Amendment Listing

The following list, details the sections in the Development Control Plan that have been amended after the 22 December 2000.

There have been seven amendments, these amendments are:

- Amendment No. 1 – operational on 4 April 2001,
- Amendment No. 2 – operational on 8 August 2001,
- Amendment No. 3 – operational on 7 November 2001, and
- Amendment No. 4 – operational on 23 January 2002.
- Amendment No. 5 – operational on 23 April 2002
- Amendment No. 6 – operational on 17 July 2002
- Amendment No. 7 – operational on 12 March 2003

Amendment No.1 has changed or added the following sections:

- Table of Contents
- How to use Leichhardt Development Control Plan
- Section A1.0 – General Information
- Transfer of Section B5 – Suburb Profiles to Section A10 – Suburb Profiles
- Section A10.1 – Lilyfield Suburb Profile (including all subsections)
- Part B – Residential Development – Introduction page
- Section B1.2 – Design Element 2 – Building Form, Envelope and Siting
- Section B3.4 – Design Element 20 – Access to Views

Amendment No.2 has changed or added the following sections:

- Table of Contents
- Section A1.0 – General Information
- Section A10.2 – Leichhardt Suburb Profile (including all subsections)
- Section B1.2 – Design Element 2 – Building Form, Envelope and Siting
- Section B1.5 – Design Element 5 – Elevation and Materials
- Section B1.7 – Design Element 7 – Fences
- Section B2.6 – Design Element 14 – Using solar energy ‘actively’ – Energy efficient water heaters, photovoltaic (solar energy) systems & swimming pool heating
- Section B2.8 – Design Element 16 – Landscaping
- Section B3.6 – Design Element 22 – Dormer windows
Amendment No. 3 has changed or added the following sections:

- Table of Contents
- Section A10.3 – Annandale Suburb Profile (including all subsections)
- Section C1.0 Non-Residential Development
- Section C1.1 Design Element 1 – Site layout and building design
- Section C1.6 Design Element 6 – Shopfronts
- Incorporation of Section C 5.0 Area Based Controls into the Suburb Profiles

Amendment No. 4 has changed or added the following sections:

- Table of Contents
- Section A2.0 – Urban Framework Plans
- Section A6.0 – Site Analysis
- Section A10.4 – Glebe Suburb Profile (including all subsections)
- Section B1.1 – Design Element 1 – Site Layout, Subdivision and Design
- Section B1.2 – Design Element 2 – Building Form, Envelope and Siting
- Section B4.3 – Development Type 3 – Laneway Development

Amendment No. 5 has changed or added the following sections:

- Section A10.3.1 – Young Street Distinctive Neighbourhood
- Section A10.3.2 – Annandale Street Distinctive Neighbourhood
- Section A10.3.3 – Johnston Street Distinctive Neighbourhood
- Section A10.3.5 – Trafalgar Street Distinctive Neighbourhood
- Section A10.3.6 – Nelson Street Distinctive Neighbourhood

Amendment No. 6 has changed or added the following sections:

- Table of Contents
- Section A10.5 – Rozelle Suburb Profile (including all subsections)
Amendment No.7 has changed or added the following sections:

- Table of Contents
- Section A10.6 – Balmain Suburb Profile (including all subsections)
- Section B1.9 - Design Element 9 – Corner Site Controls

The latest amendment date is printed on the affected section and users should ensure that the DCP has been updated. It is essential that when amendments are added that they are inserted in order of amendment. For example Amendment No.1 must be inserted prior to Amendment No.2.

Amendments and alterations have affected page numbering throughout the document. However, only those sections that have had content altered are listed above.
# How To Use Leichhardt Development Control Plan

## Part A – General Information

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1.0</td>
<td>General Information</td>
<td>A1</td>
</tr>
<tr>
<td>A2.0</td>
<td>Urban Framework Plans</td>
<td>A2</td>
</tr>
<tr>
<td>A3.0</td>
<td>Principles Of Ecologically Sustainable Development</td>
<td>A3</td>
</tr>
<tr>
<td>A4.0</td>
<td>Urban Form And Design</td>
<td>A4</td>
</tr>
<tr>
<td>A5.0</td>
<td>Amenity</td>
<td>A5</td>
</tr>
<tr>
<td>A6.0</td>
<td>Site Analysis</td>
<td>A6</td>
</tr>
<tr>
<td>A7.0</td>
<td>Heritage Conservation</td>
<td>A10</td>
</tr>
<tr>
<td>A8.0</td>
<td>Car Parking Standards And Controls</td>
<td>A11</td>
</tr>
<tr>
<td>A9.0</td>
<td>Advertising And Signage</td>
<td>A14</td>
</tr>
<tr>
<td>A10.0</td>
<td>Suburb Profiles</td>
<td>A20</td>
</tr>
<tr>
<td>A10.1</td>
<td>LILYFIELD Suburb Profile</td>
<td>A21</td>
</tr>
<tr>
<td>A10.2</td>
<td>LEICHHARDT Suburb Profile</td>
<td>A58</td>
</tr>
<tr>
<td>A10.3</td>
<td>ANNANDALE Suburb Profile</td>
<td>A92</td>
</tr>
<tr>
<td>A10.4</td>
<td>GLEBE Suburb Profile</td>
<td>A130</td>
</tr>
<tr>
<td>A10.5</td>
<td>ROZELLE Suburb Profile</td>
<td>A184</td>
</tr>
<tr>
<td>A10.6</td>
<td>BALMAIN Suburb Profile</td>
<td>A217</td>
</tr>
</tbody>
</table>

## Part B

### B1.0 Residential Development

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1.1</td>
<td>Design Element 1 Site Layout, Subdivision And Design</td>
<td>B3</td>
</tr>
<tr>
<td>B1.2</td>
<td>Design Element 2 Building Form, Envelope And Siting</td>
<td>B6</td>
</tr>
<tr>
<td>B1.3</td>
<td>Design Element Car Parking</td>
<td>B12</td>
</tr>
<tr>
<td>B1.4</td>
<td>Design Element 4 Site Drainage And Stormwater Control</td>
<td>B14</td>
</tr>
<tr>
<td>B1.5</td>
<td>Design Element 5 Elevation And Materials</td>
<td>B16</td>
</tr>
<tr>
<td>B1.6</td>
<td>Design Element 6 Front Gardens And Dwelling Entries</td>
<td>B18</td>
</tr>
<tr>
<td>B1.7</td>
<td>Design Element 7 Fences</td>
<td>B20</td>
</tr>
<tr>
<td>B1.8</td>
<td>Design Element 8 Site Facilities</td>
<td>B22</td>
</tr>
<tr>
<td>B1.9</td>
<td>Design Element 9 Corner Site Controls</td>
<td>B22 A</td>
</tr>
<tr>
<td>B2.0</td>
<td>Ecologically Sustainable Residential Development</td>
<td>B23</td>
</tr>
<tr>
<td>B2.1</td>
<td>Design Element 9 - Building Construction Thermal Mass And Materials</td>
<td>B24</td>
</tr>
<tr>
<td>B2.2</td>
<td>Design Element 10 - Solar Control - External Window Shading</td>
<td>B26</td>
</tr>
<tr>
<td>B2.3</td>
<td>Design Element 11 Insulation</td>
<td>B27</td>
</tr>
<tr>
<td>B2.4</td>
<td>Design Element 12 Natural Ventilation</td>
<td>B29</td>
</tr>
<tr>
<td>B2.5</td>
<td>Design Element 13 Heating and Cooling</td>
<td>B31</td>
</tr>
<tr>
<td>B2.6</td>
<td>Design Element 14 Using Solar Energy</td>
<td>B33</td>
</tr>
<tr>
<td>B2.7</td>
<td>Design Element 15 Water Conservation And Management</td>
<td>B40</td>
</tr>
<tr>
<td>B2.8</td>
<td>Design Element 16 Landscaping</td>
<td>B43</td>
</tr>
<tr>
<td>B3.0</td>
<td>Residential Amenity</td>
<td>B45</td>
</tr>
<tr>
<td>B3.1</td>
<td>Design Element 17 Solar Access, Residential Amenity And Energy Efficiency</td>
<td>B46</td>
</tr>
<tr>
<td>B3.2</td>
<td>Design Element 18 Private Open Space</td>
<td>B49</td>
</tr>
<tr>
<td>B3.3</td>
<td>Design Element 19 Visual Privacy</td>
<td>B51</td>
</tr>
<tr>
<td>B3.4</td>
<td>Design Element 20 Access To Views</td>
<td>B53</td>
</tr>
<tr>
<td>B3.5</td>
<td>Design Element 21 Acoustic Privacy</td>
<td>B55</td>
</tr>
<tr>
<td>B3.6</td>
<td>Design Element 22 Dormer Windows</td>
<td>B56</td>
</tr>
<tr>
<td>B4.0</td>
<td>Development Types</td>
<td>B58</td>
</tr>
<tr>
<td>B4.1</td>
<td>Development Type 2 Alterations And Additions To Existing Dwelling Houses</td>
<td>B59</td>
</tr>
<tr>
<td>------</td>
<td>-------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>B4.2</td>
<td>Development Type 2 Conservation Of Small Detached Houses</td>
<td>B62</td>
</tr>
<tr>
<td>B4.3</td>
<td>Development Type 3 Laneway Development</td>
<td>B65</td>
</tr>
<tr>
<td>B4.4</td>
<td>Development Type 4 Foreshore Development</td>
<td>B69</td>
</tr>
<tr>
<td>B4.5</td>
<td>Development Type 5 Conversion Of Existing Non-Residential Buildings</td>
<td>B70</td>
</tr>
<tr>
<td>B4.6</td>
<td>Development Type 6 Residential Development in Business Areas</td>
<td>B72</td>
</tr>
<tr>
<td>B4.7</td>
<td>Development Type 7 Diverse And Affordable Housing</td>
<td>B74</td>
</tr>
</tbody>
</table>

**Part C**

<table>
<thead>
<tr>
<th>C1.0</th>
<th>Non-Residential Development</th>
<th>C1</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1.1</td>
<td>How DCP Part C – Non-Residential Applies</td>
<td>C2</td>
</tr>
<tr>
<td>C1.2</td>
<td>Design Element 1 Site Layout And Building Design</td>
<td>C3</td>
</tr>
<tr>
<td>C1.3</td>
<td>Design Element 2 - Parking Layout, Servicing And Manoeuvring</td>
<td>C5</td>
</tr>
<tr>
<td>C1.4</td>
<td>Design Element 3 Landscaping</td>
<td>C7</td>
</tr>
<tr>
<td>C1.5</td>
<td>Design Element 4 Elevation And Materials</td>
<td>C9</td>
</tr>
<tr>
<td>C1.6</td>
<td>Design Element 5 Site Facilities</td>
<td>C11</td>
</tr>
<tr>
<td>C1.7</td>
<td>Design Element 6 Shopfronts</td>
<td>C12</td>
</tr>
<tr>
<td>C1.8</td>
<td>Design Element 7 Balconies, Verandahs And Awnings</td>
<td>C14</td>
</tr>
<tr>
<td>C2.0</td>
<td>Ecologically Sustainable Non-Residential Development</td>
<td>C16</td>
</tr>
<tr>
<td>C2.1</td>
<td>Design Element 8 Site Drainage And Stormwater Control</td>
<td>C17</td>
</tr>
<tr>
<td>C2.2</td>
<td>Design Element 9 Energy Efficient Siting And Layout</td>
<td>C19</td>
</tr>
<tr>
<td>C2.3</td>
<td>Design Element 10 Building Construction, Thermal Mass And Materials</td>
<td>C21</td>
</tr>
<tr>
<td>C2.4</td>
<td>Design Element 11 Solar Control, External Window Shading And Internal And External Lighting</td>
<td>C22</td>
</tr>
<tr>
<td>C2.5</td>
<td>Design Element 12 Insulation</td>
<td>C24</td>
</tr>
<tr>
<td>C2.6</td>
<td>Design Element 13 Ventilation</td>
<td>C25</td>
</tr>
<tr>
<td>C2.7</td>
<td>Design Element 14 Space Heating And Cooling</td>
<td>C27</td>
</tr>
<tr>
<td>C2.8</td>
<td>Design Element 15 – Using Solar Energy</td>
<td>C28</td>
</tr>
<tr>
<td>C2.9</td>
<td>Design Element 16 Appliances And Equipment</td>
<td>C29</td>
</tr>
<tr>
<td>C3.0</td>
<td>Interface Amenity</td>
<td>C30</td>
</tr>
<tr>
<td>C3.1</td>
<td>Operational Element 1 Noise And Vibration Generation</td>
<td>C31</td>
</tr>
<tr>
<td>C3.2</td>
<td>Operational Element 2 Air Pollution</td>
<td>C32</td>
</tr>
<tr>
<td>C3.3</td>
<td>Operational Element 3 Water Pollution</td>
<td>C33</td>
</tr>
<tr>
<td>C3.4</td>
<td>Operational Elements Working Hours</td>
<td>C34</td>
</tr>
<tr>
<td>C4.0</td>
<td>Development Types</td>
<td>C35</td>
</tr>
<tr>
<td>C4.1</td>
<td>Development Type 7 Home Based Employment</td>
<td>C35</td>
</tr>
<tr>
<td>C4.2</td>
<td>Development Type 2 Motor Showrooms And Service Stations</td>
<td>C36</td>
</tr>
<tr>
<td>C4.3</td>
<td>Development Type 3 Non-Residential Foreshore Development</td>
<td>C38</td>
</tr>
<tr>
<td>C4.4</td>
<td>Development Type 4 Playgrounds</td>
<td>C39</td>
</tr>
<tr>
<td>C4.5</td>
<td>Development Type 5 Public Domain</td>
<td>C40</td>
</tr>
<tr>
<td>C4.6</td>
<td>Development Type 6 Smash Repairs</td>
<td>C41</td>
</tr>
<tr>
<td>C4.7</td>
<td>Development Type 7 Transport Facilities</td>
<td>C42</td>
</tr>
<tr>
<td>C4.8</td>
<td>Development Type 9 Youth Facilities</td>
<td>C43</td>
</tr>
</tbody>
</table>
How to use Leichhardt Development Control Plan

Leichhardt Development Control Plan (DCP) should be used together with Leichhardt Local Environmental Plan 2000 (LEP).

Leichhardt LEP provides the legal framework by which development decisions are made. It sets out Council’s vision and seeks to implement this by way of objectives, policies, zoning tables and zoning and heritage conservation maps.

The DCP supplements this document by providing detailed reasoning, guidelines, controls and general information relating to the decision making process. Together these documents form the Leichhardt Town Plan.

Leichhardt DCP is divided into 3 parts.

Part A General Information

Part B Residential

Part C Non-residential

Part A
- Provides background information, procedures and standards that apply to all development.

A1.0 General Information
- This section sets the statutory framework for the DCP.

A2.0 Urban Framework Plans
- These are maps which diagrammatically indicate built and natural features and are supplementary to all guidelines and controls.

A3.0 Principles of Ecologically Sustainable Development
- This section sets out the main principles and justification relating to the design elements set out under the Ecologically Sustainable Development sections in parts B & C.

A4.0 Urban Form and Design
- This section sets out the main principles and justification relating to the design elements within the Urban Form and Design sections in Parts B & C.

A5.0 Amenity
- This section sets out the main principles and justification relating to the design elements in the amenity section in Part B & C.

A6.0 Site Analysis
- This section sets out the reasons for and issues to be considered in preparing a site analysis - the first step in the development process.

A7.0 Heritage Conservation
- Covers the issues of heritage and conservation consideration.

A8.0 Car Parking standards and controls
- This section sets out controls and guidelines relating to the provision of on-site parking.

A9.0 Advertising and signage
- This section outlines what types of advertising signs are permissible and other controls and guidelines relating to signage.

A10.0 Suburb Profiles
- This section sets out specific principles, guidelines and development controls for the suburbs of Lilyfield, Leichhardt, Annandale, Glebe and Balmain and Rozelle.
Parts A7.0 – A9.0 are all divided into 4 sections;

**Principles**
- describe the primary purpose.

**Rationale**
- provides an explanation and supporting information.

**Guidelines**
- provide steps and procedures for best practice and are encouraged by Council.

**Controls**
- provide mandatory controls on all development.

Part A10.0 Suburb Profiles is divided into neighbourhoods which have the following sections:

**Landform**
- describes the history and topographical characteristics.

**Existing Character**
- describes the existing character in terms of built form, street layout and subdivision pattern.

**Desired Future Character**
- provides desired future character statements in terms of building materials, urban form, landscaping and local area character.

**Neighbourhood Controls**
- provides mandatory controls on development across each neighbourhood.

**Additional Controls**
- provides mandatory controls on development in specific local areas.

Part B - Residential and Part C - Non-residential are essentially divided into three main sections;

- Urban Form and Design (B1.0 & C1.0)
- Ecologically Sustainable Development (B2.0 & C2.0)
- Amenity (B3.0 & C3.0)

These 3 sections relate to the main policies in Parts 4, 5, 6 and 7 of the LEP and form the basis for assessing development.

Each section is divided into 'design elements' ('operational elements' in relation to C3.0). These address the various issues for consideration such as site layout and design (Urban Form and Design), using solar energy (Ecologically Sustainable Development), or visual privacy (Amenity). Each 'element' consists of principles, rationale, guidelines and/or controls. Each element should be considered with the information contained in Part A to ensure the most satisfactory design solution.

Both Part B and Part C have additional sections in the form of development types (B4.0 & C4.0), and area based controls (Part C5.0) to assist in the design and decision making process.

A Glossary and Bibliography complete the DCP.

Information sheets and policy statements are incorporated and are referenced throughout the document.
A1.0 General Information

1.1 Adoption date
Leichhardt Development Control Plan (DCP) was adopted by Leichhardt Council on 18 April 2000 and came into operation on gazettal of Leichhardt Local Environmental Plan 2000. This DCP is subject to amendment from time to time and users should refer to the Amendment Listing.

1.2 Land to which Leichhardt Development Control Plan applies
Leichhardt DCP applies to the development of all land in the Leichhardt Local Government Area.

1.3 Relationship to Leichhardt LEP and other Council Plans and Policies
Leichhardt DCP supplements the controls of Leichhardt Local Environmental Plan 2000 (LEP). Leichhardt DCP is a comprehensive plan, and incorporates previous DCP’s for the Leichhardt area.

This DCP has been prepared in accordance with the provisions of section 72 of the Environmental Planning & Assessment Act (EP&A Act) 1979, and clauses 19-25 of the Environmental Planning & Assessment Regulation, 1994.

EP&A Act Section 79c: Under section 79c of the Environmental Planning and Assessment Act 1979, Leichhardt Council is required to take Leichhardt DCP into consideration, when determining development applications.

EP&A Act Section 94 Contributions Plans: Under a contributions plan Council may require the dedication of land, the carrying-out of buildings or works or the payment of a monetary contribution towards the provision of services and facilities to meet the needs of Leichhardt’s growing population. Refer to the Contributions Plans to determine if the proposed development is required to make a contribution.

Tree Preservation Order (TPO): The TPO order protects trees by prohibiting the ring-barking, cutting down, chopping, lopping, removing, injuring or wilful destruction of any tree without the consent of Council. The order is set out in Policy Statement 1.

Other development control plans which may need to be referred to include:

- DCP 21 - Wharf Road (Birchgrove)
- DCP 22 - 461 – 465 Glebe Point Road (Glebe)
- DCP 23 - Orphan School Creek (Forest Lodge)
- DCP 27 - Balmain Power Station (Rozelle)
- DCP 31 - Ampol (White Bay)
- DCP 32 - Design for Equity of Access.
- DCP 33 - “Bidura” 357 Glebe Point Road, Glebe
- DCP 35 - Exempt and Complying Development.
- DCP 36 - Notifications under the EPA Act.
- DCP 37 - 2-8 Weston Street, East Balmain
- DCP 38 - Waste, Avoid, Reuse and Recycle.
- DCP 39 - John Fletcher & Glebe Depot (Glebe)
- DCP 42 - Land Contamination
- DCP 47 – Jane Street, Balmain
- DCP 48 –Managing Activities on Footpaths and Street Verges
- DCP 49 – 156-160 Bridge Road, Glebe
A2.0 Urban Framework Plans

Leichhardt’s streets and suburbs have distinctive character generated by a rich mix of street patterns, building types and architectural styles. Whilst elements of this character are constantly changing, there is need to guide overall changes. Leichhardt’s Urban Framework Plans (UFP) draw together key urban and environmental elements that contribute to overall character and provide the strategic framework upon which Leichhardt’s future development depends.

The Urban Framework Plans should be addressed by every development in Leichhardt. Natural and built features, as identified should be accentuated by design, and the strategies for the future must be recognised and acted upon in all new proposals.

The Urban Framework Plans consist of 3 diagrammatical plans which specifically identify the following features and initiatives.

UFPA2.1 Environment and open space;
- topography, hills, valleys, creeks and ridgelines,
- existing and potential open space network,
- headlands and promontories,
- stormwater,
- ecological restoration,
- existing and proposed public waterfront.

UFPA2.2 Urban character and identity;
- key buildings and urban spaces,
- civic and community precincts,
- key townscape and landscape elements,
- key links/roads,
- key views and vistas,
- gateways to important centres/areas,
- water and land connections.

UFPA2.3 Urban Strategy;
- strategic sites,
- town centre / main street improvement project,
- light rail corridor,
- major pedestrian and cycle links,
- arterial and primary roads,
- key open spaces and links,
- recreation corridor,
- gateways to the Municipality,
- corridor strategy,
- bays precinct
A3.0 Principles of Ecologically Sustainable Development

Leichhardt LEP and DCP are based upon principles of Ecologically Sustainable Development (ESD). These principles provide a broad framework of planning and design controls for all used, and aim to achieve a more ecologically responsible design of the built and natural environment.

The following four principles are recognised by Intergovernmental Agreement on the Environment (IGAE), as being those which should inform policy making and program implementation.

1. “Precautionary principle – where there are threats of serious or irreversible environmental damage, lack of scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation…”

2. “Intergenerational equity – the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations…”

3. “Conservation of biological diversity and ecological integrity should be a fundamental consideration…”

4. “Improved valuation, pricing and incentive mechanisms” – this principle includes the concepts of:
   (i) ‘polluter pays’
   (ii) full-cycle costing for goods and services, including the use of natural resources and assets and the disposal of wastes
   (iii) cost effective pursuit of environmental goals, via use of incentive structures – including market mechanisms.

The policies contained in the LEP when implemented together with the detailed policies in the DCP should ensure that development in Leichhardt contributes to a sustainable future.

Integration of the principles of ESD into urban design and management could make a significant contribution to the less wasteful use of natural resources. Sustainable design seeks to minimise the negative effects of urban development on the natural environment and embrace energy efficient buildings, ‘clean’ technology and ‘green’ management practices. It aims to achieve more conservative use of resources so that they can be harvested at a sustainable rate that allows for healthy regeneration. Sustainable design seeks to ensure that natural resources are replenished and available to support future generations rather than being depleted.

Council’s development controls require energy efficient design for new buildings and renovation, encourage good-quality landscaping, aim to increase open space, reduce the negative social and environmental impetus of traffic and create a pedestrian friendly and diverse urban environment.
A4.0 Urban Form and Design

A sense of community, privacy and safety are often evident in the older parts of towns and cities which are characterised by traditional street patterns.

In these areas, streets and spaces are well-defined with buildings that directly access and overlook them, providing good surveillance. The buildings and their surrounds are integrated and compatible with each other.

The built environment has more than just a visual impact on our lives. The form, layout and design of urban spaces shapes the way we interact with each other and carry out our day to day activities. It has been demonstrated that a poorly designed urban environment can directly affect personal well-being and contribute to increased crime and the loss of a sense of place and community which may lead to isolation and segregation. Inhuman scale and lack of visual interest and variety in the built form are contributory factors to poor urban design. Consequently it is important to ensure that the built environment grows in a way that best accommodates future needs and requirements by having consideration to the design elements that are essential to good urban form and design.

The design elements which are addressed in more detail in separate sections provide guidance and controls relating to features of good urban form and design and include:

1. undertaking a site analysis;
2. ensuring the design of the proposal relates to the site and the prevailing street subdivision pattern;
3. having regard to the bulk, size, heights, massing and proportions of the proposed buildings in relation to surrounding development, and ensuring that adequate space is provided around buildings to provide an appropriate setting;
4. ensuring that the car parking provided is appropriate to the development and site circumstances and that the layout is sympathetic and practical;
5. ensuring that the elevational detail and materials are sympathetic to the surrounding development;
6. consideration of front walls, fences, outbuildings, landscaping and building entries, site facilities and utility installations.

Some of these design elements have implications for the amenity enjoyed by the future occupants of the new development and that of neighbouring occupiers. Additionally, the design and layout of buildings is important in terms of providing ecologically sustainable development.

Each design element does not stand alone but is intrinsically linked to other design elements relating to urban form, design, amenity and ecologically sustainable development. A balance between these issues needs to be reached in order to produce the best development.
A5.0 Amenity

Amenity is defined in Leichhardt Local Environmental Plan 2000 as

"Amenity means the enjoyment of the environment, whether by the community as a whole or by an individual, arising from the day to day use of property, including dwellings or publicly accessible land, community facilities or open space, and includes, but is not limited to, the enjoyment of:

(a) sunlight, privacy and views, and
(b) residential and community life free from nuisance arising from the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products or grit."

Reasonable amenity should be ensured to future occupants of new development and maintained to residents in their existing homes. It is not the function of the planning system however, to ensure the protection of one person's amenity to the detriment of another, but to balance the needs of the community as a whole.

The amenity of a resident is determined by many factors including urban form and design, access to services and the principles of ecologically sustainable development. However, specifically, solar access, private open space, visual privacy, acoustic privacy, access to views and the activities of non-residential development are seen to impact directly on the enjoyment of residential amenity.

Whilst the design elements in this development control plan have been separated into sections to enable easy reference they are nevertheless intrinsically linked. Together the application of these design elements will enable the provision and maintenance of an environment that meets the future and current needs of the community.

Providing privacy for one dwelling may result in the loss of solar access or outlook to another dwelling. Frequently the achievement of the ultimate outcome in one design element will result in a less than satisfactory outcome in another. Consequently all the issues need to be balanced and innovative design solutions incorporated to ensure that the best all round solution is achieved.
A6.0 Site Analysis

A site analysis is the first step in considering the development potential of a site. It is a prerequisite to all new development proposals and should be completed before a development is designed. For alterations and/or additions, a site analysis will be left up to the discretion of the Assessing Officer. Council will exercise its judgement about the extent of information required in a site analysis depending on the nature of the development proposal.

A site analysis must be to scale and should identify development opportunities and constraints offered by a site, and the potential impact of a development on its surroundings. This is fundamental to the process of achieving good urban ecologically sustainable development and enhancing amenity.

The site analysis is a concept plan. It not only addresses the constraints and opportunities of the development site but also the context within which the site is set. It is essential to consider the wider picture when preparing a site analysis, including neighbouring developments, the street and locality.

**How to Prepare a Site Analysis**

Use an annotated plan to show key characteristics and relationships to adjacent buildings and streets, as set out below. For large residential sites, address issues such as orientation of streets and buildings.

Refer to the Urban Framework Plans for the strategic context and Leichhardt Suburb Profiles (A10.0) to assess local area character.

A site analysis at its most exhaustive would address the following in relation to:

**The site, its context and surroundings**

- The site context in relation to neighbouring sites, street patterns and lot sizes and orientation.
- Drainage lines across the site.
- True North, and a range of 30º east and 20º west of true North.
- Sun and Shade characteristics and prevailing winds.
- Contours and topographical features the location and characteristics of any adjacent public open space.

- Location of utility services
- Potential noise sources, eg swimming pool, railway lines.
- The location of Heritage Items and Conservation Areas in the vicinity.
- The location status and use of adjacent buildings or structures.
- Private Open Space
- Street frontage features such as poles, street trees, kerb crossovers, bus stops, services, and existing building features such as balconies and verandahs.

- Access and connection points
- The direction and distances to local shops, schools, public transport, parks and community facilities.

- Windows facing north to gain solar access and views outside
- Easy access from dwelling to outside
- Access from front to property to back of property

- Parks + community centres
- Conservation areas
- Local shops 3km
- Public transport
- Schools
BLANK PAGE
A7.0 Heritage Conservation

Principle
To protect, conserve and enhance Leichhardt’s heritage, and ensure that changes to this heritage take place in an appropriate manner.

Rationale
Leichhardt’s character is largely determined by its heritage. As heritage considerations underpin the Leichhardt Town Plan, the principles and guidelines set out in the Burra Charter have been adopted as the basis for assessment of carrying out work to places of heritage value. This includes items of individual value known as Heritage Items, and areas of overall conservation value, known as Conservation Areas. Specific requirements are set out in Part 3 – Heritage Conservation, of Leichhardt LEP 2000.

Guidelines
Parts B and C of this DCP contain detailed guidelines and controls relating to designing buildings that will respect the heritage of Leichhardt. These parts should be referred to. Here you will find a description of acceptable building forms as well as instruction for identifying features and materials that should be recognised when designing new development and when proposing alterations and additions to existing buildings.

The heritage value of a building is not only its contribution to the streetscape. Other external and internal features may also be important. Consider allotment shape and size, building footprint, setting, a past use or occupant, technological achievements, the internal layout and dimensions of rooms or special fixtures.

This list is certainly not exhaustive but indicates the broad nature of features relating to heritage significance.

The applicant should:

- Determine the significance by understanding the history of a place, and the changes that have been made over time.
- Determine why the fabric of a place is important.
- Determine the most appropriate way to conserve and retain the heritage significance of the fabric.
- Before making decisions about change, clearly set out why a place has heritage significance.
- Base decisions on an understanding of the place.
- Assess the impact of proposed changes to the established significance of a place.

Controls

- Undertake work necessary to conserve the place, or to comply with safety or other regulations.
- Retain the existing fabric wherever possible, and maintain rather than replace the fabric.
- Minimise any alterations to the building and setting required for occupation.
- Make a record of the place before making changes, and maintain a record of the changes made.
- Changes to a building’s fabric are to be complementary to the architectural period and style of the building.

Key References:
Summary of illustrated Burra Charter,
Courtesy of Peter Marquis-Kyle & Meredith Walker
Australia ICOMOS.
Refer to:
B4.1 Alteration and additions to existing dwelling houses.
B4.2 Conservation of small detached houses
B5.4 Leichhardt Suburb profiles

repealed by City of Sydney
Heritage DCP 2006, adopted 11 December 2006
A8.0 Car Parking Standards and Controls

Principle
To ensure that safe and sufficient parking for all modes of transport is provided to meet anticipated demands.

Rationale
Council requires that parking be provided to meet the needs of the proposed use. This should be designed to meet the relevant code and standards set at the Local, State and Federal levels. This section deals with the standards and controls which should be addressed in relation to the provision of access, parking and servicing of a development.

Controls
- Parking provision for development shall be provided in accordance with the following table:

<table>
<thead>
<tr>
<th>Use</th>
<th>Maximum Car Parking Allowable</th>
<th>Minimum Car Parking Required</th>
<th>Bicycle Storage Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amusement Centre</td>
<td>1 per machines + 1 per pool/snooker table</td>
<td></td>
<td>20% of parking</td>
</tr>
<tr>
<td>Bulky goods retailing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Child care facility</td>
<td>1 per 4 staff + 1 per 8 children</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clubs</td>
<td>1 per 10 m² GFA</td>
<td>1 per 20 m² GFA</td>
<td>1 per 140 m² or 1 per 70 seats, whichever is greater</td>
</tr>
<tr>
<td>Commercial premises</td>
<td>3 per 100 m² GFA</td>
<td>3 per 200 m² GFA</td>
<td>Minimum of 1 per 10 staff</td>
</tr>
<tr>
<td>Hotels</td>
<td>10 per 100 m² GFA</td>
<td>5 per 100 m² GFA</td>
<td></td>
</tr>
<tr>
<td>Industry</td>
<td>1 per 2 employees or 1 per 50 m² GFA whichever is greater</td>
<td>1 per 4 employees, or 1 per 100 m² GFA whichever is greater</td>
<td>1 per 20 staff or 1 per 500 GFA</td>
</tr>
<tr>
<td>Motels</td>
<td>1 per unit</td>
<td>1 per 2 employees or 1 per 50 m² GFA whichever is greater</td>
<td></td>
</tr>
<tr>
<td>Motor Showrooms</td>
<td>1 per 2 employees or 1 per 50 m² GFA whichever is greater</td>
<td>1 per 4 employees, or 1 per 100 m² GFA whichever is greater</td>
<td>1 per 20 staff</td>
</tr>
<tr>
<td>Passenger Transport Terminal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional Consulting Rooms</td>
<td>4 per 100 m² GFA</td>
<td>2 per 100 m² GFA</td>
<td>1 per 5 doctors</td>
</tr>
<tr>
<td>Residential (visitor)</td>
<td>1 per 5 units</td>
<td>1 per 10 units</td>
<td>1 per 10 units</td>
</tr>
<tr>
<td>Residential (occupant)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>up to 100 m² GFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>101-200 m² GFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>201-2000 m² GFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 2000 m² GFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurants</td>
<td>1 per 10 m² GFA</td>
<td>1 per 20 m² GFA</td>
<td>2 per 100 m²</td>
</tr>
<tr>
<td>Service Stations</td>
<td>4 per workbay + 5 per 50 m² ancillary retail</td>
<td>2 per workbay + 1 per 50 m² ancillary retail</td>
<td>1 per 20 staff</td>
</tr>
<tr>
<td>Shops</td>
<td>3 per 100 m² GFA</td>
<td>3 per 200 m² GFA</td>
<td></td>
</tr>
<tr>
<td>Warehouse</td>
<td>1 per 50 m² GFA</td>
<td>1 per 100 m² GFA</td>
<td></td>
</tr>
<tr>
<td>up to 100 m² GFA</td>
<td>1 per 100 m² GFA</td>
<td>1 per 200 m² GFA</td>
<td></td>
</tr>
<tr>
<td>101-200 m² GFA</td>
<td>1 per 200 m² GFA</td>
<td>1 per 400 m² GFA</td>
<td></td>
</tr>
<tr>
<td>201-2000 m² GFA</td>
<td>1 per 300 m² GFA</td>
<td>1 per 600 m² GFA</td>
<td></td>
</tr>
<tr>
<td>&gt; 2000 m² GFA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GFA means gross floor area which is defined in Leichhardt LEP2000 as:

“The total area of a building’s floorplates, measured between the outer edges of the outside walls or centre line or any party wall; and includes mezzanines, attics, internal car parking spaces, garages, lofts and studios. It does not include basements used for car parking and located wholly below natural ground level, or projections outside the external walls of the building or paved areas.”
Developments that are not tabled above will be assessed having regard to the following criteria and any demonstration of parking requirements from surveys of comparable establishments:

- the person capacity of the premises;
- the proportion of visitors or patrons likely to arrive by car;
- the availability and level of service of public transport (AMCORD research suggests proximity of 400 metres or less to rail stations and main bus routes may reduce parking for residential uses by at least 25%);
- the number of full-time and part-time employees;
- the hours of use;
- the location of the premises particularly in relation to schools, local services, employment, retail and recreational facilities and where these services will reduce the need for vehicle use;
- the number of occasions during the year when the facility is fully used;
- the availability and affordability of public parking;
- the availability of additional parking areas to cover peak demands.

In these circumstances Council will normally expect parking to be provided within a range of 1 space per 5 person capacity (or 4.5 m²) to 1 space per 10 person capacity (or 9 m²) based upon a consideration of the factors above.

When calculating the number of spaces, rounding to the nearest whole number should be used. For stage and segmented development, parking requirements for each component should be calculated separately.

### Mixed Uses

- Some mixed uses such as commercial and residential may have overlapping or complementary parking demand. In such cases where maximum demand varies throughout the day, parking provisions may be reduced.
- Council may require taxi, private vehicle and coach drop off/set down areas where the proposed development warrants the facility.

### Bicycle Storage

- Bicycle storage facilities should be secure having regard to the type of use and visibility of the parking areas.
- Bicycle storage facilities should be located in convenient locations, be clearly visible and accessible to pedestrian entries so as to encourage their use.

### Landscaping

- Landscaping shall not hinder visibility of either drivers or pedestrians.
- Clear sightlines must be maintained between parking areas, public roads and paths.
- Landscaping must not conflict with lighting and services.
- Plants species used for landscaping in and near parking areas should not be prone to drop fruit, branches, sap or bark and should have minimum long term maintenance requirements.
- Car Parking areas shall be well lit and visible allowing for casual surveillance.
- Car parking areas are to be well ventilated if enclosed as well as being
safe and secure. Hidden and enclosed areas should be avoided. In areas where this is not possible such as staircases and lift lobbies, mirrors or similar devices should be used.

- Large parking areas must be broken up with the use of soft and hard landscaping features and different surface treatments.
- Parking areas and accessways are to be designed, surfaced and graded to reduce run-off and allow stormwater to be controlled within the site.
- Car parking, access and service areas shall be in accordance with guidelines prescribed by AS2890.1 – Off Street Car Parking 1993.
- Parking spaces shall be provided in accordance with Council’s Parking Policy. Council may permit a departure from the Parking Policy if the applicant can demonstrate that the departure will not be inconsistent with the principles of the plan and will not detrimentally affect amenity.

Use Of Existing Buildings
- Where a development proposal involves additions to an existing building, a change in use or an intensification of use, the required parking is to be based on the generated demand arising from the additional component or intensification of use as assessed by Council.
- Additional parking provision may not be required if the redevelopment does not result in any increased floor space and the use of the building is not significantly changed in the opinion of Council.

Parking for persons with disabilities
- Minimum dimensions for parking for persons with disabilities shall be 3.8 metres by 5.5 metres.

![Parking for persons with disabilities](image)

- Unimpeded access shall be provided between each parking space for disabled persons and the adjoining walkway.
- Parking spaces for disabled persons shall be located close to wheelchair accessible entrances or lifts.
- Parking spaces for disabled persons shall be identified by a sign incorporating the international symbol of access for persons with disabilities. The sign shall be readily visible from a vehicle at the entrance to the carpark, or guide signs indicating the direction of the parking spaces shall be provided.
- Parking spaces for disabled persons shall be provided in accordance with the following table:

<table>
<thead>
<tr>
<th>No. of Parking Spaces</th>
<th>Required Disabled Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 spaces</td>
<td>1 space</td>
</tr>
<tr>
<td>10-20 spaces</td>
<td>2 spaces</td>
</tr>
<tr>
<td>21 spaces or more</td>
<td>5% of total provision</td>
</tr>
</tbody>
</table>
A9.0 Advertising and Signage

Principles
Ensure that advertising and signage is in keeping with the size, scale, character and architectural treatment of the building to which it is attached or the development with which it is associated.

Design and locate outdoor advertising signs in a manner which conserves the heritage of significant places, protecting and enhancing what is valued about the building or the place.

Rationale
Advertising is a feature of the urban townscape. However, whilst it is necessary for advertising to be visible, it should not dominate the townscape and streetscape. Competition between businesses for the more dominant advertisement creates a situation where the character of an area is eroded and masked by a sea of advertising.

Industrial areas vary in architectural expression, scale and siting of buildings, landscaping and mix of uses.

Many industrial areas are not visually attractive, and the management of sign design and location can enhance the visual quality of an area, as well as more effectively advertise individual businesses.

Advertising signs can be intrusive and out of character in residential areas. However, they are often necessary to ensure the principles of ecologically sustainable development are maintained especially with regard to home occupations, home based employment or other permissible uses within the residential zone. It is essential that the signs are designed in such a way that they do not detract from the residential character or amenity of the area and are kept to a maximum one sign per site.

Leichhardt has a wealth of places and buildings of special significance, which are worthy of conservation. Leichhardt Town Plan identifies Conservation Areas in all suburbs of Leichhardt – refer to Leichhardt LEP – Heritage Conservation Map.

Conservation Areas and suburb profiles are the primary method of control to preserve the distinctive historic character of each area. These Conservation Areas include the main business areas of Leichhardt’s suburbs and, therefore, advertising and signage should be designed to enhance the historic character of these areas. Surviving early signs may contribute to the significance of a building and should be conserved.
Guidelines – Appropriate sign opportunities
To identify sign opportunities, subdivide the facade using the main design lines to form a series of panels. Many traditional building designs can be easily broken into a grid based on the alignments of the parapet (skyline), cornice, verandah, window and door.

The scale of advertising signs should be compatible with the buildings they are on, as well as with nearby buildings, street widths and other existing signs. In most cases, appropriate dimensions are achieved by restricting signs to panels. This ensures that the original architectural character (set by the lines of awnings, window and door openings, parapet lines and setbacks) remain dominant.

Generally, sign panels can be identified as follows:
• a solid parapet above a cornice;
• the horizontal entablature or panel below a cornice;
• verandah (ground or upper floor) fascia as well as the possible side valance panel formed by the roof profile;
• spandrel panels below windows;
• ground floor or first floor windows;
• notice boards or plaques on ground floor piers;
• string courses;
• small signs limited to individual architectural elements such as a rendered block;
• on side upper storey walls;
• party walls able to be viewed above adjacent buildings.

An advertising sign should;
• conform to the desired future character of the zone as described in the relevant suburb profile within this DCP;
• complement the streetscape character;
• complement the architectural character of the building or area;
• convey the advertiser’s message or image while conforming to the surrounding urban character;
• rationalise or reduce the number of existing signs;
• not adversely affect traffic safety;
• not adversely affect the environmental amenity of residential areas;
• be compatible with the scale of building, street widths and other existing signs;
• be capable of being removed without causing damage to the fabric of the building.

The following points offer matters to consider when designing signage.
• Heritage lettering styles may involve shaded letters, the mixing of sizes and styles of letters and ornamental scrolls, as relevant to the period of the building;
• The external colours applied in different historic periods for advertisements varied and were more limited in range than today. It is therefore necessary to research appropriate colour ranges for buildings in heritage areas.
• For a terrace or series of buildings, develop patterns and themes, and achieve visual continuity with neighbouring buildings.
• Develop themes by placing signs in locations compatible with those on adjoining buildings.
• Where illumination is necessary, floodlighting is preferred. Large backlit signs will be appropriate only on buildings and items constructed during the period when neon was used. Small neon signs hanging inside the windows of shops may be appropriate as they form part of the window display rather than a dominant townscape element.

• Consider the use of natural materials such as wood and metal.

Aim to co-ordinate sign locations of adjacent facades by placing signs in similar locations on adjacent building, eg on parapets, above window heads or beside entrance doors. The signs should contribute to the character of the area.

Ensure signs do not visually dominate the area of building walls and parapets or landscaped surroundings.

Where a building is set back from the street alignment incorporate a freestanding sign into an architectural feature. A low level sign of about one metre in height, mounted on posts or a low wall whether parallel or at an angle to the approach road is acceptable. Alternatively, one double sided pole sign – freestanding and possibly internally illuminated may be acceptable.

Controls
• Refer to area based controls.
• No signs should break a parapet or roofline of a building. A possible exception is single-storey verandah roof-lines.
• On buildings with decorative facades, signs should not be placed on the decorative forms or mouldings. They should appear on the undecorated wall surfaces.
• Flashing signs or fluorescent and iridescent paints are not permitted.
• When designing new buildings, signs or space for signs should be incorporated into the architecture of the buildings or site, and form part of the original development application.
• Identify the entrance of multiple occupancy developments by a sign or directory board identifying the name of the site and the occupants.
• Signs in residential areas should be discrete and carefully designed to respect residential character.

• Internally and externally illuminated signs are not permitted, except where spillage of light does not detract from amenity of neighbouring properties.
The only sign permissible on a building used primarily as a residence is one nameplate or "commercial sign":

- identifying the office of a professional person, a home occupation or homebased employment
- located wholly within the boundary of the subject property
- having a maximum dimension of 600mm x 300mm.

