

PART G: Special Precincts

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1. ROSEBERY

The area of Rosebery covered by this plan is bounded by Gardeners Road, Gardeners Road School, Botany Road, Queen Street, Dunning Avenue, Cressy Street, Rothschild Avenue, Rosebery Avenue, Dalmeny Avenue, Kimberley Grove, Bannerman Crescent and returning to Gardeners Road.

This area has a unique character and heritage which has evolved since the establishment of the Rosebery Estate in 1912. It is designated as a Conservation Area in South Sydney Local Environmental Plan, 1995.

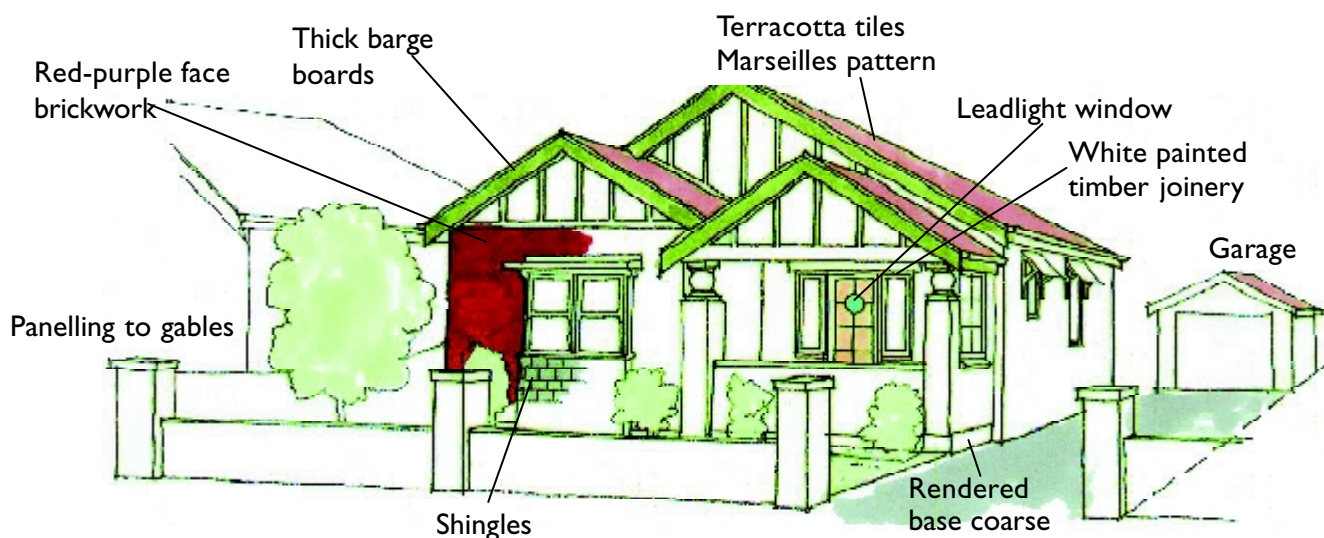
Its character is achieved by consistency of dwelling shape and form i.e. single storey detached houses, double fronted, mostly with gable ends to the street,

and consistency of building materials.

Many of the alterations to dwellings, particularly since 1950 have differed from the essential character of Rosebery and have been detrimental to the streetscape. The controls in this section apply to any residential alteration, addition, demolition and redevelopment which may affect the character and amenity of the Rosebery Area.

This DCP seeks to:

- Ensure the character of the Rosebery Area is maintained and that changes are carefully designed and sympathetic to the original character of the houses of the area.
- Provide guidelines for any alteration, additions or redevelopment which would have an impact on the unique streetscape quality of Rosebery.
- Minimise any adverse impacts to adjoining properties.



History of Rosebery

The planning of the Rosebery Estate was influenced by the ideals of the 19th century Garden City Movement. The Garden Cities or Suburbs attempted to combine the natural advantages of country living with the social advantages of living in towns.

Unlike most examples of Garden City Planning in Australia early this century, Rosebery was planned as a Model Industrial Suburb where detached housing in a spacious landscaped setting was located close to possible industrial employment sites. There was an underlying assumption in the planning and promotion of the Rosebery Estate that the advantages of a more healthy environment and proximity to work would bring benefits to both employees and employers, and more harmonious community relations would result.

The original Plan Circa 1912 by John Sulman incorporated public and community facilities, parks, shops and factories. Land contours were used as a basis for design.

The Rosebery Estate was subdivided in 1914 by the Town Planning Company of Australia whose Managing Director, Richard Stanton, was also responsible for the successful Haberfield Estate.

As late as 1924 there were still large unoccupied areas within the estate suggesting that the outbreak of World War 1 and lack of public acceptance restricted the estate's success.

Once subdivided each land title was created with the same covenant. The Covenant established a framework that has maintained a recognisable neighbourhood pattern and character, despite the number of unsympathetic alterations and additions over the years. Large allotments with large backyards resulting from the original subdivision have been retained.

Architectural styles

1912 Federation period

Characterised by residential single storey Federation bungalows with face brick and terracotta roof tiles. There are very few residences from this period.

