

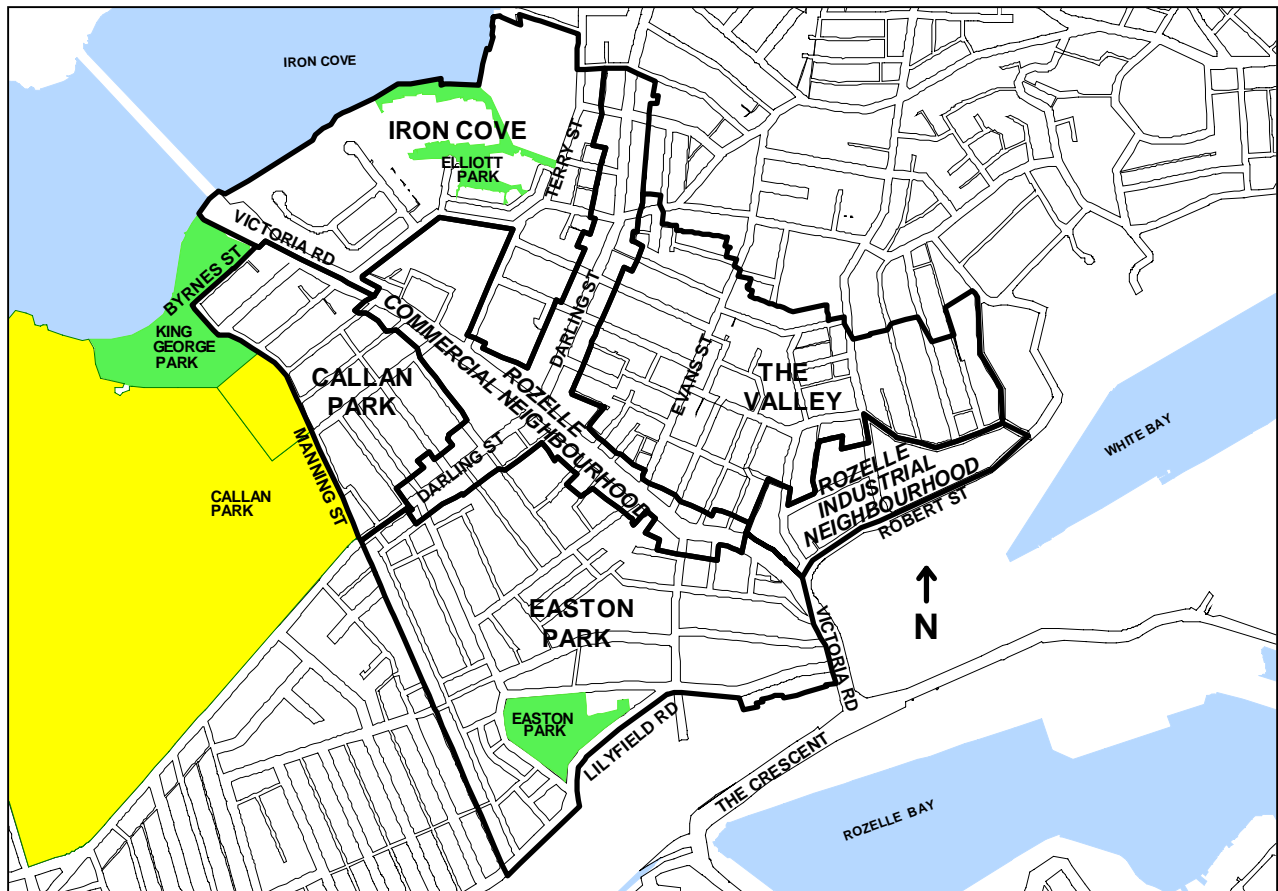
### A10.5 ROZELLE Suburb Profile

#### Introduction

Rozelle is located in the north of Leichhardt Municipality, between the suburbs of Balmain and Lilyfield. Rozelle is defined by Victoria Road and is further bisected by Darling Street. Straddling these two main roadways, the suburb has numerous built forms, ranging from disused heavy industry, new medium density housing, historical

commercial/retail and low density housing. Rozelle is bordered by the Rozelle Goods Yard to the south east, Foucart Street to the south west, Iron Cove in the north west and at the northern end is defined by the postcode boundary with Balmain.

The Rozelle Suburb is shown on the map below surrounded by thick black edging





Rozelle forms part of the Balmain Peninsula. The topography is typical Sydney sandstone up to 45m above sea level with wetlands (now filled) and rock faces below the ridge. The landform is a combination of ridges and valleys, which provide extensive views over Iron Cove, Rozelle Hospital (Callan Park), other suburbs and the Sydney CBD.

The road pattern of the suburb is based on the Victoria Road and Darling Street. Minor roads tend to follow the Victorian tradition, often taking little reference to the topography and crossing the contours of the area. Main transport links including water based, heavy rail, road and tram have further shaped the character of Rozelle.

The character of development in the suburb has been defined by industrial development along the shore and commercial development above, on the ridge. Residential development covers the majority of the area between the ridge and the harbour. The suburb is characterised by its diversity in style and form. Unity in the residential form is achieved by small lot subdivision and small-scale development, usually not more than 2 storeys, tight enclosed streetscapes and repetition of verandahs and pitched roof forms.

#### **History of development in Rozelle**

Rozelle was part of an original land grant of 550 acres made to William Balmain in 1800. Referred to as Balmain West, development in this area was geared towards housing for

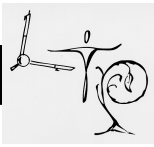
tradesmen while the eastern end of Balmain catered to the wealthier residents.

The location of the government abattoir on Glebe Island had substantial influence on the way in which Balmain West was developed. The combination of the abattoir, other animal based noxious trades and refuse dumping on the foreshores of White Bay and Rozelle Bay resulted in lower bids for subdivision and the sale of smaller blocks at substantially low prices to working men.

Between 1867 and 1880, Alfred Hancock a migrant from London, began purchasing large blocks of land in Balmain West for subdivision and sale. A number of speculators joined his ventures in initiating the 'Homes for the People' scheme that enabled many people of limited means to own their own property. The scheme was advertised to attract mechanics and tradesmen to the area, offering housing close to work, which involved building Callan Park and the Iron Cove Bridge.

#### **The Character of Rozelle**

The built environment of the suburb includes residential uses from all eras as well as commercial and industrial development. The residential component of the suburb comprises examples of Edwardian, Victorian, Federation and various interwar bungalow styles. Housing ranges from grand residences in prominent locations to humble



rows of workers cottages. More recent housing includes converted industrial buildings and infill within existing housing stock. Notable characteristics in the area are small lots, tree lined streets and former retail streets now used for residential uses.

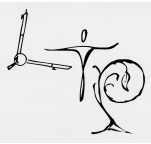
Another major feature of the area is the axis formed by Victoria Road and Darling Street. Victoria Road is a main arterial road and has a character unlike other parts of the suburb. The sites around the Balmain power station and the Elliot Brothers Chemical works on Iron Cove have been redeveloped for medium density housing while the White Bay power station has been included in the SREP 26 precinct for future redevelopment by the NSW State Government. Lands covered under SEPP 26 have not been included in this suburb profile. These former industrial sites represent a significant increase in land available for urban release and add a new dimension to the character of the suburb.

The changing nature of the built environment has further highlighted the need to preserve and encourage employment generating development in the area. This has been addressed in the commercial and industrial neighbourhoods of the Rozelle Suburb Profile.