Council will direct the alteration, obliteration, demolition or removal of advertisements and their associated structures, where such are unsightly, objectionable or injurious to the local amenity only after due consideration of complaints from residents has been given.
ADVERTISING TABLE

Advertisements are to be erected in accordance with this table below where:

<table>
<thead>
<tr>
<th>TYPE OF SIGN</th>
<th>DEFINITION</th>
<th>CONDITIONS</th>
<th>PERMITTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertising Panel</td>
<td>Includes billboards, multi-sheet poster signs and the like, but does not include hoarding for a construction site.</td>
<td>• must not extend laterally beyond the wall.  • must not project vertically above the wall or parapet.  • must not cover any window or architectural feature.</td>
<td>NO</td>
</tr>
<tr>
<td>Advertising Board</td>
<td>Includes a hoarding enclosing a construction site or bulletin board, whether or not attached to a building.</td>
<td>• 1 per premises.  • Max. size 0.5 x 2.5m  • Erected horizontal to ground and perpendicular to the building.  • Illuminated or not  • Not to project beyond the awning  • If over a public area, must be suspended at a height no less than 2.6m above ground/pavement level.</td>
<td>DA</td>
</tr>
<tr>
<td>Under Awning Sign</td>
<td>A sign attached to the under side of an awning (other than the fascia or return end).</td>
<td>• 1 per premises.  • Max. size 0.5 x 2.5m  • Erected horizontal to ground and perpendicular to the building.  • Illuminated or not  • Not to project beyond the awning  • If over a public area, must be suspended at a height no less than 2.6m above ground/pavement level.</td>
<td>YES  • Requires consent if attached to a heritage item.</td>
</tr>
<tr>
<td>Fascia Sign</td>
<td>Sign attached to the fascia or return end of an awning</td>
<td>• Flush with fascia.  • Not to project above or below the existing fascia or return end of the existing awning.</td>
<td>YES  • Requires consent if attached to a heritage item.</td>
</tr>
<tr>
<td>Above Awning Sign and Fin Sign</td>
<td>Sign attached to the top of an awning (other than the fascia or return end); sign erected on or above the canopy</td>
<td>• Main supports attached to the awning but may have guy wires attached to the front of the building.  • Must not project beyond the awning.  • Must be securely fixed.</td>
<td>DA</td>
</tr>
<tr>
<td>Flush Wall Sign</td>
<td>Attached to the wall of a building (other than a dwelling), not projecting more than 300mm from the wall, and located under the awning level.</td>
<td>• Must not be illuminated.  • Maximum size up to 0.75m².  • Must not project above or beyond the wall.  • Must not cover any window or architectural feature.  • 1 per occupation.</td>
<td>YES  • Requires consent if attached to a heritage item.</td>
</tr>
<tr>
<td>TYPE OF SIGN</td>
<td>DEFINITION</td>
<td>CONDITIONS</td>
<td>PERMITTED?</td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Painted Wall Sign</td>
<td>Painted onto the wall of a building (other than a dwelling).</td>
<td>• Max size up to 0.75m².</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Must not be illuminated.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1 per wall</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Requires consent if attached to a heritage item.</td>
<td></td>
</tr>
<tr>
<td>Projecting Wall Sign</td>
<td>Attached to the wall of a building (other than a dwelling) and projecting horizontally more than 300mm.</td>
<td>• Must be at least 2.6m above the ground.</td>
<td>DA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Shall not be illuminated if it is located 4.6m above ground level or above the level of the first floor window (whichever is lower).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• There shall not be more than one sign for each 3 metres of the length of the premises.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Must not exceed the dimensions of 2.5m by 0.5m.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Must not be erected at a right angle to the wall of the building to which it is attached.</td>
<td></td>
</tr>
<tr>
<td>Pole, Pylon, Totem Sign</td>
<td>Erected on poles, pylons or comprising a totem independent of any building or other structure but associated with the business upon that site.</td>
<td>• The minimum height for Pole or Pylon signs shall be 2.6m above the ground where it projects.</td>
<td>DA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Totem signs shall not exceed 2m in width.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Totem signs shall not exceed 10m in height.</td>
<td></td>
</tr>
<tr>
<td>Roof Sign</td>
<td>Erected on or above the roof or parapet of a building (other than a dwelling).</td>
<td>• Not to extend below the head of the doorway or window to which it is attached.</td>
<td>NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Flush with the surface.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not to project beyond the building.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• One per premise/occupation.</td>
<td></td>
</tr>
<tr>
<td>Top Hamper Sign</td>
<td>A sign attached to the transom of a doorway or display window of a building.</td>
<td>• Does not require consent if all of the conditions (left) are met, the site is not in a conservation area, and, the maximum area is not greater than 2.5m².</td>
<td>DA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not to extend below the head of the doorway or window to which it is attached.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Flush with the surface.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not to project beyond the building.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• One per premise/occupation.</td>
<td></td>
</tr>
<tr>
<td>Window Sign</td>
<td>Attached to or displayed on a shop window.</td>
<td>• Not to cover more than 25% of the window surface.</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• One sign per occupation/premise.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Requires consent if the site is within a conservation area.</td>
<td></td>
</tr>
<tr>
<td>Real Estate Sign</td>
<td>A sign advertising the sale or let of a property.</td>
<td>• One sign per premises.</td>
<td>YES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not exceed 2.5m².</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Non-illuminated.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Removed after 14 days of sale or let.</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Advertisement</td>
<td>Flags, streamers, inflatable structures and the like which announce any local event or a religious, educational, cultural, political, social or recreational character or relate to any temporary matter in connection with such an event, and which do not include any advertising of a commercial nature (except for the names of the event sponsor).</td>
<td>• Must not be displayed earlier than 28 days before the event to which it relates is to take place.</td>
<td>DA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Must be removed within 14 days after the event.</td>
<td></td>
</tr>
</tbody>
</table>
A10.3 ANNANDALE
Suburb Profile

Introduction
The suburb of Annandale is located between the suburbs of Glebe and Leichhardt. Bounded by the City West Link Road 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 form and 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 in the boom period, 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 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 Neighbourhood have been modified in terms of streetscape and buildings, diminishing the heritage significance of the area and therefore are not within the 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 facades 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.

**Annandale: Distinctive Neighbourhoods**

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

1. **Young Street**
   i. The Crescent
   ii. The Laneways

2. **Annandale Street**
   i. Kentville Estate
   ii. Laneways

3. **Johnston Street**
   i. Laneways
4. Booth Street Distinctive Neighbourhood

5. Trafalgar Street
   i. Laneways

6. Nelson Street
   i. Laneways

7. Parramatta Road Distinctive Neighbourhood (Annandale)
10.3.1 YOUNG STREET
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Young Street Distinctive Neighbourhood forms part of the Whites Creek Valley that lies to the west of the Annandale Ridge. The northern section of the Neighbourhood slopes steeply down to the light rail line in the north and gradually down to Parramatta Road in a south westerly direction.

Young Street is the predominant street running through the Neighbourhood from Bayview Crescent at the northern end to Parramatta Road at the south. The Neighbourhood encompasses several cross streets, except Booth Street, running east-west as well as several laneways. Part of the Neighbourhood is within a Conservation Area.

The boundary of the Young Street Distinctive Neighbourhood is defined by Whites Creek, Railway Parade and Bayview Crescent, Pritchard Street, Breillat Street, the rear lanes and backs of properties fronting onto Young Street and between Albion Street, Catherine Street and Young Street. The Young Street Distinctive Neighbourhood is identified on the map to the right surrounded by thick black edging.
2. 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, and Annandale Street, Young Street contains smaller scale dwellings.

Typical dwellings include modest scale detached and semi-detached single storey dwellings from the late 19th and early 20th centuries and together with post-war development. The predominant trend tends to be low scale Victorian workers cottages, such as those found along Young Street between Collins Street and Reserve Street, mixed with single storey California 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 consistent subdivision pattern, which runs in a south-east and north-west direction, following the contours of the area. The carriageways within the Young Street Distinctive Neighbourhood are relatively wide, approximately 20m in width, with parking along either side and footpath widths between 2.5m and 3m.

Fences are also 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 acts as a barrier to vehicular traffic along Young Street as it connects Annandale and Leichhardt crossing over White’s Creek. Just north of the Viaduct is Cohen Park, a recreational area, which includes tennis courts available to the community.

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 the use of driveways.

The Crescent

The northern section of Neighbourhood, along Breillat Street, Pritchard Street, Bayview Crescent and Railway Parade, 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.

Photo: Varying roof heights and house forms found in the Crescent 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 street trees along Railway Parade have been identified as significant attributes of the Annandale suburb and are listed as Landscape Conservation Items.

Photo: Street Trees and vegetation from the front gardens of residential dwellings contribute to the amenity of a Landscape Conservation area.

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. The variation in dwelling height is due to the topography of the area.

This 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 storey, but are often single storey dwellings built on sloping sites.
The Laneways

Laneways within the Neighbourhood 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.

There are very few lanes in the Neighbourhood with 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 Neighbourhood and has developed along the natural pathway of Whites Creek, winding south from the City West Link Road 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 storey 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 White’s 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. 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.

3. DESIRED FUTURE CHARACTER

Urban Form
- maintain and enhance the diversity of dwelling style found throughout the neighbourhood, such as Federation and Victorian dwellings, California Bungalows and weatherboard cottages;
- maintain the character and consistency in architectural detail of continuous rows of attached dwellings;
- allow for contemporary development, which is complementary to the existing streetscape;
- preserve and maintain the historic subdivision pattern of Young Street Distinctive Neighbourhood;
- contain upper floors within the roof form, so as not to be visible from the street frontage;
- improve the environmental amenity and interest for pedestrians accessing the area; and
- preserve views over the City, Rozelle Bay, Leichhardt and Glebe.

Building Elements
- maintain the harmony/character of the Neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.

Landscaping
- preserve and integrate natural rocky outcrops into the landscaping of the area, particularly where visible from public places;
- maintain the prevalence of street trees in addition to mature and visually significant trees on private land;
- promote the establishment and enhancement of existing front gardens and landscaping on private property.

Local Area Character

The Crescent
- 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;
- enhance the aesthetics of the streetscape and Neighbourhood by discouraging excessively large garages and fences;
- conserve and enhance the existing residential townscape by preserving views out;
- promote the establishment and enhancement of existing front gardens on private property.
Laneways

♦ maintain the predominant service and access character of rear lanes where dwellings are not suitable;

♦ maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards;

♦ allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is permissible;

♦ ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the lanescape;

♦ ensure that the unique character of Whites Creek Lane is retained by ensuring that future development is compatible with adjoining development and laneway width.

4. NEIGHBOURHOOD CONTROLS

• These Neighbourhood Controls apply across the whole of the Young Street Distinctive Neighbourhood.

• All of the controls listed in the Suburb Profiles section of this DCP are supplementary to the General Controls in this DCP.

Building Envelope

➢ Building wall height shall be a maximum of 3.6m, unless a relevant building wall height is described below:

➢ Where a new development adjoins 2 storey or higher buildings the 3.6 envelope may be varied provided new roof forms relate to existing adjacent forms and do not exceed the higher ridge height adjoining.

➢ A 6.0m building wall height may be used on corners, if all amenity and streetscape issues have been addressed to the satisfaction of Council.

Other Controls

➢ Existing driveway crossings are to be minimised and new driveway crossings are to be avoided.

5. ADDITIONAL CONTROLS

One area within the Young Street Distinctive Neighbourhood has been identified as having particular characteristics or specific conditions affecting development. In these areas, a unique set of controls and/or development guidelines is necessary.

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

The Crescent

➢ Changes to the front facade of dwellings in this area shall be kept to a minimum with additions to the rear of dwellings preferred.

➢ Excessively large garages and fences will be discouraged.
10.3.2 ANNANDALE STREET DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

Running parallel to Young Street and Johnston Street, the Neighbourhood is comprised 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 of the cross streets bisecting its length, with the exception of Booth Street, as well as 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.

The Annandale Street Distinctive Neighbourhood is identified on the map opposite surrounded by thick black edging.
2. **EXISTING CHARACTER**

Annandale Street was developed along side Johnston Street as a fine avenue and residential street and is characterised by late 19th century and early 20th century detached and semi-detached single storey dwellings. 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.

Developments along the eastern side of Annandale Street are generally raised and single storey in height. This height is balanced by a scattering of 2 storey terraces and dwellings on the western side. The elevated nature of the northern section of Annandale Distinctive Neighbourhood provides many dwellings with access to views over Rozelle Bay and the City.

Overall, the variety in dwelling styles and form is highly mixed 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.

The street itself is wide, with a carriageway width of approximately 12.0m - 14.0m, and a footpath width of between 2.5m – 3.0m. Although some lots with in Annandale Distinctive Neighbourhood are substantially large, lots typically vary between 50m to 54m in length and 5.5m to 7.5m in width north of Booth Street. While south of Booth Street the lots vary between 40m to 45.5m in length and 4.5m to 8.5m in width. Fences are also consistent in height, although materials vary between iron, timber picket and masonry plinth with iron palisades.

**Kentville Estate**

The northern section of Annandale Street Neighbourhood, just after Weynton Street, was originally part of the Kentville Estate. Owned by John Young the land was later subdivided with a pattern of wide straight streets, with a variety of lot sizes. The area retains a distinct and unique quality of single storey Victorian and Federation style single cottages with the occasional two storey terrace and grander...
dwellings. Significant views are provided out over the city skyline and mature trees line the streets adding to the amenity and character of the area.

An additional feature of the street is its landscaping. The whole of Annandale Street is lined with continuous rows of mature native street trees, which due to their even hight and canopies, creates a natural avenue which is relatively unbroken along its length. The importance of these street trees has been recognised and from Parramatta Road to Piper Street, Annandale Street is listed as a landscape heritage item. There are also significant private planting’s, further adding to the landscaping of the street.

The Neighbourhood is also 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 Ave.

**Laneways**

Laneways within the Annandale Distinctive Neighbourhood have a predominantly low-scale service character, and vary in width from 5.5m to 6.5m. The laneways are mainly used for accessing garages and carports and for providing pedestrian access to the rear of properties but there are a few examples of dwellings fronting onto rear lanes. Many of the properties retain significantly mature rear gardens, which contribute to the vegetative corridors of the rear lanes.

Photo: Most laneways in Annandale Distinctive Neighbourhood retain their low scale service character.
3. DESIRED FUTURE CHARACTER

Urban Form
- Promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
- maintain and enhance the scale and character of existing dwellings, consisting of mostly single storey Federation-style dwellings and two storey Victorian terraces;
- ensure that the predominant subdivision pattern and size is maintained;
- 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;
- preserve and enhance views out over Rozelle Bay, north to the City CBD and over Annandale, created by stepping buildings with the contours along Annandale Street.

Landscape
- preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
- maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land.

Building Elements
- maintain the harmony/character of the Neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.

Economic Viability
- promote the continued use of existing ‘corner shops’.

Local Area Character
Kentville Estate
- conserve and enhance the low scale domestic character of the area;
- preserve and enhance, both public and private views out over Rozelle Bay, Annandale and the City skyline.

Laneways
- maintain the predominant service and access character of rear lanes where dwellings are not suitable;
- maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards;
- allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is permissible;
- ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the lanescape.
4. NEIGHBOURHOOD CONTROLS

- These Neighbourhood Controls apply across the whole of the Annandale Street Distinctive Neighbourhood.
- All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.

**Building Envelope**

- Building wall height is to be a maximum of 3.6m, unless a relevant building wall height is described below:
- Where a new development adjoins 2 storey or higher buildings the 3.6m envelope may be waved provided new roof forms relate to existing and do no exceed the higher ridge height adjoining.
- A 6m building wall height may be used on corners if all amenity and streetscape issues have been addressed to the situation of Council.

**Urban Form**

- New development is to reinforce the street’s north/south orientation and the topography of the ridge.
A10.3.3   JOHNSTON STREET
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

Johnston Street Distinctive Neighbourhood runs along the crest of the Annandale ridge until Piper Street, where it continues down the slope to Rozelle Bay.

Johnston Street is the major street running through the Neighbourhood in a north-south direction from Parramatta Road to The Crescent and the light rail line. The Neighbourhood also encompasses several cross streets running east-west as well as View Street and several laneways.

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

The boundary of the Johnston Street Distinctive Neighbourhood is defined by the laneways and rear of properties fronting onto Johnston Street and the rear of properties fronting onto View Street. Albion Lane between Annandale St and Johnston St forms the southern border and The Crescent between Trafalgar Street and Johnston Street forms the northern border.

The Johnston Street Distinctive Neighbourhood is identified on the map opposite surrounded by thick black edging.
2. 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 such as the Hunter-Baillie Church, The Abbey, the ‘Witches’ Houses’, the Annandale North Public School and the Town Hall enhance the character of the streetscape and emphasise the original plans for Johnston Street as ‘the finest street in the Colony’. As a result, the Neighbourhood has a mixed character created by the range of architectural styles and building heights.

Typical dwellings include modest scale single storey dwellings from the Federation period and later post war detached house forms, with larger dwellings consisting of mansions and two storey terraces. Semi-detached and detached house forms are the predominant trend within the Distinctive Neighbourhood. Although lot sizes vary considerably, the areas characteristic is enhanced by the consistency of 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 even and well spaced and footpaths are approximately 2m in width, with 1m wide grassed verges and uninterrupted by driveways. The mature street trees along Johnston Street and the front yard planting assists to minimises the impact of traffic on Johnston Street.

Fencing tends to be 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.

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

Photo: Contemporary development which complements existing streetscape.

In the northern section of the Neighbourhood, north of Booth Street, contemporary development is relatively scarce, 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.

The topography of the northern section of the Neighbourhood changes considerably with the western side of Johnston Street elevated as a cliff line, which drops significantly on the eastern side of Johnston Street, falling away to the Crescent. Although many dwelling north of Booth Street are elevated on the western side, the predominant scale of the dwellings is single storey. Dwellings along the eastern side of Johnston Street are predominantly single storey or present a single storey frontage from the street level.

Towards the northern end of the Neighbourhood, there are several areas which have extensive views to the north-east towards the City and to the Harbour and Anzac Bridges. These views become even more significant at the intersection with The Crescent.

Photo: View over Rozelle Bay from the Crescent area.

Laneways

With the exception of Johnston Lane and Piper Lane, the lanes within the Neighbourhood 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.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character.

♦ preserve and maintain the historic subdivision pattern of the Johnston Street Distinctive Neighbourhood;

♦ retain and encourage lower scale development north of Booth Street, complementary to the existing streetscape;

♦ 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;
improve the environmental amenity and interest for pedestrians accessing the area; and

preserve views over the City, Rozelle Bay, Leichhardt and Annandale.

Building Elements

♦ retain the existing diversity and contrast of building scale and architectural style, ensuring future development is complementary to the streetscape and adjacent dwellings.

Landscaping

♦ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land;

♦ preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.

Local Area Character

Laneways

♦ maintain the predominant service and access character of rear lanes where dwellings are not suitable;

♦ maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards;

♦ allow for small scale residential dwellings, such as studios or single storey dwellings, fronting onto rear lanes where development is permissible;

♦ ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the lanescape.

4. NEIGHBOURHOOD CONTROLS

- These Neighbourhood Controls apply across the whole of the Johnston Street Distinctive Neighbourhood.
- All of the controls listed in the Suburb Profiles section of this DCP are supplementary to the General Controls in this DCP.

Building Envelope

- Building wall height south of Booth Street should be a maximum of 6.0m measured from the street frontage,

- Building wall height north of Booth Street shall be a maximum of 3.6m measured from the street frontage,

- Where a new development adjoins 2 storey or higher buildings the 3.6m envelope may be varied provided new roof forms relate to those already existing and do not exceed the higher ridge height adjoining.

Other Controls

- Existing driveway crossings are to be minimised and new driveway crossings are to be avoided.
10.3.4 BOOTH STREET
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Booth Street Distinctive Neighbourhood comprises the length of Booth Street, from White’s Creek to the west and Johnston’s 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, all Business zoned land and special use sites between Annandale Street and Johnstons Creek, and residential properties with commercial uses which front onto adjoining side streets.

The Booth Street Distinctive Neighbourhood is identified in the map below, surrounded by black edging.
2. **EXISTING CHARACTER**

Development along the western end of Booth Street, from Whites Creek to Annandale Street is primarily residential, interspersed with permissible businesses, such as medical practices. The predominant built character is single storey detached dwellings from the late 19th Century with front setbacks between 1m to 3m. Several of the dwellings to the south are elevated at the street level, presenting a 2 storey frontage.

This section of Booth Street contains regularly spaced street trees which enhances the residential nature of this section and links with the amenity and vegetative corridor of White’s Creek.

**Photo: Single storey detached dwellings fronting Booth Street between Whites Creek and Annandale Street**

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, Annandale Anglican Church 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 extensive views across Annandale to Glebe and Camperdown.

**Photo: Annandale Post Office**

The height of buildings in the commercial section of the neighbourhood is typically two storey with parapet roof forms, taller buildings are typically located at intersections. The exception to the predominant building height is the old ‘Kodak’ building. This 6 storey building incorporates commercial uses at ground level, with the next 5 floors used for residential purposes.

**Photo: Two storey commercial buildings along Booth Street**
Another exception are the Trafalgar Terraces located east of Trafalgar Street, on the north side of Booth Street (55-71). These are a consistent and intact row of 14 terraces. Initially presenting a low scale single storey height at street level, the cottages have a second storey below footpath level. Being located adjacent 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.

Photo: Contemporary mixed use development

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 increase 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.

On the south-east corner of Nelson and Booth Streets is a relatively high sandstone retaining wall, elevating the single storey buildings above the wall to a two storey scale.

East of Nelson Street, the character of Booth Street returns to predominantly residential 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 adds to the vitality and viability of the neighbourhood.

3. **DESIRED FUTURE CHARACTER**

*Local Area Character*

◆ 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.

*Urban Form*

◆ maintain and enhance the variety of building styles found in the neighbourhood;

◆ maintain the predominant bulk, scale and siting of buildings and protect the heritage significance of the conservation area;
retain and enhance dwellings to be used for both residential and compatible commercial purposes;

- promote mixed use development involving businesses on the ground floor and residential above and to the rear of commercial buildings in the Neighbourhood;

- protect and enhance the residential amenity of dwellings in and adjoining the neighbourhood;

- improve the environmental amenity, interest, facilities, safety and ease of access for pedestrians and cyclists using the neighbourhood;

**Building Elements**

- maintain the character of the area by keeping development complementary in architectural style, form and materials;

- retain existing shop fronts, regardless of current or proposed use, to provide for future flexibility; and

- encourage appropriate signage consistent with the predominant signage type in the neighbourhood.

**Landscape**

- preserve existing street trees and promote further street trees using native species where appropriate; and

- extend the street improvement works throughout the commercial area of the neighbourhood.

**Economic Viability**

- 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; and

- enhance and promote the viability and potential for neighbourhood and local provision shops.

4. **NEIGHBOURHOOD CONTROLS**

These Neighbourhood Controls apply across the whole of Booth Street Local Neighbourhood.

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

**Building Envelope (Residential)**

- Building wall height between Whites Creek and Annandale Street is to be a maximum of 3.6m.

- Building wall height between Annandale Street and Wigram Road is to be a maximum of 6m. This excludes the Trafalgar Terraces (55-81 Booth Street), that are subject to a 3.6m wall height.

**Commercial Wall Height**

- For Commercial development a maximum street wall height of 8m applies to new development. The wall height is measured from natural ground level at any point.
**Signage**

- Signage must complement the existing signage of the streetscape and signage above awnings will not be supported.

**Other Controls**

- Existing driveway crossings are to be minimised and new driveway crossings are to be avoided.
10.3.5 TRAFALGAR STREET
DISTINCTIVE NEIGHBOURHOOD,
ANNANDALE

1. LANDFORM

The Trafalgar Street Distinctive 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 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 and Williams Street and Trafalgar Laneway.

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 Williams 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.

The Trafalgar Street Distinctive Neighbourhood is identified on the map opposite surrounded by thick black edging.
2. EXISTING CHARACTER

The architectural style of dwellings found throughout Trafalgar Street Distinctive 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.

Photo: The architectural diversity of Trafalgar Street Distinctive Neighbourhood varies in height, style and materials.

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.

Photos: Dwelling varieties on Wells Street.

Dwellings along the western side of Trafalgar Street are single storey and raised in elevation, presenting a 2 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 typically 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 Neighbourhood.

The cohesive residential character throughout the Neighbourhood is interrupted just south of Collins Street by larger scale developments such as St. Brendan’s 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 also dispersed through the area and add to the fabric and the Neighbourhood.

Laneways

The laneways within the Neighbourhood have substantial development fronting onto them. Although the laneways are predominantly used for services, parking and access to the rear of dwellings, some are substantially wide enough to accommodate dwellings fronting onto them. The laneways vary in width, ranging from 6m to 12.5m and provide vegetative corridors from mature gardens and trees in rear yards.
Annandale Parklands
The Annandale Parklands, located along Rozelle Bay, includes Bicentennial Park, Federal Park, Jubilee Park and the development along Chapman Road. Together these parks form the northern boundary of the Johnstons Creek open space network, providing a recreational reserve for cycling, walking and play areas for children. The parklands offer a significant opportunity for bushland regeneration and education of wetland areas and stormwater management.

Along Chapman Road are several commercial sites, which include such uses as an auto mechanics, carpet store and an auctioneer business.

3. DESIRED FUTURE CHARACTER

Urban Form
♦ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;
♦ maintain and enhance the scale and character of existing dwellings, consisting of mostly single storey Federation-style dwellings and two storey Victorian terraces;
♦ 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;
♦ allow for contemporary development, which is complementary to the existing streetscape;
♦ maintain the character and form of ‘corner shops’ converted to residential dwellings, through the prevention of unsympathetic alterations and additions;
♦ preserve and enhance sandstone walls, used throughout the Neighbourhood, by preventing sub-ground developments, such as garages;
♦ improve the environmental amenity and interest for pedestrians accessing the area; and
♦ preserve and enhance views created by stepping buildings with the contours along Trafalgar Street.

Building Elements
♦ maintain the character of the Neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.

Landscape
♦ preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
♦ maintain the prevalence street trees in addition to mature and visually significant trees on private land.

Local Area Character

Laneways
♦ maintain the predominant service and access character of rear lanes where dwellings are not suitable;
♦ maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards;
♦ allow for small scale residential dwellings, such as studios or single storey dwellings,
fronting onto rear lanes where development is permissible;

♦ ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the lanescape.

Annandale Parklands
♦ provide future open space on former sites along Chapman Road.

4. NEIGHBOURHOOD CONTROLS

• These Neighbourhood Controls apply across the whole of the Trafalgar Street Distinctive Neighbourhood.

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

Urban Form

➢ New development is to reinforce the street’s north/south orientation and the topography of the ridge.

➢ Significant sandstone walls shall be retained in their existing form and enhanced by integration into the landscape.

Other Controls

➢ Existing driveway crossings are to be minimised and new driveway crossings are to be avoided.

Building Envelope

A range of building envelopes apply to the Trafalgar Street Distinctive Neighbourhood:

➢ 3.6 building wall height applies north of Piper Street.

➢ 6.0m building wall height applies south of Piper Street.

➢ Where new development adjoins 2 storey or higher buildings such development may exceed the applicable envelope control but should not exceed the higher ridge height adjoining.

➢ On sloping sites new developments should step with the contours of the topography.
10.3.6 NELSON STREET DISTINCTIVE NEIGHBOURHOOD, ANNANDALE

1. LANDFORM

The Nelson Street Distinctive Neighbourhood runs north/south along the lower east-facing slope of the Annandale ridge. The slope, which increases towards the north and runs from The Crescent down to Albion Street, provides views out over Glebe, Forest Lodge, and over 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 reinforces the historical subdivision pattern and character of Annandale’s north/south streets. The Distinctive Neighbourhood comprises the whole of Nelson Street, from properties fronting onto Albion Street and McCarthy Lane 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, and includes Susan Street, Taylor Street and several laneways.

The rear property line of dwellings fronting Nelson Street defines the western boundary, The Crescent defines the northern boundary, and Johnstons Creek the eastern boundary of the Neighbourhood. Albion Street from Trafalgar Street to Nelson Street and McCarthy Lane to Johnstons Creek defines the southern boundary of the Neighbourhood.

The Nelson Street Distinctive Neighbourhood is identified on the map opposite surrounded by thick black edging.
2. EXISTING CHARACTER

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 recent residential infill on former industrial sites.

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

Because the lots were 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 is relatively consistent in height although materials vary depending on the architectural style of the dwellings. There are some examples of inappropriate fences (incompatible material and 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 in the Neighbourhood tends to have a single storey frontage, however the buildings 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 2 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, off of Susan Street.

Laneways

Laneways within the Neighbourhood 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.
Hogan and Smith Parks

Hogan and Smith Parks, which abut Johnstons Creek, provide 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.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ maintain and enhance the scale and character of existing dwellings, consisting of mostly single storey and two storey terraces from the late 19th Century;
♦ encourage more substantial developments south of Collins Street where residential infill has already occurred;
♦ promote the rhythm within the streetscape created by the allotment sizes, predominance of detached and semi-detached dwellings and building size;
♦ maintain the character and consistency in architectural detail of continuous rows of terraces;
♦ improve the environmental amenity and interest for pedestrians accessing the area;
♦ 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;
♦ preserve and enhance views created by stepping buildings with the contours along Nelson, Taylor and Susan Street.

Landscape

♦ preserve and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
♦ preserve and enhance the mature gardens to the rear of dwellings along Johnston Creek, which add to the amenity of the vegetative corridor;
♦ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land.

Building Elements

♦ maintain the harmony(character of the Neighbourhood by ensuring development is complementary in form and materials, and reflects the cohesiveness of the streetscape.
Local Area Character

Laneways

- maintain the predominant service and access character of Nelson Lane (between Booth Street and Hogan and Smith Parks), Rose Lane and Trafalgar Lane;
- Maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards which contribute to the Sydney Green Web;
- Ensure that future development on lanes does not unreasonably impact upon the amenity (including views) of adjacent properties and the lanescape.

Hogan and Smith Parks

- ensure development adjacent to Hogan, Smith and Spindler Parks does not encroach upon the amenity of the Park.

4. NEIGHBOURHOOD CONTROLS

- These Neighbourhood Controls apply across the whole of the Nelson Street Distinctive Neighbourhood.
- All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other Controls within the DCP.

Building Envelope

A range of building envelopes apply to the Nelson Street Distinctive Neighbourhood:

- Where new development adjoins 2 storey or higher buildings it may exceed the applicable envelope control but should not exceed the higher ridge height adjoining.
- On sloping sites new developments should step with the contours of the topography.

Urban Form

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

Other Controls

- Existing driveway crossings are to be minimised and new driveway crossings are to be avoided.

5. ADDITIONAL CONTROLS

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

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

Laneways

- Residential development along Nelson Lane, Rose Lane and Trafalgar Lane shall be discouraged.
Hogan and Smith Parks

- 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).

- Properties sharing a side boundary to the Parks shall maintain a minimum buffer of 2m between the residential development and the boundary line.
10.3.7 PARRAMATTA ROAD COMMERCIAL NEIGHBOURHOOD ANNANDALE

1. LANDFORM

The Parramatta Road Commercial Neighbourhood comprises the northern side of Parramatta Road from Catherine Street in the west to Johnston’s Creek to the east. 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 Parramatta Road Distinctive Neighbourhood is defined by the rear of properties fronting onto Parramatta Road and all Business zoned land between Catherine Street and Johnston Creek and those fronting onto Albion Lane.

Parramatta Road Distinctive Neighbourhood is identified in the map below, surrounded by black edging.
2. EXISTING CHARACTER

Parramatta Road is one of the main connecting links between 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.

The architectural significance and use of the buildings along Parramatta Road within the Annandale area varies from late 19th Century 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 which enhances the historic significance of the area. This historic significance is typified by the retention of original commercial terraces.

However, the facades 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 roof.

East of Johnston Street the building envelope is predominantly two storey, with buildings incorporating parapet roofs 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, Good Year 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 5.0m 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, up to 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.

3. FUTURE CHARACTER

Urban Form

♦ promote urban design and land uses that maintains and protects the heritage significance of the conservation area;

♦ allow for development along this section of Parramatta Road to incorporate mixed use development incorporating a residential component above or to the rear of the commercial buildings;

♦ encourage contemporary development that is complementary to the architectural style of the streetscape;

♦ 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;

♦ improve accessibility, pedestrian amenity and linkages; and

♦ improve the environmental quality of Albion Lane by:
  - reducing unsightly land uses and vehicular access ways,
  - encourage landscaping of the laneway, and
  - maintaining reasonable levels of solar access to the laneway.

Building Elements

♦ maintain the character of the area by keeping development complementary in architectural style, form and materials;
retain existing shopfronts, regardless of current or proposed use, to provide for future flexibility;

encourage the restoration of Victorian Italianate Terraces;

encourage appropriate signage consistent with the predominant signage type

Landscaping

preserve existing street trees and promote further street trees, using native species when possible.

Economic Viability

enhance and promote the continual development and ongoing viability of businesses uses on Parramatta Road.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Parramatta Road Commercial Neighbourhood, Annandale.

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

Commercial Wall Height

A maximum 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.

Siting and Setback

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.

Signage

Signage along Parramatta Road must complement the existing signage of the streetscape and signage above awnings will not be supported.

Other Controls

Where possible, original buildings along Parramatta Road should be retained.

Where appropriate, facades shall be restored to their original form with respect to elements such as windows, balconies, ornaments, balustrading and urns on the parapets.

Unsympathetic developments, including excessive window glazing, is discouraged.
A10.6 BALMAIN
Suburb Profile

Introduction
Two main forces have been instrumental in the development of Balmain, 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 to make it an attractive residential location. The proximity of 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 the City, and has grown steadily and incrementally, hence its diversity reflects the many phases of its development.

The Balmain Suburb is shown on the map below surrounded by thick black edging.
The Balmain Suburb Profile includes the area of the Balmain Peninsula covering the suburbs of Balmain and Birchgrove. Located north of Rozelle, this suburb has an area of 237 hectares and approximately 8km of coastline. Rising 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 is a heritage conservation area.

History of development in Balmain

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 gentleman’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 falling directly from Darling Street to the water. These provided the characteristic Balmain pattern of jetties for water access, and slot views out.

The Colonial economy boomed from 1850 with the combined push of the goldrush and pastoral growth. Capital and population growth led to the establishment of larger scaled industry and commerce. Hence, the establishment of 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 1880’s boom. Smaller industry set up ancillary to the dock, as well as wharfage and maritime industry. Many open paddocks remained until the end of the century.

By the 1880’s boom the pressure on land led to re-subdivision. 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 to the harbour edges of Birchgrove and Elkington Park, further removed from the industry. This also
occurred along ridgelines such as Rowntree and Smith Streets.

While Balmain became a municipality in 1860, the population did not support grand civic buildings until the 1880’s when the Town Hall was built. Shortly after the Post Office and Courthouse on the main crest of Darling Street were constructed. By this stage, most of Darling Street was built up. Trams were introduced to improve access to the City. The dependence on water access declined.

Larger industries and multi-national companies moved into Balmain at the turn of the century including Unilever and Colgate Palmolive. This led to further consolidation to house the workforce on the skirts of the industry. The Labour movement became a major facet in the suburb’s social make-up. Smaller houses continued to be replaced, enlarged and re-clad through the twentieth century, with some housing demolished for industrial expansion earlier in the century and some ‘slum clearance’ after the second World War, for public housing. Some sporadic private flat development occurred, encouraged by the Council in the spirit of modernisation.

The role of major industry is evident in the workforce. At their height Morts Dock employed 2000 workers, Unilever 800, and Colgate Palmolive some 300.

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

**Balmain : Distinctive Neighbourhoods**

The following areas within Balmain are identified as ‘Distinctive Neighbourhoods’ by virtue of topography, built form and street pattern as well as land uses.

1. **Darling Street**
2. **East Balmain**
3. **Gladstone Park**
4. **The Valley**
5. **Mort Bay**
6. **Birchgrove**
A10.6.1 DARLING STREET

1. LANDFORM

The Darling Street Distinctive Neighbourhood comprises the length of Darling Street from High Street in the west, to the ferry wharf in East Balmain.

Darling Street follows the main ridge of the peninsula dropping from west to east slowly to the water. The route follows a sinuous line along the ridge resulting in a sequence of closed vistas up and down the street, usually closed by a prominent structure, such as the bank in Loyalty Square, the Town Hall etc. Frequent but narrow side streets drop away to the waterline providing glimpses, principally out to the waterways, but with the serrated wall of the City skyline and bridges to the east. The street drops away dramatically after Gladstone Park, and then rises steeply to East Balmain, before again dropping steeply to the Darling Street Wharf.

The boundary of the Darling Street Distinctive Neighbourhood is defined by the rear of properties fronting onto Darling Street. Although primarily a commercial neighbourhood, the neighbourhood includes residential uses, civic buildings and open space.

The Darling Street Distinctive Neighbourhood is identified on the map below, surrounded by thick black edging.
2. EXISTING CHARACTER

HISTORY

Darling Street was originally surveyed with a 50 foot alignment for the most convenient land route given the rugged topography and the interpenetration of land and water. It provided convenient access both within the settlement, by water at the east end to the City, and by land and Balmain Road at the western end to Parramatta Road, and a land connection to the City. Darling Street was periodically widened over a century to its current variable carriageway. It is generally around 20m wide. The general pattern of development saw the first businesses established in East Balmain, spreading west with the increase in population. In the 1830s and 1840s there were grocery shops and public houses serving the local community around what is now East Balmain. By the latter part of the 19th century Darling Street served a population of over 30,000 people employed in such diverse industries as manufacturing, bridge building, abattoirs, timber milling, soap manufacturing, cartage and all facets of shipping.

The sustained local economic downturn during the middle of the 20th century served to preserve much of the built fabric of the street.

With the rising affluence and growing car use after World War II, the retail function went into a long decline, with the floorspace either underutilised or taken over for other uses, both residential and commercial, particularly on the periphery. With regeneration in recent decades and the growth of personal services and restaurants etc, this trend has reversed but with

the retail core remaining compact. In parallel, office use has expanded considerably.

The character of the street is primarily that of a two storey Victorian high street. 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 parts are made up of detached and semi-detached buildings setback from the street with intervening trees, and variable in form, scale and materials. Generally, the commercial sections have continuous street walls, are two and three storied in scale, with parapet fronts with balconies, verandahs and awnings projecting into the street space. The sequence from west to east is as follows:

1. Western end - a gentle rise to the east. Large two storied detached houses and terraces, with generous setbacks, but with
a neighbourhood centre clustered around the Elliot Street junction.

2. 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.

3. 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 twentieth century infill with a consequently lower scale.

4. 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. The potential of the space is let down particularly by the bland façade to the supermarket.

5. 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.

6. The eastern end of the centre is dramatised by a crest open space. Gladstone Park is encircled by dramatic structures including the School, St Augustines, the terraced shops on the northern side, and the punctuation of the gateway and gap to the east end, with St Andrews and its Morton Bay Fig (now dying). Hence, this is the eastern bookend to the main town centre.

7. The steep drop away to the east opens broad views across the leafy knoll of East Balmain to the City icons including the Harbour Bridge as well as the City skyline moving away to the south, 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 extant buildings in the centre.

8. 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.

9. The street then rises steeply up to the East Balmain 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.

10. 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 etc. 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.

As mentioned above, the identity and character of Darling Street changes substantially as it runs from Rozelle to East Balmain. This effectively separates it into three distinct areas.

**Residential and Civic Precinct, High Street to Montague Street**

Reference to the north and/or west side of Darling Street refers to the Birchgrove side of Darling Street. Reference to the south and/or east side of Darling Street refers to the White Bay side of Darling Street.

This section of Darling Street 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.

**Photo: Balmain Courthouse and Post Office**

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.

**Civic Precinct**

Currently (2003) a separate Development Control Plan is being developed for the Civic Precinct including Council’s Depot on Llewellyn Street. This Civic Precinct DCP will have different boundaries than the suburb profile for Darling Street. The aim of the Civic Precinct DCP is to realise the civic, social and economic potential of the western end of the Balmain commercial area.

This cluster of buildings is overseen by the clocktower 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 a minority.

**Photo: Darling Street. New and old development maintaining the original 19th century scale.**

East of Arthur Street all properties on the southern side have rear laneway access. Laneways in this area are between 3.5 m and 5 m 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.

**Balmain Village Area**

This area stretching from Montague Street to Gladstone Park is the main commercial area comprises 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 postwar styles. Residential components of these commercial buildings extend up to 3 storeys in height mostly on the southern side. Cantilevered awnings are a consistent feature of the commercial properties. Here the footpath width is variable and ranges between 3 and 4m.

Development on the northern side of Darling Street has resulted in buildings of one and two storey. These have lower floor to ceiling heights (and less bulky parapets) than development on the southern side of the street. The result is taller buildings with larger dimensions and higher parapets along the southern side. 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 facades 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 through out 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 Beatty 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 early 20th century shopfronts) to later mixed style shopfronts. In many instances, early 20th century shopfronts 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 the mid 19th century scale. This part of Darling Street is characterised by numerous heritage items and the distinct texture of the unadorned stone and timber buildings.

**Darling Street East**

The precinct of Darling Street east encompasses the land surrounding Darling Street, east of Curtis Road, to the Balmain Wharf. 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 East Balmain 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 (1.5 – 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. This gothic style church with buttressed walls and stained glass windows was designed by Edmund Blacket 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 is mixed single and double storey post 1980 developments. The older style of houses along this strip are stone houses dating from the 1840s. Most of these older houses have been restored, some with first and second floor additions.

In this area 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 19th century

Photo: Early Balmain buildings near the wharf at East Balmain
Between Johnston Street and the 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:

- Predominance of stone used in building and wall construction.
- Street trees and the contributing shade of trees on private land.
- Nil – 1m setbacks for housing.
- Iron picket fencing.
- Slate roofs for larger buildings and iron roofing for most.
- Lack of driveway crossings.
- 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.
- Less ornate building styles compared to the ornamentation of the high Victorian and Federation periods.
- Hipped and gable roofs are common.

3. Desired Future Character

Urban Form

- Preserve and enhance the existing streetscape with special consideration for the remaining Colonial and Victorian buildings.
- Allow for contemporary redevelopment where it is complementary to the existing heritage streetscapes and character/scale of the Neighbourhood.
- Preserve and enhance pedestrian links along Darling Street.
- 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 B1.0 – Residential Development in the Town Plan are to be considered in the assessment of development on business zoned land along the interface boundary between Residential and Business zoned land.

Residential – Civic Precinct

- Maintain differentiation between front setbacks in residential and commercial uses to permit landscaping in residential areas.
♦ Uses of public buildings within the civic precinct should respect the heritage values of the sites.

♦ Development in the civic precinct is to comply with the Development Control Plan for the Balmain Civic Precinct.

♦ Promote a civic and social focal point in the civic precinct.

Commercial – Village Precinct

♦ The provision of residences above street level commercial development is encouraged.

♦ 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.

♦ Maintain a 7.2m building wall height envelope on the northern side of Darling Street and 10 m wall height envelope on southern side.

East Balmain – Darling Street Precinct

♦ Maintain the historic two storey scale of development.

♦ Encourage the continued use of existing architectural styles, and materials. Materials used should include unpainted stone, masonry, timber framed openings and slate roofs.

♦ Front fences should be low level iron pickets.

♦ Ensure the sharing of views by maintaining a built form which follows the topography of the land.

Building Elements

♦ Preserve the consistency of colonial and early Victorian architectural detail of dwellings.

♦ 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.

♦ The provision of posted verandahs is encouraged where consistent with the architectural style of the building.

♦ 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.

♦ 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.
Economic Viability

- To preserve the predominant uses of each portion of Darling Street in order to prevent the evolution of a strip shopping precinct without a discernible focal point.
- Encourage a broad range of social and community focused activity to serve as an anchor and attractor for the commercial and civic precinct.

