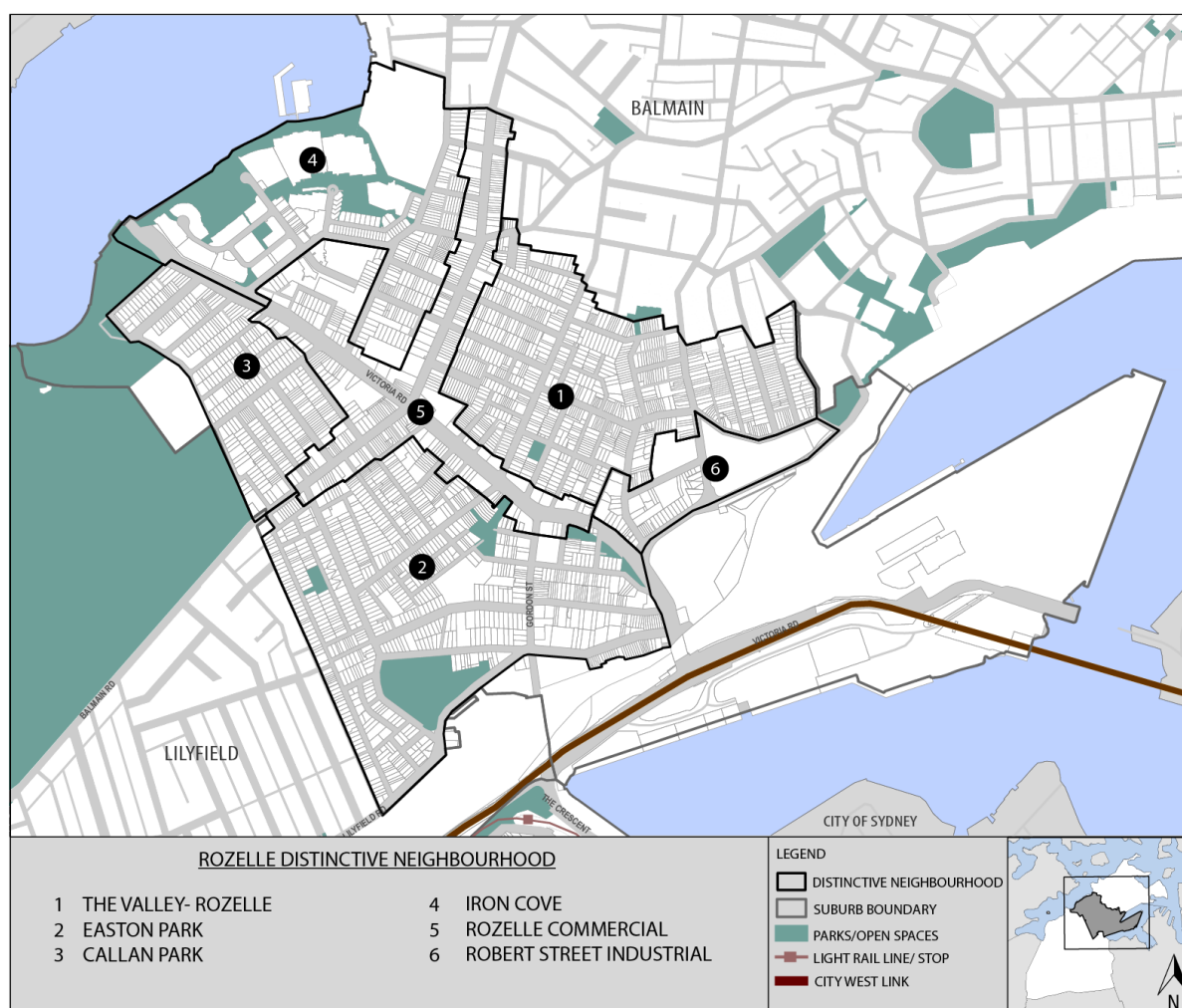
These Plans were formally presented to the State Government on 11 November 2011, however have not yet been endorsed by the State Government.

For further information refer to Council's website <http://www.leichhardt.nsw.gov.au/>

### C2.2.5 Rozelle Distinctive Neighbourhoods

The following areas within Rozelle are identified as Distinctive Neighbourhoods by virtue of topography, estate and street pattern or building form. The subsections identified are areas within the Distinctive Neighbourhood, which have unique characteristics.

Development is required to be consistent with the Desired Future Character objectives and controls within the Distinctive Neighbourhood and any Sub Area within the locality, in addition to the requirements within other sections of this Development Control Plan.



**Figure C114: Rozelle Distinctive Neighbourhoods**

### C2.2.5.1 The Valley 'Rozelle' Distinctive Neighbourhood

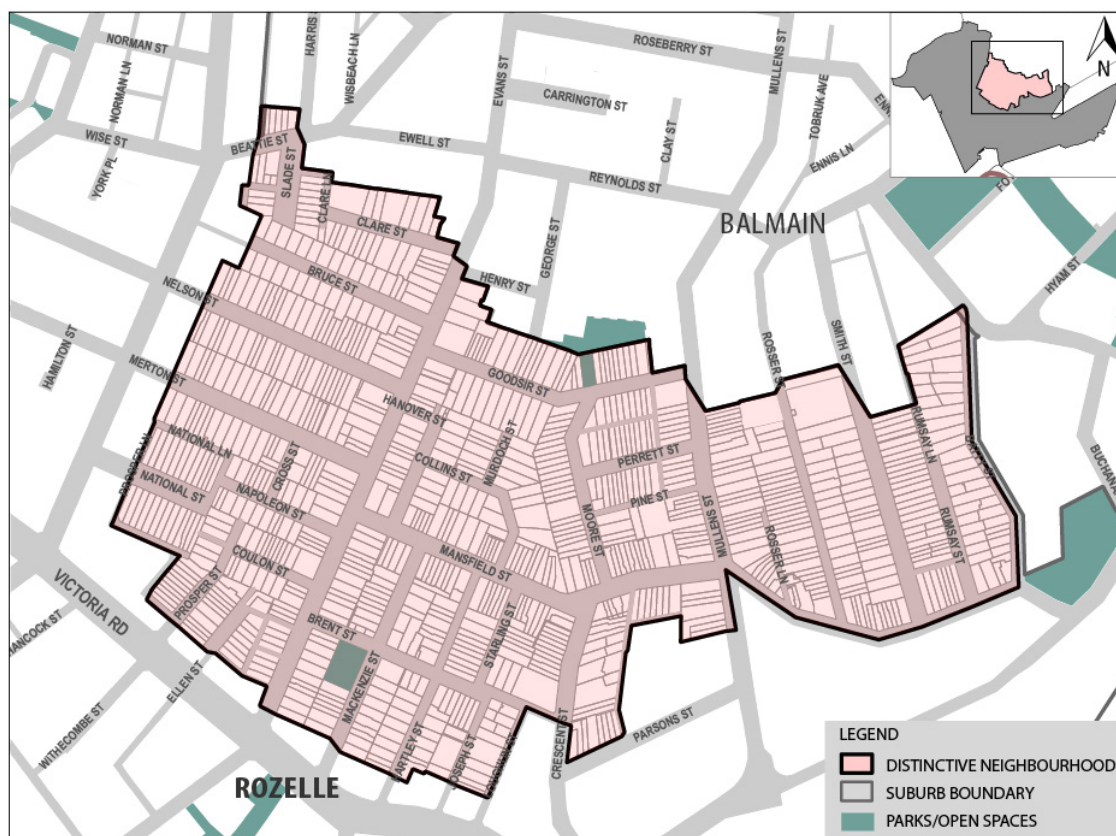
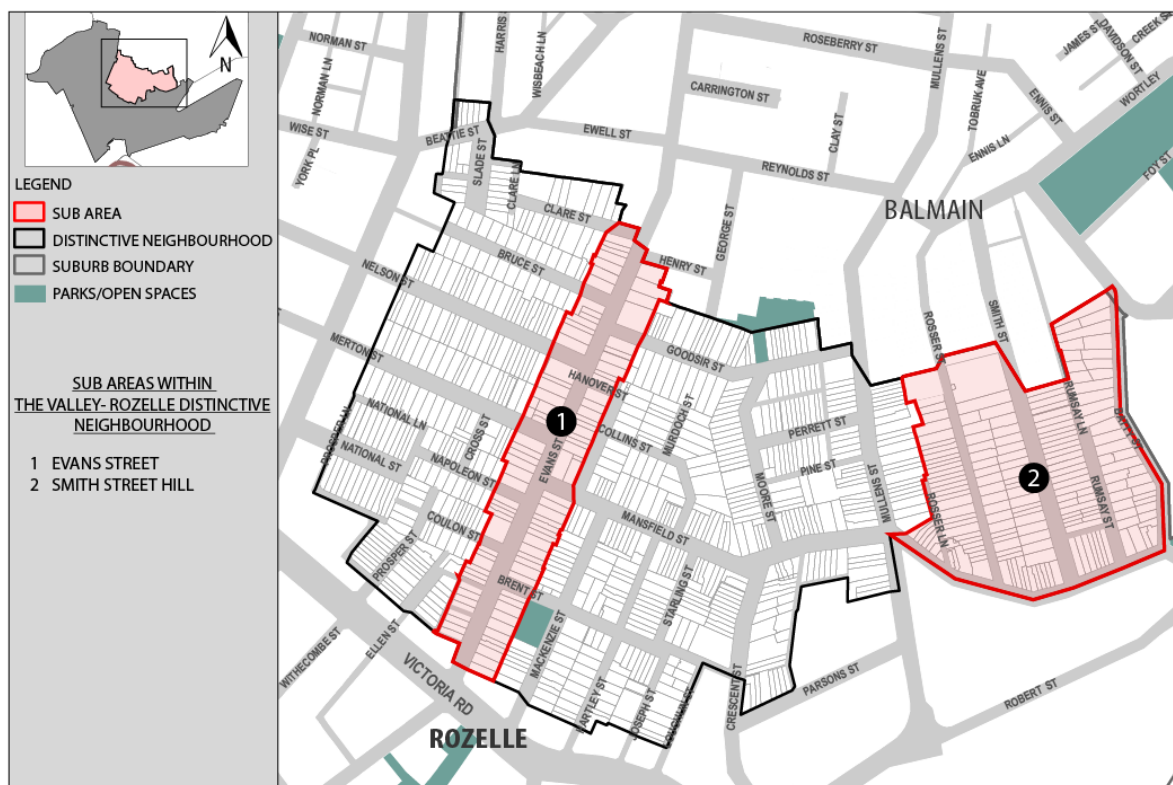


Figure C115: The Valley 'Rozelle' Distinctive Neighbourhood

#### Outline

This neighbourhood has two discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Evans Street Sub Area – Section C2.2.5.1(a); and
- b. Smith Street Sub Area – Section C2.2.5.1(b).



**Figure C116: Sub Areas within The Valley 'Rozelle' Distinctive Neighbourhood**

## Landform

The Valley 'Rozelle' Distinctive Neighbourhood is located on the Balmain Peninsula between the rear of the properties fronting Darling Street in the west, Clare and Goodsir Streets in the north and Reynolds and Batty Streets to the east.