### **Rozelle: Distinctive Neighbourhoods**

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

- 1. The Valley**
  - i. Evans Street former commercial precinct.
  - ii. Smith Street
- 2. Easton Park**
- 3. Callan Park**
- 4. Iron Cove**
- 5. Rozelle Commercial Neighbourhood**
  - i. Industrial area
  - ii. Darling Street
  - iii. Victoria Road
- 6. Robert Street Industrial Neighbourhood.**



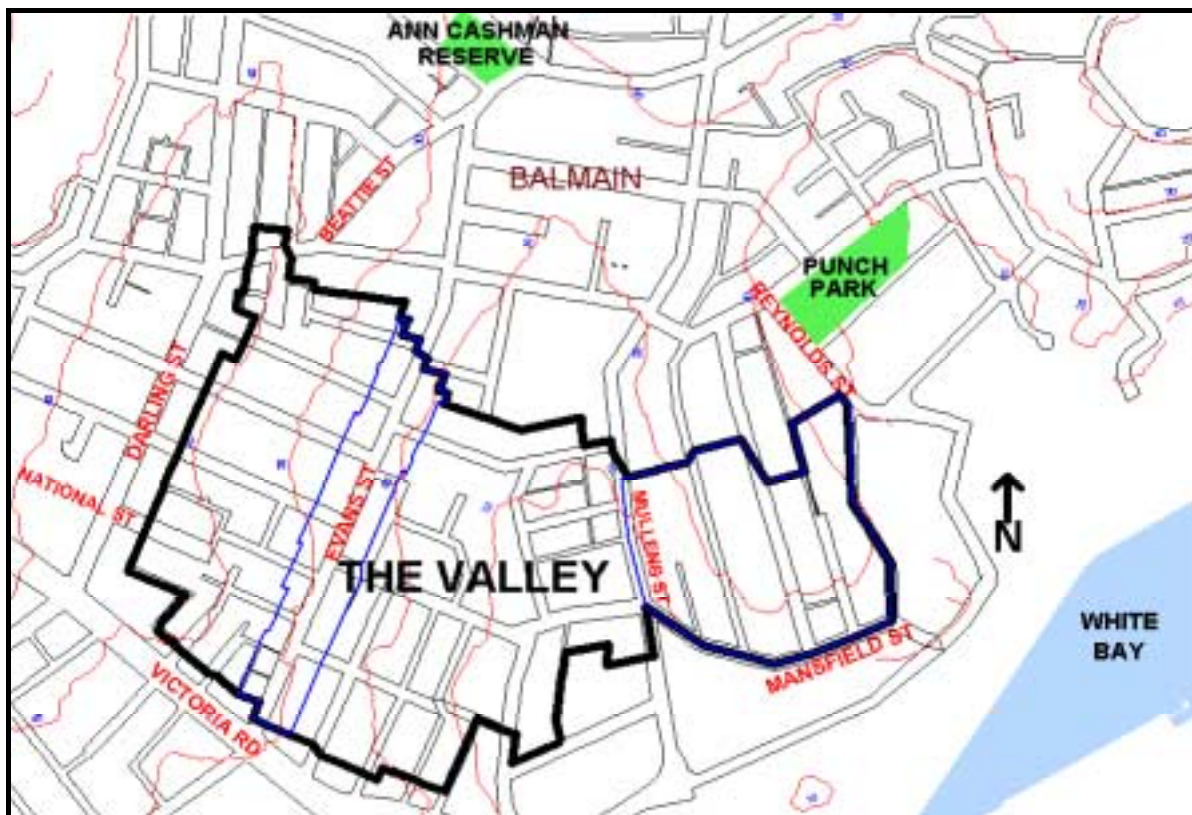
### A10.5.1 THE VALLEY DISTINCTIVE NEIGHBOURHOOD (ROZELLE)

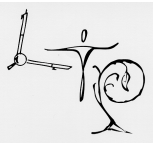
#### 1. LANDFORM

The Valley Distinctive Neighbourhood (Rozelle) is located on the Balmain Peninsula between the rear of the properties fronting Darling Street in the west, Clare and Goodsir Streets in the north and Reynolds and Batty Streets to the east.

The south east corner of the neighbourhood is bounded by Mansfield Street with the rear of the Robert Street industrial estate forming a boundary to the residential area. The Neighbourhood has a range of topography including gentle and steep sites.

The Valley Distinctive Neighbourhood is shown on the map below surrounded by thick black edging.





This distinctive neighbourhood forms a valley generally looking south, towards the (disused) White Bay power station. The landform is a typical Sydney sandstone peninsula and the lower portion of the Valley includes reclaimed estuary.

### EXISTING CHARACTER

The built environment of The Valley consists mainly of housing below the commercial areas along Darling Street, with Industrial uses along the bottom of the valley, now centred around Robert Street areas. The Darling Street and Robert Street industrial uses are considered elsewhere in the Rozelle suburb profile.

The development pattern for The Valley follows the local topography with the road pattern responding to the constraints of the area. Victoria Road and Darling Street form the basis of the local road pattern however there are three main roads connecting to Victoria Road, these being Darling Street, Evans Street and Robert Street.



Photo: lanescape in the Valley

Laneways were included in the road pattern adjacent to the two original commercial Streets (Evans Street and Darling Street) and are also

situated around the steeper sites on the eastern side of the Neighbourhood. These laneways are generally linked to the denser lot patterns of the area.

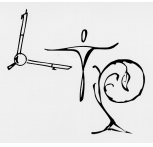
Throughout the neighbourhood there are numerous former shops and other local commercial sites that display a distinctive built form of 19<sup>th</sup> century mixed commercial/residential development.

The Valley Distinct neighbourhood retains a varied and rich character reflecting its multi layered pattern of development. There is a predominantly single storey scale character and form in the neighbourhood. The main phases of development are; mid Victorian single storey cottages, with two storey terraces and shops later in the 19<sup>th</sup> century.

Two storey development is generally found along main thoroughfares or where views are available over The Valley. Additionally, more recent housing development has seen an increase in two storey development replacing older dwellings or disused industrial sites. Currently, housing in the Valley consists of a mix of Mid Victorian era workers cottages and Victorian Italianate dwellings. Mixed throughout are a variety of postwar styles including suburban weatherboard, contemporary lightweight additions and masonry terraces.

Dwelling forms are generally free standing with rows of cottages interspersed throughout. Within The Valley distinctive Neighbourhood, distinct stylistic components can be found which reflect the style of individual builders. Houses in this area are characterised by 1-3m setbacks, painted masonry, corrugated iron





roofing and picket fencing. Roof forms tend to be hipped or gabled and parapets are less common for dwellings but more prevalent for commercial buildings. Roof forms tend to follow the slope of the land and permit access to views for higher sites. Remnant stone buildings are also a feature of the neighbourhood.

Larger, more elaborate houses can be found in prominent locations throughout the neighbourhood. These tend to be Victorian era houses, however some ornate houses from earlier periods can still be found.

Lower down the slope of the Valley, the development is more modest, with many sites having historically been affected by drainage from the higher slopes. Due to the drainage pattern, larger remnant sites were created in the centre of the neighbourhood between Roseberry and Goodsir Streets. These lots had traditionally been difficult to build on, however they were later developed for industrial uses and have more recently been re-developed for multi unit residential uses. A certain unity of built form is achieved by incorporating consistent scale, setbacks, materials and roof forms. Where housing stock has been replaced or houses have been upgraded, the essential scale, siting, materials and form have largely been maintained.

Street trees and trees in front yards play an important part in the streetscape of this Distinctive Neighbourhood. Numerous species of trees are planted throughout, giving shade and providing visual interest.

Mature landscaping, uniform low-scale development and lack of driveway crossings as well as the absence of non-residential land uses gives the neighbourhood a strong residential and pedestrian oriented character. Additionally, high canopy trees provide visual relief in tightly enclosed townscapes on the lower slopes.

#### Evans Street Former Commercial Precinct

Prior to the construction of trams along Darling Street, Evans Street was the main shopping Street on the peninsula. Consequently the street retains many commercial and retail buildings, most of which have been converted for residential use.

Photo: Former commercial building along Evans Street, now used as a residence.



Significant features of this streetscape are the many corner sites occupied by former commercial buildings and balconies over the footpath. In addition, nil setbacks are common with a generally higher scale of building



comprising walls above 6m, many with parapets and skillion roofs.

#### Smith Street Hill

The Smith Street Hill area is significant for having spectacular views over the city as well as forming the edge of the residential area where it meets the White Bay Port Facility.

This area of the neighbourhood is defined by a natural rise located between Reynolds and Mullens Streets. The hill rises 20 m above surrounding land and is notable for its steepness on the east and west sides. This area has expansive views to the south and east and has been developed with several significant homes built towards the crest, a number of which are Heritage Items.