Landscape

- Maintain setbacks in the residential and civic precincts to allow vegetation along Darling Street.
- Maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.
- Preserve the view lines to the water along the eastern end of Darling Street.
- Maintain the prevalence of street trees, as well as mature and visually significant trees on private land within the Neighbourhood.
- Encourage street trees and private tree plantings which are appropriate species in terms of bulk and height.
- 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.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Darling Street Commercial Distinctive Neighbourhood.

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

Building Envelope

- The maximum building wall height is 6m for residential sites and 7.2m for commercial sites except as follows:
  
  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.

- Due to the diversity of building scale along Darling Street, the building envelope controls listed above should also be determined on the basis of the following:

  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.

  The building envelope in the commercial and eastern portion of the neighbourhood is generally 7 – 10 m.
**Urban Form**

- Changes to the front facades of continuous rows of attached dwellings shall be avoided by requiring any additions to be located at the rear of dwellings.
- Rooftop additions higher than the building envelope, if permitted, are to be set back from the front of the building to preserve the traditional scale of development and streetscape.
- New commercial development shall maintain a sympathetic connection with the 19th and early 20th century commercial streetscape of Darling Street. Contemporary buildings should not mimic the traditional architecture, however, new buildings should retain complementary scale and materials.
- External building elements should comply with the Design Element – Protective Structures in the Public Domain contained in the Leichhardt Development Control Plan.
- Significant sandstone walls and rocky outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape or building fabric.
- Development adjacent to residentially zoned land is to be considered in light of Section B1.2 – Building Form, Envelope and Siting in the Leichhardt DCP. 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.

**Building Elements**

- Original detailing including facade finishes, roofing and guttering, windows and doors, fenestration, verandahs and posted balconies etc. should be retained or restored where appropriate.
- 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 DCP No.32 Design for Equity of Access.
- New driveway crossings are discouraged along Darling Street.

**Signage**

- 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.

Refer also to Section A9.0 - Advertising and Signage within the Leichhardt DCP 2000.
A10.6.2 EAST BALMAIN DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The East Balmain 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 East Balmain is via Darling Street.

East Balmain 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 is oriented up to the main harbour, framed by the Sydney Harbour Bridge, with a northerly slope down to Mort Bay and southerly slope to Johnstons Bay, and orientation to the City and port activities as well as Pyrmont/Ulimo.

The East Balmain Distinctive Neighbourhood is shown in the map below surrounded by thick black edging.
East Balmain is the most prominent part of the peninsula in the views from the City. Its natural form is rocky edges falling into deep water. There has been extensive reclamations with narrow foreshore terraces behind stone sea walls. 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; the excavation for industrial sites and docks have greatly changed the landform of the area.

2. EXISTING CHARACTER

East Balmain 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 (part of the Darling Street 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 East Balmain 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. This 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 is largely a product of the phases of development as follows:

1. 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.

2. 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.

3. Industry consolidated in utilitarian iron or brick sheds in the twentieth century, focussed on servicing maritime activities including recreational boating, such as Bretts, the sailmakers. However, these sites have mostly been redeveloped for residential purposes.

4. After World War II the modernisation phase led to residential flat development on foreshore and ridgetop 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.

5. From the 1970's 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 capture more space and better views.

The neighbourhood can be divided into three precincts based on built form and topography.

**The Eastern Waterfront**

The foreshore east of Nicholson and Johnston Streets, has numerous large waterfront houses. This area 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 20th century. Traditional materials used in the neighbourhood include render, stone, timber and slate roofs.

**North of Darling Street**

The northern portion of the neighbourhood, north of Darling Street and west of Nicholson Street, is a leafy area characterised by mid to late 20th century residential development. 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.

**South of Darling Street**

The part of the neighbourhood south of Darling Street and west of Johnston Street, is notably more modest. The narrow dense built form includes many timber workers cottages with zero to 1m setbacks and with pitched or gable
roofs. The streets in the vicinity of Union and Datchett Streets are very narrow, with widths varying between 2.1m and 4.0m. There are no footpaths along these streets. Due to the limitations on vehicle flow capacity and on 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 80 m x 30 m 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 precinct are predominantly 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.

3. DESIRED FUTURE CHARACTER

**Urban Form**

- Development in the neighbourhood should step with the contour of the land.
- The rarity of the early Victorian, but Georgian in style, nucleus of buildings in East Balmain 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 and seeking complementary and incremental change.
- Maintain the individual patterns of architectural style along each street.
- Preserve view lines for existing development.
- The predominant scale of development is two storey.
Building Elements

- Maintain the character of the area by keeping development consistent in architectural style, building form and materials.
- Prevent the disruption of footpaths by discouraging additional driveway crossings.
- All development is to be sympathetic to the historic and conservation values of the neighbourhood.

Landscape

- Maintain mature trees on public and private land.
- 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.
- This area is sensitive to overshadowing and view loss. All development activity should avoid overshadowing and blocking views.

Local area character

East Balmain, south of Darling Street:

- 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.
- Recognise and preserve the amenity value for local residents of the green corridor formed by the rear yards in this area.
- 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.

North of Darling Street:

- The appropriate scale of development for this area is two storeys.
- Development in this area is to preserve existing mature trees as they contribute significantly to the amenity of the area.

East of Johnston Street and Nicholson Street

- Development in this precinct is to respect the existing view lines of nearby properties.
- The appropriate scale of development for this area is two stories.
4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the East Balmain Distinctive Neighbourhood. All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other controls within the DCP.

Urban Form

New or altered buildings should be sympathetic to the conservation values of the area.

- In this regard all structures built prior to 1850 are rare and should be conserved. No alterations shall be done 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.

- Additional driveway crossings are discouraged where they interrupt traffic flow.

- New development is to step with the land contours and to respect the view lines of surrounding properties.

- 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 development applications.

- New development is to reflect the side setbacks established in the immediate vicinity of the site; (eg freestanding or terrace form). This control seeks to encourage the provision of lines of sight and water views between buildings.

- 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.

Materials

- Appropriate materials are shaped sandstone, painted timber, and rendered or bagged masonry. Colourbond custom orb in 'gull grey' is the appropriate roof material in most circumstances, with slate replacing slate otherwise.

- 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.

- Verandah and balcony structures shall be timber or metal or a mix of both, and not include masonry elements.
Landscape

- Mature trees and other significant vegetation between development and the waterfront is to be preserved.
- Escarpments and stone walls are to be preserved. Construction on escarpments or cutting into stone walls (or into rock faces) is to be avoided.
- All foreshore development is to be assessed in light of Council’s adopted Open Space Strategy.

Other Controls

- 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.

5. ADDITIONAL CONTROLS

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

South of Darling Street

- 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.
- On the lower slopes a 6m maximum building wall height is permissible, where the existing scale is greater than single storey. All developments are subject to limitations based on obstructions to existing primary view lines.
- The established rear building line between 14B and 20 Union Street is 26m (+/- 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.
- 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.

North of Darling Street

- The maximum building wall height in this area is 6m.
- The built form is generally freestanding single houses with side setbacks up to 1.5m.
- Mature landscaping is to be preserved especially where it forms a visual buffer between development and the waterfront.

East of Johnston Street and Nicholson Street

- The maximum building wall height is 6m.
- The built form is freestanding single dwellings with render and masonry construction.
- Any development is to respect the view lines enjoyed by surrounding properties.
10.6.3 GLADSTONE PARK DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Gladstone Park Distinctive Neighbourhood forms part of the suburb of Balmain and 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 encompassing the White Bay Container Terminal (subject to the controls of REP 26 – Port and Employment). The neighbourhood is situated on the southern slope of the Balmain Peninsula. The neighbourhood 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 Gladstone Park Distinctive Neighbourhood is defined on the map below surrounded by thick black edging.
The former steep shoreline of the neighbourhood has been deeply cut along White Bay with extensive rejections 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.

2. EXISTING CHARACTER

Gladstone Park is a small neighbourhood with a rich architectural heritage. The neighbourhood has over 60 heritage items. 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 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 White Bay Container Terminal is the largest remaining industrial use in the vicinity. This facility serves to separate the harbour from the neighbouring residential area.

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, Birrong and Gladstone Parks. Birrong Park, above the site of the former Booth’s saw mill, forms a heavily wooded buffer between the neighbourhood and the White Bay Container Terminal. Ewenton Park, overlooks Jubilee Bay/Camerons Cove that contains one of Balmain’s grand waterfront houses, Ewenton, named after the owner Ewenton Cameron, a principal of Morts Dock. He expanded a Robert Blake single storey villa to be a grand house in the Victorian boom period. This property and the surrounds were subsumed in the twentieth century 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 3 levels. Around William and St Marys Streets a number of houses are set upon sandstone outcrops, above the roadway.

Housing in the neighbourhood has a mix of pitched, hipped and gabled roofing. Materials used in the neighbourhood for dwellings include...
sandstone block (both rough hewn 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 1 metre. 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 (ie Ewenton Lane) or at the front (ie Wallace Street.)

Some areas within the Gladstone Park neighbourhood have distinct features and characteristics which are discussed below.

**Jane Street**

The Jane Street Precinct is distinct within the neighbourhood due to the historical and landmark qualities of the Convent and Church Tower of St Augustines on Jane and Darvall Streets. The Precinct includes No.s 14, 16 and 18 Jane Street. This area is surrounded by a wider contextual precinct (from Darling to Donnelly and from Eaton to Fawcett Streets) within which all development should be sensitive to the historical, architectural and landmark qualities of the convent and church tower. The site is considered to be special due to the historic development patterns in terms of the topography, scale, character, siting, materials and landscaping.

<table>
<thead>
<tr>
<th>Sydney Regional Environmental Plan 26 – CityWest</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 all land affected by SREP 26 is the NSW Minister for Planning.</td>
</tr>
</tbody>
</table>

For further controls on development around the Jane Street Precinct refer to DCP 47 – Jane Street
3. DESIRED FUTURE CHARACTER

**Urban Form**
- 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.
- All structures built prior to 1860 are rare and should be conserved. No alterations shall be done 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, which should not imitate the existing structures.
- Preserve view lines to the south and east by stepping buildings with the prevailing topography.
- 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.

**Building Elements**
- Preserve the consistency and simplicity in built form, style and materials of the neighbourhood.
- Maintain the existing roof forms, setbacks and fencing styles prevalent in each street.
- Preserve stone cottages and stone walls throughout the neighbourhood.
- Maintain the established open low timber and iron picket front fences.

**Landscape**
- Cutting into rockface for any purpose including driveway crossing is to be avoided;
- 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.
- Solid stone and masonry fences form an integral part of the streetscape and should be maintained on streets where they have been established.
4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Gladstone Park Distinctive Neighbourhood in Balmain.
All of the controls listed in the Suburb Profiles section of this DCP are supplementary to all other controls within the DCP.

Building Envelope

➢ The 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 6m building wall height is appropriate.

Setbacks

➢ Front setbacks shall be generally 0-2m, except where the particular context requires a deeper setback. A zero setback is generally appropriate to narrow streets such as Gladstone and Ann Streets.

Other controls

➢ Maintain roof forms, with pitched, gable or hipped roofs being typical of the neighbourhood.
➢ 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.
➢ Verandah and balcony structures shall be timber or metal or a mix of both, and not include masonry elements.

➢ Fencing and balustrading shall be generally vertical metal or timber picket style, without ornamentation. Front fencing shall be open and not more than 1.2 m high.
➢ 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.
➢ External building elements should comply with the Design Element – protective structures in the public domain contained in the Town Plan 2000 DCP.
➢ Significant sandstone walls and rocky outcrops shall be retained in their existing form and where appropriate, be integrated into the landscape or building fabric.

For additional controls around Jane Street refer to DCP 47 – Jane Street
10.6.4 THE VALLEY (BALMAIN) DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Valley Distinctive Neighbourhood is an area of the Balmain Peninsula located between Palmer Street and Darling Street. This area forms 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 embayment is now filled and occupied by the White Bay Power Station. About half of the valley falls within the suburb of Rozelle. As development steps with slope, and the principal collector roads follow the contour and easy grades, the topographic form is discernible.

The Valley Distinctive Neighbourhood is identified on the map below edged by thick black line.
As a deep and shady and protected valley it would have been more densely wooded than other parts of Balmain with rainforest margin closed forest along the floor. 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.

2. EXISTING CHARACTER

The Valley Distinctive Neighbourhood consists of an urbanised environment dating from the 1850s with 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 its built form is similar to other slopes around 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. 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 peninsula.

Laneways are located adjacent to Mullens and Beattie Streets as well as around the steeper sites on the eastern side of the neighbourhood. Throughout the neighbourhood there are numerous former corner shops and other local commercial sites. Sandstone kerbing is still in place through out the neighbourhood.

The Valley Distinctive 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 1-3m 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 19th century 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 redeveloped for multi unit residential uses.

Street trees and trees in front yards play an important part in the streetscape, especially around Llewellyn Street and within the Palmer Street sub valley where a distinct cluster of large native trees (over 25 m) 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 landuses gives the neighbourhood a strong residential and pedestrian oriented character.

**Evans Street / Beattie Street Former Commercial Precinct**

In the mid to late 19th century Evans and Beattie Streets 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.

**Photo: former corner shop on Evans Street**

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.

**Photo: Victorian Georgian stone house/former shop on Palmer Street**

This area is distinct from the remainder of the Valley Neighbourhood primarily due to the steep topography of the area and the resulting tight, irregular road pattern. This 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 Street 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.
This distinct area is defined by a small hill located between Reynolds, Mullens and Mansfield Streets. This hill rises 20 m 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. This area was developed with several significant homes built at the top and on the eastern side. A number of which are Heritage Items. 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. One notable dwelling on the hill is Providence (c.1884) a large Victorian Gothic house with regional heritage significance.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ 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 bulk of the older buildings are contributory both to the local character and the collective heritage of the Balmain Conservation Area.

♦ Preserve the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.

♦ Preserve view lines to the south and east by stepping buildings with the prevailing topography.

♦ 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.

- 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.

### Building Elements

- Preserve the consistency of modest and simple styles and materials of the neighbourhood.
- Preserve stone cottages and stone sub walls throughout the neighbourhood.
- As timber houses are particularly characteristic, the use of timber with custom orb pitched roofs is preferred for new structures.
- Maintain the established open low timber and iron picket front fences.
- The reinstatement of hanging or posted balconies / verandahs is encouraged for buildings where such elements were original features.
- High walls and garages are considered intrusive to the character of the neighbourhood.

### Landscape

- Preserve and promote the establishment of trees in front gardens as these contribute significantly to streetscape amenity.
- 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;

### Local area character

Palmer Street sub valley:
- Preserve the mature trees that form an integral part of the amenity of this area.

Laneways:
- Preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the area.
- Ensure that future development on lanes does not unreasonably impact upon the amenity of adjacent properties and scenic character.
- Maintain laneways for service uses and prevent laneway development above single storey development.

Smith Street Hill:
- Preserve view lines from the hill to the south and east.
- Maintain the privacy of properties below the hill and avoid bulky development which overshadows lower sites.
4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Valley Distinctive Neighbourhood in Balmain.

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

Building Envelope

- The maximum building wall height applying to the neighbourhood is 3.6m.
- A maximum 6m wall height may be suitable where the impact on privacy, overshadowing and local development pattern warrants it. Streets where this building envelope standard may be appropriate are Evans, Mullens, Montague and Beattie Streets.

Setbacks

- Building setbacks within the neighbourhood are to be a minimum of 1m except as follows:
- Where the prevailing setback in the immediate area (within 3 houses of the subject site) is different the setback should reflect the established setbacks.

Other controls

- New development should not mimic older architecture but should respect the scale and form of the traditional streetscape in the vicinity.
- Development in laneways is generally discouraged. However, where laneway development is permissible, it is to be limited to single storey.
- Where circumstances allow residential development in laneways, the laneway is to be suitably constructed and drained prior to redevelopment for residential purposes.
- The use of traditional timber, stone or masonry finishes as well as corrugated iron roofing and timber windows are preferred.
- Driveway crossings are discouraged for single residential developments.
- Cutting into exposed rockface on property boundaries is discouraged.
- 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.
- 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.
- Maintain roof forms with pitched, gable or hipped roofs. Roof forms are to be designed to preserve view lines for adjoining properties.
5. ADDITIONAL CONTROLS

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

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

Palmer Street Sub Valley

- Development in this area is to avoid removal of or harm to any mature native trees. Any development application for works with the potential to affect mature trees in this area must be accompanied by a report from a qualified arborist detailing the impact on all trees and measures to prevent harm to affected trees.

- 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.
10.6.5 MORT BAY
DISTINCTIVE NEIGHBOURHOOD

The Mort Bay Distinctive Neighbourhood is located on the north side of Darling Street between East Balmain and Birchgrove. The neighbourhood takes its name from Thomas Sutcliffe Mort who was the driving force, with Capt. 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.

1. LANDFORM

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

*Mort Bay Distinctive Neighbourhood is defined on the map below surrounded by thick black edging.*
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 CBD to Chatswood.

Originally stripped of vegetation by timber getters and graziers, trees for shade and amenity were reintroduced into the locality toward the end of the 19th century. Currently there is dense tree cover along the waters edge and mature trees throughout the neighbourhood. Due to the narrow streets, street trees are few 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.

Mort Bay is a small neighbourhood with 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. At that 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 19th century is preserved in the corner buildings with most of these buildings being two storey, with shops below and housing above. These premises tend to have their front doors oriented to the corner and generally contain posted verandahs.

Photo: Contemporary version of traditional corner shop at the corner of Mort and Cameron Streets.

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 the Sydney Ferries depot, the water taxi depot, the tug boat depot as well as Browns Marine Engineering firm. These firms are in addition to the former Colgate – Palmolive site at the end of Colgate Avenue (now converted for residential use). These industries overlook the disused Caltex site at 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 waters 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 the late 19th and early 20th century Balmain.

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 plan of management has recently been developed for the redevelopment and long term management of Mort Bay Park. This plan seeks to expand the park and construct significant recreational infrastructure. This plan also includes the planting of additional vegetation.

**Photo: Mort Bay Park overlooking Mort Bay and the CBD.**
2. 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.

Photo: Painters and Dockers Union Hall

The neighbourhood can be divided into three areas with regards to built form, land use and topography. These areas are;

*The Campbell Street Hill* - The area of larger, more opulent houses and institutions on the hill centred on Campbell Street;

*The lower Slopes* - the area of more modest single storey workers cottages on the lower slopes between Clayton and Philip Streets; and;

*The Upper Slopes* – represented by the two storey scale Victorian built form on the upper slopes near Darling Street and along Wharf Road, Ballast Point and Rowntree Street.
The Lower Slopes

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 of the neighbourhood are representative of the modest residential character in the neighbourhood. The existing and original scale of development are single storey freestanding cottages with two storey development on corner sites and scattered amongst the older cottages. The scale of buildings varies from street to street, however, the form changes notably above Curtis Road. On many of the streets, the rows of single storey workers cottages are punctuated by first floor additions. In places, the first floor additions are modest while elsewhere, the additions to the cottages involve a complete reconstruction with new roof forms, cladding and dormers.

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 and Curtis Streets. The more recent housing is in the form of 1980s town house development located around Trouton and McKell Streets.

The Campbell Street Hill

This area has an imposing presence above the lower slopes with a 6m retaining wall rising abruptly above the eastern end of Cameron Street. The hill is characterised by steep rises and numerous rock cuttings. The stepped nature of development accents 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 waterfront homes known as the Kinsale group of houses on Campbell Lane.
Contrasting to the grand houses around Campbell Avenue are the twin Colgate factory buildings on Colgate Avenue and the many active waterfront industries as described previously. In the area between Cooper Street and Waterview Street are a mix of housing styles. 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.

Photo: Balmoral House-detail

The Upper Slopes

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 stories 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 2 metres and iron picket fencing.

3. DESIRED FUTURE CHARACTER

Urban Form

- Maintain the single storey scale and form over most of the slope from Darling Street to the bay, applying a 3.6m envelope, 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 claddings rather than masonry.

- Campbell Street and east of Campbell Street was developed earlier and has a character closer to that of East Balmain, and parts of Gladstone Park. Most buildings are attached and built to the street alignment, with many being unadorned. Two storey is more common, where a 6m wall height is appropriate. Pitched and complex roofs are appropriate.

- Conserve the remaining maritime service industries around the Mort Bay shoreline.

- Conserve existing varied styles of housing with special regard to the modest scale and simple, unadorned nature of the architecture.

- Conserve the stone buildings and other built fabric dating from the mid 19th century.

- Preserve view lines to the north and east over Mort Bay by stepping buildings with the prevailing topography.

- 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.

- Encourage adaptive reuse of non residential buildings in the neighbourhood.

- Preserve the scale and form of corner buildings within the neighbourhood.

Building Elements

- Preserve the consistency and simplicity in built form, style and materials of the neighbourhood.

- Maintain the existing roof forms, setbacks and fencing styles prevalent in each street.

- Preserve stone cottages and stone walls throughout the neighbourhood.

- Maintain the established open low timber and iron picket front fences.

Landscape

- Cutting into rockface for any purpose including driveway crossings is to be avoided.

- 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.
4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Mort Bay Distinctive Neighbourhood in Balmain.

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

Building Envelope

- The building wall height applying to the neighbourhood is 3.6m.
- A 6m building wall height may be suitable where two storey development is dominant.

Setbacks

- Front building setbacks 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.

Other controls

- Maintain roof forms with pitched, gable or hipped roofs.
- The use of traditional timber, stone or render finishes, corrugated iron roofing (custom orb profile steel) and timber windows are encouraged.
- Posted verandahs over footpaths may be considered on corner sites where the established setback is nil and the established scale is two storey.
- 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.
- For renovations or additions to existing houses, the new style of architecture, including openings and materials, are to complement the original or existing scale and style of the development.
- 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.
A10.6.6 BIRCHGROVE / ELKINGTON PARK DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Birchgrove Distinctive Neighbourhood is primarily located on the northwest 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 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 the parks, particularly ‘Elkington’ and ‘Birchgrove’, are valuable. ‘Birchgrove park’ is an embayment park having been reclaimed in the late nineteenth century, whilst ‘Elkington’ is a headland park on Whitehorse Point.

The Birchgrove Distinctive Neighbourhood is shown on the map below surrounded by thick black edging.
2. 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 has tended to reflect other housing in the vicinity of Darling Street; middle class housing to serve the needs of those involved in Darling Street commerce.

From the 1860’s several waterfront businesses were established on the peninsula. These included cooper’s (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.

Of the many maritime businesses formerly located in the neighbourhood, only two remain on Wharf Road.

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 walkup 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 nineteenth century. Road widths vary considerably throughout the neighbourhood, ranging from laneways 2.5m wide to Cove Street with a 20m wide road reserve. Footpaths and sandstone kerbing is provided throughout the neighbourhood.

Photo: Looking west over workers cottage from River Street

Photo: Stone house in the Colonial Georgian style
Major parks in the neighbourhood include Birchgrove Park (5.6 hectares) with its famous oval and dense tree canopy and Elkington Park with an area of 3 hectares. As part of the redevelopment of the Howard Smith site, 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, which have recently been restored.

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.

Photo: terraces with sunken lightwell.

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 are a range of housing styles including terraces and freestanding dwellings with the following predominant characteristics;

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

Wharf Road

For further information on Wharf Road development controls refer to DCP 21 – Wharf Road

Wharf Road is valued for being the most intact Victorian and Federation periods waterfront street in the municipality. Many of the older houses were constructed to address the water and made no attempt to address the street. The streetscape and the views from the water generally maintain the scale of the original street. A significant characteristic of the area when viewed from the water is the sandstone seawall and the various jetties, docks, slips and steps within the wall.

This street has numerous heritage items including grand Victorian mansions and stately homes from the 1920s. The character of the street has been dictated largely by the topography, with rock face on the southern side and two/three storey houses above. On the northern side, the houses present as single or double storey with multiple storeys stepping down toward the water. In many places the only available views are between or over houses fronting the water.

Parking on Wharf Road is limited by topography. Parking related development in this location has the potential to adversely affect the streetscape by modifying the rock face, blocking views and altering the established setback for structures along the street. The built form of this street is enhanced by many established gardens and significant trees. These form an integral part of the streetscape.

For further information on Wharf Road development controls refer to DCP 21 – Wharf Road

Louisa Road

Yurulbin Point extends approximately 500 m into the harbour at the northern end of the Balmain Peninsula. This narrow spit of land (between 65 and 130 m wide) is elevated up to 15m above sea level. Louisa Road is characterised by spectacular views over the harbour and Parramatta River. The 10 m 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 houses in this locality address the water.

Photo: Louisa Road as viewed from Snails Bay

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

Today, 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.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ Development should follow the topography of the area and maintain the single storey scale on the mid slopes and mixed 1 and 2 storey scale at the top and bottom of the slopes.

♦ 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.

♦ 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.

♦ Promote a balance of landscape to built form in the view of the neighbourhood when viewed from the water.

Building Elements

♦ Conserve the single and double storey, freestanding form, style and materials characteristic to each street.

♦ Where a consistent pattern of architectural style and form exists, preserve this consistency on each street.
Retain stone cottages and stone walls where they occur throughout the neighbourhood.

Maintain the diverse character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

Former shops and corner shops should be preserved. Posted balconies and verandahs over the footpath should be reinstated where they were an original feature of the building.

Fences should be low open picket style with iron or timber pickets and with metal timber or stone posts.

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.

Conserve and complement the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.

**Landscape**

- Maintain sandstone outcrops and remnant stone wall footings.
- Retain and encourage street trees on the wider streets.

**Wharf Road**

- Preserve view lines to Snails Bay.

- Development along Wharf Road should be strongly sympathetic to the 19th century form, style and scale existing along this street.
- Landscaping along the road and along the waters edge should be preserved.
- View lines around the foreshore should be preserved by maintaining the existing height and side setbacks on each site.
- Consideration shall be given to the visual impact to/from the water of any new structures.

4. **NEIGHBOURHOOD CONTROLS**

These Neighbourhood Controls apply across the whole of the Birchgrove Distinctive Neighbourhood.

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

**Building Envelope**

- A maximum building wall height of 6m applies to the neighbourhood.

**Urban Form**

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

- 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.

- 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.

- Retain existing stone houses and walls and exposed rockface.

- 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. Where development is visible from the water details of that view are to be submitted with the development application.
A10.4 GLEBE
Suburb Profile

Introduction

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

The suburb is strongly defined by its topography, being located on a peninsula with a main ridge-line bisecting the suburb and running in a north-west to south-east direction. Whilst Glebe is clearly defined topographically, it is less hilly than the surrounding suburbs of Annandale and Leichhardt. The topography has resulted in a more regular street pattern and formal townscape character.

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

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

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

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

During this period, allotments along Glebe Point Road were developed for residential and commercial uses, creating the unique character of Glebe Point Road. In Camperdown, many of the original Victorian dwellings were demolished to make way for industrial buildings. After 1910 there was a decline in the residential appeal of the Glebe area in favour of the newer, more preferable outer suburbs of Sydney. However, the suburb saw a renewed interest after 1960 following recognition of its historic urban townscape character and environmental attributes.

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

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

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

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

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

1. Toxteth Estate
   i. Glebe Point Road
   ii. Laneways
   iii. Glebe Parklands

2. Glebe Point
   i. Laneways
   ii. Glebe Point Backdrop

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

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

5. St. Phillip’s
   i. St. Phillip’s Commercial Area
   ii. St. Phillip’s Parks
   iii. Laneways

6. Bishopthorpe
   i. St. John’s Commercial Area

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

8. Camperdown
A10.4.1   TOXTETH ESTATE
DISTINCTIVE NEIGHBOURHOOD

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

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

The extensive open space areas of Bicentennial Park and Jubilee Park provide a buffer to adjoining areas, such that the Neighbourhood has an “enclosed” feel with views out to the adjoining Annandale Ridge and Rozelle, rather than to Rozelle Bay.

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

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

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

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

Photo: Row of Federation cottages adjacent to Bicentennial Park.

Further up the slope, from Victoria Road to Toxteth Road, development is generally in the form of detached or attached two-storey Victorian Italianate terraces and grander post-Regency style dwellings. Setbacks here are between 3m and 5m, also containing established front gardens.

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

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

The character of the Distinctive Neighbourhood is strongly influenced by the regular, formal road pattern and subdivision layout. The streets are generally straight, wide and tree-lined, with Arcadia Road retaining a dual avenue of significant trees which divides the road in half. The
established street tree planting, low-scale development and continuous footpaths uninterrupted by driveways ensure that the Neighbourhood retains a strong residential and pedestrian oriented character.

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

Glebe Point Road

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

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

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

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

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

Glebe Parklands

The Neighbourhood is also strongly influenced by the extensive corridor of open space that defines its western boundary. The Glebe Parklands, located along Rozelle Bay, includes Bicentennial Park, Jubilee Park, Federal Park and Harold Park raceway. Together these parks form the northern boundary of the Johnstons Creek open space network along the suburb of Glebe.

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

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

*Urban Form*

♦ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;

♦ preserve the continuous rows of attached Victorian and Federation dwellings;

♦ preserve the consistency of the existing historic subdivision pattern in the area;

♦ improve the environmental amenity and interest for pedestrians accessing the area; and

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

*Building Elements*

♦ preserve the consistency in built form, style and materials characteristic of the Victorian Italianate style of building where appropriate within the Neighbourhood;

♦ preserve the consistency in architectural detail of continuous rows of attached dwellings;

♦ maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

*Landscape*

♦ encourage landscaping and the establishment of private front gardens;

♦ encourage that street trees and private tree plantings are appropriate species in terms of bulk and height;

♦ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;

♦ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private laneways.

*Economic Viability*

♦ enhance and promote the viability and potential for the appropriate adaptive reuse of the grand terraces and dwellings along Glebe Point Road for a range of allowable business uses;

♦ retain the viability and continuation of special use sites for educational and/or religious purposes.

*Local Area Character*

*Laneways*

♦ preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors;

♦ allow for small scale dwellings fronting onto lanes where development is permissible; and

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

♦ preserve and enhance the existing aesthetic quality and environmental significance of the parks and reserves in Toxteth Estate Distinctive Neighbourhood;

♦ maintain and enhance the corridor of public open space for passive recreational uses;

♦ ensure that development along the boundaries of the parks and reserves has a minimal impact upon the amenity of the public open space.

4. NEIGHBOURHOOD CONTROLS

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

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

Building Envelope

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

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

Urban Form

- New development is to reinforce the streetscape orientation and stepping of the dwellings down the topography of the ridge.
- Changes to the front facades of dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.
- The number of driveway crossings should be minimised and are discouraged.

5. ADDITIONAL CONTROLS

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

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

Laneways

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

Glebe Parklands

- Properties abutting the boundary of parks shall maintain a minimum buffer of 10m between any dwelling and the boundary line.
A10.4.2 GLEBE POINT
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

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

The major streets in the Neighbourhood, Cook Street, Forsyth Street and Ferry Road, run perpendicular to Glebe Point Road down the slope to the waterfront. The Neighbourhood also encompasses several smaller cross streets and laneways running along the contours and providing access to dwellings and apartment blocks.

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

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

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

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

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

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

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

Many of the original terraces and cottages have been altered with dormers or new fences, or have been repainted in contemporary colours, which detracts from the uniformity of the groupings and their heritage significance.
From Forsyth Street to the Point, residential flat buildings and new townhouses predominate, interspersed with remnant rows of single and two-storey Victorian and Federation cottages. The flat buildings range in height from three-storeys to eight storeys and are characterised by light coloured, contemporary materials and large cubic forms, which are out of character and scale with the existing Victorian and Federation development.

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

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

Running along the entire perimeter of the Neighbourhood is the foreshore open space corridor. The corridor is discontinuous at certain points where remnant industrial developments, are located up to the waterfront.
Laneways
Interspersed within the Neighbourhood are laneways that run perpendicular to the smaller streets, and vary in width from 4m to 6m. Several of the laneways have substantial residential development fronting onto them, whilst others are primarily used for access to the rear of properties and for parking.

Glebe Point Backdrop
From the highest point of the Neighbourhood around Glebe Point Road and Cook Street the topography slopes down to the waterfront providing substantial views of Rozelle Bay, Anzac Bridge and the City CBD. Dwellings are designed to step down with the topography maintaining the views which adds to the amenity and characteristic of Glebe Point Neighbourhood.

3. Desired Future Character

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

Building Elements
♦ preserve the consistency in architectural detail of continuous rows of attached dwellings.

Landscape
♦ maintain and extend the fragmented open space foreshore areas for passive recreational uses and habitat corridor;
♦ ensure that development along the boundaries of the foreshore area has a minimal impact upon the amenity of the public open space;
♦ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places;
♦ maintain the prevalence of mature, regularly spaced street trees, as well as mature and visually significant trees on private land within the Neighbourhood;
♦ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height.

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

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

**Local Area Character**

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

4. **NEIGHBOURHOOD CONTROLS**

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

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

**Building Envelope**

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

- 3.6m building wall height applies to Cook Street Nos. 2-22 and 11-22; Avona Avenue east side; Forsyth Street Nos. 1-13 and 4-14; Ferry Road Nos 1-43 and Burton Street east side.
6.0m building wall height applies generally except where otherwise indicated.

7.2m building wall height applies to Glebe Point Road.

**Urban Form**

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

**Building Elements**

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

**Signage**

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

**Landscape**

- Where new development takes place on or adjacent to the foreshore, provision shall be made for the dedication of foreshore land to connect to the existing open space corridor, and for the provision of public access to that land.

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

**Laneways**

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

5. **ADDITIONAL CONTROLS**

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

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

**Glebe Point Backdrop**

- Any proposed development within the Glebe Point Backdrop must take into account the potential aesthetic impact of development when viewed from Blackwattle Bay, Rozelle Bay, and its foreshores and the City CBD.

- Development shall be consistent with its surrounding natural and built environment in terms of height, form, bulk, scale, location, colour and materials.

- New development is to reinforce the streetscape orientation and stepping of the dwellings down the topography of the ridge.
A10.4.3 FOREST LODGE DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

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

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

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

Forest Lodge Distinctive Neighbourhood is characterised by a fairly uniform and dense pattern of development with narrow streets and lanes, and allotment sizes generally below 150m². The predominant architectural style of Forest Lodge reflects its historical development during the Victorian era, with two-storey rows of terraces interspersed with scattered groups of Federation style dwellings and cottages on the lower slopes, where earlier estates were subdivided and redeveloped.

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

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

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

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

Front setbacks vary between 1.2 and 3.0m, and contain established front gardens. Fences are uniformly iron picket, with turned and carved stone gate-posts for the grander terraces. Footpaths vary from 0.5m to 3m in width and contain relatively few street trees.
There are several small parks and areas of open space located in Forest Lodge Distinctive Neighbourhood, found mostly along Minogue Crescent and Orphan School Creek line. In addition there are two smaller parks with playgrounds located along the western end of St. Johns Road and Arundel Street.

**Forest Lodge Business Area**

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

**Parramatta Road Industrial Area**

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

**Minogue Crescent**

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

**Orphan School Creek**

Orphan School Creek runs along the boundary line between Glebe and South Sydney Council’s portion of Camperdown. Orphan School Creek connects with Johnstons Creek just before Wigram Road and provides a vegetated linkage between Forest Lodge and the Johnstons Creek Parklands. The Orphan School Creek Gully
has been revegetated to enhance the habitat and bio diversity of the locality and in addition, the Orphan School Creek area provides access to Rozelle Bay foreshores.

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

3. Desired Future Character

Urban Form

◊ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;

◊ allow for contemporary redevelopment where it is complementary to the existing streetscapes and character of the Neighbourhood;

◊ maintain the consistency of the existing historic subdivision pattern in the area;

◊ maintain the predominant service and access character of laneways within the Distinctive Neighbourhood;

◊ ensure new development steps down the slopes to Orphan School Creek maintaining surrounding views.

Building Elements

◊ retain and enhance the consistent 2 storey terraced streetscapes in the northern section of the Neighbourhood and along Bridge Road;

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

Landscape

◊ encourage landscaping and the establishment of private front gardens;

◊ maintain the prevalence of street trees in addition to mature and visually significant trees on private land;

◊ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;

◊ maintain and enhance the prevalence of vegetated corridors created by significant planting in rear yards;

◊ maintain significant sandstone walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.

Economic Viability

◊ promote the economic viability of industrial uses within the Forest Lodge Distinctive Neighbourhood and along Parramatta Road;
enhance and promote the viability and potential for neighbourhood and local provision shops along Ross Street.

Local Area Character

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

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

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

Orphan School Creek
- provide for a variety of open spaces adjoining Orphan School Creek, encouraging a mix of active and passive recreational activities and habitat corridor;
- facilitate walking and cycling routes linking Johnstons Creek to Rozelle Bay foreshores;
- retain and enhance the dense wooded gully, including bushland on the embankments;
- promote the re-establishment and bushland revegetation of the former Creek line;
- encourage development complementary to the predominant terrace house form, stepping up the slope to emphasise roof forms;
- ensure that the built edge to the open space provides a sense of public place and security and facilitate views to and from the open space.

4. NEIGHBOURHOOD CONTROLS

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

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

Building Envelope

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

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

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

5. ADDITIONAL CONTROLS

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

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

Forest Lodge Business Area

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

Parramatta Road

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

Minogue Crescent

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

Orphan School Creek

- Development along Orphan School Creek shall be compatible with the surrounding landscape and shall incorporate significant areas of open space within the design.
- Building scale shall generally be 2 stories, a setback third storey may be acceptable behind a parapet.
- Retain and re-establish the habitat, wildlife and flora of the creek.
- Re-establish the natural pattern of plantings, with selective removal of exotics where appropriate.
A10.4.4 HEREFORD
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

The northern section of this Neighbourhood slopes gradually from Glebe Point Road toward Ross Street and Harold Park providing views south-west over Forest Lodge and Annandale. Bridge Road and St. Johns Road are relatively flat, with a gradual incline toward the ridgeline at Glebe Point Road. From this high point, impressive views are provided in an easterly direction of Sydney’s CBD.

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

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

The Hereford Distinctive Neighbourhood displays a mixed character of architectural styles, which range from Victorian with Italianate influences, to early 20th century Federation style dwellings. There is a predominance of two-storey row or semi-detached Victorian terraces on small lots with larger free-standing terraces and mansions located on more prominent sites. Recent development includes 3-4 storey flats, which are larger in scale and character with that of adjoining houses, and contemporary terrace-style development along Hereford Street.

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

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

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

Hereford Parks and Reserves

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

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

Hereford Business Area

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

The Boy Scouts Association of NSW is located on the corner of St. Johns Road and Ross Street. Unsympathetic additions to the
facade of the building include two large billboards, which dominate the street corner.

**Laneways**

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

3. **DESIRED FUTURE CHARACTER**

**Urban Form**

♦ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;

♦ allow for contemporary redevelopment where it is complementary to the existing heritage streetscapes and character of the Neighbourhood;

♦ allow for more substantial development along St. Johns Road, Bridge Road and Hereford Street;

♦ allow for small scale development at the rear of ‘The Abbey’ and for development consistent with the existing streetscape on the St. Johns Road frontage.

♦ preserve the consistency of the existing historic subdivision pattern in the area;

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

**Building Elements**

♦ preserve the consistency in built form, style and materials characteristic of the Victorian Italianate style of building where appropriate within the Neighbourhood;

♦ preserve the consistency in architectural detail of continuous rows of attached dwellings;

♦ maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

**Landscape**

♦ encourage landscaping and the establishment of private front gardens;

♦ maintain the prevalence of mature, regularly spaced street trees as well as mature and visually significant trees on private land;

♦ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;

♦ maintain significant sandstone retaining walls and integrate natural rocky outcrops into the landscape of the area, particularly where visible from public places.

**Economic Viability**

♦ enhance and promote the viability and potential for neighbourhood shops and
local provision shops along Ross Street and on St. Johns Road, adjacent to Jarocin Avenue.

**Local Area Character**

Hereford Parks and Reserves

♦ preserve and enhance the existing aesthetic quality and environmental significance of the parks and reserves in Hereford Distinctive Neighbourhood;

♦ maintain and enhance the pockets of public open space for recreational uses;

♦ ensure that development along the boundaries of the parks and reserves has minimal impact upon the amenity of the public open space.

Hereford Business Area

♦ promote the continuation of mixed use development incorporating commercial buildings with the residential component located above or to the rear of the buildings, where appropriate;

♦ retain the existing scale and traditional shopfront presentation of buildings along Ross Street;

♦ encourage appropriate signage consistent with the established signage type, which comprises under-awning, fascia, window and hamper signs;

Laneways

♦ preserve and enhance the mature gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors;

♦ allow for small scale residential dwellings fronting onto lanes where development is permissible;

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

4. **NEIGHBOURHOOD CONTROLS**

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

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

**Building Envelope**

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

- 6.0m building wall height applies generally except where otherwise indicated.

- 3.6m building wall height applies to Reuss Street, Purves Street, Hegarty Street (east side), St. James Avenue (west side).

- 7.2m building wall height applies to St. John’s Road, Hereford Street and Bridge Road.

**Urban Form**

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

Other Controls

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

5. ADDITIONAL CONTROLS

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

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

Hereford Parks and Reserves

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

Hereford Business Area

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

Laneways

- New dwellings shall be discouraged on laneways where there is currently no residential development.
A10.4.5 ST. PHILLIP’S DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

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

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

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

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

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

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

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

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

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

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

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

The eastern end of Glebe Street, Broughton Street, Phillip Street and Wentworth Street also contain a number of single and two
storey public housing buildings with matching building materials and fencing. These recent developments, although complementary in scale, are out of character with the adjoining original post-Regency terraces and cottages.

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

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

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

Photo: Renovated industrial buildings adjacent to Wentworth Park.

Photo: Lyndhurst Estate at Darghan Street.

St. Phillip's Commercial Area

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

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

As such, the built form within this area is two to three storey with parapet roof forms, and development constructed to the street alignment. The built form is “industrial” in
nature, with symmetrical and horizontally articulated facades built on large allotments. Adjoining the light rail station is a group of two storey terraces, zoned for commercial purposes, and a large private car park, however there is no public car park provided in the area.

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

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

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

Photo: Extensive public open space areas of Wentworth Park.

Photo: Row of characteristic outhouses that line the laneways in the St. Phillips Distinctive Neighbourhood.
3. DESIRED FUTURE CHARACTER

**Urban Form**

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

**Building Elements**

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

**Landscape**

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

**Economic Viability**

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

**Local Area Character**

**Bridge Road Commercial Area**

♦ encourage transit-oriented business uses within the Bridge Road Commercial Area;
♦ allow the adaptive reuse of dwellings zoned for commercial development adjoining the Light Rail stop;
allow for the redevelopment of the vacant land on the corner of Bridge and Taylor Streets, for mixed use development;

- enhance access and pedestrian safety within the commercial area and in relation to the Light Rail stop;

- encourage appropriate signage for commercial development consistent with the established signage type.

St. Phillip’s Parks

- preserve and enhance the existing aesthetic quality and environmental significance of parks in St. Phillip’s Distinctive Neighbourhood;

- maintain and enhance the pockets of public open space for recreational uses;

- ensure that development along the boundaries of the parks and reserves has minimal impact upon the amenity of the public open space.

Laneways

- maintain the predominant service and access character of laneways in St. Phillip’s Distinctive Neighbourhood;

- ensure laneways within St. Phillip’s Distinctive Neighbourhood do not become dominated by garages and roller doors;

- maintain the character of laneways in St. Phillip’s by keeping the fencing consistent in height and maintaining rows of outhouses;

- preserve and enhance the gardens to the rear of dwellings along laneways, which contribute to the amenity of the vegetated corridors.