1920-1930 California bungalow period

Characteristics of this style in Rosebery include generally horizontal overreaching roof forms and flat verandah roofs in an asymmetrical composition. Decorative front gables are common with timber beams on short timber posts set on thicker masonry columns. Roughcast masonry is used with contrasting dark brickwork.

Inter-war period

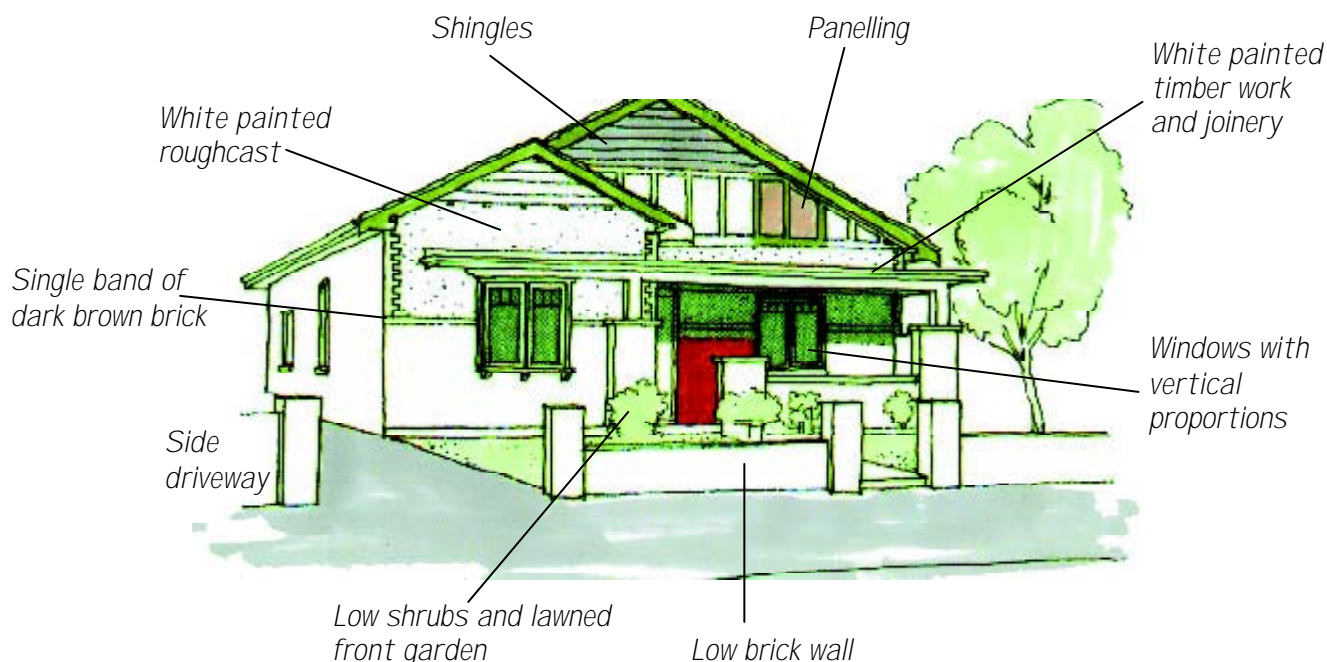
Generally from the period 1930-1940 and characterised by hipped tile roofs replacing the decorated front gable. Decorative brickwork is also a feature of this period.

Post-1950 – the present

Following World War II there was a period of high immigration which had its effect in Rosebery. Many migrants of Greek and later Italian origin settled in Rosebery usually after initially residing in more affordable inner suburbs. This process was repeated in the late 1970s with migrants from the Middle East.

These changes had their effects on existing houses, with many houses being unsympathetically altered to include elements from other cultures, i.e. 'Greek columns', arches, balustrades, etc., and alterations to dwellings to improve or 'modernise', incorporating new materials such as aluminium windows, cement rendered walls and the removal of original ornamentation.

To maintain the historical and social significance of the precinct new buildings and alterations to existing buildings should be sympathetic to the setting and the context. The following design criteria seek to achieve this aim.



1.1 Building form and appearance

1.1.1 Height and bulk

Objectives

- To maintain the predominant single storey appearance and character of the Estate.
- To permit alterations and additions where they will not compromise the architectural integrity of dwellings.

Controls

The height limit, as measured from the natural ground level to the ridge height, shall not exceed 5 m.

Basement areas are permitted in certain circumstances, and only where the predominant single storey appearance is maintained.

1.1.2 Setbacks

Objectives

To maintain the predominant building setbacks from the street boundary.

Control

The setback distance from the front boundary line to the closest structure of the dwelling is 6 metres.

1.2 Facade treatment

Objectives

- To ensure that the design of new dwellings, including facades, openings, roof forms and materials reflect and are consistent with the original buildings and the character of the streetscape of the Rosebery Estate.
- To ensure front fences do not dominate the streetscape and are consistent with the appearance and character of the Rosebery Estate. To ensure garages and carports are not detrimental to the streetscape.

Controls

Facades

New dwellings are designed to incorporate the traditional architectural details of the Rosebery Estate.

New or renovated dwellings include architectural elements that relate to neighbouring dwellings, i.e., verandas, rendered masonry columns.

