



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

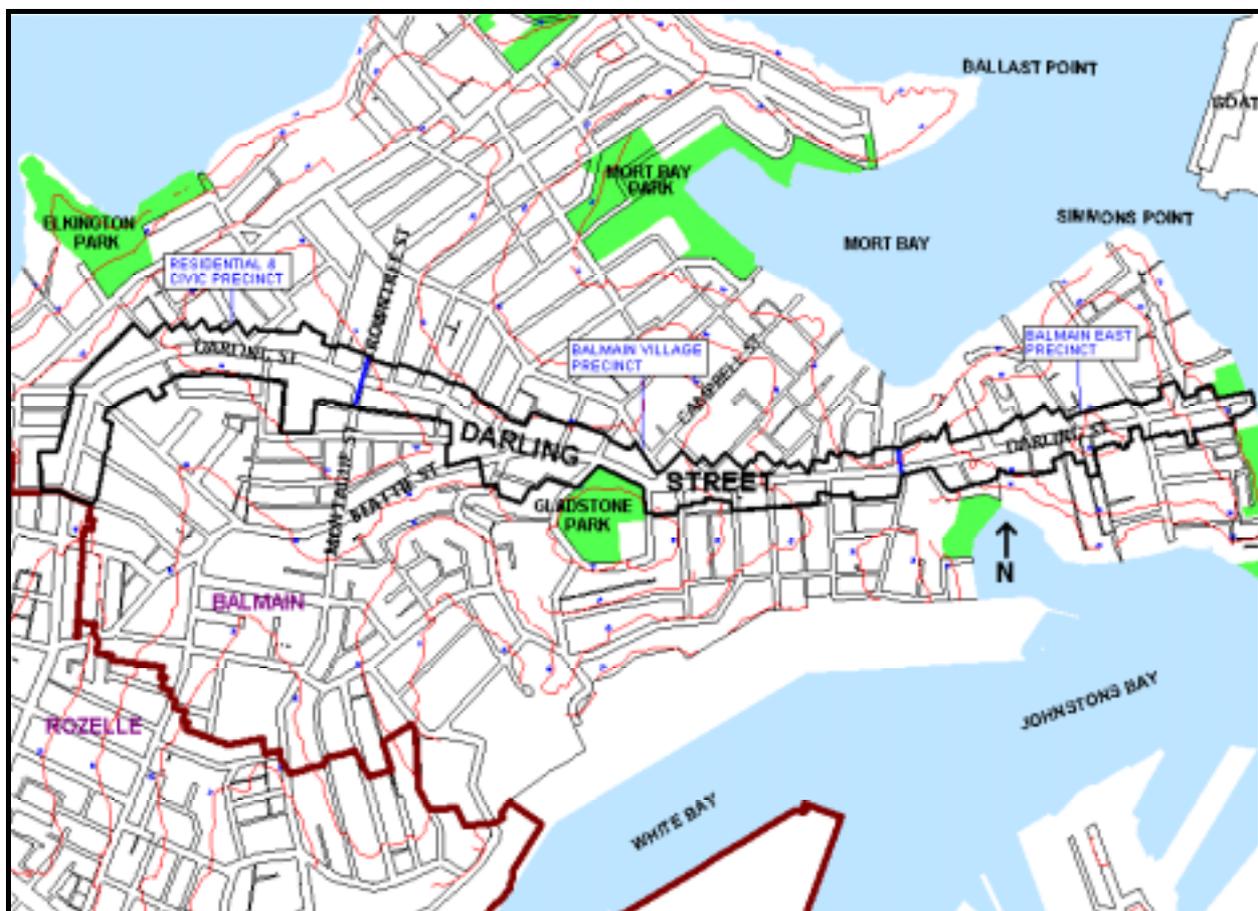
The Darling Street Distinctive Neighbourhood comprises the length of Darling Street from High Street in the west, to the ferry wharf in East Balmain.

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.



Photo: Spectacle Island from Young Street.

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 Lewellyn 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



Photo: Early Balmain buildings near the wharf at East Balmain

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



atmosphere of the residential streetscape in the area.

