Section 2

Locality Statements

2 Locality Statements

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Introduction

This Section contains the locality statements and supporting principles for development within all areas and neighbourhoods of the City. The statements are place-specific and draw on the unique qualities of each neighbourhood and provide an important direction for the development controls and built form guidelines. Each locality statement also includes an illustration showing the boundaries of the locality.

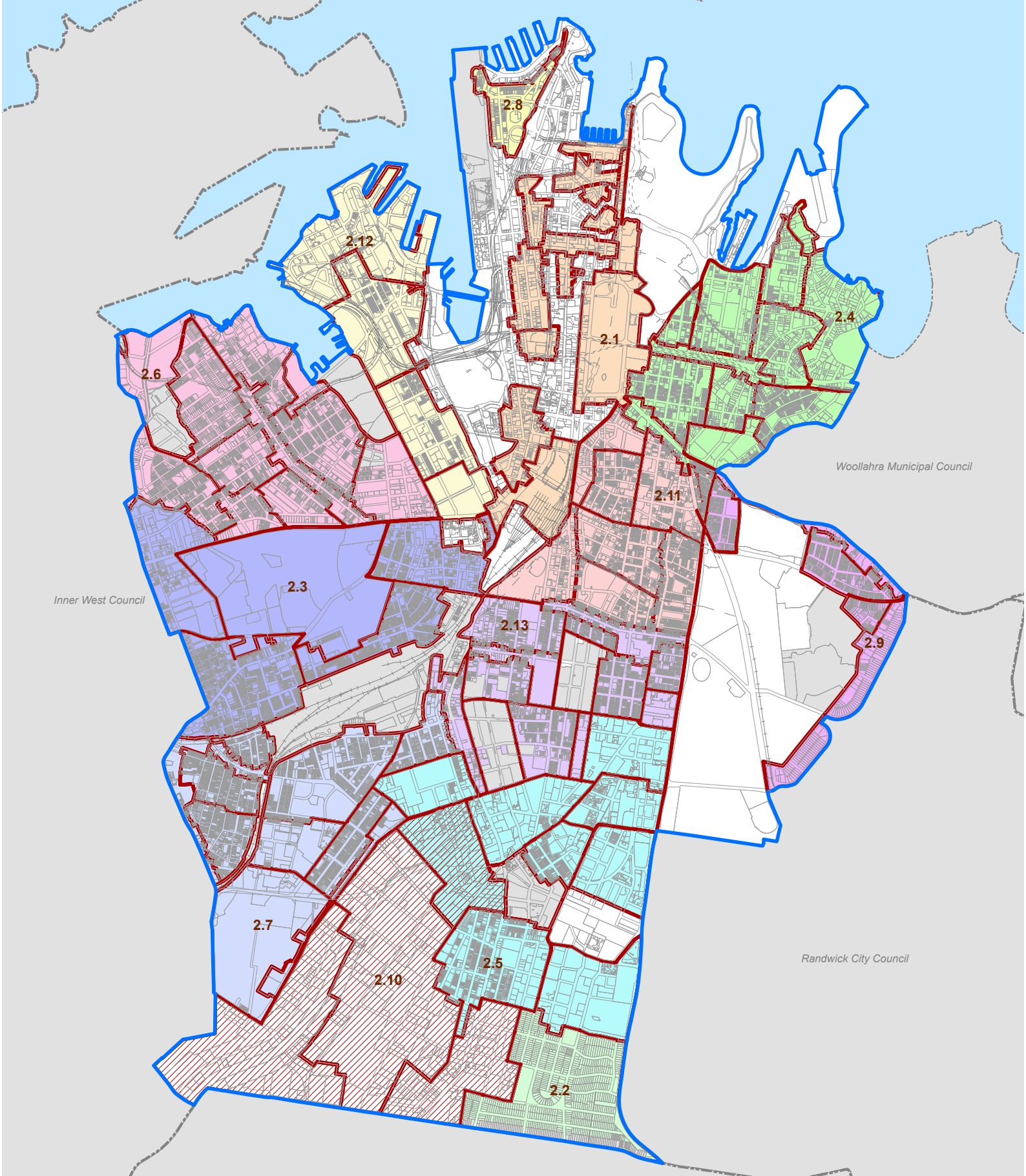
The localities are divided into areas based on their character, including topography, setting, heritage, streetscape, land uses and built form. The statements build on the existing structure, character of the neighbourhoods and important elements that contribute to the existing character. The statements are also supported by a number of principles that help reinforce and enhance the character of each locality.

Section 2.1 includes a number of nominated areas within Central Sydney identified as Special Character Areas.

Section 2.2 through to 2.13 includes the neighbourhood character statement and supporting principles for all areas outside of Central Sydney including:

- Rosebery Estate
- Chippendale, Camperdown, Darlington, West Redfern and North Newtown
- City East
- Green Square
- Glebe and Forest Lodge
- Erskineville, Alexandria (west) and Newtown (south)
- Millers Point
- Paddington/Centennial Park
- Southern Enterprise Area
- Surry Hills
- Ultimo/Pyrmont
- Waterloo and Redfern

Development is required to be consistent with the character statement and supporting principles for the locality area, in addition to the requirements within other sections of this DCP.



City locality areas map

Figure 2.1

Legend

- 2.1 Central Sydney
- 2.2 Rosebery Estate
- 2.3 Chippendale, Camperdown, Darlington,
- 2.4 City East
- 2.5 Green Square
- 2.6 Glebe and Forest Lodge
- 2.7 Erskineville, Alexandria (west), Newtown (south) and Ashmore
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- 2.11 Surry Hills
- 2.12 Ultimo/Pyrmont
- 2.13 Waterloo and Redfern
- CoS LGA Boundary
- Land excluded from this DCP

Sydney Development Control Plan 2012

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CITY OF SYDNEY

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2.1
Central Sydney

Special Character Areas nominated within Central Sydney are considered to be of significance and important to the identity and quality of Central Sydney and include some or all of the following characteristics:

- A character unmatched elsewhere in Central Sydney;
- A concentration of heritage items and streetscapes;
- A highly distinctive element in the public domain;
- A focus of public life with high cultural significance; and
- A widely acknowledged public identify.

Development within a Special Character Area must achieve and satisfy the outcomes expressed in the Special Character Area Locality Statements and be consistent with supporting Principles as well as the following objectives:

(a) retain and enhance the unique character of each Special Character Area;

(b) ensure development has regard to the fabric and character of each area in scale, proportion, street alignment, materials and finishes and reinforce distinctive attributes and qualities of built form;

(c) conserve and protect heritage items and their settings;

(d) maintain a high level of daylight access to streets, lanes, parks and other public domain spaces;

(e) encourage active street frontages to the public domain;

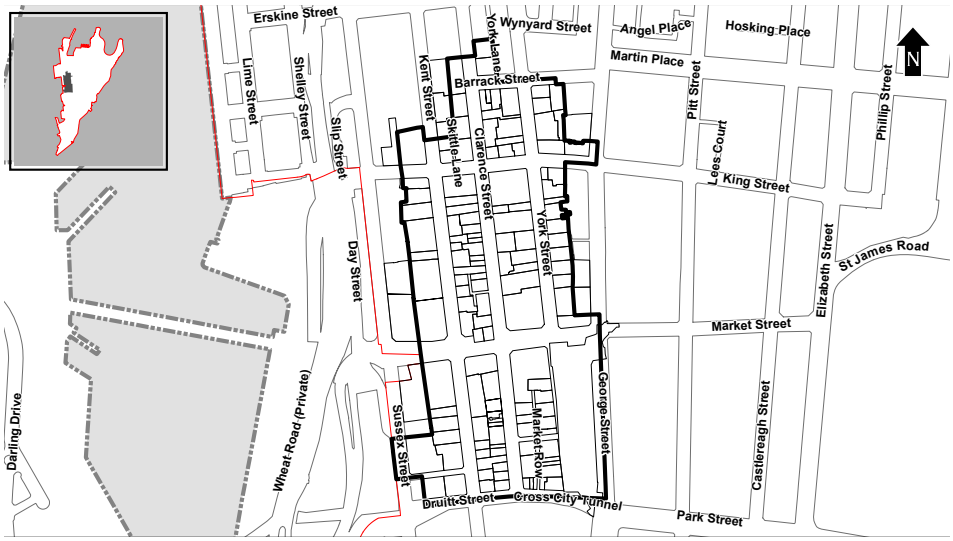
(f) conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance.

The City maintains a database containing a Heritage Inventory Assessment Report for each Special Character Area which includes a description of the item or area, a Statement of Heritage Significance and Recommended Management provisions.

Heritage Inventory Assessment Reports are available by contacting the City or online through Heritage NSW at: www.heritage.nsw.gov.au.

The Heritage Inventory Assessment Report will be considered by the consent authority as part of its assessment of development applications. The recommendations in the Report should form the basis of all applications for development.

2.1.1 York Street Special Character Area including Clarence Street and Kent Street



York Street and the streets and lanes surrounding it contain evidence of one of the early warehousing areas in Sydney that developed due to its proximity to Darling Harbour and the City Markets. The area is characterised by nineteenth and early twentieth century warehouse development interspersed with a hotels that flourished in association with the wharves as well as a number of banks. The warehouse stock generally comprises masonry buildings, 3-8 stories in height, and robustly articulated. The architectural emphasis of the buildings located at street intersections are a distinctive characteristic of this area. The network of lanes, internal cartways and courtyards, uniform block pattern with narrow frontages and west-east transport links represent the progressive development of the area, past and present commercial and retail character.

Barrack Street, at the northern end of the area, is one of the finest urban places in Sydney being defined on all four sides, for the most part, by heritage items of exceptional quality.

With the completion of the Sydney Harbour Bridge in 1932, York Street became the main arterial road into the City Centre. Its character altered as higher scale development incorporating retail and commercial office uses was constructed on key street corners, such as the Grace building, ACA House and Asbestos House. In the post WWII period, the value of the warehouse stock diminished as the shipping trade at Darling Harbour declined, whilst the land value and the need for commercial office space increased. As a result, a considerable number of warehouses were either demolished or their facades retained as podiums to high rise development, changing the skyline of the area. From the 1970s, the character of the area has continued to be altered through major elevated freeway and motorway construction at its western edge, severing pedestrian and visual links with Darling Harbour.

The Queen Victoria Building is evidence of early markets in the area, the first on the site established by Governor Macquarie. Its conversion to retail arcade in the early 1980s was amongst the first large scale adaptive re uses and conservation programmes in Australia representing a shift in public sentiment. The building forms an important pedestrian link, both at ground level and underground. Its grand scale and rare composition of dominant domes define many views and terminate vistas within the area, such as from Mullins Street. Together with St Andrews Cathedral and Sydney Town Hall, it remains a major landmark in the City Centre despite surrounding high scale tower development. Bicentennial Plaza is an important urban space that complements its landmark surrounds and provide an expansion of vistas to these key buildings.

There are also important key east west views through the area between the City and Darling Harbour and the Pyrmont ridge beyond, as well as many significant vistas such as southwards along York Street, which is terminated by the Town Hall, and eastwards along Barrack Street is terminated by the former General Post Office.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Maintain and reinforce the urban character and scale of the area by requiring development to:

i. Have street frontage heights and building setbacks above street frontage heights, consistent with the prevailing scale and form of heritage items.

ii. Respond to the historic warehouse and commercial typologies and materiality in the area.

iii. Ensure new development is designed and sited to enhance the views and settings of heritage items within the area.

iv. Maintain and enhance the historic fine grain subdivision pattern.

v. In Barrack Street, ensure new development is limited in height to the prevailing height of buildings, and enhances solar access to the public domain.

(c) Conserve and enhance the heritage significance of warehouses and associated cartways and courtyards and ensure solar access to courtyards is maintained and enhanced in the design of new development.

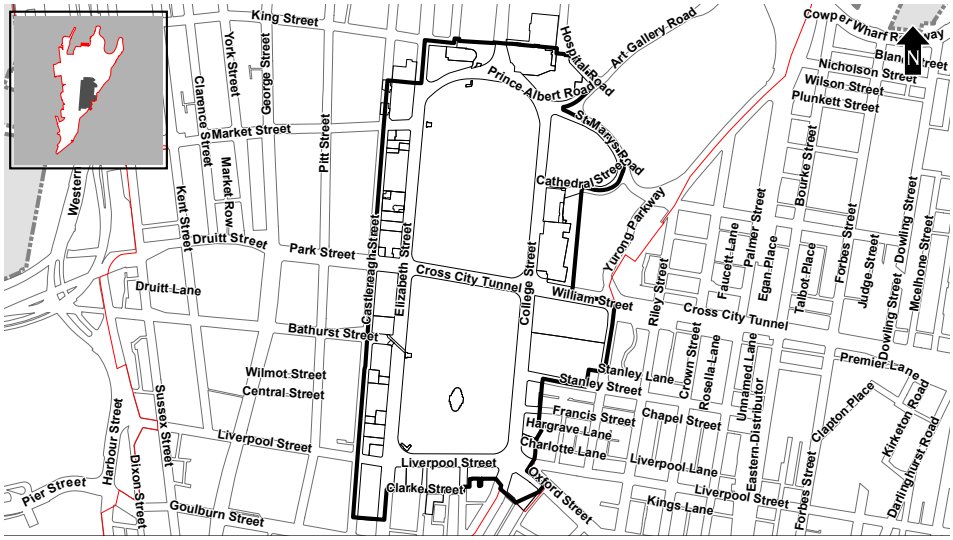
(d) Conserve and enhance the historic pattern of streets and lanes, and encourage fine grain pedestrian permeability through the longer street blocks. Conserve early sandstone and woodblock street pavements that is known to survive within the area beneath later pavements.

(e) Enhance the character of the lanes by protecting solar access, and encourage active uses, where compatible with the significance of aligning buildings. Ensure development provides appropriate street wall heights and high quality designed active frontages.

(f) Conserve and enhance existing significant views between the area and Darling Harbour and Pyrmont, higher level views north to the Harbour Bridge and the significant vistas terminated by the QVB building, Sydney Town Hall, and the General Post Office building beyond the area.

(g) Maintain and enhance the visual relationship between Darling Harbour and heritage items historically associated with the maritime and trading functions.

2.1.2 College Street/Hyde Park Special Character Area



College Street and Hyde Park form a precinct, which clearly separates the City from the residential areas to the east, forms part of the green eastern edge and frames an important gateway to the City.

Hyde Park has two distinct edges: the north and east, flanking College Street and St James Road, comprise important institutional free-standing sandstone buildings and significant public open spaces including Queens Square, which is one of the earliest examples of formal urban design in Central Sydney. The west and south edges consist of commercial development of larger scale with strong street alignment, creating a greater sense of enclosure to Hyde Park.

The northern edge is aligned by Hyde Park Barracks, a place of world significance, St James Church and the Supreme Court complex represent the work of Australia's first government 'Civil Architect', Francis Greenway, with additions to the Court by subsequent Colonial Architects. To these East, the Registrar General's building, St Mary's Cathedral, the Australian Museum and Sydney Boys Grammar School form a fine collection of sandstone buildings set in grounds creating a sense of openness and affording views to the Domain, Cook and Phillip Park and beyond to Woolloomooloo and the Darlinghurst ridge.

Hyde Park is of national significance as the oldest public park in Sydney being in continuous use since 1788, although not proclaimed for public recreation until 1810 by Governor Macquarie. Its current formal plan, dating from the 1920s, demonstrates the application of City Beautiful principles. The Park contains significant monuments, fountains and memorials including the ANZAC War Memorial, the Archibald Fountain and Sandringham Gardens. The monuments and sculptures in Hyde Park not only create a visually interesting outdoor gallery, but bring with them important associations with artists and designers. The Park is a place of both quiet solitude and ongoing public recreation and major events, parades and celebrations that have continue to be held there since the park's inception.

The 2006 Hyde Park Plan of Management and Masterplan are the principle guiding documents for Hyde Park. The documents establish the range of acceptable uses, activities and management practices to reflect contemporary needs. The plan is supported by a range of other studies, policies, plans and strategies.

Significant archaeology is known to remain within the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise the institutional area east of College Street as one of Sydney's pre-eminent public areas characterised by a concentration of heritage items which house activities of state and national significance.

(c) Reinforce the urban character and scale of College Street by requiring new development to be integrated with the form of existing buildings and limiting the height of new buildings to the established prevailing height, and to maintain the sense of openness east of Hyde Park.

(d) Enhance and reinforce the precinct's role as a major gateway to the City from the east, particularly from William Street to Park Street, by ensuring that development does not adversely affect the views when approaching the City.

(e) Maintain and strengthen the sense of enclosure provided by the buildings to the west and south of Hyde Park, by requiring new buildings to be built to street alignment, to have street frontage heights consistent with the existing development and to have adequate setbacks above those street frontage heights.

(f) Ensure the visual relationship between Hyde Park Barracks and St James Church through Queen's Square remains unimpeded.

(g) Maintain and enhance views to and through the Park and along College Street to landmark buildings such as St Mary's Cathedral.

(h) Maintain and enhance the role of the precinct as a major recreational open space for Sydney's workers and residents.

(i) Protect and enhance solar access to Hyde Park, Cook and Phillip Park, Queen's Square and to the grounds of heritage listed buildings and other open spaces in this Special Character Area.

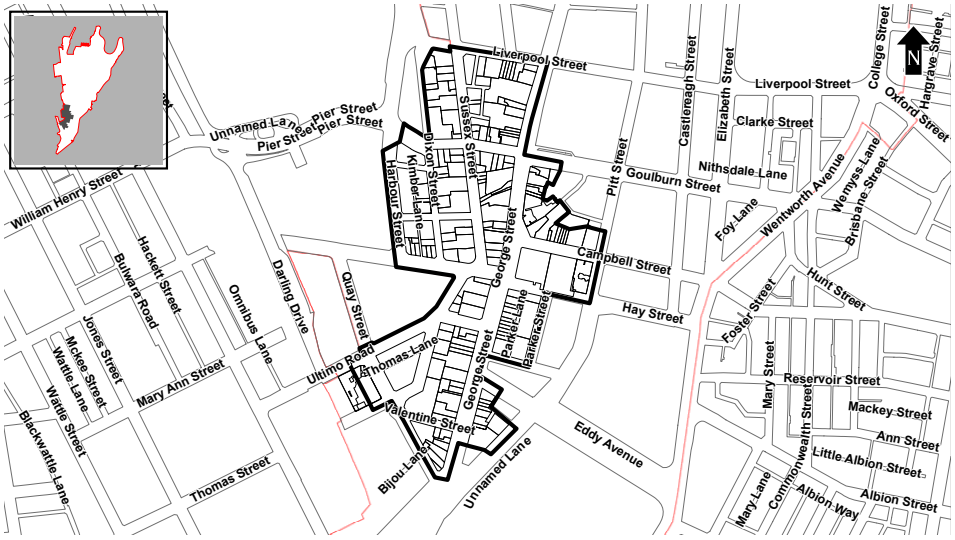
(j) Ensure the visual relationship between Hyde Park Barracks and St James Church remains unimpeded.

(k) Maintain and enhance visual connectivity and pedestrian permeability from Hyde Park through to the Domain and Cook and Phillip Park.

(l) Conserve significant tree plantings, grounds, walls, fences and significant archaeological resources.

(m) Promote an understanding of the historical and symbolic value of the area through interpretation.

2.1.3 Haymarket/Chinatown Special Character Area



The remaining market buildings, stores, warehouses and service laneways in Haymarket, along with the name of the area itself, is evidence of its historic role as markets and its proximity to the port of Darling Harbour. The area offers evidence of its development following the establishment of Central Station in 1906 and the subsequent decline and resurgence of the area since the markets moved from the City Centre. Despite these changes, the area retains a "market" atmosphere, characterised by street level shops, a diversity of commercial, hotel and specialised service uses and a vibrant street life with a diverse social and ethnic mix.

As an area somewhat removed from the City Centre, it retains fine grained subdivision patterns, narrow frontages, informal public spaces and generally low building heights. The consistent low street wall, and the absence of the tower form, creates a pleasant microclimate at street level, which is well sunlit and protected from winds.

The heritage buildings, in particular those at the intersections of George, Hay and Sussex Streets, including the Haymarket Chambers, Capitol Theatre, Palace Hotel, the Corporation Building, Bank of China building, Westpac Bank Building and former Burlington Hotel building, form a significant historic precinct of Victorian and Edwardian buildings of consistent character and scale, reflecting the period's growth and prosperity in relation to the markets, the railway terminus and nearby large scale retail centres such as Anthony Hordern and Company. Modest in scale, homogenous in alignment and lovely in detailing, these buildings make a precinct of considerable township quality.

The surviving former market buildings or building facades at the southern part of the area, including the Market City and UTS Business School at Quay St which fall outside City of Sydney planning area, demonstrate the cluster of the later Municipal Markets built by the City Council. They were part of the city's economy. They help define the market character of the local area.

Sustainable Sydney 2030 identifies Haymarket as one of 10 Village Centres which have been identified as a focus for the City's village communities with services and retail to generate activity into each area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Retain and enhance the urban character and scale of the Haymarket locality by requiring new buildings to:

i. maintain a commercial use at lower levels on the street frontage;

ii. be built to the street alignment;

iii. have street frontage heights consistent with the prevailing form of heritage items in this Special Character Area; and

iv. have building setbacks above those street frontage heights.

(c) Maintain a high level of daylight access to the street by restricting building height and bulk.

(d) Maintain and reinforce permeability within the area and the intricacy of the urban fabric by retaining the existing significant lanes, original street pattern, special corner treatment, small allotments and narrow frontages, and encouraging through site links.

(e) Reinforce the distinct topography of the area by maintaining the layering of development when viewed from Darling Harbour with the City's higher buildings in the background.

(f) Conserve historically significant corner buildings and maintain low building heights and streetscape symmetry at street intersections.

(g) New development is to maintain and enhance vistas within the area to Darling Harbour and former market buildings.

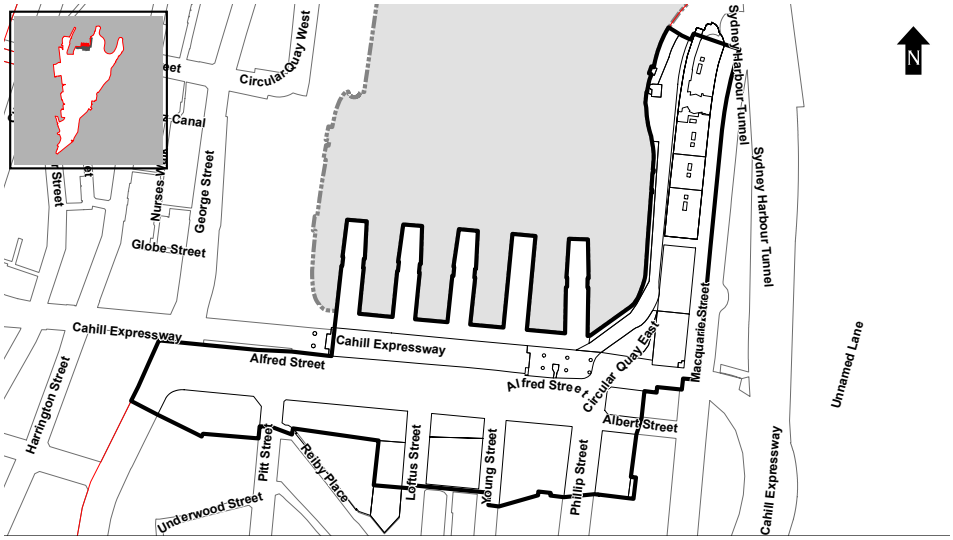
(h) New development is to maintain and enhance vistas along Valentine Street and George Street to Christ Church Saint Lawrence at 814A George Street and maintain vistas towards the clock tower of Central Station.

(i) Conserve and enhance the character of the area by encouraging the retention and reuse of existing nineteenth and early twentieth century commercial and warehouse buildings;

(j) Facilitate the activation of Douglass Street & Douglass Lane and Eagar Street & Eagar Lane for increased public use.

(k) Conserve and improve existing significant public domain features, including sculptures. Encourage to provide public artworks in open spaces. Adopt distinctive signage control policies for Haymarket area..

2.1.4 Circular Quay Special Character Area



Circular Quay's significance lies in its position at the head of Sydney Cove, its historic associations with the British First Fleet landing in 1788 and ensuing first contact between colonists and Aboriginal nations, and the evolution of its function and character.

Circular Quay is characterised by significant public spaces facilitating unique views to the harbour and promontories, the Harbour Bridge and the Sydney Opera House, as well as glimpses to the East to the Macquarie Street ridge and the Domain, West to the Rocks, North to the northern harbour shore, and views from the water's edge southwards to the city centre. These public spaces, where views of the water and sky dominate, provide an important contrast with the dense urban environment to the south. Albert Street and Moore Stairs provide important pedestrian and visual links to the Domain, supported by a number of links through privately owned buildings.

Circular Quay is aligned by buildings of different architectural styles and periods, reflecting the history and development of the Quay after the retraction of the Governor's Domain from the foreshore. The semicircular form of the Quay, supported by its stone sea-wall, and associated reclamation of the Tank Stream estuary was completed by the late 1840s, and the North-South streets of the city grid were extended to join the new Alfred Street. These initiatives facilitated the construction of commercial shipping wharfage and many new buildings, most of which were warehousing related to the new wharfage. The new Customs House was completed by 1845 followed by the Water Police precinct buildings, designed by consecutive Colonial Architects. These buildings, strategically located to maintain a visual and functional relationship with the Quay waterfront, provide evidence of the importance of the Quay in maritime activities in the 19th and early 20th century.

Ferry commuter wharves along the Quay displaced shipping wharves from the 1890s onwards, and planning for a Circular Quay Railway Station commenced in 1909, although not completed until 1956. The completion of the Cahill Expressway in 1958 and the construction of 'International style' office buildings, replacing the nineteenth century warehouses around the Quay, signalled the new vision for a modern international city. However, of these post war era office buildings, only the AMP building remains.

Since the 1960s and 1970s, with the construction of the Overseas Passenger Terminal nearby and the Sydney Opera House, Circular Quay has evolved to be a major commuter transport interchange, a key tourist destination and a major celebratory public space.

The area retains significant nineteenth century lanes, Reiby Place and Customs House Lane as well as sandstone retaining walls, stairs and rock faces, built to negotiate the steep topography up to the Macquarie Street ridge. Reiby Place is a rare remnant from the first decade of the colony, marking the boundary of one of the earliest land grants to the emancipist trader, Mary Reiby.

Significant archaeology relating to natural geographical features, Aboriginal culture and early Colonial settlement is known to remain within the area. Public spaces including Herald Square, Jesse Street Gardens, and Customs House Place have significant public art by renowned artists and memorials.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise Circular Quay as an area of unique character where the harbour meets the city, with a series of significant public spaces facilitating a unique series of views.

(c) Enhance views to the harbour and of the sky from all north-south streets by encouraging the opening of new views from the city to the harbour and foreshore.

(d) Maintain and enhance the visual and physical connectivity between the area and the Sydney Opera House, the Sydney Harbour Bridge, the Rocks and the Domain.

(e) Reinforce the area as a major focal point for public celebrations, and enhance public accessibility to the foreshore.

(f) Reinforce the urban character and scale of Circular Quay by requiring new buildings to the south to be built to the street alignment.

(g) Ensure new development is designed and sited to protect the heritage significance of heritage items within the area, with special consideration given to the heritage curtilage of heritage items, conserving their settings and views.

(h) Maintain and enhance the visual relationship between the harbour foreshore and heritage items historically associated with the maritime functions of the Quay.

(i) Ensure that development associated with the important transport interchange enhances the public domain of the area.

(j) Enhance the character of Reiby Place and Customs House Lane by protecting solar access, and encourage active uses, where compatible with the significance of aligning buildings. New development along these lanes should provide appropriate street wall heights and high quality designed active frontages.

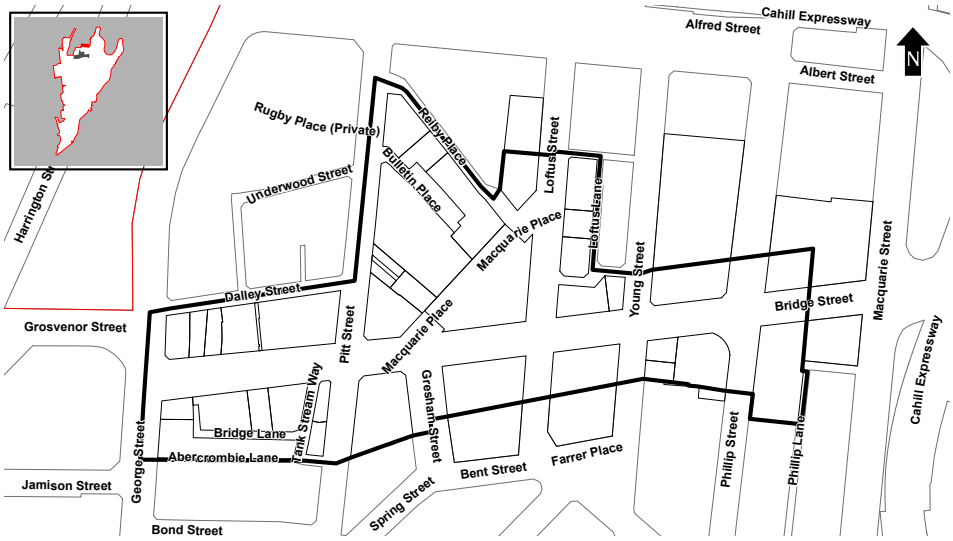
(k) Encourage active frontages for all ground level facades facing Public Places.

(l) Enhance the character of Circular Quay by encouraging day and night-time economies where compatible with transport interchange functions.

(m) Conserve nineteenth century sandstone retaining walls, stairs and rock faces.

(n) Promote an understanding of the value of the area of the historical and symbolic value of the Quay through interpretation.

2.1.5 Bridge Street/Macquarie Place/Bulletin Place Special Character Area



Macquarie Place and Bridge Street represent the early planning of the colony, where land east of the Tank Stream was set aside by Governor Phillip as the Government Domain.

The name Bridge Street signifies its construction as the earliest east-west link across the Tank Stream at the point where the creek widened to the estuary. Bridge Street is significant for its historic associations with First Government House, with early cultural exchange between colonists and Aboriginal nations, and with major colonial government building programmes that ensued after the relocation of the Governor's residence in 1845 and the subsequent extension of Bridge Street Bridge to meet Macquarie Street. Its eastern end is aligned by a cohesive group of highly significant sandstone buildings designed by Colonial Architects, and offers an important vista to the Conservatorium of Music to the east, and views north to the water. Other views are distinguished by significant historic buildings, especially those with significant roof-scapes and features. The western end of Bridge Street is aligned by significant buildings designed by prominent architects of their period, demonstrating the economic importance of Bridge Street as a commercial and trading precinct.

Macquarie Place, originally adjacent to the foreshore of Sydney Cove, is one of the most historically significant urban spaces in Australia, being established by Governor Macquarie in 1810 as the main town square of Sydney. Despite being progressively diminished in size, Macquarie Place represents Macquarie's vision for a permanent planned settlement that provided the genesis of the transformation from penal colony to nation. The 1818 Obelisk, marks the centre of the nineteenth century road network from which all distances in the colony were measured. The Place retains a significant collection of significant historic structures, objects, memorials, monuments, remnant fencing and a small collection of significant trees, including two London plane trees that mark the beginning of the Remembrance Driveway.

Bulletin Place was named after Archibald's weekly publication, founded in 1880, and published from this lane for many years. The street is evidence of the first allotments in the area, marking the boundary of the grant to Andrew Thompson in 1810. Mary Reiby also owned property on Bulletin Place.

The intact system of supporting lanes, some incorporated within buildings, is rare in the City and improves pedestrian permeability. Archaeology of national significance relating to natural geography, Aboriginal culture and the earliest periods of European settlement is known to remain within the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Enhance Macquarie Place as one of Sydney's pre-eminent urban spaces, and recognise the unique collective value of heritage items that align Bridge Street, many that are of state and national significance.

(c) Conserve and enhance the heritage significance of the area including the nineteenth and twentieth century buildings and landscapes, and their settings.

(d) Protect and enhance solar access to Macquarie Place, Bridge Street and First Government House Place.

(e) Conserve the significant lane network, and protect and enhance solar access and encourage active uses, where compatible with their significance.

(f) Maintain and enhance significant views along streets north to the water, views east along Bridge Street to the Conservatorium of Music and Domain, and vistas that terminate at significant heritage buildings.

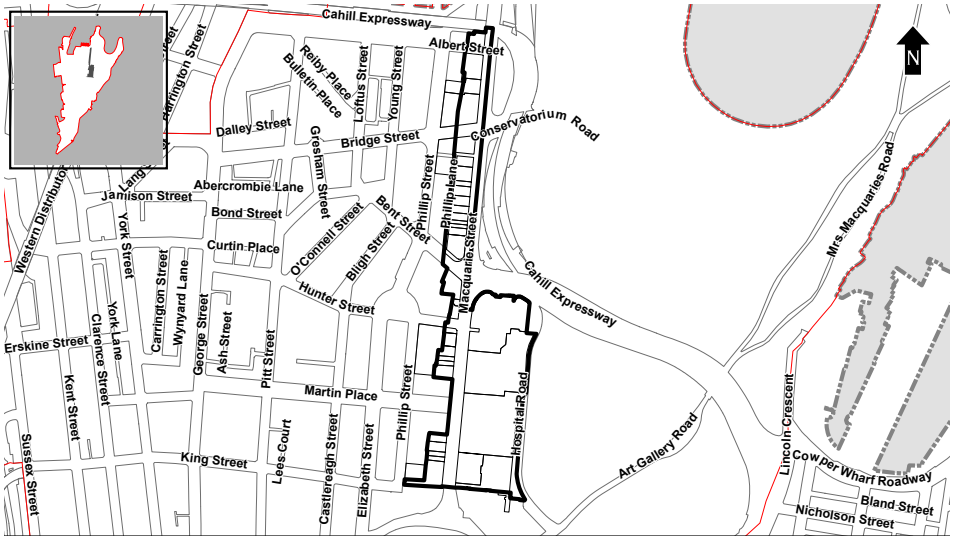
(g) Maintain and reinforce the cohesive and rare streetscape character of Bridge Street and Macquarie Place by requiring new buildings to be built to the street alignment, with building heights that reinforce the existing predominant street frontage height, and frontages incorporating Sydney sandstone.

(h) Conserve significant tree plantings and archaeological resources.

(i) Promote an understanding of the historical and symbolic value of the area through interpretation.

(j) Enhance the character of Reiby Place and Customs House Lane by protecting solar access, and encourage active uses, where compatible with the significance of aligning buildings. New development along these lanes should provide appropriate street wall heights and high quality designed active frontages.

2.1.6 Macquarie Street Special Character Area



Macquarie Street is a grand civic boulevard that forms the eastern built edge of the City Centre, terminated to the south by Hyde Park, and to the north by views to Bennelong Point and the Sydney Opera House. Its character is derived from its location on the ridge and associated views and vistas, the quality of its cultural landscape setting, and its collection of low and medium scale, high quality buildings dating from the early 19th to the late 20th century, housing state legislative and cultural, banking, medical, legal and residential functions. Its character is enhanced by ample solar access and views of the sky, street tree plantings, high quality street pavements, and by the variety of historic walls and fences with glimpses through to garden plantings, courtyards and stone and gravel pathways that lead through to the Domain. Owing to its civic character and the location of the NSW Parliament, the street has developed as a place of both public ceremony and of public protest.

Macquarie Street is characterised by a number of distinct areas derived from its historic origins.

Originally part of the government precinct set aside by Governor Phillip in 1788, Governor Macquarie created the street in 1810 to provide access to the new Hospital he established on the eastern edge of the Domain. The street terminated to the north at the Government Domain at Bent Street, and to the south at Hyde Park. Between 1810 and 1821, Macquarie created a legacy of public buildings of local, state, national and world heritage significance set against the broader cultural landscape of the Domain beyond. This eastern edge demonstrates early nineteenth century principles of town planning, architecture and landscape design, and provides significant vistas that terminate the east-west streets of the City.

The western side of Macquarie Street is far more varied in scale and architectural styles and periods, reflecting the historical development of the street. The southern end developed as a legal and medical precinct from the time of Macquarie, and comprises medium scale buildings providing a transition to the city high rise beyond, and creating a prominent city skyline when viewed from the Domain. After the retraction of the Government Domain in 1845, Macquarie Street was extended from Bent Street north to Bennelong Point to its current extent. Between Bent and Bridge Street, this extension was subdivided and developed as prestige terrace dwellings overlooking the Royal Botanic Gardens. Although only two terraces remain, the fine subdivision pattern is still evident despite twentieth century redevelopment. From Phillip Lane northwards, the western edge remained in government ownership and was progressively developed for government purposes to the design of various Colonial Architects. As a consequence, this section of Macquarie Street retains a distinctive character, aligned by a group of highly significant sandstone buildings, predominantly sandstone, forming a cohesive townscape group.