Partial enclosure of verandas may be considered if the design is sympathetic to the original details.

House fronts are double fronted and reflect the expression of the roof form.

Roofs

Roofs along the side boundary are hipped to minimise impact to adjoining properties and maintain the rhythm of roof lines as viewed from the street.

Tiles are from the red/brown range, preferably terracotta 'French pattern'.

Gable ends have barge-boards to match older houses.

Overlapping barge tiles are too bulky and are not to be used.

Front gardens and fences

Front fences are of brick masonry to match the house and are to a maximum of 900 mm height with expressed brick engaged piers to a maximum of 1.2m high. Piers are a 3m spacing approximately.

Gates to both pedestrian and vehicle amenities are painted metal.

Windows

Windows are vertically proportioned.

Openings are in proportion to the area of wall they are set in.

Windows are preferably fabricated in timber. If aluminium windows are proposed, sections are thick to achieve an appearance similar to timber windows.

'Colonial' style windows with small divided panes are inappropriate for Californian Bungalow homes and are not permitted.

Carports and garages

Car parking structures are provided behind the building line. Council will only consider front carports where there is no means of providing off-street car parking behind the building line.

Carports or garages are designed to harmonise with the dwelling in terms of form and materials.

Carports are single carports only.

Suitably designed metal gates are provided to open inward to reinforce the line of the front fence.

The sides of the carport are kept open. Lattice panels are acceptable as a suitable means of maintaining an open appearance

Below ground level garages are only permitted in exceptional circumstances, and where there is minimal alteration to the existing front of the house. In these cases, the entrance to the garage is from the rear of the house.

Materials

Bricks match the original colour and texture. If this is not possible bricks are a darker colour in red/brown/purple range.

Brickwork is a uniform colour, not a blend of difference shades or 'mottled'. Mortar joints are tinted to tone in with the brickwork colour.

Sandstock or rockface bricks are not appropriate to the area.

Samples of materials are supplied.



Typical streetscape showing desirable repetition of similar gable roof forms.

1.3 Roof additions

Objective

To ensure any additions to the floor area in the roof space of the house respect the integrity of the main roof.

Controls

Attic additions do not alter the appearance of the roof as it is viewed from the street. First floor additions are contained within the roof space or the space by extending the existing ridge and roof form to the rear.

The maximum height from natural ground level at any point is not more than 5m.

On sloping sites consideration is given to the overall form of the dwelling to avoid stepping the dwelling in an uncharacteristic fashion not consistent with the character of dwellings in the area.

1.5 Dual occupancies

Objective

To permit the erection of a second dwelling on suitably sized allotments while respecting the overall character of the Rosebery Estate.

Controls

Dual occupancy developments comply with State and Council's policies for dual occupancy development. Consideration is given to the impact of the development on the character of the whole of the Rosebery Estate.

Free-standing dwellings are not permitted at the rear of the existing dwelling where the new dwelling faces a reserve.

An attached dual occupancy is acceptable where the design is sympathetic to the character of the Rosebery Precinct and no dividing fencing is proposed across the lot.

1.4 Rear extensions

Objectives

To ensure rear extensions do not detrimentally affect the character of the Rosebery Estate.

Controls

Single storey extensions to the rear are the preferred means of increasing floor area.

Consideration is given to the overall form of the dwelling. Excessive bulk to the rear is avoided by breaking up the form and reducing the scale of the building.



2. RESIDENTIAL DEVELOPMENT ON REAR LANES

Introduction

Standard terrace allotments can in some cases accommodate an independent structure away from the main building e.g. by building above a garage on a rear lane or across a courtyard. This type of development can function as additional accommodation or as a separate dwelling.

Rear lane development may involve the reorganisation of open space from the rear setback of the existing dwelling to the rear boundary. As illustrated adjacent, a terrace allotment measuring 6 metres by 30 metres should be capable of sustaining this type of development without any significant loss of open space.

Rear lane development on smaller sites may require the removal of existing outbuildings to comply with site coverage requirements in the BCA.

Rear lane development should maintain a minimum parking provision and access to services such as garbage collection.

The design of any structure at the rear will be of critical importance. Solar considerations should decide the roof form so as to minimise overshadowing. The height proposed should minimise the scale and bulk and window openings should consider privacy aspects.

The following controls in this section, do not apply to the entire Martin Road Heritage Conservation Area and part of the Lang Road Heritage Conservation Area. Refer to South Sydney's DCP 1998 (Heritage Conservation) for specific controls, objectives and performance criteria for development at rear lanes.

Objectives

- To provide for a variety of dwelling types and affordable housing options.
- To ensure rear lane development is designed to minimise the impact on the amenity of adjoining properties and the streetscape.
- To improve the security of rear lanes by promoting casual surveillance of rear lanes.
- To retain and enhance rear lanes as an important pedestrian network of the City.
- To improve the streetscape of rear lanes.

Performance criteria

Rear lane development:

- includes a site analysis and complies with the controls set out in this section;
- does not compromise the amenity of adjacent properties and any courtyard spaces due to over shadowing.
- takes into account the width and length of the allotment and the suitability of the rear lane to support this type of development.

