

## 2.0 - URBAN STRUCTURE





## 2.1 INTRODUCTION

The urban structure considers and brings together the land uses, function of neighbourhood centres, access and open space networks in the context of the area's topography and character. It forms the basis of the neighbourhood character strategies in Section 5. The urban context of the study area was studied in the analysis stage of the project.

The study area has different precincts each with a strong characteristic built form and scale of mixed building typologies. The original street and block patterns vary from area to area reflecting the staging of subdivision and topography and are still intact. Alignments of many of the significant arterial roads were laid out early in the history of Sydney's European settlement along the ridge lines and valley floor and still have an important role in locating the area in relation to its context.

The study area is divided by very heavy traffic on arterial roads and contained to the south by the railway line and a limited number of crossing points. Implementation of local area traffic management plans has restricted traffic rat running through residential neighbourhoods which retain a sheltered feeling. The character precincts have strong roots in the period of their development, and those residential neighbourhoods whose streetscape

and built form character is largely intact have a high proportion of contributory items and a number of heritage items, sometimes including whole block rows of terraces.

There are limited opportunities for redevelopment within the established neighbourhoods, except for alterations and additions to individual dwellings. There is some scope for continued redevelopment within Camperdown but most development activity will occur on sites just outside the boundaries of the study area: the former Eveleigh Rail Yards to the south and the former Carlton United Breweries site opposite the University of Technology Sydney. Within the study area there is scope for redevelopment of the western land holdings of the Royal Prince Alfred Hospital.

There is scope for significant public domain upgrades within the study area: reinforcement of street tree plantings, upgrading of streetscapes around shopping areas and upgrading of bicycle and pedestrian routes.

## 2.2 OBJECTIVES AND PRINCIPLES

The following objectives and principles are area-wide, and include both the public and private domain. While the main focus of the urban design studies is the built form of each study area, these strategic objectives go further to indicate opportunities for enhancing the character, structure and urban form.

### 2.2.1 ROLE AND IDENTITY

Reinforce the unique character of the study area.

- Encourage the University of Sydney to increase accessibility and physical permeability of the campus by increasing the number of entry points
- Reinforce the link between the University of Sydney / Royal Prince Alfred Hospital, Redfern Station and the Technology Park by upgrading pedestrian routes
- Promote King Street as the 'heart' of the study area
- Retain and enhance key elements of the urban structure: existing street and lane pattern, established trees, pocket parks and reserves
- Retain and enhance appreciation of heritage items and heritage conservation areas
- Encourage public domain treatments that reflect the unique character of the primary neighbourhood centres through high quality design improvements

- Require future built form that is appropriate to the desired future character of each neighbourhood
- Encourage redevelopment of those sites that are suitably located to generate increased yields

### 2.2.2 LAND USES

Achieve a mix of land uses in identified areas and protect the character of established residential neighbourhoods.

- Ensure that land uses support Council's vision for the desired future character of neighbourhoods, including appropriate and accessible community facilities
- Provide for active ground floor uses within neighbourhood centres
- Allow a range of opportunities for retail, commercial, community and residential uses in appropriate locations
- Concentrate retail and commercial uses, including the provision of basic services and facilities, and any higher density residential use near existing public transport routes
- Encourage the adaptive re-use of warehouse buildings to retain their contribution to the character of the area
- Permit residential development along major roads only where good residential amenity can be achieved; encourage commercial or home office uses on the street frontage of terraces on these roads

- Provide adequate local open space and enable use of the regional open space network by improving pedestrian and cycle links

### 2.2.3 URBAN FORM

Protect the character of intact terrace dominated neighbourhoods and the role of the King Street high street.

- Maintain the traditional retail strip character and existing scale of King Street to support a vibrant main street distinct from other neighbourhood centres
- Design built form to define and enhance the spatial quality of streets and open spaces by aligning buildings to streets and to the edges of parks
- Optimise sun access to streets, public open spaces and existing residential uses by controlling building bulk
- Encourage high quality landscape design of public spaces, the interface between public spaces and private development, and within new development
- Ensure the scale and location of built form protects and enhances views from or towards important built features

### 2.2.4 HERITAGE

Conserve the environmental and built heritage of the study area.

- Avoid negative impacts of development on individual heritage items, heritage streetscapes and heritage conservation areas
- Limit the height of new development to protect the visual dominance of landmark buildings and structures
- Design new development adjacent to heritage items in keeping with the existing scale and proportions
- Encourage contemporary architectural solutions while respecting the scale and proportions of heritage buildings and streetscapes
- Protect and enhance street and lane patterns, open spaces, natural areas, views and vistas, and places of interest that contribute to the character of the study area and its environs

### 2.2.5 MOVEMENT AND ACCESS NETWORK

Enhance pedestrian and cycle-friendly opportunities for pedestrians and cyclists to move safely and comfortably within the public domain.