Archaeology of national significance is known to remain within the area. The area retains significant street tree plantings.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise Macquarie Street as one of Sydney's pre-eminent public spaces flanked by heritage items of local, state, national and world significance.

(c) Maintain and reinforce the urban character and scale of Macquarie Street by requiring new development to:

i. Have street frontage heights and building setbacks above street frontage heights, consistent with the prevailing scale, form, materiality and character of heritage items in the area.

ii. Ensure new development is designed and sited to conserve the views and settings of heritage items within the area, with special consideration given to heritage curtilage of heritage items.

iii. Maintain and enhance the historic fine grain subdivision pattern.

iv. North of Phillip Lane, conserve the cohesive townscape setting of heritage items in this precinct by ensuring new development maintains the established low scale, and by reinforcing the predominant sandstone character of this precinct.

v. On the eastern side of Macquarie Street, conserve the significance of heritage items in this precinct by ensuring new development is of a minor nature, is subservient in scale and conserves the landscape settings of these heritage items.

(d) Protect and enhance solar access to the eastern side of the street, including to the grounds of heritage listed public buildings, and beyond to the Royal Botanic Gardens, the Domain, Queen's Square, Hyde Park Barracks, St James Church, and Hyde Park.

(e) Maintain and enhance visual connectivity and pedestrian permeability through to the Domain and Royal Botanical Gardens from Macquarie Street.

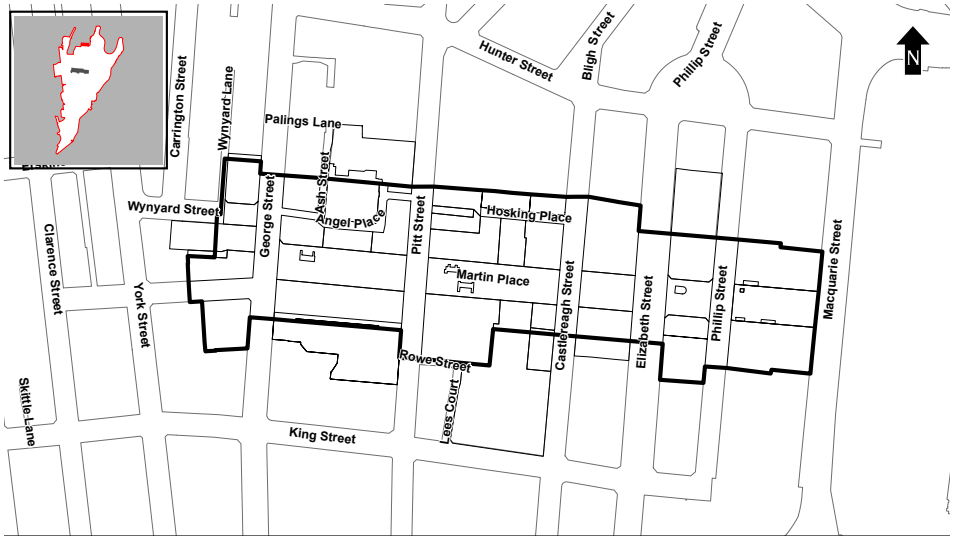
(f) Maintain and enhance vistas to the harbour and Sydney Opera House to the north, and to Hyde Park to the south. Conserve significant vistas that terminate the east-west streets.

(g) Conserve Phillip Lane and Domain Terrace, protect and enhance solar access, and encourage active uses, where compatible with the significance of aligning property. Enhance the interpretation of Domain Terrace through to the Domain.

(h) Conserve significant tree plantings, gardens and grounds, walls, fences and significant archaeological resources.

(i) Promote an understanding of the historical and symbolic value of the area through interpretation.

2.1.7 Martin Place Special Character Area



Martin Place is of social, cultural and historic significance, being the site of various monuments, in particular the Cenotaph, as well as the site of many historical events, which reinforced its image as the civic and ceremonial heart of the City. Its initiation was after the siting of the GPO in 1863, as a small meeting place in the front of the post office. Its subsequent planned evolution and development illustrates the application of city planning principles of the 1880s to 1930s, which culminated in its complete pedestrianisation in 1970. It represents the financial heart of the City, containing significant public and financial buildings.

Martin Place consists of a cohesive group of buildings with a consistent street wall of up to 45m. These buildings have similar architectural features, characterised by the use of richly textured masonry facades, intricate architectural detailing, vertical emphasis and grand proportions at street level, representative of their function as housing various major public and business institutions. The built form encloses a significant linear public space, with strong vistas terminated to the east and west by significant buildings. The GPO clock tower is an important landmark visible from various points within Martin Place.

Martin Place is also significant for its supportive network of lanes, being rare examples of pedestrian thoroughfares reminiscent of Victorian Sydney laneways such as Angel Place and Ash Lane.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Conserve and enhance the significance of Martin Place as one of Central Sydney's grand civic and ceremonial spaces, and as a valued business location.

(c) Retain and enhance the urban character, scale and strong linear enclosure of Martin Place by requiring new buildings to:

  i. be built to the street alignment;

  ii. have street frontage heights consistent with the prevailing form of buildings in the area; and

  iii. to have building setbacks above those street frontage heights.

(d) Protect and extend sun access and reflected sunlight to Martin Place during lunchtime hours from mid-April to the end of August.

(e) Provide sun access to significant sandstone buildings in Martin Place to improve the ground level quality of the public space.

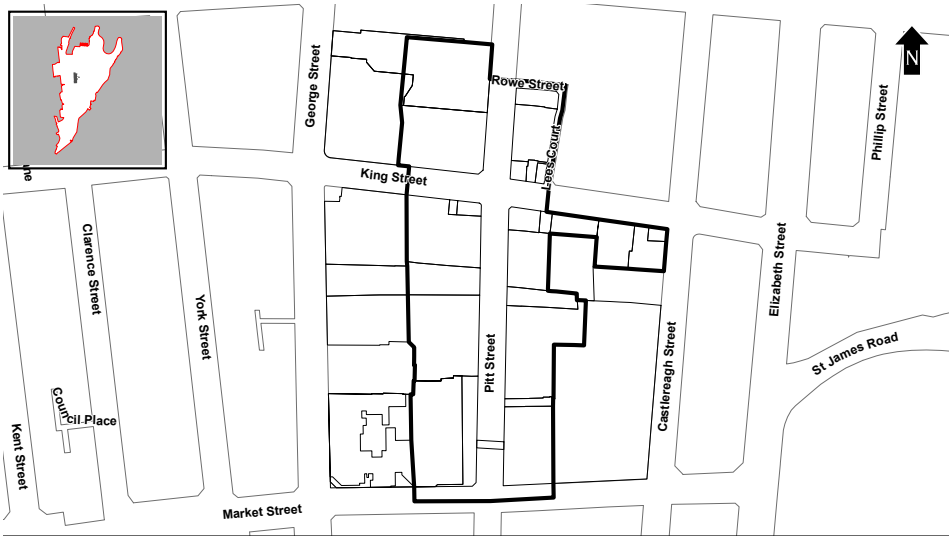
(f) Protect existing significant vistas to the east and west and ensure new development will not detrimentally affect the silhouette of the GPO clock tower.

(g) Retain human scale at street level, while respecting and positively responding to the monumental nature of the place.

(h) Conserve and enhance the heritage significance of the nineteenth and twentieth century institutional and commercial buildings and their settings.

(i) Conserve the significant lane network, activated with ground and floor uses and public art work, where compatible with buildings heritage significance.

2.1.8 Pitt Street Mall Special Character Area



Pitt Street Mall is a major retail node and pedestrian space in the City centre. The wide variety of shopping and leisure activities in the area attracts a wide range of users.

The intense network of through-site links connecting to Castlereagh and George Streets enhances permeability within the area. The concentration of small-scale (4–5 storeys) Victorian commercial buildings standing on either side of the Mall contributes to the character of the area.

The consistent low street wall allows sunlight access to the Mall, especially during lunchtime in winter, which along with its high accessibility makes it a popular meeting place.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise and enhance Pitt Street Mall as a key element of Central Sydney's retail core.

(c) Retain and improve the urban character and scale of Pitt Street Mall and its sense of linear enclosure by requiring new development to:

  i. be built to street alignment;

  ii. have street frontage heights consistent with the prevailing form of existing buildings in the area; and

  iii. have building setbacks above those street frontage heights.

(d) Protect and extend lunchtime and late morning sun access to the Pitt Street Mall from mid-April to the end of August.

(e) Enhance permeability within the area by reinforcing and expanding the network of arcades and through-site links in this Special Character Area.

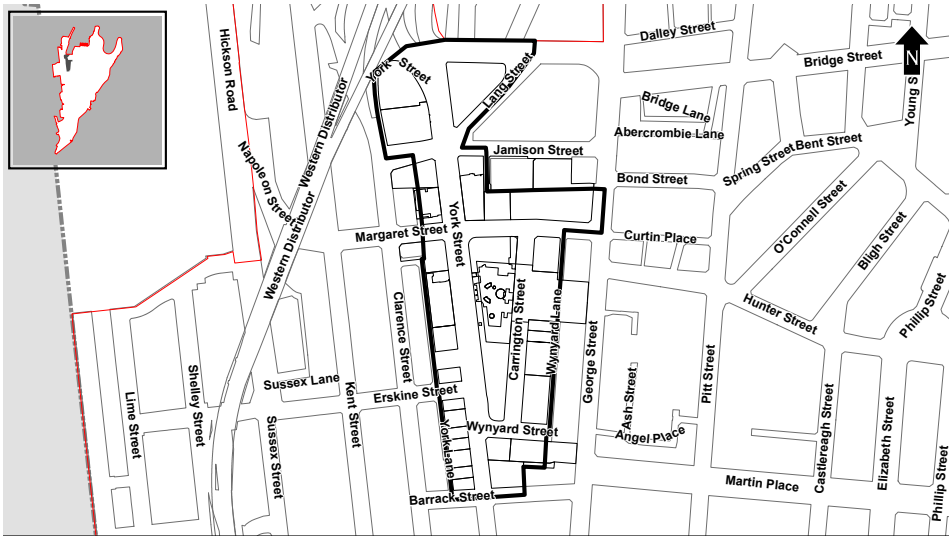
(f) Enhance and encourage the use of the Mall as a major pedestrian space and an informal meeting place.

(g) Conserve and enhance the heritage significance of the area including the significance of the nineteenth and twentieth century commercial buildings and their settings.

(h) Protect and enhance the east west vistas along King Street.

(i) Conserve nineteenth century facades incorporated into contemporary development.

2.1.9 Wynyard Park/Lang Park Special Character Area



Wynyard Park is an important space within the public domain and fabric of Central Sydney. The Park is of a Victorian layout and was used as a military parade ground from 1792 to 1848. It was known as Wynyard Square from 1848–1887, and was officially dedicated as a park and an open space for public recreation in 1887.

It is distinguished as a major public transport node. The street edges provide a strong sense of urban enclosure, created by the uniformity of the buildings lining the streets, resulting in the effect of "an urban room". The majority of these buildings are of a consistent height and street alignment and exhibit similar architectural themes.

Lang Park derives its significance from its dedication as one of the early urban parks in 1866 and its association with the earlier Scot's Church. The park provides a visual relief in this highly developed area.

St Philip's Church, located on York Street, is the oldest Anglican church parish in Australia, it was built in June 1793 using convict labour. Alongside Lang Park, St Philip's church are considered as a northern gateway to Central Sydney.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise Wynyard Park and Lang Park as important elements of the public domain in the northern part of Central Sydney as well as the role of Lang Park and St Philip's church as a northern "gateway" to Central Sydney.

(c) Protect and extend mid-winter lunchtime sun access to Wynyard Park and Lang Park.

(d) Retain the sense of urban enclosure provided to Wynyard Park by requiring new buildings to be built to the street alignment, and the street frontage heights and setbacks above them to be compatible with the prevailing form and scale of existing buildings surrounding Wynyard Park.

(e) Enhance the terminating vistas along Carrington Street, and York Street to the south at its corner with Wynyard Street.

(f) Ensure that new development protects and enhances east-west vistas along Regimental Square, Margaret Street and Erskine Street.

(g) Ensure that any development associated with the important public transport interchange provided at Wynyard is consistent with enhancement of the public domain of Wynyard Park.

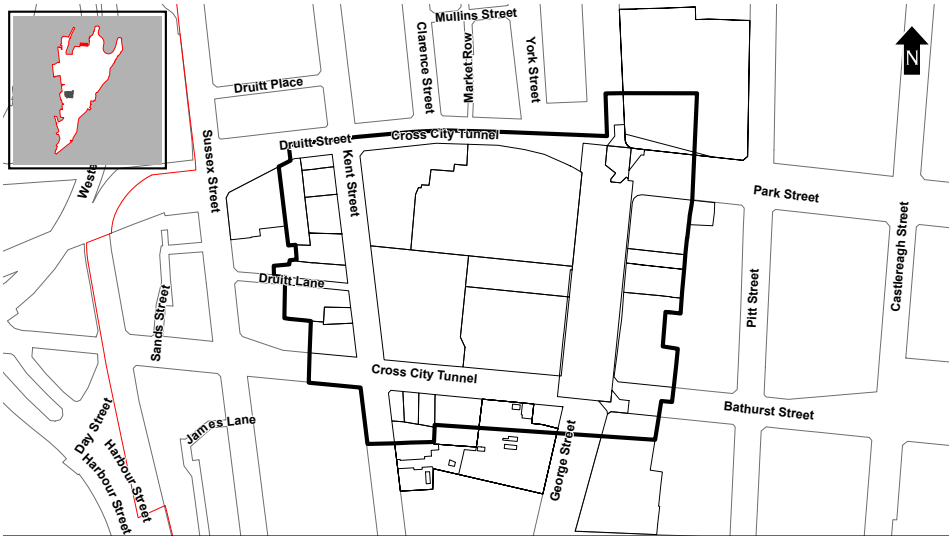
(h) Conserve and enhance the heritage significance of the area by respecting the significance of the nineteenth and twentieth century public, religious and commercial buildings and their settings.

(i) Ensure that new development lining the edges of Lang Park provides an appropriate backdrop in terms of scale and materials and greater compatibility with the Rocks area to the north and the St. Phillip's Church precinct to the west.

(j) Conserve and enhance the heritage significance of St Philip's Church and maximise its visual prominence along York Street and Clarence Street.

(k) Ensure new development is designed and sited to protect the heritage significance of St Philip's Church.

2.1.10 Sydney Square/Town Hall/St Andrews Special Character Area



Sydney Square is a major public open space framed by the Town Hall and St Andrews Cathedral.

The Town Hall is one of the State's most important civic buildings. The Town Hall and its civic setting symbolise the long tradition of city government and has been involved in the development of Sydney City since the mid 19th century. The building is one of the grandest and most elaborate and largely intact examples of the 19th century High Victorian style surviving in Australia. The Sydney Town Hall together with St Andrews Cathedral and the Queen Victoria Building in the adjoining York Street/Clarence Street/Kent Street Special Character Area to the north form a remarkably homogeneous group by virtue of their similarities in scale, texture and materials.

The precinct represents the symbolic and visual focus and centre of the city and serves as a landmark feature along George Street, due to its prominent location and association with major civic events. The clock tower of the Town Hall and spires of St Andrews Cathedral either appear in, or terminate many significant vistas, particularly those from Park, George, York and Bathurst Streets.

The area is one of the busiest parts of the City, in terms of both vehicular and pedestrian movement, and with the underground Town Hall Station functions as a major transport node. The steps of the Town Hall attract many people and the Square acts as a major meeting and gathering place (formal and informal) with a wide variety of activity on various levels.

Though the buildings lining the edges of Sydney Square exhibit a diverse range of styles and scales, they provide a sense of enclosure to the Square.

Council's plans for a new square opposite the Town Hall between George and Pitt Streets, together with better pedestrian amenity on George Street will provide further focus for the civic life of the City.

Principles

(a) (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise and enhance Sydney Square as the pre-eminent public space for civic events and as a community meeting place.

(c) Protect and extend morning sun access to the steps of the Town Hall and lunchtime sun access to Sydney Square and all sun access to the Future

Town Hall Square.

(d) Reinforce the urban character and scale of Sydney Square by requiring new buildings surrounding the street block of Sydney Square to be built to the street alignment, and to have street frontage heights and setbacks at higher levels consistent with the prevailing form of buildings in this Special Character Area.

(e) Ensure that new development lining the four edges of the Square visually continues the Square and provides an appropriate backdrop to the civic character of the area and does not dominate its significant civic buildings that give it a sense of civic significance.

(f) Ensure that any development associated with the important public transport interchange at Town Hall is consistent with enhancement of the public domain of Sydney Square.

(g) Ensure that new development around Sydney Square contributes positively to the definition of the space and is of a scale and character that complements the civic buildings, in terms of facade composition, building materials, colours and textures and exhibits a rhythm and richness in articulation.

(h) Maintain and enhance important existing views and vistas to:

i. the clock tower of the Town Hall from Park, George and York Streets; and

ii. the spires of the Cathedral from Bathurst and George Streets to allow the silhouette of the Cathedral and Town Hall to be viewed and read against the sky.

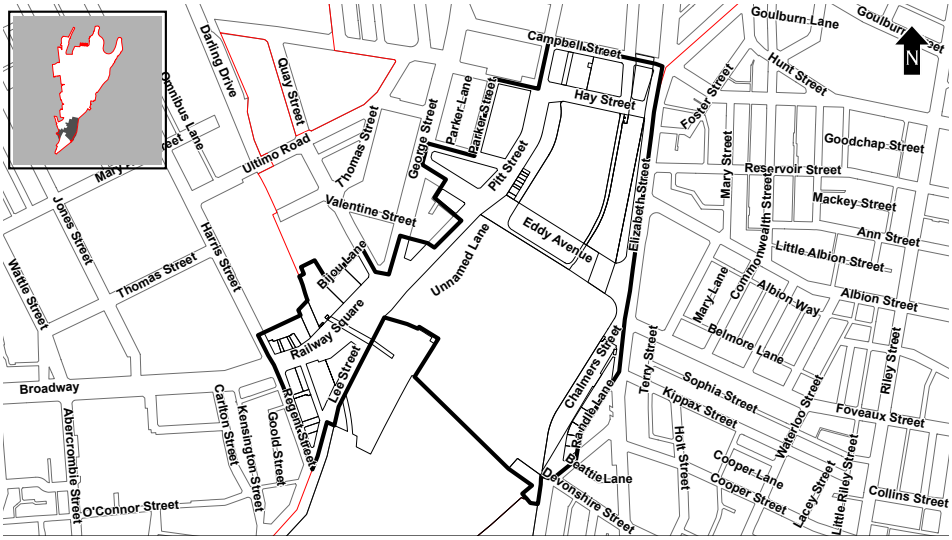
(i) Achieve a new civic square opposite Town Hall between George and Pitt Streets as an active civic outdoor focus for the City (including preservation of sun access to the future square) and to provide a complementary urban space in front of Town Hall with active uses at multi-levels along its southern edge.

(j) Encourage the interpretation of the former lane and St Andrews Place through Sydney Square.

(k) Encourage the reinterpretation of the former gardens in front of St Andrews Cathedral and Sydney Town Hall.

(l) Discourage visual clutter, including non-essential car parking and temporary signage, within the George Street front setback to St Andrews Cathedral.

2.1.11 Railway Square/Central Station Special Character Area



This special character area covers the Central Railway Station and surrounding streets, street intersections, parks and open spaces. The Railway Square, formed by merging streets, is the significant part of the area. The special character area largely covers the land resumed by the State at the turn of the 20th century for the construction of the Central Railway Station. Historically, it has an association with the first railway line and terminal opened further south in 1855 and also has symbolic importance as the focus of a rail system, which has had a great influence on the development of NSW.

While the Central Station complex is independent and separated from other sites by open space and streets, it, together with buildings on the surrounding streets, forms a visual enclosure for the area.

The Central Railway Station was opened in 1902, but was not in a complete form at that time. The station was fully completed in 1921 by the addition of the clock tower, which today acts as a landmark contributing strongly to the visual prominence of the Square. The clock tower was skilfully placed to align with many nearby streets, including Broadway, Wentworth Avenue, and Pitt, Valentine, Albion and Foveaux streets. The civic heritage of the Central Railway precinct provides historic continuity and physical links to the precinct's past.

Railway Square is the major visual and functional gateway to the city from west and south. The intersection of George and Pitt Streets is one of Sydney's busiest and largest intersections, which has traditionally dispersed traffic and pedestrians into and out of the city. The original intersection was of a Y shape and was formed in 1807 by the junction of the old and new connection between George Street and Parramatta Road. The continuation of George Street to the south (Lee Street) in 1843 created the existing X shape of the Square. The Square has functioned for over 150 years, and still acts as a major transport interchange node, allowing change between buses, and heavy and light rail. Belmore Park at the north of Central Station is flanked by sandstone clad via-ducts and ramps on its east and west. It provides a vital parkland in front of the central station terminus building and has a strong visual relationship with the station building itself. The park was an important part of the planning of the central station. The area is typified by a concentration of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied interrelated open spaces and a rich mix of uses and activities, including commercial, industrial, institutional, residential and hotels. The predominant built form is the multi-storey warehouse typology, as opposed to the tower form, which prevails in the City centre to the north of the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise the role of Central Railway Station as the hub of public transports of Sydney and Railway Square as the western and southern gateway to Central Sydney.

(c) Conserve existing heritage buildings including their fabric and features. The heritage buildings represent the historic layers and substance of the local area and they are the character defining elements of the special character area. Developments on heritage sites or adjacent to heritage sites must complement heritage buildings with high quality contemporary building form and design.

(d) Maintain a high level of daylight access to Railway Square, Belmore Park and other open spaces associated with Central Station.

(e) Maintain and enhance the visual prominence and landmark significance of the clock tower and the terminus building of Central Railway Station in the views and vistas from surrounding streets, particularly along Broadway, George and Pitt Streets.

(f) New development is to maintain and enhance vistas to and from Central Railway Station, including those from its concourse.

(g) Reinforce the urban character and scale of the Special Character Area by requiring new buildings surrounding the station and square to:

i. be built to the street alignment;

ii. have street frontage heights consistent with the prevailing form of buildings adjacent to this Special Character Area;

iii. adopting complimentary building form and solid high quality building materials; and

iv. have building setbacks above the street frontage height.

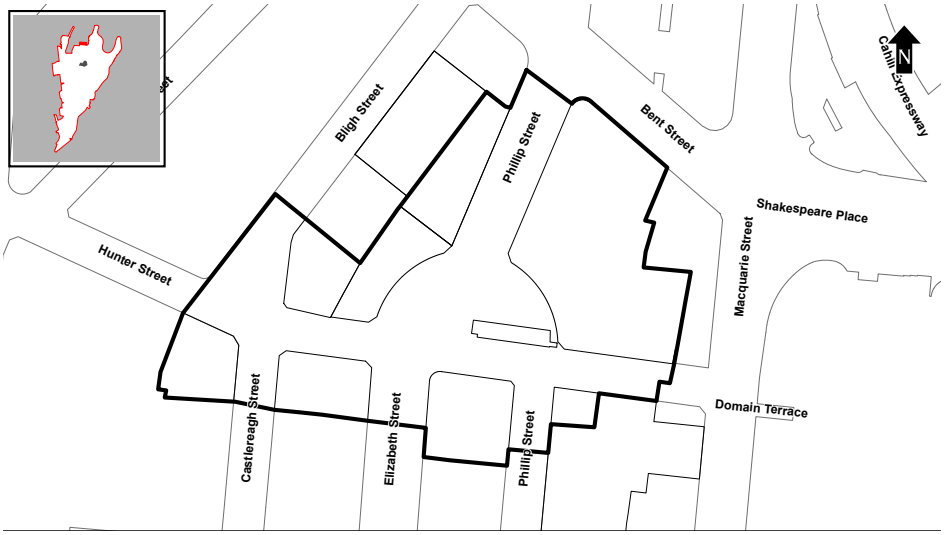
(h) Ensure that any development associated with the important public transport interchange provided at Central Station and Railway Square is consistent with enhancement of the public domain of the area. The existing parkland and open spaces are to be conserved;

(i) Conserve and enhance the character of the area by encouraging the retention and reuse of existing nineteenth and early twentieth century commercial buildings;

(j) Enhance the pedestrian amenity of Central Railway Station and Square and environs.

(k) Maintain the visual connections of Central Station complex with the surrounding heritage buildings and with Haymarket Special character area.

2.1.12 Chifley Square/Richard Johnson Square Special Character Area



The area is characterised by town squares, fine commercial architecture with a strong civic presence, and integrated public art, concentrated around irregular intersections of Hunter Street within Sydney's financial district. The precinct of buildings, artwork and squares predominantly date from the post-war period of the 1940s to 1960s, interspersed with some earlier and more contemporary buildings. The two town squares of Chifley Square and Richard Johnson Square demonstrate significant stages in the twentieth-century planning of Sydney city.

The non-grid street pattern in this area survives from Sydney's early town plan when the streets reflected the original shoreline, north of Macquarie Place, before it was extended to form Circular Quay. Today's post-war buildings and squares in this location creatively respond to the irregular street junctions through curved and other distinctive building forms, integrated into the public domain.

The semi-circular form of Chifley Square was originally proposed in 1908 by John Sulman in response to the Royal Commission into the Improvement of Sydney. The concept resurfaced again in 1937 when proposed by City Engineer Garnsey to relieve traffic congestion, and was finally realised in 1947. The place was officially named Chifley Square in 1961 in honour of the late Hon J.B. Chifley, former Prime Minister of Australia. The following year, Elizabeth Street was extended to create a public square with a traffic island at its centre.

The curved form of buildings constructed to the new street alignments for Chifley Square, including Qantas House in 1957, Wentworth Hotel in 1966, then Chifley Tower in 1993, reinforce the amphitheatre effect of the space. Further works to the public domain were constructed in the 1990s to reclaim and improve the public plaza.

Richard Johnson Square at the intersection of Castlereagh, Bligh and Hunter Streets was named after Sydney's first appointed 'Chaplain to the Settlement' who arrived in the colony in 1788 on the First Fleet. Richard Johnson is believed to have held the first Christian service in the settlement. A 1925 sandstone monument at the centre of the square commemorates Australia's first church erected in this location in 1793. The plaza at Richard Johnson Square demonstrates council's public works to reshape Sydney as a result of its first strategic plan of 1971. It was designed by architects, Clarke Gazzard.

The buildings within this area form a cohesive avenue down Hunter Street, viewed from the high point of Macquarie Street. They enhance the public domain of the streets by both enclosing the distinctive public spaces within the area, and allowing views through to the squares. The buildings connect to the street level through stairs, open loggias and public art, most notably the 1963 Tom Bass sculpture along the podium of the former P&O building. The two squares and surrounding buildings provide visual relief and a break in the intensely built up area of the financial centre.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Recognise and enhance Chifley Square and Richard Johnson Squares as two important public open spaces in the heart of the financial centre of the city.

(c) Promote and encourage the use of the spaces as a destination and meeting place for people.

(d) Interpret the history of the place and in the design of both the public and private domain.

(e) Reinforce the urban character and distinct sense of place of Chifley and Richard Johnson Squares by:

i. emphasising the semi-circular geometry of Chifley Square;

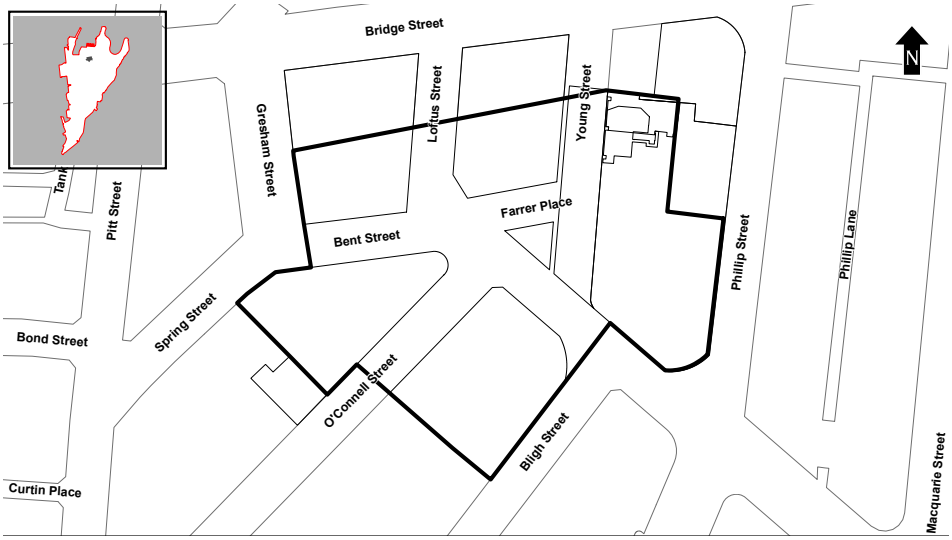
ii. retaining views from public spaces through to Chifley Square and Richard Johnson Square;

iii. maintaining and enhancing the quality of the street edge formed by buildings and their loggias, such as with public art;

iv. requiring new buildings to be integrated with the form of existing buildings; and

v. limiting the height of new buildings.

2.1.13 Farrer Place Special Character Area



Historical evidence shows that Farrer Place dates back as early as 1865 mainly being a street. Its original name was Fountain Street as known in 1871 and the name was changed in 1880 to Raphael Street, after the name of an alderman between the 1860s and 70s.

In 1935, the Minister for Agriculture requested that Raphael Street and the triangular plantation space fronting the building housing the Department of Agriculture which, at the time, occupied the southern wing of the Department of Education, be renamed as "Farrer Place". This was to commemorate William J. Farrer, a noted wheat breeder whose work had incalculable benefit to the wheat growing industry.

The closure of Young Street to traffic formalised the space and gave it the character of a plaza. The place was further enhanced by the development of Governor Macquarie Tower as a major public building, complementing the public and institutional character provided by the Departments of Lands and Education buildings to the west.

The area's location in the heart of the financial core of the city has resulted in large-scale high rise towers, interspersed with lower scale development, mostly with high quality design and elegant rooftops contributing to the skyline of the city. The limited height of the heritage buildings to the north and west allows solar access and provides some visual relief in this highly built up area.

The orientation of the place to the north allows for views to the water and the Harbour Bridge, while the clock tower of the Lands Department building to the west enhances the views from the place and adjoining streets.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(b) Reinforce the urban character and sense of enclosure of Farrer Place by requiring new buildings to:

  i. be built to the street alignment; and

  ii. have adequate setbacks above the street alignment.

(c) Restrain the building bulk and scale of new development, particularly to the east and south of the place.

(d) Protect and extend winter sun access to the place, particularly during lunchtime.

(e) Interpret the history of the place and its evolution in the design of new buildings and elements within the public domain and give it its own sense of place.

(f) Improve, enhance and activate the public domain within the place.

(g) Maintain and enhance existing views to Sydney Harbour and the Harbour Bridge to the north and vistas to the tower of the Lands Department building to the west.

2.2

Rosebery Estate

Sydney LEP 2012 identifies that the area of Rosebery as shown in the figure above and the in the *Specific areas map* in section 5 of this DCP, has a special character, due to the area's "Garden Suburb" design and its consistent subdivision pattern, building form and streetscape patterns and the predominance of Federation, Californian Bungalow and other Inter-War housing.

This area of Rosebery retains the subdivision pattern of the original Rosebery Estate, designed by John Sulman c. 1912 to reflect the ideals of the 19th century Garden City Movement. This movement sought to combine the 'natural' attributes and advantages of country living with the 'social' attributes and advantages of living in towns. Unlike other examples of Garden City planning in Australia at the time, Rosebery was also envisaged as a 'Model Industrial Suburb' whereby detached housing within a spacious landscaped setting would be located close to industrial employment land.

This vision was based on an underlying assumption that a healthy living environment and proximity to work would bring benefits to both employees and employers, and that more harmonious community relations would result. The subdivision was carried out by Stanton & Son, the company responsible for the successful garden suburb of Haberfield.

The majority of dwellings in the area were developed over three separate periods (the 'Federation' period, 1914-18; the 'Californian Bungalow' and 'Inter-War' period, 1920 -1940; and post-war, 1945) which resulted in a consistency in its built form and streetscape. The area's special character is also a result of a covenant on all properties within the garden subdivision which regulated building setbacks and materials.

Over time the built form has been modified by residents seeking/looking to expand and adapt older houses to meet modern living requirements. As a result, many dwellings have lost their original details and have been replaced with buildings that are out of keeping with the original character of the area. Despite these modifications, the area possesses a special character that is not dependant on the architectural merit of surviving early housing stock alone.

The elements that give Rosebery its unique, special character include:

(a) The intact subdivision pattern, which is experienced through the wide streets, long view corridors along streets, large regular lots, the regularity of built form and the detached appearance of the majority of dwellings;

(b) A predominance of housing styles including Federation, Californian Bungalow and other Inter-War housing;

(c) The sense of openness created by the common building front setback of 6m, the predominant single storey building height at the street frontage, the consistent pattern of building separation and low, open front fencing;

(d) The generally consistent built form character and scale that includes gabled roof form, consistent roof pitch, open verandas, parking behind the building line, and facade articulation; and

(e) The landscaped setting.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Balance the needs and desires of residents to improve and adapt their homes and to protect and enhance Rosebery's special character, as described above.

(c) Protect front setbacks and the single storey appearance of built form to retain the Garden Suburb streetscape character.

(d) Retain the character of Garden Suburb subdivision pattern, through maintaining low site coverage, separation between dwellings and the pattern of detached single dwellings.

(e) Retain and enhance existing dwellings wherever possible, and through development, reverse any unsympathetic renovations.

(f) Discourage basement car parking and other features that are inconsistent with the Special Character Statement.

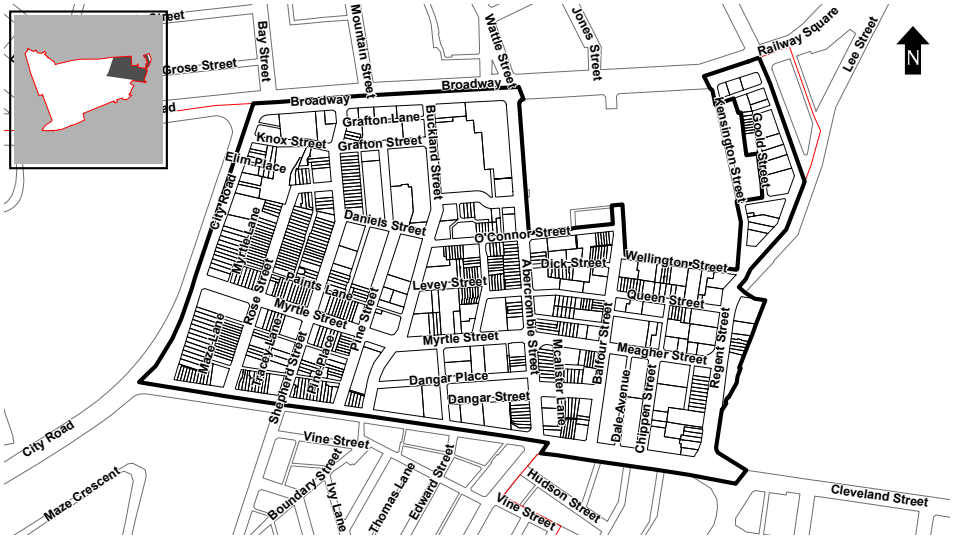
(g) Encourage a diversity of dwelling types and allow for the development of attached, 'side by side' dual occupancy dwellings that contribute to, and enhance Rosebery's special character.

(h) Encourage sensitive new development where retention or adaptation is not possible. New buildings should not copy or mimic the architectural styles of the past, but must incorporate the architectural features identified in the character statement to produce development that is harmonious.

2.3

Chippendale, Camperdown, Darlington, West Redfern and North Newtown

2.3.1 Chippendale



The locality is bounded by Broadway to the north, Lee Street and Regent Street to the east, City Road to the west and Cleveland Street to the south. The former Carlton Uni Brewery site, whilst not subject to this locality statement and supporting principles is an inherent part of Chippendale.

The locality is a residential and mixed use neighbourhood with existing rows of residential terrace houses, commercial buildings and warehousing contribute to the legibility of the area's history and neighbourhood quality.

The scale of housing and adapted warehouse buildings is generally low to medium rise with the exception of the blocks fronting Parramatta Road and Regent Street where early to mid 20th century taller office buildings and warehouses dominate.

The consistency of terrace rows and pre-war and post-war industrial warehouses, their scale and proportions, roof design and materials palette, is important to the significance of the heritage conservation area.