2.1 Width and length of allotment

Objectives

To ensure the width and length of the allotment is adequate to:

- permit separate pedestrian access for the use of existing dwelling; and any rear lane addition;
- achieve an acceptable separation between buildings

Performance criteria

The rear-lane development is on an allotment that has sufficient width and length to ensure:

- Separate pedestrian access to rear lane is maintained.
- Car-parking is available or maintained on site
- A 12m. minimum separation between the existing building and the new addition.

Controls

The length of a new rear lane addition is not to exceed 7 metres in length

2.2 Parking

Objective

To ensure adequate parking is provided for the site.

Performance criteria

Parking responds to the need and context of the site.

Control

One parking space is provided at ground level where the rear lane addition is a separate self contained unit. (This is in addition to the car space for the main dwelling.)

Where sites have a width of less than 6 metres parking for the separate self contained unit may not be required.

2.3 Private open space

Objectives

To ensure adequate and useable private open space is provided at ground level.

Performance criteria

Adequate solar access is maintained to rear open space.

Controls

Where the rear lane dwelling is not self-contained, 34% of the site remains as useable open space or 45 sq. m. whichever is greater.

Where rear lane development results in two single dwellings on the site, ground level open space:

- for the main dwelling is at least 45 sq.m. (min. dimension 4 m)
- for the rear lane dwelling is at least 20 sq.m. (min. dimension 3 m).

Refer to:

Part E – Environmental Criteria for All Development,
Private open space.

Part F – Residential Flat Buildings, Private open space.

2.4 Setbacks from rear lane

Objective

To ensure an adequate setback is provided to permit vehicular access and servicing.

Performance criteria

The design of the rear lane addition is setback on the rear boundary to permit the crossing of vehicles.

Adequate kerbside space for garbage collection is provided.

The setback responds to the streetscape.

Control

A setback of 1.2 metres from the rear lane is to be provided.

Where sites have a width of less than 6 metres the setback requirement may be varied.

2.5 Height and bulk

Objectives

- To ensure the scale of development is compatible with the principal dwelling on the allotment.
- To ensure the height of the rear addition is minimised to maintain the modest scale of the development and protect the amenity of adjoining properties.
- To ensure the bulk of the rear lane development is reduced to a minimum.

Performance criteria

The height of rear lane building is less than the maximum height of the main dwelling on the allotment. As a guide one storey and attic (5.4 metres) maximum height limit applies to rear lane structures in residential areas.

Height responds to the context.

The height of the rear lane addition does not exceed the height of a normal single storey dwelling so as, minimise the bulk and scale of the building

Controls

The height to the ridge line does not exceed 5.4 metres measured from natural ground level. The roof pitch of rear lane additions does not exceed 45°.

2.6 Privacy

Objective

To ensure adequate acoustic and visual privacy is provided between dwellings.

Performance criteria

Direct views between living area windows of dwellings are to be screened or off-set to ensure maximum privacy.

Balconies in any wall plane are not permitted within another directly facing wall plane without windows or balconies, or within 12.0 metres of any directly facing wall plane with windows and balconies.

The design utilises techniques to maintain privacy such as:

- windows with high sills or skylights
- dormer or tilt-up windows that oriented to the sky
- opaque glass bricks.
- off-set sight lines for new development

Controls

The minimum separation between directly over looking residential accommodation (excluding any balconies) is:

- 6m between non-habitable rooms
- 9 m between habitual rooms
- 12 metres between habitable rooms

Windows and doors of new structures are to be positioned so as not to be within a 12 m direct line of vision of adjoining windows and doors. Where windows or doors are proposed within a 12 m direct line of sight of adjoining openings appropriate privacy treatment is provided.

2.7 Solar roof form

Objective

To maximise solar access to courtyard spaces and to minimise shadowing impacts to adjoining properties.

Performance criteria

The design of dwellings on rear lanes maximises direct sun to courtyard spaces and minimises shadowing impacts on adjoining properties.

Roof form is determined by the orientation of the site, e.g. the roof form of structures on north facing rear lanes maximises solar access to courtyard spaces, whereas in other cases the primary consideration is to minimise over shadowing impacts to adjoining properties.

The roof space is used to provide habitable rooms where over-shadowing is a concern.

3. ULTIMO

The precinct is bounded by William/Henry Street in the north, Wattle Street to the east, Bay Street to the west and Broadway to the south.

Broadway is one of the cardinal gates to the Central Railway area and the CBD. It is an important approach route to the CBD, boasting major education and institutional uses and historic buildings such as the Benedict Church and Black Friars Public School erected in 1877. The former Grace Bros. building is the most notable landmark in the Precinct.

The Ultimo Precinct is characterised by warehousing, light industrial, commercial and educational uses. Much of the area has strong character which is derived from individual buildings and from consistent scale, texture and architectural styles. Generally buildings are masonry in character and are built to the street alignment. The precinct has little public open space.

The environmental and aesthetic quality of Broadway can be improved. There are opportunities to use wide streets, create street closures and setbacks in conjunction with new development to create small and pleasant green corridors.

Of particular significance is the Sydney City Depot site at the northern end of the Precinct and a number of sites on Wattle and Mountain Streets which, if developed, could provide significant public open space in the future.