4. NEIGHBOURHOOD CONTROLS

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

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

Building Envelope

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

- 3.6m building envelope applies for predominantly single storey rows (including attic),

- Where there is a mixture of single and two storey buildings, the 3.6m envelope may be varied provided new roof forms relate to existing and do not exceed the higher ridge height adjoining;

- 6.0m building wall height applies for rows where 2 storey terraces cottages and duplexes predominate;

- 7.2m building wall height applies to the Mirrabooka Housing Complex.

Urban Form

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

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

Building Elements

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

Landscape

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

5. ADDITIONAL CONTROLS

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

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

Bridge Road Commercial Area

♦ For commercial development a maximum street wall height of 8m applies to new development. The wall height is measured from natural ground level at any point.

♦ Signage must complement the existing signage of the streetscape.

St. Phillip’s Parks

♦ Properties abutting the boundary of parks shall maintain a minimum buffer of 10m between the residential development and the boundary line.

♦ Properties sharing a side boundary to parks shall maintain a minimum buffer of 2m between the residential development and the boundary line.

♦ Significant vegetation as well as mature trees must be retained to provide a buffer zone between the existing residential development and the amenity of adjoining parks.

Laneways

♦ Development shall be discouraged on laneways within St. Phillip’s Distinctive Neighbourhood.
A10.4.6 BISHOPTHORPE DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

From the high point of the plateau that encompasses Westmoreland, Catherine and Arundel Streets, the Neighbourhood gently slopes in a north-easterly direction, with Mitchell Street and Glebe Point Road located in a slight valley. From this high point of the plateau, extensive views are provided eastward to the City CBD. Along Arundel Street, the Neighbourhood is elevated up to 8m above Parramatta Road, providing views across to the neighbouring University of Sydney.

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

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

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

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

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

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

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

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

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

![Photo: Rows of single storey, double fronted cottages.](image)

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

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

Along the eastern section of Arundel Street, the small-scale terraces of the lower slopes
are replaced by large freestanding mansions on substantial allotments and some contemporary development. Many of the dwellings here have been adaptively reused for a range of activities relating to the University of Sydney.

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

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

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

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

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

**St. John’s Commercial Area**

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

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

———

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

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

3. DESIRED FUTURE CHARACTER

Urban Form

♦ promote land uses and urban design that enhances and contributes to the character and identity of the Neighbourhood, whilst protecting heritage items and conservation areas that combine to help create that character;

♦ enhance the unified and historic townscape of Bishopsthorpe by retaining consistent building heights, architectural style, roof and fencing styles, and front gardens;

♦ allow for contemporary redevelopment where it is complementary to the existing streetscapes and character of the Neighbourhood;

♦ allow for new low scale development on vacant and/or underutilised parcels of land, whilst maintaining the area’s scale and historic character;

♦ preserve the consistency of the existing historic subdivision pattern in the area;

♦ maintain the predominant service and access character of laneways;

♦ retain the large allotments and grand dwellings located on Arundel Street for a range of uses.

Building Elements

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

Landscape

♦ maintain and enhance the prevalence of vegetative corridors created by significant planting in rear yards;

♦ maintain the prevalence of street trees in addition to mature and visually significant trees on private land;

♦ encourage street trees and private tree plantings which are appropriate species in terms of bulk and height;

♦ provide for a variety of open spaces with a mix of active and passive recreational activities.

Economic Viability

♦ enhance and promote the viability and potential for neighbourhood and local provision shops along St. Johns Road and Ross Street.
4. NEIGHBOURHOOD CONTROLS

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

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

**Building Envelope**

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

**Urban Form**

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

**Other Controls**

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

5. ADDITIONAL CONTROLS

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

- St. John’s Commercial Area
  - A maximum wall height of 8.0m, measured from the street frontage, shall apply to buildings along Ross Street and St. Johns Road.
  - Where appropriate, facades shall be restored to their original form, including such elements as windows, balconies, ornaments, balustrading and urns on the parapets.
  - Signage along Ross Street and St. Johns Road must complement the existing signage of the streetscape. Signage above awnings will not be supported.
A10.4.7 CAMPERDOWN
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

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

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

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 industrial area and its adjoining residential development to the north.

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

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

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

Over time, the manufacturing base has been replaced by the current mix of light industrial, service and warehousing uses which characterise the Camperdown Distinctive Neighbourhood. The demand for adequate facilities for light industrial uses adjacent to the city continues to be high, as demonstrated by the recent redevelopment of a number of the original manufacturing buildings for light industrial and warehousing uses.

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

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

The building height here is two to three storeys, with parapet roofing and buildings constructed to the street alignment. The
commercial development located at street level provides an active street frontage along Parramatta Road.

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

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

Between Gordon and Mathieson Street, there is a mix of contemporary industrial development located alongside original warehouse buildings. Again these are predominantly three storeys in height and are built to the street alignment. Interspersed within the industrial development are small pockets of remnant residential development. Along the eastern section of Pyrmont Bridge Road, a row of two-storey Victorian terraces sits alongside a corner store and Federation period warehouse, whilst the two-storey Victorian terraces on the southern area of Pyrmont Bridge Road are now used as boarding houses. A grouping of detached, single storey Federation dwellings is located to the
3. DESIRED FUTURE CHARACTER

Land Uses and Economic Viability

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

Urban Form

♦ encourage the adaptive reuse of original manufacturing buildings to retain the predominant character of the Neighbourhood whilst allowing for a range of contemporary and compatible industrial uses;
♦ preserve the existing industrial subdivision pattern which is characterised by large allotments;
♦ allow for consolidation of smaller lots to facilitate the expansion of industrial activities within the Neighbourhood;
♦ encourage industrial activities to be located within buildings to minimise noise and excessive street activity;
♦ where there is rear lane access provided, ensure that industrial development is built to the street alignment to continue the prevalent setbacks and provide a “hard edge” along the street;
♦ retain and enhance the existing heritage items within the Neighbourhood;
♦ protect and enhance the residential amenity of dwellings surrounding the Neighbourhood.

Building Elements

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

new development should provide appropriate off street servicing facilities (loading bays etc). The limitations of street size should be considered in determining the size of service vehicles and facilities;

**Landscape**

where development is not built to the street alignment, ensure that the front setback and internal areas are landscaped to provide visual relief and a landscaped buffer to the street;

improve, extend and enhance the open space corridors adjacent to Johnstons Creek;

open up pedestrian links to the open space corridor of Johnstons Creek, though and around the industrial areas.

**Local Area Character**

**Parramatta Road**

promote the viability of compatible industrial development (including showroom uses) at street level to provide an active street frontage;

courage the retention of the parapet roof line of industrial buildings along Parramatta Road.

**Guihen Street**

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

4. **NEIGHBOURHOOD CONTROLS**

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

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

**Land Use and Urban Form**

- Where appropriate, original buildings, building elements and materials shall be retained.

- Industrial uses must be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.

**Subdivision pattern**

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

**Siting and Setback**

- Where properties are serviced by a lane, they should continue the traditional position of construction to the street alignment with buildings to be set at right angles to the front and side boundaries.

- Where properties are not serviced by a lane, the front setback and internal areas should be appropriately landscaped to provide a visual buffer to the street.
Signage

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

Materials and Painting

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

Vehicular Access

- Where properties are serviced by a lane, vehicular access should be achieved via the lane and not from the primary street frontage.
- Appropriate off street servicing facilities (loading bays etc) should be provided. The limitations of street size should be considered in determining the size of service vehicles and facilities.
A10.4.8 GLEBE COMMERCIAL NEIGHBOURHOOD, GLEBE

1. LANDFORM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Residential properties in this area, including ‘the Doctors Houses’, are predominantly large two storey attached Victorian Italianate dwellings that present a detached frontage.
from the street, and have low-pitched rear skillion roofs of varied roofing materials.

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

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

Photo: St Helens Community Centre

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

This section of Glebe Point Road provides a “transition” zone between the intensive commercial nature of the southern section of the Neighbourhood and the more local and community-oriented section of Glebe Point Road to the north.

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

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

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

This portion of the Glebe Commercial Neighbourhood also contains a number of three to four storey residential flat buildings, a row of Federation style single storey cottages and smaller rows of Victorian Terraces.
Glebe Point Road – Broadway to St. Johns Road (including part Parramatta Road and Derwent Street)

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

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

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

As with many of the commercial buildings along the length of Glebe Point Road, many of the shopfronts represent conversions of original dwellings, with additions to the front of the buildings. Consequently, many of the buildings display parapet roofs, with the original pitched roof visible behind.

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

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

Other significant commercial buildings in this area include Glebe Post Office, the former Currency Lass Hotel with its Art Deco detailing, and the University Hotel, which is a landmark 4-storey building on the corner of Broadway and Glebe Point Road.
To the west of University Hall and extending into Derwent Street is a mix of building forms including the corner hotel (converted for commercial uses) and a range of terraces between two and three storeys in height.

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

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

**Broadway**

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

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

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

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

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

To the rear of Parramatta Road is Grose Street, which functions as a service area with limited off-street parking and service entries.
for the commercial buildings that front onto Parramatta Road.

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

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

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

### 3. DESIRED FUTURE CHARACTER

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

**Building Elements**

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

**Landscape**

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

♦ promote the continuing development of the Neighbourhood and encourage land uses and development that contribute to the economic well being of the Neighbourhood;

♦ encourage employment opportunities in the Neighbourhood; and

♦ enhance and promote the viability and potential for a range of services that compliment the vibrant and varied environment of Glebe Point Road and its surrounds.

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

Local Area Character

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

♦ promote the viability of neighbourhood and local provision shops whilst retaining a mix of cafes, restaurants and specialty shops; and

♦ encourage the adaptive reuse of Bidura and adjoining lands, in accordance with Development Control Plan No. 33.

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

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

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

♦ encourage a mix of retail, commercial, and entertainment uses in order to sustain a vibrant public environment particularly along the street frontage; and

♦ enhance pedestrian amenity by ensuring continuous weather protection through the reinstatement of timber posted verandahs.

Broadway

♦ encourage a mix of commercial and retail uses along Parramatta Road to enhance the role of the area as the gateway to the city and as a transition to the Glebe commercial area;

♦ retain the landmark significance and visual prominence of the former Grace Bros buildings as seen from Broadway and adjoining areas;

♦ encourage the retention of the parapet roof line of commercial buildings along Parramatta Road, whilst allowing for an increase in height where it does not impact upon the visual prominence of the parapet lines;

♦ enhance pedestrian amenity along Parramatta Road by ensuring continuous weather protection through the cantilevered awning line;

♦ maintain the predominant bulk, scale and siting of buildings that characterise Greek Street;

♦ Maintain the service character of Grose and Francis Streets, and

♦ Provide an “active edge” to Minogue Park from Franklin Street and open up pedestrian links to adjoining residential areas.
4. NEIGHBOURHOOD CONTROLS

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

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

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

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

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

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

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

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

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

5. ADDITIONAL CONTROLS

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

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

Broadway
- A maximum parapet wall height of 11m shall apply for new commercial development fronting onto Parramatta Road. A maximum building height of 14m may be achieved where a setback of a minimum of 3m from the building frontage is achieved.
- A maximum wall height of 9m shall apply for development on the northern side of Greek Street. A maximum building height of 12 metres may be achieved where a setback of at least 3m from the building frontage is achieved.

- New development within the Broadway Commercial area must take reference from and complement the existing architectural style of the streetscape.

- Any redevelopment of buildings along the southern portion of Franklyn Street should provide an active edge with pedestrian connections, which addresses Minogue Park.
A10.1 LILYFIELD Suburb Profile

Introduction

The suburb of Lilyfield is located in the geographic heart of the Leichhardt local government area. Bisected by the City West Link Road and railway line, and dominated by the Rozelle Hospital site 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.

Although more dense, contemporary developments are scattered throughout the suburb, Lilyfield displays an overwhelmingly small scale domestic quality in its residential streets.

The prevailing grid pattern of the Distinctive Neighbourhood shows the streets perpendicular to the contours following the slope down to Lilyfield Road.
In the southern part of Lilyfield, the landform is gently undulating and gradually falls towards Whites Creek to the east and the City West Link Road to the north. North of the City West Link Road, the land rises steeply to the ridge marked by Balmain Road. Towards Iron Cove in the north-west, the land falls away sharply to the Harbour. Due to these areas of steep topography and their location, there are several areas within Lilyfield benefiting from water and/or distant city skyline views, making it a highly desirable inner city residential suburb.

Lilyfield is a small locality, with a less well defined community focus than the other suburbs in the Leichhardt local government area. Its main centre is a group of shops known as Orange Grove Plaza. Lilyfield has the potential to develop a stronger identity in the future through the development of cultural and recreational community facilities.

History of Development in Lilyfield

Lilyfield was first developed as rural estates favourably sited for views onto the waterways along the main ridge between Leichhardt and Balmain and accessed via Balmain Road.

The Gary Owen estate was the largest estate in the Lilyfield area. It was sold to John Gordon in 1865, who renamed it ‘Callan Park’. Due to constant complaints of overcrowding of patients and squalid quarters for staff within Gladesville hospital, the Callan Park estate was bought in 1873 for new hospital accommodation. The sale of this land for an asylum probably depressed residential expansion in Lilyfield compared to adjoining suburbs, although it also provided an increase in housing for the asylum staff. It was opposed by residents at the time, particularly those in the rapidly expanding suburb of Balmain.

The new hospital at Callan Park was completed in the early 1880’s, covering over 4.5 hectares with 33 separate buildings and a chapel. It was described in the Sydney Illustrated News of 24 October 1885 as ‘a magnificent pile of buildings, forming a conspicuous object of the locality and visible for many miles around’. There are numerous heritage items, listed in LEP 2000, remaining on the Hospital site, including aboriginal, natural and cultural landscapes, and a number of heritage buildings.

The Nanny Goat Hill area (see Part A10.1.2) formed part of the Gary Owen estate, and was subdivided in the 1880s.

Broughton House (built in the mid-1840s and later named Broughton Hall and then Rivendel) was the other major estate in the Lilyfield area. In 1915, during the First World War, it became a home for shell-shocked and mentally damaged soldiers. Broughton House was acquired by the Commonwealth Government in 1918 and became part of the asylum. In addition, further residential subdivision of the adjoining streets of the Leichhardt Park area occurred at this time (see Part A10.1.3).

South of Lilyfield Road, the area making up the Catherine Street Distinctive Neighbourhood (see Part A10.1.1) was subdivided following the suburban expansion of Leichhardt during the early twentieth century. In this same period, the cut for the Rozelle Goods Line was excavated, thus dividing the Lilyfield area. This barrier has now increased with the construction of the City West Link Road. The area to the south of the cut is now more commonly identified as part of Leichhardt rather than Lilyfield. Catherine Street was constructed parallel to Balmain Road as a stock route giving access to the Glebe Island Abattoirs. It was formerly known as Abattoir Road and forms the north/south...
spine to this part of Lilyfield and eastern Leichhardt.

Lilyfield: Distinctive Neighbourhoods

The following areas within Lilyfield are identified as ‘Distinctive Neighbourhoods’ by virtue of topography, street pattern or building form, mainly derived from the estate pattern of development. The subsections identified are areas within the Distinctive Neighbourhood, which have unique characteristics.

1. Catherine Street
   i  Ilka Street
   ii The Peripheral Area
   iii War Memorial Park
   iv Gladstone Street
   v  White Street
   vi Catherine Street Neighbourhood Centre
   vii Whites Creek Valley Park

2. Nanny Goat Hill
   i  Eastern Residential Sector
   ii Western Residential Sector
   iii The Laneways
   iv Public Housing Sector
   v  Balmain Road Terraces
   vi The Commercial/Industrial Areas

3. Leichhardt Park
   i  The Conservation Areas
   ii Perry Street Bungalows
   iii The Laneways
   iv Iron Cove Backdrop

4. Iron Cove Parklands
   Incorporating Leichhardt Park, Rozelle Hospital and King George V Park.
A10.1.1 CATHARINE STREET
DISTINCTIVE NEIGHBOURHOOD,
LILYFIELD

1. LANDFORM

The Catherine Street 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 White’s Creek the gradient is much steeper and provides views out over the railway line to the Annandale ridge and the city beyond. The dominant street pattern is oriented north-south.

Its boundaries are defined by the City West Link Road to the north, White’s 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 White’s Creek Valley Park.

The Catherine Street Distinctive Neighbourhood is identified in the map below surrounded by thick black edging.
2. EXISTING CHARACTER

The character of the precinct is heavily influenced by the regular road pattern and subdivision layout. The streets within the Catherine Street Neighbourhood are mostly wide tree-lined residential streets. There are also some well-established industrial and commercial sites along the eastern and southern boundaries of the Distinctive 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 twentieth century.

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 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 consistently between 1.0m and 3.0m. 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 Brenan 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 residence 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.

The Catherine Street Distinctive Neighbourhood has recently become more appealing as a place to live due to the significant improvements in the accessibility of the area created by the City West Link Road and the light rail system. It is likely that, as a result of this, increased pressure for further development will occur here.

Ilka Street

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 terrace or semi-detached dwellings.

A variety of forms, styles, and materials is evident in the street, including late Victorian, Federation and California 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 White’s Creek parklands to the east. This vegetative corridor is now susceptible to medium density development. Most notably this type of development has occurred at number 23/25, where six two-storeyed townhouses, in two rows of three, have replaced two detached single storey houses.

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.
The Peripheral Area

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

The Peripheral 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 Road 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 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 Catherine Street 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.

War Memorial Park

War Memorial Park is a significant open space and landscape feature within the Catherine Street Neighbourhood. The park connects with the landscaped corridor within the Ilka Street properties, which also links with the White’s 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, redevelopment may lead to a tendency to build 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' control to prevent development from encroaching on the fringe of the public open space.

Gladstone Street would appear to contain more variety in built form than most other streets in the Distinctive Neighbourhood, however there is 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 Brenan 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 significantly from street level to the properties on the western side. This results in a continuous retaining wall on this side that begins at Piper Street then 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 impacts of garages detract significantly from the original character of the streetscape, altering it from a natural rocky sandstone wall. This also has inherent pedestrian safety problems, as sight distances are severely limited.

White Street

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.

Catherine Street Neighbourhood Centre

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, following the slope south on the eastern side of Catherine Street there are several properties that were originally constructed as shops, although they are currently not used for that purpose.

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. The light rail coming into operation has added a valuable element, which could help to further develop local-scale commercial activity in this area. Existing shopfronts should be retained to encourage a mix of appropriate uses.
White’s Creek Valley Park

One of the most significant characteristics of the Catherine Street Distinctive Neighbourhood is its abundant vegetation and relative wealth of open space. The White’s Creek Valley Park makes up the third and largest component of the ‘Green Belt’ in the Neighbourhood, together with the properties on Ilka Street and War Memorial Park.

The properties on the western side of White’s Creek, between a unit development at 9-15 White Street and northwards to Piper Street, are zoned either Open Space or Open Space to be Acquired under LEP 2000. 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 White’s Creek adjacent to the junction of Ilka Street and White Street is to be returned to its original state as a small wetland.
3. DESIRED FUTURE CHARACTER

Building Elements
♦ maintain the character of the area by keeping development consistent in architectural style, form and materials.

Urban Form
♦ maintain and enhance the predominant low scale ‘cottage’ character of the residential streets;
♦ 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;
♦ encourage larger buildings consisting of a variety of accommodation types at the edge of the Distinctive Neighbourhood.

Landscape
♦ preserve the prevalence of mature and/or regularly spaced street trees, as well as mature and visually significant trees on private land;
♦ 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 White’s Creek Valley;
♦ preserve and enhance the availability of views, particularly towards the city.

Economic Viability
♦ enhance and promote the viability and potential for neighbourhood shops;
♦ promote the continuing development of a neighbourhood centre and identity.

Local Area Character
Ilka Street
♦ preserve and enhance the existing variety of single storey houses on Ilka Street;
♦ maintain the existing street pattern, scale and character in Ilka Street, through the use of appropriate alterations, additions, or infill development;
♦ preserve and enhance the shared ‘green corridor’ at the rear of the existing houses on Ilka Street.

Peripheral Area
♦ maintain diversity of land uses, mixed built forms, contemporary designed development and accommodation types in the Peripheral Area.

War Memorial Park
♦ preserve and enhance the existing aesthetic quality and open vegetated periphery of the War Memorial Park;
♦ reinforce an established development zone for all properties with common boundaries to the War Memorial Park, so that new development is set well back.

Gladstone Street/White Street
♦ ensure that garage doors on Gladstone Street are designed to minimise their dominance on the character of the streetscape and maintain a residential and pedestrian character and scale to property frontages;
♦ retain sandstone rock outcrops where they occur;
♦ 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 available views.
Catherine Street Neighbourhood Centre

♦ 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 Catherine Street light rail stop;

♦ retain existing shopfronts, regardless of current or proposed use, to provide for future flexibility.

White’s Creek Valley Park

♦ enhance the open space nature and wetland environment provided by White’s Creek and the significant vegetation in the White’s Creek Valley.

4. NEIGHBOURHOOD CONTROLS

- These Neighbourhood Controls apply across the whole of the Catherine Street Distinctive Neighbourhood.

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

Building Envelope

➢ Building wall height is to be a maximum of 3.6m, unless an alternative building wall height is prescribed under the Additional Controls.

➢ Neighbourhood shops or buildings originally designed for non-residential use may use a maximum building wall height of 7.2m in order to incorporate a parapet wall.

5. ADDITIONAL CONTROLS

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

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

Ilka Street

Siting, setbacks & envelopes

➢ 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.

- Setbacks to Ilka Street shall be between 3m and 5m, and 3m to Moore Lane.
- 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.
- A 3.6m envelope shall apply to the Ilka Street frontage. It may apply to the front or to both sides, if a gable-fronted form is appropriate.
- A 6.0m wall height shall apply 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.

**Fencing**

- The lane should be uniformly fenced to 2m high, with open weave fencing to assist in the growth of vines.
- The fencing to Ilka Street shall be open railed type either metal or timber, 50/50 open and solid, to a maximum height of 1.2m.

**Industrial Interface**

- Openings to dwellings facing the lane shall be insulated to meet the Australian Standard for residential development.

**Landscaping**

- All large trees within the corridor in healthy condition must be conserved. The corridor shall be 75% soft planted.
- All trees and shrubs, excluding ground covers and potted plants, shall be indigenous using seed collected from within a 5km radius of the site. This shall include high canopy trees, to mature to a minimum of 10m high, and 50% canopy cover of the corridor.
- Decorative planting is to be appropriate to the Ilka Street frontage.

**Note:** Council's nursery can assist in the provision of appropriate seeds and plants.
Graphic representation of controls:

Ilka Street Section

Ilka Street Plan
The Peripheral Area

- A maximum wall height of 7.2m shall apply to the Peripheral Area.

War Memorial Park

- 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).

- Set the garage doors back a minimum distance of 0.5m from the common property boundary of the site with the street/lane;

- Limit the number of garage doors visible from the street to one single width door;

- Where possible, maintain half the property width as existing sandstone retaining wall (as shown below).

Gladstone Street

- 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:

- Incorporate a pedestrian entrance which is visible from the street;
White Street

- Natural sandstone rock outcrops shall be preserved in their existing form and enhanced by integration into site landscaping.

![Image of White Street]

White’s Creek Valley Park

Note: ‘White’s Creek Valley Park’ includes all land fronting onto White Street that is zoned Open Space or Open Space to be Acquired under LEP 2000.

- Significant vegetation within the White’s Creek Valley Park must be retained.
- Any proposal within or near to White’s Creek Valley Park must not cause harm to the proposed wetland at White’s Creek.
- Proposals located within or near to the White’s Creek Valley Park must be consistent with Council’s Open Space Strategy.
A10.1.2 NANNY GOAT HILL
DISTINCTIVE NEIGHBOURHOOD,
LILYFIELD

1. LANDFORM

Nanny Goat Hill 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 are orientated down the slope, allowing views out to the White’s Creek Valley and the ridge of Annandale. The rise up from Easton Park allows views into 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 northwest 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; the common boundaries between properties fronting Cecily Street, Foucart Street and Foucart Lane.

The Nanny Goat Hill Distinctive Neighbourhood is identified in the map on the previous page surrounded by thick black edging.

2. **EXISTING CHARACTER**

Nanny Goat Hill 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 Nanny Goat Hill 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 nineteenth and early twentieth century.

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 issue is not supported by Council and is addressed by General, Neighbourhood and Additional controls.

There is a scattering of multi-unit development from various eras throughout Nanny Goat Hill. 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 more recent multi-unit developments of the 1990s are generally more compatible than earlier multi-unit development, as they are generally low-rise townhouse-style developments. These generally fit into a 3.6m building height envelope.

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 in
Nanny Goat Hill include traditional Victorian service lanes; thus, there is a secondary network of interconnecting lanes throughout most of the Distinctive Neighbourhood.

The Nanny Goat Hill Distinctive Neighbourhood has recently become more appealing as a place to live due to the significant improvements in the accessibility of the area created by the City West Link Road and the light rail system. It is likely that, as a result of this, increased pressure for further development will occur here.

The Eastern Residential Sector

The Eastern Residential Sector is predominantly an area of single storey detached cottages constructed in the late 19th and early 20th century.

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 Sector which adds to its character 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 included in LEP 2000 as a heritage conservation area. This reinforces the need to retain and enhance its unique built character.

Western Residential Sector

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

There are two types of rear residential laneways in Nanny Goat Hill.

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, unsewered dwellings. 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, clearances are 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 out toward the city and south toward the Catherine Street Distinctive Neighbourhood.

Thus, 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.
Public Housing Sector

The Public Housing Sector is a result of early post-war reconstruction housing influenced by similar housing constructed in the United Kingdom. It consists of a mix of two and three storey flat buildings in red brown brick and tile roofs with surrounding landscaping that has now matured.

The uniformity of the buildings gives the Public Housing Sector a very strong estate-style character. The area is in need of renewal and renovation and therefore, more flexible controls should be considered for the Public Housing Sector in order to allow reasonable scope for change.

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

Balmain Road Terraces

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 LEP 2000. 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 front fences that diminish the streetscape significance of the buildings.

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.
Industrial/Commercial Areas

Nanny Goat Hill 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 Distinctive 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, 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.
3. DESIRED FUTURE CHARACTER

Building Elements
♦ preserve the character of the area by keeping development consistent in architectural style, form and material.

Urban Form
♦ preserve and enhance the predominant low scale 'cottage' character of the residential streets;
♦ ensure the availability of views and glimpses of local and distant landmarks as well as scenic vistas from public places;
♦ ensure the optimal sharing of views from privately owned land;
♦ 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;
♦ preserve and enhance the diverse socio-economic mix through a variety of dwelling types; and
♦ preserve and enhance the value of conservation areas and heritage items identified in LEP 2000.

Landscape
♦ preserve and enhance the prevalence of mature street trees, as well as mature and/or visually significant trees on private land.

Economic Viability
♦ enhance and promote the viability and potential for neighbourhood shops;
♦ encourage the continuing development of a neighbourhood centre and identity; and
♦ encourage the viability of existing industrial uses.

Local Area Character
Eastern/Western Residential Sector
♦ preserve and enhance the particular residential streetscape character unique to the Eastern Residential area and the Western Residential area.

The Laneways
♦ preserve and enhance the predominant service character and pedestrian friendly environment within rear lanes in Nanny Goat Hill.

Public Housing Sector
♦ promote the physical and social integration of the Public Housing Sector by encouraging re-design, particularly of the frontages and corners of buildings; and
♦ improve the delineation between public and private space in the Public Housing Sector.

Balmain Road Terraces
♦ encourage the use of traditional building materials in any new development, particularly in relation to fencing; and
♦ preserve and enhance the particular qualities which define their heritage conservation value.

Industrial/Commercial Areas
♦ retain the industrial uses and preserve the existing character of the area at the junction of Justin Street and Lilyfield Road.
4. NEIGHBOURHOOD CONTROLS

- These Neighbourhood Controls apply across the whole of the Nanny Goat Hill Distinctive Neighbourhood.
- All of the controls listed in the Suburb Profiles section of this DCP are supplementary to the General Controls in this DCP.

**Building Envelope**

- Building wall height shall be a maximum of 3.6m, unless an alternative building wall height is prescribed under the Additional Controls.
- Neighbourhood shops or buildings originally designed for a non-residential use may use a 7.2m maximum building wall height in order to incorporate a parapet wall.

5. ADDITIONAL CONTROLS

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

- External masonry walls must consist of bagged and painted brickwork in cream and ochre colour.
- Roofing materials must be slate or corrugated iron.

**Western Residential Sector**

- Front fences shall be low scale matching brick.
- External masonry walls must consist of smooth face brick of red/brown colour.
- Roofing materials must be terracotta tiles.

**Laneways**

- Development of two or more storeys in height must not front onto rear lanes.
- No garaging should be constructed in narrow lanes in the Western Residential Sector.
- 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.
- 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.
- Significant views and vistas that are visible from a rear lane are to be retained.

**The Public Housing Sector**

- Building wall height shall be a maximum of 7.2m.

These Additional Controls only apply to the areas specifically described below.
The Balmain Road Terraces

- The maximum building wall height for the Balmain Road Terraces is 7.2m.
- The existing facades of the Balmain Road Terraces must be retained when considering alterations or additions to the buildings.
- New front fences shall be constructed of iron palisade with a masonry plinth.
- Brick must not be used in the construction, repair or replacement of front fences.
A10.1.3 LEICHHARDT PARK
DISTINCTIVE NEIGHBOURHOOD,
LILYFIELD

1. 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 Road, 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 andFredbert Street, Wharf Road and Balmain Road make up the eastern boundary.

The elevation, aspect and incline of the land result in views out towards Iron Cove from a number of the streets in this Distinctive Neighbourhood. The Leichhardt Park Distinctive Neighbourhood is identified in the map below surrounded by thick black edging.
2. EXISTING CHARACTER

The Distinctive Neighbourhood was developed mostly in the early 20th century. 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 Leichhardt Park Distinctive Neighbourhood is relatively intact California Bungalow’s and weatherboard cottages. Many of the weatherboard cottages are not covered under the conservation areas such as the row of nicely intact weatherboard cottages along the west side of Francis Street, located between Lilyfield Road and the City West Link. 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 Road 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 away towards Iron Cove.

Footpath widths on the wider streets are generally between 2.5m - 3m. Quite 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 have been listed as landscape heritage items under LEP 2000. Other landscape heritage items in the Distinctive 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 1.0m and 3.0m. Side setbacks in Leichhardt Park 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.
Conservation 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 California 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 California 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.

Perry Street Bungalows

The eastern section of Leichhardt Park 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 California 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.

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.

Iron Cove Backdrop

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.

Iron Cove and the open space surrounding it, together with the public pools and sporting grounds nearby is 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

Photo: A row of moderately proportioned and relatively homogenous California Bungalows on Perry Street.

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.

Laneways
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 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.

Photo: Iron Cove Views.
3. **DESIRED FUTURE CHARACTER**

**Building Elements**

- maintain the character of the area by keeping development consistent in architectural style, building form and materials.

**Urban Form**

- maintain and enhance the predominant low scale cottage character of the residential streets;
- enhance and restore when possible the weatherboard cottages within the Leichhardt Park Distinctive Neighbourhood;
- 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; and
- enhance the value of conservation areas and heritage items identified in LEP 2000.

**Landscape**

- preserve the prevalence of mature and/or regularly spaced street trees, as well as mature and visually significant trees on private land; and
- preserve and enhance sharing of views from private land.

**Economic Viability**

- enhance and promote the viability and potential for future neighbourhood shops;
- promote the continuing development of a neighbourhood centre and identity.

---

**Local Area Character**

The Conservation Areas and Perry Street Bungalows

- preserve and enhance the predominantly Federation-style streetscape in Eric and Rayner Streets;
- preserve and enhance the California Bungalow streetscape in Campbell Avenue and Perry Street; and
- to encourage and enhance landscaping in the front building setback on Campbell Avenue, Perry Street and Eric and Rayner Streets.

The Laneways

- ensure that rear lanes are pedestrian friendly environments by ensuring that no garages or carports are constructed and pedestrian access is maintained; and
- retain the predominant service character of rear lanes.

Iron Cove Backdrop

- preserve and enhance the aesthetic quality of Iron Cove, its foreshores and setting; and
- 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.
4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Leichhardt Park Distinctive Neighbourhood.
All of the controls listed in the Suburb Profiles section of this DCP are supplementary to the General Controls in this DCP.

Building Wall Height
- Building wall height shall be a maximum of 3.6m, unless an alternative building wall height is prescribed under the Additional Controls.
- Neighbourhood shops or buildings originally designed for a non-residential use may use a 7.2m maximum building wall height in order to incorporate a parapet wall.

5. ADDITIONAL CONTROLS

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

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

The Conservation Areas
- The provision of off-street parking in front of the front building setback shall not occur.

- Driveways and crossovers shall not be constructed within the spread of the canopy of heritage listed street trees.
- Front balconies shall not be enclosed, either by glazing or otherwise.
- Front fences and gardens should be reinstated in Perry Street.

The Conservation Areas
- The front façade brickwork to California Bungalows on Campbell Avenue shall not be painted. Roof gables and decorative posts and batons may be painted using appropriate colours.
- 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.

Perry Street Bungalows
- The Perry Street Bungalows may not be demolished.
- Any new residential development located within the Perry Street Bungalow area must be sympathetic in design to the California Bungalows.
- Alterations and additions involving any form of first floor addition is prohibited.
- New front fencing must be either low matching brick or low timber picket only.

Laneways
- Rear laneways shall not have dwellings fronting onto them.
- No more than one single garage, carport or vehicle parking space may be constructed with access to rear lanes.
- Development to create parking areas shall not occur where sufficient vehicle
manoeuvring areas can not be provided.

- Trees more than 4m in height, consistent with Council’s Tree Preservation Order, which make a significant contribution to the lanescape of a rear lane must be retained.

- 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.

Iron Cove Backdrop

- Any proposed development within the Iron Cove Backdrop must take into account the potential aesthetic impact of development when viewed from Iron Cove and its foreshores.

- Development shall be consistent with its surrounding natural and built environment in terms of height, form, bulk, scale, location, colour and materials.

- Development shall step down sloping sites to ensure an optimal sharing of views.
A10.1.4 IRON COVE PARKLANDS DISTINCTIVE NEIGHBOURHOOD, LILYFIELD

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 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 most of the Leichhardt Park area and in addition, there are some small portions in private ownership such as that used by La Montage Function Centre.

The extent of the Iron Cove Parklands Distinctive Neighbourhood is that 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 but Glover, Morton and Chapel Streets, is excluded from this area. The map below outlines the extent of this Distinctive Neighbourhood.
1. **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 from the site 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 of the site also provides a valuable resource to the community.

2. **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 and 61 hectares at the Rozelle Hospital 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 at the site include 7 ovals, including Leichhardt Oval, which is currently leased to the Balmain Tigers Rugby League Club. The playing fields within this Distinctive Neighbourhood are used regularly by local sporting groups and some of the ovals 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 Leichhardt Aquatic Centre and the Leichhardt Rowing Club are both located within this Distinctive Neighbourhood.

The Iron Cove Parklands provide a significant level of amenity to the residential properties located adjacent to this Distinctive Neighbourhood. The interface between this area and the adjacent dwellings is a significant contributory factor 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 1870’s.

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.

In the period from 1887 through unto 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 1960’s, 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 received a major facelift with new pools, heating systems and dry facilities in 1993 and 1994.

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.

Currently there is a 323 bed psychiatric teaching hospital on the site, together with accommodation for a group of war veterans. In addition, a number of buildings at the site are leased by non-health organisations including Sydney University College of the Arts, the NSW Ambulance Service, the NSW Writers’ Centre and a child care centre. 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.
3. DESIRED FUTURE CHARACTER

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.

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.

The interface between the Iron Cove Parklands area and the adjacent dwellings is a significant contributory factor to the character of these residential streets. This provides important streetscape values to the locality and should be retained.

It should be noted that a Master Plan needs to be developed and adopted before any Development Application can be considered for the Rozelle Hospital component of this Distinctive Neighbourhood. Until this process is finalised, it would be inappropriate for this document to recommend outcomes differing from that use currently employed on the site.

4. CONTROLS

As a Master Planning process is necessary for a significant component of this Distinctive Neighbourhood, specific controls will result from the completion of that process.

4.1 CURRENT PLANNING CONTROLS

There are a range of overlapping Planning Controls that apply to this Distinctive Neighbourhood. Significantly, the Leichhardt Local Environmental Plan 2000 (LEP 2000) zones all of this site as either Open Space or Public Purpose. Further details about zoning are contained within that planning instrument.

State Environmental Planning Policy No 56 – Sydney Harbour Foreshores and Tributaries (SEPP 56) applies to the whole of this site to varying degrees. All foreshore land, as defined by that policy, is subject to the Guiding Principles contained within the policy, and these aim to provide a set of clear principles to be taken into consideration for any development.

Rozelle Hospital site Master Plan

In addition to the Guiding Principles of SEPP 56, the Rozelle Hospital site is listed in Schedule 2 of that policy as a site of Strategic Significance. This means that a Master Plan needs to be prepared and adopted for the site prior to any development application being considered. Leichhardt Council is the Consent Authority for the Master Plan and any subsequent Development Application.

SEPP 56 requires the co-ordination and timely development of a site Master Plan, sufficient to allow recommendations to be made to Government and Council on the appropriate form and mix of any future development or adaptive re-use strategy for the Rozelle Hospital site.

Planning process has commenced.
A10.5 ROZELLE Suburb Profile

Introduction

Rozelle is located in the north of Leichhardt Municipality, between the suburbs of Balmain and Lilyfield. Rozelle is defined by Victoria Road and is further bisected by Darling Street. Straddling these two main roadways, 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.

The Rozelle Suburb is shown on the map below surrounded by thick black edging.
Rozelle forms part of the Balmain Peninsula. The topography is typical Sydney sandstone up to 45m above sea level with wetlands (now filled) and rock faces below the ridge. The landform is a combination of ridges and valleys, 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 on the Victoria Road and Darling Street. Minor roads tend to follow the Victorian tradition, often taking little reference to the topography and crossing the contours of the area. Main transport links including water based, heavy rail, road and tram have further shaped 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 2 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 low 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 SREP 26 precinct for future redevelopment by the NSW State Government. Lands covered under SEPP 26 have not been included in 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.

Rozelle: Distinctive Neighbourhoods

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

1. The Valley
   i. Evans Street former commercial precinct.
   ii. Smith Street

2. Easton Park

3. Callan Park

4. Iron Cove

5. Rozelle Commercial Neighbourhood
   i. Industrial area
   ii. Darling Street
   iii. Victoria Road

A10.5.1 THE VALLEY DISTINCTIVE NEIGHBOURHOOD (ROZELLE)

1. LANDFORM

The Valley Distinctive Neighbourhood (Rozelle) 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 topography including gentle and steep sites.

The Valley Distinctive Neighbourhood is shown on the map below surrounded by thick black edging.
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 Valley includes reclaimed estuary.

EXISTING CHARACTER

The built environment of The Valley consists mainly of housing below the commercial areas along Darling Street, with Industrial uses along the bottom of the valley, now centred around Robert Street areas. The Darling Street and Robert Street industrial uses are considered elsewhere in the Rozelle suburb profile.

The development pattern for The Valley 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 19th century mixed commercial/residential development.

The Valley Distinct 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 later in the 19th century.

Two storey development is generally found along main thoroughfares or where views are available over The Valley. Additionally, more recent housing development has seen an increase in two storey development replacing older dwellings or disused industrial sites. Currently, housing in the Valley consists of a mix of Mid Victorian era workers cottages and Victorian Italianate dwellings. Mixed throughout are a variety of postwar 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 distinctive Neighbourhood, distinct stylistic components can be found which reflect the style of individual builders. Houses in this area are characterised by 1-3m 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 for 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.

Lower down the slope of the Valley, 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 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.

Street trees and trees in front yards play an important part in the streetscape of this Distinctive Neighbourhood. Numerous species of trees are planted throughout, giving shade and providing visual interest.

Mature landscaping, uniform low-scale development and lack of driveway crossings as well as the 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.

Evans Street Former Commercial Precinct

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.

Photo: Former commercial building along Evans Street, now used as a residence.

Significant features of this streetscape are the many corner sites occupied by former commercial buildings and balconies over the footpath. In addition, nil setbacks are common with a generally higher scale of building.
comprising walls above 6m, many with parapets and skillion roofs.

Smith Street Hill

The Smith Street Hill area 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 of the neighbourhood is defined by a natural rise located between Reynolds and Mullens Streets. The hill rises 20 m 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.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ conserve and complement the existing styles of housing with special regard to the simple timber cottages and Victorian terraces.

♦ conserve and complement the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.

♦ buildings should step with the slope in order to facilitate view sharing.

Building Elements

♦ preserve the consistency and simplicity of built form, style and materials of the neighbourhood.

♦ complement the existing pitched, hipped or gabled roof forms as well as setbacks and fencing styles prevalent in each street.

♦ conserve stone cottages and stone walls throughout the neighbourhood.

♦ maintain the established open low timber and iron picket front fences.

♦ restore or replace cantilevered or posted balconies/verandahs where such elements were original features.

Landscape

♦ 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.

Local area character

Smith Street Hill
♦ preserve view lines from the hill to the south, east and west.

Evans Street
♦ preserve the commercial architecture of this street, with nil setbacks, parapet roof forms and posted balconies where appropriate.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of The Valley Distinctive Neighbourhood in Rozelle.

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

Building Envelope

- The building wall height generally applying to the neighbourhood is 3.6m.
- A 6m building wall height applies along Evans Street.

Setbacks

- Front building setbacks within the neighbourhood are to be a minimum of 1m however, where the prevailing setbacks in the immediate area (within 3 houses) is different, the setback for new development should be consistent with the prevailing setbacks.

Other controls

- The use of traditional timber, stone or masonry finishes as well as iron roofing and timber windows is encouraged.
10.5.2 EASTON PARK
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Easton Park Distinctive Neighbourhood forms part of the Rozelle suburb and is located at the south eastern corner of the Balmain Peninsula. The Neighbourhood is further defined by Foucart Street on the western boundary and Lilyfield Road to the south.

The neighbourhood is defined by its topography, with 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, cutting for road construction has resulted in houses 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.

The Easton Park neighbourhood is defined on the map below surrounded by thick black edging.
Currently in the neighbourhood are a mix of mature trees including native eucalypts, paperbarks and bottlebrush as well as a range of exotic species. Trees form a major visual element in the neighbourhood and it is served by three parks. These 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 which were moving out of the increasingly congested central Sydney area.

The original development pattern was based on industrial uses that were originally along the foreshores and later also occupied filled estuaries. Two major developments at the end of the 19th century were the introduction of electric trams along Darling Street and Victoria Road, as well as the reclamation of estuary land for the Rozelle rail marshalling yards. Housing for those employed in the local industries was built on the slopes above the Industrial land. After 1920 the industrial base in the area declined due to relocation, changing technology and changing 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 forms a community focal point with a corner shop, Smiths Hall and Easton Park. The visual focus of the neighbourhood is the park after which the Neighbourhood is named. 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 are predominantly laid out to run up and down the slopes.

Several narrow streets serve as laneways due to the adjoining lots having two street frontages. Such streets tend to have laneway uses on one side and street frontages uses for properties on the other side. Examples of such streets include Cook Street, Charlotte and Alice Streets as well as the unnamed roads behind the Darling Street commercial properties.
2. EXISTING CHARACTER

The Easton Park Neighbourhood has a primarily residential character with commercial development 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 and Lilyfield Roads.

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. 20th Century housing types include interwar bungalows and post war blocks of walk-up flats. In addition, more recent development includes townhouse development 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 are: East of Gordon Street are more substantial masonry houses and terraces; the mid slopes accommodate mostly freestanding dwellings; higher slopes contain smaller terraces reflecting the pre 1890s development pattern.

Lot sizes tend to be smaller close to Darling Street and Victoria Road and such smaller lots of about 80 m2 tend to be associated with terraces housing. In the centre and west of the neighbourhood the lots are larger, ranging from around 180 m² to 250 m².