High quality additions and alterations are encouraged to maintain the character of the conservation area and protect residential amenity.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement the heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the visual prominence and landscape setting of the Blackfriars campus, the Mortuary Station and public housing on Balfour Street, Peace, Strickland and Balfour Street Parks.

(d) Provide through site links with development of the former Carlton United Brewery site.

(e) Retain the rich mix of building types, and encourage the adaptive re–use of heritage and warehouse buildings.

(f) Retain residential uses in the neighbourhood and areas of low scale development and consistent building types particularly terrace rows.

(g) Ensure infill development responds to the height, massing and predominant horizontal and vertical proportions of heritage and contributory items.

(h) Ensure the new infill buildings reinforce the predominant street frontages in terms of height, setbacks and street alignment in the eastern part of Chippendale.

(i) Design additions and alterations to retain the scale and massing of front elevations and the original roof form as viewed from the primary street frontages.

(j) Retain and protect early industrial and pre war, interwar and post war warehouse buildings.

(k) Provide high quality design to the building on the corner of Broadway and Buckland Street.

(l) Protect the curtilage of heritage items to enable visual appreciation of the buildings in their setting.

(m) Continue to support non-residential uses on sites with active ground floor uses on Broadway, Regent Street and City Road.

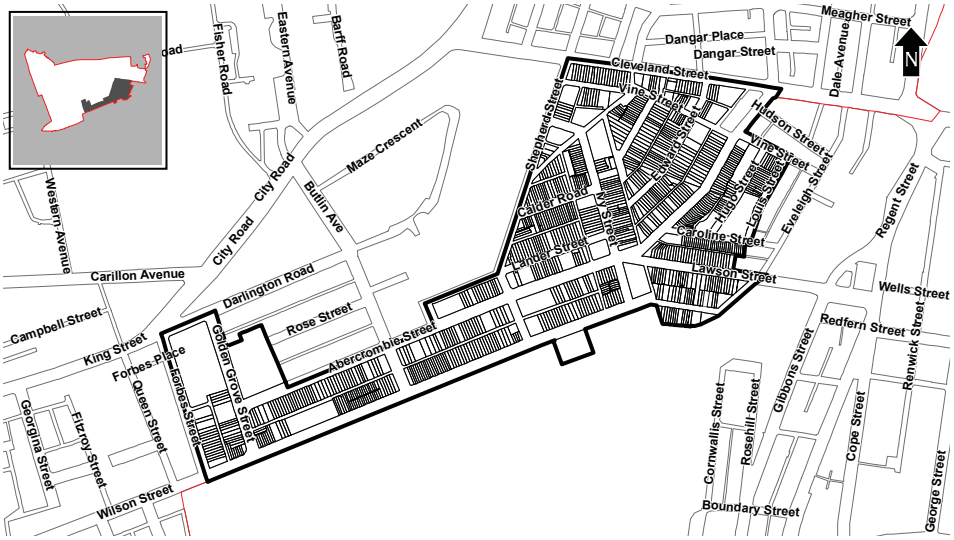
(n) Maintain the existing pattern of retail and small scale commercial uses scattered throughout the neighbourhood.

(o) Design institutional development to be sympathetic to the scale and fine grain character of the area.

(p) New development must ensure that pedestrian and bike links throughout the area can be implemented.

(q) Maintain and reinforce the existing character of well established street tree plantings including those in Bartley, Balfour and Buckland Streets.

2.3.2 Darlington/West Redfern



This locality is bounded by Cleveland Street and City Road to the north, Forbes Street to the west, Wilson Street and the railway lines to the south and the Redfern Waterloo Authority sites around Eveleigh Street to the east.

This locality is a predominantly residential neighbourhood mainly comprised of terrace rows. The consistency of terrace rows: their scale and proportions, roof design and materials palette, is very important to the quality of the streetscape. High quality additions and alterations are encouraged to maintain the character and protect residential amenity.

The emerging centre around Codrington Street on the former Eveleigh Railway Yards site is encouraged.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the curtilage of the industrial buildings in the Eveleigh Rail Yards.

(d) Enhance views along Codrington Street from City Road to the Eveleigh Rail Yards Arts Centre.

(e) Preserve distant views across the Eveleigh Rail Yards site.

(f) Retain the low scale of built form and consistent building types particularly terrace rows

(g) Design infill to respond to the height, massing and predominant horizontal and vertical proportions of existing buildings.

(h) Design additions and alterations to retain the scale and massing of front elevations and the original roof form as viewed from the primary street frontage.

(i) Retain and protect distinctive early industrial buildings.

(j) Design institutional development to be sympathetic to the low scale and fine grain of the neighbourhood.

(k) Encourage sympathetic street block perimeter development on public housing sites.

(l) Encourage non–residential uses on sites fronting Cleveland Street.

(m) Provide accessible and integrated open space as part of the redevelopment of the former Eveleigh Rail Yards.

(n) Maintain the existing pattern of retail and small scale commercial uses throughout the neighbourhood, particularly along Abercrombie Street.

2.3.3 North Newtown

This locality is bounded by Carillon Avenue to the north, Church Street and King Street to the west, the railway lines to the south and Forbes Street to the east.

North Newtown's character is defined by King Street as a retail and entertainment centre with a dynamic blend of traditional and contemporary buildings and shop fronts, dominated by the grand silhouettes of the upper floors of the heritage buildings. Retail activity extends down Missenden Road toward the Hospital precinct creating a secondary neighbourhood centre. Fringe retail activity is encouraged on lanes behind King Street to ensure a diversity of activity.

The active front of King Street buffers the quiet residential areas behind. Residential areas are mainly comprised of terrace rows with a consistent scale and proportions, roof design and materials palette. This contributes to the quality of the streetscape. High quality additions and alterations are encouraged to maintain the character and protect residential amenity.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Preserve the intimate scale of streets in North Newtown (north of King Street).

(d) Retain the low scale of built form and consistent building types particularly King Street's high street wall buildings and residential terrace rows.

(e) Design infill buildings to be consistent with the height, massing and predominant horizontal and vertical proportions of existing buildings.

(f) Design additions and alterations to retain the scale and massing of front elevations. The original roof form as viewed from the primary street frontage is to be retained.

(g) Enable footprint additions to the rear of buildings fronting King Street. .

(h) Introduce active shopfronts with awnings facing King Street.

(i) Provide vehicle access from rear lanes. Vehicle crossings fronting King Street are not permitted.

(j) Discourage site amalgamation.

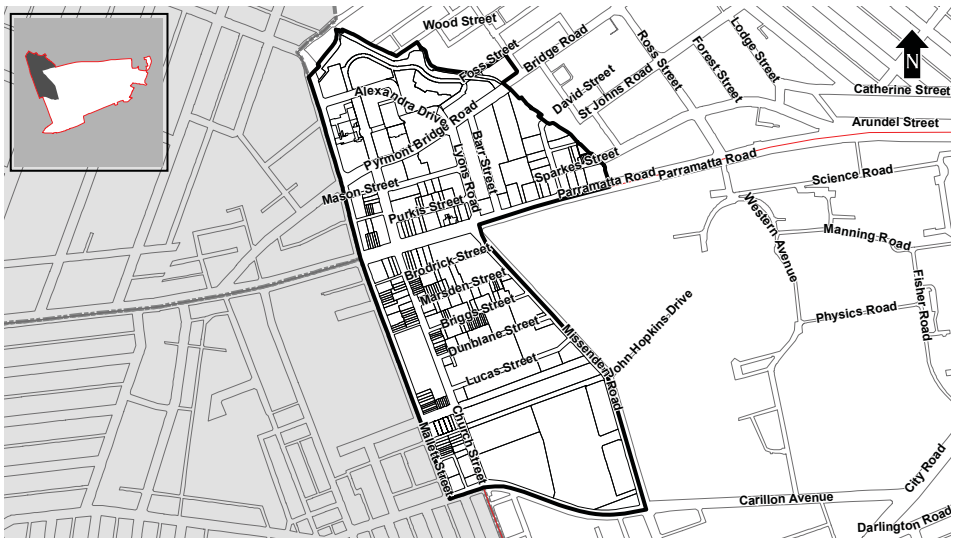
(k) Retain retail uses and cafes and restaurants as the dominant mix of uses on King Street.

(l) Encourage retail uses on rear lanes behind King Street and at corners of side streets and along Missenden Road and Erskineville Road.

(m) Encourage mixed uses on Carillon Avenue and retain the existing residential uses.

(n) Encourage active uses along the western end of Wilson Street to complement the activities on King Street.

2.3.4 Camperdown



This locality is bounded by Carillon Avenue to the south, Mallett and Booth Street to the west and Orphan School Creek and the University of Sydney to the north and east.

Camperdown is to continue its transformation from industrial uses to a vibrant high density mixed–use neighbourhood. Missenden Road is encouraged to support the centre emerging near Parramatta Road and further retail activity along Missenden Road. East–west links are encouraged through the hospital site and University to create a route between Camperdown Park and Victoria Park.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Encourage through-site links with the development of the Royal Prince Alfred Hospital campus, the Department of Housing site on Bridge Road and the University Nursing Faculty on Mallett Street.

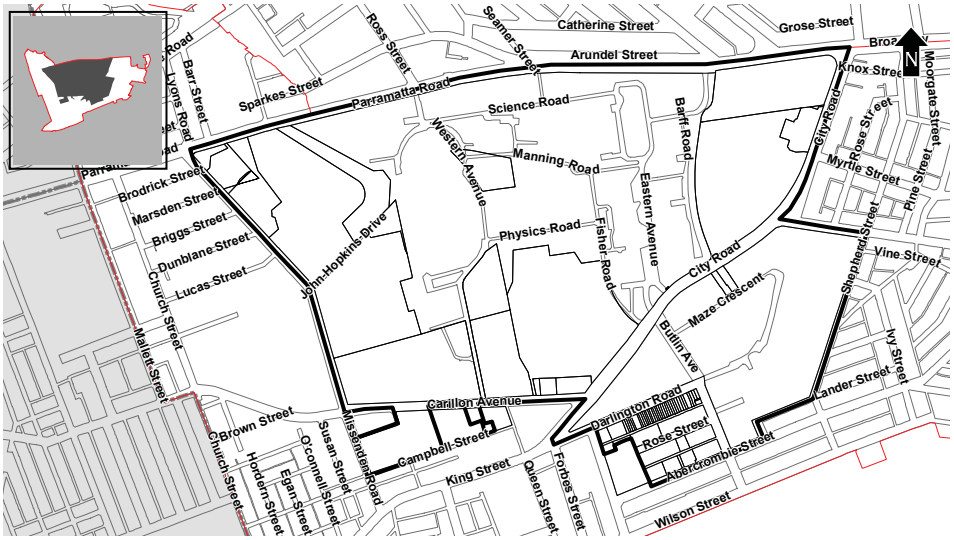
(c) Development of industrial uses north of Parramatta Road are to provide public benefit such as open space, pedestrian and bike connections and adequate on–site parking for new development.

(d) Ensure high quality design on gateway sites at the corner of Parramatta Road and Missenden Road.

(e) Encourage active uses on the ground floor of buildings facing Parramatta Road.

(f) Require active uses on the ground floor of buildings and diverse uses above the ground floor of buildings on Parramatta Road.

2.3.5 University of Sydney/Royal Prince Alfred Hospital



This locality is bounded by Parramatta Road to the north, Missenden Road to the west, City Road and Shepherd Street to the east and Abercrombie Street, Darlington Road and Carillon Avenue to the south.

The University of Sydney and Royal Prince Alfred Hospital will continue to play significant roles in the city as specialised centres for education, research and health. Their heritage values are to be conserved and supplemented by contemporary facilities. Renewal of the campus grounds is to include strong connections to surrounding areas with a network of walking and bicycle links. The boundaries of the campus are to be improved with landscaping particularly along Shepherd Street, Darlington. The connection to the emerging cultural precinct at Eveleigh Railway workshops is to be reinforced.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Enhance the university's landscape campus setting and provide a more legible internal street and pedestrian network.

(d) Encourage landscaping of the university's campus boundaries to improve the interface to adjacent neighbourhoods.

(e) Enhance local and regional vistas to landmark buildings within the University of Sydney campuses, Royal Prince Alfred Hospital campus and Victoria Park.

(f) Retain views from the University of Sydney campus across Victoria Park.

(g) Improve pedestrian and bike links through the University of Sydney, Victoria Park and Royal Prince Alfred Hospital.

(h) Encourage an active streetscape facing Parramatta Road between Ross Street and Glebe Point Road.

(i) New University development adjoining the surrounding neighbourhoods is to step down to the scale of those streets and the predominant scale of adjoining heritage conservation areas.

(j) Provide sufficient curtilage around existing significant buildings, structures and landscape elements to maintain their setting.

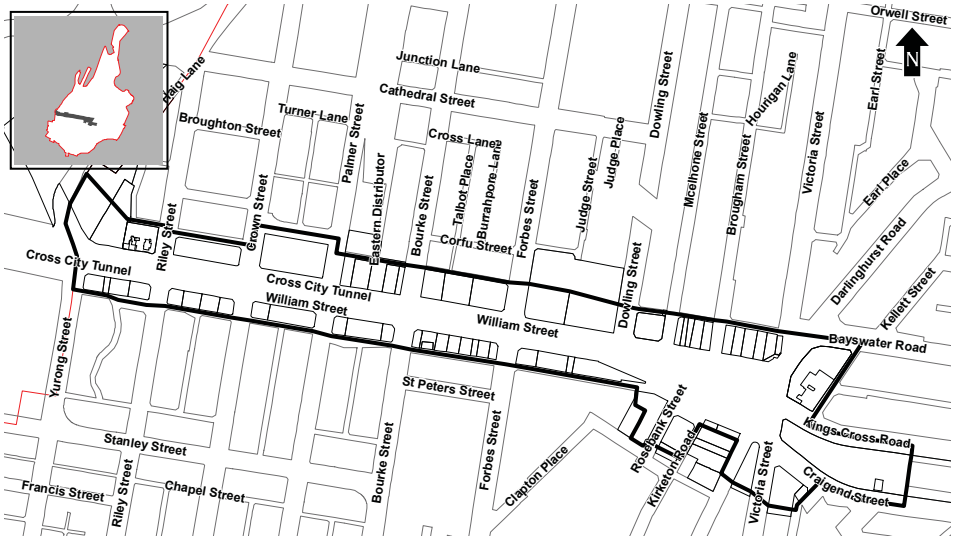
(k) Encourage active uses on the ground floor of buildings facing Parramatta Road and Victoria Park.

(l) Encourage small scale retail, business and community uses to strengthen the retail centre on Missenden Road.

2.4

City East

2.4.1 William Street



This locality includes the lots fronting William Street from Cook and Phillip Park and the Australian Museum in the west to the crossing of Victoria Street and Darlinghurst Road in the east.

As William Street continues to evolve, its amenity and commercial viability will improve. It is to be a pedestrian orientated boulevard linking Central Sydney to Kings Cross with a high quality commercial spine, supported with active uses at ground level.

The existing built form asymmetry of William Street is to be maintained. The south side of William Street is to remain lower in scale with a consistent street height relative to the predominant heritage buildings and to protect sunlight to residential properties to the south. The north side is to continue to develop with taller buildings to the west and lower buildings to the east where the topography rises to the Kings Cross ridge.

The view corridor to the Kings Cross skyline with its crown of towers and landmark Coca-Cola sign is to be maintained and preserved.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Preserve the view corridor to the Kings Cross skyline with its crown of high-rise and significant signage.

(d) Maintain the asymmetrical built form in the streetscape of William Street with taller buildings along the north side and lower buildings along the south.

(e) Promote William Street as a high quality commercial spine with appropriate uses and support the street as a pedestrian orientated location with active frontages to the ground floor.

(f) Support William Street as a pedestrian oriented boulevard with active frontages to the ground floor.

(g) Create a transition in building height with taller buildings located on the northern side and lower buildings at the rear.

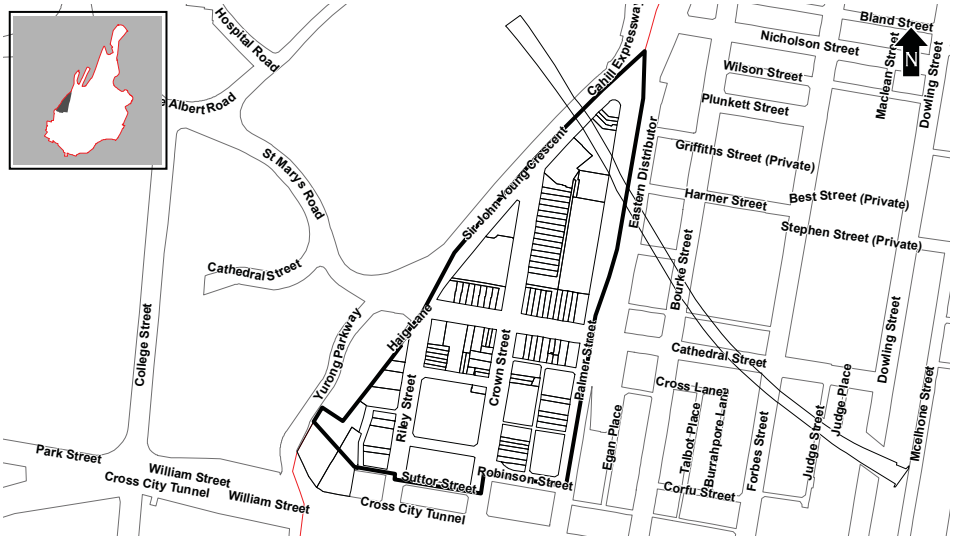
(h) Generally maintain a predominantly 3-4 storey street wall height to William Street south in response to the heritage value of the inter-war character.

(i) Encourage the redevelopment of vacant sites along William Street an important entry into Kings Cross.

(j) Encourage public art at 1 Kings Cross Road, Darlinghurst in accordance with the City's *Public Art Strategy*.

(k) Improve ground floor activity along Crown, Palmer, Bourke, and Forbes Streets to create high quality pedestrian amenity into surrounding neighbourhoods.

2.4.2 Cathedral Street



This locality is bounded by the elevated edge of the Domain parklands and carpark to the west, Palmer Street to the east and the rear of William Street lots to the north.

This area is a low scale mixed-use area. The low scale built form maintains views over the precinct from surrounding parkland of Cook and Phillip Park and the Domain. High quality building design on the western corner of Riley and Cathedral Streets is to develop an improved entry to the parklands. A strong 6 storey built edge is encouraged along the Palmer Street edge in response to the Eastern Distributor tunnel. The area transitions in building height from low to medium scale along Riley Street to taller development along William Street.

The area's heritage items, corner pubs and galleries along Cathedral Street contribute to the character. Crown Street can provide an axis of active street frontages to reinforce the Cathedral Street centre. The growth of an arts precinct in the neighbourhood centre is encouraged.

Residential uses are encouraged above ground level, with commercial and retail on the ground level to promote the casual surveillance of streets and open space.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect the view to St Mary's Cathedral along Cathedral Street.

(d) Maintain sky views over treetops from Cook and Philip Park.

(e) Residential development is encouraged above commercial uses to provide night time activity and a broad market for neighbourhood centre shops.

(f) Encourage the redevelopment of vacant sites along Palmer Street and the Eastern Distributor to shape this an important vehicular entry into eastern Sydney.

(g) Maintain the small lot subdivision and built form along Cathedral Street and the north-east side of Crown Street.

(h) Maintain the low scale of development within the centre of the locality and taller buildings located along William Street.

(i) Encourage a 3 storey street wall along Riley Street to define the streetscape and provide a transition to taller development along William Street.

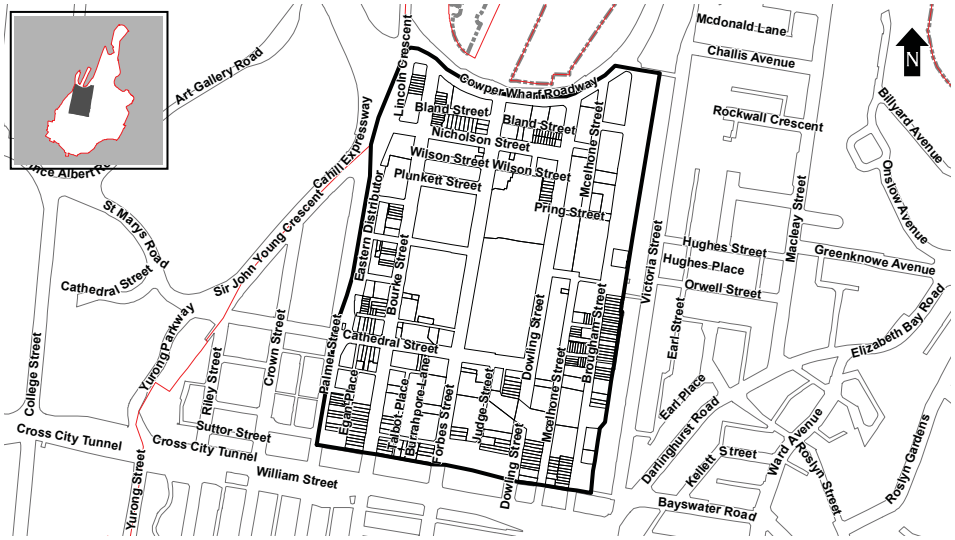
(j) Ensure that buildings on the western corner of Riley and Cathedral Streets address the pocket plaza and respect the scale and articulation of buildings on the corner of Cathedral Street.

(k) Encourage the development of the neighbourhood as a small business, gallery and café precinct.

(l) Encourage a small arts precinct with the growth of galleries along Cathedral Street.

(m) Ensure all development responds to, and complements heritage items and conservation areas.

2.4.3 Woolloomooloo



This locality is bounded by Cowper Wharf Road to the north, Palmer Street to the west, the Victoria Street/Brougham Street cliff edge to the east, and the rear of lots along William Street to the south.

The area is to maintain its low scale residential character below the tree canopy to maintain district views between the Domain and Kings Cross.

Bourke Street will become a mixed use corridor with street activity. Heritage buildings are to be respected by maintaining the predominant street wall height along Bourke Street. The mix of building types and heights in the area south of Cathedral Street acknowledge the mix of small and large lots, protect the built heritage and form a transition to the commercial spine on William Street.

The Cowper Wharf Road centre is to evolve as a significant tourism, entertainment and dining district. The carpark at the intersection of Cathedral and Bourke Streets provides an opportunity for high quality development and uses including local (amenity) shops. Integration of the rail viaduct lands in this location is encouraged.

Plunkett Street Public School and Sydney Distance Education High School provide landscaped areas that contribute to the vegetation and semi-publicly accessible open space in a densely built area and should be maintained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain district views over Woolloomooloo from high ground of the Domain and Art Gallery to Kings Cross.

(d) Maintain the low scale residential uses and school in the centre.

(e) Encourage the redevelopment of the medium scale buildings (6 storeys) along Palmer Street and the Eastern Distributor to shape this an important vehicular entry into eastern Sydney.

(f) Encourage development along Bourke Street with new uses, street activity and improvements along the rail viaduct. The street wall is to define the street edge consistent with existing heritage.

(g) Continue the mix of building types and heights south of Cathedral Street to reflect the mix of small and large lots, protect its heritage and create a transition to the commercial spine on William Street.

(h) Encourage built form that relates to the topography of the neighbourhood. Maintain taller buildings along the ridges and the lower scale built form in the centre of the neighbourhood.

(i) Encourage high quality redevelopment of vacant lands along Palmer Street.

(j) Encourage the western side of Bourke Street as a mixed use corridor connecting the existing centre at Cowper Wharf Road and the emerging centre at Cathedral Street.

(k) Encourage a mix of uses south of Cathedral Street and active uses along Bourke and Forbes Street to improve pedestrian amenity and activity between William Street and Woolloomooloo.

2.4.4 Potts Point

This locality is bounded by the Victoria Street and Brougham Street cliff edge to the west; the rear of lots along Wylde Street to the north; the rear of eastern lots along Macleay Street to the east; and Hughes Street and the rear of southern lots along Greenknowe Street to the south.

The Potts Point skyline is easily identifiable by taller buildings along the ridge.

Potts Point is to maintain its character of grand terraces and significant street tree planting and small front gardens along Challis Avenue and Victoria Street. The northern residential pocket created by predominantly interwar apartment buildings should be maintained. Buildings in Wylde Street are to maintain the streetscape quality created by side setbacks and the landscaped setting. Heritage buildings to the west of Macleay Street are to be maintained and respected.

Macleay Street will be the focus of a primary retail spine and Challis Avenue will be strengthened as a destination for unique café and dining opportunities.

New development is to protect and maintain the established landscape quality of streetscapes including significant planting along Macleay and Victoria Streets, median planting and small front gardens of several east-west running streets.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect views to the City skyline from Challis Avenue and Victoria Street.

(d) Maintain significant planting along Macleay and Victoria Streets, and median planting and small front gardens along the east-west streets.

(e) Maintain and enhance the dynamic mix of uses.

(f) Retain existing buildings in their landscape setting.

(g) Maintain and reinforce the asymmetry of Macleay Street's built form with predominantly 9 storeys along the eastern side and 3 to 5 storeys along the western side.

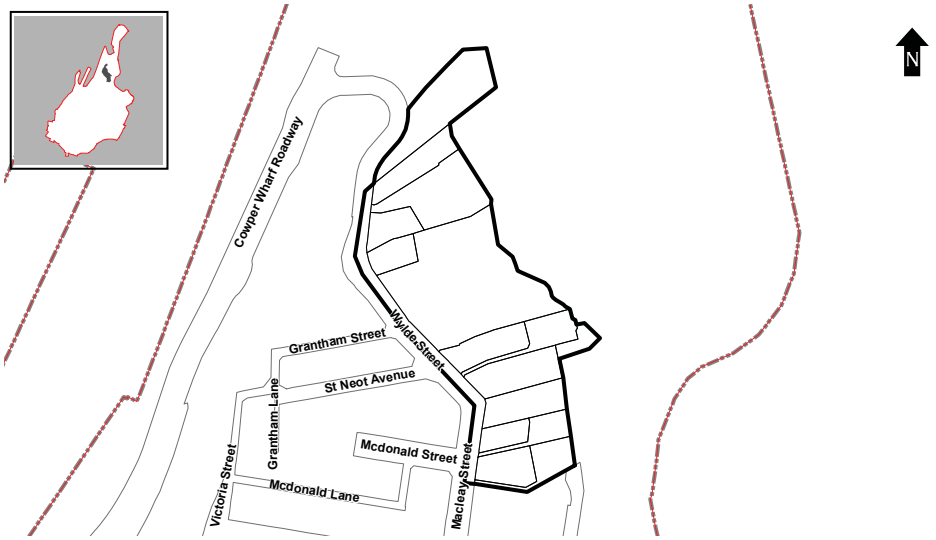
(h) Retain existing tall buildings along the western side, for example 'Byron Hall' as skyline elements within the lower street frontage heights.

(i) Encourage buildings with narrow frontages and party-wall or small building separations along street fronts including Macleay Street and from Challis Avenue to the north where residential apartments are common.

(j) Maintain the predominant side, front and street setback and alignment in Wylde Street.

(k) Maintain the small lot subdivision and predominant terrace building type along Victoria Street.

2.4.5 Macleay and Wylde Street



The locality has a unique streetscape as a result of features such as vegetation, front and side building setbacks, the building alignment and also lot sizes.

The locality has a residential, leafy character characterised by a streetscape quality of side setbacks and predominant landscape. The building heights reinforce the existing cityscape in response to the undulating character of the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain the residential character of this locality.

(d) Reinforce the topography and maintain district and street corridors with taller buildings on the ridges and edges and lower buildings in the valley.

(e) Maintain the existing green side setbacks to maximise neighbourhood amenity.

(f) Maintain the predominant street setbacks and building alignment.

(g) Encourage clear and accessible links through the area to enhance pedestrian amenity, improve access and to integrate the neighbourhood with Garden Island and Cowper Wharf Roadway.

(h) Maintain the built form of buildings that reflect the topography.

2.4.6 The Bays

This locality consists of the Elizabeth Bay and Rushcutters Bay neighbourhoods and are bounded by Sydney Harbour and naval lands to the north; the rear of eastern lots along Macleay Street; the rear of lots to the south of Greenknowe Avenue; the rear of lots to the west of Roslyn Gardens; St Lukes Hospital; Roslyn Street to the West; Rushcutters Bay Park to the east and New South Head Road to the south.

The Bays is a predominantly residential area with a diversity of housing styles and densities within a landscape setting that allows view sharing to continue from the private domain and gaps between buildings. Elizabeth Bay House is to be preserved as a heritage item and a landmark heritage building.

There are small clusters of shops at Elizabeth Road and Bayswater Road that complement the Kings Cross centre.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain view corridors to Sydney Harbour and parks.

(d) Maintain important views from Elizabeth Bay House towards the harbour, and from the harbour towards Elizabeth Bay house.

(e) Maintain buildings within a landscape setting. New buildings should be positioned in the middle of lots and surrounded by gardens and informal tree planting.

(f) Retain the unique “loop” on Elizabeth Bay Road with grand residences and their significant landscapes, juxtaposed against tall narrow fronted apartment buildings with views through to Sydney Harbour.

(g) Provide a landscaped foreshore setback at the edge of Sydney Harbour.

(h) Retain and improve pedestrian access to Reg Bartley Oval and Rushcutters Bay Park.

(i) Preserve the diversity of building types, architectural periods and heights in the area by retaining buildings from the Federation, Victorian and interwar periods.

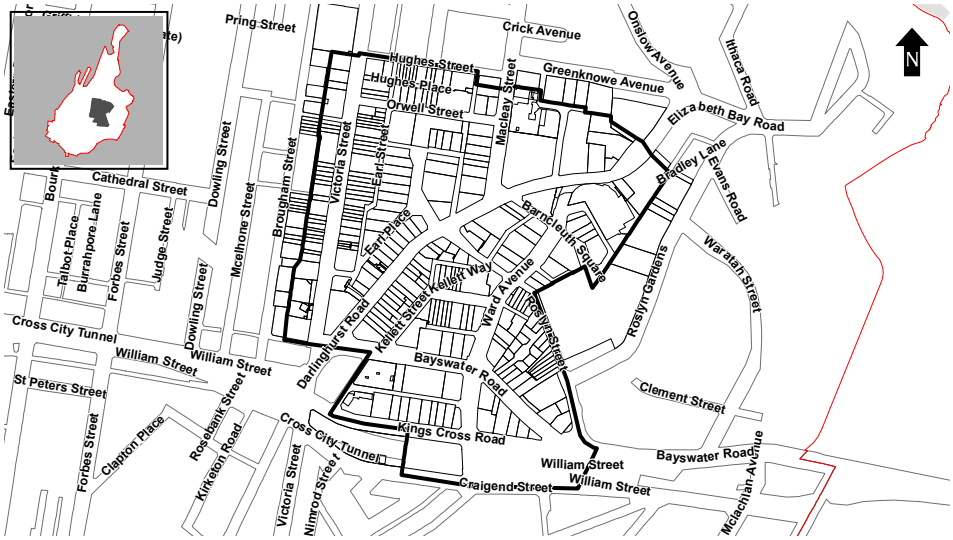
(j) New building forms with narrow street frontages and building separations are encouraged to provide views to the harbour and sky and creating opportunities for vegetation/tree planting.

(k) Design new buildings to maintain a consistent height datum (RL) while responding to a change in topography to enable lower building heights on the top of the slope and taller building heights at the bottom of the slope. Built form that steps in elevation with the topography is not supported.

(l) Step built form along Macleay Street and the ridge line and along the bottom of the cliff down towards Sydney Harbour.

(m) Encourage Greenknowe Avenue as a mixed use street with small office and commercial uses along the street frontage at ground level.

2.4.7 Kings Cross



This locality is bounded by the Victoria Street/Brougham Street cliff edge to the west; Darlinghurst Road / Victoria Street intersection to the south-west; Craigend Street exit from New South Head Road to the south; Hughes Street and the rear of lots along Greenknowe to the north; and Roslyn Street, Roslyn Lane and lots along Elizabeth Bay Road to the east.

The well recognised Kings Cross skyline which includes the iconic Coca-Cola sign are significant features of William Street. Heritage items such as the Kings Cross Hotel have a landmark presence to the street. Any significant redevelopment is to enhance the existing pedestrian network to improve pedestrian amenity.

Kings Cross has long been recognised as an international and regional destination for tourism and entertainment, with international, regional, and local roles to play. Darlinghurst Road forms the area's lively, bohemian main street. The unique character of Darlinghurst Road is typified by its rich history and heritage, eclectic mix of buildings from different periods, architectural character and diversity, an inclusive community and a wide variety of businesses. With a mixture of shops, bars, restaurants, accommodation, and services for local needs, Darlinghurst Road is vital to the local community, as well as serving visitors from Sydney and further afield.

Development along Darlinghurst Road will contribute to and enhance the area's fun, vibrant and eccentric identity by appropriately responding to its existing 'human scale', including the fine grain and established built form patterns of the street. Development should also achieve a balance and diversity of activities and experiences to support the liveliness and vitality of Darlinghurst Road, which is to continue to fulfil its key economic, social, and cultural role within the locality.

The area's role as a centre is to be strengthened by capitalising on its proximity to public transport, and by providing commercial and retail services for existing and future residents and visitors alike. The centre is to be consolidated with Orwell Street promoting active retail and commercial uses to improve the link between Darlinghurst Road, Macleay Street, Lankelly Place and Victoria Street.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement subdivision, heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the built form structure of the neighbourhood with taller buildings located predominantly along the ridge line and at the crossing of Victoria Street and Darlinghurst Road.

(d) Maintain the unique skyline of buildings located along the western side of Springfield Avenue.

(e) Maintain view corridors along Orwell Street and over terraces along Victoria Street towards the city skyline.

(f) Design development on the eastern corner of Darlinghurst Road and Bayswater Road to respond to its highly visible corner location.

(g) Introduce upper level setbacks for new developments to respect the existing streetwall heights to Darlinghurst Road, where appropriate.

(h) Retain the unique skyline elements of existing buildings that exceed the height context however these buildings do not set the precedent for future building heights.

(i) Maintain the small lot subdivision and predominant terrace building type along Victoria Street.

(j) Preserve the Kings Cross Hotel building as an important building for Kings Cross.

(k) Retain Darlinghurst Road and Bayswater Road as a precinct which supports a mix of daytime and night time commercial and retail uses.

(l) Encourage active retail and commercial uses on Orwell Street to improve the link between activities along Darlinghurst Road, Macleay Street, Llankelly Place and Victoria Street and the activity and surveillance of the pocket park on Orwell Street.

(m) Encourage development with active edges and outdoor eating along Springfield Avenue and Springfield Plaza.

(n) Encourage outdoor eating in Llankelly Places to expand the existing laneway character.

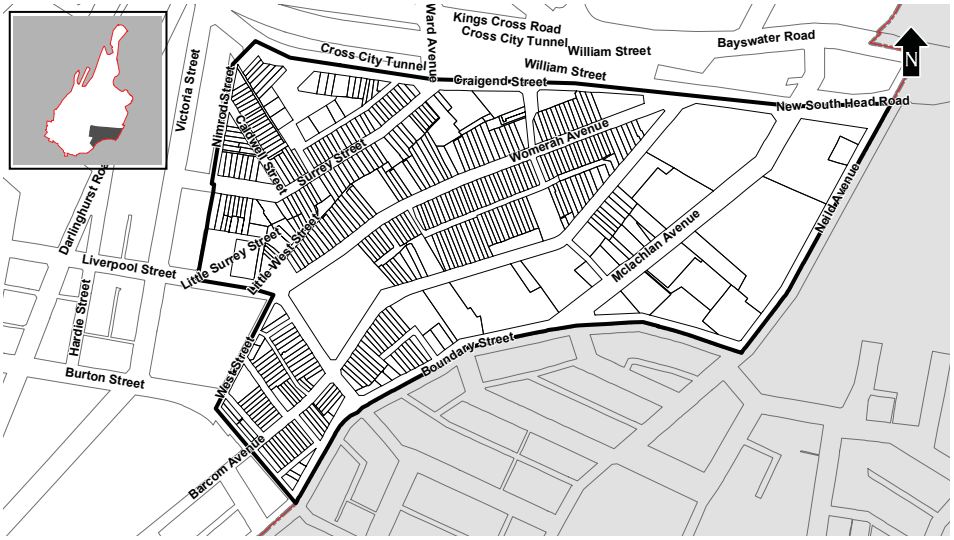
(o) Encourage employment opportunities and provide a range of non-residential uses on Darlinghurst Road that support the existing high population density of Kings Cross and serve its international, regional, and local function including retail, business, entertainment, food and drink, cultural, and community uses.