Urban design guidelines

New development should enhance the existing urban fabric. Building design should:

- Respect and reflect the main characteristics of existing buildings and their facades.
- Maintain the repetition of proportions and clear geometric shapes.
- Emphasise vertical axis of individual buildings.
- Use uniform and similar types of masonry material.
- Ensure horizontal lines visually connect with adjacent facades and parapet lines creating a 'street wall'.
- Maintain 100% site coverage except where a setback is required to create open space corridor.

Wattle and Mountain Street site, Broadway

This area consists of a number of sites owned by

South Sydney Council which offer opportunities for creative redevelopment.

Objective

To provide a set of urban design controls for the amalgamated Wattle and Mountain Street sites.

Performance criteria

Nominated facades are retained along Broadway.

Setbacks for new development above Broadway facades are as shown in the concept plan.

New development is built within mandatory building lines as indicated on the concept plan.

New office development has masonry elements in facade and blends harmoniously with existing historic facades along Broadway. Cornice lines are emphasised and proportions of new windows harmonise with existing facades.

Awnings are reinstated to the Broadway and Mountain Street frontages.

Development on the adjacent Fairfax site on Wattle Street makes possible the extension of Owen Street to Wattle Street with intersection offset north of Thomas Street. Alternatively a pedestrian throughway between Wattle Street and Owen Street is provided.