The south-east corner of the neighbourhood is bounded by Mansfield Street with the rear of the Robert Street industrial estate forming a boundary to the residential area. The neighbourhood has a range of topographies including gentle and steep sites.

This Distinctive Neighbourhood forms a valley generally looking south, towards the disused White Bay power station. The landform is a typical Sydney sandstone peninsula and the lower portion of the Distinctive Neighbourhood includes reclaimed estuary.

## Existing Character

The built environment of The Valley 'Rozelle' Distinctive Neighbourhood consists mainly of housing below the commercial areas along Darling Street, with industrial uses along the bottom of the valley, centred around the Robert Street area. The Darling Street and Robert Street industrial uses are considered elsewhere in the Rozelle suburb profile.

The development pattern for The Valley 'Rozelle' Distinctive Neighbourhood follows the local topography with the road pattern responding to the constraints of the area. Victoria Road and Darling Street form the basis of the local road pattern, however there are three main roads connecting to Victoria Road, these being Darling Street, Evans Street and Robert Street.

Laneways were included in the road pattern adjacent to the two original commercial streets (Evans Street and Darling Street) and are also situated around the steeper sites on the eastern side of the neighbourhood. These laneways are generally linked to the denser lot patterns of the area.

Throughout the neighbourhood there are numerous former shops and other local commercial sites that display a distinctive built form of mixed commercial/residential development from the 1800s.

The Valley 'Rozelle' Distinctive Neighbourhood retains a varied and rich character reflecting its multi layered pattern of development. There is a predominantly single storey scale character and form in the neighbourhood. The main phases of development are mid-Victorian single storey cottages, with two storey terraces and shops built in the late 1800s.

Two storey developments are generally found along main thoroughfares, however recent upgrades of existing housing has seen an increase in two storey development in older dwellings or disused industrial sites. Housing in the neighbourhood currently consists of a mix of Mid Victorian era workers cottages and Victorian Italianate dwellings. Mixed throughout are a variety of post-war styles including suburban weatherboard, contemporary lightweight additions and masonry terraces.

Dwelling forms are generally free standing with rows of cottages interspersed throughout. Within The Valley 'Rozelle' Distinctive Neighbourhood, distinct stylistic components can be found which reflect the style of individual builders. Houses in this area are characterised by 1m-3m setbacks, painted masonry, corrugated iron roofing and picket fencing. Roof forms tend to be hipped or gabled and parapets are less common for dwellings but more prevalent on commercial buildings. Roof forms tend to follow the slope of the land and permit access to views for higher sites. Remnant stone buildings are also a feature of the neighbourhood. Larger, more elaborate houses can be found in prominent locations throughout the neighbourhood. These tend to be Victorian era houses, however some ornate houses from earlier periods can still be found.

On the lower slopes of the neighbourhood, the development is more modest, with many sites having historically been affected by drainage from the higher slopes. Due to the drainage pattern, larger remnant sites were created in the centre of the neighbourhood between Roseberry and Goodsir Streets. These lots had traditionally been difficult to build on, however they were later developed for industrial uses and have more recently been re-developed for multi-unit residential uses. A certain unity of built form is achieved by incorporating compatible scale, setbacks, materials and roof forms. Where housing stock has been replaced or houses have been upgraded, the scale, siting, materials and form have largely been maintained.

Street trees and trees within front yards play an important part in the streetscape of this Distinctive Neighbourhood. Numerous species of trees are planted throughout, providing shade and visual interest to the streets.

Mature landscaping, uniform low-scale development and lack of driveway crossings, as well as the general absence of non-residential land uses, gives the neighbourhood a strong residential and pedestrian oriented character. Additionally, high canopy trees provide visual relief in tightly enclosed townscapes on the lower slopes.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

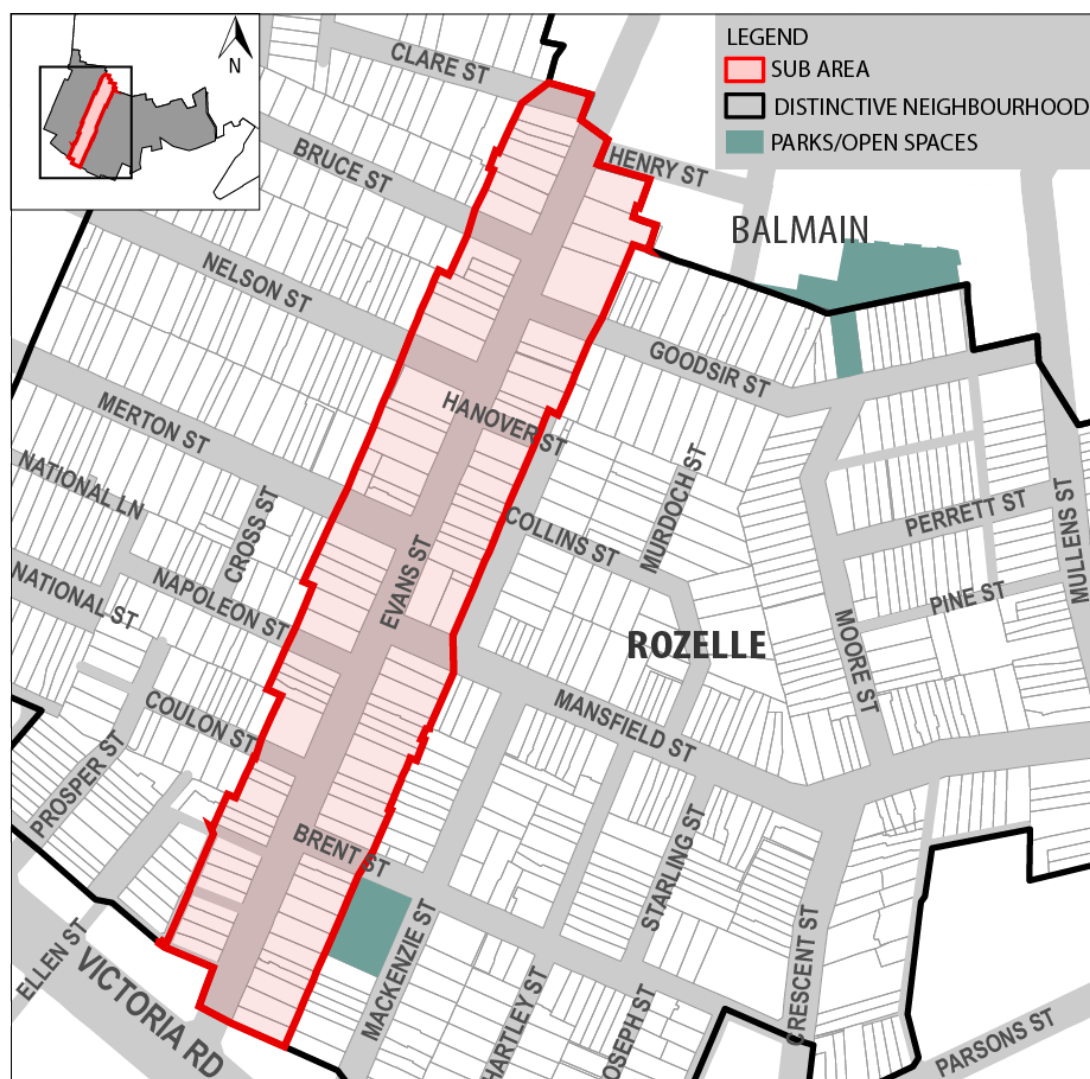
#### **Controls**

- C1 Conserve and complement the existing styles of housing with special regard to the simple timber cottages and Victorian terraces.

## PLACE

- C2 Conserve and complement the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.
- C3 Buildings should step with the slope in order to facilitate view sharing.
- C4 Preserve the consistency and simplicity of built form, style and materials of the neighbourhood.
- C5 Complement the existing pitched, hipped or gabled roof forms as well as setbacks and fencing styles prevalent in each street.
- C6 Conserve stone cottages and stone walls throughout the neighbourhood.
- C7 Maintain the established open low timber and iron picket front fences.
- C8 Restore or reconstruct cantilevered or posted balconies/verandahs where such elements were original features.
- C9 Maintain the prevalence of mature trees in both private and public spaces. Preserve and integrate natural rocky outcrops into the landscaping of the area, particularly where visible from public places. Cutting into such outcrops for any purpose including parking is to be avoided.
- C10 A maximum building wall height of 3.6m applies to the neighbourhood.
- C11 A maximum building wall height of 6m applies along Evans Street.
- C12 Front building setbacks within the neighbourhood are to be a minimum of 1m. However, where the prevailing setbacks in the immediate locality (i.e. refer to the adjoining three buildings either side of the subject site) is different, the setback for new development should be compatible with the prevailing setbacks.
- C13 The use of traditional timber, stone or masonry finishes as well as iron roofing and timber windows is encouraged.
- C14 Development is to be consistent with any relevant Sub Area objective(s) and condition(s).



**C2.2.5.1(a) Evans Street Sub Area****Figure C117: Evans Street Sub Area**

The Evans Street Sub Area is located within The Valley 'Rozelle' Distinctive Neighbourhood. Prior to the construction of trams along Darling Street, Evans Street was the main shopping street on the peninsula. Consequently, the street retains many commercial and retail buildings, most of which have been converted for residential use.

Significant features within this streetscape include the many corner sites occupied by former commercial buildings and balconies over the footpath. In addition, this area contains generally more buildings with nil setbacks and with walls above 6m, many with parapets and skillion roofs.