(p) Reinforce the urban form of Darlinghurst Road including its fine grain, varied, high quality architectural character, and avoid building design that reduces diversity and grain.

(q) Increase uses that provide all day activity, particularly those that serve the broader community's social, cultural, and entertainment needs.

(r) Encourage interesting development that references the socio-historic significance of Darlinghurst Road and supports community diversity and harmony.

2.4.8 Darlinghurst East



This locality is bounded by Craigend Street and New South Head Road to the north, Neild Avenue to the east, Boundary Street to the south, Barcom Avenue, McDonald Street, West Street, Liverpool Street and the rear of eastern lots with frontages to Victoria Street to the West.

Retail uses in the local neighbourhood centre are to be consolidated to increase the amenity of the surrounding residential neighbourhood, and outdoor dining is courring in the local neighbourhood centre.

Uses located on the north-eastern edge of the precinct along McLachlan Avenue and Boundary Street must complement those along Victoria Street and Darlinghurst Road (between Burton and William Street) and provide residents with daily shopping needs.

Liverpool Street is to have active frontages that reinforce retail and commercial uses at the street level and buildings with a low streetwall height and awnings for pedestrian protection.

Future development is to maintain the character of the area created by low scale buildings with street heights that respond to the topography of a low and high side of the street, with a small lot pattern and intact heritage Victoria and Federation residential streetscapes.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain active frontages with showrooms and specialty services along the northern part of McLachlan Street.

(d) Infill development is to maintain and conserve the existing heritage streetscape, which includes Victorian and Federation buildings on residential streets by reinforcing the subdivision pattern, predominant street setback and alignment and building height.

(e) Maintain the streetwall height of existing warehouses along McLachlan Avenue.

(f) Provide awnings along McLachlan Avenue.

(g) Provide openings such as windows and balconies along pedestrian through site links to improve casual surveillance.

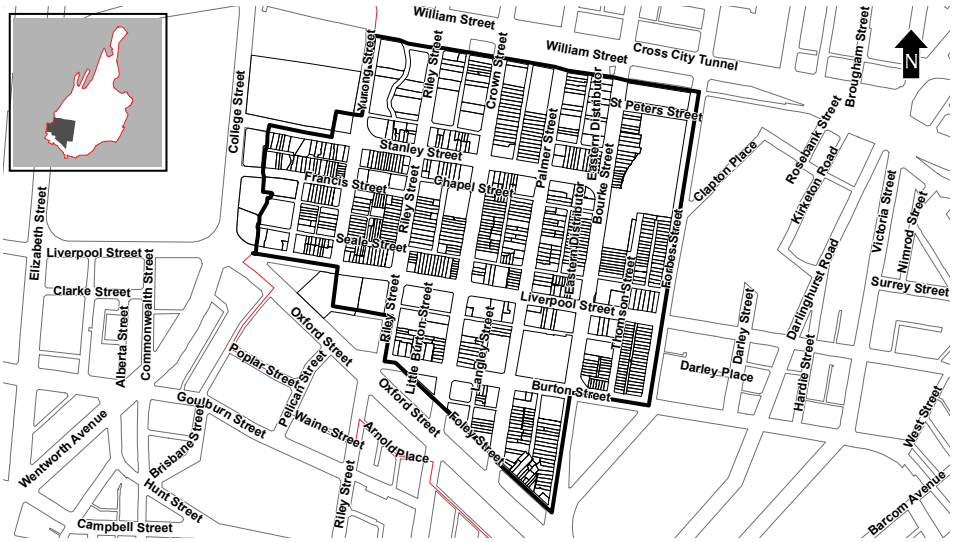
(h) Maintain the green vista along Liverpool Street that terminates at the end of Darlinghurst Public School.

(i) Encourage small offices and home offices, or small commercial suites in terraces on residential streets.

(j) Encourage active retail uses and outdoor dining on Liverpool Street and McLachlan Avenue.

(k) Support specialty services and showrooms located along the northern part of McLachlan Avenue.

2.4.9 East Sydney



This locality sits in a valley framed by Central Sydney and Oxford Street, and falls toward William Street, with a low point between Yurong and Riley Streets. It is bounded by Forbes, Burton and Bourke Street to the east, to the north by laneways behind William Street to the west, by Yurong Street, Stanley and College Streets and to the south by Liverpool Street and the rear of lots facing Oxford Street.

Major roads and significant topographic ridges at the perimeter define this area. The built form comprises low scale buildings in the valley framed by taller buildings on the surrounding ridges. This sense of enclosure is reinforced by taller commercial/retail buildings located along the major roads of College, William and Oxford Streets, while the regular small lot pattern streets to the centre of the neighbourhood are predominantly residential terrace housing.

The existing general built form character of the area is to be maintained and reinforced with taller buildings located along ridges and major roads towards the perimeter of the neighbourhood. Low scale buildings and residential pockets are to be maintained towards the centre of the area in the valley.

The Burton St Tabernacle building is being transformed into a contemporary performing arts space for the new home of a local community theatre and host a range of performances, classes, exhibitions and events.

The heritage streetscape character and small lot subdivision pattern of the residential pockets together with consistent residential streetscapes and and the remnant Victorian character of buildings are to be maintained.

Stanley Street (between Crown Street and Yurong Street) and Crown Street (between Stanley Street and William Street) as well as surrounding northern streets of Riley, Yurong and Crown Streets are to be strengthened with restaurants and cafes. Liverpool Street is a complementary commercial centre with showrooms and specialty services.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Reinforce the topography and maintain district and street corridors with taller buildings on the ridges and edges and lower buildings in the valley.

(d) Maintain district and street corridor views as a result of low buildings in the valley.

(e) Protect the sandstone cliff on the corner of Liverpool and Bourke Streets.

(f) Maintain the predominant Victorian heritage character of the area.

(g) Retain the uniformity of pairs and rows of consistent terraces including the single storey row on Burton Street (between Thomson Street and Bourke Street).

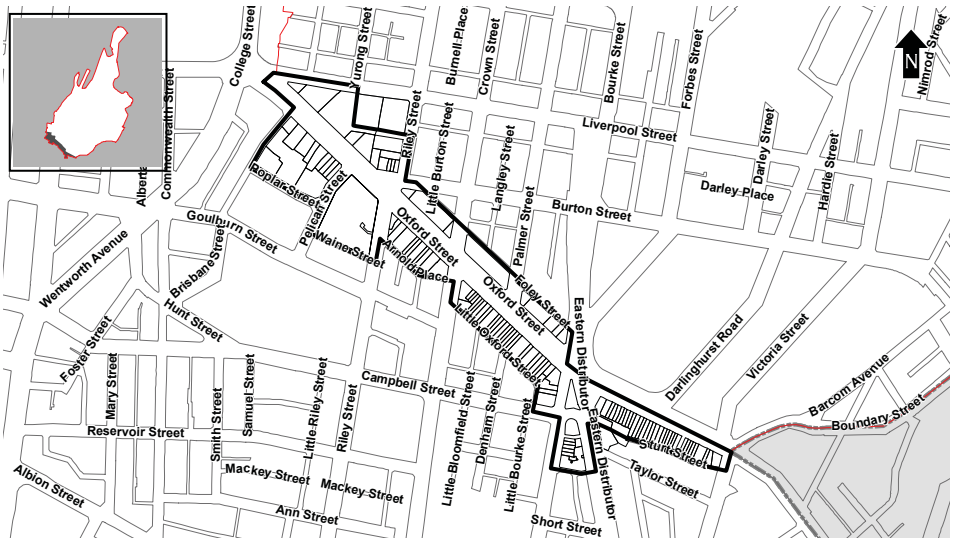
(h) Ensure that new infill buildings reinforce the predominant street frontage height, setbacks and street alignment.

(i) Maintain the building heights of SCEGGS (St Albatross Reserve) to allow local views from adjacent houses along Thomson Street.

(j) Consolidate a mix of complementary uses including art related activities.

(k) Encourage outdoor cafe seating along Stanley Street (between Crown Street and Yurong Street) and Crown Street (between Stanley Street and William Street).

2.4.10 Oxford Street, Darlinghurst



This locality is made up of lots fronting Oxford Street and lots at Taylor Square where Bourke Street and Flinders converge.

Oxford Street, Darlinghurst is to continue to provide uses that reflect its role as a regionally significant retail and entertainment street and a local business centre for surrounding neighbourhoods. The area has a range of day-time and night-time activities.

There are a number of strategies developed by the City of Sydney focus on strengthening Oxford Street as a 24 hour entertainment, tourism and retail precinct. The Oxford Street Cultural Quarter Plan prepared in 2009, builds on and responds to these broader strategies and policies to maintain and develop a healthy and competitive economy, a vibrant community, support the local economy and integrate with overarching Council strategies.

New development will conserve and complement the context established by the heritage fabric and ensure new development while not mimicing heritage styles, but responds to the urban context and contributes to the established built form patterns of the street.

Future development along Oxford Street is to reinforce the established heritage character of narrow shop frontages and consistent awnings.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain and enhance the existing heritage buildings along Oxford Street.

(d) Development is to respect the prevailing scale, character and form of the street, as defined by the Victorian, Federation and Inter-war heritage buildings.

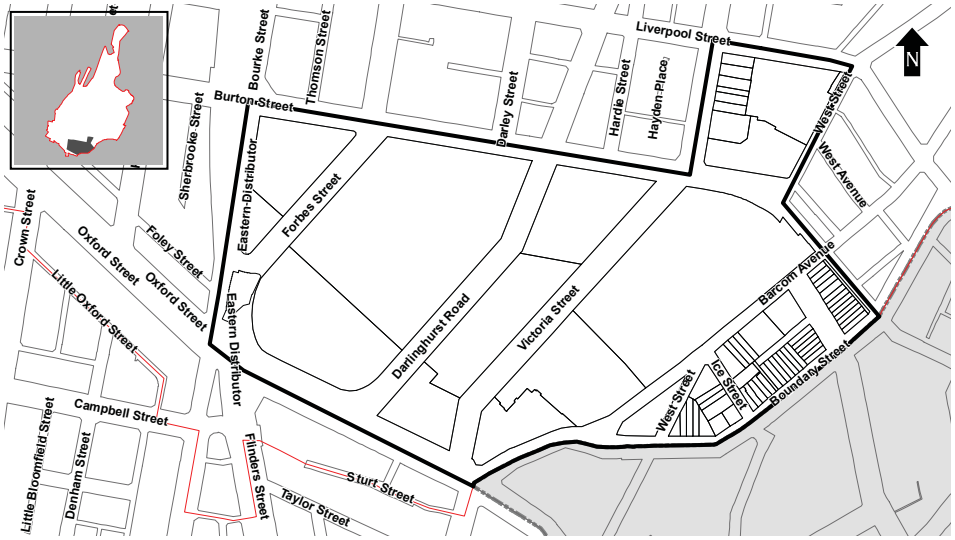
(e) Ensure that new development reinforces the individuality of different precincts that characterise Oxford Street.

(f) Significant shop fronts are to be retained and conserved. The design of new shopfronts should take their cues from traditional shopfronts.

(g) Maintain the mix of uses that contribute to Oxford Street as entertainment, tourism and retail precinct.

(h) Maintain Oxford Streets retail, commercial, entertainment and tourism uses and encourage these uses to occur both at and above the street level.

2.4.11 Taylor Square and Darlinghurst Civic Precinct



This locality is bounded by Burton, Victoria, Liverpool and West Streets to the north, Boundary Street to the east, Oxford Street to the south and Forbes Street to the west.

The Civic Precinct has a historic civic and institutional character. New development is to respond to the sandstone civic buildings of the Darlinghurst Courthouse and former Darlinghurst Gaol (sandstone wall) at the intersection of the north-south and Oxford Street ridgeline which have a strong street presence.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Design low-scale buildings to be in context with heritage buildings.

(d) New development along Liverpool Street is to include awnings to provided sufficient pedestrian amenity and weather protection.

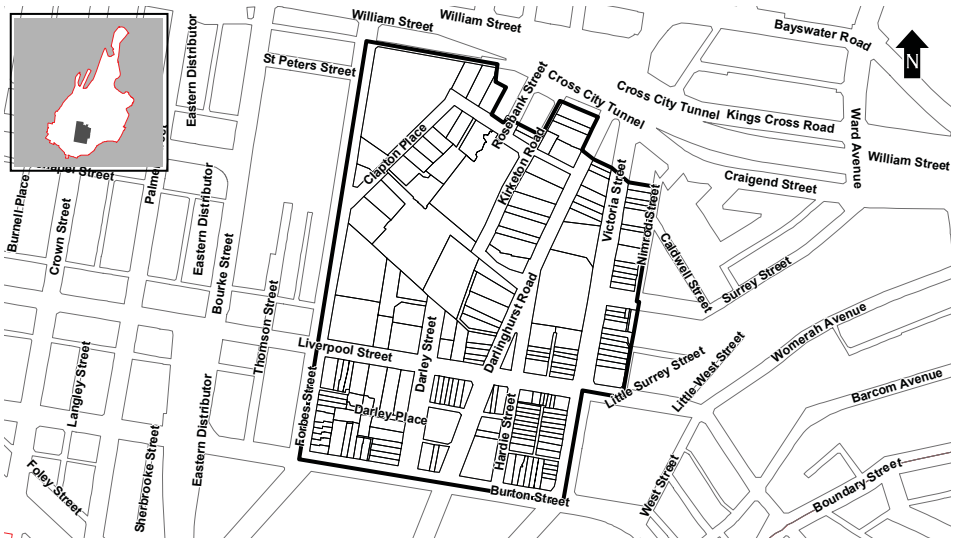
(e) Strengthen the public domain of Taylor Square by linking the forecourt of the Darlinghurst Courthouse to Taylor Square.

(f) Provide a transition in height of new buildings on hospital land between the high wall along Barcom Avenue and the low scale surrounding residential areas, particularly east of the hospital.

(g) Design the development of the carpark site on Liverpool Street to respect the scale of the heritage listed 'Green Park Hotel' to the west, and the lower scale residential areas to the east.

(h) Maintain the historic civic and institutional character of the area.

2.4.12 Darlinghurst West



This locality is bounded by Forbes Street to the west, the rear of the southern lots that have frontage to William Street to the north, the rear of the eastern lots with a frontage to Victoria Street to the east, Burton Street to the south and Liverpool Street to the southwest.

Darlinghurst West will continue to be a vibrant and diverse area, energised by its unique café and restaurant opportunities and the quieter residential areas and heritage buildings within a landscaped setting.

The main activity centre for this area is the existing Darlinghurst Road/Victoria Street retail spines between Burton and William Streets. These retail spines will reinforce the predominant built form character of buildings with vertical articulation that reflects the small lot subdivision pattern and low scale streetwall heights with awnings.

The built form is characterised by variety of residential buildings, consistent streetscape and a strong presence of interwar buildings. The residential precinct at the north of the area (Kirketon Road, Farrell Avenue and Clapton Place) is to maintain its predominant character of taller buildings in a landscape setting. New infill buildings in terrace housing areas are to maintain the predominant building setbacks, streetwall heights and alignments.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the vertically articulated small lot pattern and low street wall height along Victoria Street.

(d) Provide awnings along Victoria Street, Darlinghurst Road and Burton Street.

(e) Maintain the predominant street setback and alignment of rows and areas with a consistent character.

(f) Formalise the existing informal through-site pedestrian link in any development of the St. Johns Church site and adjoining car rental site.

(g) Promote active commercial and retail building frontages facing Green Park and buildings on Burton Street.

(h) Encourage ground level retail and commercial uses along Victoria Street, for example, galleries and medical suites.

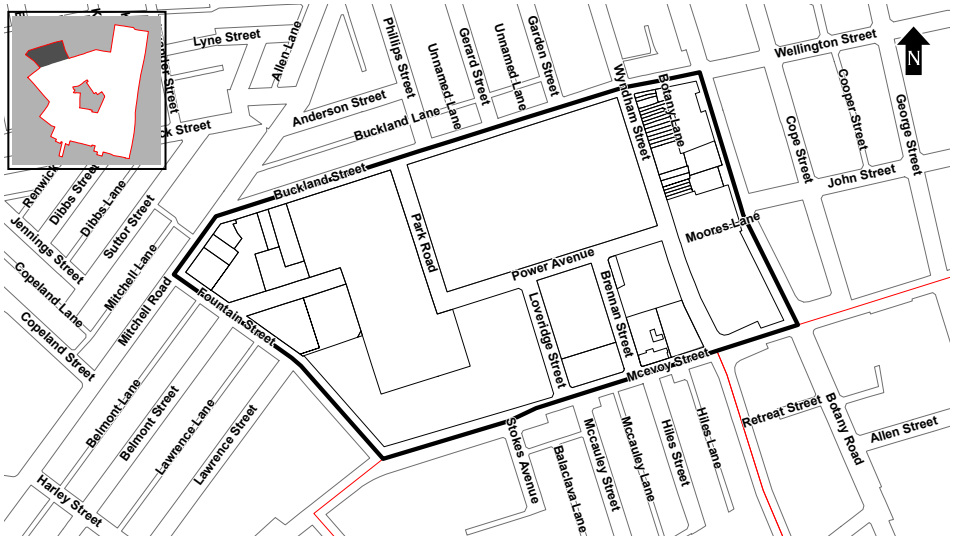
(i) Encourage entertainment uses above ground level on Darlinghurst Road and Victoria Street (between Liverpool and William Streets).

(j) Encourage outdoor dining for restaurants and cafes along Victoria and Burton Streets.

2.5

Green Square

2.5.1 Alexandria Park



This locality is bound by Buckland Street to the north, McEvoy Street to the south, Fountain Street to the west and Botany Road to the east.

Alexandria Park will be a mixed use neighbourhood with a mix of residential, retail, commercial and café/dining uses that will create a vibrant neighbourhood. Alexandria Park will be the focal point of the neighbourhood and a meeting place for residents.

Future development of the neighbourhood will respond to the emerging mixed-use character, and provide an appropriate transition between the small scale residential development to the north, and large scale industrial buildings south of McEvoy Street.

Key changes in the area include the treatment of Botany Road as it evolves as a public transport corridor, and the transition of the western part of the neighbourhood from industrial uses to harmonious, high-quality mixed-use development.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Create a new, tree-lined local street by extending Park Road to McEvoy Street to provide a connection to the parkland for future development.

(c) Enhance street tree planting along the north-south streets between Alexandria Park and McEvoy Street to provide green links to the park, and to promote the park to pedestrian on McEvoy Street.

(d) Introduce mainly low to medium scale development, with some increase in height along McEvoy Street and Botany Road.

(e) Introduce buildings that align and address McEvoy Street at the ground level.

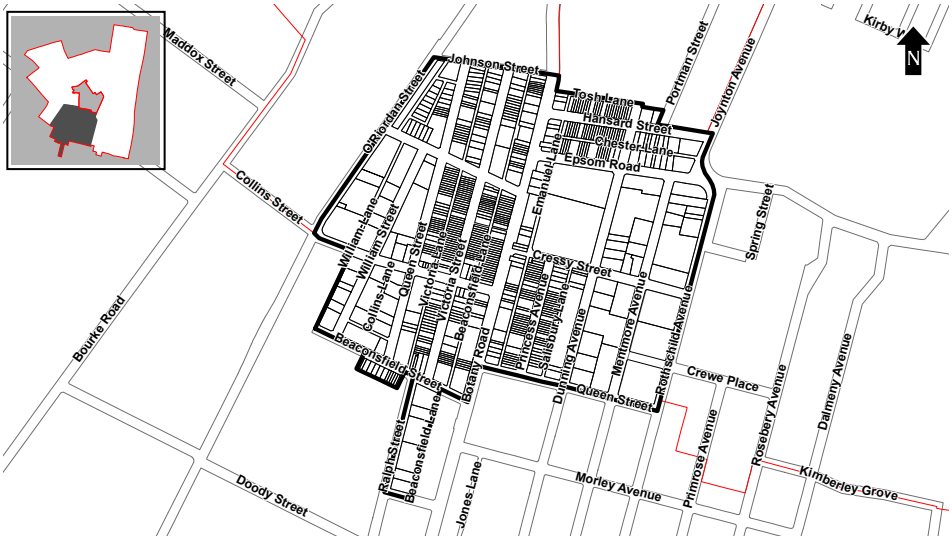
(f) Retain the smaller scale residential buildings along Wyndham Street which contribute to the built form character of the area.

(g) Strengthen Botany Road as a mixed use strip to activate the street, provide services to the population and workforce, and create a more attractive public domain.

(h) Recognise the function of Alexandria Park as a community node that is supported through the provision of future public domain improvements and development that addresses the open space to improve passive surveillance and create an active edge.

(i) Facilitate the transition of the area from employment-based uses to primarily mixed use and residential. Commercial and industrial land uses can continue in this neighbourhood provided that the operational impacts of non-residential uses can be appropriately managed for residential amenity.

2.5.2 Beaconsfield



This locality is bound by Johnson Street to the north, Rothschild Avenue to the east, Beaconsfield and Queen Street to the south and O'Riordan Street to the west.

Future development in Beaconsfield should generally be guided by the existing fine-grain and low-scale residential developments. The area should continue to encourage and accommodate a variety of land uses, with opportunities for denser development on the eastern edge of the area. A new park is planned which will provide an important open space for a growing population whilst future public transport facilities along Botany Road will improve connectivity.

Development at the eastern, southern and western edges of the neighbourhood (where the low-scale residential character is less established) is to continue to include commercial uses. These land uses provide activity and visual interest where operational impacts on existing residential amenity can be appropriately managed.

The neighbourhood has distinct areas of established and consistent residential development, primarily within and adjoining the Hillview Estate Conservation Area in Beaconsfield and the Hansard Street Conservation Area in Zetland and in sections of intact low-scale residential development in Victoria Street.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Future development should contribute to existing built form patterns.

(d) Encourage high quality built form in the southern area of the neighbourhood which has a less-defined, transitional urban character.

(e) Protect the distant and local views from Queen Street and Victoria Street.

(f) Encourage development in the surrounds of Beaconsfield Park that maintains and improves the use of the park as a community node for the neighbourhood.

(g) Introduce a new park on the street block bound by Rothschild Avenue, Cressy Street, Mentmore Avenue and Queen Street (the former RTA site).

(h) Support the intersection of Epsom Road and Rothschild Avenue as a future neighbourhood focal point by introducing active ground floor uses, landmark buildings and enabling views through to the proposed Green Square Town Centre.

(i) Encourage active ground floor uses, public domain improvements and consistent tree planting along Botany and Epsom Road.

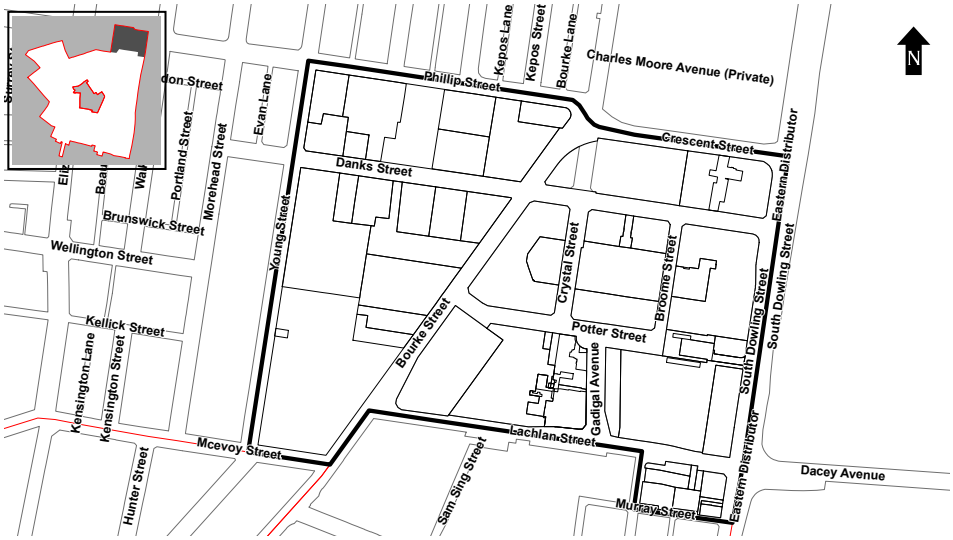
(j) Maintain and enhance the grove of fig trees between O'Riordan and Reserve Streets to provide a good transition to adjacent residences.

(k) Retain the current lot sizes as an important feature of this neighbourhood. Lot amalgamations are discouraged.

(l) Improve the streetscape of Cressy Street with development on the north side that addresses the street.

(m) Encourage the consolidation of the small village at the junction of Queen Street and Botany Road with a mix of active uses and a supermarket.

2.5.3 Danks Street



This locality is bound by Phillip and Crescent Streets to the north, South Dowling Street to the east, Lachlan Street to the south and Young Street to the west.

Danks Street, Waterloo, is one of Sydney's most interesting and vibrant villages, with art galleries, cafes and restaurants located to the west of Bourke Street. Danks Street, both to the east and west of Bourke Street is identified as a Local Village and is increasingly becoming a thriving retail precinct for residents and workers.

The Danks Street Neighbourhood includes the Crown Square development to the east of Bourke Street. This development extends between Crescent Street in the north and Lachlan Street in the south, and is a recently constructed residential area. It is not considered to provide a good model for development due to its lack of variety in scale and architectural design, its sense of visual enclosure and poor definition of the public domain.

Future development for this neighbourhood is to have a mix of uses and encourage a diverse built form that creates a distinctive, busy and attractive precinct and northern gateway to Green Square.

This neighbourhood also includes the Danks Street South precinct. This precinct is bound by Bourke Street to the east, McEvoy Street to the south and Morehead Street to the west, and is immediately adjacent to Danks Street to the north.

The Danks Street South precinct will build on the existing vibrancy and diversity of the wider locality. It will be a predominantly residential precinct, with some retail/ commercial uses fronting a heritage plaza and some large floorplate buildings along Bourke Street, Young Street and McEvoy Street to provide flexible spaces which can accommodate non-residential uses.

The existing large industrial land parcels will be subdivided with a new internal street network which maximises legibility and permeability. Redevelopment of the precinct will bring one new parks of about 3,900 square metres that will provide opportunities for passive recreation, and a public square around the Sydney Water heritage listed Valve House of about 1,400 square metres. There will be an emphasis on making streets pedestrian and cycle friendly with slow vehicles speeds.

The public domain will be reinforced and celebrated through public art and heritage interpretation.

This locality statement should be read in conjunction with the Young Street locality statement.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Provide a variety of building types and scales, and define appropriate locations for taller buildings and their orientation.

(c) Introduce through-site links between Danks Street and the central park and between Bourke and Young Streets across the heritage plaza.

(d) Provide continuous active frontages along Danks Street to connect Danks Streets to the supermarket in Crown Square. This Local Village will meet the local convenience retail demands of residents, and also act as a regional attractor due to the popularity of Danks Street.

(e) Support Danks Street's function as a Local Village through public domain improvements and good public transport connections.

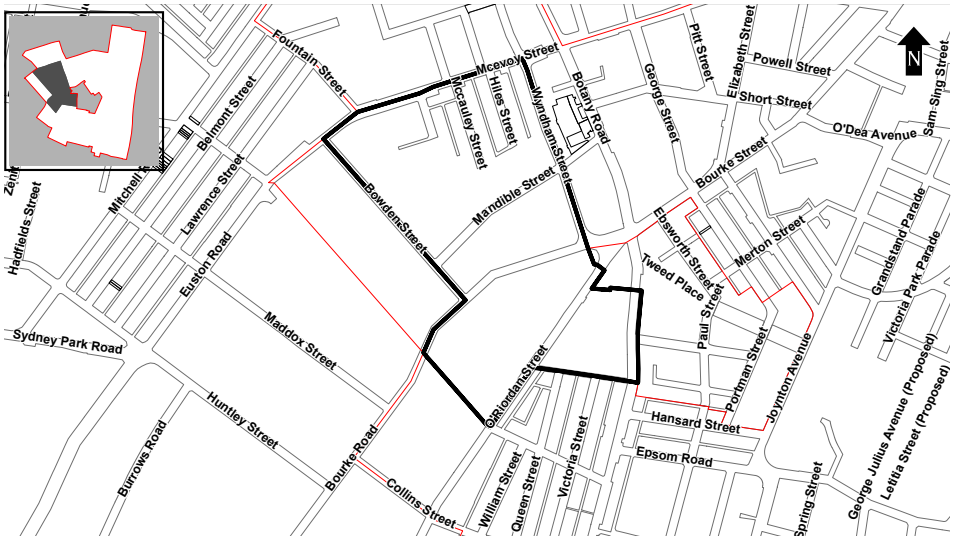
(f) Introduce a new central park of about 3,900 square metres in the centre of the precinct for passive recreation.

(g) Provide an appropriate curtilage for the Sydney Water heritage buildings to allow the current operation of those buildings to continue.

(h) Introduce one new public square, to be located around the heritage listed Valve House, within a broader heritage plaza surrounding Sydney Water's buildings. The heritage plaza should be designed to encourage social interaction, cafes and passive recreation where appropriate, whilst allowing for vehicular access to these buildings.

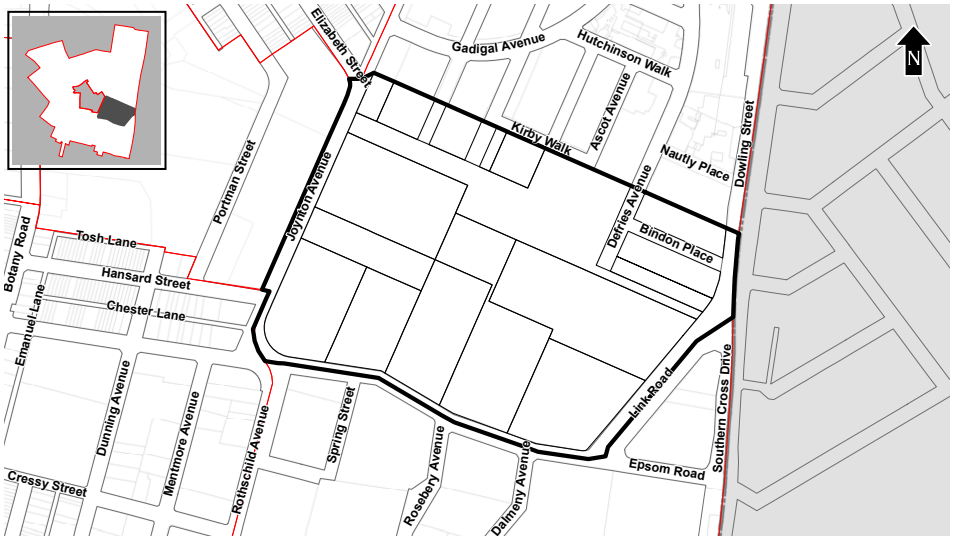
(i) Protect mature street trees along Young Street.

2.5.4 North Alexandria



This locality is within both the Green Square Urban Renewal Area and the Southern Enterprise Area. See Section 2.10.2 for locality principles.

2.5.5 Epsom Park



This locality is bound by Kirby Walk to the north, South Dowling Street and Link Road to the east, Epsom Road to the south and Joynton Avenue to the west.

Epsom Park is to be a new neighbourhood with a strong sense of place and public life, where residents enjoy proximity to the City, easy access to the Green Square Town Centre, good transport links, open parklands and recreational opportunities, and specialty retail activities. It is to have a strong urban character and identity built on the quality of the streets, architecture, good public transport, facilities and services.

Like Victoria Park to the north, it is to provide a variety of dwelling types. The buildings are to be at a human scale, and streets will integrate with those in surrounding neighbourhoods to provide permeability and maximising pedestrian movement. The heights of buildings are to respond and enhance the character of the streets, helping to reinforce the character of the neighbourhood. A central park of approximately 15,500 square metres called Gunyama Park will provide space for active sports and passive recreation. It will be located adjacent to a new Aquatic Centre that will serve the wider community.

The development of Epsom Park is to embrace sustainability, with an integrated approach to addressing stormwater management and provide equity of access for pedestrians, cyclists and vehicles.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Retain, protect and enhance the grand scale of street trees along Joynton Avenue.

(c) Encourage a transport interchange with commercial and retail uses at the intersection of Zetland Avenue and Defries Avenue.

(d) Encourage commercial offices and retail activity in suitable locations, for example car showrooms along Epsom and Link Roads.

(e) Link Road is to continue its role as an important connector to South Dowling Street.

(f) Zetland Avenue is to be of a grand scale and provide ample space for generous footpaths to accommodate outdoor dining areas, dedicated bicycle paths, future light rail (or interim bus service), local vehicular access and car parking.

(g) Buildings along the Zetland Avenue are to address the street frontage, defining and contributing to ground level activity associated with retail, café/ outdoor seating, and commercial uses.

(h) The alignment of, and development along Zetland Avenue is to ensure that views to the Sacred Heart College in Kensington are retained.

(i) Provide an Aquatic Centre located between Gunyama Park and Joynton Avenue.

(j) Street trees located along the length of the Zetland Avenue are to integrate with the character of Gunyama Park to provide a unified link into the park, and reinforce the landscaped character of the neighbourhood.

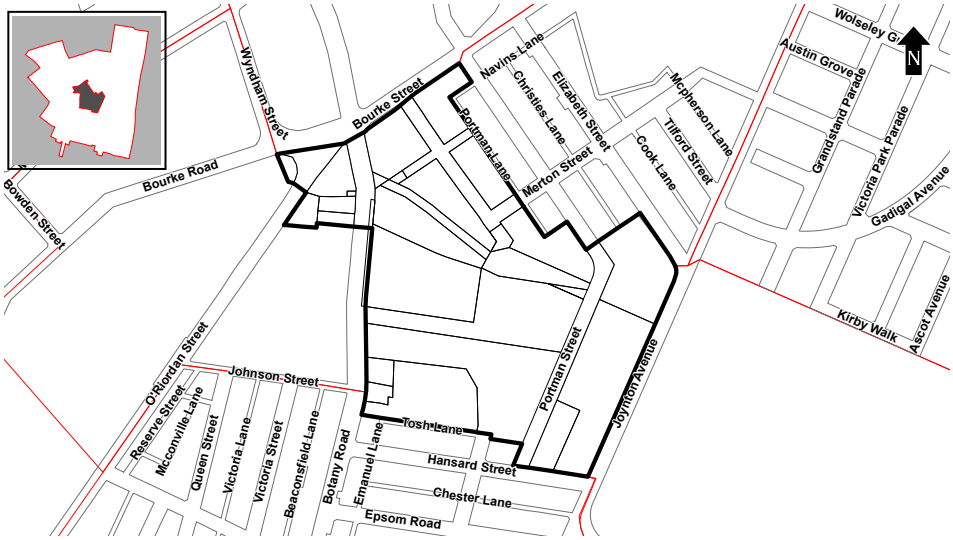
(k) Provide a crucial link for north south public transport corridor, on George Julius Avenue.

(l) North-south streets should be quiet streets that are predominantly low in scale, typically with buildings three to four storeys of maisonette and townhouse typologies. Building entries, small front gardens, overlooking windows, and balconies are encouraged. Pedestrian and bike access will characterise the street.

(m) Innovation in design, drawing on the neighbourhood's attributes and industrial history, most notably the British Motor Company Leyland, is encouraged.

(n) Public art and the public domain are to interpret the neighbouhood's connection with the Sheas Creek catchment.

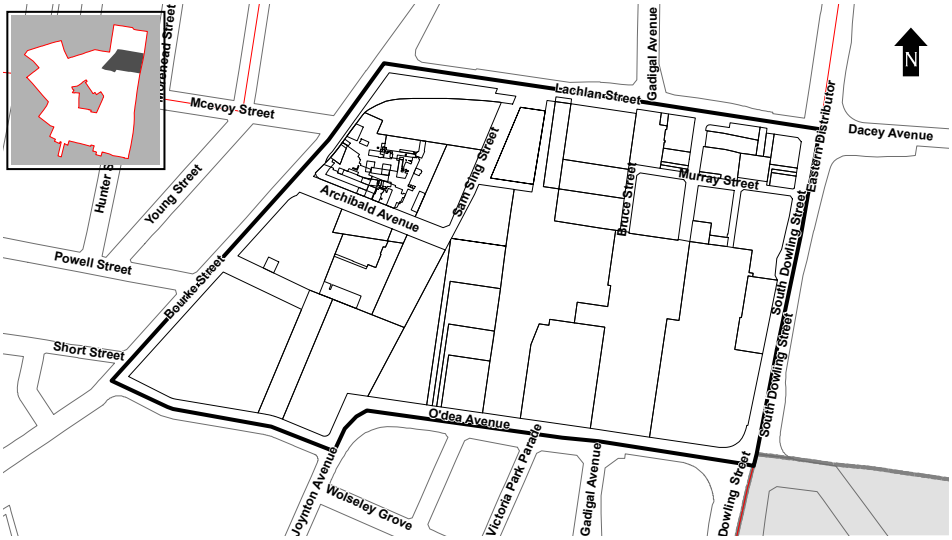
2.5.6 Green Square Town Centre



In 2011 Council and CSPC endorsed two planning proposals for the entire Green Square Town Centre. These planning proposals included provisions from the *Sydney LEP 2012*. It is intended the standalone LEPs in both Planning Proposals will be incorporated into the *Sydney LEP 2012* at a future stage.