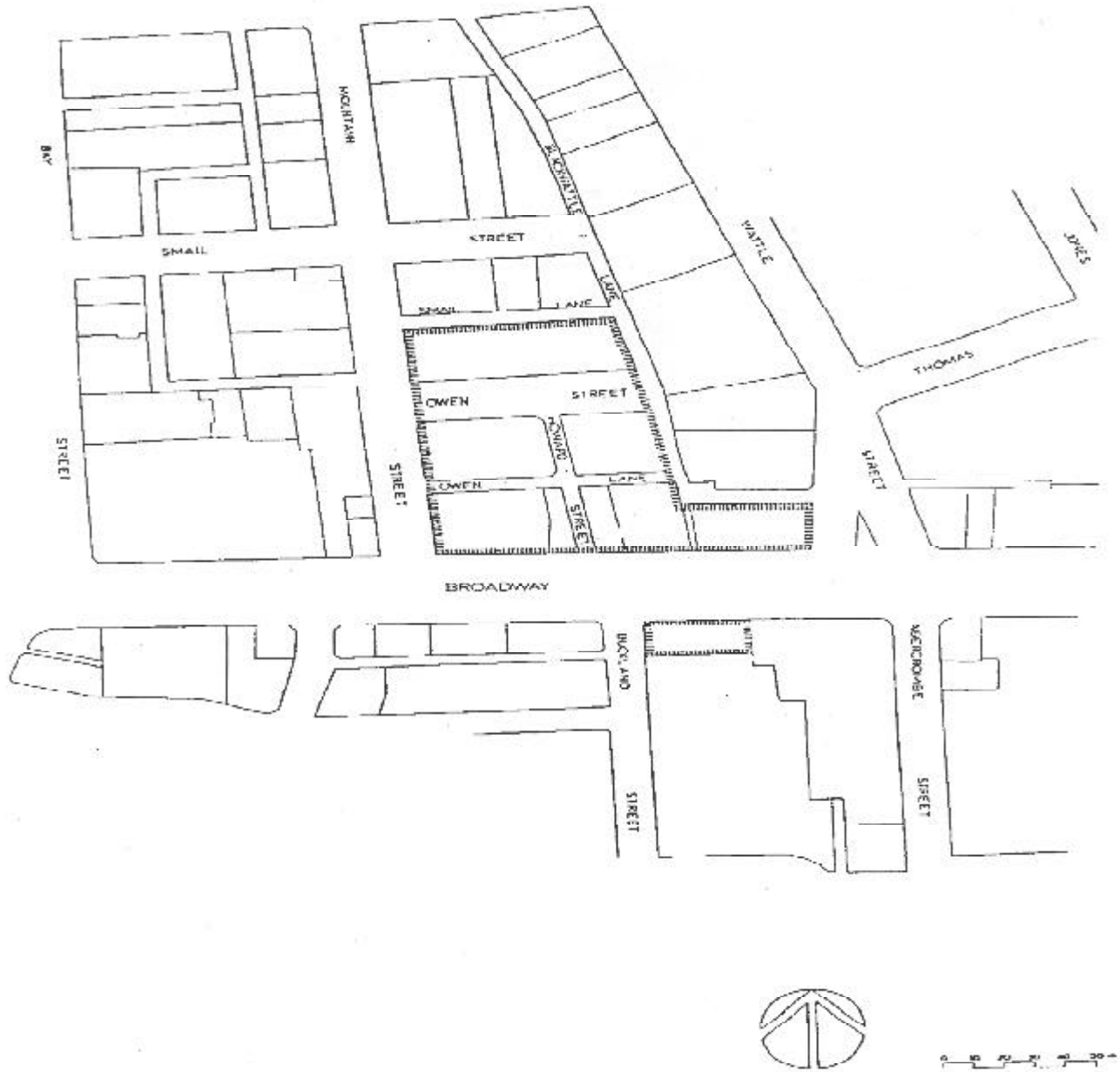
Controls

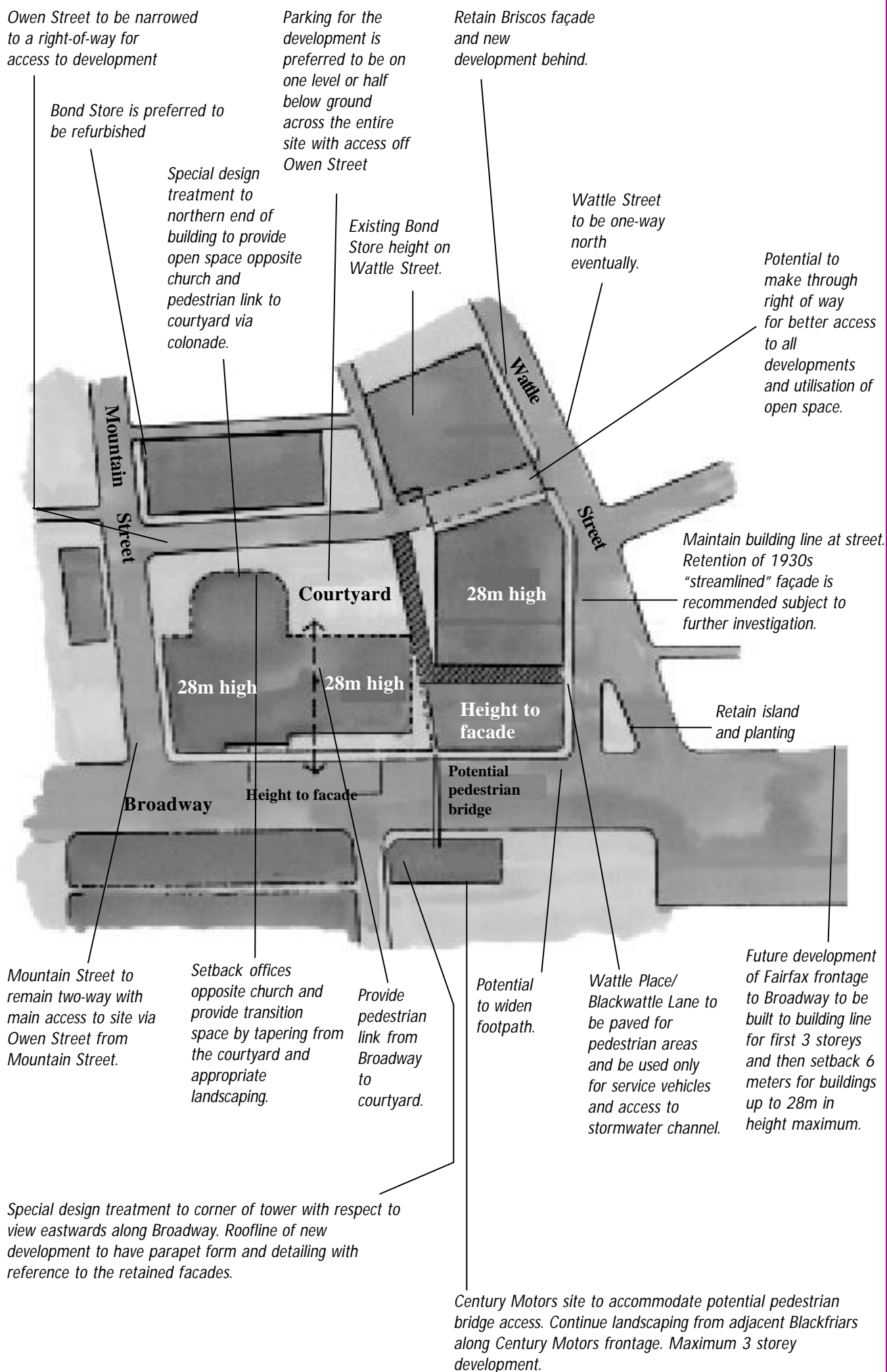
The Bondstore is retained or refurbished for residential or commercial use.