The central focus of this location is the former Smith Street Public school built at the top of the hill between Smith and Rosser Streets. The site of the school is notable for its prominent Ficus trees.



Photo: Mature trees growing in the rock face at the former Smith Street Public School

### 3. DESIRED FUTURE CHARACTER

#### *Urban Form*

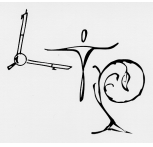
- ◆ conserve and complement the existing styles of housing with special regard to the simple timber cottages and Victorian terraces.
- ◆ conserve and complement the established streetscape with regard to setbacks, street trees and general lack of driveway crossings.
- ◆ buildings should step with the slope in order to facilitate view sharing.

#### *Building Elements*

- ◆ preserve the consistency and simplicity of built form, style and materials of the neighbourhood.
- ◆ complement the existing pitched, hipped or gabled roof forms as well as setbacks and fencing styles prevalent in each street.
- ◆ conserve stone cottages and stone walls throughout the neighbourhood.
- ◆ maintain the established open low timber and iron picket front fences.
- ◆ restore or replace cantilevered or posted balconies/ verandahs where such elements were original features.

#### *Landscape*

- ◆ maintain the prevalence of mature trees in both private and public spaces.
- ◆ preserve and integrate natural rocky outcrops into the landscaping of the area, particularly where visible from public



places. Cutting into such outcrops for any purpose including parking is to be avoided.

#### **Local area character**

##### **Smith Street Hill**

- ◆ preserve view lines from the hill to the south, east and west.

##### **Evans Street**

- ◆ preserve the commercial architecture of this street, with nil setbacks, parapet roof forms and posted balconies where appropriate.

#### **4. NEIGHBOURHOOD CONTROLS**

**These Neighbourhood Controls apply across the whole of The Valley Distinctive Neighbourhood in Rozelle.**

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

##### **Building Envelope**

- **The building wall height generally applying to the neighbourhood is 3.6m.**
- **A 6m building wall height applies along Evans Street.**

##### **Setbacks**

- **Front building setbacks within the neighbourhood are to be a minimum of 1m however, where the prevailing setbacks in the immediate area (within 3 houses) is different, the setback for new development should be consistent with the prevailing setbacks.**

##### **Other controls**

- **The use of traditional timber, stone or masonry finishes as well as iron roofing and timber windows is encouraged.**





## 10.5.2 EASTON PARK DISTINCTIVE NEIGHBOURHOOD

### 1. LANDFORM

The Easton Park Distinctive Neighbourhood forms part of the Rozelle suburb and is located at the south eastern corner of the Balmain Peninsula. The Neighbourhood is further defined by Foucart Street on the western boundary and Lilyfield Road to the south.

The neighbourhood is defined by its topography, with a valley overlooking Annandale and Glebe towards the south and

east. The neighbourhood rises toward Darling Street and there is another smaller rise located in the north east of the neighbourhood around Hornsey Street. In several locations, cutting for road construction has resulted in houses being elevated up to 4m above the street level.

The Neighbourhood contains some significant vegetation, with larger trees growing in the thicker soils at the bottom of the slopes.

The Easton Park neighbourhood is defined on the map below surrounded by thick black edging.





Currently in the neighbourhood are a mix of mature trees including native eucalypts, paperbarks and bottlebrush as well as a range of exotic species. Trees form a major visual element in the neighbourhood and it is served by three parks. These being Easton Park, O'Connor Reserve and Rozelle Common.

The neighbourhood was first developed in the mid 1840s with commercial activity along Darling Street and industrial development along White Bay. In addition to fishing, the industrial development that established in White Bay consisted primarily of industries such as boiling down works, sawmills and abattoirs which were moving out of the increasingly congested central Sydney area.

The original development pattern was based on industrial uses that were originally along the foreshores and later also occupied filled estuaries. Two major developments at the end of the 19<sup>th</sup> century were the introduction of electric trams along Darling Street and Victoria Road, as well as the reclamation of estuary land for the Rozelle rail marshalling yards. Housing for those employed in the local industries was built on the slopes above the Industrial land. After 1920 the industrial base in the area declined due to relocation, changing technology and changing land values.

An important hub for the neighbourhood is located at the corner of Denison and Alfred Streets, at the top of Easton Park. This corner forms a community focal point with a corner shop, Smiths Hall and Easton Park. The visual focus of the neighbourhood is the park after which the Neighbourhood is named. Additionally the dense mature trees along Burt

Street form the green heart of the neighbourhood.

The road pattern generally follows the topography of the neighbourhood with roads running down and across the slopes. Along the lower half of the neighbourhood, roads predominantly cross from east to west. On the upper slopes, the roads are predominantly laid out to run up and down the slopes.



Photo: Smiths Hall, adjacent to Easton Park

Several narrow streets serve as laneways due to the adjoining lots having two street frontages. Such streets tend to have laneway uses on one side and street frontages uses for properties on the other side. Examples of such streets include Cook Street, Charlotte and Alice Streets as well as the unnamed roads behind the Darling Street commercial properties.



## 2. EXISTING CHARACTER

The Easton Park Neighbourhood has a primarily residential character with commercial development along Darling Street and Victoria Road. The existing and original scale of development is predominantly single storey, freestanding cottages. There are also numerous two storey houses along the higher elevations and adjacent to the Park at the foot of the hill. The former industrial uses have largely been replaced with townhouses. Remnant industrial land is located on Gordon and Lilyfield Roads.

The neighbourhood has a varied residential character created by differing residential styles. Typical housing types include timber cottages, Victorian terraces, stone detached houses and scattered multi-unit developments which include blocks of flats and townhouses. The original (1850s – 1870s) style of housing was modest timber and stone cottages followed by Victorian semis and terraces. 20<sup>th</sup> Century housing types include interwar bungalows and post war blocks of walk-up flats. In addition, more recent development includes townhouse development on Alfred Street and numerous smaller infill developments consisting of single houses and semi-detached dwellings throughout the neighbourhood.

All of the housing styles are spread throughout the Neighbourhood with most multi-unit developments being located in the lower part of the neighbourhood. Other patterns occurring in the neighbourhood are: East of Gordon Street are more substantial masonry houses and terraces; the mid slopes accommodate mostly

freestanding dwellings; higher slopes contain smaller terraces reflecting the pre 1890s development pattern.

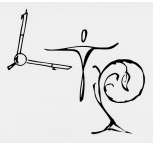
Lot sizes tend to be smaller close to Darling Street and Victoria Road and such smaller lots of about 80 m<sup>2</sup> tend to be associated with terraces housing. In the centre and west of the neighbourhood the lots are larger, ranging from around 180 m<sup>2</sup> to 250 m<sup>2</sup>.

Three distinct areas in the neighbourhood are located within Conservation areas. These are; Evans Street, most of the area east of Gordon Street and the knoll west of Easton Park.

Identifiable characteristics of the neighbourhood include setbacks of 0 – 3 m and mature trees on private land which contribute significantly to the streetscape. The scale of buildings is mixed between single storey (3.6m wall height) and two storey (6m wall height). The height and scale of housing is affected by sandstone outcrops in the lower half of the Neighbourhood.

Photo: Traditional rock wall fronting Alfred Street





Housing in the area generally has a scale of 3.6m, with pitched hipped or gabled roofing. Materials for dwellings includes mostly timber with some rendered brick and iron roofing. Front verandahs, often to the front boundary, are narrow with widths of approximately 1 m. Timber picket fencing is prevalent throughout. Most properties do not have on site parking available.

### **SREP 26 – CityWest**

The land to the south and south east of the neighbourhood, including the Rozelle marshalling yards, the White Bay Power Station, James Craig Road and Glebe Island (excluding houses at No's 10 – 66 Lilyfield Road) is covered by Sydney Regional Environmental Plan No 26. This land is not under Leichhardt Council's planning control and the consent authority for all land affected by REP 26 is the NSW Minister for Planning.