The Town Centre DCP 2012 is a standalone document and supports the provisions in the planning proposals, which is why is has been progressed ahead of this DCP. It includes general provisions, including those relating to development types, for example, convenience stores and sex industry premises, notifications, and tree management, which have been taken from this DCP, with minor drafting amendments where required. It will be integrated into this DCP at a later date, once both plans have been approved, and any inconsistencies in the controls will be rationalised at this time.

2.5.7 Lachlan



The Lachlan neighbourhood is bounded by Bourke, Lachlan and South Dowling Streets and O'Dea Avenue, Waterloo. It is an area in transition from industrial and warehouse uses to mixed use and predominantly residential development, with high quality built form and public domain. The existing large industrial land parcels will be further subdivided with a new internal street network, achieving a permeable and accessible pattern of streets and lanes which maximise legibility and orientation, encouraging walking and cycling.

New public open spaces will be integrated into the neighbourhood, which together with greened, landscaped streets will provide amenity and connectivity throughout, and contribute positively to streetscape character.

The neighbourhood will have a varied typology of residential development, with townhouse-style dwellings within the lower-scale east-west streets and taller apartment-style residential flat buildings along the higher-order streets. Ground floor commercial uses will front the key roads and public spaces in the neighbourhood. An activity strip of retail, café and neighbourhood services along Archibald Avenue will form the focal point for the local community.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) A permeable pattern of new streets and public open space is to be provided which respond to key connections, stormwater management requirements, local traffic and access considerations and urban design principles.

(c) High quality streetscapes are to be achieved throughout the neighbourhood. Streets are to prioritise pedestrians with low speed traffic lanes and generous street landscaping for amenity.

(d) A significant linear park, Rope Walk, is to be created between Lachlan Street and O'Dea Avenue continuing the green link along Joynton Avenue. Two additional parks, Wulaba and Dyuralya, are to be incorporated within the eastern part to serve the needs of the neighbouring population.

(e) The extension of Gadigal Avenue along the alignment of Bruce Street is to continue the transit corridor through the eastern neighbourhoods of Green Square. Retail, commercial and public service uses at ground level and high quality public domain along this north-south spine will create a sustainable and vibrant corridor.

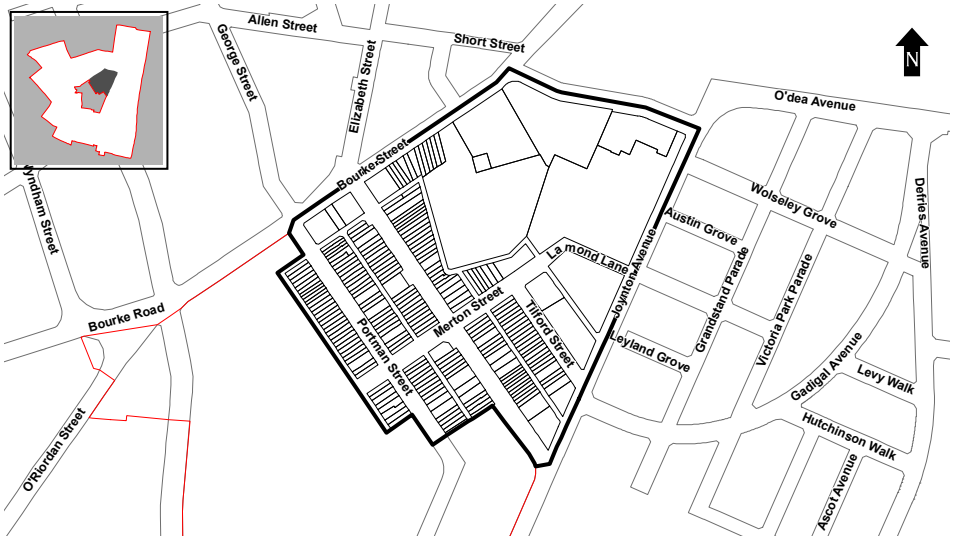
(f) The western half of Archibald Avenue (west of Gadigal Avenue) is to be the focus of retail activity. Built form is to reinforce the pedestrian scale of this street and maximise solar access to the public domain in mid-winter.

(g) A deep soil, tree-lined landscaped setback is to be introduced to South Dowling Street and O'Dea Avenue.

(h) Non-residential uses along the South Dowling Street, Lachlan Street and O'Dea Avenue frontages act as a buffer against the impact associated with the heavy traffic use of this road.

(i) A variety of building height and form is to be achieved across the neighbourhood, which responds to the hierarchy of streets and open spaces, residential amenity and solar access.

2.5.8 Mary O'Brien Park



This locality is bound by O'Dea Avenue to the north, Bourke Street to the west, Joynton Avenue to the east and the Green Square Town Centre boundary to the south.

The character of this neighbourhood is to be influenced by the existing residential neighbourhood. New development in the north is to provide a sympathetic transition from the low scale residential development of the Zetland Conservation Area to the denser residential areas located in the north of Green Square.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Encourage the development of the area as an attractive residential destination.

(d) Promote quiet, green spaces throughout the neighbourhood, with new open spaces in the north to balance the impacts of denser residential development.

(e) Provide active frontages and well designed entries to enhance the function of Bourke Street as a gateway to the Green Square Town Centre.

(f) Extend and upgrade Mary O'Brien Park through the development of the site at 13 Joynton Avenue (the Emerald Park development). The park is to act as a transition to the conservation area and as a focus for the local residents.

(g) Ensure new development addresses the open space to provide opportunities for casual surveillance.

(h) Provide public domain improvements along O'Dea Avenue and Bourke Street including widened footpaths, street trees, awnings and street furniture to enhance the public domain and generate pedestrian activity.

(i) Introduce a 10m landscaped setback along Joynton Avenue to reflect the setback achieved on the opposite side of the street in the Victoria Park development.

(j) Introduce a landscaped setback along McPherson Lane to provide a buffer between new, denser residential development and the existing conservation area.

(k) Provide a new public park in the north west part of 904 Bourke Street to act as a focal point for local residents and provide opportunities for passive recreation.

2.5.9 North Rosebery

This locality is bound by Epsom Road to the north, South Dowling Street to the east, Kimberley Grove and Rosebery Estate to the south and Rothschild Avenue to the west.

North Rosebery is a neighbourhood in transition from traditional industrial land uses to a mix of uses including medium-density residential development and commercial and retail uses. New residential development in the area is to include upgrades to the public domain, including a finer grain street network and new open spaces.

A central park at the corner of Rosebery Avenue and Crewe Place will be a focal point for the neighbourhood with active uses in its vicinity.

Light industrial and commercial uses are encouraged in the area in order to continue to provide local employment and give the neighbourhood a unique character.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Enable increased building heights along South Dowling Street (where large parcels of land enable impacts to be mitigated) and for buildings fronting South Dowling Street to function as an acoustic buffer and designed to address overshadowing and visual impacts.

(c) Facilitate the long term transition of the area from employment-based uses to primarily residential and mixed uses. Commercial and industrial land uses can continue in this neighbourhood, provided that the operational impacts of non-residential uses can be appropriately managed for residential amenity.

(d) Provide new streets and pedestrian lanes to create a fine grain residential subdivision and in turn a more permeable and walkable neighbourhood.

(e) Provide new areas of public open space for passive recreational use. The proposed open space at the corner of Rosebery Avenue and Crewe Place should develop as a neighbourhood focal point.

(f) Provide new open space in the east of the area bounded by the new streets, at the corner of Rosebery Avenue and Crewe Place and on the north side of Kimberley Grove between Rosebery Avenue and Dalmeny Avenue. Future development is to address the proposed open spaces to increase surveillance and generate pedestrian activity.

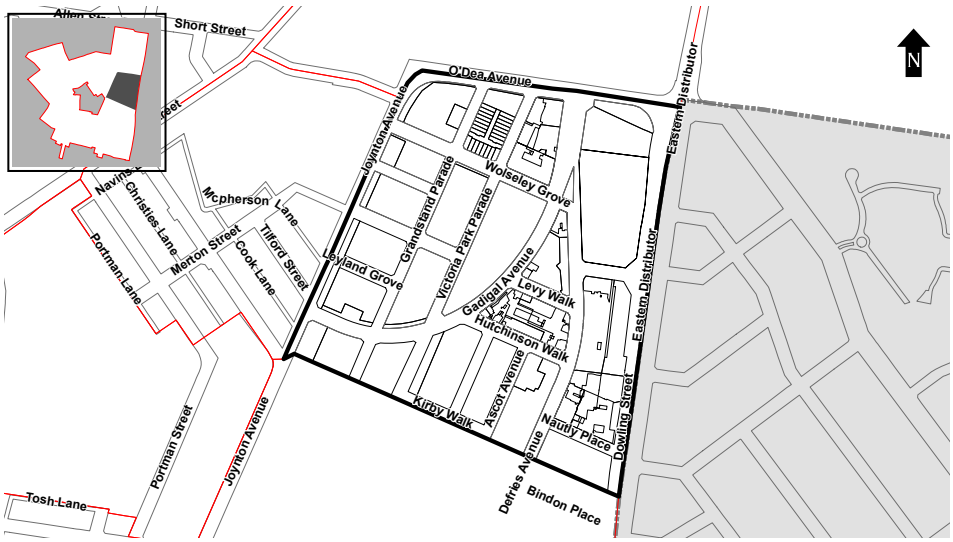
(g) Provide street tree planting and widened footpaths along Epsom Road, retain existing street trees and use private and public setbacks to provide a high quality pedestrian environment compatible with the existing landscaped character of Rosebery.

(h) Generally, protect the views towards the Central Sydney skyline from south of the North Rosebery precinct in Kimberley Grove through employing a transition in height towards the south of the precinct.

(i) Development is to respond to and complement existing industrial heritage to create a unique character for the area.

(j) Development on the smaller lots in the southern part of the precinct is to respond to the finer grain of the bordering Rosebery Estate by being of a low scale and of a maisonette and townhouse typology.

2.5.10 Victoria Park



This locality is bound by O'dea Avenue to the north, South Dowling Street to the east, Kirby Walk to the south and Joynton Avenue to the west.

Victoria Park is one of the first large redevelopment sites in Green Square and it has established a benchmark of high urban quality for the area. Generally the development has created a liveable environment for its new residents, with landscaping and street design that should set standards for other neighbourhoods. Taller built form and landmark design is expected to emerge along South Dowling Street and create an eastern gateway for Green Square; however this development should not occur at the expense of the amenity in the remainder of Victoria Park.

A Local Village will be developed in the north eastern corner of Victoria Park. This centre will provide for the daily shopping needs of local residents and workers, whilst serving a secondary role to the primary retail centre within the Green Square Town Centre.

The north eastern corner of the Victoria Park neighbourhood has been identified as a Local Village.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Provide a high quality streetscape along South Dowling Street to address the site's prominence along the primary route from Sydney Airport to Central Sydney, including the introduction of landscaped frontages.

(c) Create visual variety for built form adjacent to South Dowling Street with carefully sited and well designed slim towers. Buildings viewed from South Dowling Street should vary in height, have a landscape setback and not present as a long high wall.

(d) Ensure future development along the South Dowling corridor protects views into Victoria Park and Green Square.

(e) Ensure development in the south of the Victoria Park neighbourhood considers the potential overshadowing impacts on the Epsom Park neighbourhood, including future open spaces and recreational facilities.

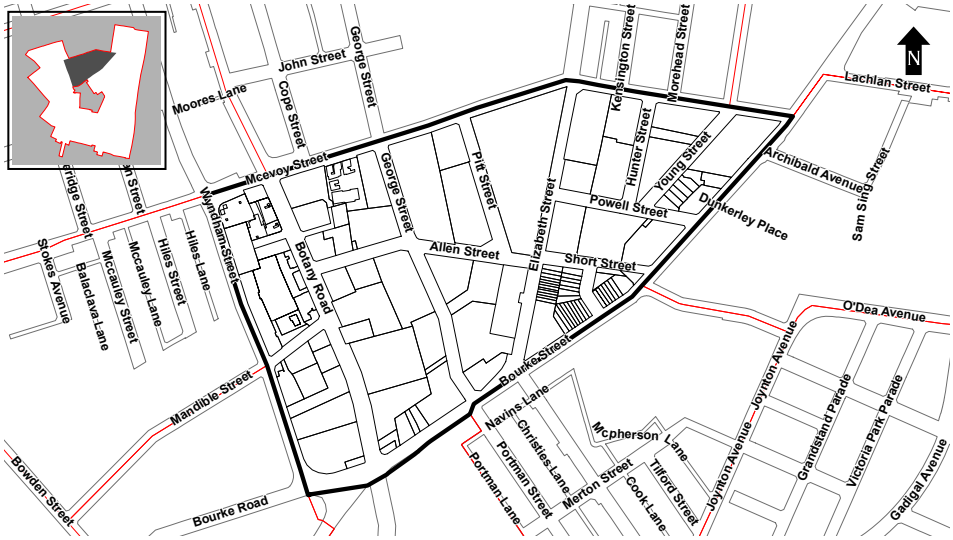
(f) Introduce a village square as an alternative to the more passive parks in the area, at the identified Local Village and provide local facilities such as cafes and restaurants, and retail and commercial activities. This area should have a 'sense of place' and provide a focus for the community.

(g) Recognise and support the function of Joynton Park as a community node.

(h) Retain and enhance the 10m landscaped setback to Joynton Avenue.

(i) Maintain the reservation along Gadigal/Defries Avenue for a public transport corridor to ultimately provide a direct route connecting Redfern with Rosebery.

2.5.11 Waterloo Park



This locality is bound by McEvoy Street to the north, Bourke Street to the east and south and Wyndham Street to the west.

The character of Waterloo Park is to be primarily low to medium scale mixed use development with higher buildings at appropriate locations on Bourke Street and Botany Road. Some existing medium density residential and mixed use developments in the neighbourhood achieve excellent design standards and illustrate good examples for other new development in the area.

The existing community park at Waterloo Park, and the new linear parks created around the water channel are to provide civic amenity and focal points for the neighbourhood. Opportunities for visual interpretation and landscaping of the underground water channel are to be explored.

Principles

(a) Development must achieve the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) The existing 'Mondrian' development at 2-4 Powell Street, Waterloo is an example of appropriate medium scale residential built form for this neighbourhood in terms of streetscape presentation, architectural design, residential amenity and choice of materials.

(d) Encourage non-residential development and active frontages at ground level along Botany Road, McEvoy Street and Bourke Street to increase pedestrian activity and, create a better public domain and to act as a buffer against traffic impact for residential uses above.

(e) Incorporate a 4 storey street frontage height along east-west streets to reinforce the pedestrian scale of these lower-order, more local streets and to achieve good levels of solar access to the public domain.

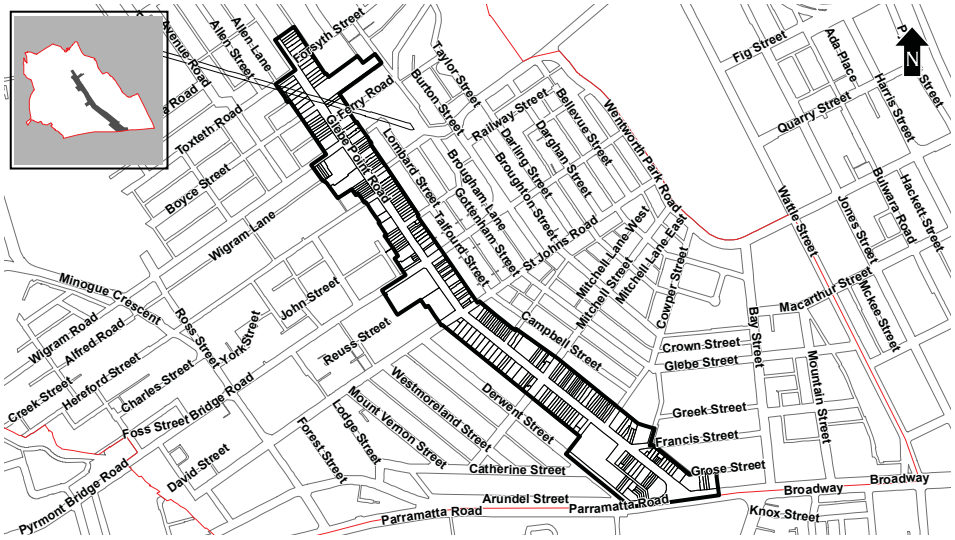
(f) Recognise and support the future function of Waterloo Park as a community node. Encourage an appropriate mix of uses adjoining the park, undertaking future public domain improvements and ensuring new development addresses the open space.

(g) Open up the existing water channel to create a linear open space with a shared path that links the northern neighbourhoods to the Alexandra Canal and to Sydney Park. The linear open space and shared path is to be fronted by buildings and activities to enhance the quality of the space.

2.6

Glebe and Forest Lodge

2.6.1 Glebe Point Road



This locality includes the lots fronting Glebe Point Road, generally south of Forsyth Road but excluding the commercial lots just to the north of Forsyth Road.

Development along Glebe Point Road is to retain and reinforce the consistent 19th century streetscape consisting of fine grain small scale, between 2-3 storey buildings, diverse and vibrant mix of commercial and retail uses, the pedestrian focussed 'main street' and the mature landscaping and street plantings.

Glebe Point Road is encouraged to develop as a focus for cultural, artistic and health and well being related uses, while providing basic commodities and services for the local community and visitors alike.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect important views to the north and along east-west streets towards Central Sydney.

(d) Ensure the design of the rear portions of buildings minimises the impact of building bulk on adjacent buildings, where the ground level of buildings are lower at the rear than at street level.

(e) Retain the existing scale of buildings and align with the street at the ground level.

(f) Design building bays and openings to be vertically proportioned and consistent with the rhythm along Glebe Point Road.

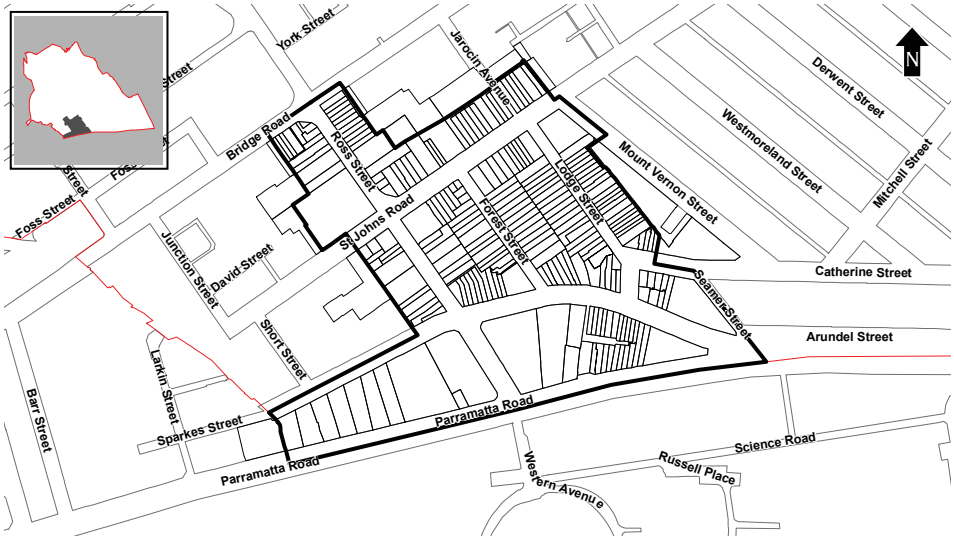
(g) Consider the heritage significance of individual buildings and streetscape groupings as a major determinant for height, massing and façade proportions in any potential redevelopment or adaptive re-use opportunity.

(h) Enhance the pedestrian scale, amenity of the public domain and diversity of shops and services to create a village atmosphere.

(i) Retain active uses on the ground floor of buildings fronting Glebe Point Road, particularly specialist retail, café and dining uses.

(j) Encourage cafes and restaurants to offer outdoor dining where the footpath width permits.

2.6.2 Ross Street



The Ross Street neighbourhood is bounded by Parramatta Road to the south, Seamer Street and the rear of lots facing Lodge Street to the east, Bridge Road and the rear of lots on the north side of St John's Road and the rear of lots facing Ross Street, with an additional 'spur' to the west along Parramatta Road.

Ross Street is to continue to serve local shopping and dining needs and is to include a mix of retail, commercial and residential uses with high quality designed buildings and an enhanced public domain.

The neighbourhood is to include a mix of retail, commercial and residential uses with high quality designed buildings and an enhanced public domain. Future uses and built form introduced on the corner of St John's Road and Ross Street is to help integrate and enliven the area, and the section of Ross Street, between Parramatta Road and St Johns Road is to be treated as a key pedestrian and vehicle access to Forest Lodge. The future development on the site on the corner of Parramatta Road and Ross Street is to provide a strong entry feature to the neighbourhood.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Consolidate the pattern of large street edging buildings to provide a new visual focus and corner anchor to strengthen views towards Sydney University.

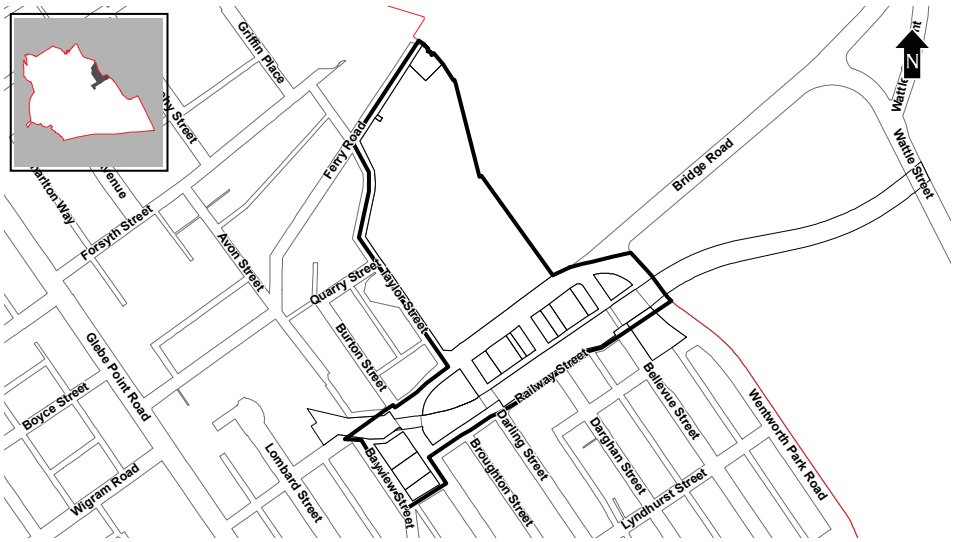
(d) Introduce tree planting in breaks or recesses in buildings located outside of the commercial core.

(e) Align buildings to the street and introduce uses that interact with the street at the ground and first floor level.

(f) Maintain the lower scale of buildings on St John's Road in keeping with its role as the 'secondary axis' of the neighbourhood centre.

(g) Provide continuous awnings for pedestrian amenity, to unify the streetscape and to provide weather protection.

2.6.3 Wentworth Park



This locality is bounded by Wattle Street to the east, Blackwattle Bay to the north, Taylor and Bayview Streets to the west and Railway Street and Wentworth Park to the south. The neighbourhood also includes Wentworth Park.

Bridge Road will continue as a gateway to Glebe with high quality buildings, clear and accessible links between Wentworth Park and Blackwattle Bay, a mix of recreational, commercial, retail, industrial uses and an enhanced public domain. Retail uses are encouraged within a short distance from the light rail stop.

Wentworth Park will have enhanced pedestrian connections to serve the adjacent neighbourhoods of Glebe, Mountain Street and Ultimo.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Introduce gaps in foreshore development to allow visual and physical connections to the waterfront from Bridge Road and to Wentworth Park.

(d) Introduce warehouse type development on the south side of Bridge Road with breaks in the building mass to allow views from the light rail towards Blackwattle Bay.

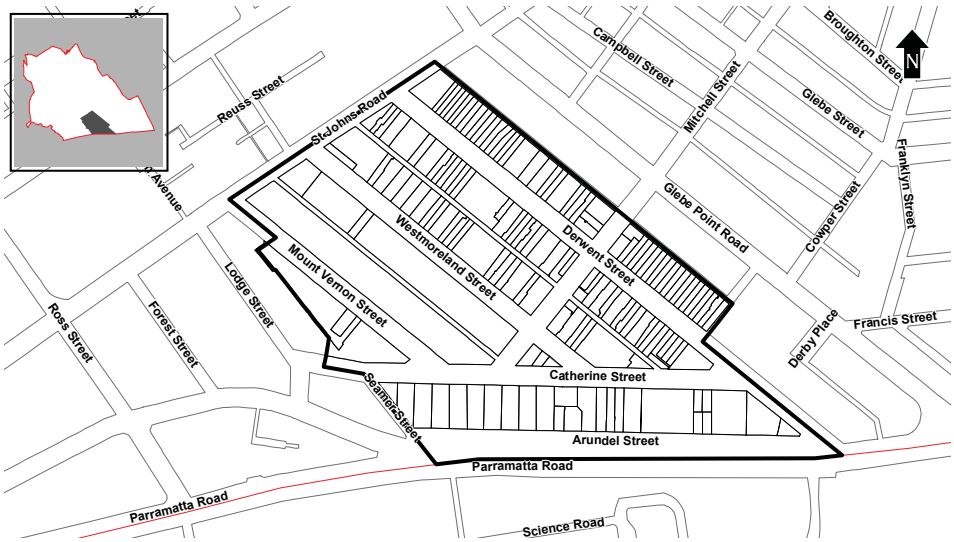
(e) Increase the scale of existing warehouses on the west side of Bridge Road adjacent to the tram stop where there will be minimal visual and amenity impacts on the houses elevated above on Bayview Street.

(f) Design buildings on Bridge Road to address the rail line and the road.

(g) Introduce commercial, industrial, recreational and community uses and retail use focussed in the vicinity of the light rail stop.

(h) Discourage residential uses fronting Bridge Road because of the noise impacts from vehicle traffic and the light rail.

2.6.4 Bishopthorpe



This locality is bounded by Parramatta Road to the south, the rear of lots facing Mt Vernon Street to the west, St John's Road to the north, and the back of lots facing Derwent Street to the east.

The consistency of the streetscapes and of the built form elements – building type, scale, detailing, front gardens and fences – is critical to the character of Bishopthorpe. The area predominantly consists of rows of mid and late Victorian single and two storey terraces inter-dispersed with cottages.

Bishopthorpe is to remain a low scale predominantly residential area with small scale retail and commercial uses on St Johns Road. The area's existing consistent streetscapes with generous tree canopy over-arching the wide streets and built form elements including building type, scale, detailing, front gardens and fences are important to the character of the area and are to be maintained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) New development is to maintain view sharing and amenity to private open space on sloping sites.

(d) Encourage planting of substantial vegetation, including large trees in large front setbacks.

(e) Retain the low scale of built form and consistency of building mass.

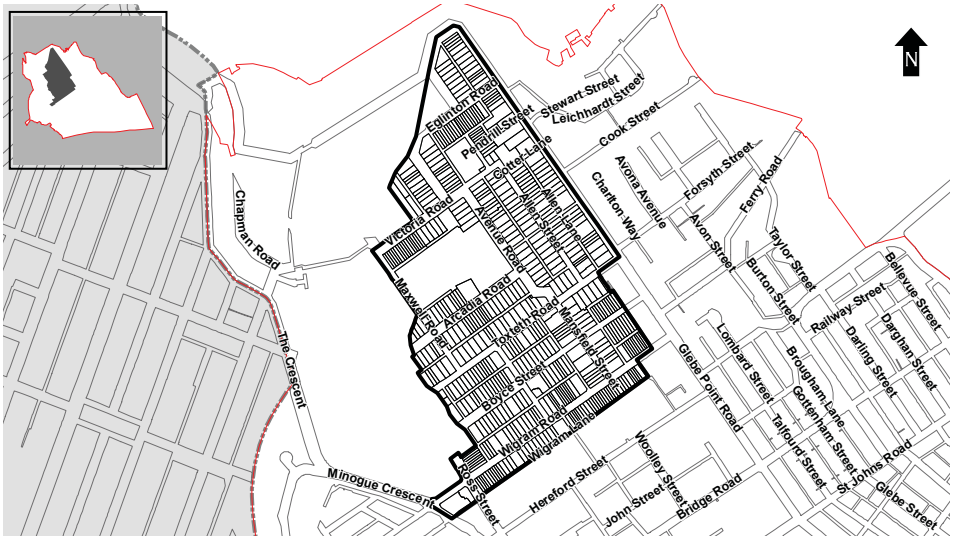
(f) New infill development on Derwent, Westmoreland and Mt Vernon Streets is to retain and respond to predominant one to two storey attached or semi detached house building typology.

(g) Protect the consistent character of the streetscape. Additions and alterations are permitted at the rear of lots with vehicular access limited to rear lanes.

(h) Require simple pitched roof forms where they prevail on existing streetscapes.

(i) New development is to retain and enhance the existing character of the area.

2.6.5 Toxteth



This locality is bounded by Wigram Lane to the south, Glebe Point Road to the east, and the western parklands to the north and west.

This neighbourhood will continue to be a predominantly residential neighbourhood supported by the existing educational and cultural/religious institutions. The neighbourhood is characterised with a combination of consistent elements including building scale, front and side setbacks, wall and roof forms and mature planting in both the private and public domain which will be protected and enhanced.

The precinct provides many attractive, elevated views across parkland towards the water or surrounding hillsides.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain elevated glimpses along terminating streets to the Harold Park paceway site and long views across the contours that reveal the topography.

(d) Encourage detached houses on large lots on Glebe Point Road south of Eglinton Road, with uses including accommodation, professional suites, non-government and community services.

(e) Provide large setbacks to plant substantial vegetation including large trees to enhance the streetscape.

(f) Support high quality, boutique accommodation where the depth of lots and the presence of rear lanes can buffer them from neighbouring residences.

(g) Integrate the sandstone cliffs and rocky outcrops edging Jubilee Park and the retaining walls to the north of Glebe Point Road with landscaping.

2.6.6 Western Parklands

This locality is bounded by Wigram Road to the south, the park edge to the east, the bay to the north and The Crescent to the west.

Western Parklands neighbourhood will be the focus of the continual enhancement of the public domain with clear and legible connections to Jubilee Park. The adaptive reuse of the existing Tram Shed buildings is encouraged with a cultural and open space use that is appropriate to history of the area and clear connections to Jubilee. The foreshore walk is encouraged to continue Sydney's open space network.

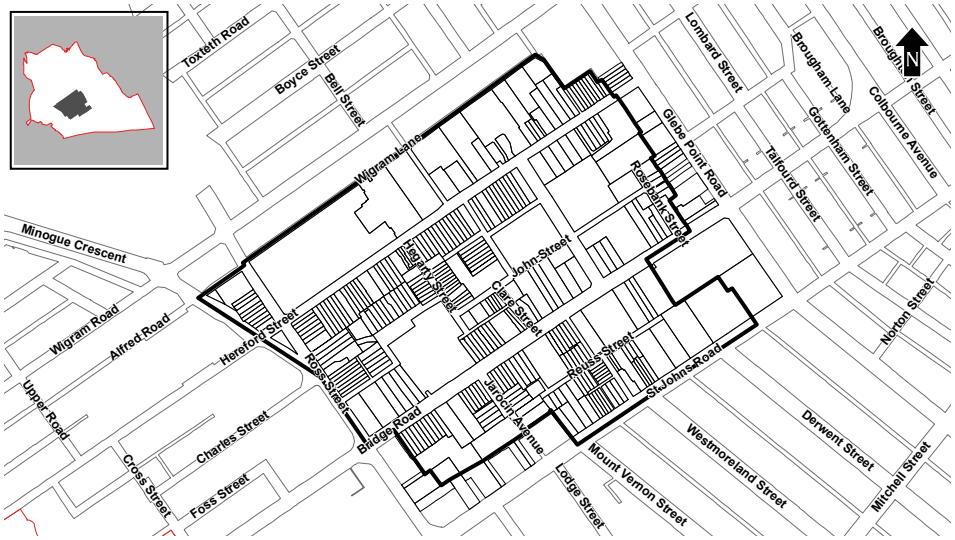
Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Protect views and access between the parklands and the waterfront.

(c) Encourage small scale built elements that recognise and respect the heritage buildings and history of the locality.

2.6.7 Hereford



This locality is bounded by St John's Road to the south, the back of the lots fronting Glebe Point Road to the east, Wigram Lane to the north and Ross Street/ The Crescent to the east.

Hereford will continue as a predominantly residential area that is a pleasant and comfortable place for pedestrians, enhanced by planting in the public and private domain and the high quality public open spaces. Future development is to be moderate in size, and limited to two storeys in height to maintain views, respond to the topography and local built context, and minimise building bulk.

The wider east-west streets are to be highlighted with the introduction of large trees that will also create a dramatic approach to Glebe Point Road.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain long east-west street views. Development that terminates or narrows the views will not be supported.

(d) Ensure the siting and massing of new development protects the visibility of the spires of St John's Church, St James' Church and The Abbey which are highly visible in the neighbourhood.

(e) Maintain the brick chimney stack as a visual marker and unique character element for the neighbourhood.

(f) New development on larger lots is to reflect the narrow subdivision pattern common throughout the area.

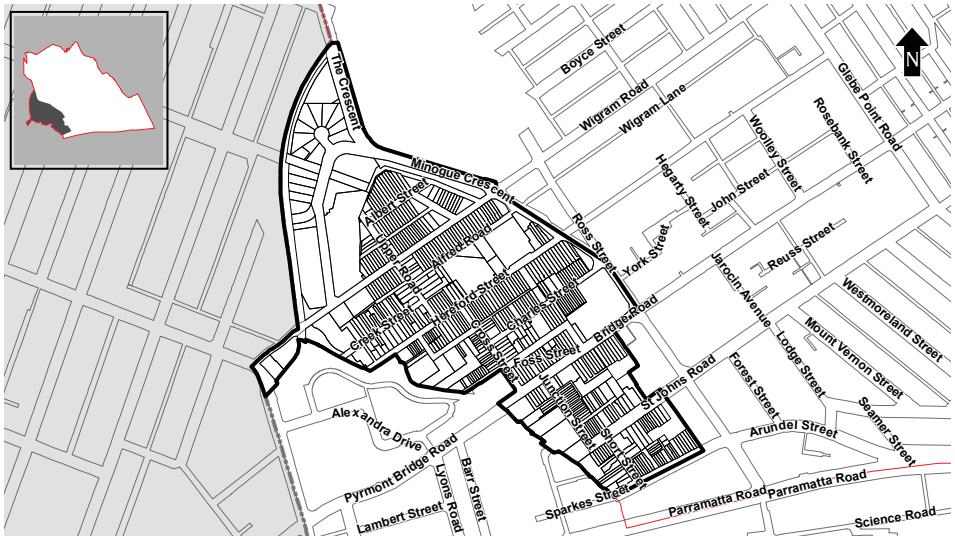
(g) Maintain views to the surrounding slopes and minimise the bulk of development, particularly from rear lanes, by stepping buildings with the topography.

(h) Ensure the location and design of development adjoining public open space minimises impacts on amenity.

(i) Encouraged landscaping of front gardens to supplement opportunities for street tree planting.

(j) Retain and enhance the heritage character of the area.

2.6.8 Forest Lodge



This locality is bounded by Arundel Street to the south, Ross St/Minogue Crescent to the east, and Orphan School Creek to the west.

Forest Lodge is to remain as a predominantly small scale residential area characterised by a fine grain 'single house' scale. Future development is to respond to the built form context and sloping topography. Small local shops to the north of the neighbourhood are encouraged to enliven the area and support the local residential population.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain the visibility of sandstone cliffs and edges through integrating the landscaping of adjoining spaces.

(d) Retain and protect the visibility of sandstone cliffs and edges by integrating the landscaping of the adjoining public and private spaces.

(e) Ensure future development responds to the predominant terrace typology and protect distinctive groups of detached and terrace housing.

(f) Ensure development adjoining public open space is sited and designed to respect the amenity of the open space.

(g) Encourage landscaping of front gardens to supplement opportunities for street tree plantings.

(h) Introduce a setback for buildings opposite Orphan School Creek to enhance the open space corridor.

2.6.9 St Phillips

This locality is bounded by Cowper Street and Wentworth Park Road to the south east, the back of lots fronting Glebe Point Road to the west and Railway Street to the north.