**Desired Future Character****Objective**

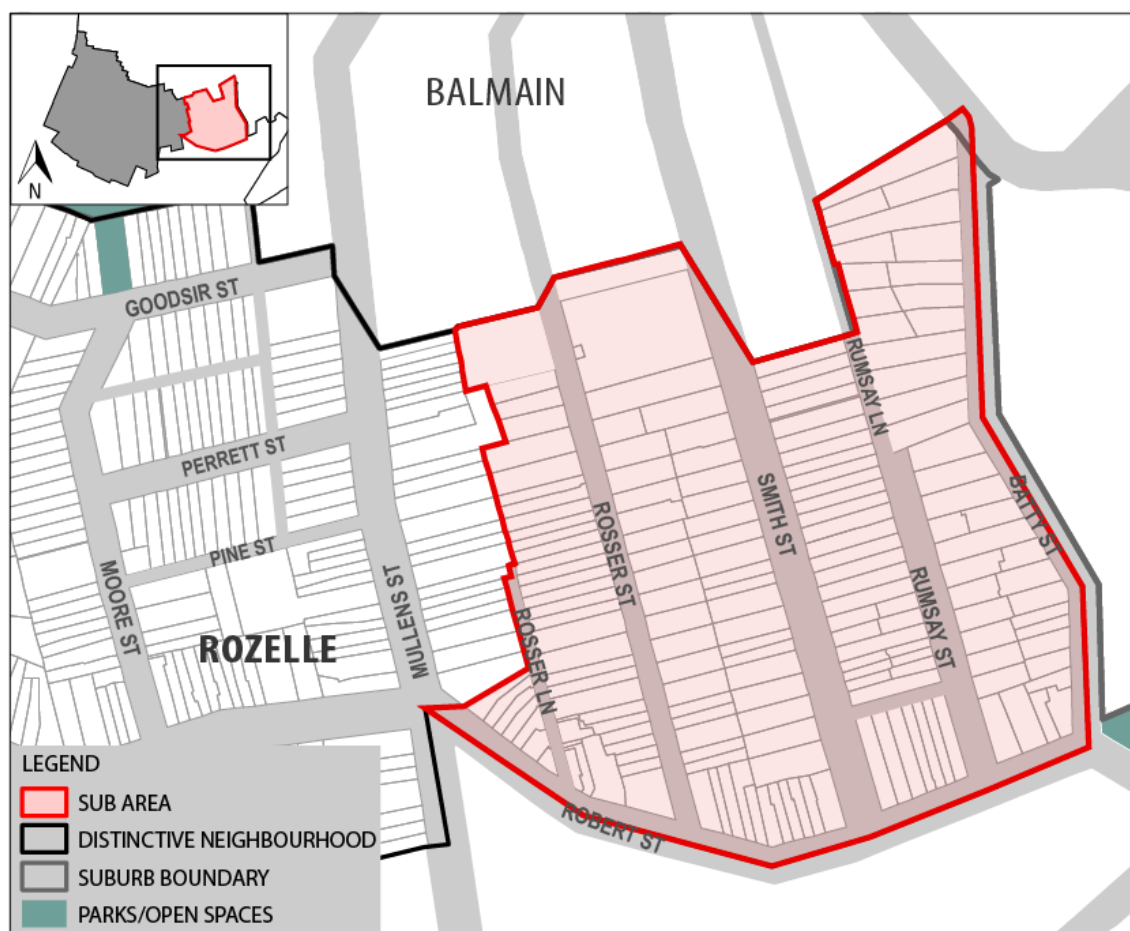
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Preserve view lines from the hill to the south, east and west.

- C2 Development is to be consistent with any relevant objectives and controls within The Valley 'Rozelle' Distinctive Neighbourhood.

**C2.2.5.1(b) Smith Street Hill Sub Area**



**Figure C118: Smith Street Hill Sub Area**

The Smith Street Hill Sub Area is located within The Valley 'Rozelle' Distinctive Neighbourhood. Smith Street Hill is significant for having spectacular views over the City as well as forming the edge of the residential area where it meets the White Bay Port Facility.

This area is defined by a natural rise located between Reynolds and Mullens Streets. The hill rises 20m above surrounding land and is notable for its steepness on the east and west sides. This area has expansive views to the south and east and has been developed with several significant homes built towards the crest, a number of which are heritage items.

The central focus of this location is the former Smith Street Public School built at the top of the hill between Smith and Rosser Streets. The site of the school is notable for its prominent Ficus trees.

**Desired Future Character**

**Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1      Preserve the commercial architecture of this street, with nil setbacks, parapet roof forms and posted balconies where appropriate.
- C2      Development is to be consistent with any relevant objectives and controls within The Valley 'Rozelle' Distinctive Neighbourhood.

### C2.2.5.2 Easton Park Distinctive Neighbourhood

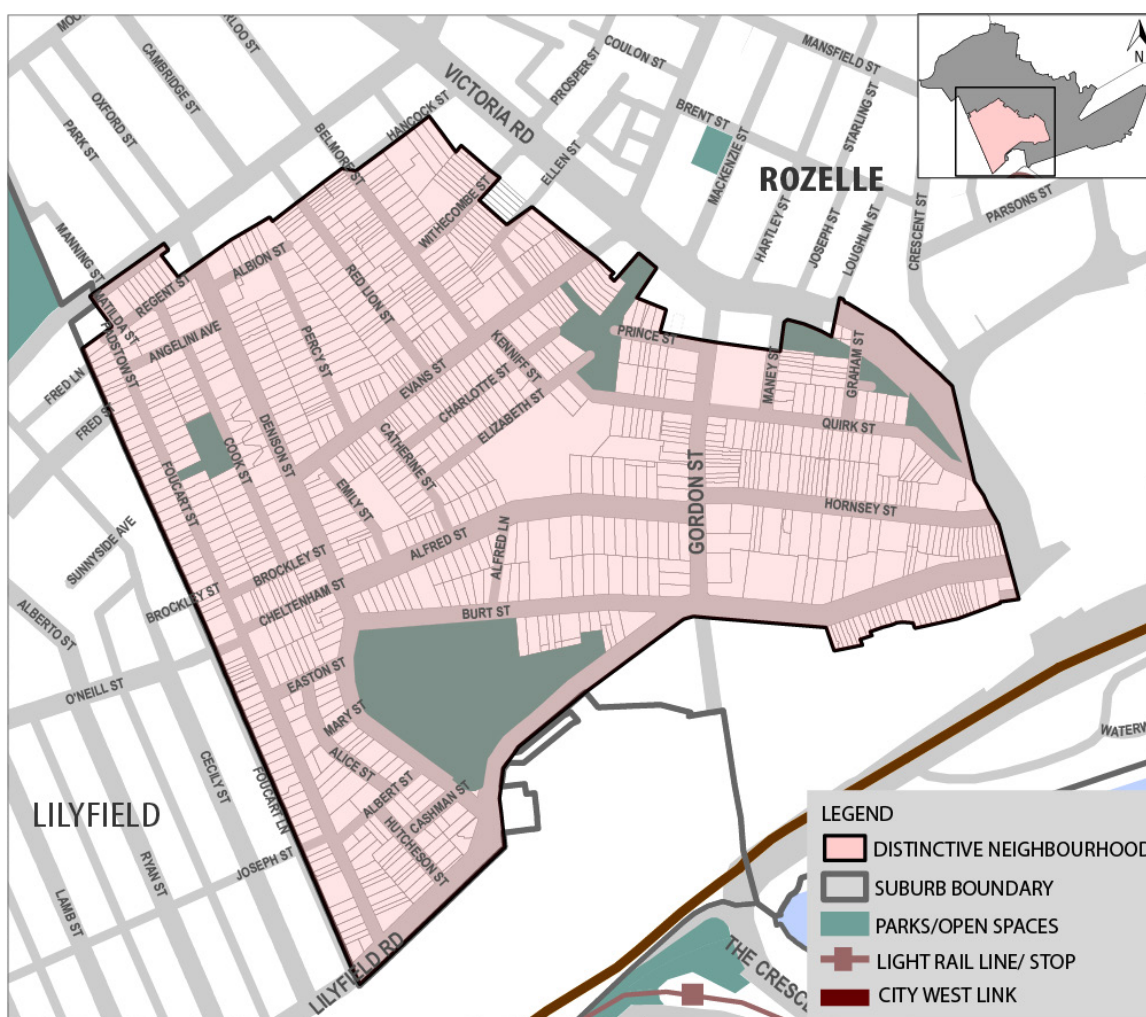


Figure C119: Easton Park Distinctive Neighbourhood

#### Landform

The Easton Park Distinctive Neighbourhood is located at the south-eastern corner of the Balmain Peninsula. The neighbourhood is defined by Foucart Street on the western boundary and Lilyfield Road to the south.

The neighbourhood is characterised by the topography and includes a valley overlooking Annandale and Glebe towards the south and east. The neighbourhood rises toward Darling Street and there is another smaller rise located in the north-east of the neighbourhood around Hornsey Street. In several locations the land has been cut for road construction which has resulted in some dwellings being elevated up to 4m above the street level.

The neighbourhood contains some significant vegetation with larger trees growing in the thicker soils at the bottom of the slopes. Trees form a major visual element within the neighbourhood, and currently a mix of mature trees, such as native eucalypts, paperbarks, and bottlebrush, as well as a range of exotic species are located within the area. The area is served by three (3) parks being Easton Park, O'Connor Reserve and Rozelle Common.

The neighbourhood was first developed in the mid-1840s with commercial activity along Darling Street and industrial development along White Bay. In addition to fishing, the industrial development that

established in White Bay consisted primarily of industries such as boiling down works, sawmills and abattoirs.

The original development pattern was based on industrial uses that were originally along the foreshores and later also occupied filled estuaries. Two major developments occurred within the area at the end of the 1800s: the introduction of electric trams on Darling Street and Victoria Road, and the reclamation of estuary land for the Rozelle rail marshalling yards.

Housing for those employed in local industries was built on the slopes located above the industrial land. After 1920, the industrial base in the area declined due to relocation, changing technology and increasing land values.

An important hub for the neighbourhood is located at the corner of Denison and Alfred Streets, at the top of Easton Park. This corner includes a corner shop, Smiths Hall and Easton Park and forms a community focal point within the neighbourhood. Additionally the dense mature trees along Burt Street form the green heart of the neighbourhood.

The road pattern generally follows the topography of the neighbourhood with roads running down and across the slopes. Along the lower half of the neighbourhood, roads predominantly cross from east to west. On the upper slopes, the roads predominantly run up and down the slopes.

Several narrow streets serve as laneways. Such streets tend to have laneway uses on one side and property frontages on the other side. Examples of such streets include Cook Street, Charlotte Street and Alice Street as well as the unnamed roads behind the Darling Street commercial properties.

### **Existing Character**

The Easton Park Distinctive Neighbourhood has a primarily residential character, although commercial development is positioned along Darling Street and Victoria Road. The existing and original scale of development is predominantly single storey, freestanding cottages. There are also numerous two storey houses along the higher elevations and adjacent to the Park at the foot of the hill. The former industrial uses have largely been replaced with townhouses. Remnant industrial land is located on Gordon Street and Lilyfield Road.

The neighbourhood has a varied residential character created by differing residential styles. Typical housing types include timber cottages, Victorian terraces, stone detached houses and scattered multi-unit developments which include blocks of flats and townhouses. The original (1850s – 1870s) style of housing was modest timber and stone cottages followed by Victorian semis and terraces. 1900s housing types include interwar bungalows and post war blocks of walk-up flats. In addition, more recent development includes townhouses on Alfred Street and numerous smaller infill developments consisting of single houses and semi-detached dwellings throughout the neighbourhood.

All of the housing styles are spread throughout the neighbourhood with most multi-unit developments being located in the lower part of the neighbourhood.

Other patterns occurring in the neighbourhood include:

- a. dwellings east of Gordon Street tend to be more substantial masonry houses and terraces;
- b. the mid slopes accommodate mostly freestanding dwellings; and
- c. the higher slopes contain smaller terraces reflecting the pre 1890s development pattern.

Lot sizes within the neighbourhood range in size from approximately 80sqm which are associated with terrace housing located nearby Darling Street and Victoria Road, compared with lots within the centre and west of the neighbourhood which range between 180sqm and 250sqm.

Three (3) distinct areas within the neighbourhood are located within Heritage Conservation Areas. The areas include:

- a. Evans Street;
- b. most of the area east of Gordon Street; and
- c. the knoll west of Easton Park.