### **3. DESIRED FUTURE CHARACTER**

#### ***Urban Form***

- ◆ preserve the existing varied styles of housing with special regard to the modest scale and simple, unadorned nature of the architecture.
- ◆ preserve view lines to the south and east by stepping buildings with the prevailing topography.
- ◆ preserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched

roofs. Preserve the established setbacks for each street.

#### ***Building Elements***

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

#### ***Landscape***

- ◆ cutting into rockface for any purpose including driveway crossings, is to be avoided;

### **4. NEIGHBOURHOOD CONTROLS**

**These Neighbourhood Controls apply across the whole of the Easton Park Distinctive Neighbourhood in Rozelle.**

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

#### ***Building Envelope***

- **The building wall height applying to the neighbourhood is 3.6m.**



- A 6m building wall height may be suitable where two story terraced development is dominant.

**Setbacks**

- Front building setbacks within the neighbourhood are to be a minimum of 1m however, where the prevailing setbacks in the immediate area (within 3 houses) is different, the setback for new development should be consistent with the prevailing setbacks.

**Other controls**

- Maintain roof forms with pitched, gable or hipped roofs.
- The use of traditional timber, stone or masonry finishes, iron roofing and timber windows is encouraged.
- Posted verandahs over footpaths may be considered on corner sites where the established setback is nil and the established scale is two storey.
- Where structures are proposed to be built on top of exposed rock face, they shall be timber or rendered masonry and shall be coloured to complement the sandstone.





### A10.5.3 CALLAN PARK DISTINCTIVE NEIGHBOURHOOD

#### 1. LANDFORM

Callan Park Distinctive Neighbourhood is located in the south west corner of the suburb of Rozelle. The neighbourhood is bounded by King George Park and The Rozelle Hospital Grounds to the west and south and by two main arterial roads, Victoria Road and Darling Street, in the north and east.

The topography slopes steeply from Victoria Road and Darling Street down to King George Park, creating a west facing valley. At the lower end of the slopes, along the street frontages, are sandstone outcrops remaining from where roads were originally cut.

The Callan Park Distinctive Neighbourhood is shown on the map below surrounded by thick black edging.





The road layout is at right angles off Victoria Road and Darling Street, providing extensive views over the adjoining parklands and Iron Cove. In the middle of the neighbourhood there are views over the Kirkbride building within the Rozelle Hospital site, now used as the Sydney College of the Arts.

## 2. EXISTING CHARACTER

Callan Park has evolved as a neighbourhood with a distinct uniformity of scale and character. The area is made up primarily of modest single storey detached houses dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. There are additionally, numerous two storey dwellings located at the top of the rise in the vicinity of Darling Street as well as some two storey houses at the bottom of the hill adjacent to King George Park.

The scale in the neighbourhood is predominantly single storey with some two storey dwellings located along Cambridge and Waterloo Streets along the top of the Balmain ridge. On the slopes of the neighbourhood, second storey additions have been largely restricted to within the roof form. Since the 1970s, two storey townhouses and infill development has been built at the bottom of the valley along Manning, Toelle, Callan and Clubb Streets.

The materials used in construction along the top of the ridge tend to be painted masonry

with tile roofs mixed with simpler timber and iron cottages. This ridge area is characterised by late Victorian housing with more ornate finishes, arched openings, stained glass and ornate cast iron balustrading on verandahs.

On the slopes the character is more modest with cottages in a tight development pattern utilising limited setbacks (1-2m). Materials used in this area are predominantly timber and iron. These houses present simple forms mostly without ornamentation

The area was laid out with a generally consistent pattern of lot sizes. Along the top of the ridge and in the vicinity of the Darling Street/ Victoria Street intersection (including Waterloo and Cambridge Streets) lots range in size up to 300 m<sup>2</sup> while in the lower parts of the neighbourhood, the lot sizes are generally consistent at 225 m<sup>2</sup>. The smaller lots have a width of approximately 4.75 m. and the larger, lower lots tend to be of double (8.5 – 9m).

The roads in the neighbourhood have widths varying from 6 m carriageways to 12 m and primarily serve local traffic. The block between Oxford Street and Park Street is one lot deep and many houses use Park Street as a laneway, with garages fronting the upper part of this road.

The neighbourhood slopes away from Darling Street and Victoria Road, with commercial uses along these main roads and residential development extending down



the slope. The commercial and retail component of the neighbourhood is concentrated on these main roads. These roads are discussed as a separate distinct neighbourhood within the Rozelle suburb profile.

The traditional street pattern in the area had few driveway crossings. These have been added where redevelopment has occurred, generally at the bottom of the valley.

The precinct has varied tree cover, with most mature trees being in the bowl of the valley. The mature Fig trees in the Rozelle Hospital site form a distinct green back drop for the lower parts of the precinct and along upper Manning Street. Street trees have been planted along the wider streets such as Clubb and Moodie Streets. Most front yards throughout the neighbourhood have vegetation which adds to the streetscape. When viewed from higher slopes, the lower and middle slopes have a dense canopy of trees.

## DESIRED FUTURE CHARACTER

### *Urban Form*

- ◆ Development should follow the topography of the area and maintain the single storey scale on the mid slopes and mixed 1 and 2 storey scale at the top and bottom of the slope.
- ◆ Conserve and promote the consistent rhythm within the streetscape created by

regular lot sizes, subdivision pattern and the predominance of detached and semi-detached houses with a prevalence of hipped and gabled roofs. Preserve the established setbacks for each street.

- ◆ Preserve and enhance public and private views over the Rozelle Hospital site, King George Park and Iron Cove.

### *Building Elements*

- ◆ Conserve the single storey, freestanding cottage form, style and materials characteristic of the neighbourhood.
- ◆ Preserve the consistency of architectural style appropriate to the existing style of each street.
- ◆ Retain stone cottages where they occur throughout the neighbourhood.
- ◆ Maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

### *Landscape*

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



#### 4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Callan Park Distinctive Neighbourhood.

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

roof materials such as corrugated iron.

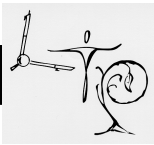
- Retain existing stone houses, allowing sensitive development on those sites utilising appropriate materials and styles.

##### *Building Envelope*

- 3.6m building wall height applies to the neighbourhood.

##### *Urban Form*

- Changes to the front facades of existing dwellings shall be kept to a minimum with additions to the rear of dwellings preferred.
- Driveway crossings shall be minimised and are generally discouraged.
- New development shall maintain the use of hipped or gabled roof forms and designs shall be complementary to the existing unadorned built form.
- Building materials used shall be consistent with the existing character of the streetscape, including rendered and painted surfaces and