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

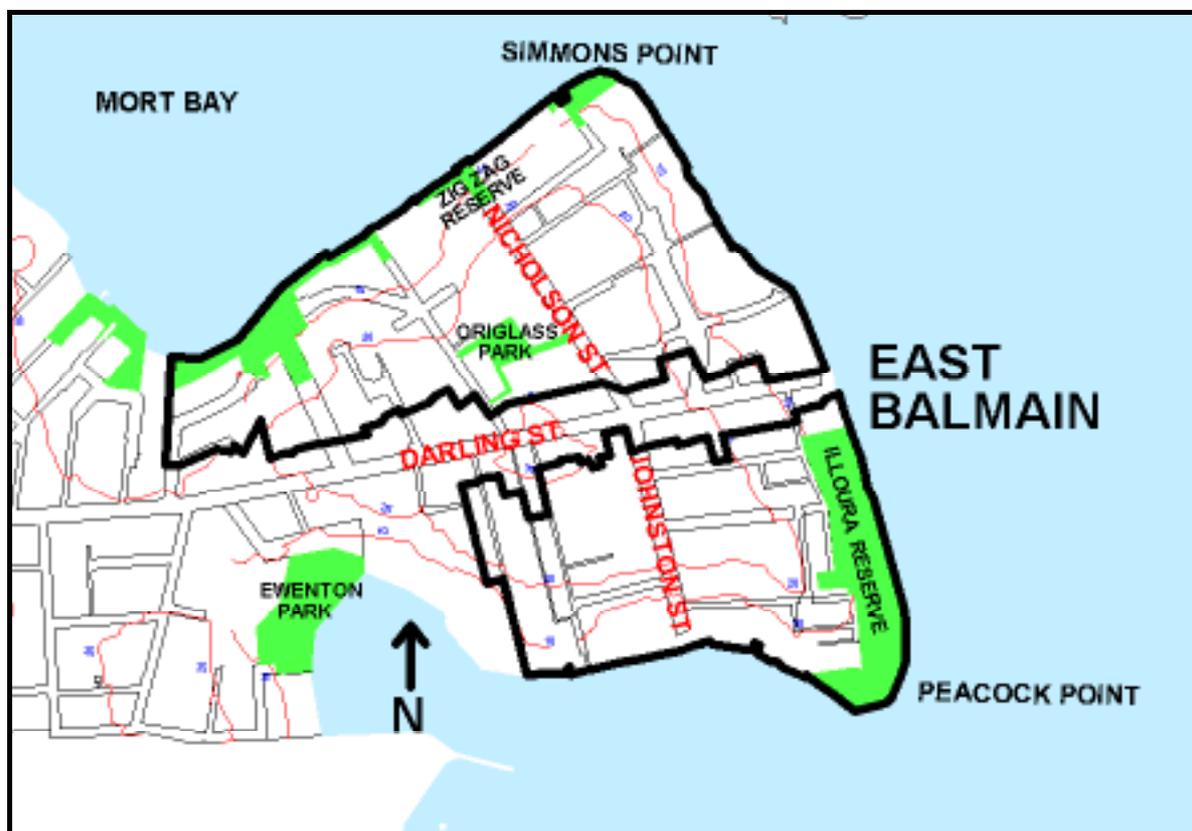
1. LANDFORM

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/Ultimo.

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.



Photo: Tight laneway development pattern in East Balmain typical of the 19th century

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.m. 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.

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

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 reclamations for port functions. While most sites have been benched to allow development, surface stone and stone walls are a constant reminder of the landform and geology.

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.



Photo: Ewenton House on Camerons Cove, originally a modest cottage.

The neighbourhood has a varied residential character created by differing residential styles from different eras. Due to the early period of initial development, there are numerous houses from the early Victorian period, but Georgian in

style. Later styles represented in the neighbourhood include Victorian terraces and Federation houses. Throughout the neighbourhood are scattered examples of the Arts and Crafts style, inter-war bungalows and timber workers cottages. The architecture in the neighbourhood is further characterised by recent restorations, additions and renovations. This has resulted in many houses having mixed architectural styles.

Other development patterns occurring in the neighbourhood are:

- Lot sizes tend to be smaller close to Darling Street.
- Setbacks are generally 0 – 3 m.
- Mature trees on private land contribute significantly to the streetscape.
- There are continuous sandstone kerbs throughout the neighbourhood.
- Occasional grand residences prominently sited to exploit views and status amongst more closely settled areas with smaller houses closer to Darling Street.

Photo: Stone cottage on Gladstone Street



Housing in the neighbourhood has a mix of pitched, hipped and gabled roofing. Materials used in the neighbourhood for dwellings include



sandstone block (both 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.

For further controls on development around the Jane Street Precinct refer to DCP 47 – Jane Street



Photo: Tower of St Augustines Church

Sydney Regional Environmental Plan 26 – CityWest

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.