- Increase the number of crossings over the railway lines linking to the future centres developing around Green Square
- Manage traffic speeds in quiet residential areas through the use of 40km speed zones and physical traffic calming measures to preserve the sense of safe pedestrian environments
- Reduce vehicle speeds around Chippendale and prioritise pedestrian movements at intersections through the use of blisters etc
- Encourage multiple movement choices for pedestrians and cyclists by optimising the connectivity of their networks
- Enhance pedestrian and cycle routes and link them with regional networks, residential areas, commercial, retail and recreational activities and with public transport nodes
- Minimise the potential for conflicts between vehicles, pedestrians and cyclists through the design of footpaths and bicycle lanes, shared access ways, rear lanes and kerb ramps

- Provide on-site parking from rear lanes
- Ensure that development within the University of Sydney and Royal Prince Alfred Hospital maintain existing through site links
- Create clear and legible pedestrian connections from the University of Sydney to Redfern Railway Station
- Create opportunities for casual overlooking and activity around the edges of open space, to promote safety and security
- Improve accessibility to public transport services

## 2.2.6 PUBLIC DOMAIN

Enhance streets and public open spaces, creating high amenity, safety and security.

- Offer a range of opportunities for recreation and relaxation, including Victoria Park, pocket parks and playgrounds within the study area
- Encourage landscaping and mature tree planting in the private domain to provide green spaces and canopies visible from the public domain, particularly where opportunities for street tree planting are limited by narrow street widths
- Design public open spaces to be contiguous with streets and footpaths to ensure they are visible and overlooked
- Encourage the provision of new public open space on large development sites adjacent to the study area, linked with and accessible from the existing open space network
- Provide pedestrian through-site links through the University of Sydney and Royal Prince Alfred Hospital
- Provide continuous awnings within neighbourhood centres and neighbourhood nodes for weather protection and to enable outdoor dining
- Prioritise public domain improvements to neighbourhood centres and linking of bicycle routes
- Create and maintain comfortable, amenable spaces

for pedestrian activity.

- Enhance solar access, protection from wind and positive shade where possible in existing public spaces

## 2.2.7 VIEWS AND LANDMARKS

Enhance vistas and street views that reveal relationships to the city and other centres and across the railway lines, and to other significant natural and built elements.

- Retain the landmark quality of important buildings, including civic buildings and churches, heritage items, and character warehouse buildings (particularly in Chippendale)
- Protect and enhance important street views:
  - along Parramatta Road and Broadway on the approach to the city
  - unfolding street views along King Street
  - long local views along Wilson Street
  - locating views to the University of Sydney residential colleges from Camperdown
  - Maintain the panoramic views to and from the Main Quadrangle of the University of Sydney
  - Use street tree planting to line and reinforce view corridors

## 2.3 STRUCTURE PLAN

The structure plan comes from an understanding of the area and its context and is based on the urban design analysis, which reveals opportunities afforded by the existing conditions.

The key physical elements that define an area include transport corridors (rail and major roads), the street and lane network, the subdivision pattern, topography, setting, existing buildings including both landmark heritage items and large buildings, the open spaces and how they are connected, and the location and functionality of land uses.

The major ‘drivers’ that underpin the existing urban structure of the study area are:

- Topography: gently undulating, whose varying quality relates to the staging and pattern of early subdivision
- Railway line: establishment and extension of the railway 1850–1880 defined the southern and eastern boundaries,
- University of Sydney: regional education institution established in 1850
- Parramatta Road: a major east–west connector to the early settlement of Parramatta. High volumes of traffic create a strong barrier to the north of the study area
- Cleveland Street: a major regional east–west connector, Cleveland Street’s high volume of traffic

creates a strong barrier between Darlington / West Redfern and Chippendale

- City Road and King Street: Early extension of the tram line along the ridge creates a vibrant shopping strip outside of the central business district now transformed into a major traffic artery
- Royal Prince Alfred Hospital: a very large conglomeration of specialist health facilities with existing underutilised lands and facilities.

A structure plan sets the overall strategic direction for a place. Its role is to articulate the key elements of the vision statements which are set out in more detail in Section 3. It also has a strong relationship with the proposed LEP and DCP controls, which enable future development consistent with the structure plan.

The proposed urban structure does not represent significant change, but focuses on protecting and enhancing the small scale ‘village’ atmosphere of the older residential neighbourhoods while enabling greater height and density in identified locations at the edges of these areas.

This structure plan adopts a conservative approach to the likely future urban form as a significant determinant of the vision was the maintenance of the existing conservation areas that cover most of the study area.