### A10.5.4 IRON COVE DISTINCTIVE NEIGHBOURHOOD

#### 1. LANDFORM

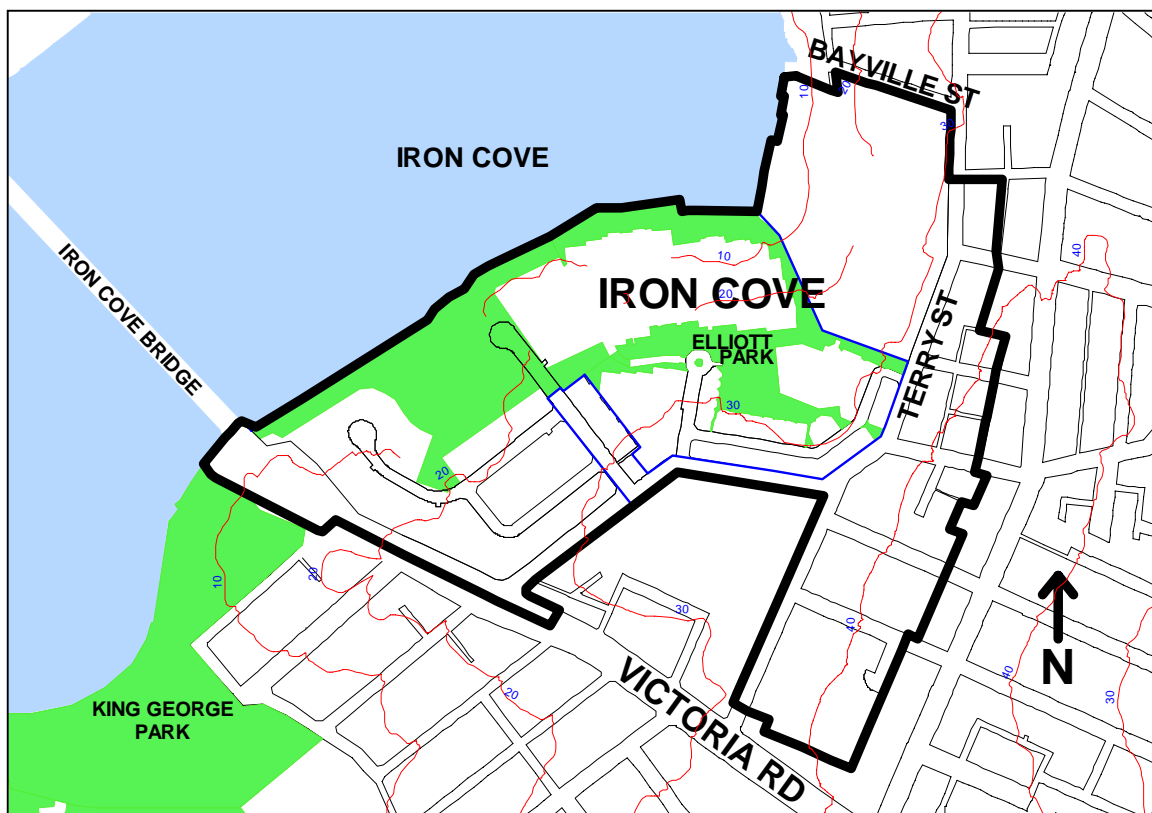
The Iron Cove Distinctive Neighbourhood is located on the western side of the Balmain Peninsula in the suburb of Rozelle. The area is further bounded by Victoria Road and to the west by Iron Cove.

The topography slopes steeply from Darling Street down to Iron Cove, creating a valley overlooking Birkenhead Point.

The western shore of the neighbourhood was excavated and filled in the early 20<sup>th</sup> century to cater for industrial developments including the Balmain power station.

Above the former Power Station site, the land has a gentle slope toward the centre of the peninsula.

The Iron Cove Neighbourhood is shown on the map below surrounded by thick black edging.







## 2. EXISTING CHARACTER

The road pattern in the neighbourhood is based around three main roads these being Victoria Road, Terry and Darling Streets. The minor roads in the neighbourhood connect Darling and Terry Streets and cross the contours affording views over Iron Cove and further west.

The main Rozelle commercial areas along Darling Street and Victoria Road are considered in the Rozelle Commercial Suburb Profile.

The street pattern and traffic flow in the suburb is strongly influenced by its proximity to Darling Street and Victoria Road. Terry Street and the connecting roads are subject to traffic control measures such as one way flows, restricted parking and various traffic calming measures.

The original development patterns in the neighbourhood included industrial uses along the waters edge and commercial uses along Darling Street.

The current development pattern is similar to the original pattern with commercial development remaining along Darling Street and Victoria Road. The two major industrial uses in the neighbourhood were the Balmain Power Station and the Elliot Brothers Chemical Works, however both of these sites have been redeveloped into multi unit residential development (Balmain Shores

and Balmain Cove residential developments).

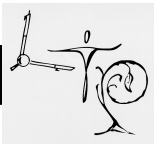
These sites contain residential development in a series of buildings up to eight storeys high and are the most significant component of the suburb when viewed from the west. Public open space has been established along the foreshore of these sites.

North of this site is Balmain High School and the school buildings are located on the lower portion of the site, with playing fields and tree lines on the upper slopes. This layout allows significant views over the school site to Iron Cove. The school site represents a major area of open space area within the neighbourhood and the trees on this site contribute significantly to the amenity of the neighbourhood.



Photo: Balmain Cove

The more traditional low density residential component of the neighbourhood consists of only four blocks on the upper slopes of the peninsula. This residential area is confined



to the area between the commercial strip along Darling Street and Terry Street. This area consists of primarily single storey freestanding houses, with some pockets of two storey scale.

Along Terry Street housing at the north end of the neighbourhood is single storey in scale with an intact row of interwar bungalows. Toward Wise Street the scale of residences increases to two storey with Victorian era terraces occurring. This scale and form of residential development is matched on the western side of Terry Street by the contemporary two storey townhouses which form the upper edge of the Balmain Cove development.

### **3. DESIRED FUTURE CHARACTER**

#### ***Urban Form***

- ◆ Preserve the rhythm of the neighbourhood by maintaining the lot sizes, housing style and prevalence of hipped and pitched roofs. Preserve the established setback and street crossing patterns for each street.
- ◆ To ensure that any intensive, multi use development along Darling Street does not overwhelm the capacity of the laneways. Any such development should involve the upgrading of laneways to current engineering standards if appropriate.

#### ***Building Elements***

- ◆ Conserve the single storey, freestanding cottage form, style and materials characteristic of the neighbourhood.
- ◆ Preserve the consistency of architectural style appropriate to the existing style of each street.
- ◆ Retain stone cottages where they occur throughout the neighbourhood.
- ◆ Maintain the character of the area by ensuring new development is complementary in terms of its architectural style, built form and materials.

### **4. NEIGHBOURHOOD CONTROLS**

**These Neighbourhood Controls apply across the whole of the Iron Cove Distinctive Neighbourhood in Rozelle.**

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

#### ***Building Envelope***

- **A building wall height applying to the Neighbourhood is 3.6m.**
- **A 6m building wall height may be considered where two storey terraced development is dominant.**



***Other controls***

- **Maintain roof forms with pitched, gable or hipped roofs. Roof forms are to be designed to preserve view lines for adjoining properties.**
- **Continue use of traditional timber, stone or masonry finishes as well as Iron roofing and timber windows.**
- **Driveway crossings shall be minimised and are generally discouraged.**