Three distinct areas in the neighbourhood are located within Conservation areas. These are; Evans Street, most of the area east of Gordon Street and the knoll west of Easton Park.

Identifiable characteristics of the neighbourhood include setbacks of 0 – 3 m and mature trees on private land which contribute significantly to the streetscape. The scale of buildings is mixed between single storey (3.6m wall height) and two storey (6m wall height). The height and scale of housing is affected by sandstone outcrops in the lower half of the Neighbourhood.

Photo: Traditional rock wall fronting Alfred Street
Housing in the area generally has a scale of 3.6m, with pitched hipped or gabled roofing. Materials for dwellings includes mostly timber with some rendered brick and iron roofing. Front verandahs, often to the front boundary, are narrow with widths of approximately 1 m. Timber picket fencing is prevalent throughout. Most properties do not have on site parking available.

**SREP 26 – CityWest**

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 REP 26 is the NSW Minister for Planning.

3. **DESIRED FUTURE CHARACTER**

*Urban Form*

- preserve the existing varied styles of housing with special regard to the modest scale and simple, unadorned nature of the architecture.
- preserve view lines to the south and east by stepping buildings with the prevailing topography.
- 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.

*Building Elements*

- preserve the consistency and simplicity in built form, style and materials of the neighbourhood.
- maintain the existing roof forms, setbacks and fencing styles prevalent in each street.
- preserve stone cottages and stone walls throughout the neighbourhood.
- maintain the established open low timber and iron picket front fences.

*Landscape*

- cutting into rockface for any purpose including driveway crossings, is to be avoided;

4. **NEIGHBOURHOOD CONTROLS**

These Neighbourhood Controls apply across the whole of the Easton Park Distinctive Neighbourhood in Rozelle.

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

*Building Envelope*

- The building wall height applying to the neighbourhood is 3.6m.
A 6m building wall height may be suitable where two story terraced development is dominant.

**Setbacks**

- Front building setbacks within the neighbourhood are to be a minimum of 1m however, where the prevailing setbacks in the immediate area (within 3 houses) is different, the setback for new development should be consistent with the prevailing setbacks.

**Other controls**

- Maintain roof forms with pitched, gable or hipped roofs.
- The use of traditional timber, stone or masonry finishes, iron roofing and timber windows is encouraged.
- Posted verandahs over footpaths may be considered on corner sites where the established setback is nil and the established scale is two storey.
- Where structures are proposed to be built on top of exposed rock face, they shall be timber or rendered masonry and shall be coloured to complement the sandstone.
A10.5.3 CALLAN PARK 
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

Callan Park Distinctive Neighbourhood is located in the south west corner of the suburb of Rozelle. The neighbourhood is bounded by King George Park and The Rozelle Hospital Grounds to the west and south and by two main arterial roads, 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 Callan Park Distinctive Neighbourhood is shown on the map below surrounded by thick black edging.
The road layout 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 the Rozelle Hospital site, now used as the Sydney College of the Arts.

2. EXISTING CHARACTER

Callan Park has evolved as a neighbourhood with a distinct uniformity of scale and character. The area is made up primarily of modest single storey detached houses dating from the late 19th and early 20th centuries. There are additionally, numerous two storey dwellings located at the top of the rise in the vicinity of Darling Street as well as some two storey houses at the bottom of the hill adjacent to King George Park.

The scale in the neighbourhood is predominantly single storey with some two storey dwellings located along Cambridge and Waterloo Streets along the top of the Balmain ridge. On the slopes of the neighbourhood, second storey additions 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.

The materials used in construction along the top of the ridge tend to be painted masonry with tile roofs mixed with simpler timber and iron cottages. This ridge area is characterised by late Victorian housing with more ornate finishes, arched openings, stained glass and ornate cast iron balustrading on verandahs.

On the slopes the character is more modest with cottages in a tight development pattern utilising limited setbacks (1-2m). Materials used in this area are predominantly timber and iron. These houses present simple forms mostly without ornamentation.

The area was laid out with a generally consistent pattern of lot sizes. Along the top of the ridge and in the vicinity of the Darling Street/ Victoria Street intersection (including Waterloo and Cambridge Streets) lots range in size up to 300 m² while in the lower parts of the neighbourhood, the lot sizes are generally consistent at 225 m². The smaller lots have a width of approximately 4.75 m and the larger, lower lots tend to be of double (8.5 – 9m).

The roads in the neighbourhood have widths varying from 6 m carriageways to 12 m and primarily serve local traffic. The block between Oxford Street and Park Street is one lot deep and many houses use Park Street as a laneway, with garages fronting the upper part of this road.

The neighbourhood slopes away from Darling Street and Victoria Road, with commercial uses along these main roads and residential development extending down
the slope. The commercial and retail component of the neighbourhood is concentrated on these main roads. These roads are discussed as a separate distinct neighbourhood within the Rozelle suburb profile.

The traditional street pattern in the area had few driveway crossings. These have been added where redevelopment has occurred, generally at the bottom of the valley.

The precinct has varied tree cover, with most mature trees being in the bowl of the valley. The mature Fig trees in the Rozelle Hospital site form a distinct green back drop for the lower parts of the precinct and along upper Manning Street. Street trees have been planted along the wider streets such as Clubb and Moodie Streets. Most front yards throughout the neighbourhood have vegetation which adds to the streetscape. When viewed from higher slopes, the lower and middle slopes have a dense canopy of trees.

DESIRED FUTURE CHARACTER

**Urban Form**

- Development should follow the topography of the area and maintain the single storey scale on the mid slopes and mixed 1 and 2 storey scale at the top and bottom of the slope.
- 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 and gabled roofs. Preserve the established setbacks for each street.

- Preserve and enhance public and private views over the Rozelle Hospital site, King George Park and Iron Cove.

**Building Elements**

- Conserve the single storey, freestanding cottage form, style and materials characteristic of the neighbourhood.
- Preserve the consistency of architectural style appropriate to the existing style of each street.
- Retain stone cottages where they occur throughout the neighbourhood.
- Maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

**Landscape**

- Maintain sandstone outcrops and remnant stone wall footings.
- Retain and encourage street trees on the wider streets.
4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Callan Park Distinctive Neighbourhood.

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

**Building Envelope**

- 3.6m building wall height applies to the neighbourhood.

**Urban Form**

- Changes to the front facades of existing dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.
- Driveway crossings shall be minimised and are generally discouraged.
- New development shall maintain the use of hipped or gabled roof forms and designs shall be complementary to the existing unadorned built form.
- 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.
- Retain existing stone houses, allowing sensitive development on those sites utilising appropriate materials and styles.
A10.5.4 IRON COVE
DISTINCTIVE NEIGHBOURHOOD

1. LANDFORM

The Iron Cove Distinctive Neighbourhood is located on the western side of the Balmain Peninsula in the suburb of Rozelle. 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 20th century 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.

The Iron Cove Neighbourhood is shown on the map below surrounded by thick black edging.
2. EXISTING CHARACTER

The road pattern in the neighbourhood is based around three main roads these being 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 main Rozelle commercial areas along Darling Street and Victoria Road are considered in the Rozelle Commercial Suburb Profile.

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 in the neighbourhood were the Balmain Power Station and the Elliot Brothers Chemical Works, however both of these sites have been redeveloped into multi unit residential development (Balmain Shores and Balmain Cove residential developments).

These sites contain residential development in a series of buildings up to eight storeys high and are the most significant component of the suburb when viewed from the west. Public open space has been established along the foreshore of these sites.

North of this site is Balmain High School and the school buildings are located on the lower potion of the site, with playing fields and tree lines on 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 area within the neighbourhood and the trees on this site contribute significantly to the amenity of the neighbourhood.

Photo: Balmain Cove

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 scale.

Along Terry Street housing at the north end of the neighbourhood is single storey in scale with an intact row of interwar bungalows. Toward Wise Street the scale of residences increases to two storey 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.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ 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.

♦ 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.

Building Elements

♦ Conserve the single storey, freestanding cottage form, style and materials characteristic of the neighbourhood.

♦ Preserve the consistency of architectural style appropriate to the existing style of each street.

♦ Retain stone cottages where they occur throughout the neighbourhood.

♦ Maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Iron Cove Distinctive Neighbourhood in Rozelle.

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

Building Envelope

➤ A building wall height applying to the Neighbourhood is 3.6m.

➤ A 6m building wall height may be considered where two storey terraced development is dominant.
Other controls

- Maintain roof forms with pitched, gable or hipped roofs. Roof forms are to be designed to preserve view lines for adjoining properties.

- Continue use of traditional timber, stone or masonry finishes as well as iron roofing and timber windows.

- Driveway crossings shall be minimised and are generally discouraged.
A10.5.5 ROZELLE COMMERCIAL NEIGHBOURHOOD

1. LANDFORM

The Rozelle Commercial 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. Along Victoria Road the Neighbourhood extends from the City West Link Road to Clubb Street. This neighbourhood also encompasses the industrial/employment areas around Crystal and Terry Streets. The Neighbourhood includes residential development on both sides of Darling Street between Wise and Schultz Streets.

The Rozelle Commercial Neighbourhood is defined on the map below surrounded by thick black edging.

Darling Street runs along the ridge of the Balmain Peninsula and Victoria Road bisects the peninsula. The neighbourhood forms a rough cross at the south western end of the Balmain Peninsula.

The boundary of the Rozelle Commercial neighbourhood is defined by the rear of properties fronting onto these main roads and generally includes those properties within the business and industrial areas. Other than residential, Some properties are served by rear service laneways and some are served by rear rights of way. Many other sites are serviced via the front street or front driveway.
EXISTING CHARACTER

The Rozelle Commercial Neighbourhood is formed around the intersection of two busy thoroughfares. Victoria Road forms a main arterial road into and out of Sydney. Darling Street is the main thoroughfare on the Balmain peninsula, serving as a connector between the Inner West and Balmain.

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 1840’s, Victoria Road had been established as a route to connect the residents of Drummoyne and Balmain with the ferry to the city. The current pattern of subdivision and development was established by the 1870’s and the formal division between the two parts of Rozelle occurring when Victoria Road was widened in the 1950’s.

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 time, the Rozelle area has been served by ferries, punts, buses, trams and private vehicles.

The development along Darling Street and Victoria Road has a two storey scale with a mix of traditional shop top housing, single purpose commercial buildings and more recent mixed development. The scale tends to increase to three stories at key intersections.

Commercial premises generally have vehicular access and servicing 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.

Darling Street

The Darling Street component is bisected by Victoria Road and is characterised by a vibrant mix of restaurants, retail shops, community facilities and commercial enterprises.

Photo: Darling Street; outdoor café seating

The character of the buildings south west of Victoria Road has remained largely unchanged. The area has an established two storey scale with occasional larger buildings, and the predominant style of buildings is two storey with shops at ground level and residences above. The architectural style is mostly late Victorian with some early 20th century Federation styled buildings.

North east of Victoria Road, the scale increases with buildings having tall parapets and comprising a 3 and 4 storey scale, adding to the imposing church buildings and sandstone school buildings in this locality. Setbacks for commercial sites are generally nil, while houses, public buildings and churches have varied setbacks including small front yards. In the Rozelle Commercial precinct, most shops
have full width suspended awnings and several buildings have restored the traditional posted verandahs over the footpath. This restoration 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 the local and pedestrian orientation of the area. This change is currently evolving and is characterised by the emergence of numerous restaurants /cafes (in addition to the numerous existing takeaway eateries) as well as ‘lifestyle’ boutiques. This evolution of the character is most notable in the leisure retail strip north of Victoria Road.

Development along Darling Street is a mix of residential and commercial. The northern end, near Wisbeach Street, is all residential with one former Cinema converted into three levels of residential units. Commercial development includes a petrol station, a strip of 1950s shops in the process of being replaced by mixed commercial/residential developments. The scale and character of development on the western side (up to the converted cinema at No. 549 Darling Street) is generally consistent with commercial land along Darling Street.

Along the eastern side of Darling Street the residential zoned land generally has a 6 m building envelope. Adjacent to Norman Street, along Darling Street are some remnant two storey stone shops. These are unrenovated and worthy of preservation. Traditional development along Darling Street has a nil setback, while more recent housing north of Wisebeach Street has a setback of 3 m. The Darling Street frontage in this suburb has a mixed, generally two storey form with single and multi unit residential, commercial, retail and poorly regulated signs.

Residential development along Merton and Nelson Streets is freestanding single storey, with tiled, hipped roofing. Fencing throughout the neighbourhood generally consists of palings on top of low brick walls.

The portion of the neighbourhood north of Victoria Road has several short strips of street trees as well as benefiting from the mature trees in the Rozelle Public School. In addition there are a few palm trees on the footpath at the north end of the neighbourhood. Adding to the streetscape amenity is the landscaping of intersection traffic management facilities. The area around the school has the potential for further development as public space and broader community usage.

Another element of Darling Street in Rozelle is a succession of buildings erected for public service uses. These buildings include Police Stations, Fire Stations, Post offices, banks and Churches.

Photo: Traditional commercial façade along Darling Street
Victoria Road

Victoria Road is characterised by the high vehicle volume flow rates through the municipality to and from the city. The road reserve ranges from 30m to 60 m wide, varies from 6 to 8 lanes and is primarily designed as an arterial road. There are 7 sets of traffic lights on Victoria Road in Rozelle.

Development along Victoria Road is a mixture of scales ranging from single storey to three stories. The subdivision pattern on the northeastern side of the road is characterised by shallow lots with wide street frontages to Victoria Road. Closer to the City West Link Road are numerous car related premises including dealerships, petrol stations and tyre retailers. These businesses tend to be set back a minimum of 10 m from the road and have areas set aside for customer parking.

The built form along the southwestern side of the road is a mix of Victorian two storey shops and residences together with later 20th century industrial style buildings. Other building forms include traditional pubs, housing from the interwar years and a church building currently used as a Community College. O’Connor Reserve and Hanan Reserves provide a landscape relief to this highly urbanised environment, while a row of 30 palm trees in the traffic island provides greenery near the junction of Darling Street.

To the northwest of Darling Street, the Balmain Leagues Club makes a significant impact on the streetscape with a three storey bulk for the full depth of the lot. This contemporary building is an aggregate style of commercial premises which is further compromised by the addition of mobile phone antennas along the western edge of the roof.

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.

Industrial Area

The industrial area of this Distinctive Neighbourhood is made up of the service and industrial areas surrounding Crystal Street and bounded by Terry and Wellington Streets. Part of the north eastern section of Victoria Road, south east of Darling Street also presents as a predominantly industrial area.

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 varying from small redundant residential lots to large industrial lots such as the Carrier site that fronts onto Terry Street.

The built form also varies extensively throughout the neighbourhood due to changes in landuses and topography, from original workers cottages to post war industrial and

Further information on the upgrade of Darling Street may be sought from the Darling Street Masterplan Study.
ancillary commercial buildings. There are also examples of contemporary industrial/commercial architecture along Terry Street.

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.

3. DESIRED FUTURE CHARACTER

Urban Form

♦ 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.

♦ 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;

♦ promote a residential/commercial mix in the retail part of the neighbourhood by allowing shop top residential development subject to density and streetscape controls.

♦ maintain the predominant bulk, scale and siting of buildings consistent with adjoining development and the neighbourhood generally.

♦ improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.

♦ protect and enhance the residential amenity of dwellings in and adjoining the neighbourhood.

Building Elements

♦ 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.

♦ retain traditional shopfronts and reinstate shopfront elements including awnings and balconies where appropriate.

♦ encourage appropriate lighting and signage consistent with the predominant type along each local area section. Advertising should not become a dominant element in the streetscape.

♦ encourage sympathetic colour schemes, corporate identity and signage for buildings that define the character of the area, yet retain the individual identity of each property.

♦ discourage additional vehicle access to sites from Darling Street and Victoria Road.

Economic Viability

♦ promote the continuing development of the Neighbourhood and encourage land uses and development that contribute to the needs of the local community.

♦ promote a greater connection and cohesion between the northeastern and southwestern portions of Darling Street,
♦ further develop the areas with tourism potential by facilitating tourist attractions such as markets, pubs, cultural activities and tourist accommodation, and

♦ enhance and promote the viability and potential for a range of non-commercial activities and services that compliment the core of the Rozelle neighbourhood and its surrounds.

Local Area Character

Darling Street

♦ preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets,

♦ 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, improved public artwork and decorative elements,

♦ encourage street trading where it does not obstruct the public use of the footpath and does not detract from the visual amenity of the area.

Victoria Road

♦ encourage development that relates well to the street. The vibrancy and visual interest of Victoria Road should be enhanced.

♦ promote uses appropriate to Victoria Road that utilise high visibility without compromising traffic flow.

♦ view sharing between existing and proposed developments is important.

♦ encourage appropriate materials that relate to the established built form. Visual privacy and acoustic amenity shall be incorporated into the design of all developments

♦ improve the streetscape by limiting inappropriate signage, colour schemes or other promotional displays.

♦ 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.

♦ encourage and maintain key pedestrian crossings across Victoria Road to prevent the fragmentation of the suburb and the commercial neighbourhood.

♦ preserve the current residential character and uses along the part of Darling Street zoned residential.

♦ maintain a two storey scale for residential development along Darling Street. Where sites are developed for mixed commercial/residential uses, a 7.2m building envelope is permissible.

♦ encourage signage and colour schemes that complement the streetscape.

♦ encourage the retention and reinstatement of all private and public trees along Darling Street.
◆ replacing cantilevered or posted balconies / verandahs is encouraged for buildings where such elements were original features.

Photo: Inappropriate signage and view towards the CBD.

Industrial Area
◆ improve the landscaping quality of the area by encouraging appropriate landscaping of development
◆ encourage industrial activities to be located within buildings to minimise noise and excessive street activity.
◆ encourage consolidation of smaller lots to facilitate the industrial activities within the Neighbourhood;

The industrial area within the Rozelle commercial Neighbourhood is shown on the map below surrounded by thick black edging.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Rozelle Commercial Distinctive Neighbourhood.

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

Building elements
➢ Shopfronts, balconies and parapets shall complement adjoining development. Suitable contemporary interpretation of the original character is acceptable.

Signage
➢ 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.
Vehicular access

➢ Where properties are serviced by laneways or Rights of Way, vehicular access should be achieved in this manner.

5. ADDITIONAL CONTROLS

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

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

Industrial Area

♦ Industrial uses shall be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.

➢ Appropriate off street servicing facilities (loading bays etc) shall be provided.

Darling Street

➢ Building envelopes of 7.2m are permitted fronting onto the western side of Darling Street up to Wisbeach Street.

Victoria Road

➢ A maximum building wall height of 10m, taken from the street frontage, shall apply to buildings along Victoria Road.

➢ Buildings should cover the full width of the lots and should be built with a nil setback to Victoria Road.

➢ Developments shall 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.
A10.5.6  ROBERT STREET
INDUSTRIAL NEIGHBOURHOOD

1. LANDFORM

The Robert Street Industrial Neighbourhood is located on the south side of the Balmain Peninsula adjacent to White Bay.

The Neighbourhood is bounded by Victoria Road, Robert Street, Mansfield Street and Loughlin 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.

The Robert Street Industrial Neighbourhood is an integral component of the maritime industrial precinct that includes Rozelle Bay, the Glebe Island silos, the White Bay Power Station and the White Bay Container Terminal.

The Robert Street Distinctive Neighbourhood is defined on the map below surrounded by thick black edging.
2. EXISTING CHARACTER

The Robert Street Industrial Neighbourhood represents a distinct pocket of industrial land within the Leichhardt Municipality.

This area was part of the original development pattern of the Balmain Peninsula. During the mid 19th century several significant employment generating industries relocated to this area when pollution and space constraints forced them out of Sydney. Integral to the early development of this precinct was the direct access to shipping and broader markets.

The construction of the 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 building formerly housing the steel processing plant forms the largest feature in the industrial neighbourhood and is now used for a wide variety of employment generating purposes. This building has an imposing 10 – 15 m wall height built to the boundary, with 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 5-8m 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 in the neighbourhood ranges up to 15 m wall height (with 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 6–8 m with single storey scale adjacent to The Crescent and along Victoria Road. Along the western side of The Crescent are a few remnant houses. These sites have a significantly compromised residential amenity and an expanded residential use would be difficult.

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 and largely housed within the buildings themselves rather than
taking place in the open, ensuring that amenity impacts are kept to a minimum.

Located adjacent to main transport routes, this industrial 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.

**DESIRE FUTURE CHARACTER**

**Land Uses and Economic Viability**

- Encourage developments that take account of existing and proposed Master Plans for land currently managed by Sydney Ports Corporation and the Sydney Harbour Foreshore Authority.
- Encourage a range of industrial uses which contribute to the ongoing viability of the surrounding uses.
- Provide for a range of industrial spaces that encourage diversity of industrial uses.
- Retain and enhance the industrial areas to maximise its continuance for employment opportunities.
- Maintain the integrity of the neighbourhood by discouraging residential development in the area.
- Discourage uses that may compromise the viability of which will cause nuisance to adjoining/nearby uses.
- Promote the viability of compatible industrial activity at street level to provide an active street frontage.

**Urban Form**

- Encourage the adaptive reuse of existing buildings whilst allowing for a range of contemporary and compatible industrial uses;
- Allow for increased building scale, especially at the corner of Mullens and Roberts Streets;
- Encourage industrial activities to be located within buildings to minimise noise and excessive street activity;
- Allow industrial development to be built to the street alignment to continue the prevalent setbacks and provide a “hard edge” along the street;
- Locate driveway openings such that industrial based traffic is kept away from residential areas.
- New development shall provide appropriate off street servicing facilities (loading bays etc).
- Encourage uses that are compatible with surrounding industrial uses.
Building Elements

- ensure that new development is complementary to the scale and character of existing industrial development;
- ensure that new development continues the symmetrical and articulated facades and predominant horizontal proportions that characterise more recent industrial development;

Victoria Road

- promote uses appropriate to Victoria Road that utilise high visibility without compromising traffic flow.

4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Robert Street Distinctive Neighbourhood.

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

Land Use and Urban Form

- Industrial uses shall be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.

Siting and Setback

- Where provided, front setbacks and internal areas should be appropriately landscaped to provide a visual buffer to the street.

Signage

- Signage must be consistent with the established character of the streetscape. Signage visible from residential areas should be compatible with residential amenity in terms of location, size, illumination and content.

Materials and Painting

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

Vehicular Access

- Where properties are serviced by a lane, vehicular access should be achieved via the lane and not from the primary street frontage.
- Appropriate off street servicing facilities (loading bays etc) shall be provided.
B1.0 RESIDENTIAL DEVELOPMENT
PART B – RESIDENTIAL DEVELOPMENT

How DCP Part B – Residential applies

DCP Part B – Residential applies to all new housing irrespective of the zoning of the land.

Use DCP Part B – Residential along with DCP Part A – General Information. Particular reference should be made to Leichhardt Local Environmental Plan 2000.


DCP Part B is divided into 2 distinct parts:

• General guidance and controls (Sections B1.0 – B3.0) and

• Controls for development types (Section B4.0)

Before commencing any design work, applicants should be familiar with these controls, the Suburb Profiles at Section A10.0 and the structure of the DCP.

Structure of controls

Within the General guidance sections, planning and design issues are divided into ‘Design Elements’ set out in the following format:

Principles

describe the primary purpose and intent of each element.

Rationale

provides an explanation and supporting information for the design element.

Guidelines

provide steps and procedures for best practice, and are encouraged by Council.

Controls

provide mandatory controls on all development.

Applicants should discuss proposals with Council staff prior to lodging a Development Application. This can save time and expense and enable Council to explain the contents of the plan, address potential conflicting controls and consider solutions to achieve the best outcome.

For Development Application submission requirements, refer to DCP Policy Statement No.1.

If you have any queries regarding Leichhardt TownPlan, please phone the Council’s Division of Environmental Management on 9367 9222.
B1.1 Design Element 1 – Site layout, subdivision and design

**Principle**

Design new housing to integrate well with the neighbourhood and be consistent with and enhance existing street subdivision patterns, street character and maintain amenity to adjacent residents.

**Rationale**

Leichhardt is an area characterised by diverse street patterns. The development of suburbs at different periods has ensured that street and subdivision patterns vary distinctly, both within and between areas. A varied topography and mixture of land uses adds to this complexity.

Local area characteristics are set out in the Suburb Profiles (A10.0). In designing the layout of new housing development, consideration of the prevailing street patterns and lot subdivisions is the first step. The scale of the proposal will determine the extent to which the controls outlined below are necessary and applicable.

**Guidelines**

Before designing the layout and siting of the development, use the Urban Framework Plans and your site analysis to consider the opportunities and constraints such as:

- The maintenance of subdivision patterns that are unique to each Distinctive Neighbourhood of the municipality;
- buildings and landscape features that need to be retained;
- impact on adjacent or neighbouring Heritage Items;
- site contamination;
- potential overshadowing and loss of privacy to neighbours;
- the need to retain and provide solar access;
- and possible sources of noise disturbance to future occupiers and existing residences.
Design to optimise existing site characteristics, including topography, landscape, use of on-site materials and solar access to land and buildings.

Some corner sites and sites located on the termination of vistas, provide an opportunity to improve townscape and streetscape features by providing a focal point as illustrated above and below. These opportunities should be explored at the outset and the development designed accordingly.

Controls
- Maintain a grid pattern consistent with the locality, and avoid winding cul-de-sacs on large sites where new roads are proposed.
- Subject to the minimum lot size of 200m², future lot subdivision should be consistent with the prevailing subdivision pattern and shape of the surrounding development as described in the Distinctive Neighbourhoods.
- Design the layout of open space in accordance with the Open Space Strategy.
- Where buildings front streets or back on to streets in the locality, new streets should be designed to ensure that this characteristic is respected.
• Development should have an east-west orientated street pattern to achieve greater energy efficiency.
• The layout of new housing development should respect the pattern, orientation and shape of allotments in the area.
• When determining the siting of buildings and the area and dimensions of allotments, enable the provision of private open space, vehicle access and parking to the standards required by this plan.
• Orientate buildings to address streets and public spaces.
• Ensure that adequate arrangements are made for the provision of water, sewerage and drainage services.
• Where development coincides with a major knoll or significant ridgeline design to reinforce these features
• Locate dwellings with ease of access to local services and facilities.

• Ensure streets and footpaths are well lit at night and avoid right angles and ‘blind corners’ in footpath layout to improve safety and security.
B1.2 Design Element 2
Building Form, Envelope and Siting

Principles
Plan and design new housing, and additions and alterations to existing housing, to maintain and enhance the established scale and character of the streetscape. Match and complement existing building forms, private open space and landscaped areas.

Plan new housing to provide a balance between building and spaces which respects the character of the area.

Rationale
It is important that new development and extensions relate to the established setting and character of neighbouring buildings, and the wider locality. This character is determined by the scale, massing, siting, size, height, spacing, form, intensity and use of surrounding buildings. Apart from establishing the character of an area, design that addresses these issues serves to minimise visual impacts, preserve outlooks and protect privacy.

Guidelines and Controls
- Siting and Orientation
- Building Location Zone
- Building Envelope
- Side Setbacks

Siting and Orientation Guidelines
An important element of an area’s character is the amount of space around and the distance between buildings. New buildings and alterations and additions to existing buildings need to be designed so that they respect the proportions of neighbouring developments, the streetscape and amenity of neighbouring residents.

Established buildings are almost always oriented to their street frontage, often have relatively uniform spaces between them, similar building heights and setbacks. Such relationships and existing features and details (e.g. verandahs and roof forms) are together responsible for streetscape character and should provide the basis for new development.

Buildings that are orientated across sites, contrary to the established development pattern, are intrusive and often overlook adjoining properties (see below).
Building Location Zone Guidelines

- Front and Rear Setbacks

In addition to the siting of a building, the setbacks proposed must respect existing setbacks on adjoining properties and the street alignment. They should ensure the efficient use of the site, protect the amenity of residents, maintain established private open space and landscape patterns and reinforce the character of the neighbourhood. Space around the building must be designed to accommodate access, useable private open space, landscaping requirements, site facilities and parking, where required.

New development or an extension to an existing dwelling is to be located within the Building Location Zone (BLZ). This is a zone defined by the average front and rear setbacks of both the adjacent buildings on either side of the subject site. The BLZ is that part of the subject site where it can be reasonably expected that a building will be located (see below). This includes 2 storey development and first floor extensions to existing dwellings, however in most circumstances development above the first floor may not occupy the entire area of the BLZ, due to the resulting bulk and scale issues.

Note: With the exception of corner sites, depending upon circumstances, the extent of the BLZ does not refine or relate to side setbacks.

The BLZ is determined only by the main buildings on the adjacent properties. The location of ancillary sheds, garages, external laundries, toilets or other free-standing structures on the site is not relevant in determining the BLZ.

Where it is proposed to build outside of the BLZ, the onus is upon the applicant to justify that the proposed building footprint is appropriate. Issues which must be addressed in justifying a building footprint extending outside of the BLZ include, but are not limited to:

- visual aspect of the bulk and scale, as viewed from adjoining properties;
- amenity to adjacent properties (ie sunlight, privacy, views);
- location and retention of existing significant vegetation;
- compliance with applicable statutory controls, including Floor Space Ratio and minimum landscaped area of 40% of the site;
- the existing streetscape and character and scale of surrounding development; and
- the adequacy of the size, dimensions, privacy and solar access of private open space for outdoor recreation and landscaping.

On corner sites, the primary street frontage may not necessarily be the widest street frontage. The BLZ of a corner site may be determined by the location of the building on the adjacent property that most resembles the orientation, frontage width and site layout of the subject site (refer to BLZ diagram opposite). Council may exercise some flexibility in relation to the side setback to the secondary street frontage, depending upon the relative importance of this frontage. For example, if the second frontage is to a laneway, a zero setback would be acceptable.
Building Envelope Guidelines

The building envelope determines another main element of character. It ensures that development is appropriate to the local character, the setting and the context of the development. Wall height, width, depth and roof form and pitch of a building define the building envelope. Wall height is the key control over the building envelope, and roof form is one of the most important features that determines the overall appearance of residential buildings.

The envelope roof control is aimed at encouraging the use of pitched roofs, which is characteristic of most housing in the Municipality. The most typical roof forms are hipped, gabled or parapet designs, often with a skillion roof to the rear. The roof pitch or plane is generally between 30º and 45º, depending on the characteristic style of the local area.

How to determine a building envelope

The Suburb Profiles give an indication of the general height and roof form of buildings in the area. This is a general guide and the prevailing circumstances should be paramount in assessing a building envelope.

In addition to the information given in the Suburb Profiles, consider the following aspects of surrounding development in relation to the proposal:

- ridge heights;
- eaves heights;
- roof form and pitch;
- proportion of the street frontage covered by the building elevation;
- any articulation of the front elevations.

The building envelope defines the maximum potential volume of a development above ground level. It applies to the whole area of a building defined by external walls. It includes covered areas such as verandahs and balconies, but does not include open decks and paved areas.

The envelope has two height components, a wall height and a roof control comprising of an inclined plane at 45 degrees from the top of the wall height.

The wall height is related to the average in the area (see Suburb Profiles for the relevant wall height). The wall height is measured from existing ground level, at the front of the building.

For the purposes of determining a building envelope, wall height does not always relate to the actual height of the front building wall, as shown in the diagrams on the next page. Combined with the roof control, the wall height is simply a means of setting an appropriate height at the front elevation and hence controlling the overall bulk of a building. On a sloping site, wall height shall be measured from several points along the building to provide an average height and split-level solutions must be applied.

The roof control applies 45 degree inclined planes to significant (eg street) elevations of the building to permit compatible roof forms. The inclined plane also encourages the use of traditional building elements such as verandahs and balconies, which would assist in minimising the bulk of front elevations, presenting a smaller roof line at street level. Normally the height of a development including wall height and roof form should not exceed the ridge heights of adjoining development. Minor architectural elements such as chimneys, dormer windows, gables and sub-gables can penetrate the envelope.
On corner sites, the inclined roof plane must be applied to both street elevations to encourage a building in scale with adjoining development (see diagram above). The above diagram does not reflect the situation of a terrace house on a corner block, where Council may allow for greater bulk fronting onto the secondary street and hence a larger building envelope.

**Building Envelopes – 2.4m, 3.6m, 6.0m and 7.2m**

Four basic building envelopes apply to housing in the Leichhardt area, based upon existing dwelling types:

- **2.4m wall height** – Single storey, similar to the scale of a workers’ cottage.
- **3.6m wall height** – Single storey, or low 2 storey dwelling utilising the roof space.
- **6.0m wall height** - 2 storey, similar to the scale of a 2 storey Victorian terrace.
- **7.2m wall height** - 3 storey, to a scale compatible with grander terraces or mansions, or when the wall height is used as a parapet.
Side Setback Guidelines

Setbacks are a key component of the streetscape. They provide rhythm and add character to residential streets, provide views and glimpses of local and distant landmarks and vistas from public places and can provide access to the rear of properties.

Setbacks also provide amenity to existing and proposed housing through the maintenance and provision of privacy, ventilation and sunlight access. As access to sunlight and privacy can be severely affected by tall buildings erected close to or on side boundaries, greater setbacks are required for taller buildings than for low scale single storey buildings.

Where it is proposed to reduce existing side setbacks, the proposal must meet the side setback controls and be designed to ensure that gaps between buildings do not appear to be filled when viewed from the street. Side extensions visible from the street or a public place should appear subordinate to the existing building.

Council encourages a varied side setback in order to provide articulation and relief to side elevations as well as enhance solar access, privacy and air circulation to internal living spaces and adjoining development.

The Suburb Profiles give an indication of the desired character and general setbacks of buildings in the area. This information and the prevailing circumstances should be paramount in assessing the appropriate side setbacks for the proposal.

Controls

Siting

- Siting for new development in streets with an established siting pattern must be oriented in accordance with the Siting and Orientation Guidelines.

Building Location Zone

- All new development is to be located within the boundaries set by the Building Location Zone. Any departure from this control must be clearly justified in accordance with the Building Location Zone (BLZ) Guidelines.

Building Envelope

- All new development must fit within the relevant Building Envelope, as set by the relevant Suburb Profile.
  - Building wall height must be measured from ground level and applied at the front building elevation.
  - Any departure from this control must be in accordance with the Building Envelope Guidelines.

- The ridge height of a development shall not exceed the ridge heights of adjoining development. The development needs to respect the adjoining and local roof form.

- Except where a higher building wall height is permissible, Neighbourhood shops or buildings originally designed for non-residential use may use a maximum building wall height of 7.2m in order to incorporate a parapet wall.

Side setbacks

- Side setbacks for new development are to be of sufficient width, and designed such that the following issues are properly addressed to the satisfaction of Council:
- The requirements of the Suburb Profiles;
- Ensure that the development is sympathetic to and respects the rhythm of the streetscape created by the lot width and side setbacks of adjoining development;
- Amenity concerns of adjoining properties, in particular solar access, visual privacy, noise transmission and air circulation;
- Existing external access to the rear of the property with a minimum width of 900mm is to be retained; and
- The retention and enhancement of views to significant and local landmarks and vistas from a public place through gaps created by existing side building setbacks.

Minimum setbacks from the side boundaries shall be determined according to the following graph:

![Graph showing setback and side wall height relationship]

Council may allow buildings to side boundaries where:

- Higher portions of buildings are setback in accordance with the above control;
- The bulk and scale of development is minimised by reduced floor to ceiling heights;
- The potential impacts on amenity of adjoining properties, in terms of sunlight and privacy and bulk and scale, are minimised;
- Reasonable access is retained for necessary maintenance of adjoining properties.

- The pattern of development is not compromised;
B1.3 Design Element
Car parking

Principles
Development must comply with the car parking requirements set out in Part A.
Ensure that where on site car parking is required the layout and design:

- respects the quality and integrity of the streetscapes of Leichhardt; and
- is safe and efficient; and
- has regard to the layout, siting and use of neighbouring buildings; and
- is integrated with the overall site and building design.

Rationale
The layout and design of parking areas should ensure that the amenity of residents, both existing and future is retained. Account should be taken of potential noise disturbance, pollution and light spillage. Car parking areas can have a significant visual impact on the streetscape and should therefore be carefully designed having regard to landscaping, layout and location to ensure that car parking is integrated sympathetically with the development and locality. Where car parking is provided it must be in a safe and efficient manner, allowing for easy access to residents, visitors and service vehicles, whilst ensuring the safety of pedestrians and other road users.

Guidelines
Use the site analysis to plan car parking and road layouts to take account of; existing road layout and widths, availability and location of footpaths, existence and location of street trees and furniture and proximity of bus stops and traffic calming devices. Refer to ‘site drainage and stormwater control’, ‘landscaping’ and ‘elevations and materials’ design elements to ensure that any parking takes account of these principles. Ensure road and parking layouts preserve visual and acoustic privacy of residents.

Controls
- Car parking layout and design is to comply with numerical standards set out in DCP Part-A 8.0.
- Integrate the design of car parking into the overall site and building design.
- Where rear lane access is achievable, design car parking to be accessed from the rear lane only.
- Where only front access is available, provide car parking areas (such as garages and carports) behind the main building alignment, (the front wall of the dwelling).
- Where any dwelling is remote from a public street, access for service, emergency or delivery vehicles should be provided.
• No on-site parking is allowed for single dwellings on one allotment where vehicular crossings disrupt the continuity of the footpath and verges and reduce on-street parking capacity.

• Where garaging access forms part of the main front wall of a dwelling it must be;
  1) less than half the width of the building; and
  2) subordinate to the main elevational detail.

• Integrate into the streetscape the design of any paved area. This may best be achieved by either open paved areas, preferably porous or open block paving.

Additional Controls for underground parking

• Design access driveways for underground car parking to:
  – minimise the visual impact of the entrance to the street;
  – maximise pedestrian safety; and maintain pedestrian access and access for people with special needs.

• Design parking levels to be kept as low as possible with a maximum of 500mm above ground level. Minimise protrusion of end walls above ground level where end walls are situated on or close to property boundaries/street frontages.

• Where landscaped areas are located above parking areas provide;
  – 600mm soil depth for trees/shrub planting, and 300mm for ground cover planting.
  – Car parking spaces and accessways should not be provided directly outside dwelling doors or windows to habitable rooms.
B1.4 Design Element 4
Site drainage and stormwater control

Principle
*Design to reduce stormwater runoff and pollution.*

Rationale
Stormwater pollution is caused by litter, debris and dust which is washed off the streets and other surfaces during rainfall. Pollution is increased by chemicals and products that are poured or leak into drains and also by sewer overflows. Leichhardt's polluted stormwater flows into the harbour and contaminates soil sediments and reduces water quality. This in turn, affects the habitats of fish, water birds and other marine life and reduces our recreational opportunities.

The amount of stormwater runoff in an area relates directly to its intensity of development in that area. For example, due to high site coverage, industrial development is up to 90% impervious to water. With medium density development, the land is around 75-85% impervious. For a single dwelling on a large lot, the land is approximately 60% impervious.

The imperviousness of an urban area means that stormwater runoff flows more rapidly, and in larger quantities. Stormwater runoff flows faster over smooth, hard surfaces, and its speed is compounded by the volume of water. In summary, more buildings and hard surfaces in an urban area means less natural drainage.

More building means less natural drainage

INDUSTRIAL DEVELOPMENT
The land is 90% impervious

MEDIUM DEVELOPMENT
The land is 50% impervious

A SINGLE DWELLING
The land is 30% impervious
Guidelines

Ensure large development sites 'fit' as much as possible, within the hydrology of the natural system, reduce discharge of pollutants into the stormwater system, increase peak flow lagtimes and reduce erosion and sedimentation.

Stormwater infrastructure in large residential developments should provide maximum infiltration and retardation of peak stormwater flows.

Controls

- Use Urban Framework Plans to determine relevant contours, valleys and ridgelines in relation to the site.
- Use on-site detention, preferably on unpaved or grass surfaces to trap and remove contaminants from stormwater and increase infiltration into the ground.
- Incorporate detention or retention basins.
- Where possible use open space for stormwater control and site drainage, where integrated as part of a large development.
B1.5 Design Element 5
Elevation and materials

Principle
Design to respect the elevational character and appearance of the streetscape and locality.

Rationale
The elevational design of a building is as important as the building bulk and scale. The arrangement of openings in walls is visually important to the quality of the streetscape, especially the placement and proportions of windows and doors.

A building may often comply with the building envelope controls, but does not necessarily 'fit', as the elevational details do not relate to the style and character of the setting. However, simply providing the 'openings' may not in itself be adequate to ensure character is preserved as functionless openings provide 'dead frontages'.

The design of new housing should respond to the vertical and horizontal rhythms established by existing buildings and streets. Rhythms are recurrent design lines that establish a design pattern and reinforce the character of a particular street. Elevational relief and modelling detail also contribute to fitting in with the streetscape.

The architectural diversity of housing in Leichhardt often permits the use of a considerable range of building materials. The careful selection of materials can result in innovative design solutions without compromising the principle of this design element. However, some modern building materials and external finishes are unsympathetic to neighbouring buildings, and in some cases may detract from the character of the streetscape. In areas of homogeneous character, such as the Bishopsthorpe Estate in Glebe, selection of building materials and finishes requires greater sensitivity.

Traditional building materials for dwellings are smooth face brick in deep red/brown colour with terra cotta tiles, corrugated iron or equivalent roofing; or timber weatherboards with corrugated iron roofing; or where the predominant style is Victorian, rendered and painted brickwork.

Guidelines
Vertical control lines are set by such elements as blade/party walls, nib walls, exposed down-pipes, attached piers, setbacks and changes in facade planes.

Divide the facades of new buildings into vertical bays or units of dimensions appropriate to the scale of the building proposed and that of adjoining development. Bays are established by vertical control lines.

Horizontal control lines are set by such elements as ground level, string courses, cornices, balconies, balustrades, roofs, eaves lines and door/window heads. Use horizontal control lines to align elements of new buildings with adjoining buildings.
Controls

- Where new buildings are proposed, elevational design shall respect the size, location and proportions of windows and doors of neighbouring buildings.

- When designing extensions or buildings next to heritage items, ensure the modelling and relief is respected.

- Provide articulated elevations to new building where the streetscape dictates and where wide frontages are proposed.

- Ensure elevations which front a public space are not dominated by windows or doors to non-habitable rooms.

- Development should take reference from and complement the existing character of the streetscape in terms of scale, architectural style and materials. Alternatives may be considered at the discretion of Council.

- Preferred roof forms are hipped and gabled with a pitch between 30° and 45°. Other roof forms may be appropriate and these will be considered at the discretion of Council.

- New townhouse and multi-unit developments shall submit a sample board with the proposal.
B1.6 Design Element 6 – Front Gardens and Dwelling Entries

Principles

*Design practical dwelling entries which improve security.*

*Design front gardens to act as transitional spaces between the public street and private dwelling which improve security and contribute to the streetscape.*

Rationale

Traditionally, the front garden or yard has functioned as a semi-public space, performing a variety of physical and cultural roles. Front gardens provide a transition from the public space of the street to the private spaces within dwellings. Security and a sense of personal address can be provided by ensuring a clearly defined transitional space where dwelling entries are identifiable. This is characteristic of traditional areas where front gardens and porches delineate the change from public to private space.

Guidelines

Promote safety and casual street surveillance by:

- ensuring visitors can be seen from the inside of the dwelling without opening the door; and

- designing dwelling entries and their adjacent windows to ensure casual and mutual surveillance from the street, site and other dwelling entry points, pathways, play areas and other public areas.

- Allow for privacy by separating publicly accessible paths from dwelling windows.