Identifiable characteristics of the neighbourhood include setbacks of 0m–3m and mature trees on private land which contribute significantly to the streetscape. The scale of buildings is mixed and ranges between single storey (with a 3.6m wall height) and two storeys (with a 6m wall height). The height and scale of housing is also sometimes affected by sandstone outcrops in the lower half of the neighbourhood.

Housing in the area has generally pitched, hipped or gabled roof forms. Common materials include timber with some rendered brick and iron roofing. Front verandahs on dwellings are often positioned abutting the front boundary and have a narrow width of approximately 1m. Timber picket fencing is prevalent throughout the neighbourhood. Most properties do not have onsite parking.

### **Sydney Regional Environmental Plan 26 – City West**

The land to the south and south east of the neighbourhood, including the Rozelle marshalling yards, the White Bay Power Station, James Craig Road and Glebe Island (excluding houses at No's 10 – 66 Lilyfield Road) is covered by Sydney Regional Environmental Plan No 26. This land is not under Leichhardt Council's planning control and the consent authority for all land affected by *Sydney Regional Environmental Plan No. 26* is the NSW Minister for Planning.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve the existing varied styles of housing with special regard to the modest scale and simple, unadorned nature of the architecture.
- C2 Preserve view lines to the south and east by stepping buildings with the prevailing topography.
- C3 Preserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched roofs. Preserve the established setbacks for each street.
- C4 Preserve the consistency and simplicity in built form, style and materials of the neighbourhood.
- C5 Maintain the existing roof forms, setbacks and fencing styles prevalent in each street.
- C6 Preserve stone cottages and stone walls throughout the neighbourhood.
- C7 Maintain the established open low timber and iron picket front fences.
- C8 Cutting into rock face for any purpose including driveway crossings, is to be avoided.
- C9 A maximum building wall height of 3.6m applies to the neighbourhood.

## PLACE

- C10 A 6m maximum building wall height may be suitable where two storey terraced development is dominant.
- C11 Front building setbacks within the neighbourhood should be a minimum of 1m. However, where the prevailing setbacks in the immediate area of the development site (i.e. the adjoining three (3) sites on either side of the development site) are different, the setback for new development should be compatible with the prevailing setbacks.
- C12 Maintain roof forms with pitched, gable or hipped roofs.
- C13 The use of traditional timber, stone or masonry finishes, iron roofing and timber windows is encouraged.
- C14 Reconstruction of posted verandahs over footpaths may be considered on corner sites where the established setback is nil and the established scale is two storeys.
- C15 Where structures are proposed to be built on top of exposed rock face(s), they are to be timber or rendered masonry and coloured to complement the sandstone.



### C2.2.5.3 Callan Park Distinctive Neighbourhood

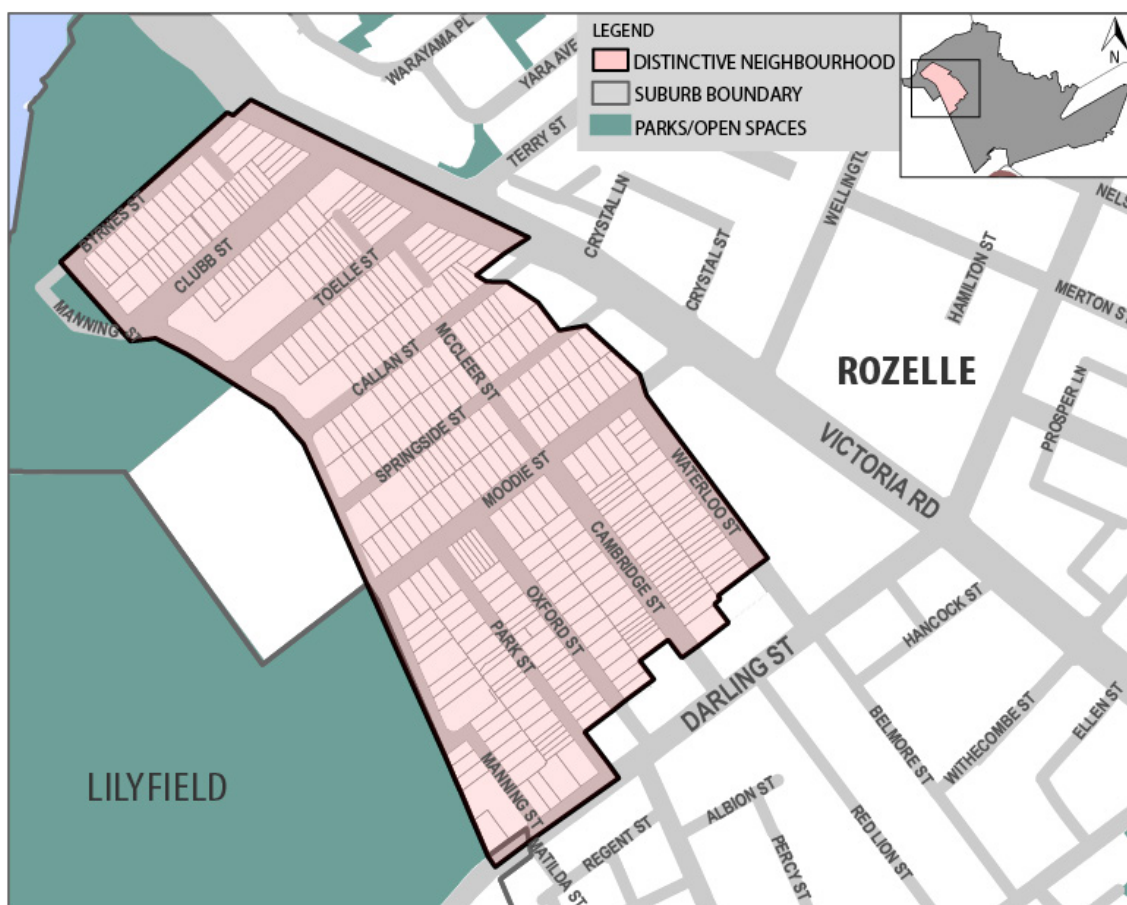


Figure C120: Callan Park Distinctive Neighbourhood

#### Outline

The Callan Park Distinctive Neighbourhood is located within Rozelle. Development within this Distinctive Neighbourhood is required to be consistent with the objectives and controls listed below. In addition, development is required to be consistent with other relevant sections of this Development Control Plan.

#### Landform

The neighbourhood is bounded by King George Park, The Rozelle Hospital grounds to the west and south, as well as by two arterial roads being Victoria Road and Darling Street, in the north and east.

The topography slopes steeply from Victoria Road and Darling Street down to King George Park, creating a west facing valley. At the lower end of the slopes, along the street frontages, are sandstone outcrops remaining from where roads were originally cut.

The road layout within the neighbourhood is at right angles off Victoria Road and Darling Street, providing extensive views over the adjoining parklands and Iron Cove. In the middle of the neighbourhood there are views over the Kirkbride building within Callan Park, currently used by the Sydney College of the Arts.

## Existing Character

Callan Park Distinctive Neighbourhood has evolved with a distinct (and often uniform) scale and character. The area is made up primarily of modest single storey detached dwellings dating from the late 1800s and early 1900s.

There are a number of two storey dwellings which are located in the vicinity of Darling Street, adjacent to King George Park, along Cambridge and Waterloo Streets and along the top of the Balmain ridge. However, second storey additions within dwellings located on the slopes of the neighbourhood have been largely restricted to within the roof form.

Since the 1970s, two storey townhouses and infill development has been built at the bottom of the valley along Manning, Toelle, Callan and Clubb Streets.

Development on the sloped streets within the neighbourhood is generally modest, consisting of mainly cottages which have a tight development pattern and limited building setbacks (i.e. between 1m – 2m). Materials used in this area are predominantly timber and iron. These houses present simple forms and mostly without ornamentation.

Development on top of the ridge is characterised by late Victorian housing with more ornate finishes, arched openings, stained glass and ornate cast iron balustrading on verandahs. Materials used in this area tend to include painted masonry with tile roofs mixed with simpler timber and iron cottages.

The lot sizes within the area were laid out in a generally consistent pattern. Along the top of the ridge and in the vicinity of the Darling Street/Victoria Street intersection (including Waterloo and Cambridge Streets) lots sizes range in size up to 300sqm, while in the lower parts of the neighbourhood, the lot sizes are approximately 225sqm. The smaller lots have a width of approximately 4.75m and the larger lots generally have a double width frontage of approximately 8.5m – 9m.

The roads in the neighbourhood vary in width from 6m to 12m and primarily serve local traffic. The block between Oxford Street and Park Street is one lot deep, and therefore many dwellings use Park Street as a laneway with garages fronting the upper part of this road.

The commercial and retail component of the neighbourhood is located along Darling Street and Victoria Road. These roads are discussed as a separate Distinctive Neighbourhood within the Rozelle suburb profile.

The traditional streetscape within the neighbourhood included few driveway crossings. Some driveway crossings have been added where redevelopment has occurred, generally at the bottom of the valley.

The precinct has varied tree cover. Most mature trees in the neighbourhood are located in the lower valley within the neighbourhood. When viewed from higher slopes, a canopy of trees is evident on the lower slopes. Mature 'Fig' trees located within the former Rozelle Hospital (now Callan Park) site form a distinct green back drop to the lower areas within the neighbourhood and along upper Manning Street. Street trees have been planted along the wider streets (i.e. Clubb and Moodie Streets) and most front yards throughout the neighbourhood have vegetation, which adds to the streetscape.