### A10.5.5 ROZELLE COMMERCIAL NEIGHBOURHOOD

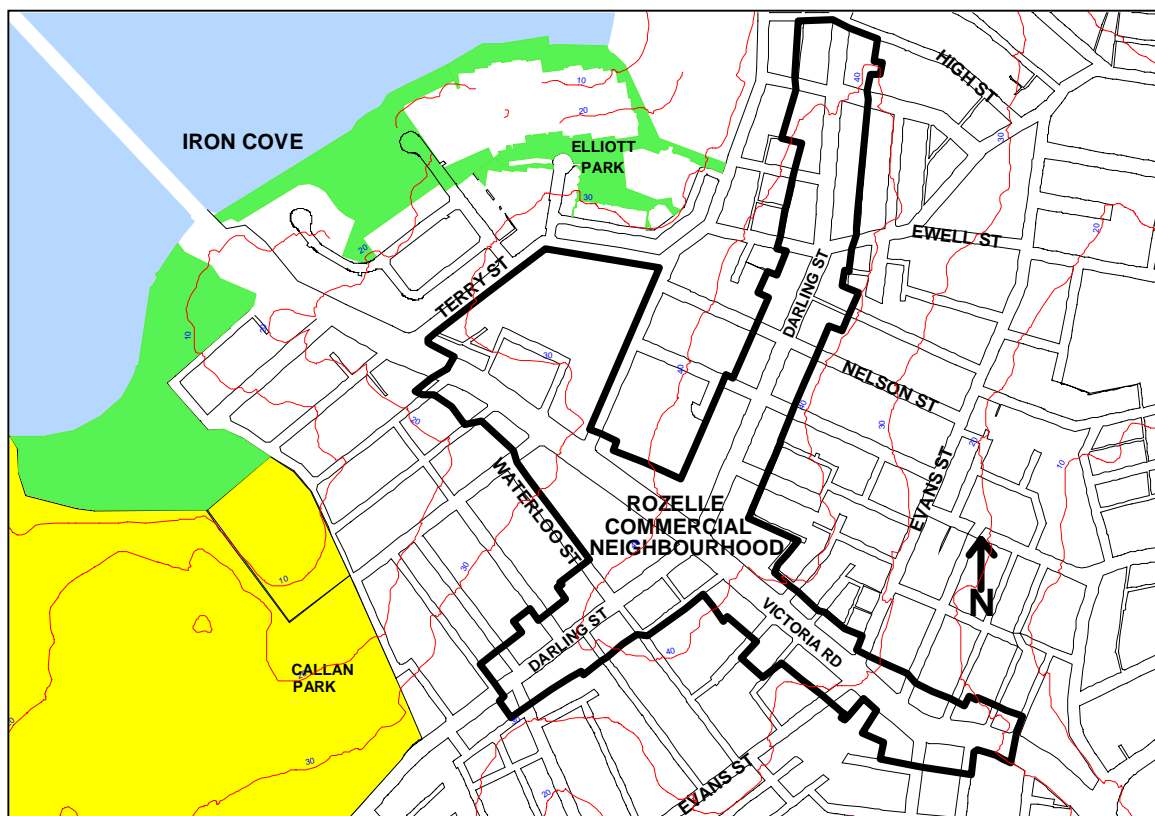
#### 1. LANDFORM

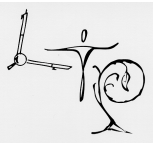
The Rozelle Commercial Neighbourhood centres on the intersection of Victoria Road and Darling Street. The neighbourhood comprises the length of Darling Street from Park Street to Norman Street. Along Victoria Road the Neighbourhood extends from the City West Link Road to Clubb Street. This neighbourhood also encompasses the industrial/employment areas around Crystal and Terry Streets. The Neighbourhood includes residential development on both sides of Darling Street between Wise and Schultz Streets.

The Rozelle Commercial Neighbourhood is defined on the map below surrounded by thick black edging.

Darling Street runs along the ridge of the Balmain Peninsula and Victoria Road bisects the peninsula. The neighbourhood forms a rough cross at the south western end of the Balmain Peninsula.

The boundary of the Rozelle Commercial neighbourhood is defined by the rear of properties fronting onto these main roads and generally includes those properties within the business and industrial areas. Other than residential, Some properties are served by rear service laneways and some are served by rear rights of way. Many other sites are serviced via the front street or front driveway.





## EXISTING CHARACTER

The Rozelle Commercial Neighbourhood is formed around the intersection of two busy thoroughfares. Victoria Road forms a main arterial road into and out of Sydney. Darling Street is the main thoroughfare on the Balmain peninsula, serving as a connector between the Inner West and Balmain.

Darling Street was developed as the primary roadway on the Balmain Peninsula soon after the granting of land to William Balmain in 1800. By the 1840's, Victoria Road had been established as a route to connect the residents of Drummoyne and Balmain with the ferry to the city. The current pattern of subdivision and development was established by the 1870's and the formal division between the two parts of Rozelle occurring when Victoria Road was widened in the 1950's.

Since the development of the Balmain Peninsula, the intersection of Victoria Road and Darling Street has been a transport hub for access to and from the city. Over time, the Rozelle area has been served by ferries, punts, buses, trams and private vehicles.

The development along Darling Street and Victoria Road has a two storey scale with a mix of traditional shop top housing, single purpose commercial buildings and more recent mixed development. The scale tends to increase to three stories at key intersections.

Commercial premises generally have vehicular access and servicing to the rear (via right of ways and side streets), however some properties are serviced primarily from the street frontage as the neighbourhood does not have well defined laneways.

## Darling Street

The Darling Street component is bisected by Victoria Road and is characterised by a vibrant mix of restaurants, retail shops, community facilities and commercial enterprises.

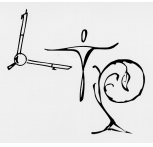


Photo: Darling Street; outdoor café seating

The character of the buildings south west of Victoria Road has remained largely unchanged. The area has an established two storey scale with occasional larger buildings, and the predominant style of buildings is two storey with shops at ground level and residences above. The architectural style is mostly late Victorian with some early 20<sup>th</sup> century Federation styled buildings.

North east of Victoria Road, the scale increases with buildings having tall parapets and comprising a 3 and 4 storey scale, adding to the imposing church buildings and sandstone school buildings in this locality. Setbacks for commercial sites are generally nil, while houses, public buildings and churches have varied setbacks including small front yards. In the Rozelle Commercial precinct, most shops





have full width suspended awnings and several buildings have restored the traditional posted verandahs over the footpath. This restoration has added a traditional element to the streetscape and is generally encouraged as part of the renewal of commercial activity along Darling Street.

In recent years there has been a revival of the local and pedestrian orientation of the area. This change is currently evolving and is characterised by the emergence of numerous restaurants /cafes (in addition to the numerous existing takeaway eateries) as well as 'lifestyle' boutiques. This evolution of the character is most notable in the leisure retail strip north of Victoria Road.

Development along Darling Street is a mix of residential and commercial. The northern end, near Wisbeach Street, is all residential with one former Cinema converted into three levels of residential units. Commercial development includes a petrol station, a strip of 1950s shops in the process of being replaced by mixed commercial/ residential developments. The scale and character of development on the western side (up to the converted cinema at No. 549 Darling Street) is generally consistent with commercial land along Darling Street.

Along the eastern side of Darling Street the residential zoned land generally has a 6 m building envelope. Adjacent to Norman Street, along Darling Street are some remnant two storey stone shops. These are unrenovated and worthy of preservation. Traditional development along Darling Street has a nil setback, while more recent housing north of Wisebeach Street has a setback of 3 m. The

Darling Street frontage in this suburb has a mixed, generally two storey form with single and multi unit residential, commercial, retail and poorly regulated signs.

Residential development along Merton and Nelson Streets is freestanding single storey, with tiled, hipped roofing. Fencing throughout the neighbourhood generally consists of palings on top of low brick walls.

The portion of the neighbourhood north of Victoria Road has several short strips of street trees as well as benefiting from the mature trees in the Rozelle Public School. In addition there are a few palm trees on the footpath at the north end of the neighbourhood. Adding to the streetscape amenity is the landscaping of intersection traffic management facilities. The area around the school has the potential for further development as public space and broader community usage.

Another element of Darling Street in Rozelle is a succession of buildings erected for public service uses. These buildings include Police Stations, Fire Stations, Post offices, banks and Churches.

Photo: Traditional commercial façade along Darling Street





*Further information on the upgrade of Darling Street may be sought from the Darling Street Masterplan Study.*

### **Victoria Road**

Victoria Road is characterised by the high vehicle volume flow rates through the municipality to and from the city. The road reserve ranges from 30m to 60 m wide, varies from 6 to 8 lanes and is primarily designed as an arterial road. There are 7 sets of traffic lights on Victoria Road in Rozelle.

Development along Victoria Road is a mixture of scales ranging from single storey to three stories. The subdivision pattern on the northeastern side of the road is characterised by shallow lots with wide street frontages to Victoria Road. Closer to the City West Link Road are numerous car related premises including dealerships, petrol stations and tyre retailers. These businesses tend to be set back a minimum of 10 m from the road and have areas set aside for customer parking.

The built form along the southwestern side of the road is a mix of Victorian two storey shops and residences together with later 20th century industrial style buildings. Other building forms include traditional pubs, housing from the interwar years and a church building currently used as a Community College. O'Connor Reserve and Hanan Reserves provide a landscape relief to this highly urbanised environment, while a row of 30 palm trees in the traffic island provides greenery near the junction of Darling Street.

To the northwest of Darling Street, the Balmain Leagues Club makes a significant impact on the streetscape with a three storey bulk for the full depth of the lot. This contemporary building is an aggregate style of commercial premises which is further compromised by the addition of mobile phone antennas along the western edge of the roof.

Many buildings fronting onto Victoria Road have nil setbacks and access is restricted due to the lack of a formal lane structure. They also incorporate a high level of original shop front detailing and weather protection through the incorporation of cantilevered awnings.