![Diagram](image)
Controls

- Ensure the dwelling entries are clearly visible and easily identifiable from streets, public areas and internal driveways.
- Design dwelling entries to provide a sense of personal address and incorporate a transitional space around the entry.
- Incorporate shelter at main dwelling entries without compromising elevational detail and the character of the streetscape.
- Public or shared paths should not abut any dwelling wall. A minimum 1 m strip should be allowed for planting of flowers and climbers. Substantial bushes should not be planted closer than 1m and decorative trees no nearer than 2m.
- Where the front garden functions as the main private open space for the dwelling, use trees to act both as street trees and also shade trees for the garden. Ensure the space is designed to meet user requirements for solar access and private open space.
B1.7 Design Element 7
Fences

Principle
*Design fences to complement the architectural styles of the building and the local area.*

Rationale
In Leichhardt, fences help achieve architectural uniformity and cohesion, being related to buildings and styles of particular periods. For example, cast iron picket fences were traditional in the Victorian era, with timber picket, brick and timber and brick and iron fences popular during the Federation period. More recently, low brick fences have also been popular. These issues are important to the character of an area, especially in Conservation Areas.

The intention of controlling fences is:
- to maintain the character of the existing streetscape;
- to ensure that fencing heights and material types are similar to existing fences in the street;
- to ensure that fencing heights allow for privacy between dwellings and public accessible paths, while not obstructing the view of the building façade and street surveillance; and
- to encourage sympathetic restoration and removal of unsympathetic fencing.

Guidelines
Design fences to respect the architectural character of the house and heritage context. Design fences to take account of streetscape, privacy and security issues, and to enhance entrances to the site and building. Use fences to define the edge between the street and semi-public front garden space.

Fencing should not block views from the dwelling out towards the street. Where the main private open space of the dwelling is orientated to the street frontage screening higher than 1.2 metres is permissible. However, a minimum of the 50% of the screen is to be transparent, and some surveillance of the street should be maintained from the dwelling.

In this situation, use screens that adequately enclose the space, but enable some outlook from the building and the space to the street.

Controls
- Fencing shall complement any original fencing relating to the architectural style of the dwelling or found on adjoining properties and in the wider streetscape in terms of style, height and materials;
- Where side fences project in front of the building line ensure that they complement the scale of the adjoining front fence and function of the front yard;
- The height limit for front fences is 1.2 metres, measured from the finished footpath level at any point adjacent to the fence to the top of the main part of the fence. This does not include supporting posts or mailboxes;
• Where there is a change in ground level along the street boundary, the higher of the two levels will be taken when measuring fence heights, however a fence in this circumstance should not exceed 1.8m in height;

• Fencing over 1.2m in height shall be 50% transparent;

• Where there is dual street frontage, consideration may be given for the allowance of a higher side fence to ensure privacy;

• All controls are subject to the provision of adequate sight lines for emerging vehicles to enable surveillance of pedestrians;

• Integrate the design of fences, with the location of mail boxes, nameplates and street numbering.
B1.8 Design Element 8
Site facilities

Principles
Design to integrate adequate and convenient site facilities, such as storage, recycling and collection areas and clothes drying areas into the overall development.

Ensure site facilities are practical and easily maintained.

Rationale
Poorly designed site facilities can significantly detract from the image and amenity of housing. The efficient and practical use of a dwelling and its associated residential activities should be a primary consideration in the design of new housing. The absence of adequate private storage is often a problem leading to spaces which best serve another function being utilised for storage. These problems are best solved early in the design process.

Guidelines
Garbage bin and waste recycling areas, mail boxes, outdoor drying areas and external storage facilities should be adequate in size, durable, waterproof, blend in with the development, avoid visual clutter and be conveniently located for residents, visitors and service people.

Controls for site facilities
• Provide adequate internal storage space, of at least 6 cubic metres per dwelling.
• Provide useable externally accessed storage space for the accommodation of bicycles and large goods which may be incorporated as part of a carport or
• Ensure garbage storage and waste recycling areas, especially glass recycling bins are not located adjacent to habitable rooms.
• Mailboxes big enough to cope with large envelopes and newspapers should be provided and located for convenient access. Provide a mailbox for body corporate correspondence where applicable.
• Refer to DCP No. 38 – Waste, Avoid, Reuse and Recycle for further controls relating to the design and provision of waste facilities.
B1.9 Design Element 9 – Corner Site Controls

Principle

To control the scale of development affecting corner sites in residential and business areas.

Rationale

Corner sites often form the junction of two distinct scales and built forms. In some circumstances development on corner sites does not conform with the scale or form of the streetscape on one street while matching the form and scale of the other street. New development can inappropriately seek to maintain the larger form and scale of the two streetscapes. This can lead to poorly proportioned and out of scale development for one streetscape.

Guidelines

Throughout the municipality, corner sites have played a pivotal role in delineating form and scale. Due to their visual prominence, corner sites are often the focal point of the public domain. This visual prominence has traditionally been promoted for commercial as well as architectural reasons. Various architectural elements are used to emphasise the dominance of buildings on corner sites. These elements include; the use of awnings or verandahs, reduced or nil setbacks, increased bulk & height as well as the use of articulated building elements, corner pediments, parapets etc.

In situations where development involves a corner site and two distinct streetscapes, it is necessary to provide guidelines to restrict the scale and form of development on to the street with the lesser scale. For the purposes of this design element, building scale consists of the following building elements: wall height, roof form, front setback and the following architectural features: balconies, awnings, verandahs, parapets and dormers.

Controls

- These controls apply to development on corner sites in residential and business zones.
- 1) Development extending to two distinct streetscapes should maintain the existing pre dominant character and adjoining building scale on each frontage.
- 2) A higher building scale on the frontage with the lower scale may be permitted where the following applies:
  a) Where a variation in scale is permitted under the Town Plan DCP and:
  b) The variation in scale will not adversely impact on the streetscape, surrounding properties or areas of public domain by virtue of:
    - Amenity;
    - Solar access;
    - Views;
    - Privacy; and
    - Urban Design.
- Any variation in scale must include a transitional area to enable the development proposal to blend with the existing scale within the street frontage.
- Where awnings or balconies are incorporated into the design of a corner building, they are to reflect the controls in Design Element 7 – Protective Structures in the public Domain.
Examples of corner development and the principles that they have utilised to achieve a successful design solution in these exposed locations are shown below.

**PRINCIPLES**
- The building addresses the major street.
- Nil setback to side street follows established pattern.
- Gables echo the form of

**PRINCIPLES**
- Contemporary corner building built to street alignment follows traditional corner layout.
- Verandah adds interest to corner.
- Scale suits both street

**PRINCIPLES**
- The slope assists compatibility with the single storey scale of the street.
- The verandah frames the corner and breaks the bulk of the building.
B2.0 Ecologically Sustainable Residential Development

Energy efficient design and the use of alternative (non-fossil fuel) energy sources helps to reduce air pollution such as sulphur dioxide, nitrous oxides and photochemical smog. Important Carbon Dioxide (CO₂) and other greenhouse gas emissions can be reduced.

Energy efficient building design minimises the human consumption of energy such as gas, electricity and fossil fuel in a building by utilising the sun's natural energy. Windows are designed to direct sunlight into a building which warms the inside rooms during winter. In summer, shade and natural ventilation keep the building and garden cool and prevent overheating.
B2.1 Design element 9 - Building construction
Thermal mass and materials

Principles

Improve the energy efficiency and thermal comfort of housing, by maximising thermal mass.

Choose housing construction materials that are of an ecologically sustainable nature.

Rationale

The principles and properties of thermal mass, glazing and insulation are important in achieving energy efficient housing. Thermal mass is a measure of a material's ability to absorb and store heat. Generally, the heavier and more dense a material is, the more heat it will store, the longer it will take to release it and the higher its thermal mass value / rating. Materials commonly used in housing, such as bricks, concrete and stone, have a high heat storage capacity.

Maximising thermal mass is important to both heat-gain, and heat-release during the seasons.

During the night, this heat is released back into the rooms.

In summer, the thermal mass soaks up excess heat in the building. During the night this heat is slowly released into the rooms, or to any cooling breezes.

In winter, internal walls with a high thermal mass value can soak up heat from the sun through north-facing windows.
Guidelines
Leichhardt Council promotes greater energy efficiency and ecologically sustainable development by requiring the careful choice of building materials. Choose building materials that take account of the following environmental considerations:

- energy efficient materials with low embodied energy;
- recyclable and reusable materials;
- renewable or abundant resources;
- durable materials with low maintenance;
- non-polluting materials;
- environmentally-acceptable production methods.

Controls

- Use materials that have a higher 'thermal mass' value, such as bricks, concrete and stone, where they can benefit thermal comfort and energy efficiency.

- To be most effective, locate materials with a higher thermal mass:
  - inside the house;
  - in north-facing rooms, where they can benefit from winter heat gain, and where they are shaded from direct summer sun.

- In the construction of housing, specify plantation or regrowth timbers, timbers grown on Australian farms or state forest plantations or recycled timbers.

- Rainforest timbers or timbers cut from old growth forests are not to be used in Leichhardt.

Key References
Refer to Appendix 2, 3, 5 & 6
B2.2 Design Element 10 - Solar control - External window shading

Principle
Integrate external window shading into the design of the building to improve the comfort and energy efficiency of housing.

Rationale
Housing design should take advantage of winter sun and provide protection from the severity of summer sun. The most effective way of controlling the overheating of a dwelling, is to prevent summer sun from reaching glazed areas. Unshaded glass will typically allow 86% of summer heat into a building, whilst shaded glass will only allow around 25%.

The effectiveness of external shading devices is illustrated by construction of a section through a window/wall.

Guidelines
For north facing walls, a general rule of thumb suggests that overhangs or shading devices, should be 0.45 x height of the glazed area, measured from the bottom of the glass to be shaded. In Sydney, this will provide shading from mid-October to late February. Landscaping can also contribute to energy efficiency by providing shade for the dwelling. Consider location, shape, type and height of fully grown trees. Examples of horizontal shading devices are awnings, upper floor balconies, pergolas, eaves and overhangs. Examples of vertical, shading devices are blinds, shutters, adjustable external awnings and landscaping.

Where practical, and without compromising the design elements, reduce the extent and size of east and west facing windows to reduce low summer sun penetration into the dwelling.

Controls
- Provide for external shading to a dwelling’s north, east and west facing windows.
- For north facing windows, use horizontal shading devices (adjustable or fixed) that maximise winter sun penetration and reduce summer sun penetration.
- For east and west facing windows, use vertical shading devices to block the low rays of the rising and setting summer sun.
- Use landscaping to reduce summer heat gain, by controlling sun penetration and shading the house and outdoor spaces, without reducing solar access in winter.
B2.3 Design Element 11
Insulation

Principal
*Improve the energy efficiency and thermal comfort of housing through the use of insulating materials in walls, floors, ceilings and roofs.*

Rationale
Insulation alters the rate at which a building loses or gains heat. Insulation is not a heat store, it just makes it harder for heat to pass through a wall, roof or floor.

In summer insulation will help reduce heat entering through the walls or the roof, thereby increasing the thermal comfort of the home.

Insulation can be equally effective for all types of housing. It will not, however, significantly improve the heat storage capacity of a timber frame cottage with wooden floors, which will be warm during the day, but still cool down at night.

Controls
- Insulate to achieve greater energy efficiency in the home.
- Use bulk insulation and reflective insulation to walls, ceilings and roofs. Construct housing to achieve a combined ‘R’ value for insulation to the following standards:
  - R3.0 for roofs and ceilings
  - R1.5 for walls

Thermal insulation will help make your building easier to heat in winter, by reducing the rate at which heat is lost, and also help to retain any solar heat gain achieved.
Ceiling insulation R values are for resistance of specified thickness of insulation material only and should be added to roof and ceiling R values to give total resistance Rr.
B2.4 Design Element 12
Natural Ventilation

Principle

*Improve the energy efficiency and comfort of housing by designing to make the best use of natural ventilation.*

Rationale

Ventilation in housing is a factor often overlooked at the design stage. Too often, attention is focused upon achieving warmth during winter and not ventilation/cooling during summer. Natural ventilation relies only on natural air movement and can save significant amounts of fossil fuel-based energy by reducing the need for mechanical ventilation and air-conditioning. It can also help in protecting the ozone layer by reducing the risk of leakages into the atmosphere of the Chlorofluorocarbon (CFC) gases that are still used in many air-conditioners.

Significant factors affecting natural air movement are:

- building form and the location of windows;
- site and landscaping features;
- internal planning and design.

Ventilation can be achieved in the following ways:

**Cross ventilation,** where air enters a building from one side passing out on the other, replacing warm inside air with cooler outside air.

**The stack effect,** where warm air rises through the height of the house, and is replaced by cool air at the base of the house.

**Artificial ventilation,** where fans are used to extract warm air allowing it to be replaced by cool air.

Guidelines

Use the site analysis to orientate and design dwellings to benefit from cooling summer breezes.

For effective ventilation:

- locate openings on opposite sides of the room;
- locate windows and openings in line with each other, and where possible, in line with prevailing breezes a low level inlet and high level outlet is preferable;
- use water features such as fountains in strategic positions to cool breezes;
- consider strategic positioning and type of vegetation to modify wind direction;
- use ceiling fans to provide a high level comfort on most hot days, at low running costs.
- Use window types that provide security while allowing for good ventilation.
Controls

Low inlet and high outlet produce a good pattern of air movement

- Designing buildings with a maximum internal dimension between openings of 14m to maximise natural ventilation without compromising other design elements.
- Ensure ventilation of residential buildings can be achieved by permanent openings, windows, doors or other devices, which have an aggregate opening or openable size of not less than 5% of the floor area of the room.

Key references:
For information on wind speeds refer to the Bureau of Meteorology, for local variations refer to Australian Standard AS1170 Part 2 – 1998 – Wind Loads
Leichhardt DCP No. 35 – Exempt and Complying Development
B2.5 Design element 13
Heating and Cooling

Principle
Where thermal comfort cannot be achieved through building design elements choose energy-efficient and environmentally-friendly space heating and cooling systems.

Rationale
The implementation of design elements should ensure internal comfort in new buildings. However, where the heritage context or site restraints prevent the achievement of these design elements, thermal comfort should be addressed by the installation of energy-efficient and environmentally-friendly services. Similarly these guidelines should be used when refurbishing existing houses.

The choice of heater-type is a very significant factor affecting the cost of heating and environmental impact, such as emission efficiency. Emission controls for open fires, solid or oil fuel heaters are subject to the Clean Air Act 1961 and Regulations.

The following list of heating/cooling systems compares the efficiencies of different heating systems.

**Solid fuel heating** - depending on their design, open fires only produce heat at about 25% efficiency. However, this can be increased to up to 60% if designed with an air circulation system.

**Stoves and heaters** - non airtight appliances operate at an efficiency of around 30%. An airtight version could operate at between 40-60% efficiency.

**Oil Heaters** - these fall into two categories, flued and flue-less. Flued oil heaters have an efficiency of up to 75%. If a flue-less oil heater is used, up to 95% efficiency is possible, but adequate room ventilation must be provided, which effectively lowers its overall efficiency.

**Gas Heaters** - gas heaters operate at an efficiency level of approximately 75% for flued models. This rises to up to 95% to flue-less models, which also require room ventilation.

**Electric Heating** - this is the most common source of space heating in New South Wales. Its efficiency of heating is often measured as 100%, but this refers only to the heating units itself. There are considerable energy inefficiencies in the generation and transmission of electricity. Overall efficiency at the point of end use is only up to 35% of original energy available.

The types of heater available are: radiators, convection heaters, fan heaters, night storage (block heaters), under floor heating (electrical or water).

**'Heat pump'** - reverse cycle air conditioning. The heat pump provides a very efficient form of heating, that can provide both winter heating and summer cooling.
Space Cooling

In Sydney, the number of days which are uncomfortably hot do not justify the cost of installation and operation of air-conditioning (A/C) systems.

A/C systems increase CO$_2$ emissions into the atmosphere enhancing the greenhouse effect.

Guidelines for space cooling

Use passive methods of minimising heat gain. Design housing with window shading, appropriate insulation, and sealed against hot air infiltration during the day, incorporating ventilation and natural cooling.

Control for space heating

- Install energy-efficient and environmentally friendly space heating / cooling systems in all new dwellings, and major renovations. Where other design methods are not possible and more heating / cooling is required.
B2.6 Design element 14
Using solar energy ‘actively’ – Energy efficient water heaters, photovoltaic (solar energy) & systems & swimming pool heating

Principles
Promote the use of renewable energy and energy-efficient technology in the design of new and existing housing in order to: reduce greenhouse gas emissions from the residential sector, reduce dependence upon non-renewable energy consumption and increase the use of renewable energy.

Minimise any negative visual impacts of renewable energy systems on streetscapes and neighbouring properties while maximising positive attributes of such technology, including promoting such technology by enabling public visibility of systems.

Rationale
In addition to well established passive solar design measures to make homes more comfortable and ‘energy smart’ (see B2.1-B2.4), increasing advances in technology are enabling the provision and use of solar energy as a domestic energy source. The use of solar energy in the home significantly assists in the reduction of the use of non-renewable energy resources and the negative environmental impacts of their extraction and consumption.

Water heating typically accounts for around 30 percent of all traditional (electrical and gas) energy imported into a Sydney home. However, with the use of a well installed and operated solar water heater it is possible for over 60 percent of water heating through the year to be provided from the sun alone. The remainder of water heating needs are usually met via an electrical or gas boosting element within the storage tank.

Heat pump water heaters use a different technology to solar water heaters but still make use of renewable energy source – ambient air temperature (see diagram on following page).

While heat pump, electrically boosted solar, and high efficiency gas hot water systems are all more efficient water heating methods than traditional electrical storage, instantaneous electric and low efficiency gas systems, the most efficient commercially available water heaters, in terms of reducing greenhouse gas emissions and consumption of non-renewable energy are gas boosted solar hot water systems. High efficiency gas systems do not generally make use of renewable energy sources.

Guidelines
To operate efficiently, solar water heaters need to be installed with due regard to orientation (a strongly north facing aspect is desirable) and inclination (the angle of inclination should ideally be close to that of the latitude of location). The visual impact of solar systems needs to be carefully considered. Streetscape and neighbour
Amenity can usually be protected by well-planned solar water heater installation. Where necessary (for example where the best north-facing roof presents directly to the street) the water storage tank may be separated from the panels and installed on the reverse roof pitch, on the ground or within the roof space. On rare occasions, roof top solar water heaters may not be appropriate due to the degree of visual impact and the inability to resolve this by design. Solar water heaters may also not be appropriate if solar access to the panels is insufficient due to roof orientation or shading by trees.

Insufficient solar access is defined as more than a 30% reduction in total solar radiation to the solar panels over the year.

The average family household (2 adults, 2 children) generally needs a hot water tank with a 300 litre capacity, which will require a solar collector area of about 4 square metres ($4m^2$). This will provide about 1.5 days supply of hot water.

<table>
<thead>
<tr>
<th>Storage tank size for close-coupled solar systems:</th>
<th>Dwelling Size</th>
<th>Appropriate for usual dwelling occupancy of:</th>
</tr>
</thead>
<tbody>
<tr>
<td>180 litres – 1 panel</td>
<td>&lt; 85 m$^2$</td>
<td>2 people</td>
</tr>
<tr>
<td>220 litres – 2 panel</td>
<td>86-120 m$^2$</td>
<td>2-3 people</td>
</tr>
<tr>
<td>300 litres – 2 panel</td>
<td>120-300m$^2$</td>
<td>2 - 5 people</td>
</tr>
<tr>
<td>440 litres – 3 panel</td>
<td>300-500m$^2$</td>
<td>5 - 8 people</td>
</tr>
<tr>
<td>600 litres – 4 panel</td>
<td>500+ m$^2$</td>
<td>10 people</td>
</tr>
</tbody>
</table>

Bracket-mounted solar water systems (i.e. systems that are not flush to roof) should generally be avoided unless visual impact issues can be resolved. However, installations on rear skillion roofs are often acceptable.

How a heat pump water heater work. Some models have roof panels, others do not.

Summary Of SWH Exemptions:

Council will exempt the normal solar water heater requirements for new dwellings:

- Where the applicant installs (a) photovoltaic system(s) to a minimum capacity of 450 watts per dwelling
- For development applications for a single bedroom dwelling
- When there is no appropriate roof orientation (i.e. within 45° of True North) for dwellings with pitched roofs
- Where significant over-shadowing will impact on water heater efficiency.
- Where solar-gas systems would normally be required but gas is not provided to the site, a solar-electric or heat pump system is to be installed.
Grid connected photovoltaic (solar electricity generating) systems

These systems use solar panels to generate electrical power that is then usually consumed by lighting, appliances etc. within the building the photovoltaic (P.V.) system is installed upon. In urban areas it is logical to connect residential P.V. systems to the existing electricity grid system rather than use the more complex battery storage systems used in remote areas. Surplus power can be exported to the grid system.

Controls
(SEE ALSO ‘GENERAL CONTROLS’ SECTION)

New Residential Development – Terrace / Townhouse Style, 1–2 dwellings

- For new house/townhouse type developments comprising a single dwelling or two dwellings (excepting one-bedroom dwellings), Council requires adequately sized gas or electric-boosted solar water heaters, or heat pump water heaters to be installed.

New Residential Development – Terrace / Townhouse Style, More than 2 dwellings

- For new terrace / townhouse / infill type developments comprising more than two dwellings (excepting one-bedroom dwellings) Council requires adequately sized gas-boosted solar water heaters to be installed.

Council encourages but does not mandate installation of roof-top or other, grid-connected P.V. systems. Note that P.V. systems may also be integrated into building design features such as window awnings, entry canopies or skylights – Council encourages such innovation.

N.B.: Submitted plans must show the location of solar water heaters and P.V. systems, drawn accurately to scale, when such systems are required by Council policy or when applicant elects to install such systems.
New Residential Development – Residential Flat Buildings

- For new multi-unit type development (residential flat buildings / apartments), Council requires the installation of centralised or in-sequence close-coupled solar water heater systems with gas boosting, or centralised heat-pump water heating with gas boosting (if boosting is required).

![Centralised solar water heating on new housing at White Bay, Rozelle](image)

- Where solar water heater systems are installed a minimum of 50% of the annual hot water demand is be derived from solar energy input.

- The non-solar portion is to be provided by heat pump or high efficiency gas hot water services of adequate capacity.

- Separate metering is required for each dwelling.

- Where heat pump technology is to be installed Council encourages ‘dual-use’ technology whereby (i) air cooling is achieved for some space within the building as a by-product of water-heating and/or (ii) return (waste) air from air conditioning is captured and used for water heating.

Modifications to existing single dwellings

- For existing dwellings (including detached, semi-detached, town houses and terrace forms) undergoing alterations / additions, the re-use of the existing water heater is permissible if:
  - The system(s) proposed for re-use is a solar, heat pump, gas storage, or instantaneous gas system, or, if an electric hot water system, is a model less than 7 years old (as evidenced by receipt, product service history or other evidence to Council’s satisfaction)
  - Where a new hot water service is to be installed in an existing dwelling it must be selected from the following list:
    - Solar (gas or electric boosted)
    - Heat pump
      - Gas storage high efficiency (5 energy-star rated minimum)
      - Instantaneous gas high efficiency (5 energy-star rated minimum)


- Timer switches and/or manual over-ride switches must be installed in a prominent location to enable the system user to eliminate unnecessary boosting

- Water heaters should be located as close to the kitchen (the most frequent point of water use) as possible without compromising visual amenity.
Modifications to Existing Multi-Unit type Development: residential flat buildings / apartments

- For existing multi-unit type development (residential flat buildings / apartments), being retro-fitted, re-use of the existing hot water service is permissible if the systems can meet the new hot water demand. If the hot water service is to be replaced, Council requires the installation of adequately sized, centralised or in-sequence close-coupled solar water heater systems with gas boosting, or centralised heat-pump water heating with gas boosting (if boosting is required). ‘Dual-use’ technology is encouraged (see previous page).

- For centralised solar water heater systems the solar contribution to water heating over the year must be a minimum of 50 percent.

- The non-solar portion is to be provided by heat pump or high efficiency gas hot water services of adequate capacity.

General Solar Water Heater controls

- **Option to install photovoltaic system in lieu of solar water heating:** Where solar or heat pump water heating would normally be required, applicants may elect to install a photovoltaic system or systems (see controls for photovoltaic installations at end of this section) to provide electrical power to the development from a renewable source in lieu of the solar water heater requirements. The photovoltaic system(s) must be sized to contribute a minimum of 450 watts per dwelling and water heating must still be achieved via an energy efficient (i.e. not traditional electric boosting) method.

- Where a solar water heater would normally be required but is deemed unsuitable for reasons of excessive shading, heritage building protection or roof form/orientation, energy-efficient natural gas systems (minimum 5 star-rated on AGA scale), or heat pump water heaters shall be installed.

- Where solar-gas systems would normally be required but gas is not provided to the site, a solar-electric or heat pump system is to be installed.

- Any water heater installed must be of adequate capacity to meet the anticipated hot water demands of the dwelling, based on bedroom numbers and size and associated likely occupancy

- Solar water heaters should be integrated into the building design. Where close-coupled (tank-on-roof) systems are to be installed, position the units to be as unobtrusive as possible, both to the street and neighbouring properties. (see diagrams below).

- On housing with a north-facing street frontage, specify and locate solar water heaters to minimise the visual impact of the system on the street

- Ensure that mature trees will not shade solar water heaters, both on the proposed development, and on adjoining properties.

- Hot water pipes are to be insulated with the equivalent of 6mm thickness of closed cell nitrile rubber or better. Higher levels of insulation are required in centralised systems with longer pipe runs than single dwellings.

- Position solar water heaters fully below the ridgeline of the roof and back from the street frontage (see the following two diagrams).
• The building work and installation itself must not reduce the structural integrity of the building or involve structural alterations.

• Hot water pipe runs should be minimised to avoid heat loss and energy demands.

• Details of the water heater system, including capacity, to meet the demands of the occupants, based on dwelling size, are to be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate.

• Any opening created by the installation is to be adequately weather proofed.

**Key References – Water Heaters**


Leichhardt DCP No. 35 – Exempt and Complying Development.
Swimming Pools

Private and commercial swimming pools using water heating are required to use either solar or heat pump water heating.

Key References – Swimming Pool Heating
- A.S.2369.2-1993 Materials for Solar Collectors for Swimming Pool Heating - Flexible or Plasticized polyvinyl chloride

Controls For Photovoltaic (P.V. Electricity Generating) Systems

The following conditions apply to applicants wishing to install P.V. systems in Leichhardt.

- Photovoltaic systems must be installed so that the module orientation is within 45° either side of True North unless the applicant can demonstrate reason for designing the system otherwise, or can show that the electrical output is at least 75% of that which would be achieved from orientation of the same-sized system to true north (see footnote **).

- Photovoltaic systems must be installed to all relevant Australian Standards, Sustainable Energy Industry Association (SEIA) Guidelines, and the specification and standards of the manufacturer(s) of all equipment installed. P.V. systems must be installed by a person holding accreditation from SEIA, or by a person who can demonstrate equivalent knowledge and experience of design and installation of P.V. systems. Grid-connected systems must meet the Guidelines of the Electricity Supply Association of Australia (ESAA), and specifically, grid-connected inverters must have been tested against, and fulfilled the requirements of ESAA Guidelines for Grid-Connected Inverters.

- Roof mounted P.V. systems shall be installed in the same plane as the roof itself, unless the applicant can demonstrate that to do so would adversely affect the electrical output, and that the aesthetics of the building and visual amenity of neighbours and public domain will not be adversely affected.

- For P.V. tiles that act as the roof surface itself, heat build-up in the roof cavity or apex of living spaces must be controlled by insulation and/or adequate venting. This heat may be gainfully used elsewhere in the dwelling space by use of ducting and a low energy fan to redistribute tempered air. This may reduce the need for additional energy demand to heat / cool a dwelling.

- Any opening created by the installation must be adequately weather proofed.

** Note that an adequate electrical output would be 1200kWh per annum per kW installed, averaged over the whole system.

Key References - P.V. and other energy matters
- A.S.1170.2 Wind Loads
- A.S.1359.51 Noise Level Limits
- Draft Australian Standards for Grid Connection of Energy Systems Via Inverters, July 2001:
  - Part 1 installation requirements (DR 01212)
  - Part 2 inverter requirements (DR 01213)
  - Part 3 grid protection requirements (DR 01214)
B2.7 Design element 15
Water conservation and management

Principle

*Design and specify to improve water conservation and increase on-site storage of rainwater.*

Rationale

In Sydney, outdoor water usage accounts for an average of 30% of total household use. In some areas, usage is as high as 50%. The amount of water used, on average per household, for general outdoor activities is:

- Hosing driveway: 100 litres
- Car washing with hose per car: 200 – 300 litres
- Garden sprinkler: 1500 litres/hour
- Garden dripper: 4 litres/hour

Indoor activities use similarly as much water:

- Toilet flush (single flush cistern): 12 litres
- Bath: 100 litres
- Shower (10 mins): 200 litres
- Dishwasher load: 50 litres
- Washing Machine: 150 litres
- Brushing Teeth (with tap running): 5 litres
- Drinking/cooking/ cleaning per person per day: 10 litres
- Hand basin per use: 5 litres

The practice of collecting rainwater ended in Sydney with the advent of reticulated water supplies. Using a rainwater tank can save water by providing an extra source of water for outdoor use, such as gardening, washing the car and other cleaning purposes.

Guidelines

Many opportunities also exist inside the dwelling for conserving water. These range from selecting water saving appliances such as front loading washing machines and dual flush toilets to adopting conservative practices. This includes minimising the time taps are left running, eg when brushing teeth or in the shower.

Rainwater Tanks

Details of the tank

When selecting a suitable tank you should obtain detailed information to make the right choice. You need to consider the following details of the proposed tank to assess whether the tank can comply with Council’s guidelines.

- product specification for standard tanks;
- size, shape and capacity;
- material;
- colour and appearance;
- a certificate of compliance of the tank with Australian Standards AS/NZS 2179-1994 and AS 2180 1986;
- a suitable location for the tank on property;
- consideration for the owners of the properties directly adjacent to the tank location.

Plumbing Connections

Sydney Water requires that the water connected in a tank is to be kept entirely separate from the existing mains water supply system and allows no direct cross connection with water mains plumbing. This means that tank water cannot be fed into your existing plumbing system but must be kept in separate pipes.

- The tank tap can be directly connected with a hose to a sprinkler (a wide bore hose is recommended, eg 19 mm) basin or washing machine, as long as the tank water pipe is not connected with any other pipe that brings in water from the mains system or drains into the sewage system.

Plumbing codes specify the methods allowed for indirect connections to the tank, which are not connected with the plumbing of the water mains.
system. All plumbing works must be carried out by a licensed plumber.

**Taps**
Tank water supply taps are to be marked “Tank Water Only – do not use for human consumption” to prevent use for drinking water and cooking.

**Overflow**
Overflow from the tank is to be piped directly into a stormwater detention basin or the stormwater drainage system serving the building. Overflow is not to be directed into a sewer pipe.

**Visual Appearance**
The rainwater tank, its associated drainage, plumbing and supporting structure, should be of a suitable appearance and should be compatible with the surrounding housing style and open space. The tank should be designed and placed so as to be unobtrusive and in harmony with the immediate environment. Installation should not adversely affect neighbouring properties. You should select compatible materials, colours and shapes that blend in with, or compliment the existing building, adjoining properties and streetscape. Shrubs or climbing plants can be used to screen tanks if required.

**Materials**
Rainwater tanks can be made from galvanised steel, polyethylene, fibreglass, concrete or masonry. Metal tanks can be finished in colourbond or painted externally or lined internally with Aquaplate, a long lasting polymer lining. Many new models are being designed in shape and colour to blend in with your chosen location. Some retailers offer customised systems to suit your needs.

**Standard Tank Installation**
Note: Polyethylene tanks can stand on level ground, eg. a bed of 50 mm of sand. Make sure that ground or surface water cannot wash out this base. Metal tanks should be installed on a tank stand or concrete slab to prevent corrosion.

**Water Protection**
First Flush Systems and Mesh Screens to Protect Your Water. Often rain washes dust and leaves off your roof, which could end up in your rainwater tank. To prevent this from happening, a first-flush rainwater diverter can be installed. It drains away the first 50 litres of water (approximately) which can contain these pollutants. Fitting all openings with fine mesh also prevents mosquitoes and some contaminants from entering the tank and is highly recommended.

**Support Structure**
The support structure for any water tank must be in accordance with the requirements of a qualified practicing structural engineer. You can seek advice from the manufacturer, a builder, or a structural engineer.

**Installation**
The tank and support structure must be set on a suitable foundation. A person licensed by the NSW Department of Fair Trading must carry out installation and plumbing.

**Safety**
The water tank needs to have suitable contaminant screens to prevent the entry of any animals or sediment into the water. The tank must be covered or enclosed entirely and any lid must be designed to prevent children from wilfully or accidentally entering, climbing or falling into the tank.

**Mosquito Proofing**
The tank must be mosquito proof to prevent the breeding of mosquitoes. This can be achieved by installing a strainer with mosquito net in all openings including inlet and outlet pipes.
Pump

If the installation of a pump is required, it should not cause noise disturbance to the neighbours and any pump should be located away from the adjoining property or should be encased in sound insulation material.

Controls

• For new single dwelling houses (and major renovations to existing dwellings) and multi unit development, install rainwater tanks for outdoor usage, such as watering gardens, car washing and general cleaning

• Ensure the rainwater tank meets the requirements of the above guidelines.

• Install hot water systems with water saving shower roses or shower flow restrictors, with a water conservation rating of ‘AA’ or better.

Install:

• dual flush toilets

• low flow tap roses

• drip-irrigation for the watering of landscaped areas

Key references:

AS/NZ 2179 – 1994
“Specification for rainwater goods, accessories and fasteners”.
AS 2180 – 1986
“Metal rainwater goods – selection and installation”
Infosheet No. 9 – Rainwater tank installation

Developed Control Plan No. 35 Excemp and Complying Development

Australian Standards;
AS 2179 – 1986 “Metal rainwater goods—Specification”
AS 2179 – 1986 “Metal rainwater goods—Selection and installation”
B2.8 Design Element 16
Landscaping

Principles
Design landscaping to:
• enhance the visual setting of buildings;
• increase the use of native landscape species;
• reduce the need for irrigation, thereby conserving water resources;
• maximise vegetation to regulate and increase rainwater infiltration, thereby increasing nutrient recycling and reducing surface run-off;
• preserve or retain natural features which contribute to the landscape of the area.

Rationale
Landscaping provides a setting for development and enhances its appearance from the street. It also provides interest and colour contributing significantly to the sense of well being and amenity of residents and visitors. Landscaping also plays a significant role in achieving sustainable development. New development should be designed to incorporate landscaping, of a minimum of 40% of the total site area, which enhances the natural features of the site and relates to the scale of other elements of the streetscape and the landscaping of adjoining development.

Guidelines
Use the site analysis to identify existing landscape elements such as rock formations, location and type of trees and vegetation, watercourses and hard landscaping features.

Landscaped areas should also provide for suitable soft/porous areas to increase rainwater absorption. Landscape area includes parts of the site at ground level, not occupied by a building, used for recreation, lawns, gardens and substantial planting. This does not include balconies, driveways and parking areas, but does include decks with direct connection to the ground no more than 500 millimetres above ground level.

Integrate the design of landscaping with the design and energy efficiency of the building and its private open space:
• use as many native species as possible whilst also achieving the other objectives;
• use shading to improve outdoor comfort levels in summer, by using trees and vegetation (deciduous plantings and vines) in conjunction with built elements such as pergolas and screens;
• consider the natural ventilation of buildings when deciding on the type and location of hard and soft landscaping features;
• use deciduous trees located on the northern side of the building, the wide canopies of which can provide shade in summer, and allow sun to penetrate in winter; and
• exclude plants known to be toxic.

New development should:
• provide for the retention of existing, or planting of additional, trees with spreading crowns;
• retain and protect existing trees;
• protect neighbouring trees from root damage;
• provide semi-mature trees in open space along boundaries adjacent to neighbouring open space;
• use footings that allow root growth for large trees;
• contribute appropriate street tree plantings;
• ensure the re-establishment of street trees and restoration of native species whenever possible;
• retain natural rocky outcrops where they occur;
• ensure solar access and seasonal shading;
• provide shading for open parking areas; and
• provide a safe, attractive and functional environment for residents and enhance the neighbourhood.

Controls
• Ensure that 85% of plantings in new development are native species from the Sydney locale.
• Ensure one tree of at least 4m mature height is planted for each dwelling with ground level access.
• Design areas of open space suitable for trees taller than 1m in height when mature.
• A landscape plan shall be submitted showing planting, paving and other details of external areas of the site. Where appropriate, streets and parks, vegetation, species type and numbers, together with size and location are to be specified in the plan along with details of all external finishes and colours.
• 25% of the landscaped area is to be on natural or un-paved ground that is not overhung by or on top of any structure and is permeable and appropriate for substantial planting.
• Street trees must be retained where possible.
• Natural rocky outcrops shall be preserved in their existing form and integrated into site landscaping.
B3.0 Residential Amenity
B3.1 Design element 17
Solar access
Residential amenity and energy efficiency

Principles
Design to optimise solar access to habitable rooms and private open space of new housing to improve amenity and energy efficiency.

Minimise overshadowing of the habitable rooms and private open space of existing housing.

Rationale
Solar access to dwellings and areas of private open space is essential to both the amenity and energy efficiency of new and existing housing.

Sunlight is a valued component of residential amenity as it enhances people’s sense of well-being, has a demonstrated psychological value and promotes the growth of gardens and plants.

The sun can also provide a free yet valuable source of energy in your home by providing thermal benefits and solar energy for generation of hot water and electricity.

In order to reap the benefits of this energy source, it is imperative that living spaces, structures, walls and roofs all have maximum access to sunlight.

The winter solstice (21 June) is the most critical time to assess solar access, where at 12 noon the sun’s altitude (32) casts shadows 1.6 times the height of an object.

During winter, the north face of the building receives significantly more solar energy than east and west sides. The northern side of the building is a good location for living spaces that are continually occupied during the day, and which usually have the largest heating and lighting requirements.

Guidelines
Orientate the living areas of a dwelling within a range of 30° east and 20° west of True North in order to optimise solar access.

Use glass roofs and walls, skylights or clerestory windows to improve solar access and provide shared light to poorly lit parts of a house.

Use double glazing to improve heat retention in winter especially with regard to south facing living areas.
Aim to achieve a glazed area of up to 30% of rooms with a northerly aspect to optimise solar access and thermal benefits.

**Controls**

- Prepare a shadow diagram in plan and elevation (showing impact on habitable rooms) with all Development Applications for new built development, and major alterations and additions to existing dwellings.

- Design to ensure solar access for a minimum of 3 hours between 9.00 a.m. and 3.00 p.m. at the winter solstice, to the living areas of new dwellings.

- Maintain solar access to existing housing

- Where an existing adjacent building has an east-west orientation:
  - Maintain solar access to the habitable side rooms for a minimum period of 2 hours between 9.00 a.m. and 3.00 p.m. at the winter solstice.
  - Where less than 2 hours solar access is currently available to the habitable side rooms of existing dwellings, no additional overshadowing shall be permitted.
Where an existing adjacent building has a north-south orientation:
- Maintain solar access to the front and rear habitable rooms for a minimum period of 4 hours between 9.00 a.m. and 3.00 p.m. at the winter solstice.

Where solar access already exists to the private open space of adjacent dwellings, ensure it is maintained over a minimum of 50% of the private open space for a minimum period of 3 hours between 9.00 a.m. and 3.00 p.m. at the winter solstice.

**Solar water heaters**
- Maintain solar access to existing solar water heaters throughout the day at all times of the year.
- Maintain solar access to the north facing roofs of existing dwellings (45° West to 45° East variation is possible) to a fixed minimum area of 10 sqm, capable of accommodating solar water heater panels.
B3.2 Design Element 18
Private Open Space

**Principle**
Design private open spaces to be of a size and shape that meets user requirements for recreation, service and storage needs, solar access and is well integrated with living areas.

**Rationale**
Private open space forms a component of the landscaped area, but focuses on the useable spaces. It is a necessary component of residential life and a major contributing factor to the amenity of residents. The amount of private open space per dwelling will depend on the type of accommodation proposed and its location. Private amenity space should be provided in some form or other to all accommodation.

**Guidelines**
Design outdoor seating areas as an extension of the indoor living area, with provision for shade and privacy.

Design to maximise solar access and natural breezes, improving efficiency and user comfort.

Secluded private open spaces may be reduced where communal open space or recreation facilities will better serve the needs of the residents. Provide an area for an outdoor clothes drying line.

Integrate the landscaping design to improve the appearance, amenity and energy efficiency of the space.
Controls

- Private open space which connects directly to dwellings at ground level shall:
  - have a minimum area of $16 \, m^2$ with direct access to the principal indoor living areas;
  - have a minimum dimension of 3 metres;
  - not be steeper in gradient than 1 in 20 (5%).

- Where there is no direct access to ground level open space, above ground level private open space, designed as a balcony or deck, should have:
  - a minimum area of $8 \, m^2$, and
  - a minimum dimension of 2 metres with direct access to the principle living areas of the dwelling.

- Roof top spaces should have a minimum area of $10 \, m^2$ and a minimum width of 2m which has safe and convenient access.

- Design above ground private open space to ensure privacy of the occupants of adjacent buildings, and the new occupants within the proposed development.
B3.3 Design Element 19
Visual privacy

Principle
Protect visual privacy of adjoining dwellings by minimising direct overlooking of principal living areas and private open space.

Rationale
Visual privacy is a highly valued component of residential amenity. The privacy needs of both existing and future residents needs to be considered in the design of new development.

Planning for privacy should be considered at the site analysis stage. However the detail cannot really begin to be considered until the site design layout, building form and setting stages have been considered. It is not possible to consider all the stages in isolation and the detail of design and outcome should be considered throughout the design process. The privacy needs of both new residents and existing neighbours should be considered when deciding the location of dwellings, their windows and private open space.

Guidelines
Place as few windows as possible along side boundaries or close to rear boundaries unless they face a street or are necessitated through the requirement of solar access.

Consider levels when designing to ensure maximisation of visual privacy.

Controls
- Ensure habitable room windows of one dwelling are not located opposite the windows of another dwelling within 15m unless direct views are restricted or they are separated by a street.

- Restrict views in this situation by:
  - staggering the location of windows so that viewing is oblique rather than direct; or
  - providing sill heights of 1.6m above floor level; or
  - glazing in any window pane below 1.6m above floor level.
• Obscure outlook by providing screening if habitable room windows or private open space is overlooked:
  – within 15m,
  – within an angle of 45°, measured perpendicular to the face of the opening from a height of 1.6m above floor or deck level.

• Screening is not required where:
  windows are to bathrooms, toilets, laundries, storage rooms or other non-habitable rooms;
• windows are to habitable room which face a property boundary where there is a visual barrier at least 1.8m high and the floor level of the room is less than 0.5m above ground level at the boundary.

• Screening devices should be 75% obscure, permanently fixed and made of durable materials. Use screening devices such as obscure glazing, timber lattice screens, external ventilation blinds, canvas blinds, window hoods and shutters.

• Provide landscape screening either by using existing dense vegetation or new planting that can achieve a 75% screening effectiveness within three years. Specify mature height to provide effective screening, while retaining access for light, sunlight and views. Deciduous planting may be used to screen outdoor living areas, decks, etc, which are less likely to be used in winter.
B3.4 Design element 20 – Access to Views

**Principles**

*Ensure existing views and vistas are protected and enhanced where possible.*

*Provide view sharing between new and existing residential development.*

**Rationale**

The distant view over land that does not belong to the ‘viewer’, may not be a right in itself, or for the exclusive benefit of certain individuals. However it is a desirable aspect of amenity and contributes significantly to the sense of well being and enjoyment of property occupiers and the general public.

Views available in Leichhardt vary from significant vistas of the city skyline and Harbour Bridge, water and foreshores of Sydney Harbour, to outlooks and glimpses of water and parks from many vantage points. Often these views, outlooks and glimpses are available from public places and private properties situated a considerable distance from the proposed development.