St Phillips will remain a predominantly residential area with a predominant one to two storey building scale to respect the heritage character of the area. Community, cultural and educational facilities are encouraged in the area with a strengthened neighbourhood node around the intersection of Cowper and Broughton Streets.

The intact townscape, including the building form, scale, architectural elements and relationship to the street is to be retained and enhanced. New development that is introduced is to be sympathetic to its surrounds.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) The siting, massing and height of new development is to retain the visual prominence of the tree canopy.

(d) Ensure new development is carefully designed to protect the vegetation on the skyline and of natural features including the sandstone cliffs.

(e) Buildings on elevated lots are to be set back or screened by planting to ensure they do not dominate the outlook from public spaces including streets and footpaths.

(f) Retain the vertically proportional façade rhythm characteristic of the narrow terrace form.

(g) Encourage simple pitched roofs for dwellings to create an appropriate spatial relationship to the street.

2.6.10 Glebe Point

This locality is bounded by Palmerston Avenue to the south, Taylor Street and Blackwattle Bay to the east and north, and Glebe Point Road to the west.

Glebe Point will continue to be a residential precinct with a mix of small scale office suites, local retail, professional services and residential uses on Glebe Point Road, south of Leichhardt Street. The precinct supports a diverse scale and type of built form, with a focus on enhanced landscaping to unify streetscapes and mitigate the scale of larger buildings.

The local and regional public open space network is to be enhanced with strong visual and physical connections to the waterfront from the neighbourhood. New foreshore links are to enhance the walk and increase opportunities to see and appreciate Bellevue House and the Walter Burley Griffin incinerator.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the prominence of the ridgeline as the highest point visible from public streets and open spaces to ensure the topography continues to be a major determinant of the local character.

(d) New development, particularly on larger sites should step with the topography to reduce building bulk and scale and enable view sharing to the water and City skyline.

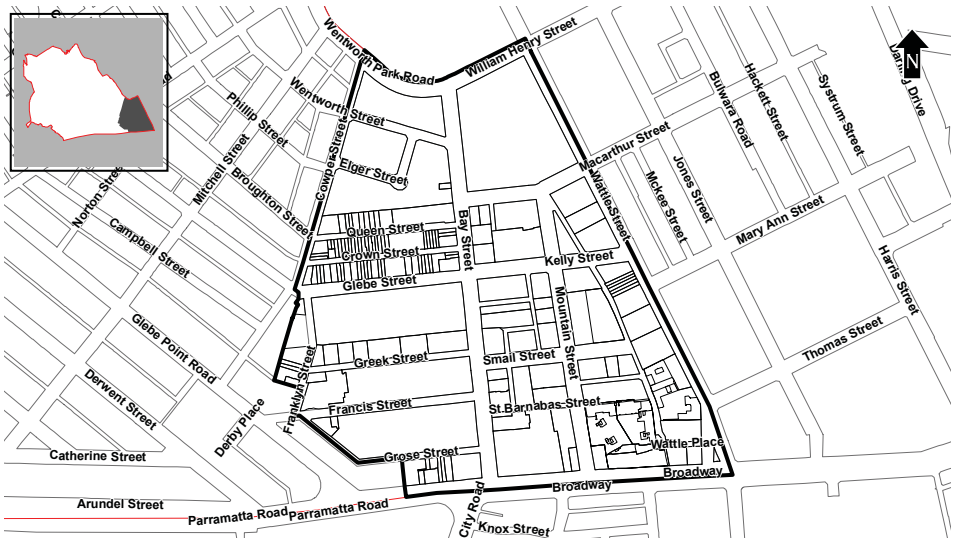
(e) Encourage a stone base for development on the street façade to reflect the existing character of elevated houses within the character area.

(f) Retain Glebe Point's mix of building types including single detached houses that form part of the traditional housing stock.

(g) Infill development is to reflect the scale, massing and proportions of neighbouring rows of terraces.

(h) Retain and enhance the heritage character of the area.

2.6.11 Mountain Street



This locality is bounded by Broadway to the south, Wattle Street to the east, Wentworth Park Road to the north, and Cowper Street to the west.

The Mountain Street neighbourhood will retain its role as an important entry to Central Sydney. The area will continue to provide a diverse and sustainable mix of uses in restored and adaptively reused early warehouse buildings or in new buildings whose bulk and scale is appropriate to the large lots and existing urban form.

Views through the precinct along streets towards Wentworth Park (and potentially to the waterfront) are to be retained to provide a strong visual association of the neighbourhood and Wentworth Park. Improved access to open space is important and will enhance the amenity of the area. Avenue planting along Mountain Street is to enhance the streetscape and help break down the scale of larger buildings.

Wentworth Park is to be framed with street-edge buildings and views through the neighbourhood towards Wentworth Park will be retained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Encourage simple forms where appropriate to recognise the predominant warehouse character. Retain the strong warehouse building character of Mountain Street.

(d) Maintain the prominent Federation warehouse character of the area by retaining warehouse and building facades and sympathetic adaptive reuse.

(e) Provide commercial uses at least at ground and first floor levels, where appropriate.

(f) Design new development next to strongly modelled heritage buildings, by responding to their floor to ceiling heights, proportion of bays and the design of horizontal elements.

(g) Generous internal courtyard spaces are to be considered for conversions of large footprint buildings.

(h) Retain the strong and consistent edge to Broadway.

(i) Residential development on Wattle Street is to be set behind and buffered by commercial uses or located at least above the first floor in mixed use buildings.

(j) Retain early housing in the area, particularly along Glebe and Queen Streets.

2.7

Erskineville, Alexandria (west) and Newtown (south)

2.7.1 Erskineville Road village centre

This locality extends from Erskineville Railway Station/rail corridor/Bridge Street (to the east), to the railway corridor and bridge to the west, and follows the ridge that extends south east from the King Street ridge line.

Erskineville Road village centre is to be a vibrant and active local community hub with a diverse mix of uses, including retail, business and commercial uses, community facilities, cafes, restaurants and hotels, high quality public domain, well designed infill development that is respectful of the existing street character, and a range of public transport options.

Development or upgrading of building stock is to prioritise amenity and appeal for pedestrians, with uses that engage with the street and building frontages that open to the footpath, awnings for shelter on the southern edge and high quality façade design.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Reinforce an understanding of the importance of the ridge in forming the road and built form pattern, retaining the visual dominance of corner buildings in particular, which are typically massed to the highest point at the street edge.

(d) Enhance the streetscape vistas both along Erskineville Road and also the views to the south.

(e) Retain the narrower road corridor from Rochford Street west up to the Railway bridge.

(f) Encourage the continuation of buildings that are built to the street boundary and buildings with larger footprints.

(g) Encourage the continuation of the street level awnings along the existing retail strip and a continuous awning along the southern side of the road.

(h) Require buildings to align with and address the street at ground level.

(i) Limit the height of new development and require awnings to the footpath of new mixed use development, particularly on the southern side of Erskineville Road.

(j) Ensure that development of sites that currently have internalised spaces provide active edges to enliven the street.

(k) Encourage a mix of building types and scales, reflecting the diversity of form and massing that derive from a range of lot sizes.

(l) Ensure the built form of new developments is consistent with the existing public domain scale of buildings.

(m) Ensure new retail/commercial strip development responds to and complements the scale and proportion of traditional strip retail to the east.

(n) Retain and encourage active uses on the ground floor of buildings fronting Erskineville Road.

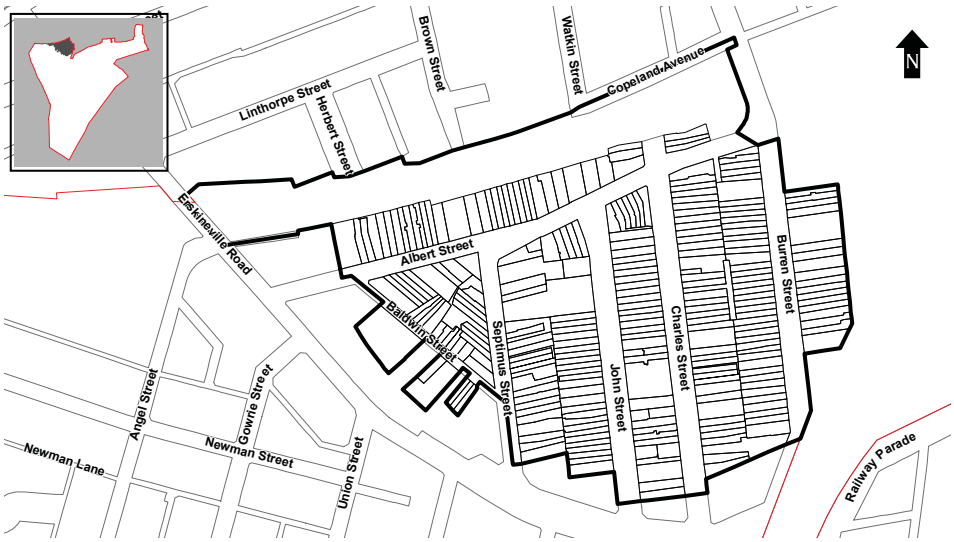
(o) Retain the green open quality of the north side of the eastern end of Erskineville Road which the additional road width in this area has created.

(p) Retain the public through-site link to Baldwin Street through the car park.

(q) Encourage appropriate adaptive re-use of the former Police and Citizens Youth Club (15-19 Erskineville Rd) and the building adjacent (21-23 Erskineville Rd). The redevelopment of the PCYC and petrol station sites are to exhibit good design principles given their gateway location into the neighbourhood precinct.

(r) Retain the vibrant pedestrian friendly village centre with future development enriching the pedestrian environment.

2.7.2 Erskineville neighbourhood north



This locality is bound by rail lines on three sides (north, north-east and south-east) and the Erskineville Village strip on its fourth (south) and is a pocket of almost exclusively residential development.

This area is a fine grain low scale residential area with significant street trees over-arching wide walkable streets with visual and physical connections to the Erskineville Road village centre. The consistency of terrace rows and their scale and proportion, roof design and materials palette is very important to the quality of the streetscape and will be retained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain and extend street tree plantings on all streets to enhance the streetscape character (particularly where there are consistent rows of terraces) and vistas to Erskineville Road village centre and significant buildings (for example the Rose Hotel) except Baldwin and Septimus Streets where narrow street widths are an issue.

(d) Encourage private planting in front setbacks to enhance the streetscape, where possible.

(e) Retain the visual prominence of landmark buildings, particularly former corner stores and hotels along Albert Street.

(f) Retain the low scale of built form and the consistency of building types including setbacks/building alignments.

(g) Infill development is to have an active street address to provide passive surveillance opportunities to the street.

(h) Encourage additions to the rear of dwellings to retain the scale and massing of front elevations and to retain the original roof form.

(i) Limit vehicle access to lots from rear lanes, where possible.

(j) Retain the unique pattern of angled lots and street setbacks on Albert and Septimus Streets.

(k) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

2.7.3 Erskineville neighbourhood south

This locality is situated on the southern side of Erskineville Road and has a consistent and substantially intact subdivision pattern of predominantly north-south streets.

This area shall remain a low scale predominantly residential area with a cohesive built form within a small lot subdivision pattern. The neighbourhood is to continue to have good physical connections to the Erskineville Road village centre and views from the upper levels to the King Street ridge and the Sydney Park chimney stacks. The consistency of terrace and cottage rows; their scale and proportion, roof design, materials palette and intact rear laneways is important to the quality of the streetscape and will be retained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Encourage private plantings in front setbacks to enhance streetscape where appropriate.

(d) Protect the low scale of intact, consistent lanes by constraining studio development.

(e) Design buildings and roofs to step with the topography.

(f) Retain the visual prominence of landmark buildings, particularly former corner stores and adaptively re-used warehouses.

(g) Provide a pedestrian link between King Street and Erskineville Road village centre within the Tram Sheds Site to further enliven and activate this underutilised space.

(h) Retain the low scale of built form and the consistency of building types including setbacks/building alignments.

(i) Ensure that all development responds to and is complementary to heritage items and conservation areas.

(j) Ensure infill development has an active street address to enable passive surveillance of the street.

(k) Studio/garages are to exhibit high design quality.

(l) Limit vehicle access to lots from rear lanes, where possible.

(m) Encourage timber panel lift doors to garages to better respond to the original character of timber rear fences.

(n) Retain the pattern of cantilevered balconies extending over the footpath on Gibbes and Lambert Street

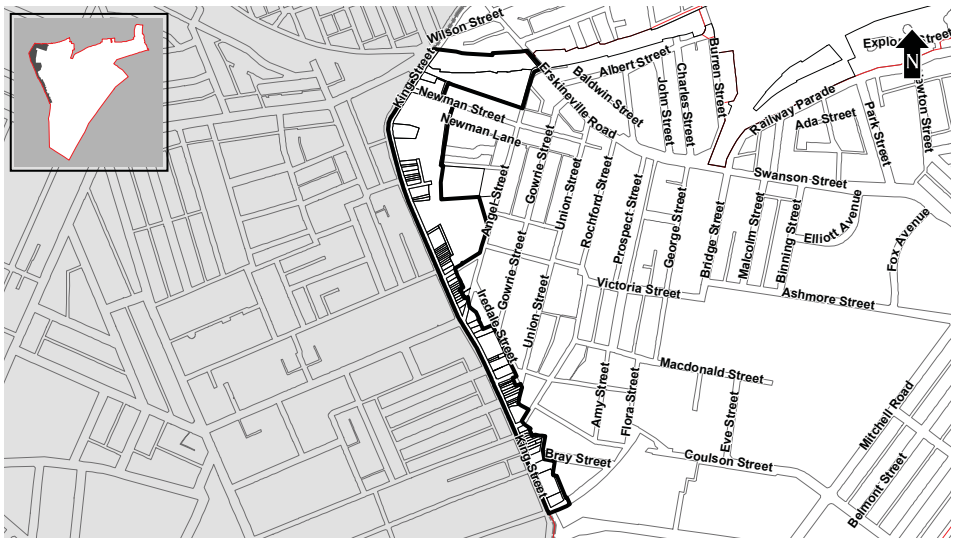
(o) Enable future development of the tram sheds site to:

(i) respond to the proposed activity hub for the site and opportunity for integration with Newtown Railway Station;

(ii) maintain and adaptively re-use the landmark tram sheds building; and

(iii) provide a pedestrian street and sequence of new public spaces to connect King Street to Erskineville Road, through the tram sheds site.

2.7.4 King Street retail strip



The King Street retail strip is one of the economic, social and cultural main streets within the City. Its continuous facades and the general uniformity of scale create a distinct streetscape and visual identity.

The Southern part of King Street is to continue to be an economic, social and cultural main street and will have key local and regional public transport links; centred around Newtown Railway Station. It has a wide array of interesting speciality shops, theatres, café and restaurants and galleries, shops and services for local needs including schools and community centres, and a mix of uses including retail and commercial at ground level and residential above.

Development or upgrading of building stock is to prioritise amenity and appeal for pedestrians, with uses that engage with the street and building frontages that open to the footpath, awnings for shelter on the southern edge and high quality façade design.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Reinforce an understanding of the importance of the ridge in forming the street and built form pattern. Retain the visual dominance of landmark buildings and mixed use buildings that are typically massed to their highest point at the street edge, stepping down the slope on either side.

(d) Enhance the streetscape vistas in both directions; along the street and the striking 'side' views towards the city skyline, by continuing to align buildings with the street.

(e) Require buildings to align and address the street.

(f) Ensure new mixed use development responds positively to the scale and proportion of the traditional strip retail buildings.

(g) Protect the curtilage of heritage items along King Street, notably the church and heritage school buildings, to enable visual appreciation of the buildings within their setting.

(h) Enable additional storeys to traditional strip retail buildings but setback from main street frontage where it does not impact on amenity of adjoining residential areas and not impact on the significance of a heritage item or conservation area.

(i) Encourage appropriate infill development to the Newtown Performing Arts High School edge (southern parts only) to better define the street edge and provide a more active retail/commercial interface.

(j) Retain and encourage active uses at street level including street level cafes, restaurants, retail, professional services and commercial.

(k) Retain the mix of educational/religious uses with mixed uses that gives the northern part of King Street a distinct open and green quality that contrasts with the strong built edge to the south.

(l) Encourage mixed use redevelopment and enable higher built form where it does not impact on the amenity of adjoining residential areas.

(m) Maintain the road closures that have created pocket parks at regular intervals as public open space, so they can continue to contribute to the amenity of the pedestrian network.

(n) Encourage the redevelopment of the Newtown Railway Station and Tram Sheds site to enable creation of a hub.

(o) Consider introducing mixed use development and higher built form over and adjacent to the Railway to mark this important nodal point and junction with Enmore Road and King Street, taking into consideration heritage issues in regards to the Tram sheds and station buildings.

(p) Ensure new awnings maintain the strong rhythm of the string of pearl under awning lighting.

2.7.5 Pleasant Avenue and Macdonald Street

This locality is a small scale residential area to the south of Munni and Victoria Streets and bounded by the railway corridor to the east and the rear boundaries of properties fronting King Street to the west.

The future Pleasant Avenue and MacDonald Street Neighbourhood will remain a predominantly low scale residential area. Parks and pockets of open space within the streetscape and views from Rochford Street to the City skyline and within the locality are to be maintained. The consistency of terrace and cottage rows; their scale and proportion, roof design, materials palette and intact rear laneways is very important to the quality of the streetscape and will be retained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Encourage private plantings in front setbacks, where appropriate, to enhance streetscape.

(d) Protect the consistent intact low scale development along lanes by constraining studio development.

(e) Maintain the visual prominence of landmark buildings, particularly former corner stores and adaptively re-used warehouses.

(f) Retain and protect the pedestrian link between Union and Rochford Street and the Amy Lane access to the park.

(g) Ensure future development retains existing district views, in particular those to Central Sydney.

(h) Retain the predominantly low scale of built form and the consistency of building types including setbacks and building alignments.

(i) Protect the visual appreciation of heritage and contributory items by designing infill to respond to height, massing, predominant horizontal and vertical proportions of existing buildings as well as design elements of adjacent dwellings such as the front verandah (as appropriate).

(j) Limit vehicle access to lots from rear lanes, where possible.

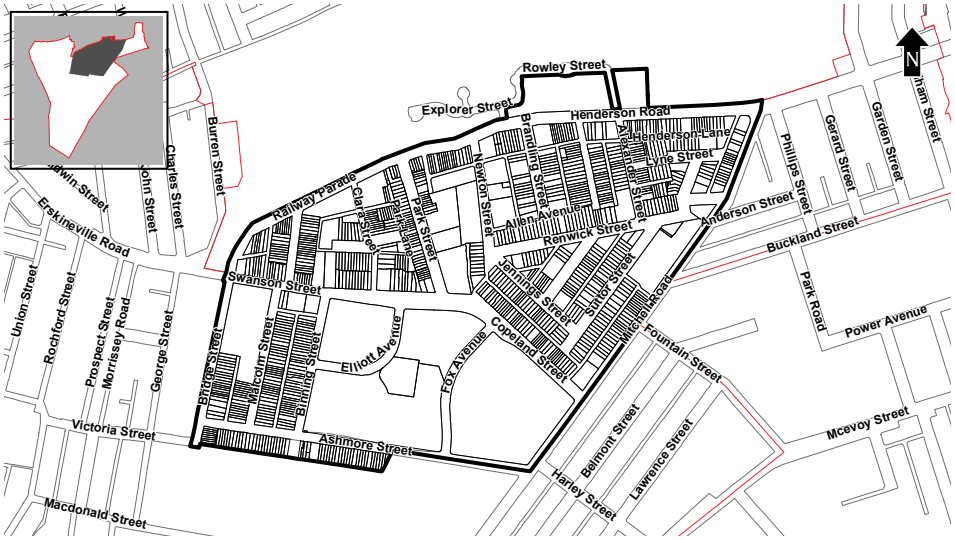
(k) Encourage timber panel lift doors on garages to better respond to the original character of timber rear fences.

(l) Ensure infill development has an active street address to enable passive surveillance of the street.

(m) Retain the fine grained residential subdivision pattern north of Macdonald Street.

(n) Protect the special single storey Federation character of Pleasant Avenue and seek further opportunities for appreciation of its historic and visual qualities.

2.7.6 Erskineville oval



This locality is bounded by Railway Parade/Henderson Road to the north and the railway corridor to the west, Mitchell Road to the east and the Ashmore Industrial Estate to the south.

The future Erskineville Oval neighbourhood will remain a pleasant landscaped area with predominantly low scale residential area with a cohesive built form and scale within a small lot subdivision pattern. The consistency of terrace and cottage rows; their scale and proportion, roof design, materials palette and intact rear laneways is very important to the quality of the streetscape and will be retained.

Neighbourhood nodes providing a mix of uses located along the main vehicular routes of Swanson/Park Street and Henderson/Mitchell Road will provide local services, food, retail and commercial opportunities for Alexandria, Erskineville, Australian Technology Park (ATP) and Eveleigh communities. Along Henderson Road the strategy to increase activity is based on harnessing the potential increase in residential and worker populations generated from the ATP development. The oval and parks will continue to provide an important community focus.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the visual prominence of landmark buildings, particularly former corner stores, the Victorian Italianate terrace rows on Malcolm Street, Erskineville Primary School and adaptively re-used warehouses (particularly the Chimney Stack on Henderson Road).

(d) Require buildings and roofs to step with the topography in the Malcolm Street area.

(e) Encourage better connectivity between the northern edge of the Erskineville Oval Character Neighbourhood and the rail lands/Australian Technology Park to the north, through the provision of development that encourages street level activity and provide better crossing facilities on Alexander Street and Henderson Road intersection.

(f) Ensure the principles and provisions of the REDD Strategy and the Redfern-Waterloo Built Environment Plan (Stages One and Two) August 2006 are considered in any redevelopment of the northern edge of this locality.

(g) Retain the predominantly low scale of built form and the consistency of building types including setbacks and building alignments

(h) Protect the visual appreciation of heritage and contributory items by designing infill to respond to height, massing, predominant horizontal and vertical proportions of existing buildings as well as design elements of adjacent dwellings.

2.7.7 Alexandria Park and Wyndham Street

This locality consists of two distinct localities. One is the Alexandria Park residential neighbourhood bounded by Wyndham Street, Mitchell Road, Henderson Road and Buckland Streets. The other is the former industrial area blocks to the north of Henderson Road, bounded by Australian Technology Park/ Garden Street, Boundary, Henderson Road and Wyndham Streets.

The predominant residential character of Alexandria Park neighbourhood with wide tree lined streets and views to Alexandria Park, shall be retained. It will retain the diversity of building types and scales that give it its unique character. Older warehouse buildings add interest to the otherwise residential character and adaptive re-use is encouraged. The consistency of terrace and cottage rows; their scale and proportion, roof design, materials palette and intact rear laneways is very important to the quality of the streetscape and are to be retained.

Wyndham Street and Henderson Road is to be revitalised. The same applies for the blocks north of Henderson Road. Improved presentation and address of buildings, a greater mix of uses (including providing services and access for residents and employees) and variety of housing forms including contemporary apartment blocks, and an enhanced public domain will improve amenity, accessibility and safety for pedestrians.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect and enhance views from Phillips, Gerard and Garden Streets to Alexandria Park.

(d) Retain and restore traditional strip retail buildings to enliven streetscape.

(e) Within the Alexandria Park area:

  (i) retain the fine grained residential subdivision pattern by not permitting further amalgamation of lots;

  (ii) retain the predominantly low scale of built form (one to two storeys) and the consistency of building types including setbacks and building alignments;

  (iii) protect the visual appreciation of heritage and contributory items by designing infill to respond to height, massing, predominant horizontal and vertical proportions of existing buildings as well as design elements of adjacent dwellings;

(iv) ensure residential infill development has an active street address to enable the passive surveillance of the street;

(v) encourage vehicle access to lots from rear where possible; and

(vi) encourage timber panel lift garage doors to better respond to the original character of timber rear fences.

(f) For the Wyndham Street, Henderson Road and blocks north of Henderson Road:

(i) design buildings to align to and address the street at ground level;

(ii) encourage perimeter developments of larger sites;

(iii) respond to the scale of strip retail buildings already existing on Henderson Road and to retain the traditional narrow lot, small footprint 'fine grain' character of traditional shopping areas;

(iv) ensure new buildings along Henderson Road are carefully designed and address overshadowing properties to the south i.e. setback sufficiently from the rear boundary with the main building bulk to Henderson Road;

(v) retain and encourage active uses on the ground floor of Wyndham Street, Henderson Road and blocks to the north of Henderson Road including commercial, retail, professional services, café and dining uses;

(vi) encourage mixed commercial and residential on Wyndham Street to create an appropriate transition between the adjacent commercial development on Botany Road;

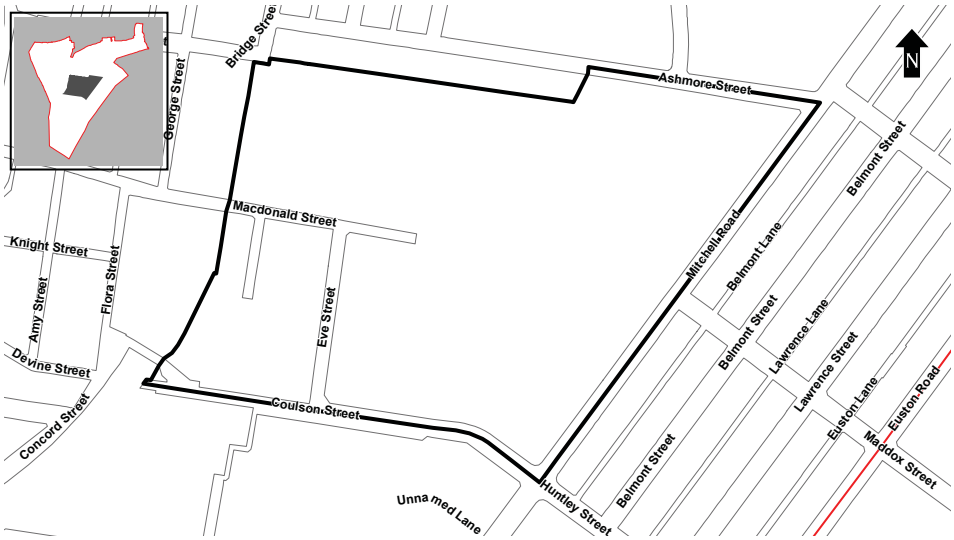
(vii) ensure street vistas to Alexandria Park are retained;

(viii) protect contributory buildings such as traditional dwellings, Alexandria Town Hall and Victorian/Federation/Interwar retail buildings and warehouses; and

(ix) provide pedestrian and bike links to rail lands to the north of Henderson Road and Garden Street to encourage connections between the residential and mixed use areas at the northern end of the locality, in particular along Henderson Road, and the employment lands that include the Australian Technology Park, located to provide ease of access to the proposed Redfern Pedestrian Bridge.

2.7.8 Ashmore

This locality is bounded by Ashmore Street to the north, Mitchell Road to the east, Coulson Street to the south and the railway embankment to the west. It is within close proximity to Erskineville Road Village Centre and the King Street Retail strip (Local Centre).



Ashmore will be a sustainable neighbourhood that offers a variety of dwelling types that will be well integrated with new residential development in Ashmore and the surrounding conservation areas of Erskineville and Alexandria.

Development will be complemented with a high quality public domain, including new streets, a central public park and bike links to facilitate pedestrian and cycle movement throughout the precinct, and integrated with the surrounding street network and open spaces.

Ashmore will have a strong landscaped character, with new development being setback from the street to provide a landscape buffer between the new buildings and the public domain. New development will be designed to ensure it brings life to the street with individual entries to ground floor dwellings, to provide passive surveillance and opportunities for social interaction.

Principles

(a) Future development is to be of the highest quality, and sympathetic to the existing surrounding local character and history of Erskineville and Alexandria and their former industrial uses.

(b) Ensure that redevelopment of the Ashmore Neighbourhood is coordinated to effectively manage the redevelopment and provide adequate community facilities and services as required.

(c) Introduce a mix of dwelling types to provide flexibility and choice that reflects the needs of 21st century living.

(d) Ensure building heights in Ashmore provide a transition to the surrounding conservation areas, with some buildings closer to these areas.

(e) Introduce a permeable network of streets that responds to key connections and the surrounding historic street patterns of Erskineville and Alexandria.

(f) Create an attractive public domain with pedestrian and bike connections. Links to public transport are to be clear and legible, and are to prioritise pedestrians with slow speed traffic lanes. All streets should include tree planting.

(g) Provide one main park, known as McPherson Park, for passive and active recreation, and to assist with stormwater management.

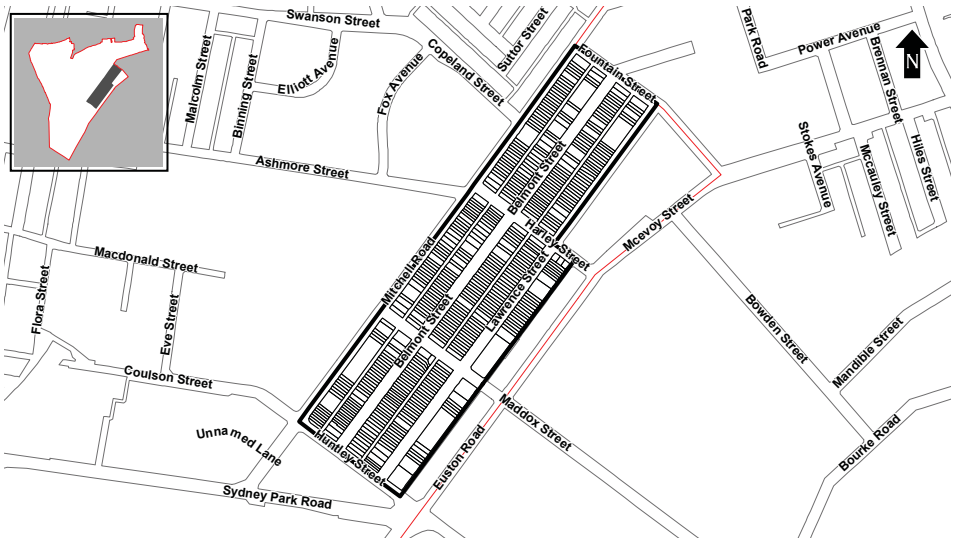
(h) High quality streetscapes are to be provided throughout Ashmore. All new streets will provide trees to provide shade and amenity and incorporate water sensitive urban design where appropriate.

(i) Create a strong landscaped character that unites development in Ashmore by setting back development from the public domain and providing native planting that is in accordance with the Council's Landscape Code.

(j) Introduce an appropriate mix of land uses with retail at ground level on MacDonald Street, adjacent to McPherson Park and some commercial uses at the intersection of MacDonald Street and Mitchell Road.

(k) Protect key panoramic views from Sydney Park to the CBD skyline and King Street ridge and east-west views throughout the neighbourhood to enhance visual permeability.

2.7.9 Belmont Street (Coopers estate)



The locality is bounded by Mitchell Road, Huntley, Fountain Streets and Lawrence Street/Euston Lane.

The Belmont Street neighbourhood will remain a predominantly fine grain low scale residential area, with medium density mixed use and residential concentrated around its edges on Mitchell Road, Lawrence, Maddox and Harley Streets, providing a transition to the high density Sydney Park and Ashmore residential neighbourhoods.

Streets will have generous tree canopies overarching wide walkable streets providing visual and physical connections to Erskineville Oval and the Mitchell Road/ Maddox Street neighbourhood node. The variety of built form including, detached houses, terraces, townhouses, adapted warehouses, apartments is important to this area and are to be retained. The consistency of terrace rows; their scale and proportion, roof design and materials palette is very important to the quality of the streetscape and are to be retained.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain the visual prominence of landmark buildings, particularly former corner stores, warehouses, hotels/pubs along Mitchell Road.

(d) Retain the fine grained residential subdivision pattern, the predominant low scale of built form and the consistency of building types in the area.

(e) Protect the visual appreciation of heritage and contributory items by designing infill to respond to height, massing, and predominant horizontal and vertical proportions of existing buildings as well as design elements of adjacent buildings.

(f) Protect the significance of subdivision by retaining the traditional small lot grid subdivision pattern by not permitting further amalgamation of sites in the Cooper Estate conservation area.

(g) Limit vehicle access to lots from rear lanes.

(h) Respond to the scale of terraces/cottages by retaining the traditional narrow lot, small footprint fine grain character of terraces.

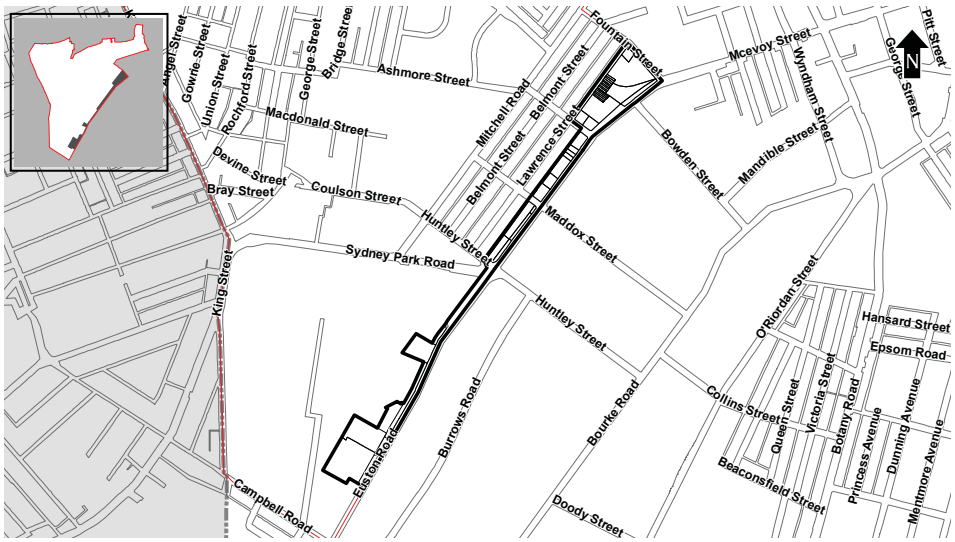
(i) Enable higher built form along Lawrence Street (eastern edge) and Mitchell Road but constrain the street wall height to maintain a pedestrian scale and existing character.

(j) Design apartment buildings to align to and address the street at ground level.

(k) Encourage adaptive re-use of commercial and industrial buildings along Mitchell Road, Fountain and Lawrence Streets for the purpose of mixed-use residential and commercial premises.

(l) Encourage the retention and adaptive re-use of Federation and Interwar factories and warehouses buildings, where possible.

2.7.10 Euston Road and McEvoy Street



This locality is bounded by Euston Road and McEvoy Street, Fountain, Lawrence and Huntley Streets and consists of two distinct localities. The area north of Sydney Park Road is an area in transition from industrial/light commercial to mixed use. The area to the south of Sydney Park Road is dominated on the western edge by Sydney Park with three isolated sites with commercial and industrial uses and on the eastern edge by "big box" industrial development.

Euston Road and McEvoy Street are to be revitalised. Improved presentation of buildings, a greater mix of uses, and better functionality of the street and path network for pedestrians are to enliven this neighbourhood. North of Sydney Park Road the focus is on a mix of retail, commercial, community and residential uses, while south of Sydney Park Road the existing industrial character of the area will continue.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Provide active edges to buildings which adjoin Sydney Park for better passive surveillance and also improved visual appearance to the park.

(c) Design buildings to align to and address the street at ground level.

(d) Encourage modulation and articulation of the horizontal and vertical proportions of facades including change in materials to reduce bulk and scale, and provide good visual amenity.

(e) Enable higher built form north of Sydney Park but constrain the street wall height to three storeys to maintain a pedestrian scale.

(f) Encourage the progressive conversion of existing industrial/commercial uses at the northern end of Euston Road/ McEvoy Street into mixed use development with ground floor retail uses and commercial and residential uses above.

(g) Strengthen bike links to Sydney Park and the Alexandra Canal area.

2.7.11 Sydney Park residential edge

This locality is situated on the northern side of Sydney Park and bound by Sydney Park Road, Coulson/Huntley Street and the Airport/East Hills Rail line.

The Sydney Park Residential precinct is to continue to be a high density residential area focused and edging Sydney Park, providing district and regional views from Sydney Park toward the City Skyline, the Erskineville basin and other important local landmarks.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Ensure views to Sydney Park, the former brick works, and surrounding areas are maintained.

(c) Ensure the panoramic 360 degree views from Sydney Park high points are retained to important local cultural landmarks including the King Street Newtown ridge, the Eveleigh rail yards and further north to the City skyline.

(d) Provide better pedestrian links from Ashmore (to the north of Sydney Park Road), and Sydney Park through provision of a pedestrian bridge at this location.