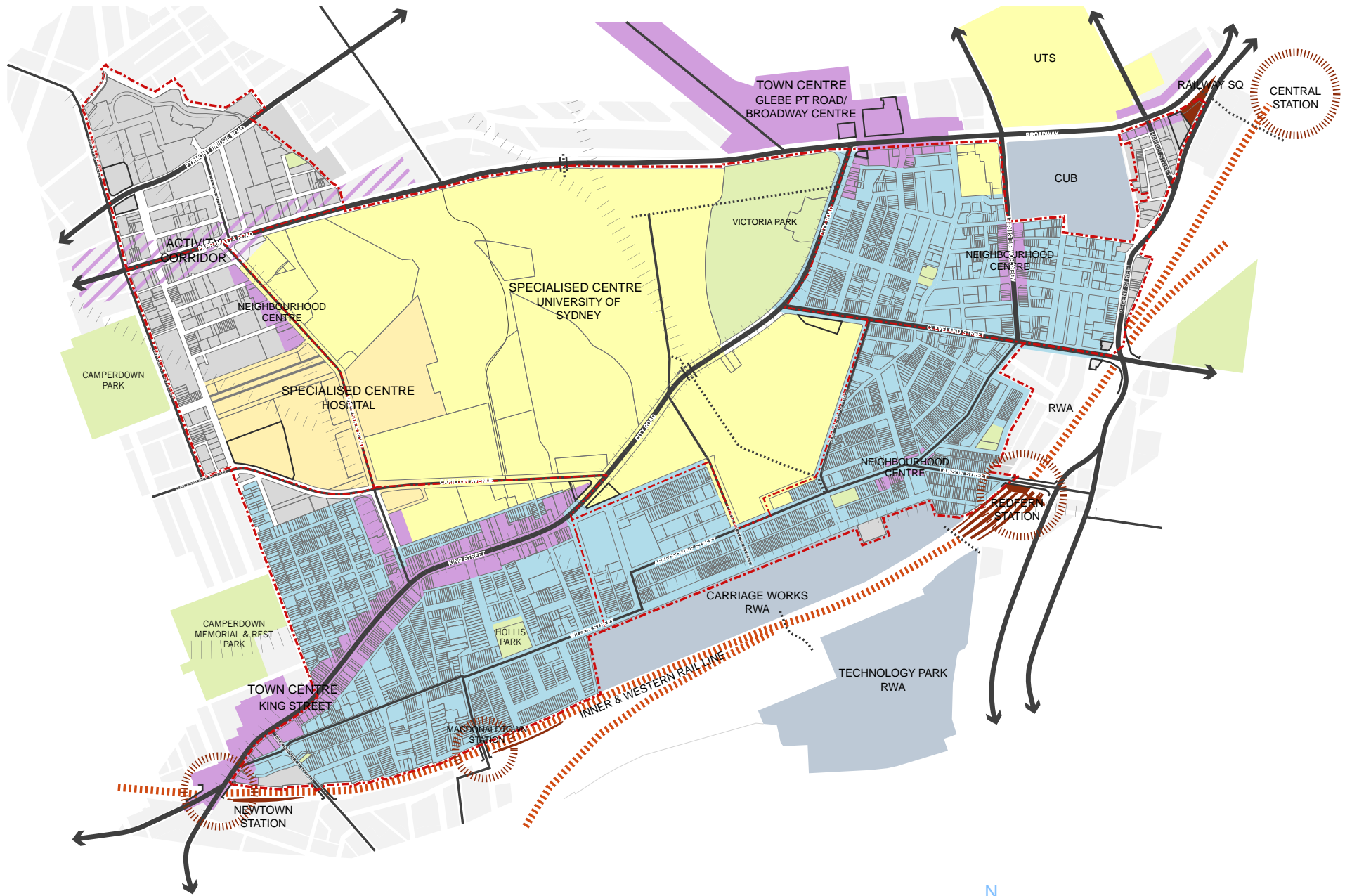
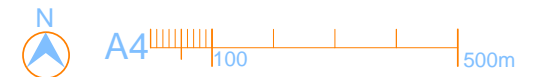


Fig 2.3.1 Structure Plan · Networks and Neighbourhoods



### 2.3.1 NETWORKS AND NEIGHBOURHOODS

Refer to Fig 2.3.1 Structure Plan - Networks and Neighbourhoods.

#### **Arterial Roads**

Parramatta Road/Broadway, City Road/King Street, Regent Street, Cleveland Street, Abercrombie Street and Pymont Bridge Road all take high volumes of traffic beyond the study area. These arterial roads are major barriers to pedestrian and bicycle movement and to the revitalisation of the neighbourhood centres located along them. Traffic management strategies are encouraged to facilitate pedestrian movement across these streets, to support greater activity in and around the neighbourhood centres.