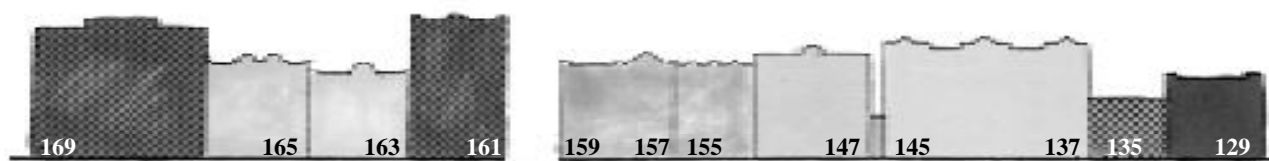
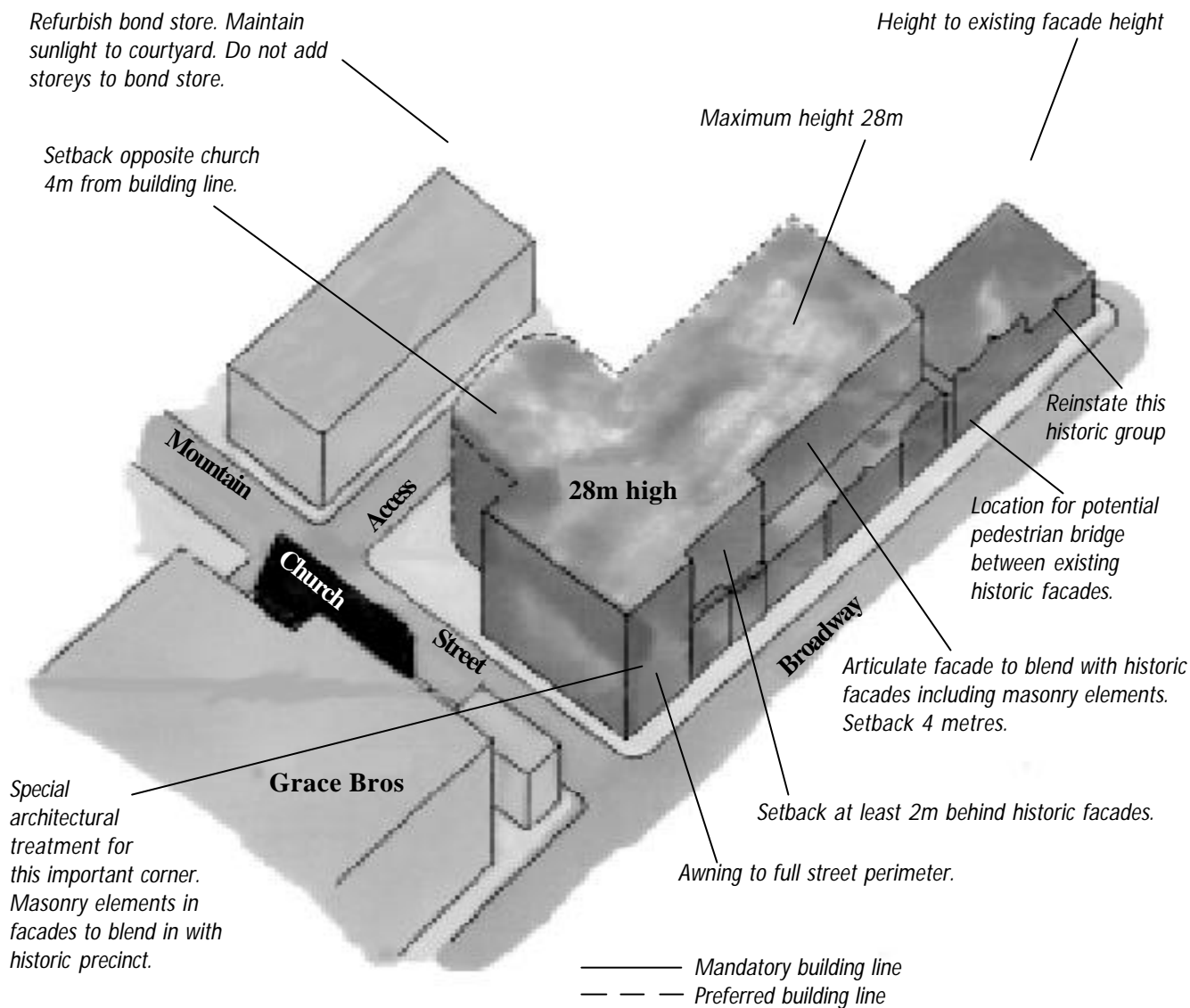
The maximum FSR is 3:1.

The maximum height is 28 metres.