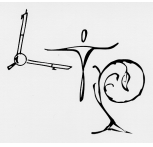
### Industrial Area

The industrial area of this Distinctive Neighbourhood is made up of the service and industrial areas surrounding Crystal Street and bounded by Terry and Wellington Streets. Part of the north eastern section of Victoria Road, south east of Darling Street also presents as a predominantly industrial area.

This is a distinct employment area with numerous uses ranging from light manufacturing, warehousing, ancillary commercial and retail uses and car related uses along and adjacent to Victoria Road.

The area has a diverse range of subdivision patterns varying from small redundant residential lots to large industrial lots such as the Carrier site that fronts onto Terry Street.

The built form also varies extensively throughout the neighbourhood due to changes in landuses and topography, from original workers cottages to post war industrial and



ancillary commercial buildings. There are also examples of contemporary industrial/commercial architecture along Terry Street.

Accordingly building heights, setbacks, and access arrangements differ depending on the age and function of the building and the size and location of the lots.

### **3. DESIRED FUTURE CHARACTER**

#### ***Urban Form***

- ◆ to improve the streetscape amenity by encouraging improved design and layout of buildings as well as increased attention to site usage, signage and ancillary uses.
- ◆ promote a mix and variety of uses and building styles that enhance and contribute to the character and identity of the neighbourhood whilst protecting significant prominent buildings and the townscape;
- ◆ promote a residential/commercial mix in the retail part of the neighbourhood by allowing shop top residential development subject to density and streetscape controls.
- ◆ maintain the predominant bulk, scale and siting of buildings consistent with adjoining development and the neighbourhood generally.
- ◆ improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.

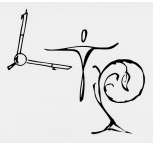
- ◆ protect and enhance the residential amenity of dwellings in and adjoining the neighbourhood.

#### ***Building Elements***

- ◆ maintain and enhance the character of the area by retaining original buildings where appropriate and keeping new development complementary in architectural style, form and materials.
- ◆ retain traditional shopfronts and reinstate shopfront elements including awnings and balconies where appropriate.
- ◆ encourage appropriate lighting and signage consistent with the predominant type along each local area section. Advertising should not become a dominant element in the streetscape.
- ◆ encourage sympathetic colour schemes, corporate identity and signage for buildings that define the character of the area, yet retain the individual identity of each property.
- ◆ discourage additional vehicle access to sites from Darling Street and Victoria Road.

#### ***Economic Viability***

- ◆ promote the continuing development of the Neighbourhood and encourage land uses and development that contribute to the needs of the local community.
- ◆ promote a greater connection and cohesion between the northeastern and southwestern portions of Darling Street,



- ◆ further develop the areas with tourism potential by facilitating tourist attractions such as markets, pubs, cultural activities and tourist accommodation, and
- ◆ enhance and promote the viability and potential for a range of non-commercial activities and services that compliment the core of the Rozelle neighbourhood and its surrounds.

### ***Local Area Character***

#### Darling Street

- ◆ preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets,
- ◆ landscaping and the public domain should be enhanced to include upgraded disabled access, improved footpaths (including widening where possible), improved street furniture, improved pedestrian lighting, improved public artwork and decorative elements,
- ◆ encourage street trading where it does not obstruct the public use of the footpath and does not detract from the visual amenity of the area.

#### Victoria Road

- ◆ encourage development that relates well to the street. The vibrancy and visual interest of Victoria Road should be enhanced.

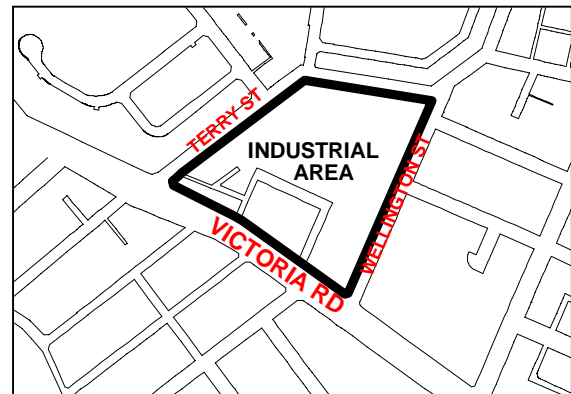
- ◆ promote uses appropriate to Victoria Road that utilise high visibility without compromising traffic flow.
- ◆ view sharing between existing and proposed developments is important.
- ◆ encourage appropriate materials that relate to the established built form. Visual privacy and acoustic amenity shall be incorporated into the design of all developments
- ◆ improve the streetscape by limiting inappropriate signage, colour schemes or other promotional displays.
- ◆ prevent additional driveway access to sites along Victoria Road and generally minimise any traffic disruptions along the road. Any provision for parking should be hidden from the streetscape.
- ◆ encourage and maintain key pedestrian crossings across Victoria Road to prevent the fragmentation of the suburb and the commercial neighbourhood.
- ◆ preserve the current residential character and uses along the part of Darling Street zoned residential.
- ◆ maintain a two storey scale for residential development along Darling Street. Where sites are developed for mixed commercial/residential uses, a 7.2m building envelope is permissible.
- ◆ encourage signage and colour schemes that complement the streetscape.
- ◆ encourage the retention and reinstatement of all private and public trees along Darling Street.



- ◆ replacing cantilevered or posted balconies / verandahs is encouraged for buildings where such elements were original features.



Photo: Inappropriate signage and view towards the CBD.



#### Industrial Area

- ◆ improve the landscaping quality of the area by encouraging appropriate landscaping of development
- ◆ encourage industrial activities to be located within buildings to minimise noise and excessive street activity.
- ◆ encourage consolidation of smaller lots to facilitate the industrial activities within the Neighbourhood;

The industrial area within the Rozelle commercial Neighbourhood is shown on the map below surrounded by thick black edging.

#### 4. NEIGHBOURHOOD CONTROLS

These Neighbourhood Controls apply across the whole of the Rozelle Commercial Distinctive Neighbourhood.

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

##### *Building elements*

- Shopfronts, balconies and parapets shall complement adjoining development. Suitable contemporary interpretation of the original character is acceptable.

##### *Signage*

- Above awning or above building signage will not be supported except where it forms an integral part of the building and is designed in conjunction with the building.

***Vehicular access***

- Where properties are serviced by laneways or Rights of Way, vehicular access should be achieved in this manner.

**5. ADDITIONAL CONTROLS**

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

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

**Industrial Area**

- ◆ Industrial uses shall be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.
- Appropriate off street servicing facilities (loading bays etc) shall be provided.

**Darling Street**

- Building envelopes of 7.2m are permitted fronting onto the western side of Darling Street up to Wisbeach Street.

**Victoria Road**

- A maximum building wall height of 10m, taken from the street frontage, shall apply to buildings along Victoria Road.

- Buildings should cover the full width of the lots and should be built with a nil setback to Victoria Road.
- Developments shall be serviced and vehicle access provided from side streets and laneways and openings to service bays. Work areas and storage areas should not be directly visible from the street.