Residential uses are not encouraged at ground level because of the impacts on amenity from traffic noise, air pollutants and vibration. Retail and commercial uses are encouraged.

#### **Collectors**

Missenden Road, Mallett Street, Abercrombie Street (south of Cleveland Street) and Carrillon Avenue have important roles in connecting major roads. They double as vehicle routes and as streets that can support pedestrian activity within a pleasant public domain. Collectors should be the subject of public domain improvements to support increased pedestrian use to support the viability and vitality of local centres.

#### **Bridges and Tunnels**

Bridges, footbridges and tunnels provide important crossing points over the railway lines that create the southern boundary to the study area separating it from Erskineville, Alexandria, Green Square and Redfern to the south and east and the main roads crossing the study area. Where possible new crossings should be created to support the vitality of neighbourhoods adjoining the railway lines and to promote a connected and walkable city notably at Regent Street near Cleveland Street and south from the Eveleigh Rail Yards.

#### **Centres**

A focus of commercial or retail activity. The diagram shows the larger centres: King Street and Glebe Point Road/Broadway centre (on the boundary of the study area) and locations of future smaller centres throughout the study area. The size and extent of the centres is indicative.

#### **Activity corridor**

Encourage a greater number and more diverse retail and commercial uses to increase shopping and working opportunities that support local residents. Activity corridors may connect to neighbouring centres

#### **Specialised Centres (Education and Hospital)**

Specialised centres are a focus for specialist activity including education and research and health related

functions. Their large scale and intensity of use has the potential to create retail and commercial activity both within and around their boundaries. They generate large amounts of traffic and demand for public transport

#### **Large Ex-Industrial Redevelopment Sites**

A number of large redevelopment sites are located on the boundaries of the study area and have the potential to significantly alter the character of their respective neighbourhoods through the future mix of uses and intensity of development including the developing specialised centre within the former Eveleigh Railway Yards

#### **Significant local and regional open space**

Retain and improve existing public open space.

#### **Conservation Areas**

Existing neighbourhoods with high conservation values and consequently limited potential for change to urban structure or intensity of use

#### **Threshold site**

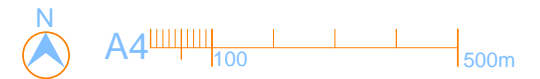
Sites that mark important intersections, for example at the entry to the City Road and to King Street, and are highly visible and require high quality design treatments

#### **Road opening**

Re-open closed roads that can contribute to a connected street network for example Fowler Street extension to Missenden Road.



Fig 2.3.2 Structure Plan · Built Form



### 2.3.2 BUILT FORM

Refer to Fig 2.3.2 Structure Plan - Built Form.



#### Ridge

The main ridge line runs from Broadway along City Road and King Street. The landmark quality of the buildings fronting City Road and the retail strip on King Street have increased prominence. New development needs to take account of the topography to maintain the importance of landmark buildings and tree planting along the edge of Victoria Park



#### Retail strip

Generally 2–3 storey attached buildings on narrow lots, with shopfronts opening to the footpath, awnings, and either ‘shoptop’ housing or small commercial uses above. The proportions of the buildings and their facades, the parapet treatments, and the small scale character are typical of Sydney’s older established town centres.



#### Open Space

Retain and improve existing public open space



#### Landmark buildings

Heritage buildings are landmarks in the area and their importance relates to the building and its curtilage. Ensure that visual appreciation of these buildings and their setting from the public domain are retained.



#### Tall / prominent buildings

There are a limited number of really tall buildings in the study area however the relatively homogeneous low scale nature of the conservation areas make even relatively modest 6 storey buildings quite prominent. Generally this scale of development is not promoted with the exception of a limited number of sites in Camperdown.



#### Future perimeter development

On recent developed sites with inconsistent street alignments future development will be in the form of slender buildings that align with and address the street, providing internal courtyard areas for communal open space, and generous street setbacks with landscape planting to supplement the existing street trees



#### Consistent built form

Where there are groups or blocks of buildings whose scale, type, setbacks and presentation to the street is the same or similar, keep the overall built form to protect the neighbourhood character



#### LEP Heritage Item

Buildings and places listed on the City of Sydney Heritage Register require particular consideration when setting development controls and when designing adjacent infill buildings



#### Street vista and Panoramic view

Introduce or extend street tree planting, underground wires and require buildings to align with the street to focus the view and visually connect to distant elements beyond the study area. Ensure that new development does not block or unreasonably diminish opportunities to see beyond the study area where there are panoramic views



#### Consent / Planning Authority – State Government

The Minister for Planning is responsible for planning these sites



#### Through site link

Enable public pedestrian thoroughfare and/or bicycle access to expand and enhance the open space and street network. Through site links can assist to connect proposed neighbourhood nodes and public open space, as well as linking open spaces together.