The significance and importance of a view is a highly personal and subjective matter. For these reasons it is not possible to predict where and how views should be established or maintained, however, a fair sharing of the benefits of pleasant views and outlooks should prevail. View sharing seeks to maximise the number of people who can benefit from a view.

**Guidelines**

Use the Site Analysis and Suburb Profiles to identify the nature and extent of views available from buildings and public places in the vicinity of the development. In particular, consideration should be given to available views of landmarks (eg Sydney Harbour Bridge, Anzac Bridge, City skyline, local landmarks such as church spires or significant chimney stacks) and significant vistas.

Where views are currently enjoyed from existing buildings or public places, new development should minimise obstruction of those views. Where access to new views may be created, new development should maximise access to those views both from within the new development and from existing buildings and public places in the area thus sharing the benefits.

In addition, it is recognised that secondary views may exist from private or public buildings and spaces. Secondary views are those of local or district features, as opposed to obvious Sydney landmarks such as the City or Harbour. Obstructions of secondary views must be minimised by new development.

Where a proposed development is likely to obstruct views, measures must be introduced to promote the sharing of these views. Such measures include:

- reducing the height and bulk of the building;
- incorporating more generous setbacks, particularly where strategic view corridors can be created;
- introducing greater gaps between proposed buildings;
- breaking up the proposed built form;
- minimising floor to ceiling heights;
- using raked ceilings to upper floors;
- using hipped or gabled roof forms.
However, access to views should not unduly compromise any other design element.

The applicant must satisfy Council that appropriate view sharing has been achieved by the design of the proposal. Development that results in the monopolisation of views should be avoided.

Controls

- Where views are currently enjoyed from existing buildings or public places, new development is to be designed such that any obstruction of these views is minimised.

- Development should maximise access to views both from within the development and from existing buildings and public places in the area thus sharing the benefits.
B3.5 Design element 21
Acoustic privacy

Principles
Contain noise within each dwelling, and ensure noise from communal areas or shared facilities has minimal impact on nearby dwellings.

Protect internal living and sleeping areas from high levels of off-site noise.

Rationale
Acoustic privacy is a major element in maintaining and/or providing reasonable amenity. The issue must be considered at the design stage, as it is difficult and expensive to retrofit dwellings to improve acoustic privacy. Most problems can be minimised through appropriate layout and design combined with the use of sound insulating materials.

Developments near existing noise sources such as busy roads, railways or industry, need to be designed to achieve satisfactory internal noise levels, using a combination of construction techniques and internal layout to locate the most noise sensitive rooms (such as bedrooms) away from the noise source.

Guidelines
Where dwellings abut major roads, railway lines or other uses that emit high levels of noise, locate noise sensitive uses away from the source and protect by appropriate noise shielding devices.

Controls
- Use Urban Framework Plans to establish potential noise producing sources such as rail and road in the vicinity of the site.
- Ensure living rooms, activity areas, parking and service equipment are located away from bedroom windows of adjacent dwellings.
- Construct dividing walls and floors between dwellings, to limit noise transmission to 40-45 dBA.
- Ensure electrical, mechanical or hydraulic equipment or plant does not generate a noise level greater than 5dBA above ambient sound level at the boundaries of any development.
- Ensure internal habitable rooms of dwellings affected by high levels of external noise, are designed to alleviate internal noise levels in accordance with Australian Standard 2107 – Recommended Design Sound Levels and Reverberation Times for Building Interiors.
- Separate and contain the plumbing for each dwelling to prevent the transmission of noise between dwellings using appropriate noise resistant wall, ceiling and floor treatments.

Key references:
Including AS3671 – Road Traffic; and AS2021 Aircraft Noise.
Design element 22
Dormer windows

Principles

Additions to roofs to obtain light and ventilation in converting roof spaces for accommodation, particularly where visible from the street, should be compatible with the character of the house and streetscape.

Where part of a row or group, the character should be consistent in all respects, to conserve the unity of the group.

Rationale

Steeply pitched and complex roofs are a major attribute of Leichhardt’s buildings. While the roofs offer opportunities to increase the floor space, it is essential that conversion and changes to the roof form respect the character of the building or group of dwellings. These conversions usually involve additions such as skylights, rooflights, dormer windows, or new roof elements seeking to obtain light and ventilation.

Such changes should be minor, and complementary to the building in terms of scale, detail, and materials.

In the nineteenth century most attic rooms were lit by single window dormers, usually with a window matching a window used elsewhere in the building. The windows were usually vertically proportioned and double-hung, clad in weatherboards to the sides. Single fronted houses or terraces usually had a single central dormer. Double fronted houses may have had a pair of single window dormers, or sometimes a wider central dormer. The total width of dormers rarely exceeded 25% of the width of the roof.

In the early twentieth century, the Federation style, and then later suburban house forms, more complex roof forms were used, with windows in gable ends, or gabled, or skillion rooved type dormers. To harmonise with the more horizontal and spreading roofs, dormers and attic windows were often wider with lower heads than earlier. Casement windows or an array of casements were the norm. The total width of attic windows was greater than earlier, up to 50% of the width of the roof.

The conversion of roof spaces for accommodation by making additions to obtain light and ventilation or increase floor space, particularly where visible from the street, should be compatible with the character of the house and streetscape.

There is scope for increased flexibility with roof additions to the rear in terms of size, style and detail. However additions should be compatible, and simple boxing out from the existing ridge line should be avoided. Roof form at the rear of dwellings, in particular along ridge lines, may be important to the streetscape, and controls applied to street frontages should also be applied at the rear. It is preferable for such additions to be modelled within a form complementary to the existing form, such as a wide dormer, or sub-gable, or as a separate roofed pavilion.

If compatible with the style and form of the building and the street, and the amenity standards, it may be reasonable to allow a modest raising of wall heights in association with a new roof- form. This shall not apply to Heritage Items.
Controls for front dormer windows and changes to roof elements:

- Where the height of the roof as measured from the gutter to the ridge is less than 2.5m, windows should be flush to the roof; and
  - limited to one on single fronted houses, or a pair on double fronted houses, usually centred on the roof.
- Where a house is not part of a row, semi-pair or group of like-houses, then it may be appropriate to change the roof form provided that it is compatible with the character of the house and the amenity controls. Changes that may be considered include:
  - a change of roof form;
  - an increase in pitch to a maximum of 45°; and
  - a modest increase in wall height.
- Where the house is part of a row, semi-pair or group of like houses, any change should respect the unity of the group.
- The existing ridgeline shall be maintained.
- Any dormer or roof element shall be in style with the adjoining group of houses.
- Where there is an existing dormer or roof element consistent with these controls, it shall be replicated in all respects.

- The roof of any dormer or sub-roof shall be a minimum of 300mm below the main ridge.
- The window pattern should generally reflect the windows used elsewhere in the building (but often smaller).

Traditional Dormer Window (19th century):
- The roof should have no eaves or gutter.
- For terrace, semi-detached, or single fronted houses, pre-Federation in period and style, use a single window type dormer.
- For a double fronted house, use:
  - a pair of single window dormers, equally spaced across the face of the roof, or a wider central dormer; and
  - the total width of dormers should not be greater than 25% of the width of the roof.

For a twentieth century dormer or windows to an attic storey:
- Eaves and a gutter may be appropriate.
- A sub-gable or sub-roof complementary to the main roof form, or skillion roof form may be appropriate.
- The total width of dormers or attic storey windows should not be greater than 50% of the width of the roof.
B4.0 Development Types

The Site Analysis and Design Elements contained in Part B provide the guidelines and controls necessary for any form of residential development. However, certain types of development require particular attention to the detail of their design. The following sections address particular development types and highlight their specific requirements over and above the consideration of design elements C1.0 - C3.6.
B4.1 Development Type 2  
Alterations and additions to existing dwelling houses

Principles
Design alterations and additions to dwelling houses to:

- be complementary to the scale, form and appearance of the existing and adjacent buildings, and the density and character of the local area, and
- maintain existing residential amenity.

Rationale
Leichhardt’s changing population profile is placing increased pressure on the dwelling stock, with modestly designed housing being adapted for today’s living requirements. In most cases, this involves a considerable increase in floor space, often to the detriment of the building form itself, and the quality of the streetscape. Traditional worker’s cottages are particularly prone to these pressures for change.

Guidelines have been prepared indicating the general limits to the expansion of existing dwellings. These guidelines offer examples of appropriate ‘alterations and additions’ to existing dwellings for typical dwelling types in Leichhardt. Whilst they focus on the more common dwelling forms, design innovation is encouraged as long as the intent of the guidance is met by other means.

The controls for the conservation of small detached houses are set out in B4.2. These guidelines offer advice over and above the controls in Part B1.0 – B3.0 of this DCP.

Guidelines
Roof Forms
Roof forms are a key element in the character of Leichhardt’s buildings. Design roof alterations and additions to respect the scale, form and pitch of the existing roof. Extensions should be subordinate to the existing roof.

Changes to roofs should be minimal and roof lights are preferable to dormer windows. Dormers should be traditionally vertically proportioned, with a height 1.5 x width. With rows of terraces or houses which are Heritage Items, only use dormers on roofs with greater than 2.5m vertical height between the top of the wall and the ridgeline. Where less than 2.5m, use a roof light.

Dormers to front
The introduction of dormer or roof lights should be determined by the street and building context. The form, scale and style of dormer depends upon the building being altered.

Dormers to rear
The rear of a building is generally not visible from the street, and provides latitude for increased space. However, conservation of building style should always be respected. Use either a wider dormer form, or a sub roof. A boxing out form is not favoured particularly where the side gables are visible from the street. Generally, boundary walls should not be extended. Where backs are visible from a public place or street and significant in terms of streetscape, a traditional dormer should be used.
Extensions to rear
The height and site coverage of an extension is determined by

- ensuring consistency in the wall height and roof form of existing and adjacent buildings
- respecting the site layout characteristic in the area.
- ensuring adequate solar access and private open space to the dwelling
- minimising impact on residential amenity of nearby properties
- minimising visibility of the extension from the street
Altermations to front
Avoid enclosing existing balconies. Reinstate balconies and verandahs where appropriate. Retain significant front gardens and landscaping. Retain and restore historic fences and walls.

Materials and details
Take note of any relevant architectural ornamentation, material or detailing on the building. Refer to Leichhardt Suburb Profile (A10.2) for local information. Design and specify additions or alterations to be complementary to existing form and detailing.

Side extensions
Two storey side extensions should incorporate a roof structure that respects the main roof the building and does not appear incongruous. Avoid closing gaps between buildings. Ensure roofs are subordinate. Take account of views.

Where a side extension is visible from the street or public place, ensure that the form and scale of the extension is subordinate to the main building and the extension appears as a sympathetic continuation of the original building. Where the street comprises detached buildings, ensure that side extensions do not appear to close the gap between buildings by either:

- providing a 1m setback of the side extension from the main front wall, and consequently a subordinate roof form, or
- setting the extension away from the boundary by a minimum of 1m.

Controls
- Dormer windows should be set below the ridgeline and up from the eaves.
- Ensure windows to not overlook adjacent private open space or habitable rooms.
- Ensure the materials match the existing building and that window and door proportions are respected.
B4.2 Development Type 2
Conservation of small detached houses

Principles
To prevent the demolition of or unsympathetic alterations to small houses that contribute to the heritage streetscapes and diversity that characterise Leichhardt’s residential areas.

To encourage the restoration of small houses.

To encourage the innovative adaptation of small houses for contemporary needs.

Rationale
Modest houses in their garden settings usually single storeyed and often timber, contribute to the character of the bulk of Leichhardt’s residential areas. Small houses are under increasing threat of unsympathetic enlargement with increasing pressure to maximise floor space, or demolition for larger houses, or multi-dwelling development.

The intent in part is to conserve the diversity of houses both in terms of the variety in a particular street, and the contrasts within the suburbs making up Leichhardt.

The principal aim is to prevent demolition where retention is desirable, at the same time as giving guidance on complementary alterations and additions.

A small house is a free standing dwelling generally less than 100m² in its original form and often around 75m². Configured with a living space, usually two bedrooms, kitchen and ancillary spaces such as a wc, pantry, laundry, etc. Room sizes are generally less than 12m².

Guidelines

Alterations and Additions
Adaptation shall be done in accordance with the controls and principles of this DCP and the Guidelines. Council’s Guidelines for the Conservation and Design of Alterations and Additions to Small Detached Houses’ should be consulted, when work is proposed. The Guidelines consist of a brochure setting out principles, and a folio of built worked examples.

Council’s intention is to retain small houses without substantial change to the significant elements. If alterations and additions are required to these buildings they should generally conform to this DCP and consider the Guidelines, and adhere to the following principles:

1) retain major form, scale and materials of existing structure;
2) additions generally should be to the rear and, depending on context, may be one or two storey but should not overshadow the existing building or substantially change the relationship of the building to the street when viewed from the street;
3) roof additions should either not alter the overall roof form, or should alter it in a complementary fashion with rooms within the existing roof form;
4) the use of dormers or roof windows should be determined by the context;
5) significant established gardens and plantings including early fences should be retained;
6) building extensions should be complementary in terms of size, height, form and materials with the existing building;
7) extensions do not have to imitate the existing house but should complement the existing detailing and form.

Demolition
An applicant who proposes to demolish a small house must establish to Council’s satisfaction that the house should not be conserved in terms of its heritage value, its contribution to the streetscape and townscape, its suitability for housing, or due to irredeemable structural failure. These criteria must be addressed in a conservation assessment, submitted with the application.

Where demolition is proposed:
Criteria for Conservation Assessment
If the house does not meet the heritage and streetscape criteria, criteria (3) and (4) need not be addressed.

(1) Heritage Value of Building & Site
• The applicant must provide a statement on the heritage significance of the house. This should include a brief history of the building and site including garden and site elements, comments on the historic, aesthetic, social and scientific value of the place, a report on the intactness of early or original fabric and a statement of significance.

(Terminology used is from the Burra Charter, it is recommended that the applicants consult the Charter for information on how to assess significance)

(2) Streetscape Setting
• The applicant must include, with the application to demolish, an assessment of the existing streetscape to establish whether the house contributes positively to the streetscape and determine how demolition would impact on the streetscape.
• It must be established that the demolition of the building will not adversely effect on the streetscape or townscape value of the area.

(3) Viability for Residential Purposes
• Where demolition of the entire house is proposed, it must be established that the building cannot accommodate residential use either within the existing building envelope or through sympathetic additions. Applicants should refer to DCP1 as well as the ‘Guidelines for the conservation and design of alterations and additions to Small Detached Houses’. Council will not consent to demolition where it is possible to adapt the existing structure, in an appropriate way, for the desired use.
• Matters relating to building function that are not to be taken into consideration in determining applications for demolition:
  − Inadequate size of existing rooms or spaces.
  − The desire to provide on-site parking.
(4) Structural Condition

- It must be established, if structural failure is cited as a reason for demolition, that the structural integrity of the building has failed to the point where it cannot be rectified without major reconstruction of the building.

It is noted that structural condition does not include:
- cladding elements such as roof covering or wall cladding;
- verandahs;
- internal finishes;
- site conditions including garage.

A certificate from a registered structural engineer, certifying that the building has structurally failed, is a minimum requirement if the case for demolition is based on the structural condition of the building.

As structural problems are rectifiable this is not grounds alone for demolition.

Controls

- An application for alterations or additions must address each of the guidelines specified above.
- A Conservation Assessment addressing the criteria must be included with an application for demolition.
- For the restoration and adaptation of small dwelling houses, apply the guidelines and controls set out B4.2 Alterations and additions to existing dwelling houses.

Disclaimer:

In its determination of the application proposing demolition of a small house, Council shall take into account this Plan including its objectives without being bound by any conservation assessment of the house.

Key references:

- Burra Charter
B4.3 Development type 3
Laneway Development

Principle
Ensure that building uses are appropriate based on a Laneway Hierarchy in order to achieve acceptable levels of amenity, landscaping, building design, access and security.

Ensure that the existing and desired building form and character within a lane is considered and reflected in the design of new laneway development.

Rationale
Lanes historically provided secondary access to properties and consequently are narrow, often with limited vehicular access. These constraints limit the type of development achievable.

The construction of additional buildings on lanes, in particular, dwellings poses a number of potential issues and conflicts. These include an erosion of amenity, reduction in landscaped area and reduced access.

Consequently a Laneway Hierarchy has been developed to provide guidance on the preferred type of developments and uses that may be appropriate depending on a lane’s width and existing character.

Buildings fronting onto lanes should clearly read as secondary to the primary residence on the same allotment. Lane development should respect this established hierarchy by ensuring that the bulk and scale of new development does not significantly diminish the dominance of the primary residence.

Lanes contrast with primary roads in character, with simple brick buildings including gable roofs, or a skillion behind parapets, being most common. Building have a general lack of adornment and dormer windows and the like are foreign to lanes. This simple, unadorned built form is a significant element in the character of lanes, as are zero set backs that provide a hard edged form in contrast to the front gardens that dominate primary street frontages.

A key function of a lane is the provision of access to and from a site. This access should not be compromised but should be improved in any future development. Development can provide the opportunity to improve pedestrian security through increased lighting and surveillance. Consequently, where a dwelling is proposed an active interface with the lane is encouraged.

Backyards contain a large proportion of the trees that add to the landscape quality of the area. Consequently it is important to avoid a cumulative loss of significant trees as a result of lane developments. Natural features such as rock outcrops can also be important elements of a lane and should be protected where possible.

Guidelines
In order to retain the secondary service character of lanes, controls are applied to new development based upon the width and existing development on the lane. In most cases, the scale of existing development is the best reference for assessing the potential of a development site fronting a lane. However, where there is inappropriate and out of scale development existing in lanes, this should not be used as justification for any further inappropriate development.
A ‘laneway’, also referred to as a ‘lane’, is defined as a way open to the public for passage of vehicles, persons and animals which:

- is secondary in that the allotments, which it serves, generally address another road;
- has a minimal width;
- has little or no footpath or nature strip; and
- has a predominantly service character.

The following table defines the class of laneways within the Leichhardt Municipality.

<table>
<thead>
<tr>
<th>Class and Characteristics</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian/service lane</td>
<td>Less than 2.5m</td>
</tr>
<tr>
<td>Narrow lane:</td>
<td>2.5m-5m</td>
</tr>
<tr>
<td>- service character</td>
<td></td>
</tr>
<tr>
<td>- garages</td>
<td></td>
</tr>
<tr>
<td>- wide enough for single car</td>
<td>drive through and access</td>
</tr>
<tr>
<td>- garages</td>
<td></td>
</tr>
<tr>
<td>- no standing</td>
<td></td>
</tr>
<tr>
<td>Medium lanes:</td>
<td>5m-8.1m</td>
</tr>
<tr>
<td>- service character</td>
<td></td>
</tr>
<tr>
<td>- garages</td>
<td></td>
</tr>
<tr>
<td>- some dwellings</td>
<td></td>
</tr>
<tr>
<td>- parking to one side with room to drive through and access to garages</td>
<td></td>
</tr>
<tr>
<td>Wide lanes:</td>
<td>8.1m +</td>
</tr>
<tr>
<td>- garages</td>
<td></td>
</tr>
<tr>
<td>- dwellings</td>
<td></td>
</tr>
<tr>
<td>- parking either side</td>
<td></td>
</tr>
<tr>
<td>- two way driving</td>
<td></td>
</tr>
</tbody>
</table>

The width of lanes shall be measured at three points and then averaged to provide an average lane width. The first point shall be from the subject site frontage, and the remaining two points shall be measured from a position of 15m from the side boundaries of the subject site. This will provide an average lane width figure for the Laneway Hierarchy table, thereby defining the class of lane.

Suggested types of development, along narrower lanes, less than 5m, can include garages, workshops, garden sheds, and storage rooms.

In wider lanes, above 5m in width, development may include garages, workshops, garden sheds or storage rooms. Dwellings should only be considered where there are existing dwellings fronting onto a lane and the amenity of the lane is not compromised.

Innovative design techniques shall be developed to ensure that sufficient on-site parking is provided without compromising the prevalent building form, set back, character and appearance of the area. Development must provide sufficient maneuvering space to allow vehicular access within the lane an appropriate turning circle.

Development along lanes should maintain the prevalence of mature, regularly spaced and predominantly native street trees and bushes, as well as mature and visually significant trees on private land.

As lanes were originally designed for a low scale service use and not as residential streets, development should provide for additional safety, such as lighting and street observation.

Laneway development should not contravene the density, subdivision and landscaping controls set out under the LEP section of the Town Plan 2000.
Laneway Hierarchy Controls

Pedestrian/service Lane - less than 2.5m
- Development along lanes that are less than 2.5m in width is discouraged.

Narrow Lanes - 2.5m - 5m
- Dwellings fronting onto narrow lanes are discouraged.
- The service character of the lane must be retained.

Medium Lanes - 5m - 8.1m
- Dwellings fronting onto medium lanes are discouraged where they do not already exist.
- Dwellings may be considered if other lane-fronting dwellings are located within 15m from the property boundaries of the proposed dwelling.
- The service character of the lane must be retained.

Wide Lanes - 8.1m+
- Dwellings may be considered on wide laneways.

General Laneway Controls

Urban Form
- Development shall be designed with simple built forms and not be visible from the primary street frontage and should be at or very close to the lane alignment.
- Use painted and bagged finishes to walls or plain brick and timber
- Roof forms should include gabled roofs pitched from sides, or skillion roofs located behind parapets. Use corrugated iron, slate or terracotta tiles for roofing materials
- Roof openings shall be flush to the roof and should not represent dormer windows or the like, whether or not they are visible from a public place.
- The scale of building envelopes for development fronting onto lanes shall not be higher than the prevailing building envelopes within the lane.
- For narrow lanes, the side wall height shall be limited to a maximum of 3m with a 45° envelope control, allowing a roof height limit of 5m.
- For medium lanes, the side wall height shall be limited to a maximum of 3.6m with a 45° envelope control, allowing a roof height limit of 6m.
Access

- Vehicular, pedestrian and servicing access (including garbage collection), where existing, must be retained to the rear of all existing properties and dwellings,

- New development shall not result in increased laneway parking and the potential to provide car parking space(s) must be retained.

- Where the proposal incorporates a dwelling on the lane, separate pedestrian access to the lane must be provided directly into the new dwelling.

Security

- Entrances to dwellings shall be provided with overhead lighting.

- The placement of windows on the lane frontage is encouraged for the purposes of street surveillance.

Landscaping

- Trees more than 6m in height which make a significant contribution to the lanescape must be retained.

- Where natural rock outcrops or rock cuttings are visible from the lane, these must be preserved in their natural or existing state.

- Side gardens adjacent to buildings shall be included where appropriate.
B4.4 Development Type 4
Foreshore development

Principles
Design foreshore development to present a coherent waterfront vista which is compatible with the appearance of the existing foreshore.

Ensure the development does not detract from the amenity of neighbouring residents or have a detrimental impact on the views to or from the foreshore.

Rationale
Foreshore development comprises not only residential dwellings and extensions but associated ancillary development often associated with the waterfront location, such as boat sheds, jetties and launching ramps. All this development can impact detrimentally on the appearance of the foreshore from the water. The foreshore is an environmental feature which crosses many Local Government Areas boundaries. These boundaries should not be distinguishable when viewed from the Harbour and Parramatta River. It is therefore important to preserve this shared amenity and ensure that the continuity and visual coherence of the foreshore is maintained.

Guidelines
Due to the publicly visible nature of development on the foreshore the sensitive and sympathetic design of buildings and structures is imperative. Building form, scale and setting, and elevations and materials should be given particular attention.

Works or development below mean high water mark may require consent from the port authority.

Controls
- Respond to foreshore topography. Design sensitively to preserve and enhance the natural features and vegetation, and minimise the intrusion of built structures.
- Limit the scale, building form and overall visual impact of development that affect the foreshore and adjacent dwellings.
- Design to achieve shared views, maximising the number of residents who can benefit from a view. Maintain views from public roads and public spaces.
- Where development is permissible under clause 34 of Leichhardt LEP 2000, design low scale buildings with minimum impact on the foreshore setting. Design ‘light’ structures using steel, glass and wood. Avoid the use of bulky or ‘heavy’ structures and materials.
B4.5 Development Type 5
Conversion of existing non-residential buildings

**Principle**

*Encourage re-use of the non-residential buildings in residential zones for either residential or community purposes.*

**Rationale**

Leichhardt’s TownPlan advocates the recycling of buildings in the interests of Ecologically Sustainable Development and energy efficiency. This requires an approach to regeneration and building utilisation that embodies the principles of ‘Long life, low energy, loose fit’.

Where non-residential buildings can no longer be used for the purpose for which they were built, alternative uses should be sought.

Non-residential buildings in residential areas provide a valuable supply of land that can be used for development which is complementary to residential areas. Given the need to retain existing residential building for dwellings, non-residential buildings should be utilised for purposes which are permissible with consent in the residential zone.

**Guidelines**

Whilst all the design elements should be considered in the process of re-suing existing buildings, innovative design techniques may be necessary to achieve the principles.

Council encourages the use of non-residential buildings for conversion to:

- boarding houses;
- child care facilities;
- community facilities;
- educational establishments;
- places of public worship;
- hospitals;

having regard to the design elements controlling amenity, ecologically sustainable development and urban form and design.

Minimise the amount of demolition undertaken in the reuse of buildings.

Maximise the recycling of site and building materials.

Integrate a mix of uses into the building, especially at ground level, whilst ensuring that residential amenity is maintained and the uses are easily and effectively serviced.

Development will need to respect the visual privacy of gardens, courtyards, balconies and habitable rooms of adjacent dwellings. Specific attention may need to be focused on visual privacy and addressed in an innovative manner without compromising the appearance/character of a building.

In the adaptation of existing buildings for residential use, maximum private open space should be provided in the form of courtyards, balconies, roof gardens and communal open space. Due to layout constraints, building reuse may require a design approach that provides private open space at standards below those set out B4.1 of this Plan.

Maximise solar access to the living spaces of all dwellings. If orientation and limitations in the adaptation of the building fabric dictates, and justification is provided, solar access may be provided at standards below those set out in B3.1 of this Plan.

Where existing buildings have a deep floor plan, the subdivision and design of deep spaces requires an energy efficient approach to ventilation. Natural ventilation methods should be used such as cross or stack ventilation, by incorporating atria and courtyards.
Council encourages the installation of centralised gas-boosted solar water heater systems, with separate meters for each dwelling.

Integrate garbage bin and waste recycling areas, mail boxes, outdoor drying areas and external storage facilities into the overall development, with convenient access for residents.

Controls
- For specific controls, see Clause 19(5) LEP 2000 – Building Conversion and Adaptation
B4.6 Development Type 6
Residential development in business areas

Principles
Enhance the vitality and safety of business areas by increasing residential activity.

To Promote Ecologically Sustainable Development by allowing services and employment uses in proximity to residences.

Rationale
By providing housing in business areas the need for car travel is potentially reduced. The proximity of places of work, leisure and services to residences improves quality of life, enhances the vitality and improves the safety of business areas which would otherwise be devoid of activity. These factors in turn contribute to a more ecologically sustainable environment.

Guidelines
When designing residential development for integration into business areas, the emphasis of each design element in relation to 'residential amenity' may change. For instance, there may be greater potential for access to views without the loss of privacy to neighbouring residents. However, there may be less potential for the provision of ground floor private open space. Acoustic privacy becomes paramount and solar access will often require innovative design solutions.

The re-use of shop-top housing is encouraged.
Controls

• Ensure separate and clearly defined dwelling entries where mixed use development is proposed.
• Innovative design solutions such as central light wells / atria and articulated facades should be incorporated to maximise solar access.
• No car parking should be provided.
• Design new development to allow conversion to other uses.
• Noise insulation measures should be incorporated into all development with particular attention to shared ceiling / floors and walls and mixed use development.
• Residential development should be integrated with business development and not developed as separate 'enclaves' within a business zone.
B4.7 Development Type 7
Diverse and Affordable Housing

Principles
Encourage a mix of housing types to match the housing needs of the diverse social and economic groups who wish to live in Leichhardt.
Provide incentives for the provision of affordable housing in the form of rental and boarding house accommodation.

Rationale
The provision of diverse and more affordable housing assists Council's strategy for maintaining a historical mix of dwellings and household types in the Leichhardt area. The controls set out below were derived from a Triple R' housing study, which investigated mechanisms by which Council can improve housing choice, cost, accessibility and security of tenure for local households.

Diverse and affordable housing controls have been developed in recognition of recent development trends in the Leichhardt area, where large sites are being developed for relatively large, well-appointed housing for wealthier groups of the community. Such developments do not account for future changes to demographic, economic and social trends. This rigidity of design limits the 'lifespan' of a house and it is for this reason that the following guidelines and controls should be incorporated into the design of new housing.

Guidelines
Diverse housing encompasses housing which, because of type and size, can satisfy the needs of diverse household types. This is achieved through dwelling mix requirements.

Diverse housing also includes the development of adaptable housing in accordance with the provisions in Council's DCP No. 32 - Design for Equity of Access, and Australian Standards 4299 (1995). Adaptable housing is a flexible design concept which has the potential to meet a broad range of housing needs. Adaptable housing is specifically designed to be easily modified at a later stage to cater for an occupant, or visitor who may become frail, develop a disability or has an existing disability which may worsen progressively.

Dwelling mix requirements ensure new housing reflects the mix of household sizes currently found in Leichhardt, as a means of retaining Leichhardt's diverse social mix.

Larger dwellings should have layouts that are able to be adapted to suit a variety of household types.

Design suggestions:
- Have at least 2 bedrooms of similar size and amenity.
- Separate bedrooms by built-in wardrobes, hallways, bathrooms or other non-habitable rooms so as to reduce noise transmission between bedrooms.
- Provide more than one living room or living/kitchen/dining areas that can be functionally divided.
- Design the basic shell of a dwelling to allow each occupant to have fit outs designed to their own needs.
- Design ground floor dwellings to allow access by people of limited mobility.
- Avoid public areas of the site that are only accessible via steps and steep gradients.

Controls
- Ensure adaptable housing is designed in accordance with Council’s DCP No. 32 - Design for Equity of Access and Australian Standard 4299 (1995).
- Ensure housing meets the requirements of Clause 19(6) Diverse Housing and Clause 19(7) Adaptable Housing in Leichhardt LEP 2000.
C1.0 NON - RESIDENTIAL DEVELOPMENT
How DCP Part C – Non-residential applies

DCP Part C - Non-residential applies to new business, industrial and other non-residential development irrespective of the zoning of the land.

Use DCP Part C- Non-residential along with DCP Part A - General Information. Particular reference should be given to Leichhardt Local Environmental Plan 2000 Part 2 – Vision, General Objectives And Planning Principles, Part 5 - Employment, Part 6 - Open Space, Recreation and Leisure and Part 7 - Community Uses.

DCP Part C is divided into 2 parts:

- General guidance and controls, (Sections C1.0 to C 3.0)
- Controls for development types (Section 4.0) and

Before commencing detailed design work, applicants for development should be familiar with these DCP controls and the structure of the DCP.

Structure of controls

Within the General guidance and controls section, planning and design issues are divided into ‘Design Elements’, and set out in the following format;

- Principles
  
  *describe the primary purpose and intent of each element.*

- Rationale
  
  provides an explanation and supporting information for the design element.

- Guidelines
  
  provide for best practice, and are encouraged by Council.

Controls

Provide mandatory controls on development.

Applicants should discuss proposals with Council staff prior to lodging a Development Application. This can save time and expense and enable Council to explain the contents of the plan, address potential conflicting controls and consider solutions to achieve the best outcome.

For Development Application submission requirements, Refer to Appendix 1.

If you have any queries regarding Leichhardt Town Plan, please phone the Environmental Management Division of Council on 9367 9222.
Design Element 1
Site layout and building design

Principle
Design new development to integrate well with the locality and respect the streetscape, general built form and character of the area.

Rationale
Existing business development in Leichhardt is generally linear in character, aligned along street frontages and covering a large proportion of the allotment. It generally forms 2-3 storey buildings with parapet walls and provision for residential accommodation. Industries are generally located in clusters covering large irregularly shaped allotments although pockets of industry are interspersed with business and follow a regular subdivision pattern.

Other non-residential development is scattered throughout the LGA on varying sized and shaped allotments and located within different zones.

The site layout and design of development for non-residential purposes will depend on the size, shape, location of the site and the purpose for which it is to be developed. It is important that new development respects the prevailing streetscape and townscape in terms of alignment to the street edge, building envelope, orientation and impact on existing and future residential amenity.

Guidelines
Where appropriate, design landmark or gateway buildings on corner and junction sites.

On large sites where redevelopment for non-residential purposes is proposed, the development should respect the existing street pattern and provide buildings which front streets, integrating with the surrounding existing development rather than creating isolated enclaves.

New buildings should respect the height and building envelope of neighbouring existing buildings and should be graded and articulated in such a manner as to harmonise with the new and existing surroundings.
The Suburb Profile (in Part A) includes specific characteristics of an area and may identify opportunities for development including types of use, building form and bulk.

Where sites offer the opportunity for development for multiple commercial purposes, playgrounds and youth facilities should be provided.

Use the Site Analysis to identify the location and size of existing mature trees and shrubs. Ensure protection of tree trunks and roots is provided during construction and in the completed layout.

Controls

- Orientate new development to address the street.

- The building envelope is determined on a site by site basis, subject to the following principles;
  - The envelope control ensures new development fits with the height and scale of adjacent development, and provides for a balanced streetscape.
  - The building form and design responds to the nature of the streetscape.
  - The wall height is used as the key envelope control, and applied to the ‘front’ of the building only. A specific wall height may be identified in the Suburb Profile.

- When determining the siting of buildings, enable the provision of access, servicing and parking facilities to the standards required in the Plan.

- Ensure that adequate arrangements are made for the provision of water, sewerage and draining services.
C1.2 Design element 2 - Parking layout, servicing and manoeuvring

**Principles**

*Where on-site car parking or service areas are required, ensure that the layout and design does not detract from the amenity of adjoining areas.*

*Ensure the design of parking and servicing areas is efficient, safe, convenient, discrete and suitably landscaped.*

*Minimise nuisance caused by traffic movement, generation and servicing*

**Rationale**

The layout and design of access, parking and service areas should address the needs of the site occupants and visitors as well as respecting the amenity of the area. Account should be taken of potential noise disturbance, pollution and light spillage. Car parking areas can have a significant impact on the streetscape and should therefore be carefully designed having regard to landscaping, layout and location to ensure that parking and service areas are integrated sympathetically with the development and locality.

Provision should be made for various modes of transport for employees and visitors to the site. Where parking is provided it must be in a safe and efficient manner, allowing for easy access for occupants, visitors and service vehicles, whilst ensuring the safety of pedestrians and other road users.

**Guidelines**

Parking, accessing and servicing requirements of non-residential development can vary considerably depending on the type of use proposed. The requirements relating to each development will need to be assessed on a case by case basis. However, the following guidelines must always be considered:

- Ensure the visual impact of any parking, servicing and accessing is limited to respect the streetscape and amenity;
- Design to improve safety by ensuring adequate sight lines, safe and convenient pedestrian crossing points, well lit areas and avoidance of hidden areas;
- Locate access to and exit from a site for minimal interference with vehicular and pedestrian movement on public roads;
- Design to ensure that loading vehicles are capable of leaving in a forward direction, and where they relate to new buildings, that loading vehicles are capable of both entering and leaving the site in a forward direction;
- Design new non-residential developments to enable a standard truck to complete a 3-point or semi-circular turn on the site without interfering with parking areas, buildings, landscaping or outdoor storage and work areas;
- Avoid on-street loading and unloading where possible. Ensure service areas are dedicated, and not used for other purposes such as the storage of goods and equipment;
- Avoid conflict between service vehicles, cars and pedestrian movement.

**Controls**

- Parking layout and design is to comply with numerical standards set out in DCP Part A8.0.
- Provide sufficient and convenient parking to satisfy the potential demand generated by the development, and avoid spill-over parking onto public streets.
- Integrate the design of car parking into the overall site and building design.
- Design access driveways for underground car parking to:
  - minimise the visual impact of the entrance to the street;
– maximise pedestrian safety;
– maintain pedestrian access and access for people with special needs.

• Design parking levels to be kept as low as possible with a maximum of 500mm above ground level.

• Parking within a building should be contained below ground level where it fronts a street or public place.

• Where non-residential development is within or adjoining a residential zone, locate and design parking areas, servicing areas and the means of access/egress to:
  – minimise conflict between non-residential, residential and pedestrian traffic;
  – provide off-street parking and servicing of premises;
  – respect the character of the existing residential areas and streetscape character by means of siting, design and landscaping.

• Surface parking should be visually articulated by the use of soft and hard landscaping and the use of different surface treatments.

• Parking areas and accessways should be designed, surfaced and graded to reduce run-off and allow stormwater to drain into the site.

• Ensure access and parking areas are well lit by using energy efficient solar technology.

• Ventilate enclosed parking areas using natural ventilation techniques.

• Mechanically assisted parking facilities should not be provided.

• Ensure public car parking and service areas are well signposted or otherwise identified from the entry point.
C1.3 Design element 3
Landscaping

Principles
1) Ensure that new non-residential development provides landscaped areas that:
   a) improve the quality of the development; and,
   b) reduce the impact of the development on adjacent residential areas.

2) Provide open spaces and landscaped areas that accommodate the needs of the users and relate to the function of the development.

Rationale
Landscaping performs many functions and the extent of landscaped areas and open spaces associated with a development will depend on the size of the site and nature of the development. For example redevelopment of a large site for a number of commercial premises should be provided with open spaces and landscaped areas to serve both functionally as recreation areas and visually as a context and setting for the development. However, where a small or infill development is proposed, landscaping could serve to enhance the appearance and assist in the ecological sustainability of the development and preserve and enhance the amenity of neighbouring residents.

Landscaping can comprise 'soft' landscaping in the form of plants and 'hard' landscaping in the form of paths, water features, outdoor furniture and the like. The provision of hard landscaping can often be in the form of public works of art and can significantly contribute to the "sense of place" and "community pride" surrounding a development.

Guidelines
Consider the natural ventilation of buildings when deciding on the type and location of hard and soft landscaping features.

Landscaping can also assist in controlling solar radiation into non-residential buildings. Deciduous trees located to the north of buildings, vined pergolas and so on assist in improving energy efficiency.

Integrate public works of art and other hard landscaping features with soft landscaping where new development would offer a contextual setting.

Controls
- Provide a landscaping plan with each development application indicating the number, type and location of plants and hard landscaping features.
- Landscaping and open spaces shall be provided to all development to meet the principles of this Plan.
- Where an 'interface' situation occurs, use landscape screening, (such as latticework) or plant a 'landscape buffer' of trees and shrubs, to reduce visual impact of the development, and maintain visual and acoustic privacy of residential areas.
• Ensure that 85% of plantings in common open spaces in new non-residential developments are native species from the Sydney locale.

• Landscape surface car parking areas with trees that provide adequate shading for vehicles and screening.

• Introduce areas of soft landscaping to improve infiltration of rainwater.

• Where a building is set back from the street, provide a landscaped entrance.
C1.4  Design element 4
Elevation and materials

Principle
Design to respect the elevational character and appearance of the streetscape and locality.

Rationale
The business areas of Leichhardt are typically characterised by major civic and religious buildings, with the retail and commercial buildings following the main roads and ridges around these elements. The linear nature of Leichhardt's shopping streets makes the use of horizontal and vertical control lines an appropriate guide for infill development.

Leichhardt's industry is generally located in clustered pockets or interspersed singularly throughout business areas. Whilst the function of an individual building often dictates size and setting the elevational detailing of new development in these areas should complement the surrounding buildings.

New development should provide interesting, articulated and proportioned facades where elevations to the street and public places do not comprise 'dead frontage' but provide openings where activity behind can be perceived.

Larger commercial development sites offer an opportunity to create their own character. However the edges of these sites should respect the existing adjacent elevational details.

In order to achieve compatibility of elevational detail, proportions and scale of new or altered buildings, and maintain the existing characteristics of 19th and 20th century development it is necessary to respond to the vertical and horizontal rhythms established by existing buildings and streets. Rhythms are recurrent design lines that establish a design pattern and reinforce the character of a particular street or section of street. Elevational relief and modelling detail also contribute to fitting in with the streetscape.

Guidelines
Vertical control lines are set by such elements as blade/party walls, nib walls, exposed downpipes, attached piers, setbacks, changes in facade planes, etc. Bays are established by vertical control lines.

Divide the facades on new buildings into vertical bays or units of dimensions appropriate to the scale of the building being proposed and that of adjoining development.

Horizontal control lines are set by such elements as ground level, string courses, cornices, balconies, balustrades, roofs, eaves lines, door/window heads, etc.

Use horizontal control lines to align elements of new buildings with similar elements on adjoining buildings.

Where alterations and additions are proposed to an existing building, remove inappropriate facades and additions, and achieve unified colour schemes to groups of terraces.

Design the vertical elements of facades of new buildings to relate to the scale of the building proposed and that of adjoining development.

Relate the horizontal elements of the facade of new buildings to the horizontal control lines of adjoining development.
Use vertical and horizontal control lines along with guidelines and controls on shopfronts and advertising signs.

The painting of brickwork should be avoided and the rendering of elevations should be in a neutral colour.

Controls

- Design elevational features such as fenestration and doors to be in proportion with the scale and size of the new building and any adjoining buildings and the streetscape.
- Building materials and finishes should complement the finishes predominating in the area.
- When designing extensions on buildings next to Heritage Items ensure the modelling and relief is respected.
- Provide articulated elevations to new buildings where the streetscape dictates and where wide elevations front the street.
- Where buildings front the street or other public space the facade should contain windows which allow activity within to be perceived from outside and which offer visual surveillance of the streets or public space.
C1.5 Design element 5
Site facilities

**Principle**
*Design to integrate adequate and convenient site facilities such as storage, recycling and collection areas into the overall development.*

*Ensure site facilities are practical and easily maintained.*

**Rationale**
Different types of development have different requirements in their proposed functioning and servicing. Site facilities provide the ‘accessories’ to ensure that these varying needs are met. All development will generate garbage of some degree and this needs to be accommodated, easily deposited and collected. Similarly other site facilities will need to be provided in a development. It is important that the needs of the users and the efficiency and ecological sustainability of the development is considered at the design stage. The facilities to accommodate these needs should be incorporated into the design in an efficient, practical and aesthetic manner.

**Guidelines**
Garbage bins, waste recycling areas and external storage facilities should be adequate in size, durable, waterproof, blend in with the development, avoid visual clutter and be accessible to the users of the building and service vehicles.

Bicycle storage, showers, changing rooms and lockers should be provided to all new developments. Consider the need for appropriately placed mailboxes.

Provide adequate internal storage and design internal layouts to allow the building to be re-used for other purposes in the future.

Avoid designing buildings where large areas do not receive direct natural daylight.

Provide drinking water fountains in multiple commercial and community developments and where ‘transitional space’ is proposed.

**Controls**
- Where drinking water fountains are provided, ensure they are accessible and useable by children and physically disadvantaged people.
- Ensure garbage storage and waste recycling areas are not located adjacent to any residential habitable rooms.
- Refer to DCP No. 38 – Waste, Avoid, Reuse and Recycle for further controls relating to the design and provision of waste facilities.

Key references:
Leichhardt DCP No. 35 – Exempt and Complying Development
C1.6 Design element 6
Shopfronts

Principle
Design shopfronts to respect streetscape, elevational proportions of the building and heritage/conservation value.
Provide functional shopfronts that contribute to the vitality of the area and are accessible to all.

Rationale
Shopfronts contribute significantly to the appearance of Leichhardt's business centres and there is constant pressure to update and modify existing frontages. Well designed shopfronts using good quality materials are essential if the visual quality and integrity of Leichhardt's shopping streets are to be maintained and enhanced. It is important that the proportion and scale of the shopfront relates to both the building of which it is part, and to adjoining buildings.