### A10.5.6 ROBERT STREET INDUSTRIAL NEIGHBOURHOOD

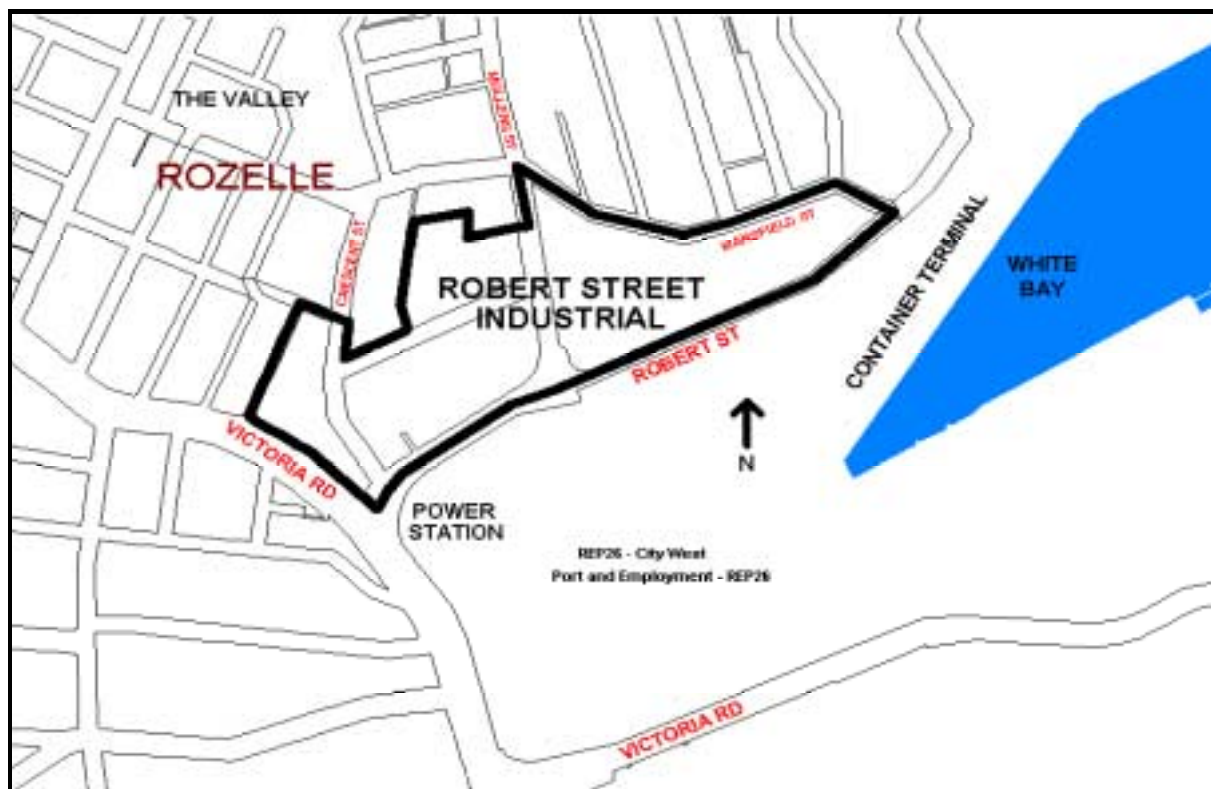
#### 1. LANDFORM

The Robert Street Industrial Neighbourhood is located on the south side of the Balmain Peninsula adjacent to White Bay.

The Neighbourhood is bounded by Victoria Road, Robert Street, Mansfield Street and Loughlin Street. The main street in the neighbourhood is Robert Street which is accessed from Victoria Road, however, the neighbourhood is also accessible via Mullens Street from Darling Street.

The Robert Street Industrial Neighbourhood is an integral component of the maritime industrial precinct that includes Rozelle Bay, the Glebe Island silos, the White Bay Power Station and the White Bay Container Terminal

The Robert Street Distinctive Neighbourhood is defined on the map below surrounded by thick black edging.





## 2. EXISTING CHARACTER

The Robert Street Industrial Neighbourhood represents a distinct pocket of industrial land within the Leichhardt Municipality.

This area was part of the original development pattern of the Balmain Peninsula. During the mid 19<sup>th</sup> century several significant employment generating industries relocated to this area when pollution and space constraints forced them out of Sydney. Integral to the early development of this precinct was the direct access to shipping and broader markets.

The construction of the White Bay Power station and Rozelle rail marshalling yards confirmed the entire precinct as a regional rail/shipping and industrial hub. Within the neighbourhood the main industrial use was the steel products manufacturing plant located in the block between Mansfield Street and Robert Street, west of Mullens Street. This business was in operation from the 1930s to the late 1960s.

The building formerly housing the steel processing plant forms the largest feature in the industrial neighbourhood and is now used for a wide variety of employment generating purposes. This building has an imposing 10 – 15 m wall height built to the boundary, with a sawtooth factory roof behind a parapet. Currently the building is divided into multiple units, accessed from Robert Street. The layout, ease of access and internal dimensions of this current configuration is highly suitable for a multitude of configurations and employment generating uses.

Other development in the neighbourhood includes renovated single storey Victorian terraces with rear workshops along the western end of Robert Street, traditional 5-8m scale industrial buildings and a relatively new multi unit industrial development on former residential land along Parsons Street. The bulk of the area maintains a two storey built form to the street frontage.

In the western portion of the neighbourhood the bulk and scale forms a sympathetic interface between the industrial uses and the adjacent residential form. This part of the neighbourhood has frontage to Victoria Road between Robert Street and Loughlin Street. These sites are predominantly industrial based with some showroom uses.

Along the eastern end of Robert Street the scale of the built environment in the neighbourhood ranges up to 15 m wall height (with 8m wall height at the rear of the building, along Mansfield Street). Along the western end of Robert Street and Parsons Street the scale of development is 6–8 m with single storey scale adjacent to The Crescent and along Victoria Road. Along the western side of The Crescent are a few remnant houses. These sites have a significantly compromised residential amenity and an expanded residential use would be difficult.

Overall, the area retains a strong industrial character, with many of the original manufacturing buildings having been adaptively reused to address more contemporary industrial requirements and largely housed within the buildings themselves rather than



taking place in the open, ensuring that amenity impacts are kept to a minimum.



Photo: Industrial building facing White Bay

Located adjacent to main transport routes, this industrial area is a valuable asset to the wider community in that it provides a base for local business' as well as employment opportunities. It also serves as a buffer between the residential neighbourhood and the heavy industries contained along the waterfront and within the adjacent area.

## DESIRED FUTURE CHARACTER

### *Land Uses and Economic Viability*

- ◆ Encourage developments that take account of existing and proposed Master Plans for land currently managed by Sydney Ports Corporation and the Sydney Harbour Foreshore Authority.
- ◆ encourage a range of industrial uses which contribute to the ongoing viability of the surrounding uses.
- ◆ Provide for a range of industrial spaces that encourage diversity of industrial uses.

- ◆ Retain and enhance the industrial areas to maximise its continuance for employment opportunities.
- ◆ maintain the integrity of the neighbourhood by discouraging residential development in the area.
- ◆ discourage uses that may compromise the viability of which will cause nuisance to adjoining/nearby uses.
- ◆ promote the viability of compatible industrial activity at street level to provide an active street frontage

### *Urban Form*

- ◆ encourage the adaptive reuse of existing buildings whilst allowing for a range of contemporary and compatible industrial uses;
- ◆ allow for increased building scale, especially at the corner of Mullens and Roberts Streets;
- ◆ encourage industrial activities to be located within buildings to minimise noise and excessive street activity;
- ◆ allow industrial development to be built to the street alignment to continue the prevalent setbacks and provide a "hard edge" along the street;
- ◆ locate driveway openings such that industrial based traffic is kept away from residential areas.
- ◆ new development shall provide appropriate off street servicing facilities (loading bays etc).
- ◆ encourage uses that are compatible with surrounding industrial uses.



**Building Elements**

- ◆ ensure that new development is complementary to the scale and character of existing industrial development;
- ◆ ensure that new development continues the symmetrical and articulated facades and predominant horizontal proportions that characterise more recent industrial development;

Victoria Road

- ◆ promote uses appropriate to Victoria Road that utilise high visibility without compromising traffic flow.

**4. NEIGHBOURHOOD CONTROLS**

These Neighbourhood Controls apply across the whole of the Robert Street Distinctive Neighbourhood.

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

**Land Use and Urban Form**

- Industrial uses shall be predominantly located within the building area, to minimise noise and ensure that streetscape amenity is maintained.

**Siting and Setback**

- Where provided, front setbacks and internal areas should be appropriately landscaped to provide a visual buffer to the street.

**Signage**

- Signage must be consistent with the established character of the

streetscape. Signage visible from residential areas should be compatible with residential amenity in terms of location, size, illumination and content.

**Materials and Painting**

- Where a building retains its original unpainted or rendered face brick facade, this shall be retained and conserved.
- Where a building has been painted or rendered, an appropriate heritage-derived colour scheme should be used to ensure compatibility with the prevailing streetscape character.

**Vehicular Access**

- Where properties are serviced by a lane, vehicular access should be achieved via the lane and not from the primary street frontage.
- Appropriate off street servicing facilities (loading bays etc) shall be provided.