## Desired Future Character

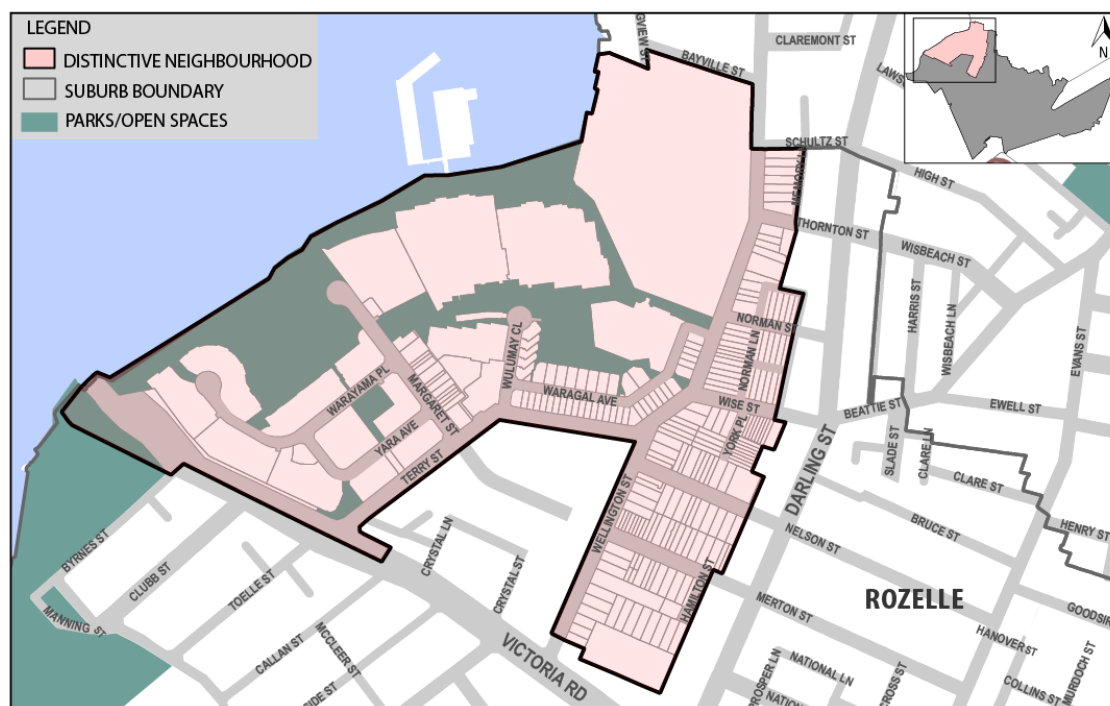
### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

**Controls**

- C1 Development should follow the topography of the area and maintain the single storey scale on the mid slopes and mixed one and two storey scale at the top and bottom of the slope.
- C2 Promote compatibility within the streetscape by regular lot sizes, subdivision pattern and the predominance of detached and semi-detached houses with a prevalence of hipped and gabled roofs.
- C3 Preserve the established setbacks for each street.
- C4 Preserve and enhance public and private views over the Rozelle Hospital site, King George Park and Iron Cove.
- C5 Conserve the single storey, freestanding cottage form, style and materials characteristic of the neighbourhood.
- C6 Preserve the consistency of architectural style appropriate to the existing style of each street.
- C7 Retain stone cottages where they occur throughout the neighbourhood.
- C8 Maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.
- C9 Maintain sandstone outcrops and remnant stone wall footings.
- C10 Retain and encourage street trees on the wider streets.
- C11 A maximum building wall height of 3.6m applies to the neighbourhood.
- C12 Changes to the front façades of existing dwellings will be kept to a minimum. Additions are preferred to be located at the rear of dwelling.
- C13 Driveway crossings will be minimised and are generally discouraged.
- C14 New development will maintain the use of hipped or gabled roof forms and designs will be compatible to the existing unadorned built form.
- C15 Building materials used will be compatible with the existing character of the streetscape, including rendered and painted surfaces and roof materials such as corrugated iron.
- C16 Existing stone houses will be maintained, allowing for sensitive development on those sites utilising appropriate materials and styles.

#### C2.2.5.4 Iron Cove Distinctive Neighbourhood



**Figure C121: Iron Cove Distinctive Neighbourhood**

#### Landform

The Iron Cove Distinctive Neighbourhood is located on the western side of the Balmain Peninsula. The area is further bounded by Victoria Road and to the west by Iron Cove.

The topography slopes steeply from Darling Street down to Iron Cove, creating a valley overlooking Birkenhead Point.

The western shore of the neighbourhood was excavated and filled in the early 1900s to cater for industrial developments including the Balmain Power Station. Above the former Power Station site, the land has a gentle slope toward the centre of the peninsula.

#### Existing Character

The road pattern in the neighbourhood is based around three main roads: Victoria Road, Terry and Darling Streets. The minor roads in the neighbourhood connect Darling and Terry Streets and cross the contours affording views over Iron Cove and further west.

The street pattern and traffic flow in the suburb is strongly influenced by its proximity to Darling Street and Victoria Road. Terry Street and the connecting roads are subject to traffic control measures such as one way flows, restricted parking and various traffic calming measures.

The original development patterns in the neighbourhood included industrial uses along the waters' edge and commercial uses along Darling Street. The current development pattern is similar to the original pattern with commercial development remaining along Darling Street and Victoria Road.

The two major industrial uses within the neighbourhood were the Balmain Power Station and the Elliott Brothers Chemical Works, however both of these sites have been redeveloped into multi-unit residential development (Balmain Shores and Balmain Cove respectively). The residential component within these locations includes a series of buildings up to eight storeys high. Public open space has been established along the foreshore of these sites.

North of Balmain Shores and Balmain Cove is Sydney Secondary College Balmain Campus. The school buildings are located on the lower portion of the site, with playing fields and trees lining the upper slopes. This layout allows significant views over the school site to Iron Cove. The school site represents a major area of open space within the neighbourhood, and the trees on this site contribute significantly to the amenity of the neighbourhood.

The more traditional low density residential component of the neighbourhood consists of only four blocks on the upper slopes of the peninsula. This residential area is confined to the area between the commercial strip along Darling Street and Terry Street. This area consists of primarily single storey freestanding houses, with some pockets of two storey development.

Along Terry Street, housing at the north end of the neighbourhood is single storey in scale with an intact row of interwar bungalows. Towards Wise Street the scale of residences increases to two storeys with Victorian era terraces occurring. This scale and form of residential development is matched on the western side of Terry Street by the contemporary two storey townhouses which form the upper edge of the Balmain Cove development.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched roofs. Preserve the established setback and street crossing patterns for each street.
- C2 To ensure that any intensive, multi-use development along Darling Street does not overwhelm the capacity of the laneways. Any such development should involve the upgrading of laneways to current engineering standards if appropriate.
- C3 Conserve the single storey, freestanding cottage form, style and materials characteristic of the neighbourhood.
- C4 Preserve the consistency of architectural style appropriate to the existing style of each street.
- C5 Retain stone cottages where they occur throughout the neighbourhood.
- C6 Maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.
- C7 A maximum building wall height of 3.6m applies to this neighbourhood.
- C8 A building wall height of 6m may be considered where two storey terraced development is dominant.
- C9 Maintain roof forms with pitched, gable or hipped roofs. Roof forms are to be designed to preserve view lines for adjoining properties.
- C10 Continue use of traditional timber, stone or masonry finishes as well as iron roofing and timber windows.
- C11 Driveway crossings will be minimised and are generally discouraged.