(e) Improve the amenity of Sydney Park Road public domain by introducing street trees and improved pedestrian amenity through better connectivity and pavement treatments.

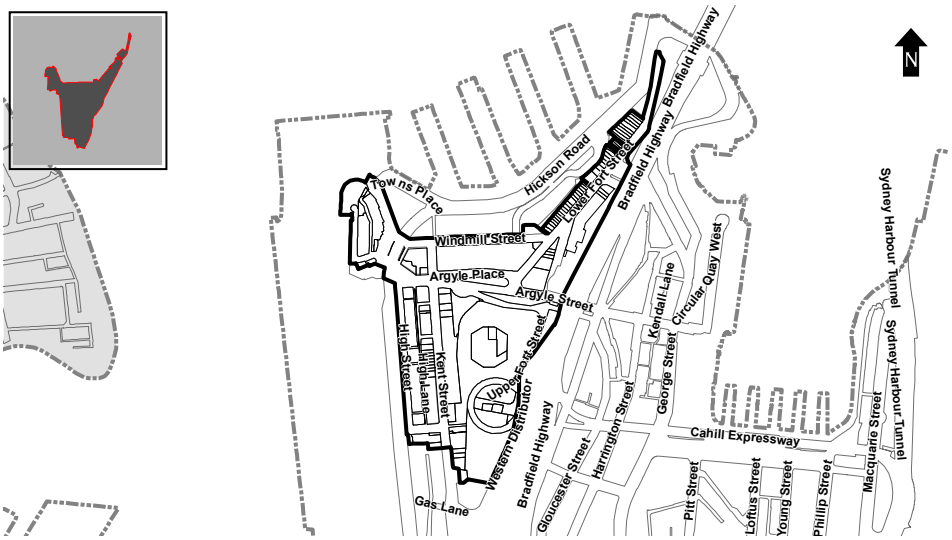
(f) Ensure streets within large development blocks are designed to optimise the number of apartment entries directly accessed from them and that 'streets' have footpaths and street trees.

(g) Encourage modulation and articulation of the horizontal and vertical proportions of facades including a change in materials to reduce bulk and scale and provide good visual amenity.

(h) Encourage the redevelopment of the isolated terraces on Campbell Road to a higher density and form that encourages active frontages overlooking Sydney Park.

2.8

Millers Point



Millers Point Heritage Conservation Area is an intact residential and maritime precinct of outstanding state and national significance due to its unique characteristics, composition, architectural diversity and continuity of 19th and 20th century residential and maritime elements. Its architecture is representative of each decade from the 1820s to the 1930s.

The Millers Point Heritage Conservation Area is of state significance for its ability to demonstrate, in its physical forms, historical layering and social composition, the development of colonial and post-colonial settlement in Sydney and New South Wales.

The character of the area is almost defined on a street by street basis, but the most prominent feature of Millers Point is the consistent townscape and high degree of integrity of the whole area. Its unity and authenticity of fabric make it one of the rarest and most historic urban places in Australia.

The NSW Government and the Council have recognised the very high heritage significance of the Millers Point Heritage Conservation Area. The area is listed on the State Heritage Register and the Sydney LEP. Individual items are also listed on the State Heritage Register and Sydney LEP. This unprecedented degree of listing is unique to Millers Point and reflects the significance of the conservation area.

The area is characterised by a fine grain subdivision pattern, the use of sandstone and other traditional building materials, two to three storey residential terraces, similar scaled commercial buildings (often pubs) defining the corners and pitched roofs. While there is a consistency of materials, scale and form, a diversity of architectural styles and street alignments are represented, with many of the terraces set back at street level.

The maintenance of original fabric in a highly intact state creates a degree of rarity and authenticity. The area's architectural elements are both intact and outstanding examples of their type. Many groups of buildings in Millers Point are unified by their history, construction and type.

The area's steep, coastal topography and early development have generated its character and built form with evidence of quarrying, retaining walls, and a public domain which includes public staircases, laneways, pedestrian pathways, bridges and parks of a variety of scales.

The locality has a strong history as a residential community, with a unique and strong identity that evolved as a self-contained area with employment and community facilities.

The area affords significant views to and from the water and of the Harbour Bridge. A significant panorama of the Harbour and the City is gained from the Observatory Hill precinct, particularly Observatory Hill Park which is of outstanding historical significance and a major component of the precinct.

The conservation of the Millers Point Heritage Conservation Area will be based on a respect for the existing building fabric, high degree of integrity, residential uses and historical association.

Principles

(a) Retain, conserve and reinforce the historic character and heritage significance of the Millers Point Heritage Conservation Area and individual items on the State Heritage Register.

(b) Development must be consistent with the locality statement and achieve the outcomes expressed in the supporting principles.

(c) Development (including maintenance and repairs) is to have regard to any endorsed Conservation Management Plan for a site, or any other conservation management plan prepared to the satisfaction of the consent authority, and be consistent with the Millers Point Conservation Management Guidelines 2007, and the principles of Burra Charter: The Australia ICOMOS Charter for places of Cultural Significance.

(d) New development is to respect and maintain the existing heights and established character of the area.

(e) Conserve unifying building details and the paint scheme for groups of terraces and streetscapes.

(f) Conserve and repair early and original building fabric.

(g) Cliff faces, retaining walls, stairs and early public domain elements are to be retained and conserved.

(h) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(i) Ensure new development respects the siting, scale, form, integrity, use of materials, character and significance of the area, heritage items and contributory buildings.

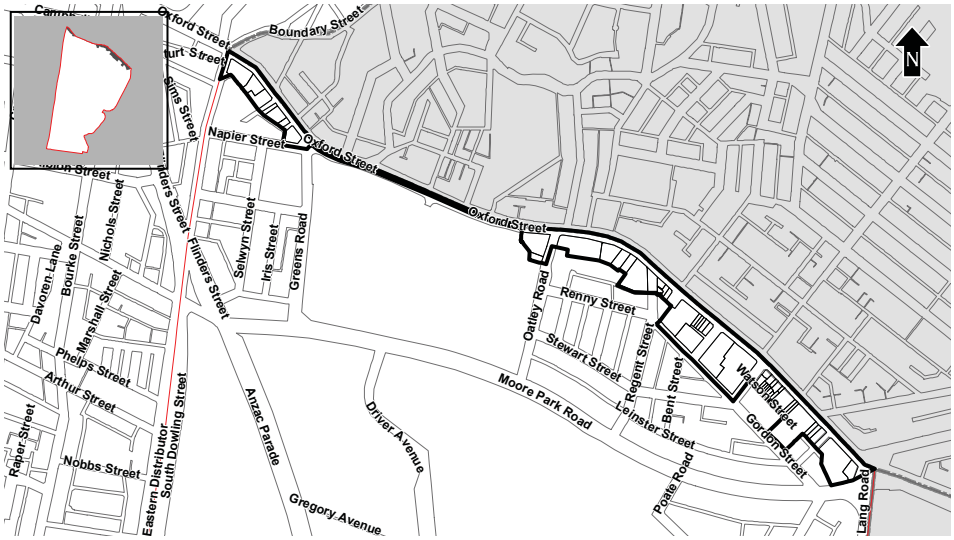
(j) In the event of destruction of a building, replacement buildings must have a floor area that does not exceed that which it replaces and be sympathetic to the scale, setting and proportions of existing development, including adjacent heritage items, and use materials, finishes, textures and details appropriate to the building type and scale.

(k) Maintain existing views and vistas and from the precinct, the water, the Harbour Bridge, Central Sydney, and Observatory Hill Park.

2.9

Paddington/Centennial Park

2.9.1 Oxford Street, Paddington



This locality comprises the lots fronting Oxford Street and includes Victoria Barracks' northern boundary wall and reserve areas.

Oxford Street is to continue to be a rich and diverse neighbourhood and a community hub for Paddington: distinctive, lively, vibrant, attractive and well used. It features a range of interesting shops, galleries and venues, shops and services for local needs, a high quality public domain and a pedestrian scale.

The Victoria Barracks, retail strip and many institutional buildings have been in continuous use for over a hundred years, and represent an important survival of the function as well as the fabric of the buildings.

Oxford Street, Paddington is to continue to be distinguished by its varied buildings stock with institutional buildings and vibrant mix of ground floor retail development. The strong arts and cultural focus towards the western end of the street should continue, linking with Taylor Square. Pedestrian amenity and appeal is to be a priority for new development or upgrading of existing building stock. Uses should engage with the street and building frontages should open to the footpath.

The ridge plays an important role in forming the road and built form pattern and the visual dominance of landmark institutional buildings on high points should be retained. Commercial/retail buildings should be typically massed to their highest point at the street edge and should step down the slope.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Align buildings with the street to enhance the streetscape vistas along the street with views of the city skyline to the northwest and views towards Centennial Park and Sydney Harbour.

(d) Maintain the visual prominence of landmark institutional buildings such as Paddington Town Hall.

(e) Protect the curtilage of institutional heritage buildings including church and school buildings along Oxford Street to enable visual appreciation of the buildings in their setting.

(f) Introduce high quality design on the corner of Oxford Street and Greens Road given its prominence in the long view from Victoria Barracks.

(g) Align buildings with and address the street at the ground level.

(h) Provide awnings to the footpath, where appropriate.

(i) Encourage appropriate adaptive re-use of buildings and active edges to the street.

(j) Coordinate the redevelopment of the current Mitre 10 site and the Telstra building at the 'nub' of Williams Street to contribute positively to the built form of Oxford Street and the public domain. Redevelopment of the sites should provide public space and a through-site link to Gordon Street.

(k) Encourage and retain uses and activities that contribute to the vibrancy of Oxford Street.

(l) Retain active uses on the ground floor of commercial buildings fronting Oxford Street.

(m) Encourage diverse uses above the ground floor including boutique accommodation, commercial, leisure and residential uses.

(n) Encourage cafes and restaurants in buildings on corner sites to provide outdoor dining where footpath width permits.

2.9.2 Selwyn Street

This locality is bounded by lots fronting Oxford Street to the north, Greens Road to the east, Moore Park Road to the south, Flinders Street to the southwest and South Dowling Street to the west.

Selwyn Street is to retain its existing character of a rich mix of uses, buildings of different types and sizes on its streets and lanes. Selwyn Street has a unique character created by this diversity and combined with consistent groups of terraces and the contrast between modest dwellings and larger institutional and commercial buildings as well as small plazas formed by street closures that 'green' the neighbourhood and provide small open spaces.

The 'special areas' are notable for their intimate scale and amenable pedestrian enclaves, qualities are an important part of the future character. Consolidating commercial and retail uses on Flinders Street is encouraged to provide a greater intensity and variety of land uses and to form a neighbourhood centre.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the large street tree canopy over Selwyn and Napier Streets.

(d) Step buildings and rooflines with the topography.

(e) Retain contributory buildings and intact streetscapes.

(f) Encourage vehicle access to be provided from rear lanes. Timber panel lift doors are encouraged to respond to the original character of timber fences.

(g) Retain the original service function and scale of Iris Lane.

(h) Design studio/garages on one-sided streets such as Iris Street (rear facing Selwyn Street) and Josephson Street (rear facing Moore Park Road) to be of high quality and feature simple pitched roof forms. Windows that overlook the street and pedestrian entries alongside vehicle doors are encouraged.

(i) Encourage ground floor uses to activate Flinders Street and Moore Park Road.

(j) Provide awnings to the commercial and retail node on Flinders Street, where appropriate.

(k) Discourage the amalgamation of small sites for redevelopment.

(l) Encourage mixed uses that contribute to the vibrancy and vitality of the neighbourhood including residential, retail, café/dining and educational.

(m) Encourage active uses on the ground floor of buildings fronting Flinders Street, where appropriate.

(n) Encourage quality boutique accommodation and commercial uses on Moore Park Road where the building type is appropriate.

(o) Encourage active uses for the COFA site towards the Napier Street closure to create a connection with the Oxford Street activity strip.

2.9.3 South Paddington

This locality is bounded by lots fronting Oxford Street to the north, Moore Park Road to the south and Victoria Barracks to the west.

South Paddington is to remain a low-scale residential area with a generous tree canopy over-arching wide streets. The consistency of terrace rows; their scale and proportions, roof design and materials palette is important to the quality of the streetscape and is to be retained. High quality alterations and additions are encouraged to maintain the rear lane character and protect residential amenity. Pocket parks, including street closures, also contribute to the character of the neighbourhood, and are to continue to play an important role in enhancing the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect the streetscape character particularly where there are consistent rows of terraces.

(d) Ensure that all development responds to and is complementary to heritage items and contributory buildings within the conservation area and intact streetscapes and landscapes.

(e) Design studio development and garages on narrow lanes to enhance the low scale character.

(f) Protect vistas along sloping and undulating streets, particularly east-west views to Central Sydney.

(g) Maintain the uniformity of consistent terrace rows.

(h) Retain the low scale of built form and the consistency of building types.

(i) Design infill development to respond to the height, massing and predominant horizontal and vertical proportions of existing buildings, and protect the visual appreciation of heritage and contributory items.

(j) Retain the scale and massing of front elevations by confining additions and alterations to the rear of dwellings.

(k) Retain original roof forms and ensure simple pitched roof forms to garage/ studios.

(l) Step buildings and rooflines with the topography.

(m) Minimise the size and 'blankness' of garage doors to reduce the vehicle-dominated character of one-sided streets with studios above.

(n) Encourage the continuation of commercial uses in traditional corner shops.

2.9.4 Furber Road

This locality is bounded by Moore Park Road to the north, Cook Road to the east and Poate Road to the south-west.

Furber Road is to continue as a residential neighbourhood with a mix of building types and characterised by green streets, high quality pedestrian links, an inviting Poate Lane and landscaped front and rear garden.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain and conserve heritage items and contributory buildings including the pairs and rows of Federation terraces as well as inter-war residential flat buildings.

(d) Retain and conserve pairs and rows of Federation terraces, and inter-war residential flat buildings.

(e) Encourage landscaping of front gardens and side setbacks of multi-unit dwellings.

(f) Ensure building heights on Poate Lane respond to the sloping topography and do not result in visual or overshadowing impacts.

(g) Encourage a mix of building types, including terraces, apartments and townhouses to reflect the rich diversity of form and massing.

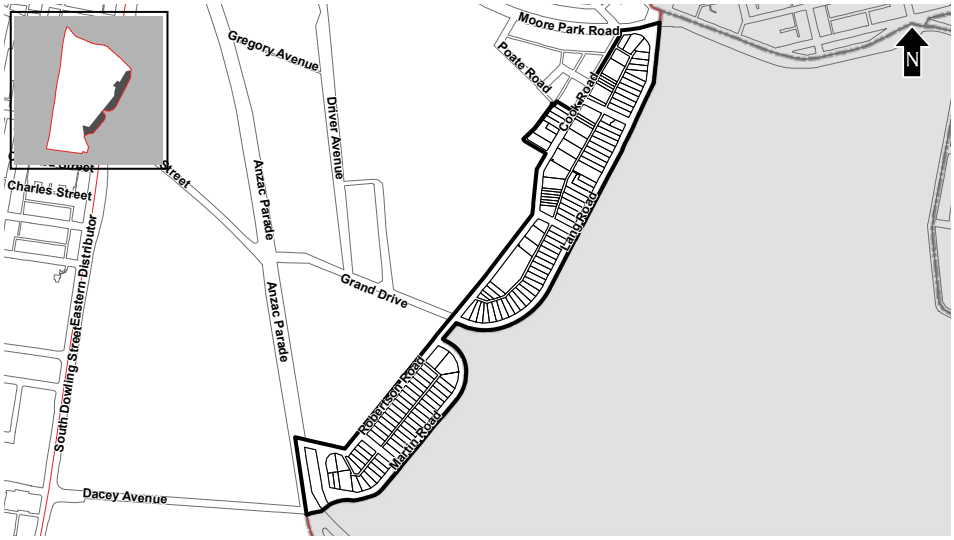
(h) Consider site amalgamation on sites of non-contributory buildings on Moore Park Road adjacent to the corner lot with Cook Road, and on Poate Road to encourage high quality medium density development that benefits from efficient, north-south oriented lots.

(i) Encourage the use of a palette of materials and colours that responds to the dark brick, brick patterning and terracotta tiled roofs of walk-up flats.

(j) Retain the width of above-ground rear extensions of terraces on Cook Road for the breezeway to optimise the amenity provided by sun access and natural ventilation for all the buildings in a row.

(k) Encourage multi-unit dwellings on sites with non-contributory buildings.

2.9.5 Centennial Park



This locality is bounded by Centennial Park to the east, Cook Road, part of Furber Lane and Robertson Road to the west, and Moore Park Road to the north.

Centennial Park is a residential neighbourhood with a mix of housing types, whose history and design quality are highly valued. The distinctive character of the areas is to be retained and enhanced. Generous open space and garden areas provide an appropriate setting for large detached houses and the scale and integrity of these original buildings are to be protected. While existing higher density residential uses remain, their refurbishment (and possibly redevelopment at the end of their lives) is encouraged to provide more efficient and amenable site responses.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain the scale and form of contributory buildings on Cook Road between existing residential flat buildings.

(d) Design secondary buildings or extensions on sites sloping up from the street to be behind the main (original) building line and not visible from the street.

(e) Maintain the overall height of existing residential flat buildings and ensure that redevelopment provides a direct, clear visual and physical connection between the building entry and the street.

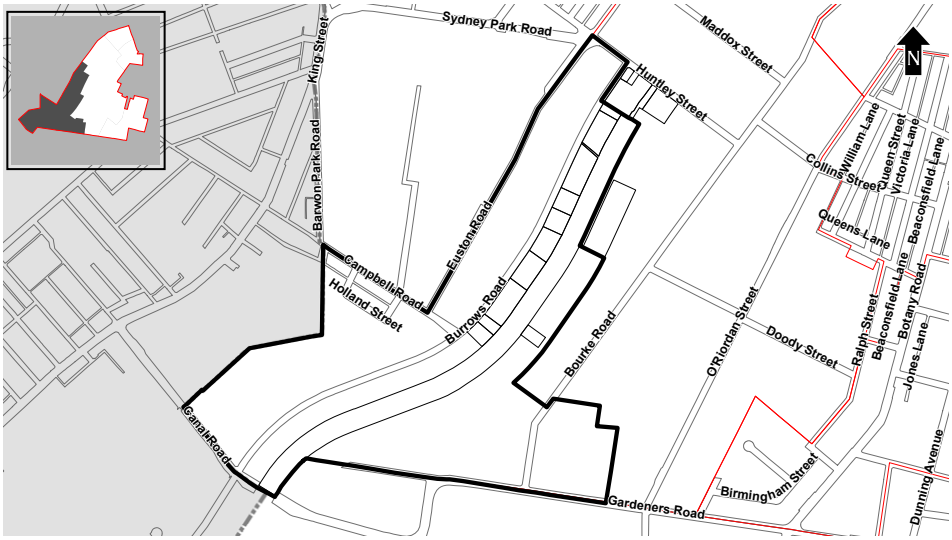
(f) Parking for any redeveloped medium density site is to be provided underground without imposing negative visual or amenity impacts on streets or laneways.

(g) Support generous open space on detached house lots and encourage planting large trees and shrubs.

2.10

Southern Enterprise Area

2.10.1 Alexandra Canal



The Alexandra Canal locality will continue to accommodate industrial uses, including population serving industrial businesses essential to the efficient functioning of a growing inner-City residential population, as well as strategic industrial uses to support Sydney Airport. Limited ancillary uses may also be appropriate to support the industrial uses and working population in the area.

The area is located close to the NSW Government's WestConnex interchange at St Peters that will facilitate more efficient movement of freight into and out of the area.

The Liveable Green Network, a substantial part of which stretches along both sides of the Canal, forms part of the City's pedestrian and cycling network that connects people to the City Centre, village centres and neighbourhoods, public transport, education and cultural precincts and major parks and recreation facilities. The network extends from the Alexandra Canal, along its tributaries and throughout the City.

Future development is to present a more inviting edge to the canal, creating opportunities for future crossing points, casual surveillance and an active interface between the public and private domain. An active square at the head of the Alexandra Canal will create a vibrant and inviting gateway to the water's edge.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) New streets will deliver additional local connections, providing alternative routes within the area and connecting with the main roads.

(c) Promote pedestrian and bike links between the Liveable Green Network and the surrounding street network via through-site links to allow greater enjoyment of the linear open space and offer enhanced movement choices.

(d) Introduce pocket parks and small areas for passive recreation along the Liveable Green Network.

(e) Maximise views along the canal with the location of through-site links and new streets.

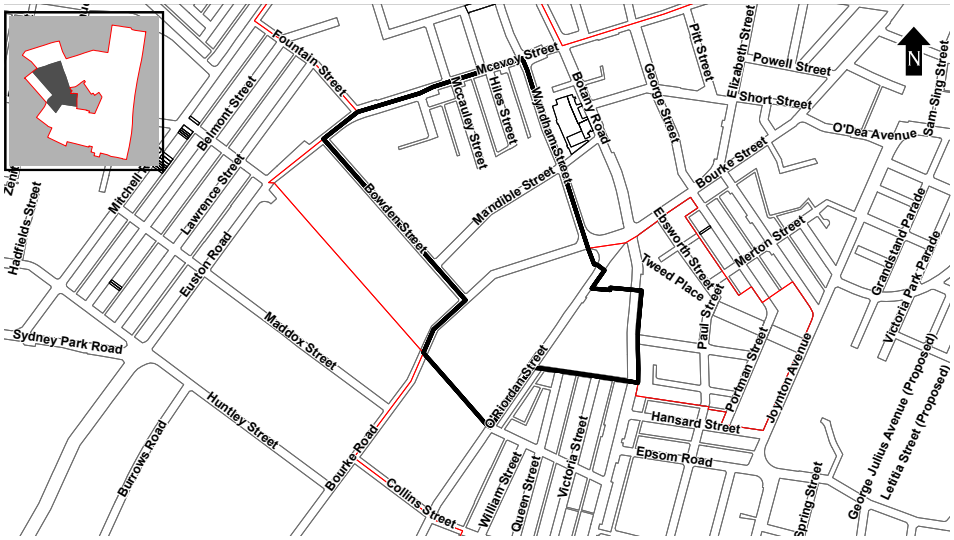
(f) Integrate the industrial history of the area into the public domain.

(g) Ensure new development addresses streets, through-site links and the canal, provides activation and exhibits high quality design.

(h) Encourage a high-quality built form and public domain along the Euston Road frontage to create a more attractive edge to Sydney Park and provide for casual surveillance.

(i) Allow for some ancillary uses that support the working population of the locality, such as kiosks, which are limited in scale so as not to compromise the operations of existing and future industrial uses.

2.10.2 North Alexandria



North Alexandria will grow and diversify over time from an area characterised by predominantly light industrial uses to a thriving employment neighbourhood incorporating a broad range of uses, including higher density commercial, specialised clusters of creative and knowledge-based businesses, entertainment and business support services.

Growth in office and flexible enterprise floor space on the western edge of Green Square centre reinforces its economic role and supports the broader role of the Southern Enterprise Area for industrial and urban services uses. Formation of crucial public spaces, legible connections and attractive entertainment and recreation options are essential if businesses locating in North Alexandria are to attract skilled talent.

The area is well served by public transport, being close to the Green Square train station and numerous bus routes. The precinct enjoys access to several dedicated cycleways and will benefit from the future rapid transport route along the Green Square to Ashmore connector and Waterloo Metro station.

Proposed streets and through-site links will better connect North Alexandria to neighbouring precincts. Green links and proposed public open spaces will raise amenity levels and assist with flood mitigation.

The industrial built form, established trees, layers of history, low scale laneways, open canals, and connection to the Liveable Green Network give North Alexandria a unique character.

North Alexandria has a number of listed buildings, as well as a heritage conservation area, which will preserve the fine grain, low-rise, industrial character in the north-block of the precinct. This area is to become a focus for cultural and creative industries, food and drink, and entertainment and lends itself to becoming a destination for the wider area. Flexible, shared use of the laneways can support alfresco activity and events.

Extended opening hours for retail, dining, live music, cinema and other forms of temporary programming in public spaces is also encouraged to bring late night activity to the north-block, balancing the contribution to street activation and vibrancy of the area with any likely impact on amenity

In close proximity and integrated in grain and scale, the mid-block will be characterised by lower rise, larger floor plate, flexible commercial buildings which will attract a range of creative and knowledge-based tenants in diverse workspaces including small offices with workshops, storage, semi-industrial and showroom spaces.

The higher density, large floorplate built forms in the south-block lend themselves to higher order employment and commercial development including office, as a western edge to Green Square.

The periphery of the precinct will act as a transition to adjoining areas, with large landholdings that preserve the economic function of the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Maintain North Alexandria's important role in catering to specialised employment clusters including transport and logistics, manufacturing and professional services.

(c) Support a diverse range of business uses.

(d) Provide a range of day-to-day services like childcare, retail and food and drink.

(e) Provide higher amenity in the public domain and better urban outcomes, with defined streets, new connections where required, positive landscape spaces, and improved relationships between buildings and the public domain.

(f) Retain heritage, industrial landmarks and unique structures where possible, particularly in the north-block, and enable the adaptive reuse of special buildings to respond to their changing function.

(g) Achieve a sensitivity to scale, fine grain character and materiality in the north-block and surrounding buildings.

(h) Balance maximised street activation and street/building interface with the industrial character of buildings in the north-block of limited doors and windows.

(i) Present high-quality frontages to the Liveable Green Network and public open spaces.

(j) A high-quality public domain is to be realised through the careful design of frontages, through-site links, setbacks, loading and access, and through the screening of warehouses and industrial uses with active uses in the mid-block.

(k) Harness the place-making opportunities which are presented by the canals and Liveable Green Network.

(l) Protect mature trees on Bowden and Wyndham streets and throughout the heritage conservation area.

(m) Address trapped low points for stormwater through development, particularly on Botany Road.

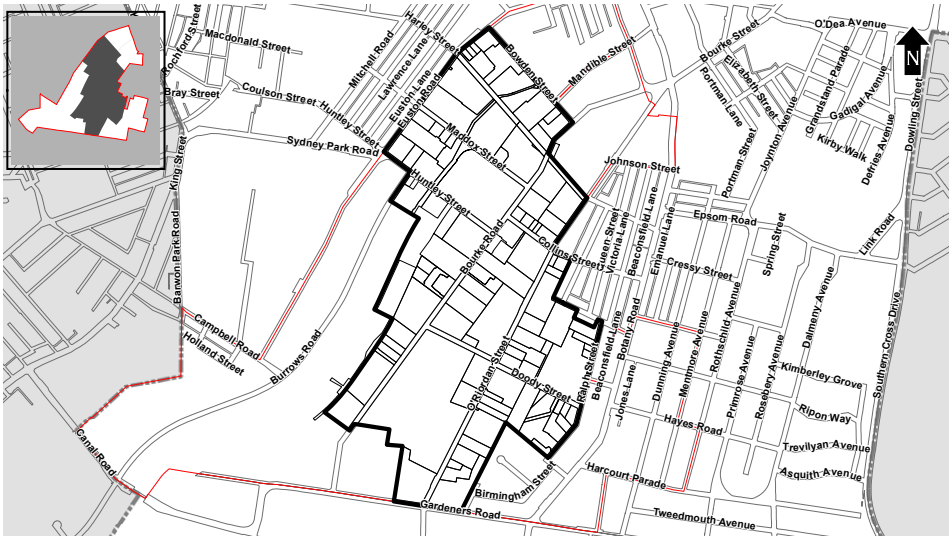
(n) Improve way finding, amenity and legibility with more connections and better arranged streets

(o) Increase permeability through the precinct with more crossing points along major roads, well-designed streets and through-site connections to facilitate comfortable walking both within and around the precinct.

(p) Warehouse and industrial building typologies are to prioritise high-quality building frontages and public domain over internal site functions, private driveways, large vehicle crossing points and inactive street edges.

(q) Commercial buildings in the south-block are to avoid 'campus-style' building typologies. Large landscaped edges used primarily for vehicle access, inactive frontages and poor street address are to be avoided.

2.10.3 Enterprise Corridor



The predominant use in the Enterprise corridor is warehousing and lighter industrial activities, however over recent years, there has been a marked change from the traditional industrial uses to more evolved industrial uses, including high tech industrial, design warehouses and some retail.

While this locality will continue to accommodate industrial activities, it will over time accommodate a wider variety of economic activities. Building on the strength of existing logistics and lighter industrial uses that benefit from good access to the airport and Central Sydney, this area will also facilitate a range of higher value employment, such as high tech and offices where appropriate, to realise a thriving, innovative mixed business economy supporting Sydney's growth.

The north of the locality will become greener, based around Perry Park and a new linear public space following the Shea's Creek channel and forming part of the city-wide Liveable Green Network. It will support new business uses, achieving a transition between the higher-order economic activities around the Green Square Town Centre and rail station and the more intense industrial uses around the Alexandra Canal.

A bulky goods area is to be maintained in the south of the locality along O'Riordan Street, providing support to the growing residential population in the wider vicinity. The area will continue to capitalise on connections to freight and logistics associated with the airport and port. A pedestrian and cycling connection and green link along the alignment of the Sydney Water channel will form part of the Liveable Green Network, linking Alexandra Canal and a new open space on Doody Street.

New streets throughout the locality will provide greater permeability to encourage walking and cycling whilst breaking up larger industrial land parcels to facilitate access for the evolving uses and maximise street frontages.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting principles.

(b) Establish landscaped pedestrian and cycle links as part of the Liveable Green Network along the Shea's Creek channel connecting Alexandra Canal to Green Square.

(c) A new public open space is to be provided on Doody Street, at the corner of Ralph Street, adding to the public open space network that extends from Turruwul Park to Alexandra Canal and Sydney Park.

(d) Public open spaces, through-site links and streets should be edged by active uses to increase safety and security.

(e) Reinforce and extend street tree plantings along major roads and proposed streets.

(f) Introduce new bike and pedestrian friendly streets and improve current streets to provide more street frontage for businesses and create route choice and ease of movement for pedestrians and cyclists.

(g) Encourage land uses including high-tech industries, research and development, freight handling and other airport related industries in addition to the existing more traditional employment uses.

(h) Encourage the planned subdivision of large blocks to create opportunities for a range of businesses and building types. Discourage fragmented subdivision and strata titling of large lots to retain the flexibility for comprehensive and integrated development of the area.

(i) Celebrate the area's history by retaining and adaptively re-using early industrial buildings.

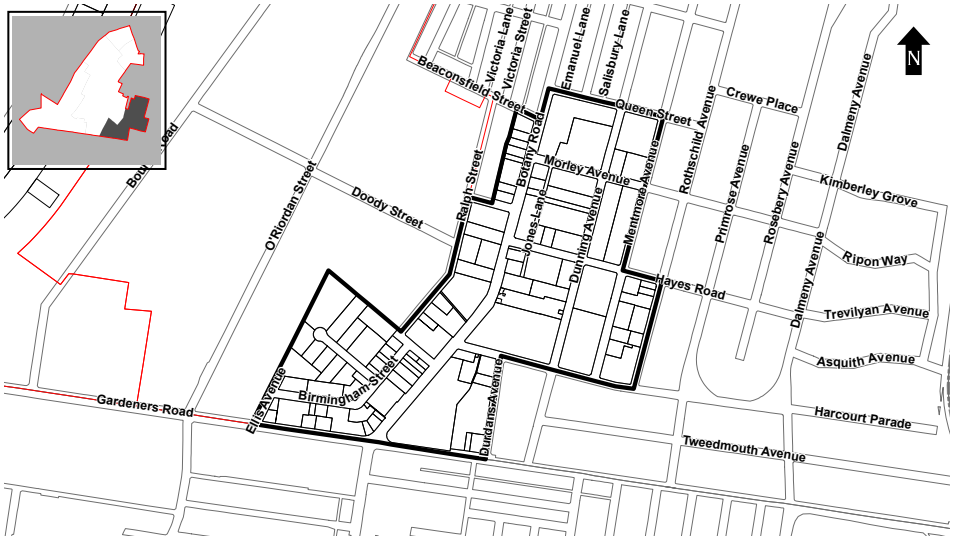
(j) Encourage high quality buildings of bold, contemporary design along O'Riordan Street to create more attractive streetscapes for pedestrians.

(k) Retail is to be limited in scale to support nearby planned centres.

(l) Allow for non-residential uses which support employment activity and/or service the local working population, such as entertainment facilities and markets, ensuring that they are of limited scale so they support planned centres and do not compromise the operations of industrial and employment generating uses.

(m) Support small activity nodes where they are currently located at the intersection of Bourke and Huntley Streets and at Doody and Bourke Streets.

2.10.4 Rosebery West



This locality is generally bound by Queen Street, Rothschild Avenue, Gardeners Road and Ralph Street.

Botany Road is an important route connecting Central Sydney with Botany Bay and is to continue its role as a commercial and industrial hub with a strong employment focus.

The area around Birmingham and Bradford Streets, as well as Dunning Avenue and Hayes Road are current destinations for a diverse mix of uses including small scale retail, cafes, shopping and commercial activity. An activity hub around Hayes Road will act as a small centre to support the surrounding residential, commercial and industrial uses.

Built form is to respond to the finer grain lot pattern and legible well-connected street and block system of the adjoining Rosebery Estate to the east and to the architectural character and tree lined streets around Birmingham Street in the west. Built form along Botany Road is to incorporate non-residential uses at lower levels and be designed to ameliorate the impact on residential uses associated with the heavy traffic use of this route.

Given the locality's proximity to local infrastructure, transport and the adjoining residential area of Rosebery, the provision of affordable rental housing may be considered in appropriate locations.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Capitalise on the architectural character and amenable public domain around Hayes Road and Birmingham Street by retaining and adaptively re-using early industrial buildings. Encourage sensitive re-use by 'creative' industries.

(c) Development is to complement the adjoining Rosebery Estate and respond to the street layout and subdivision of this area.

(d) Introduce new pedestrian and cycle links to Turruwul Park and the landscaped water channels which are part of the Liveable Green Network.

(e) Retain existing and introduce new tree planting along streets and pedestrian links.

(f) Extend the large canopy of existing trees on Mentmore Avenue to strengthen the 'green' character of the street and support the transition to the existing low-scale Rosebery Estate by creating a buffer to new development.

(g) Introduce a landscaped setback along the west side of Mentmore Avenue (north of Hayes Road) to complement the landscaped setbacks within the Rosebery Estate.

(h) Encourage a diverse mix of land uses and active street frontages along Botany Road.

(i) Capitalise on the future widening of Botany Road to upgrade the pedestrian environment to allow for tree planting, footpath widening and bike links.

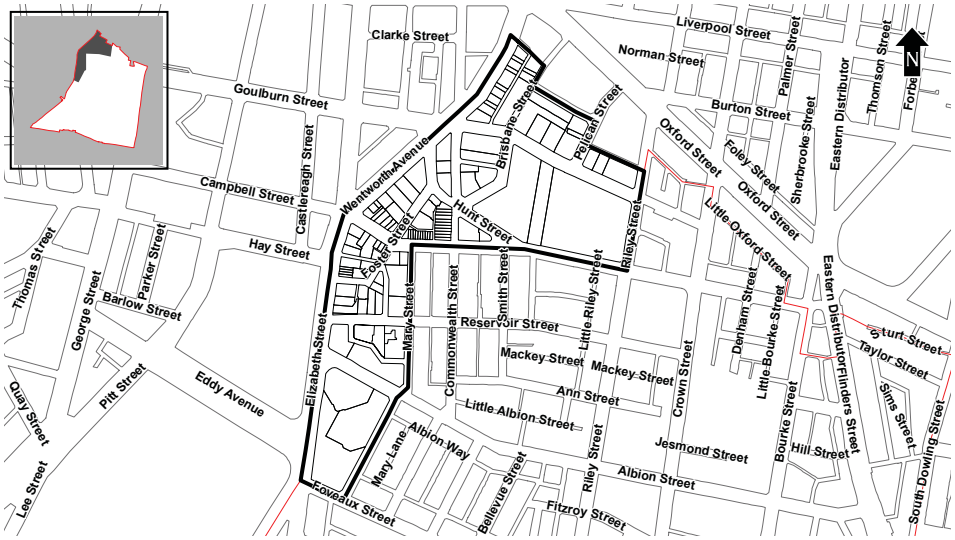
(j) Ensure large setbacks along Botany Road are integrated into, and form an extension of, the public domain.

(k) Provide residential development along the Botany Road frontage as part of commercial and mixed use developments which incorporate non-residential uses at lower levels to ensure satisfactory residential amenity.

2.11

Surry Hills

2.11.1 City Edge



The locality contains the primarily commercial area between Oxford and Campbell Streets, and is bounded by Wentworth Avenue, Elizabeth and Foveaux Streets in the south.