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/Cameros 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



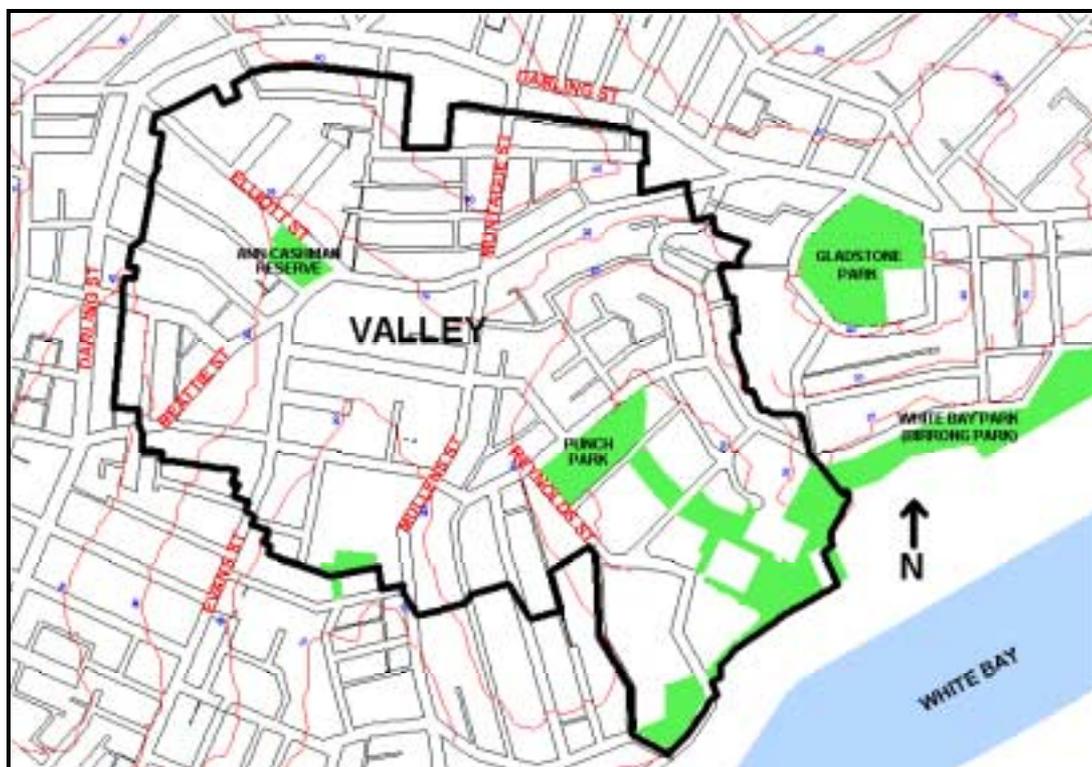
10.6.4 THE VALLEY (BALMAIN) DISTINCTIVE NEIGHBOURHOOD

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



dwellings. Dwelling forms are generally free standing with rows of terraced houses interspersed throughout. Houses in this area are characterised by 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 re-developed 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



Palmer Street Sub Valley



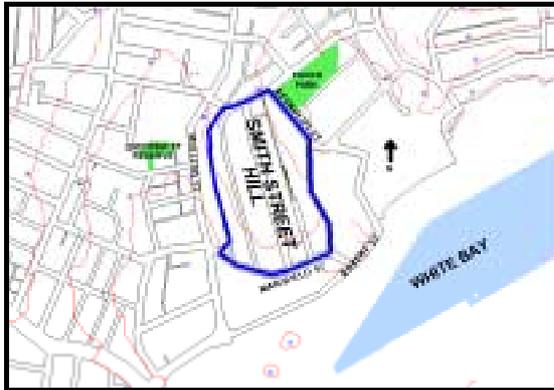
This area is distinct from the remainder of the Valley Neighbourhood primarily due to the steep topography of the area and the resulting tight, irregular road pattern. This area is bounded by Punch Park and Beattie Street as well as Mullens and Palmer Streets. It is characterised by narrow winding streets, 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.

!



Smith Street Hill



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.

Photo: trees on the rock face at Rosser Street



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.