### C2.2.5.5 Rozelle Commercial Distinctive Neighbourhood

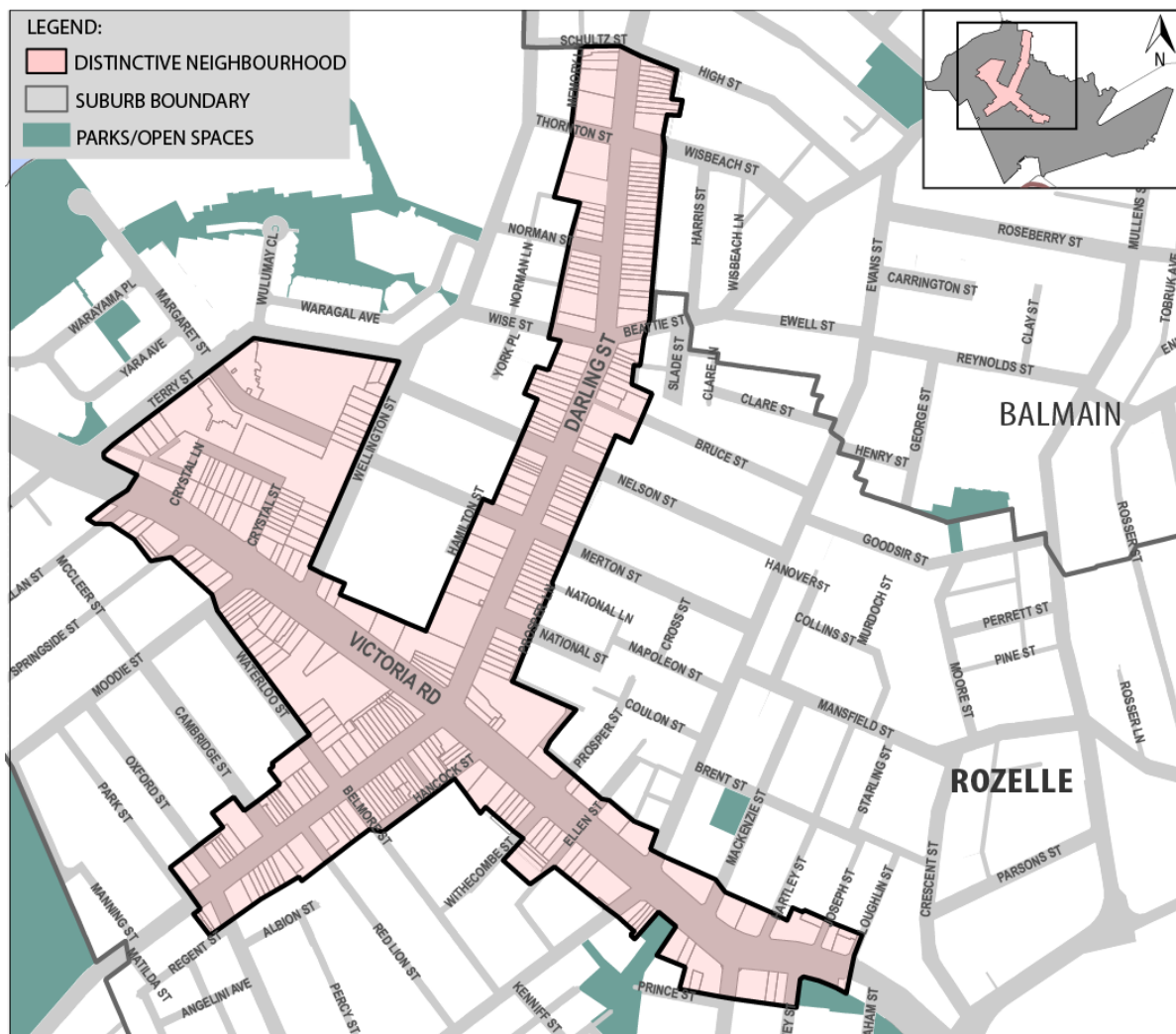


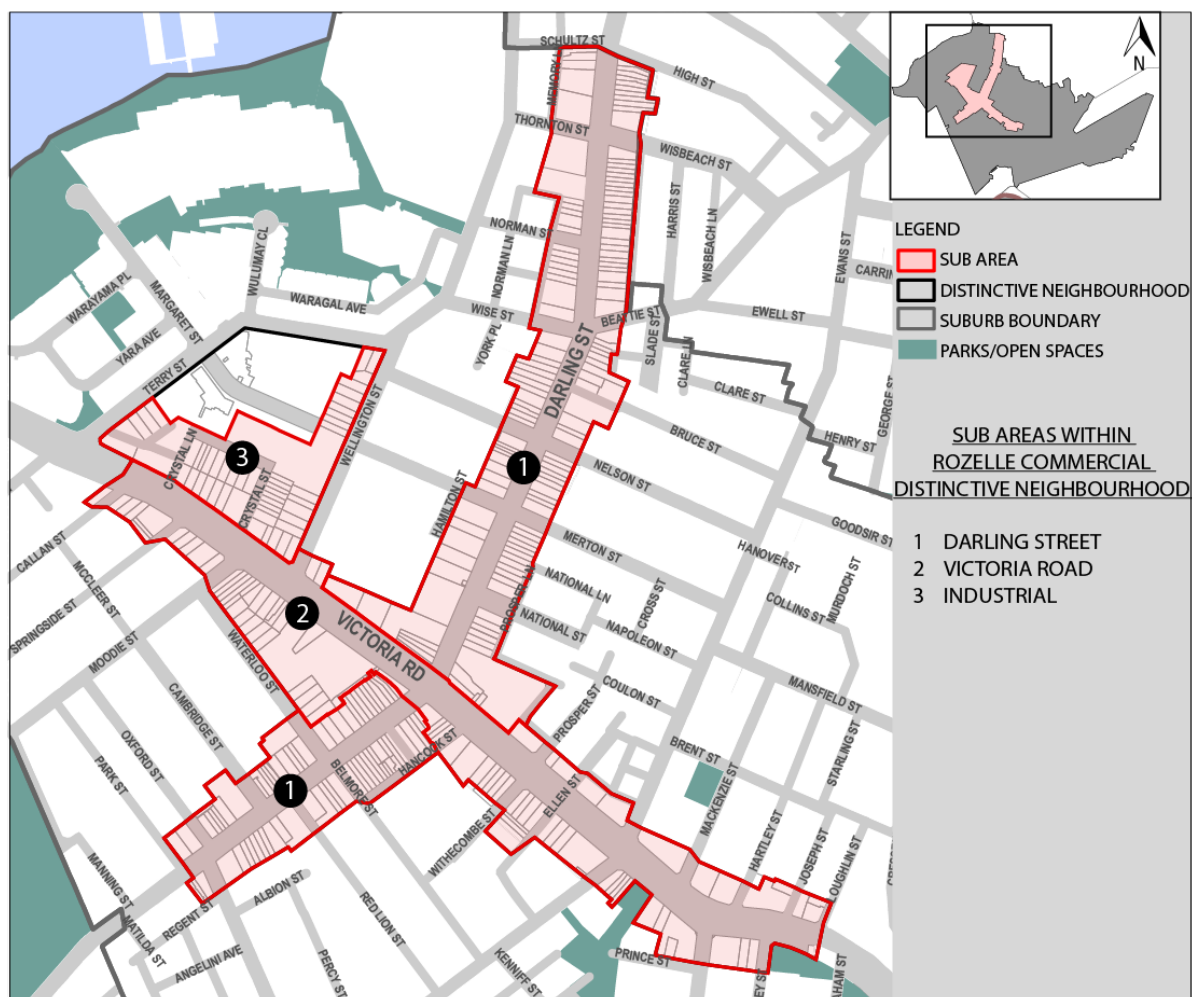
Figure C122: Rozelle Commercial Distinctive Neighbourhood

#### Outline

This neighbourhood has three discrete Sub Areas which have unique characteristics and additional objectives and controls:

- a. Darling Street Sub Area – Section C2.2.5.5(a);
- b. Victoria Road Sub Area – Section C2.2.5.5(b); and
- c. Industrial Sub Area – Section C2.2.5.5(c).





**Figure C123: Sub Areas within Rozelle Commercial Distinctive Neighbourhood**

## Landform

The Rozelle Commercial Distinctive Neighbourhood centres on the intersection of Victoria Road and Darling Street. The neighbourhood comprises the length of Darling Street from Park Street to Norman Street and runs along Victoria Road from the City West Link to Clubb Street. This neighbourhood also encompasses the areas around Crystal and Terry Streets. The Neighbourhood includes residential development on both sides of Darling Street between Wise and Schultz Streets.

Darling Street runs along the ridge of the Balmain Peninsula and Victoria Road bisects the peninsula. The Rozelle Commercial Distinctive Neighbourhood forms a rough cross at the south western end of the Balmain Peninsula.

The boundary of the Rozelle Commercial Distinctive Neighbourhood is defined by the rear of properties fronting onto these main roads and generally includes those properties within the business and industrial areas. Some properties are served by rear service laneways and some are served by rear rights of way, however many sites are serviced only via the front street or front driveway.

## Existing Character

The Rozelle Commercial Distinctive Neighbourhood is formed around the intersection of two busy thoroughfares, Victoria Road, which is a main arterial road serving the inner west of Sydney and Darling Street, one of the main thoroughfares into the Balmain peninsula.



Darling Street was developed as the primary roadway on the Balmain Peninsula soon after the granting of land to William Balmain in 1800. By the 1840s, Victoria Road had been established as a route to connect the residents of Drummoyne and Balmain via a ferry to the city. The current pattern of subdivision and development was established by the 1870s and the formal division between the two parts of Rozelle occurred when Victoria Road was widened in the 1950s.

Since the development of the Balmain Peninsula, the intersection of Victoria Road and Darling Street has been a transport hub for access to and from the City. Over the years, Rozelle has been served by ferries, punts, buses, trams and private vehicles.

The development along Darling Street and Victoria Road is predominantly two storeys in scale and has a mix of traditional shop top housing, single purpose commercial buildings as well as mixed development. The scale tends to increase to three storeys at key intersections.

Commercial premises generally have vehicular access to the rear via right of ways and side streets, however some properties are serviced primarily from the street frontage as the neighbourhood does not have well defined laneways.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 To improve the streetscape amenity by encouraging improved design and layout of buildings as well as increased attention to site usage, signage and ancillary uses.
- C2 Promote a mix and variety of uses and building styles that enhance and contribute to the character and identity of the neighbourhood, whilst protecting significant prominent buildings and the townscape.
- C3 Promote a residential/commercial mix in the retail part of the neighbourhood by allowing shop top residential development subject to amenity, density and streetscape controls.
- C4 Maintain the predominant bulk, scale and siting of buildings compatible with adjoining development and the neighbourhood generally.
- C5 Improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.
- C6 Maintain and enhance the character of the area by retaining original buildings where appropriate and keeping new development complementary in architectural style, form and materials.
- C7 Retain traditional shopfronts and reconstruct shopfront elements including awnings and balconies where appropriate.
- C8 Encourage appropriate lighting and signage compatible with the predominant type along each local area section. Advertising should not become a dominant element in the streetscape.
- C9 Encourage sympathetic colour schemes, corporate identity and signage for buildings that maintain the character of the area, yet retain the individual identity of each property.
- C10 Discourage additional vehicle access to sites from Darling Street and Victoria Road.

## PLACE

- C11 Promote the continuing development of the neighbourhood and encourage land uses and development that contribute to the needs of the local community.
- C12 Promote a greater connection and cohesion between the north-eastern and south-western portions of Darling Street.
- C13 Further develop the areas with tourism potential by facilitating tourist attractions such as markets, pubs, cultural activities and tourist accommodation.
- C14 Enhance and promote the viability and potential for a range of non-commercial activities and services that complement the core of the Rozelle neighbourhood and its surrounds.
- C15 Shopfronts, balconies and parapets will complement adjoining development. Suitable contemporary interpretation of the original character is acceptable.
- C16 Above awning or above building signage will not be supported except where it forms an integral part of the building and is designed in conjunction with the building.
- C17 Where properties are serviced by laneways or rights of way, vehicular access should be achieved in this manner.

### C2.2.5.5(a) Darling Street Sub Area

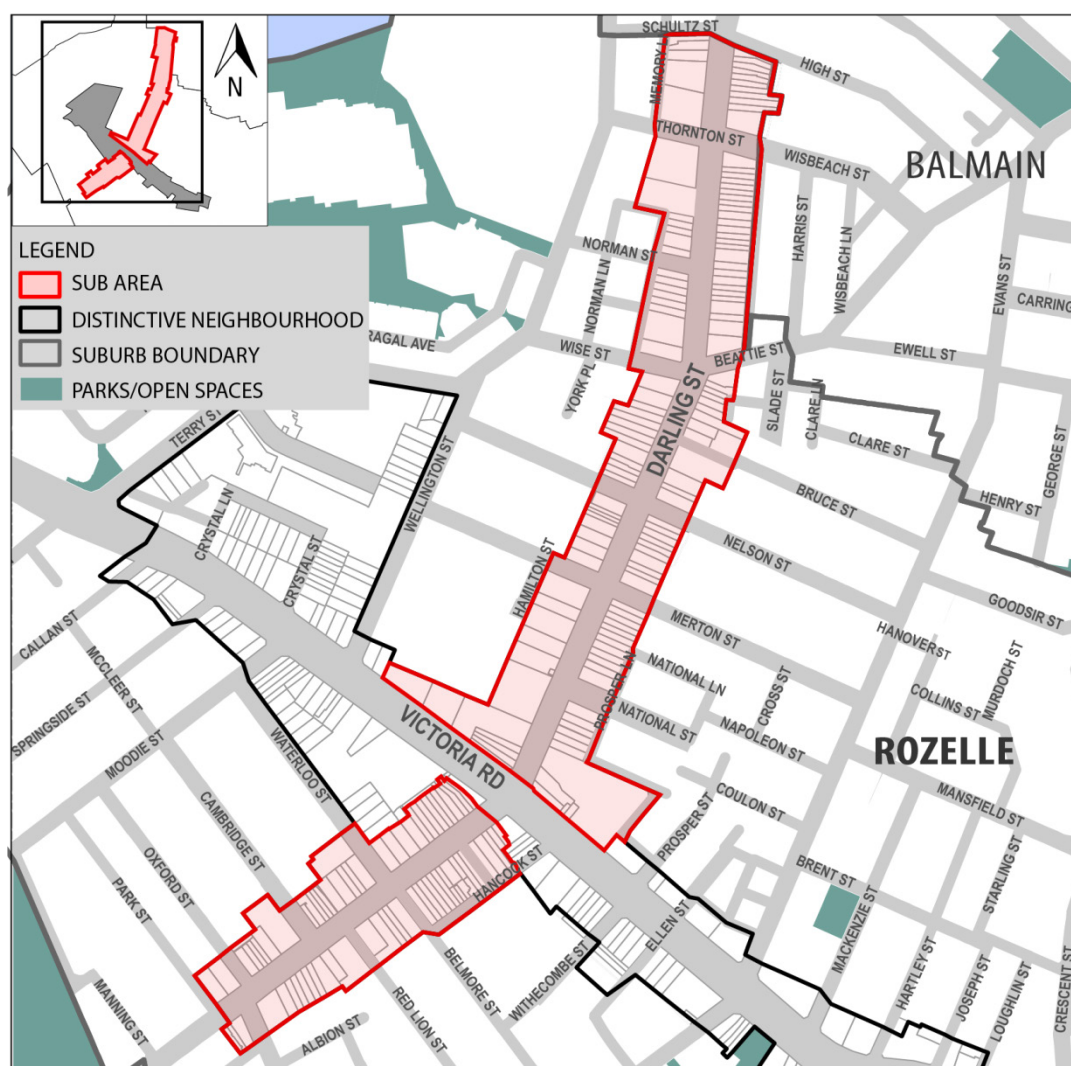


Figure C124: Darling Street Sub Area

## PLACE

The Darling Street Sub Area is characterised by a vibrant mix of restaurants, retail shops, community facilities and commercial enterprises. The character of buildings located south-west of Victoria Road has remained largely unchanged and has an established two storey scale (with the inclusion of the occasional larger building). The predominant style of buildings is traditional shop top housing. The architectural style is mostly late Victorian with some early 1900s Federation styled buildings.

