

9.8

STRATEGIC CONTEXT ENMORE NORTH AND NEWTOWN CENTRAL







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Part 9 Strategic Context

9.8 Enmore North and Newtown Central (Precinct 8)

Map of precinct



9.8.1 Existing character

This precinct is located in the north-eastern part of the the land where this DCP applies, north of the Enmore Road. It contains the northern part of Enmore and the central part of Newtown. The precinct historically falls mostly within the Hartle Pitts Estate and partly within the Kingston Estate. It was mostly subdivided and developed in the late 1800s and early 1900s, predominantly for residential use, a significant proportion of which is intact. The precinct predominantly consists of medium density residential development due to small lot sizes and predominant terrace or semi-detached dwellings. The eastern side of the precinct also includes some industrial buildings that were associated with the rail line, some of which have been converted to other uses.

The precinct is bounded by Liberty Street to the west, the Western Rail Line to the north, Station Street to the east, the back of Enmore Road commercial properties and Stanmore Road to the south. The precinct slopes gently north from the Enmore Road ridge line forming into one of the tributaries of Johnston Creek that converges into the Johnston Creek canal and then heads north to Blackwattle Bay.

The streets are relatively narrow. The verge widths are correspondingly narrow containing only narrow footpaths with no nature strip but mixed medium trees on both sides. On-street parking is generally on both sides of the street, with the remaining carriageway being vehicle access each way. The precinct predominantly contains small front yards and some medium sided front yards containing a mixture of paving, low garden bed plantings and small shrubs.

The precinct contains only one pocket park on Gladstone Street.

The precinct predominantly has a small scaled Victorian streetscape character but contains a rich mix of period and typology with many infill buildings from later periods and many later alterations and additions to early buildings. The precinct mostly contains a mix of dwelling houses, terraces and semi-detached housing of one and two storeys. A small number of two to four storey residential flat buildings are scattered throughout the precinct. The buildings are predominantly from the late Victorian period with rendered or painted brickwork finish, however there is a considerable amount from the Federation period with face brick finish and some Inter-War, Post-War and contemporary buildings. Roofs are mostly pitched in form, predominantly tiled but many have corrugated metal.

Of the small cluster of industrial buildings on Gladstone Street, Wilford Street and Station Street, the most significant are the former Crago Flour Mill buildings, with the six storey milling part being converted to commercial studios and the silos part being converted to a multi-storey residential flat building complex. These both create a prominent landmark in the precinct, especially the silos that are iconic within the Newtown and Enmore area. They also highlight the connection with the Western Rail Line to the north of the precinct that was constructed in the early 1850s (with Newtown Rail Station originally located adjacent to this site at the end of Station Street, before being relocated to the current site in 1878). The construction of the rail line and the opening of Newtown Rail Station was largely the reason for the development of many small lot residential subdivisions in Newtown and Enmore and the construction of small worker suburban housing close to Sydney CBD.

Fencing period, type and material is highly mixed. Front setbacks are mostly up to 2 metres, with a considerable number are up to 4 metres. Few dwellings have garage or hard stand parking to the street frontage and only a few streets have usable rear lanes to allow rear parking.

The small size of lots and closely spaced dwellings create relatively high densities. This, combined with fairly narrow, highly permeable streets; a mix of uses (being near the vibrant King Street and Enmore Road commercial strips); and its location near Newtown Rail Station and bus routes makes the area one of the most accessible in the LGA and conducive to walking. Correspondingly, car parking is limited and the protection of amenity is very important.

9.8.2 Desired future character

The desired future character of the area is:

1. To protect, preserve and enhance the identified period buildings within the precinct.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns.
4. To maintain distinctly single storey streetscapes within the precinct.
5. To protect, preserve and enhance the existing character of the streetscapes where only compatible development is permitted.
6. To facilitate urban renewal in appropriate locations.
7. To maintain non-retail employment as part of any mixed use redevelopment of former industrial land and reflect the existing industrial streetscape character in the design.



8. To ensure orderly development on the masterplan site in accordance with the principles of the masterplan vision and achieve an efficient and high quality built outcome.
9. To support excellence in contemporary design.
10. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
11. To ensure that the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties.
12. To promote sustainable transport (public transport, walking and cycling) by restricting the provision of off-street car parking, increasing provision of bicycle parking and car-sharing (off-street and on-street) and carefully managing general on-street car parking.
13. To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

9.8.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas in the precinct.

9.8.4 Precinct-specific planning controls

Nil

9.8.5 Site-specific planning controls

9.8.5.1 76 Wilford Street, Newtown

Massing

- C1** Development must be massed as follows:
- i. Basement mass may cover the full site area.
 - ii. Building mass on the first and second storey must:
 - a. Generally be massed in a U shape, to the southern, eastern and northern side of the property, and open as a courtyard in the middle;
 - b. Be setback 1 metre from the southern boundary; 1 metre from the eastern boundary; 1 metre from the northern boundary (from the north-eastern corner to a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown); and 6 metres from the northern boundary (from a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown to the north-western corner of the first and second storey mass); and
 - c. Have approximately a 15 metre envelope depth.
 - iii. Building mass on the third storey must:
 - a. Generally be massed to the north-eastern side of the property, located partly on the eastern side for approximately a 25 metre length from the north-eastern corner towards the south; and partly on the northern side of the property for

- approximately a 27 metre length from the north-eastern corner towards the north-west;
- b. Be setback 1 metre from the eastern boundary; 1 metre from the northern boundary (from the north-eastern corner to a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown); and 6 metres from the northern boundary (from a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown to the north-western corner of the third storey mass); and
- c. Have approximately a 15 metres envelope depth.
- iv. Building mass on the fourth storey must:
 - a. Generally be massed to the north-eastern side of the property, located partly on the eastern side for approximately a 25 metre length from the north-eastern corner towards the south; and partly on the northern side of the property for approximately a 12 metre length from the north-eastern corner towards the north-west;
 - b. Be setback 1 metre from the eastern boundary and 1 metre from the northern boundary; and
 - c. Have approximately a 15 metre envelope depth.

Building entries

- C2** Development must ensure:
- i. Any common building entries are accessed off Wilford Street;
 - ii. Commercial or residential occupancies oriented towards Wilford Street have separate entries for each occupancy off Wilford Street which may be in addition to entry from a common building entry;
 - iii. Commercial or residential occupancies oriented towards Thurnby Lane may have separate entries for each occupancy off Thurnby Lane, which may be in addition to entry from a common building entry;
 - iv. There is no commercial or residential entry off Phillip Lane or Gladstone Lane; and
 - v. Basement car parking has car access from either Phillip Lane or Thurnby Lane (on the south-western side of the site).

Building frontages

- C3** Development must ensure:
- i. The Wilford Street building frontage (eastern side) has windows/doors to work spaces for commercial occupancies and/or windows/doors to habitable spaces for residential occupancies that are oriented towards Wilford Street in such a way to create street activation and street surveillance; and
 - ii. Orientation of windows/doors to work spaces and any terraces/balconies for commercial occupancies and/or windows/doors to habitable spaces and any terraces/balconies for residential occupancies towards Phillip Lane (western side) is minimised to reduce privacy impacts and solar loading.



Use

- C4** The residential component of the development must be no greater than 70 percent of the total gross floor area.