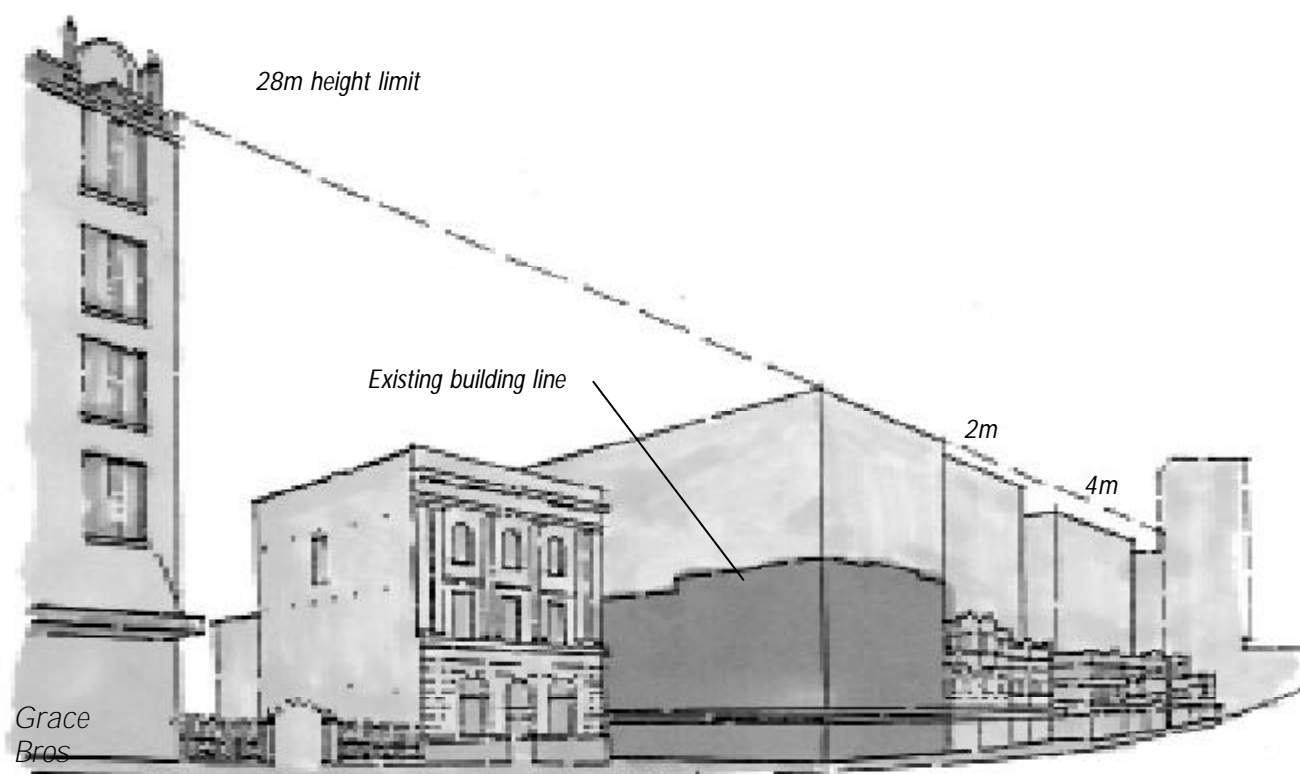
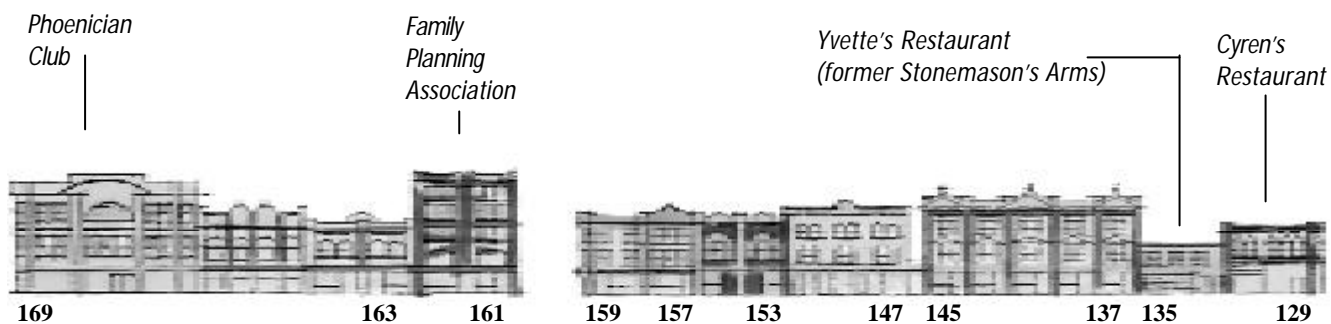
A pedestrian linkage is provided as indicated on the plans.







- Buildings which may be demolished to make way for sensitive infill.
- Requires special conservation analysis. Would prefer to demolish on urban design grounds.



Building reflects scale and massing of Grace Bros on Broadway.

Building makes successful transition to smaller scale buildings.


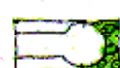

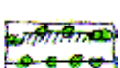


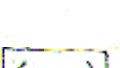

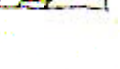


3.1 Public domain improvements

Opportunities exist to make significant improvements to the Public Domain to enhance pedestrian amenity and the streetscape.

The Public Domain Improvement Plan identifies the following opportunities:

- Avenue planting with landscape trees on the footpaths and the middle of the carriageways to create an impressive boulevard along the entire length of Broadway.
- Partial closure of both Smail and Owen Streets at the T-junction with Black Wattle Lane to allow for two pocket parks to be created.
- A 4.0 metre setback from Black Wattle Lane for all sites fronting Wattle Street to allow a green open space corridor to be created along the eastern side of Black Wattle Lane.
- Angle parking associated with tree planting for Macarthur, Reilly, part of Mountain, Owen and Smail Streets.
- Footpath widening at the intersection between Broadway and Wattle Street to join the island with the large Fig trees and to create a large public space for the buildings fronting Wattle Street.
- A pedestrian share zone for Bay Street to enhance the pedestrian environment associated with the future development of the Grace Bros. sites.
- Improvement of pedestrian linkages to Wentworth Park and the Chippendale Precinct to the south associated with possible large open space that could be dedicated to Council in the future.
- Reinforcement of the Gateway at the junction between Parramatta Road/Broadway and City Road.

Legend

-  Broadway Boulevard
-  Street closure
-  4.0 Metre setback
-  Angle parking/Tree planting
-  Footpath widening
-  Pedestrian share zone
-  Pedestrian links
-  Enhance gateway node
-  Threshold treatment
-  Tree planting
-  Potential open space