On the north-eastern side of Victoria Road, the scale of the buildings increases due to tall parapets and has a scale of three and four storeys. The church buildings and sandstone school buildings in this locality are also dominant features within the streetscape.

The setbacks for commercial sites in the neighbourhood are generally nil, while houses, public buildings and churches have varied setbacks, including some with small front yards.

Most shops within the Rozelle Commercial Distinctive Neighbourhood have full width suspended awnings, and several buildings have restored or reconstructed the traditional posted verandahs over the footpath. Restoration work within the neighbourhood has added a traditional element to the streetscape and is generally encouraged as part of the renewal of commercial activity along Darling Street.

In recent years there has been a revival of local pedestrian activity within the area. This change is currently evolving and is characterised by the emergence of numerous restaurants/cafes and takeaway shops as well as 'lifestyle' boutiques within the area. This evolution of the character is most notable in the leisure retail strip north of Victoria Road.

The mix of development along Darling Street is mainly residential and commercial. The northern end, near Wisbeach Street, is predominantly all residential and includes one former cinema which was converted into three levels of residential units.

Along the eastern side of Darling Street the areas zoned residential have generally have building wall heights of 6m. Traditional development along Darling Street has a nil setback, while more recent housing north of Wisebeach Street has a setback of 3m.

Residential development along Merton and Nelson Streets is generally freestanding single storey with tiled and hipped roofing. Fencing throughout the neighbourhood generally consists of timber palings on top of low brick walls.

There are several short strips of street trees within the area, however Darling Street Sub Area is benefited by mature trees located within the Rozelle Public School. The area around the school currently hosts the weekend Rozelle Markets, which has broader community patronage.

### **Desired Future Character**

#### **Objective**

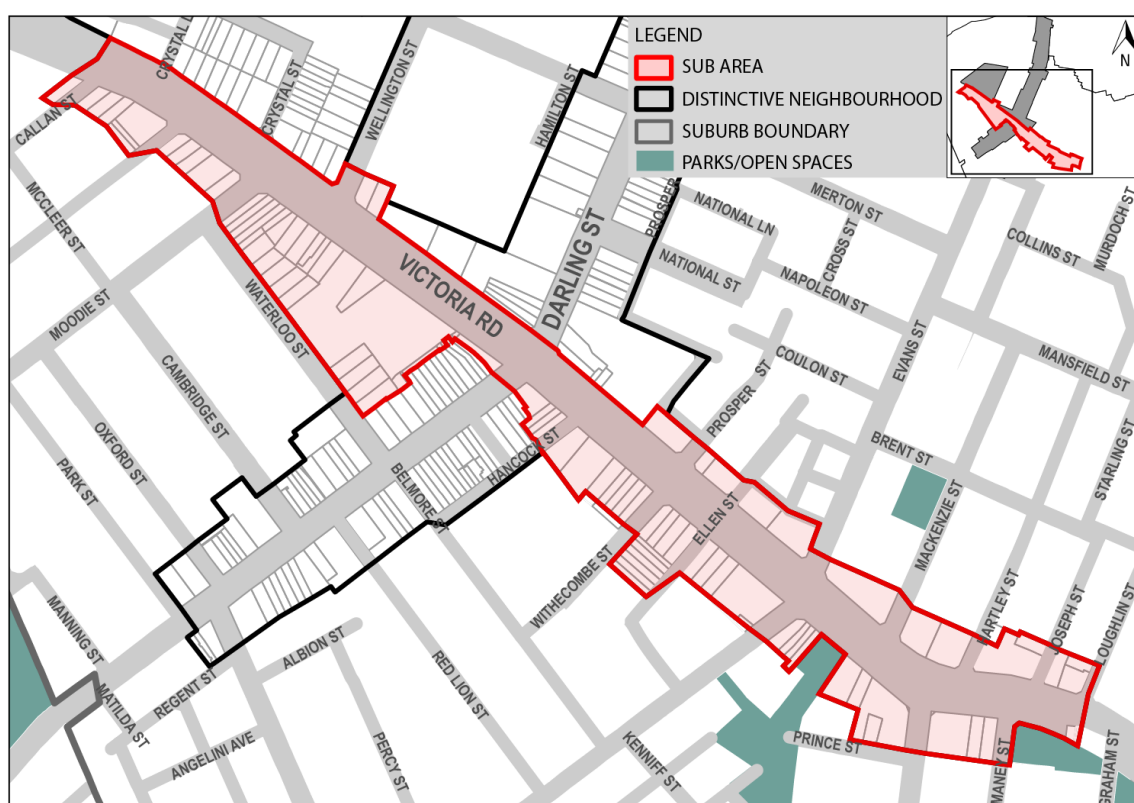
- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets.
- C2 Landscaping and the public domain should be enhanced to include upgraded disabled access, improved footpaths (including widening where possible), improved street furniture, improved pedestrian lighting, and improved public artwork and decorative elements.

- C3 Encourage street trading where it does not obstruct the public use of the footpath and does not detract from the amenity of the area.
- C4 Preserve the current residential character and uses along the part of Darling Street zoned residential.
- C5 Maintain a two storey scale for residential development along Darling Street. Where sites are developed for mixed commercial/residential uses, a maximum building wall height of 7.2m applies.
- C6 Encourage the retention of all private and public trees along Darling Street.
- C7 Building wall heights of 7.2m are permitted fronting the western side of Darling Street up to Wisbeach Street.
- C8 Development is to be consistent with any relevant objectives and controls within the Rozelle Commercial Distinctive Neighbourhood.

#### **C2.2.5.5(b) Victoria Road Sub Area**



**Figure C125: Victoria Road Sub Area**

The Victoria Road Sub Area is located within the Rozelle Commercial Distinctive Neighbourhood. The area is characterised by the high volume of vehicles travelling through the municipality to and from the City via Victoria Road. The road reserve ranges from 30m to 60m wide and varies from six to eight lanes and is a prominent Sydney arterial road. There are seven sets of traffic lights on Victoria Road within Rozelle.

Development along Victoria Road is a mixture of scales ranging from single storey to three storeys. The subdivision pattern on the north-eastern side of the road is characterised by shallow lots with wide street frontages onto Victoria Road.

The built form along the south-western side of the road is a mix of Victorian style two storey shops and residences together with later 1900s industrial style buildings. Other building forms include traditional pubs, housing from the inter-war years and a church building currently used as a Community College. O'Connor and Hanan Reserves provide a landscape relief to this highly urbanised environment.

To the north-west of Darling Street, the former Balmain Leagues Club site makes a significant impact on the streetscape as the existing building is currently vacant. The site has been the subject of recent applications for significant redevelopment including large residential towers, retail and commercial development.

Many buildings fronting onto Victoria Road have nil setbacks and access is restricted due to the lack of a formal lane structure. They also incorporate a high level of original shop front detailing and weather protection through the incorporation of cantilevered awnings.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Encourage development that relates well to the street. The vibrancy and visual interest of Victoria Road should be enhanced.
- C2 Promote uses appropriate to Victoria Road that utilise high visibility without compromising traffic flow.
- C3 View sharing between existing and proposed developments is important.
- C4 Encourage appropriate materials that relate to the established built form. Visual privacy and acoustic amenity is to be incorporated into the design of all residential developments.
- C5 Improve the streetscape by limiting inappropriate signage, colour schemes or other promotional displays.
- C6 Prevent additional driveway access to sites along Victoria Road and generally minimise any traffic disruptions along the road. Any provision for parking should be hidden from the streetscape and maintain pedestrian access.
- C7 Encourage and maintain key pedestrian crossings across Victoria Road to prevent the fragmentation of the suburb and the commercial neighbourhood.
- C8 Encourage signage and colour schemes that complement the streetscape.
- C9 Reconstruction of cantilevered or posted balconies/verandahs is encouraged for buildings where such elements were original features.
- C10 A maximum building wall height of 10m, taken from the street frontage, applies to buildings along Victoria Road.
- C11 Buildings should cover the full width of the lots and should be built with a nil setback to Victoria Road.

## PLACE

- C12 Developments are to be serviced and vehicle access provided from side streets and laneways and openings to service bays. Work areas and storage areas should not be directly visible from the street.
- C13 Development is to be consistent with any relevant objectives and controls within the Rozelle Commercial Distinctive Neighbourhood.

### C2.2.5.5(c) Industrial Sub Area

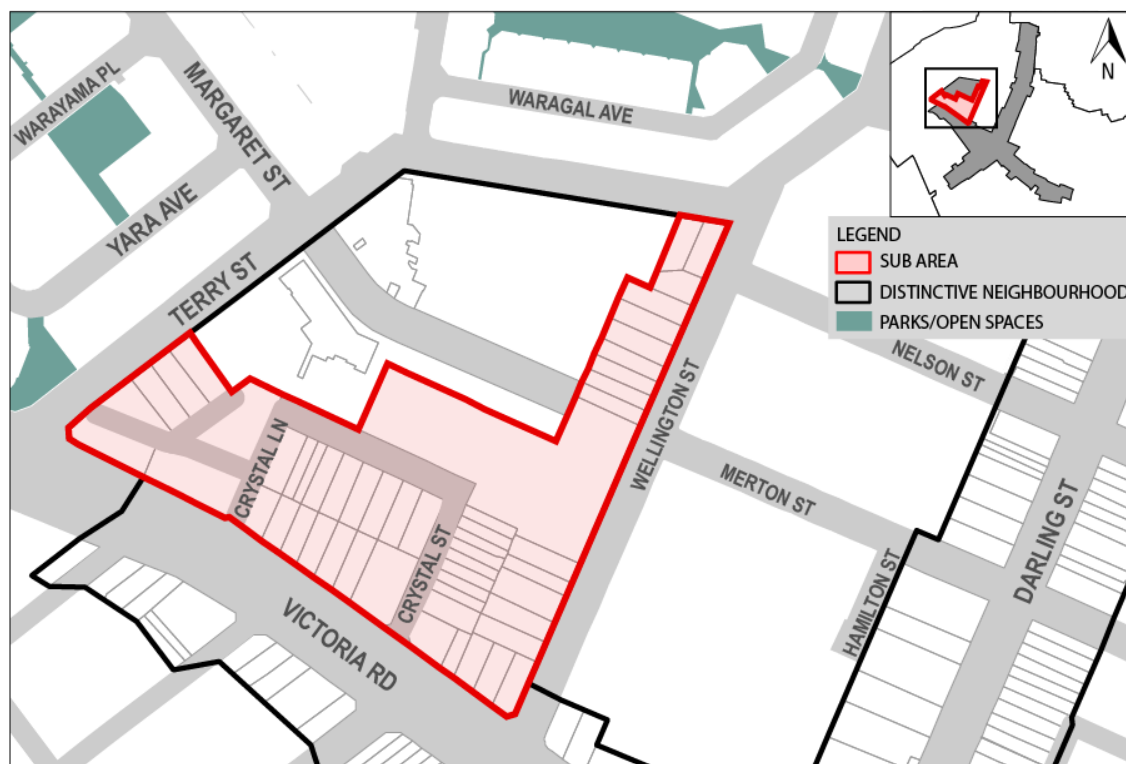


Figure C126: Industrial Sub Area

The Industrial Sub Area is located within the Rozelle Commercial Distinctive Neighbourhood. The Industrial Sub Area is made up of the service and industrial areas located on a portion of the north-eastern section of Victoria Road.