Traditional shopfronts provide a variety of materials and a richness of period details. The preservation of existing traditional shopfronts, is encouraged.

The business centres of Leichhardt contain a wide variety of shops with individual character and traditional styles. A large number of original shopfronts exist in Leichhardt. There are many significant examples dating from the 1850's. These are of timber construction, often incorporating splayed recessed entrances. From 1910 to 1940, metal framed shop windows were used, combined with tiling.

The ‘frame’ of the shopfront is the most important element and defines the overall design. Such a frame can consist of pilasters, often with decorative details including corbels, the cornice and the stallriser or stallboard. Within this frame the arrangement and detailing of fascias, doors, windows, mullions and sills can be articulated to give a shop individual character and identity.

Guidelines
With the preservation or reconstruction of a traditional shopfront, it is important that the frame for the shopfront remains intact. The retention or reinstatement of traditional fascia lines, can make a significant contribution to the appearance of a row of shops. In most cases, the use of natural materials is preferred to materials such as plastic or aluminium.

The re-instatement and replacement of shopfronts offers the opportunity to provide entrances that allow access to all.

New development which does not form infill development provides the opportunities for innovative design that characterises the locality and creates a commercial area that has vitality and interest.

Shopfronts and windows should remain visible at night with the use of internal lighting. Security can be achieved by incorporating any roller shutters behind the window display area, or alternatively, using open grill shuttering or see through screen, behind the line of glazing.

New shopfronts should provide glazing that presents an "active" area to the street. Painted, blank or screen shop windows should be avoided. Where shopfronts are provided to buildings that are not selling goods such as service providers, windows should allow clear vision of the activity within to maintain the vitality of the streetscene.

Design new shopfronts to allow for safe and convenient access for all members of the community, in particular people with limited mobility.
Controls

- New shopfronts should:
  - be of a high standard of design, using materials that complement the architectural character of the building;
  - relate to the building’s architectural form and structure;
  - relate to the surrounding streetscape, scale and elevational proportions of adjacent buildings; and,
  - provide a ‘frame’ for the shopfront, generally formed by pilasters, fascia and stallboard.

- Council will not allow the loss of traditional shopfronts on Heritage Items. Where alterations are necessary, use traditional materials for the period.

- Where buildings are located in Conservation Areas (but are not Heritage Items), alteration or replacement of original shopfronts is not encouraged. Where alterations are necessary, use traditional materials for the period.

- Design new shopfronts to ensure that shop signs and projecting signs are located within the traditional fascia area, utilise appropriate methods of illumination and comply with this Plan.

- Design new shopfronts to allow for safe and convenient access for all members of the community, in particular, people with limited mobility.

- The use of roller shutters over shopfronts is discouraged. Shutters or other security devices should be located behind the window display.
C1.7 Design element 7
Balconies, verandahs and awnings

Principles
Reinstate existing, and construct new posted street verandahs and cantilevered balconies.
Conserve or restore the facades of existing buildings and reinstate streetscapes.
Enhance the social function and comfort of the street by providing sheltered outdoor space.

Rationale
Posted street verandahs, cantilevered awnings and balconies, characterise nineteenth and early twentieth century commercial and domestic buildings in the Leichhardt area. The architectural forms and ornamentation of these structures are characteristically Australian and are a response to climate.

Most of Leichhardt's street verandahs have been lost through decay, demolition, road widening and replacement with cantilevered awnings. In the past their retention has been discouraged by Council by-laws which considered them antiquated and dangerous to pedestrian and vehicular traffic.

More recently, the heritage and functional value of street verandahs has been recognised and their reinstatement has become more common, especially in historic towns throughout the country. Many new buildings are also incorporating street verandahs as an appropriate response to the climate and to improve pedestrian amenity.

Guidelines
Where a verandah or balcony is to be conserved or reinstated, Council requires that the original form be retained or replicated based on both the physical and documentary evidence (especially photographs of the verandah where available). The advice of a heritage architect with expertise in conservation work is highly desirable. If there is insufficient evidence for a particular verandah or balcony, reference to details of other verandahs on similar buildings should be used as a guide.

Where a verandah or balcony is proposed to a new building, it should complement the streetscape rather than replicate traditional forms, materials and embellishments.

Where an adjacent verandah is closer than 600mm to the kerb alignment, Council may approve a new structure within this distance.

Street verandahs need to be designed to minimise public risk, particularly the risk of impact from motor vehicles and consequent possible collapse. Traditional verandahs are commonly timber framed with hardwood or cast iron posts. In conservation or reinstatement, traditional construction methods and materials should be used, but the design should ensure maximum stability in the event of removal of one or more of the supporting posts. This may involve some change to the structure.
Where new verandahs are designed to complement rather than replicate traditional forms, steel framing could be used to achieve structural stability. In high risk locations such as corners, the whole verandah may need to be designed to be self-supporting either by cantilever or suspension, using tension rods.

Controls

- Materials and details should be replicated in the reinstatement and conservation of verandahs and balconies to an existing building, ensuring structural integrity.
- Verandahs and balconies to new buildings should complement adjacent traditional verandah forms (where existing) and should not replicate them.
- A street verandah or balcony should not exceed 3660mm in total width from the boundary alignment of the property.
- A corner verandah (two street frontages) must be designed so that it is self-supporting in the event of removal of the corner posts and any other single post and where exposed to heavy traffic may be required to be a fully cantilevered structure. The design is to be certified by a practising structural engineer.

- No part of a street verandah or balcony should be closer than 600mm to the kerb alignment.
- A verandah with one street frontage must be designed so that it is self-supporting in the event of removal of any one post. The design is to be certified by a practising structural engineer.
C2.0 Ecologically Sustainable Non-residential Development

"...ESD is not clear-cut, and there are no easy or obvious choices. A series of compromise decisions will invariably be made due to the simple fact that each of the ESD principles are not mutually exclusive and that, when implemented, they can actually obstruct each other. This is not to say that architects should just discard ESD as too difficult and unresolvable. It is difficult, but it is also extraordinarily important. Quite simply, as a profession we can no longer avoid the responsibility. Our planet's survival depends on it."

Andrew Nimmo, Lahz and Nimmo;

November 1995, Architecture Bulletin
C2.1 Design element 8
Site drainage and stormwater control

Principle
*Improve water conservation, reduce stormwater run-off and pressure on the existing stormwater system, and increase on-site storage of rainwater.*

Rationale
Stormwater pollution is caused by litter, debris and dust which is washed off the streets and other surfaces during rainfall. Pollution is increased by chemicals and products that are poured or leak into drains and also by sewer overflows. Leichhardt's polluted stormwater flows into the harbour and contaminates soil as well as reducing water quality. This in turn, affects the habitats of fish, water birds and other marine life and reduces our recreation opportunities.

Traditionally, the management of urban stormwater has relied upon engineering hard pipe and channel systems. Whilst these systems have minimised the social and economic costs of flooding, and have mostly been effective at removing stormwater at speed, there have been considerable environmental costs. Furthermore, many parts of our stormwater systems need upgrading because of inadequate maintenance, changes in design standards or increased urban settlement in catchment areas. Upgrading is very costly.

The amount of stormwater runoff in an area relates directly to the intensity of development in that area. For example, due to high site coverage and the extensive surface area dedicated to roofing and carparking, industrial development is up to 90% impervious to water. The imperviousness of an urban area means that stormwater runoff flows more rapidly, and in larger quantities than it does from other land uses. Stormwater runoff flows faster over smooth, hard surfaces. and its speed is compounded by the volume of water. In summary, more buildings and hard surfaces in an urban area means less natural drainage.

Guidelines
Use perforated pavement materials, such as paving with wide bands of gravel aggregate, to allow the water to be absorbed into the ground.

Ensure large non-residential development sites ‘fit’ as much as possible, within the hydrology of the natural system. Reduce the possibility of pollutants entering the stormwater system, increase stormwater detention and reduce erosion and sedimentation.

Stormwater infrastructure in large developments should provide maximum infiltration and retardation of peak stormwater flows.

Where open spaces are integrated as part of a large development, investigate their dual use for site drainage by means of infiltration and / or delayed release to the stormwater system.

On-site detention, especially when used on unpaved or grass surfaces, can trap and remove contaminants from stormwater and increase infiltration into the ground.

Controls
- **For non-residential developments,** install rainwater tanks.
- **Incorporate on site detention in accordance with Council’s Stormwater Management Policy.**
Rainfall

Overflow pipe

Evaporation and transpiration from trees

Overflow to street drainage network

Pumped supply for garden use

Submersible pump

Seepage to ground water

Branch head trench
C2.2 Design element 9
Energy efficient siting and layout

Principle
Achieve improved energy efficiency through the siting and design of buildings.

Rationale
Building shape and orientation have a high impact on the energy performance of a building. A well designed building has the potential to reduce energy costs by up to 50%. The improved performance does not have to add to the project cost or change the appearance of a building.

Correct design of the building envelope is the first line of defence to reduce the negative impacts of the external climate, yet retain the positive elements such as day lighting. Proper design of the envelope can have a significant effect by improving occupant comfort.

Building shape and orientation are major influences that affect energy consumption. The most critical element of a building’s form is the size and orientation of its windows. The shape of a building influences the amount of floor area that can benefit from daylight through windows. Daylight is generally useful to a depth of 4-6 metres from a window.

The existing site constraints of Leichhardt’s business centres and industrial areas, will constrain the degree of flexibility of building shape and orientation.

Guidelines
Buildings should be designed to ensure that much of the floor area is within a 4-6 metre distant of an external window. An elongated plan shape produces this characteristic, as will the use or atria and courtyards.

Maximise north and south facades, whilst minimising east and west facades.

Where site conditions allow:

- plan for an elongated shape of a building, orientated in an east-west direction; or
- incorporate atria and courtyards in the building design, to maximise solar access.

Design commercial buildings to ensure that much of the floor area is within 4-6 metres of an external window.

Where practical, reduce the areas of east and west facing glass to the smallest practical amount in order to still permit views, daylight and market appeal.

Provide vertical external shading to east and west windows.
Typical Low Energy Building –
Floor Plan

- Large glazing area on north side.
- Insulated external walls in light colours.

Area of
- Good daylight levels
- Possible mechanical ventilation
- Lightly serviced areas
- Computer rooms

Area of
- Low daylight levels
- Low temperature fluctuations
- Storage
- Toilets
C2.3 Design element 10
Building construction
Thermal mass and materials

Principles

*Improve the energy efficiency and thermal comfort of buildings, by maximising thermal mass.*

*Choose construction materials that are of an Ecologically Sustainable nature.*

Rationale

The principles and properties of **thermal mass**, glazing and insulation are important in achieving energy efficient buildings. **Thermal mass** is a measure of a material's ability to absorb and store heat. Generally, the heavier and more dense a material is, the more heat it will store, the longer it will take to release it and the higher its thermal mass value / rating. Materials commonly used, such as bricks, concrete and stone, have a high heat storage capacity.

Maximising **thermal mass** is important to both heat-gain, and heat-release during the seasons.

In winter, internal walls with a high thermal mass value can soak up heat from the sun through north-facing windows. During the night, this heat is released back into the rooms.

In summer, the thermal mass soaks up excess heat in the building. During the night this heat is slowly released into the rooms, or to any cooling breezes.

Guidelines

Leichhardt Council promotes greater energy efficiency and Ecologically Sustainable Development by requiring the careful choice of building materials.

Choose building materials that take account of the following environmental considerations:

- thermal mass of materials;
- energy efficient materials with low embodied energy;
- recyclable and reusable materials;
- renewable or abundant resources;
- durable materials with low maintenance;
- non-polluting materials;
- environmentally-acceptable production methods.

Maximise the size of north facing walls without reducing solar access to adjoining properties.

Use lighter, more reflective colours for external walls and roofs to reduce heat gain in summer. This is particularly effective if insulation levels in a building are low.

Controls

- **Use materials that have a high 'thermal mass' value, such as bricks, concrete and stone, where they can benefit thermal comfort and energy efficiency.**

- **To be most effective, locate materials with a higher thermal mass:**
  - inside the building;
  - in north-facing rooms, where they can benefit from winter heat gain; and,
  - where they are shaded from direct summer sun.

- Specify plantation or regrowth timbers, timbers grown on Australian farms or state forest plantations or recycled timbers.

- Rainforest timbers or timbers cut from old growth forests are **not** to be used in Leichhardt.

Key References:
- Appendix 2 Goodwood Guide for lists of recommended plantation and regrowth timbers, and timbers not recommended in Leichhardt.
- Appendix 3 Embodied Energy and Thermal Mass
- Appendix 6 Typical 'R' Values
C2.4 Design element 11
Solar Control
External window shading and internal and external lighting

**Principle**
Integrate external window shading into the design of buildings to improve energy efficiency and comfort.

Maximise natural light to buildings and reduce the use of non-renewable energy resources.

**Rationale**
Windows account for much of the loss and gain of heat in a building, as well as the quantity of daylight, which is let in.

The orientation, size and shading of windows can control the access of sunlight into a building throughout the year. It is important to maximise the benefit of winter sun and minimise the effect of summer sun to achieve thermal comfort and a building, which is energy efficient.

In non-residential buildings the use of artificial lighting can consume considerable non-renewable energy resources. It is therefore recommended that buildings be designed to maximise natural daylight. It is also important to consider the types of appliances, lighting types and controls used within a building in order to maximise the energy efficiency of the building.

**Guidelines**
Ideally, shading devices should be external.

North facing windows can provide valuable heat gain and light in winter but should be shaded from direct sunlight in summer.

East and west facing windows are difficult to shade in summer and should be minimised. South facing windows require no shading but can cause substantial heat loss in winter.

Maximise north and south windows and minimise those facing east and west.

For north facing walls provide horizontal shading devices such as awnings, upper floor balconies, pergolas, verandahs, eaves and overhangs.

Where windows face east or west, vertical shading devices such as blinds, shutters, adjustable awnings and landscaping should be used.

Consider the location, shape, type and height of fully grown trees when using landscaping as a shading device.

Shading materials are to comply with C1.10 of the Building Code of Australia.

The choice of glass depends upon whether you want to maximise the sunlight or heat loss, or minimise heat gain into the building. Appendix 5 provides a guide to the properties of different glazing types.

The use of skylights, light wells, and atria can let additional daylight into a building although provision of shading in summer and possible heat loss in winter will need to be considered.

The need for artificial lighting can be reduced by the correct orientation and design of the building and the size and placement of windows and service areas which require high lighting levels, eg desks or workstations, by individual task lights.
Lighting costs can be reduced by selecting low energy lamps, ballasts and fittings which provide the desired level of illumination but consume 75% less energy. Lighting controls can be fitted to ensure that lights are not left on when not required. For instance, switches should be provided for separate zones within a large room and for task lights. Time switches or movement sensors should be employed for areas with sporadic use.

Lighting systems should be designed to supplement daylight in order to provide appropriate lighting levels for specific tasks (see Appendix 4).

Controls

- Where high artificial lighting is necessary for specific tasks, specify task lighting.
- Ensure that maximum use is made of daylight to provide appropriate lighting levels.
- Provide for external shading to north, east and west facing windows.
- For north facing windows, use horizontal shading devices (adjustable or fixed) that maximise winter sun penetration and reduce summer sun penetration.
- For east and west facing windows, use vertical shading devices to block the low rays of the rising and setting summer sun.
- Use landscaping to reduce summer heat gain, by controlling sun penetration and shading the building and outdoor spaces, without reducing solar access in winter.
- Use compact fluorescent or tubular fluorescent lamps with electric, high frequency ballasts instead of tungsten light bulbs (i.e. standard bulbs). Use compact fluorescent or low voltage tungsten halogen lamps instead of tungsten spotlights.
- Use solar, metal halide or sodium discharge lamps for outside areas such as carparks.
- Ensure lighting controls are sufficient to enable lights to be used only in areas where and when needed. Consider zones which may require a different amount of artificial lighting and have these on a separate switch, eg. windows in cafes or offices. Use time switches and automatic presence detectors for rooms or areas which have sporadic use e.g. changing rooms in retail premises, or after offices are vacated.
C2.5 Design element 12
Insulation

Principle
Improve the energy efficiency and thermal comfort of buildings through the use of insulating materials in walls, floors, ceilings and roofs.

Rationale
Insulation alters the rate at which a building loses or gains heat. Insulation is not a heat store, it just makes it harder for heat to pass through a wall, roof or floor.

Thermal insulation will help make your building easier to heat in winter, by reducing the rate at which heat is lost, and also help to retain any solar heat gain achieved. In summer, insulation will help reduce heat entering through the walls or the roof, thereby increasing the thermal comfort of the building.

Guidelines
Insulation should be used in external walls and roofs to reduce heat escaping from the building in winter and to maintain lower internal temperatures in summer. The effectiveness of insulation can be measured by its resistance to heat flow, known as a material’s ‘R’ value. The greater the ‘R’ value, the less heat will flow through the insulating material. The total ‘R’ value for roofs (ie the combined total of the individual elements) should be at least 2.5R and, where feasible, this should include the use of reflective foil in order to resist inward heat flow. External walls should achieve an ‘R’ value of at least 1.5R.

Controls
- Insulate to achieve greater energy efficiency in buildings.
- Use bulk insulation and reflective insulation to walls, ceilings and roofs. Construct buildings to achieve a combined ‘R’ value for insulation to the following standards:
  - R2.5 for roofs and ceilings
  - R1.5 for walls
- Insulate pipes and storage tanks for hot water systems.

Insulation materials are available to suit every situation and can be retrofitted to existing buildings. Examples of the ‘R’ values achieved by different forms of construction are included in Appendix 6.

Key references:
Leichhardt DCP No. 35 – Exempt and Complying Development
Design element 13
Ventilation

Principle
*Improve the energy efficiency and comfort of buildings by designing to make the best use of natural ventilation*

Rationale
Most people prefer the flexibility of naturally ventilated buildings where windows or vents are easily opened to provide controlled ventilation when needed. However, ventilation is a factor often overlooked at the design stage. Too often, attention is focused upon achieving warmth during winter and not ventilation/cooling during summer. Natural ventilation relies only on natural air movement and can save significant amounts of fossil fuel-based energy by reducing the need for mechanical ventilation and air-conditioning. It can also help in protecting the ozone layer by reducing the risk of leakages into the atmosphere or the Chlorofluorocarbon (CFC) gases that are still used in many air-conditioners.

Guidelines
Windows should be oriented to take advantage of the cooling summer breezes (predominantly from the NE in Sydney). The position of internal walls and partitions should allow the passage of air through the building although, in some cases, ceiling fans may be required.

In cases where mechanical ventilation is necessary, eg, kitchens, some computer rooms or areas where external noise levels are high, ensure that the system installed has appropriate controls which can cater for the particular use of the building whilst maximising the conservation of non-renewable energy.

Significant factors affecting natural air movement are:
- building form and the location of windows;
- site and landscaping features;
- internal planning and design.

Ventilation can be achieved in the following ways:
- **Cross ventilation**, where air enters a building from one side passing out on the other, replacing warm inside air with cooler outside air.
- **The stack effect**, where warm air rises through the height of the house, and is replaced by cool air at the base of the house.
- **Artificial ventilation**, where fans are used to extract warm air allowing it to be replaced by cool air.

Use the Site Analysis to ascertain wind conditions. Orientate and design buildings to benefit from cooling summer breezes.

For effective ventilation:
- locate openings on opposite sides of rooms;
- locate windows and openings in line with each other, and where possible, in line with prevailing breezes - a low level inlet and high level outlet is preferable;
- use water features such as fountains in strategic positions to cool breezes;
- consider strategic positioning of vegetation to modify wind direction; and
- use ceiling fans to provide a high level comfort on most hot days, at low running costs.

Use window types that provide security while allowing for good ventilation.
Controls

- Design buildings with a maximum internal dimension between openings of 14m to maximise natural ventilation without compromising other design elements.

- Ensure ventilation can be achieved by permanent openings, windows, doors or other devices, which have an aggregate opening or openable size of not less than 5% of the floor area of the room.

- In restaurants or buildings with kitchens where mechanical ventilation is needed, use those which operate directly above cookers, rather than designing high ventilation rates through the whole kitchen.

- Where mechanical ventilation is needed for specific office equipment, or specific plants in industrial unit or warehousing, locate these separately from other activities.
C2.7 Design element 14
Space heating and cooling

Principle
Where thermal comfort cannot be achieved through building design elements choose energy-efficient and environmentally-friendly space heating and cooling systems.

Rationale
People, lighting and appliances contribute to the heat generated inside a building. Buildings with good insulation, window shading, effective natural ventilation and high efficiency equipment will provide comfortable workplaces without the need for air conditioning.

Areas of north-facing glazing, good insulation levels and appropriate use of thermal mass, will help reduce the need for additional heating.

Guidelines
If air conditioning is necessary, install a unit with sufficient controls to ensure that it is used only when required. Consider partial air-conditioning directed to areas, rooms where it is needed, whilst the rest of the building remains naturally ventilated.

When choosing heating, consider which type is most suited to your particular needs, i.e usage patterns, location of staff etc. As with other equipment select heating devices that have appropriate controls to cater for the particular use of the building whilst maximising the conservation of non-renewable energy.

Use passive methods of minimising heat gain.

Design buildings with window shading, appropriate insulation, and sealed against hot air infiltration during the day, incorporating ventilation and natural cooling.

Controls
- Install energy-efficient and environmentally friendly space heating systems in all new buildings, conversions and major renovations where needed.
- In industrial units and warehousing, ensure that any goods doors are located away from areas which may require heating or cooling and ensure that they can be closed. Depending on the amount of traffic expected, rapidly closing doors, plastic strip curtains or pneumatic seals should be considered.
C2.8  Design element 15 – Using Solar Energy

Principles
Maximise the use of solar technology in the design of new buildings in order to reduce non-renewable energy consumption and increase the use of renewable energy.

Minimise the visual impact of solar water power collectors and heaters on streetscapes and neighbouring properties.

Rationale
Increasing advances in technology are enabling the provision of solar energy as an energy source. The use of solar energy significantly assists in the reduction of the use of non-renewable resources and the consumption of ecologically degrading energy sources.

The installation of solar water heaters will ultimately reduce cost and provide a constant supply of energy. Such a system enables businesses and organisations to be self sufficient in their energy consumption.

Guidelines
The use of solar technology should be paramount in the design of new buildings and encouraged in major renovations and conversions.

The need for solar water heaters needs to be balanced against the harm that may be caused to the visual appearance of a building and the streetscape by their installation.

Consider appropriate design measures to address their impact.

Solar water heaters may not be beneficial if solar access is insufficient due to orientation or overshadowing. Insufficient solar access is defined as more than 30% reduction in total solar radiation to the solar panels.

Council encourages the use of solar water heaters which also have the capacity to heat and cool spaces. This dual use of a water heating system further increases the energy efficiency of the building and the positive environmental effects.

Photovoltaic cells (PV’s) which convert sunlight into electricity can be incorporated into a building as a cladding or shading element. The electricity produced may be used to meet all or some of the energy needs of the building. The use of PV’s is likely to become more commonplace around Australia in the next few years and their use in Leichhardt is encouraged.

Ensure water heaters have efficient thermostatic controls and hot water tanks and pipes are well insulated.

Controls

- Install solar water heaters of a suitable size for the proposed use in new buildings and in major renovations and conversions that require a new hot water system.
- Integrate solar water heaters as part of the building design. Position the units to be as unobtrusive as possible, both to the street and neighbouring properties.
- On buildings with a north-facing street frontage, specify and locate solar water heaters to minimise the visual impact of the system on the street. Where possible, set back solar water heaters from the street frontage.
- Specify the colour of a solar water heater to be complementary to the roofing materials of the building.
- Ensure that mature trees will not shade solar water heaters, both on the proposed development, and on adjoining properties.
C2.9 Design element 16
Appliances and Equipment

Principle
Minimise the use of non-renewable energy by installing energy efficient equipment and appliances.

Rationale
Light and power is usually the building service that contributes the most to the energy consumption used in buildings.

The energy consumption of non-residential development can be reduced by the application of design guidelines and the careful selection of energy efficient appliances and equipment and management and control of the building spaces.

In catering establishments or shops selling food, cooking and refrigeration can be a major cost. In a modern office, basic equipment such as vending machines, computers, printers, photocopiers and fax machines, can also add considerably to the overall energy costs.

Equipment and appliances consume energy and they give off heat when operating. This may cause the building to require additional cooling. Ways to minimise energy use by equipment and appliances must be considered during the process of building design.

Guidelines
Locate equipment with high heat outputs where they can be easily and discreetly ventilated, and ensure that equipment can be easily maintained.

Energy efficient equipment is available for most tasks. Select those that consume the least energy per unit output. Control mechanisms such as thermostats and regular maintenance of equipment and thermal seals, can often significantly reduce overall running costs. Select office equipment with options for automatic or manual switching to low energy mode.

Energy Management Systems (EMS) are devices used to monitor environmental conditions and control all or some of the building services, such as heating, cooling and lighting. While they vary in sophistication, Energy Management Systems enable desired comfort levels to be achieved within a building while minimising energy consumption. Their use in Leichhardt is encouraged.

Controls
- Select low energy plant, office equipment and appliances (such as washing machines and dryers in laundrettes and fridges, freezers and dishwashers in restaurants) with automatic or manual switching to low energy mode.
- In catering establishments:
  - where chest and cabinet freezers are installed use insulated covers over doors/lids, especially at night;
  - ensure that refrigerators and freezers are located away from sources of heat and direct sunlight;
  - specify highly insulated coolwares for food storage;
  - use microwave or fan assisted ovens;
  - use an induction hob as an alternative to an electric hob;
  - use steamers and fryers with reliable and accurate temperature controls and a high degree of insulation.
C3.0 Interface Amenity

Interface amenity controls are mandatory for the operational aspects of business, industrial and other non-residential development. They apply to new development, and impose a high standard of control in order to ensure that the amenity of residential areas are protected.

Use these controls and guidelines where non-residential development is located within or adjoins a residential use or area.

These principles are also appropriate for non-residential development in all locations. The application of these guidelines and controls will ensure an improved amenity for the occupants of the industrial and commercial areas as well.
C3.1 Operational Element 1
Noise and vibration generation

Principle
Minimise the impact of noise and vibration by proposed operations and on proposed developments of existing and projected future sources of noise and vibration.

Rationale
To ensure that the quality of life enjoyed by residents and people engaged in business and community pursuits is not hampered by excessively noisy activities.

The State Government has set down standards in relation to acceptable noise levels for all operations and land uses. These standards are set out in the Environmental Protection Authority's Environmental Noise Control Manual and apply in all cases.

Guidelines
The impact of noise generated by a proposal can be minimised to comply with the statutory requirements in different ways. The following guidelines address means of achieving the standards.

Incorporate sound proofing for machinery or activities considered likely to create a noise nuisance during design development.

Locate noisy operational equipment within a noise insulated building away from residential areas.

Design logistically efficient business practises to minimise the use of equipment, movements per site, and number of vehicles movements per site per day.

Where sites adjoin a residential area, limit the number of hours and times at which mechanical plant and equipment is used in conjunction with the measures described above.

Ameliorate the noise and vibration impact of transport operations by using appropriate paving or track mounting and installing acoustic barriers as required to meet EPA standards on neighbouring uses.

Incorporate appropriate noise and vibration mitigation measures into the site layout, building materials, design, orientation and location of sleeping recreation/work areas of all developments proposed in areas adversely impacted upon by road or rail related noise and vibration must.

Controls
- All development must comply with the guidelines set down in the NSW EPA Environmental Noise Control Manual, as amended from time to time.
- This Manual sets out the acceptable noise levels for all different kinds of uses in different areas. It also takes account of background noise and its measurement. A qualified acoustics consultant may be required to verify techniques and the methodology for assessing the proposal's possible noise generation and compliance with the Manual.
- Using the Site Analysis establish residential, business and community pursuits that would need to be protected against noise generated from the site.
- Using the Site Analysis, ensure that all proposed residential, business and community related developments in close proximity to sources of noise and vibration, including road and rail corridors, meet requirements of the Manual.
C3.2 Operational Element 2
Air pollution

Principle
Minimise air pollution caused by new development

Rationale
The air quality in the inner city is the result of many polluting factors. A number of these are increasing - particularly motor vehicle emissions from the ever increasing number of cars on the roads.

Wherever possible Council must attempt to reduce air pollution by reducing the processes and machinery that contribute to it.

Guidelines
The operation of any new premises and any machinery or plant to be installed or any process to be used must not cause emissions contrary to the Clean Air Act and Regulations. Applicants will need to demonstrate that these Statewide standards are met. Approvals may also be required from the Environment Protection Authority (EPA) for some types of development.

Machinery and operations should be designed to minimise the emission of air impurities. This includes minimising vehicular movements to and from the site.

Restricting the hours of operation may reduce any emissions to an acceptable level.

Controls
• All development must comply with the provisions of the Clean Air Act and its Regulations, as amended from time to time.
Principle

Minimise water pollution caused by new development.

Rationale

As a community we must recognise the value of water. It is an essential resource. Council must ensure that all the activities undertaken attempt to improve water quality - not contribute to the pollution of it.

"Waters" include rivers, ponds, streams, wetlands and channels. The water arrives at these places over land, down roads & footpaths and through stormwater drains. This means that all surface water leaving a site and all on-site drain connections have the potential to pollute.

Guidelines

During construction the potential to pollute is high. To reduce this risk Council may require:

- on-site wheel and vehicle base cleaning facilities to reduce soil and contaminated material leaving the site;
- protection of as much existing vegetation as possible to reduce erosion;
- storage of building materials on site to minimise stormwater contamination.

To ensure all potential water pollutants are controlled and dealt with on site. Council may require devices such as:

- effective bunding;
- retention pits;
- grease traps;
- booms and trash racks;
- silt and litter arrester pits;
- siltation ponds.

These lists are not exhaustive and may vary as innovative products and methods are developed.

Controls

The pollution of any waters is prohibited. Discharges from premises of any matter, whether solid, liquid or gaseous into any waters is required to conform with the Clean Waters Act and its Regulations, or a pollution control approval issued by the EPA for Scheduled Premises.

Developments must also comply with the Sydney Coastal Councils Stormwater Pollution Control Code, Council's Stormwater Management Policy, and any other requirements of Sydney Water, the EPA and the Sydney Ports Authority. These requirements may change or be updated from time to time.

Key References:

- Clean Waters Act
- Sydney Coastal Councils Stormwater Pollution Control Code
- Council's Stormwater Management Policy
- Sydney Water
- EPA
- Sydney Ports Authority
C3.4 Operational elements

Working Hours

Principle
*Ensure the operations of the proposed development will not cause nuisance to residents by way of working hours.*

Rationale
Where residential and business uses are located close to each, there is potential for activities associated with the business uses to have a detrimental impact on the amenity of the neighbouring residents.

Guidelines
Council seeks to ensure that the hours of operation of businesses, commercial premises and places of work are compatible with the type of activities carried out on the premises and the relationship with neighbouring residential occupiers.

Where residential buildings are physically attached to non-residential buildings, hours of operation should not normally fall outside the hours of 7.30am and 6.00pm Monday to Friday and 7.30am and 1pm on Saturday having regard to the provisions of design elements C3.1 – C3.4.

Hours of operation will depend on the type of use proposed, its location in relation to residential properties and the impact of extended hours on the occupiers of those properties.

Where development sites are within a residential area, hours of work during site preparation and construction should not normally fall outside the hours of 7.30am and 6.00pm Monday to Friday and either 8.00am to 2.00pm on Saturday or 8.00am to 2.00pm on Sunday.
C4.0 Development Types

C4.1 Development Type 7
Home based employment

Principle
To guide the development of home based employment and occupation in a manner that is commensurate with residential areas.

Rationale
Council is committed to the principles of FSD. Providing opportunities to work from home fulfils the implementation of some of those principles and those of Council's Environment Strategy. There are many modes of employment which, with the use of new technology, do not interfere with the amenity enjoyed by residents. Additionally businesses which do not require personnel are also suitable to be based in the home. Cottage industry and craft production could be located within a residential site, which may require noise insulation but could be accommodated without harm to the amenity. Above all, home based employment should not harm amenity and should be capable of integration into a residential environment.

Guidelines
Use the Site Analysis to assess the general nature and character of the neighbourhood in relation to buildings as well as functions.

Hours of work should comply with Operational Element 5 - Working Hours.

Home based employment must not result in the generation of traffic movements over and above those normally associated with residential areas.

Controls
- Ensure that alterations, additions and new buildings respect the scale and character of the residential area.
- The primary use and appearance of the building must remain as residential.
- Home based employment should not result in the need for additional on-site parking or the loss of existing parking facilities.
- The amenity provisions in "DCP Part B -Residential" must be met.
C4.2 Development Type 2
Motor showrooms and service stations

Principles

Design motor showrooms and service stations to positively contribute to the streetscape.

Design, specify and construct service stations to maximise safety and minimise risk to human health, life, property and the natural environment.

Rationale

Businesses and services that require large sites or have other specific requirements can have a significant impact on urban areas. The impact of large buildings can be suitably controlled through the urban form and design guidelines and controls. However, the design of motor vehicle, retail and service facilities may benefit from further guidelines.

Service stations require easy access for both customer and service vehicles.

The protection of the environment is a key consideration in the development and construction of service stations, and in particular underground storage tanks. Specific controls are set out below.

Motor vehicle sales establishments have traditionally been located on large sites with a high degree of exposure to a main street. This has often resulted in a forecourt lined with cars and an administration building located at the rear. This has created an anomalous and incongruous feature in the streetscape often exacerbated by bunting, flags and advertising.

Guidelines

Motor showrooms should be contained within a building which addresses the street. The scale and form of the building should be guided by the Site Analysis and sections C1-C3.

Car sales should be contained within a building to positively address the character of the street.

Vehicular movements through the site should be in one direction with a separate entrance and exit point to maximise pedestrian safety. Clear directional signs will assist in the coordinated flow of traffic through the site.

All stormwater should be trapped within the site to reduce the risk of stormwater pollution caused by spilled contaminants. Drainage and waste disposal should be to the levels specified by the EPA.

If car detailing equipment such as vacuums, and car washing facilities are provided, locate these away from residential properties or provide suitable sound attenuation (see Operational Element C3.1).

Improve the service station’s contribution to the streetscape with the use of landscaping.
Controls

- Ensure ventilation flues are located away from site boundaries, in particular any adjacent residential properties.

- Vehicle washing facilities must incorporate water-recycling technologies.

- Construct new underground storage tanks in primary steel and fibreglass. (The primary steel inner tank provides structural strength, whilst an outer fibreglass shell protects the tank from erosion).

- Ensure the interstitial space between the outer fibreglass shell and the inner steel tank is vacuum-sealed and monitored by a permanently fixed vacuum gauge. (This allows for periodic inspection of the tank seal throughout its operating life, and indicates any tank damage due to handling, transportation, construction and installation).

- Locate the fill point for each tank within a spill containment box. Construct the containment box in steel to retain any minor product spills, and drain via a valve into the appropriate storage tank.

- Ensure all new tank installations are surrounded only by sand or gravel as backfill material. (The chemical properties of clay-like materials are known to promote the corrosion of steel, whereas sand and gravel are relatively inert).

C4.3 Development Type 3
Non-residential Foreshore Development

Principle
Design new development and alterations and additions to respect the function of the site, heritage significance, and cohesive appearance of the foreshore as viewed from the water and land.

Ensure the development does not detract from the amenity of neighbouring residents.

Rationale
Not all land which fronts the foreshore is residential or open space. Industrial land has long been associated with the waterfront for practical reasons and certain business land also has waterfront locations. The redevelopment of this land for purposes permissible in the business and industrial zones can have impact on the appearance of the foreshore both in terms of increased building bulk or inappropriate form and siting and the erosion of the historical context of the foreshore. The foreshore is not only a shared amenity but also an important interface between leisure and employment. It is necessary to preserve the balance between these land uses and physical landscape attributes.

Guidelines
Design buildings to be compatible with the scale and form of surrounding development.

Design buildings which respect the function of the site.

Design landmark buildings that respect the character of Leichhardt in a coherent and sympathetic manner when viewed from the water.

Use articulation and ‘light’ materials to create a ‘transition’ between land and water.

Controls
- Ensure site layout provides access to the foreshore where redevelopment allows.
- Respond to foreshore topography. Design sensitively to preserve and enhance the existing natural features and vegetation.
- Design to achieve shared views maximising the number of surrounding residents who can benefit from a view.
C4.4 Development Type 4
Playgrounds

Principle
To encourage the integration of playgrounds into business areas. To ensure the playgrounds provided are safe, stimulating and educational.

Rationale
Playgrounds can take on many forms and can be provided in a variety of locations. They can be indoor, outdoor, attached to a service or commercial enterprise or stand alone, perhaps in parkland. They can range from the provision of a single climbing frame, for example, to small playgrounds or even large adventure playgrounds. The choice, extent and combination of stimulatory and educational equipment for children is vast. It is imperative that these facilities are safe and conveniently located.

The introduction of playgrounds into business areas complements the function and encourages greater use of the area's facilities leading to a more vital and efficient business area.

Guidelines
Where new development involves a series of linked commercial uses, provide playgrounds either internally or externally.

Use the Site Analysis to ensure the natural features of the site are incorporated into the design of outdoor playgrounds.

Ensure playgrounds are overlooked from public places or buildings to encourage the integration of playgrounds into non-residential developments.

Indoor playgrounds have more recently been integrated into private retail outlets and family restaurants. These facilities could be provided on a share basis at commercial centres or office developments. Ensure appropriate soft and hard surfaces are provided for access, impact absorption, interest and drainage.

Ensure landscaping serves the purposes required for the type and function of the playground. Consider scale, screening, shading, shapes, security, permanent or mobile, indoor or outdoor, sand, mounding and so on.

Provide adequate security systems i.e. fencing, railings, buffer and safety areas etc, for the expected users.

Ensure playgrounds do not pose a safety threat at night.

Control
- The design and construction of all equipment must comply with AS 1924.2-81 as amended from time to time.
- Comply with the NSW standards and licensing requirements. (Information available from Council’s Community Services Department)

Key References:
Walsh, Prue “Plan it! Guidelines for planning Early Childhood Outdoor Supervised Play Environments In NSW.”
C4.5 Development Type 5
Public Domain

Principle
To ensure an integrated, safe, efficient and usable urban environment.

Rationale
The public domain forms that part of the urban fabric shared by the community. Much of the land is in public ownership and forms streets, roads, footpaths, squares and parks. The quality and appearance of these areas has a direct impact on the enjoyment of the places in which we live and work. Street furniture, lighting, public amenities, public works of art and landscaping form an intrinsic part of the public domain and attention to the detail of their design and siting is most important.

The public domain is a transitional area, partly comprising land owned and used by the public, land owned privately and used publicly and land privately owned and used but contributing visually to the public domain.

Guidelines
Public works of art should be provided wherever possible.

Controls
- Street trees and landscaping should be provided wherever new roads are proposed.
- Pedestrian crossings should be clearly marked in a highly visible position, at right angles to the kerb and with dropped kerbs. They should be located in a safe and convenient place.
- Avoid clutter in the street and on pavements created by street furniture, public amenities and public utilities.
- Development in open space which is ancillary to the proper functioning of the open space such as 'kiosks' and 'club-houses' should be of a scale, bulk and size appropriate to the setting. Elevational detail and materials should respect the landscaping and the natural setting and complement the appearance of the open space.
- Provide open space, parking and access to the standards of this plan.

Key References:
Parks Plans of Management and Open Space Strategy
Advertisements
C4.6 Development Type 6
Smash Repairs

Principle
To minimise potential environmental harm caused by smash repair operations.

Rationale
Smash repairs are only permitted in the industrial zone, which should minimise any potential impact on amenity. However, by nature smash repair businesses are noisy and use toxic chemicals, paints etc. Special attention is needed for the design and operation of these facilities.

Guidelines
Specific reference should be made to WorkCover requirements and the trade waste removal guidelines from the EPA.

Controls
- All work spaces must be contained within a building, appropriately ventilated.
- All client vehicles must be kept on site at all times.
- New buildings are to address the street complying with urban form and design principles.

All stormwater should be trapped within the site to reduce the risk of stormwater pollution caused by spilled contaminants.
C4.7 Development Type 7
Transport Facilities

Principle
Allow for a safe, convenient and efficient public transport system and establish a hierarchy of facilities to use, store, garage and service public transport vehicles, which minimises the impact on amenity.

Rationale
Leichhardt is well served by public transport but improvements to the whole system are needed to ensure an efficient public transport network for the future. Leichhardt is currently served by buses, ferries and a light rail system. Freight rail also occupy land in Rozelle which may become available for use by the public transport network.

Other means of public transport may become available to the community in the future. It is important that these services are well integrated and convenient to users to ensure their efficiency. Safety, in terms of location and design of facilities is essential to their continued effectiveness and ultimate contribution to ecologically sustainable development.

Guidelines
In residential areas Public Transport Stations are allowable. These are essentially bus, rail, ferry or other public transport stops. They may comprise a simple shelter or a more elaborate structure; vehicle access and parking may also be included.

In business areas larger facilities are also allowed. These Passenger Transport Terminals provide for transport interchanges. They are areas of major activity with a high rate of passenger throughput. The terminal may offer facilities for staff and travellers, car parking and minor servicing for the public transport vehicles such as refuelling and lubricating (with appropriate should be well lit at night. Clear directional environmental safeguards). Storage of the vehicles may occur but the main function of the terminal is a passenger interchange.

Industrial areas can suitably provide for the major servicing and storage of public transport vehicles. It is more appropriate that this Transport Dept be located in the industrial zone rather than the more ‘valuable’ commercial land where retailing and employment generate passengers.

Pedestrian and passenger safety should be utmost in the consideration of the design. Walkways should be protected from vehicular movements and all areas signs for vehicles and pedestrians should provide easy access to, around and out of the site. Drop off and pick up points should also be provided.

Controls
- Locate new facilities with direct access to major public transport routes.
- Ensure design and operation comply with amenity requirements incorporating the enclosure of noisy machinery and visual screening.
- Buildings are to address the street complying with the urban and design principles.
C4.8 Development Type 9
Youth Facilities

Principle
To provide programs, supervised facilities and open space which caters to the current and emerging needs of young people as documented in the Council's Social Plan.

Rationale
The importance of neighbourhood level services and facilities is growing, particularly as young people attempt to find peer support and contract their identity in a world where everything else is in a state of flux, especially work and education. Given that many young people do not relate to school as a source of personal identity because of alienation, or to paid work because of high levels of youth unemployment, the notions of 'territory' and relationship to place has major implications for how these young people see themselves. The development of local pride through provisions of well maintained or unique amenities can bolster general confidence and self esteem for young people in these areas, particularly when amenities are tied to activities which the young people can directly engage in.

Any commercial venue which is publicly accessible and which involves significant 'public space' would be conceived of in terms of 'community space', and as having multiple uses beyond that of commercial activity per se.

Young people (20-25) make up approximately 20% of the community. Provisions for young people must acknowledge that young people have essential rights, including the right to meet together, to recreate and to be free from unnecessary interference by authority figures.

Currently there is a dearth of youth specific venues. Council should ensure that young people have adequate social, leisure and recreation services and facilities in suitable and accessible locations. The dispersal of venues and services is crucial to giving young people in specific areas a sense of local identity and belonging. Provisions should cater to the diversity of young people, recognising their social, economic and cultural backgrounds.

Guidelines
Where new development involves the creation of "public space", developers should consult with Community Services staff to ensure 'youth facilities are planned and accounted for in the development.

Young people should be actively encouraged and constructively involved in the design and management of youth facilities in conjunction with, and with respect of, appropriate authority figures, including youth and community workers.

Provision of services and facilities must take into account the specific needs of certain population groups, such as people from non-English speaking backgrounds, indigenous young people, young people with disabilities and young women.

Key References:
Leichhardt Social Plan