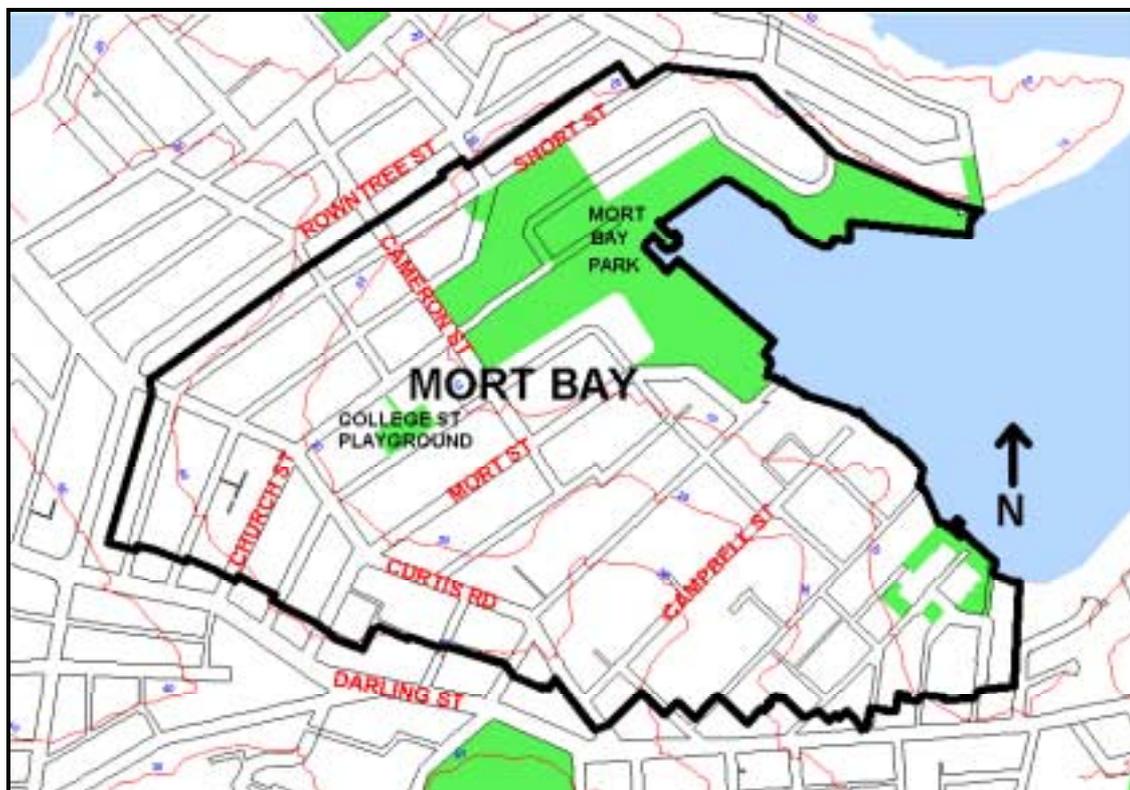
10.6.5 MORT BAY DISTINCTIVE NEIGHBOURHOOD

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 water front 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.

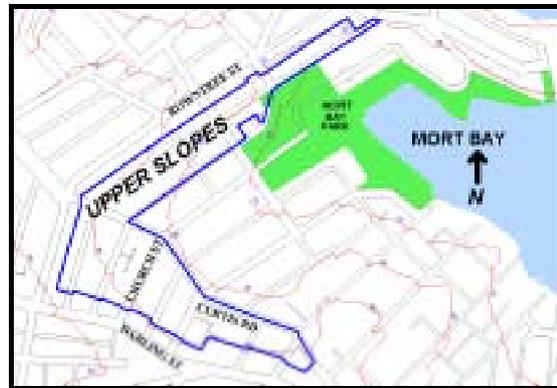
Photo: The Colgate Palmolive Building recently converted to residential units.



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 coopers (barrel makers), boat builders and the Morrison and Sinclair ship builders. After building warships, Tasman ferries and ocean going yachts, the shipyard at Yurulbin Point was sold and converted to parkland (Yurulbin Park) in 1972.



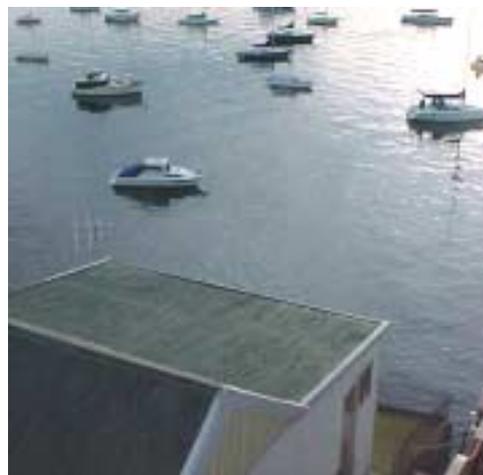
Photo: Stone house in the Colonial Georgian style

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





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.



Photo: 'Raywell' on Louisa Road, Birchgrove

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.