This is a distinct employment area with numerous uses ranging from light manufacturing, warehousing, ancillary commercial and retail uses and car related uses along and adjacent to Victoria Road.

The area has a diverse range of subdivision patterns and the built form also varies due to changes in land uses and topography. Accordingly, building heights, setbacks, and access arrangements differ depending on the age and function of the building and the size and location of the lots.

### Desired Future Character

#### Objective

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

## **Controls**

- C1 Improve the landscaping quality of the area by encouraging appropriate landscaping of development.
- C2 Encourage consolidation of smaller lots to facilitate the industrial activities within the neighbourhood.
- C3 Industrial uses are to be predominantly located within buildings to minimise noise and to ensure that streetscape amenity is maintained.
- C4 Appropriate off street servicing facilities (e.g. loading bays) are to be provided.
- C5 Development is to be consistent with any relevant objectives and controls within the Rozelle Commercial Distinctive Neighbourhood.



### C2.2.5.6 Robert Street Industrial Distinctive Neighbourhood

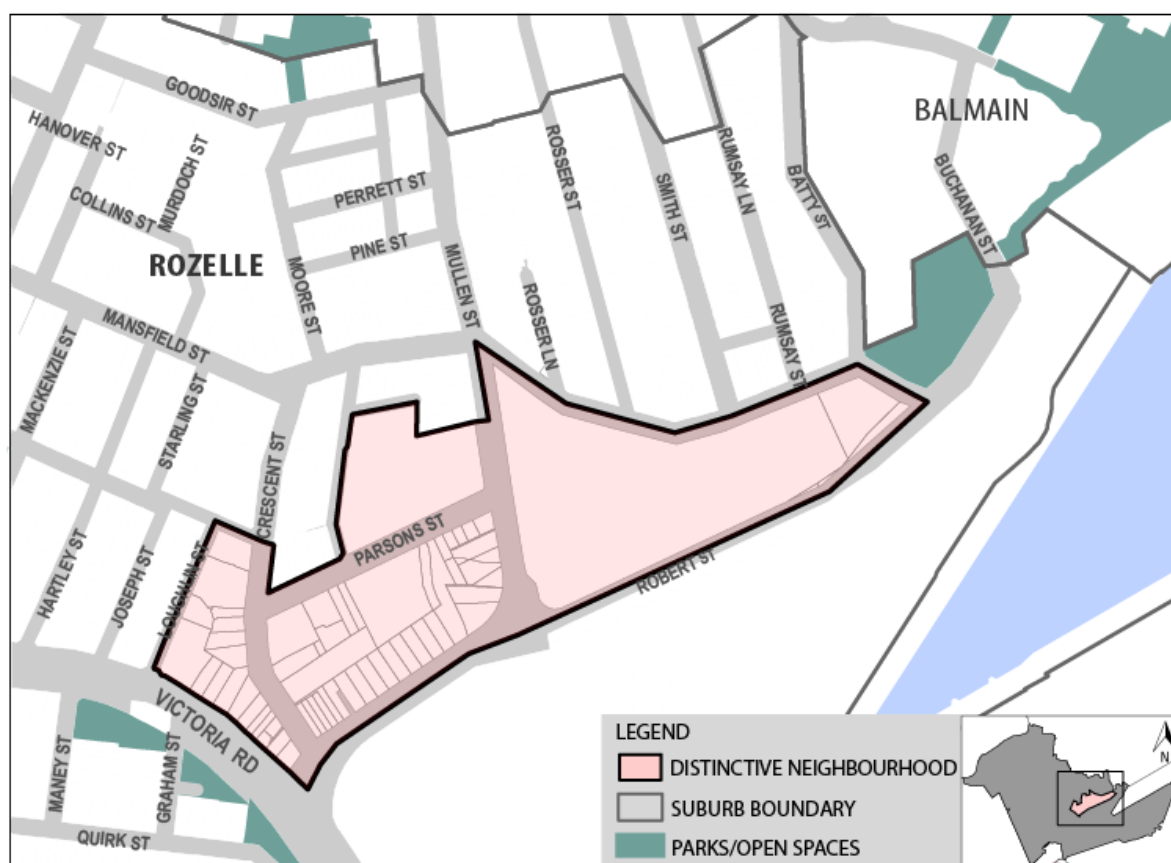


Figure C127: Robert Street Industrial Distinctive Neighbourhood

#### Landform

The Robert Street Industrial Distinctive Neighbourhood is located on the south side of the Balmain Peninsula adjacent to the former White Bay Power Station.

The neighbourhood includes industrial sites located on Victoria Road, Crescent Street, Parsons Street, Mullens Street, Loughlin Street and Robert Street. The main street in the neighbourhood is Robert Street which is accessed from Victoria Road, however the neighbourhood is also accessible via Mullens Street from Darling Street.

#### Existing Character

The Robert Street Industrial Neighbourhood represents a distinct pocket of industrial land within the Leichhardt Municipality and is an integral component of the maritime industrial precinct that includes Rozelle Bay, the Glebe Island silos, the White Bay Power Station site and the White Bay Cruise Ship Terminal.

This area was part of the original development pattern of the Balmain Peninsula. During the mid-1800s, several significant employment generating industries relocated to this neighbourhood when pollution and space constraints forced them out of central Sydney. Integral to the early development of this precinct was the direct access to shipping and broader markets.

The construction of the now disused White Bay Power Station and Rozelle rail marshalling yards confirmed the entire precinct as a regional rail/shipping and industrial hub. Within the neighbourhood the main industrial use was the steel products manufacturing plant located in the block between

Mansfield Street and Robert Street, west of Mullens Street. This business was in operation from the 1930s to the late 1960s.

The buildings located on Mansfield Street and Robert Street formerly used for the steel processing plant is now used for a wide variety of employment generating purposes. This building has an imposing 10m–15m wall height built to the boundary, and a sawtooth factory roof behind a parapet. Currently the building is divided into multiple units, accessed from Robert Street. The layout, ease of access and internal dimensions of this current configuration is highly suitable for a multitude of configurations and employment generating uses.

Other development in the neighbourhood includes renovated single storey Victorian terraces with rear workshops along the western end of Robert Street; traditional 5m – 8m scale industrial buildings; and a relatively new multi-unit industrial development on former residential land along Parsons Street. The bulk of the area maintains a two storey built form to the street frontage.

In the western portion of the neighbourhood, the bulk and scale forms a sympathetic interface between the industrial uses and the adjacent residential form. This part of the neighbourhood has frontage to Victoria Road between Robert Street and Loughlin Street. These sites are predominantly industrial-based with some showroom uses.

Along the eastern end of Robert Street the scale of the built environment ranges up to a 15m wall height (with an 8m wall height at the rear of the building, along Mansfield Street). Along the western end of Robert Street and Parsons Street the scale of development is 6m – 8m with single storey scale adjacent to The Crescent and along Victoria Road. Along the western side of The Crescent are a few remnant houses.

Overall, the area retains a strong industrial character, with many of the original manufacturing buildings having been adaptively reused to address more contemporary industrial requirements.

The neighbourhood is located adjacent to main transport routes, and the area is a valuable asset to the wider community in that it provides a base for local business as well as employment opportunities. It also serves as a buffer between the residential neighbourhood and the heavy industries contained along the waterfront and within the adjacent area.

### **Desired Future Character**

#### **Objective**

- O1 To facilitate development that is consistent with the Desired Future Character and Controls for the Distinctive Neighbourhood.

#### **Controls**

- C1 Encourage developments that take account of existing and proposed Master Plans for land currently managed by Sydney Ports Corporation and the NSW Government.
- C2 Encourage a range of industrial uses which contribute to the ongoing viability of the surrounding uses.
- C3 Provide for a range of industrial spaces that encourage diversity of industrial uses.
- C4 Retain and enhance the industrial areas to maximise its continuance for employment opportunities.
- C5 Maintain the integrity of the neighbourhood by discouraging residential development in the area.

## PLACE

- C6 Discourage uses that may compromise the viability of compatible industrial activity which will cause nuisance to adjoining/nearby uses.
- C7 Promote the viability of compatible industrial activity at street level to provide an active street frontage.
- C8 Encourage the adaptive reuse of existing buildings whilst allowing for a range of contemporary and compatible industrial uses.
- C9 Allow for increased building scale, especially at the corner of Mullens and Roberts Streets.
- C10 Encourage industrial activities to be located within buildings to minimise noise and excessive street activity.
- C11 Allow industrial development to be built to the street alignment to continue the prevalent setbacks and provide a “hard edge” along the street.
- C12 Locate driveway openings such that industrial-based traffic is kept away from residential areas.
- C13 Encourage uses that are compatible with surrounding industrial uses.
- C14 Ensure that new development is complementary to the scale and character of existing industrial development.
- C15 Ensure that new development continues the symmetrical and articulated façades and predominant horizontal proportions that characterise more recent industrial development.
- C16 Promote uses appropriate to Victoria Road that utilise high visibility without compromising traffic flow.
- C17 Industrial uses are to be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.
- C18 Where provided, front setbacks and internal areas should be appropriately landscaped to provide a visual buffer to the street.
- C19 Signage must be compatible with the established character of the streetscape. Signage visible from residential areas should be compatible with residential amenity in terms of location, size, illumination and content.
- C20 Where a building retains its original unpainted or rendered face brick façade, this will be retained and conserved.
- C21 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.
- C22 Where properties are serviced by a lane, vehicular access should be achieved via the lane and not from the primary street frontage.
- C23 Appropriate off-street servicing facilities (e.g. loading bays) are to be provided.
- C24 Enhance cycling access to the Anzac Bridge shared path and the Rozelle Marshalling Yards corridor.

### **C2.3 URBAN FRAMEWORK PLANS**

The streets and suburbs of Leichhardt Local Government Area have a distinctive character generated by a mix of street patterns, building types and architectural styles. The Urban Framework Plans included in Appendix C to this Development Control Plan draw together key urban and environmental elements that contribute to the overall character and form of the Local Government Area.

The Urban Framework Plans should be considered whenever development is being considered. Natural and built features, as identified, should be accentuated by design and the strategies for future development are to be recognised and acted upon in all proposals.

The Urban Framework Plans consist of three diagrammatical plans which specifically identify the following features and initiatives:

- Environment and Open Space;
- Urban Character and Identity; and
- Urban Strategy.