The area is to provide a transition between taller, large scale commercial buildings in Central Sydney and lower scale, finer grain mixed uses of Surry Hills. There area also clusters of multi-storey face brickwork warehouse buildings built in the early 20th century. New development is to respond to the scale and proportion of the area's heritage warehouses, utilising similar materials including brick and masonry. Employment and business uses are encouraged with retail uses consolidated along the Wentworth Avenue and around the edges of Harmony Park.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Maintain street corridor views to Central Sydney in the north along Elizabeth Street and to Haymarket in the west along Campbell and Hunt Streets. Development is to frame street corridor views.

(c) Conserve and enhance the network of existing laneways and the fine grain development pattern.

(d) Create a gateway to the neighbourhood by maintaining significant buildings at the intersection of Wentworth Avenue with Commonwealth and Goulburn Streets.

(e) Maximise amenity provided by the proximity to public open space, and improve the interface between private and public domain.

(f) Maintain the scale and character of the consistent group of low scale terrace houses along Campbell and Commonwealth Streets.

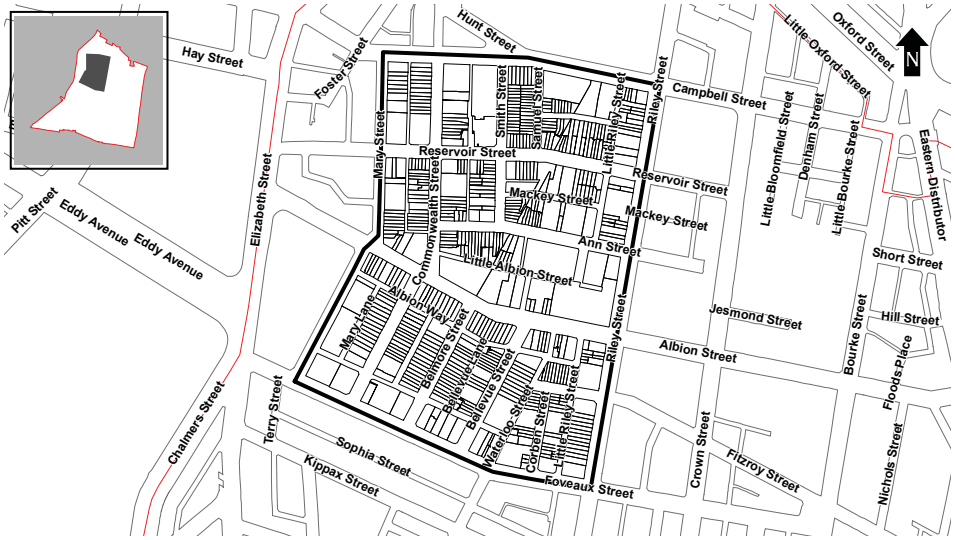
(g) Retain and reinforce the development scale and bulk around Wentworth Avenue by continuing the warehousing typology for new development.

(h) Conserve and reinforce the heritage significance of the area through the conservation of heritage hotels and warehouses.

(i) Introduce active frontages to development fronting Elizabeth and Goulburn streets, and the edges of Harmony Park.

(j) Encourage upper level mixed uses (commercial and residential) overlooking public open space for passive surveillance.

2.11.2 Riley



This locality is bounded by Campbell Street to the north, Riley Street to the east, Mary Street to the west, and Foveaux Street to the south.

The existing mixed use character of the precinct will be maintained. New infill is to respond to the existing character and scale of development. Existing rows of consistency are to be maintained, such as intact terrace house streets and heritage streetwall buildings. Development opportunities will be primarily located on larger lots and less consistent streets. Retail uses will be concentrated along Foveaux Street to enhance existing retail and assist in the retention of residential pockets.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

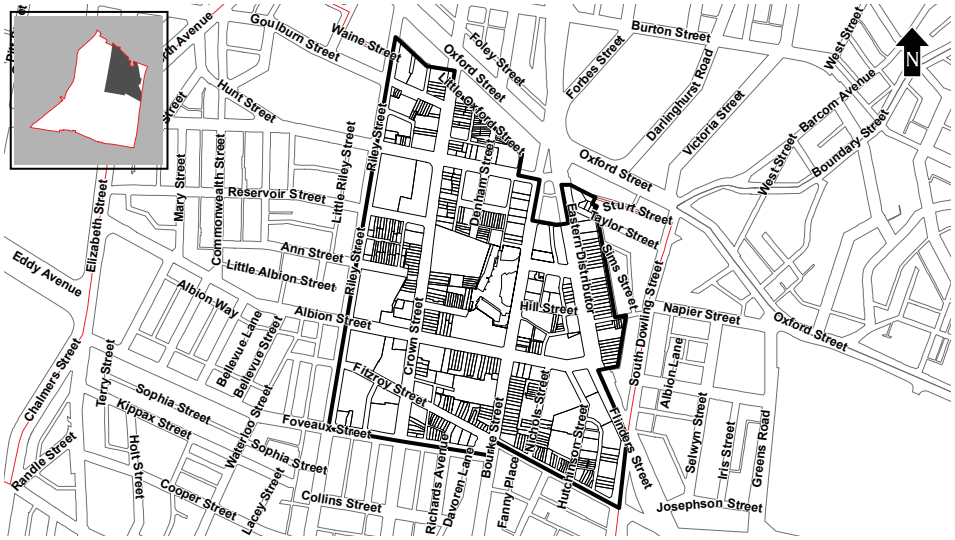
(c) Maintain consistent rows of built form such as taller warehouse buildings on Foveaux Street and small lot terraces with a consistent scale and character north of Foveaux Street.

(d) Maintain the consistent heritage character of Albion Street. Future development along the street is to reflect the scale of these heritage items and adjacent contributory buildings.

(e) Maintain the tradition of 'rag trade' warehouses along Foveaux Street through the conservation of warehouse building types.

(f) Encourage active ground level uses along Foveaux and Albion streets.

2.11.3 Surry Hills North



This locality includes significant small scale retail areas south of Oxford Street and Flinders Street. Riley Street forms its western edge and Fitzroy and Foveaux Streets form the southern edge.

The area will continue to function as the primary retail/cafe precinct in Surry Hills. These 'active' uses are to remain concentrated along Crown Street and Bourke Street north. The consistent awnings which characterise the streetscape in these areas are to be maintained to contribute to a high quality pedestrian environment.

Building heights along north-south streets increase to the north, towards Oxford Street. Taller buildings which already exist along the north-south ridgeline are to be maintained as landmarks. These buildings are to remain distinct from the lower scale of their surrounding development. Intact rows of mid to late Victorian and Federation terraces and other contributory buildings are to be retained to conserve the heritage character of the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain significant views to the north along the Crown and Bourke Street corridors, from the ridge.

(d) Maintain the character of tall buildings located along the ridge such as the St Margaret's Hospital development. These tall buildings act as landmarks and do not set a precedent for the scale of surrounding development.

(e) Reinforce street corners at the intersection of Crown and Fitzroy Streets, responding to the precedent of the Medina building and its setting.

(f) Locate taller buildings around the intersection and pocket park at Bourke, Fitzroy and Foveaux Streets, defining the edges of the space and contributing to the character of Fitzroy Street of taller buildings located on street corners.

(g) Maintain the landscaped setback at the Crown Street Primary School site which creates a break in the street wall buildings and contributes to the character of Crown Street.

(h) Maintain the consistent character of intact rows of terrace houses. The integrity of the row is to be maintained, where intact rows have been interrupted by unsympathetic development. This unsympathetic development does not create a precedent for future development.

(i) Maintain the landmark presence of the steeple of the Chinese Presbyterian Church.

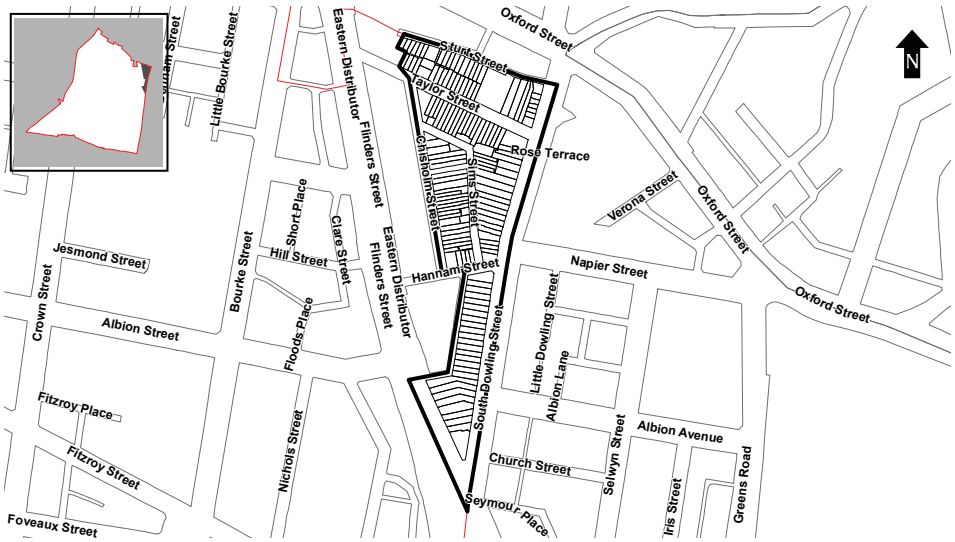
(j) Maintain continuous awnings at the ground level throughout the retail strips.

(k) Consolidate active ground level uses such as retail shops, cafes and restaurants along Crown Street and Bourke Street north.

(l) Encourage supporting commercial and scattered retail uses at the ground level in areas such as Flinders Street.

(m) Provide a mix of commercial and residential uses above active ground floor uses to ensure 24 hour activity and surveillance of the streetscape.

2.11.4 Flinders



This locality is a primarily residential area contained by the major arteries of Oxford, Flinders and South Dowling Streets.

Flinders is to remain a quiet and secluded low-scale residential area. The area is to continue to be characterised by its green, leafy quality, particularly by its unique planted laneways. Views to surrounding areas are to be retained from within the neighbourhood. Glimpses of taller buildings in the distance are to continue over the predominantly two storey roofscape. New development will mainly occur as small lot infill. This new development is to respond to the detail and character of the existing terraces within the area, particularly those of heritage significance.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the residential character of the locality.

(d) Maintain the unique landscape character of the neighbourhood.

(e) Maintain low-scale development on lanes and promote rear of lot developments in keeping with the existing frontage.

(f) Retain existing intact rows of terrace houses.

(g) Continue the existing pattern of small scale retail and cafe uses.

2.11.5 Surry Hills East

This locality is bounded by Fitzroy Street to the north, the rear of lots facing Cleveland Street to the south, South Dowling Street to the east, and the rear of Bourke Street lots to the west.

The quiet residential neighbourhood character typified by consistent low scale heritage buildings is to continue in Surry Hills East. Bourke Street plays a supporting role to the more active Crown Street within the overall structure of Surry Hills. Along Bourke Street the existing pattern of rows of late Victorian Terraces punctuated by corner shops and cafes is to be retained. Small scale retail uses is encouraged, especially to reinstate former corner shops.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain the predominantly residential uses throughout the area.

(d) Maintain views along east-west streets.

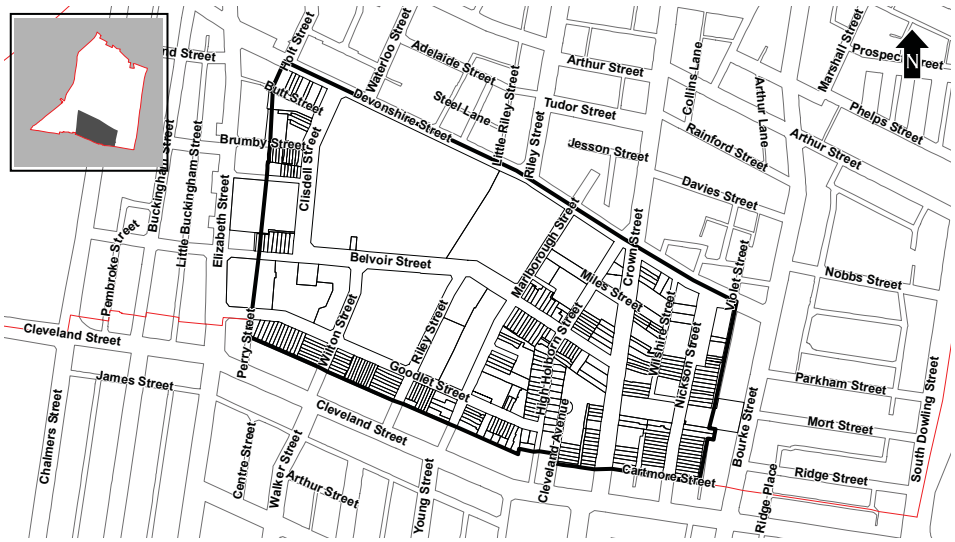
(e) Maintain north-south views along Bourke Street.

(f) Maintain street tree planting and introduce new street tree planting as part of new development.

(g) New development is to respond to the existing low scale of terrace houses. An increase in building heights may be considered on significant corner sites.

(h) Encourage non-retail adaptive re-use of terrace houses along Bourke Street, particularly on corner sites.

2.11.6 Surry Hills South



This locality is bounded by Devonshire Street to the north, the rear of Cleveland Street lots to the south, the rear of Bourke Street lots to the east, and the rear of Elizabeth Street lots to the west.

The tower at Northcott Estate will continue to stand out due to its size amongst the lower scale surroundings. Neighbouring Ward Park is to be framed by development which provides safety and surveillance as well as contributing to its role as a popular public park. The diverse mix of uses which currently characterises the area is to continue, and the growth of complementary cultural and educational uses is encouraged.

Pockets of intact low scale late Victorian and early 20th century terrace houses are to be retained. Future development is to retain the existing street edge scale of Crown Street with additional height set back from the street edge maintaining the street's pedestrian scale.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the experience of 'green streets' created by buildings set back from the street with landscaped private yards.

(d) Maintain the transition in built form scale from taller, larger footprint buildings in the west, to consistent two storey streets in the east.

(e) New development near Ward Park is to provide passive surveillance while responding to the height of existing buildings to the south.

(f) Provide a pedestrian through-site link from Marlborough Street to High Holborn Street creating a connection between Ward Park and Crown Street.

(g) Maintain the group of consistent one and two storey terraces along High Holborn and Belvoir Streets as an intact pocket with a lower scale than the surrounding area.

(h) Provide a two storey frontage wall height along Crown Street to respond to the scale of existing heritage buildings. A third storey that is set back from the street edge may be suitable for new infill development.

(i) Design suitable development to the edges of Ward Park taking advantage of the amenity provided by this public open space.

(j) Maintain the diversity of uses in the area including community and educational uses.

(k) Encourage a mix of uses in larger scale developments.

(l) Consolidate active ground level uses along Crown Street and Devonshire Street west.

2.11.7 Surry Hills Central

This locality is bounded by Foveaux Street to the north, Devonshire Street to the south, the rear of lots fronting Elizabeth Street to the west, and the rear of lots fronting Bourke Street to the east.

The area is to continue to constitute the retail centre of Surry Hills with active frontages consolidated along Crown, Foveaux and Kippax Streets. The future built form character is to maintain the transition in scale and use, from large footprint warehouse buildings in the west to small lot retail, shop-top and terrace houses in the east.

Crown Street is to continue its role as a neighbourhood centre defined by consistent street level awnings and high quality public domain treatment and active uses such as restaurants, cafes, and specialty retail shops, particularly to the north and opposite Shannon Reserve. The consistent late Victorian terrace house character of the areas residential streets is to be preserved to contribute to the heritage quality of the neighbourhood.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain consistent intact residential streets.

(d) Maintain views along Riley Street to Ward Park.

(e) Maintain the transition in built form scale, from taller buildings in the west, to consistent two storey areas in the east.

(f) Provide a strong edge and passive surveillance to Ward Park Sites on the corner of Riley and Devonshire Streets while creating a gateway to Riley Street from the south.

(g) Retain the low scale of terrace houses along Richards Avenue. Single storey additions only are allowed at the rear of these houses to minimise the impact on Shannon Reserve.

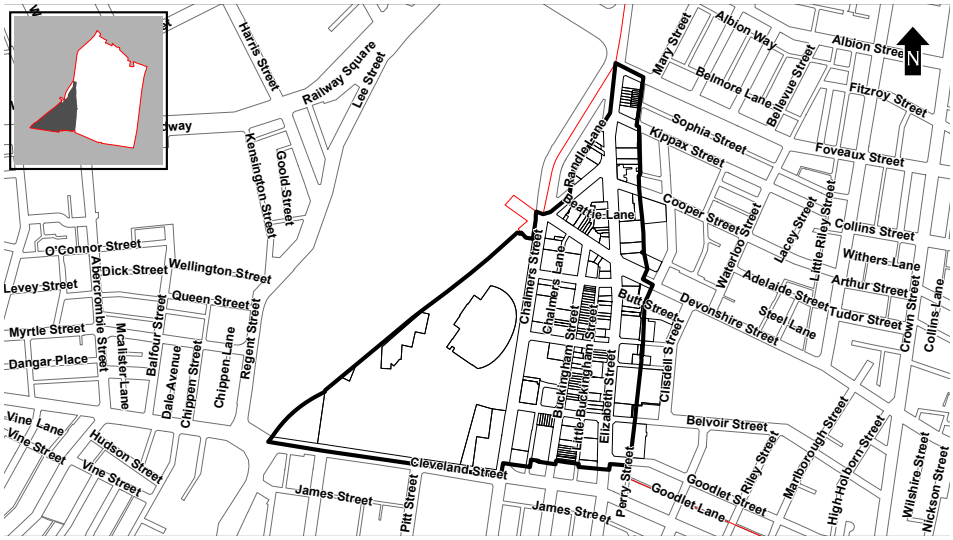
(h) New development is to maintain and respond to intact low scale terrace areas.

(i) Retain and reinforce the two distinct retail characters; including the warehouse style retail outlets of Foveaux and Kippax Streets and the small lot pattern traditional retail strip of Crown Street with active uses dominated by restaurants, cafes and specialty shops.

(j) Allow the commercial precinct around Waterloo Street between Kippax and Devonshire Streets to continue, defined by remnant commercial warehouses, and landmarks such as the Reader's Digest building.

(k) Retain the mixed use character of the north side of Devonshire Street.

2.11.8 Prince Alfred Park East



This locality is bounded by the railway land to the west, Cleveland Street to the south, and the rear of lots fronting Elizabeth Street to the east. The neighbourhood has legible edges, framed by Prince Alfred Park to the west and Central Station to the north.

The area is to continue to develop as a mixed use neighbourhood, with a mix of retail and commercial uses at street level and residential uses above. The diversity of the existing built form is to be maintained and complemented by future development.

Existing pockets of consistent character are to be maintained such as the warehouse buildings along the edge of Prince Alfred Park, the low scale Devonshire Street neighbourhood centre and the rows of heritage terraces in Buckingham Street. These are to remain consistent, contributing to the unique character of the neighbourhood while allowing and benefiting from change and redevelopment in the surrounding area.

Street level retail and commercial uses are to contribute to the future character of Elizabeth Street consolidating its role as a busy commercial connector linking Cleveland Street and Central Station.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain street corridor views along east-west streets to significant parkland and the mature trees of Prince Alfred Park.

(d) Maintain the Dental Hospital as a landmark building.

(e) Maintain Buckingham Street's asymmetry created by taller warehouse/infill buildings on the western side and predominantly low scale terraces on the eastern side.

(f) Encourage Cleveland Street Intensive English Centre School, the Greek Orthodox Church and St. Andrews Theological College and Preschool with frontages that address Prince Alfred Park. Alterations to buildings are to address their heritage significance and impact on the park.

(g) Maintain the visual relationship of Cleveland House and Prince Alfred Park, and also from Cleveland House to surrounding open spaces and streets.

(h) Retain the existing street setbacks and alignment in response to the original street grid pattern of the area.

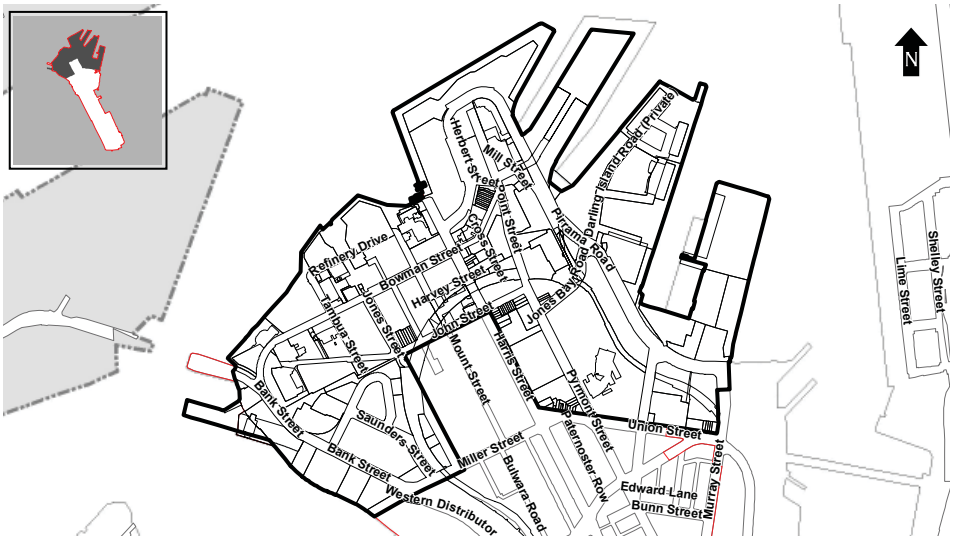
(i) Consolidate active retail uses along Devonshire Street and Elizabeth Street north.

(j) Encourage secondary and supporting commercial uses throughout the neighbourhood.

2.12

Ultimo/Pyrmont

2.12.1 Pyrmont Point



This locality includes the foreshore areas of the peninsula and is bounded by Union Street, Pyrmont Street, John Street, Jones Street, Miller Street and the harbour foreshore.

Pyrmont's mixed use character is to be maintained. The area is to function as a combined living and working precinct while protecting historic buildings and topography. The striking cliff faces are important to remain as exposed landmarks visible from within the area and from the Harbour. Views of Central Sydney and surrounding suburbs from the public domain are to be maintained. Active ground floor uses such as shops and cafés and restaurants are encouraged.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Retain the dramatic topography created by excavated sandstone cliffs visible from the public domain.

(c) Conserve views and vistas within and beyond the neighbourhood, particularly from the public domain.

(d) Maintain the distinctive character created by the built form on the central ridge and the water front edges.

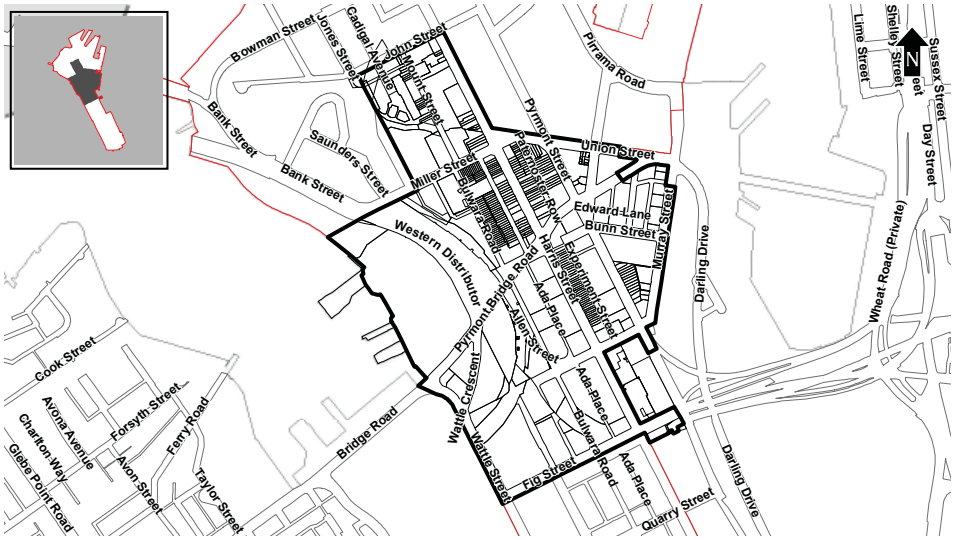
(e) Provide active ground floor uses in locations and maintain the high quality and amenity of the public domain.

(f) Historical buildings are to be retained and adaptively reused.

(g) Continue the mix of small scale retail and café uses with large scale commercial uses in certain areas.

(h) Encourage café and restaurants to offer street dining where footpath width permits.

2.12.2 Pyrmont



This locality is bounded by Fig Street to the south, Harris Street, Allen Street and Murray Street to the east and Union Street, Pyrmont Street and John Street to the north. The neighbourhood is bounded to the east by John Street in the north and the foreshore and Wattle Street in the south.

A strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained. New development is to align with the street, address the street and respond to the detail and character of existing historic buildings. A high quality public domain is encouraged with awnings and easily identifiable building entrances seen from the street. Driveways are to be minimised and located to not conflict with pedestrians.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain views and vistas from the public domain to the harbour, Central Sydney and surrounding areas.

(d) Define and enhance the amenity of the public domain with awnings and buildings that align and address the street.

(e) Retain historical low scale housing and large scale industrial buildings.

(f) Use compatible materials including sandstone (where sustainable) and face brick.

(g) Encourage café and restaurant street dining where footpath width permits.

(h) Adaptively re-use historical buildings providing a mix of land uses in the distinctive built forms.

2.12.3 Ultimo

This locality is bounded by Mary Ann Street, Harris Street and Ultimo Road to the south, Darling Drive, William Henry Street and Harris Street to the east, Fig Street to the north and Wattle Street to the west.

Ultimo is to continue its existing mixed-use character comprising residential, cultural, retail and commercial uses. The historic low scale housing and large scale historical and industrial buildings are to be protected. Changes to the built form are to respect the scale and character in the vicinity including street scale, proportions and rhythms of existing buildings and materials. Streets and public spaces will feature strong linear edges.

New development is to provide street legibility and improved pedestrian amenity by aligning buildings with the street, entries that address the footway and awnings where required. Ground floor uses that create a lively streetscape and street surveillance are to be provided in locations shown on the *Active street frontages map*. Sites are to provide improved pedestrian and bike links.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Encourage street legibility and orientation by retaining street vistas and district views from the public domain.

(d) The height of buildings are to respect and complement existing buildings that contribute to the areas character in terms of scale, elevation detail and proportions and materials.

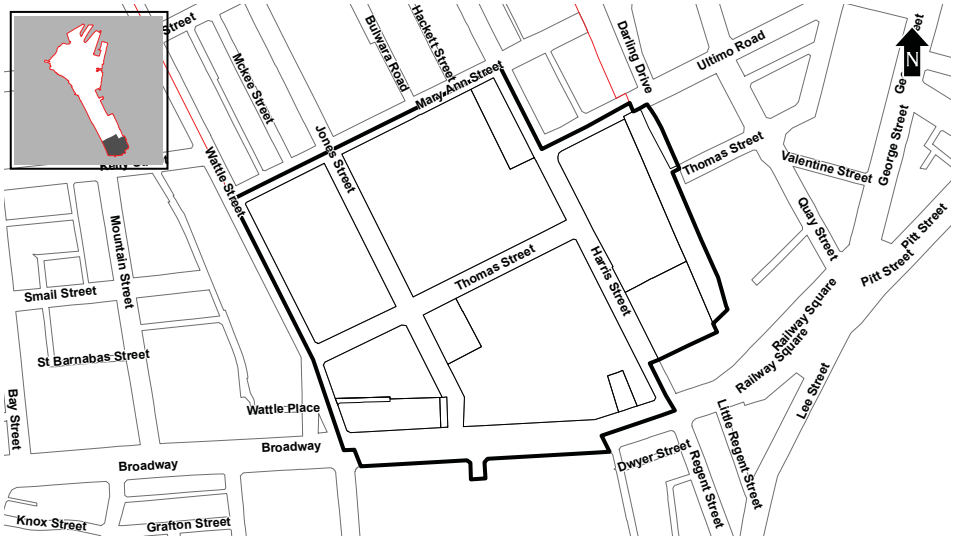
(e) Development is to address the street and have easily identifiable building entries and create a high quality public domain including awnings in locations shown on the Active street frontages map.

(f) Encourage café and restaurants to offer street dining where footpath width permits.

(g) Adaptively re-use historical buildings providing a mix of land uses in the distinctive built forms.

(h) Improve pedestrian and bike connections through sites between Darling Harbour, the proposed extension of the Ultimo Pedestrian Network, Central Sydney, Wentworth Park and Blackwattle Bay.

2.12.4 Student Precinct



This locality is bounded by the former goods rail line to the east, Ultimo Road and Mary Ann Street to the north and Wattle Street to the west. Broadway provides a clear boundary to the south.

The neighbourhood's distinctive character comprising predominantly institutional and commercial buildings is to be maintained. Suitable mixed-uses are to serve the student and working population and create a lively and active interface with the street and Ultimo Pedestrian Network.

The diverse historic building stock is to be protected and adaptively re-used. New development is to respect, and not mimic these buildings and their setting. New development is to maintain street legibility and provide useable pedestrian and bike links through and within the neighbourhood. Driveways are to be minimised and located so as not to conflict with pedestrians.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Provide high quality design solutions to the UTS tower and its Broadway frontage.

(c) Articulate buildings along Broadway to reduce bulk with openings, pedestrian connections, modulations and material quality.

(d) The height of buildings is to respond to the established building height and scale including the elevation detail.

(e) Protect heritage buildings and encourage adaptive re-use.

(f) Development is to align and address the street and have easily identifiable building entries.

(g) Activate the ground floor with student shopfront facilities and retail.

(h) Provide east-west connections between Harris Street and Bijou Lane to improve pedestrian and bike connectivity with railway square and the Ultimo Pedestrian Network.

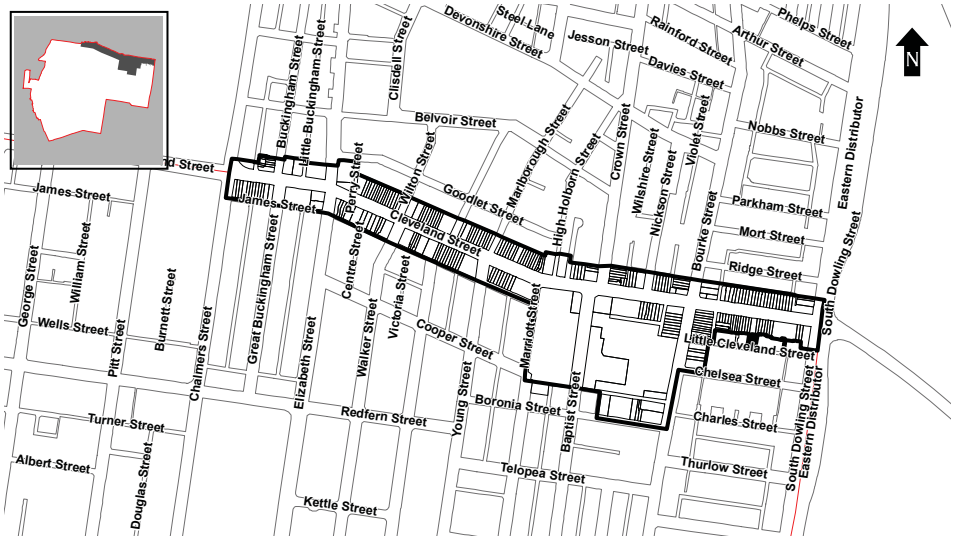
(i) Provide passive surveillance with active frontages on the Ultimo Pedestrian Network ensuring pedestrian activity at street level.

(j) Provide pedestrian and bike connections through sites between Harris Street and Jones Street, and Broadway and Jones Street.

2.13

Waterloo and Redfern

2.13.1 Cleveland Street



This locality includes lots fronting Cleveland Street between Chalmers Street to the west and South Dowling Street to the east. This locality falls within the Sydney Metropolitan Development Authority Operational area.

Cleveland Street will continue as a major east-west traffic route with an enhanced function as a place for people. Positive aspects of the streetscape to be retained and reinforced include existing corner commercial buildings, older warehouses and consistent terrace rows.

The diversity of commercial and retail uses are to be increased to support a greater pedestrian focus, while retaining the residential component to sustain those uses. A series of identifiable nodes or activity clusters that straddle the street and break-down the traffic barrier are encouraged with the aim of linking Redfern to Surry Hills. The Bourke Street retail area offers opportunities to serve the local community and provide dining.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Align buildings with the street to strengthen the east-west street vista and address the street at ground level.

(d) Maintain the visual prominence of landmark warehouse buildings between Great Buckingham and Elizabeth Streets.

(e) Retain and restore older corner buildings to enliven the streetscape.

(f) Introduce a range building heights with lower heights towards the east where adjacent to low scale residential development.

(g) Consider higher built form on the northern side of Cleveland Street at the intersection with Chalmers Street to reflect its role as an important approach to Central Sydney.

(h) Encourage a mix of building types to reflecting the existing diversity of form and massing.

(i) Protect the curtilage of special building types along Cleveland Street, notably church buildings, to enable visual appreciation of the buildings in their setting.

(j) Provide active edges to enliven the street.

(k) Encourage active uses on the ground floor including commercial, retail, professional services, café and dining. Above ground uses should be diverse, such as boutique accommodation, commercial, leisure and residential.

(l) Encourage cafes and restaurants to offer outdoor dining to activate and enliven the street, where footpath width permits.

2.13.2 Thurlow Street

This locality is bounded by the rear of lots adjoining Cleveland Street to the north, South Dowling Street to the east, Maddison Street to the south and Bourke Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

The intimate scale of the neighbourhood created by narrow streets, small lots and one and two storey dwellings, pocket parks and a consistent built form given by intact terrace rows are to be retained. The mix of uses that contribute to the vibrancy and vitality of the neighbourhood, including local retail, café/dining and community uses are important to the pedestrian scale and character and is to be retained and reinforced.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain the predominant two storey scale.

(d) Retain the single storey scale on the southern side of Thurlow Street (adjacent to 11-17 Thurlow Street), Cleveland and Bourke Streets and Little Cleveland Street.

(e) Retain vertically proportioned façades characteristic of the narrow terrace form.

(f) Provide vehicle access only from rear lanes.

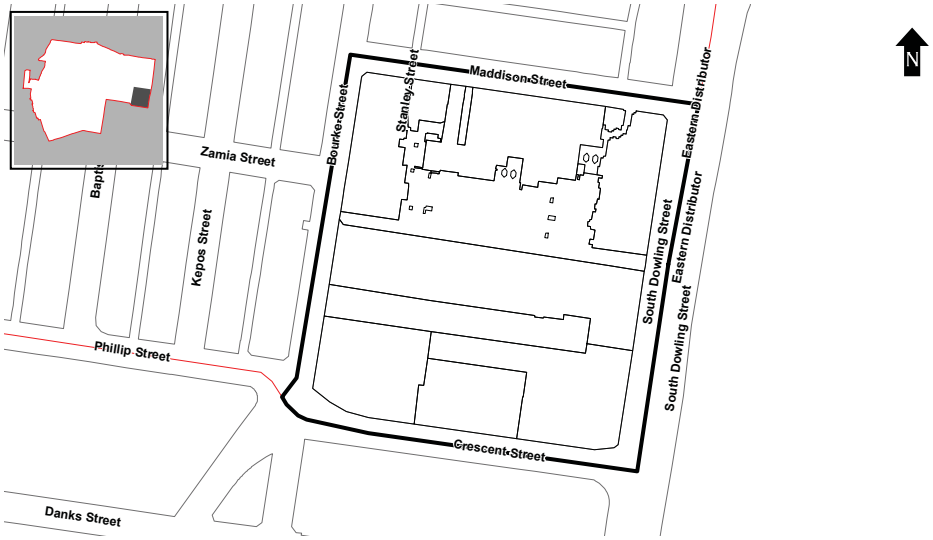
(g) Permit only single storey additions to the rear of buildings in Rennie and Mount Streets.

(h) Encourage ground floor uses that interact with the Bourke Street between Cleveland and Chelsea Streets.

(i) Provide awnings to the commercial/retail area on Bourke Street to increase pedestrian amenity and unify the streetscape.

(j) Encourage appropriately located community uses adjacent to the neighbourhood centre.

2.13.3 Moore Park Gardens



This locality is bounded by Maddison Street to the north, South Dowling Street to the east, Crescent Street to the south and Bourke Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

Moore Park Garden's role as an open space connector from Bourke Street to South Dowling Street and Moore Park is to be enhanced to encourage greater access to and use of the internal park. Small retail and services are encouraged to serve the local neighbourhood.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Retain and enhance the visual and physical connection to Moore Park with planting and directional signage.

(c) Retain and enhance appreciation of the heritage items.

(d) Encourage ranges of building heights that respond to the immediate and local context.

(e) Design buildings that provide optimal environmental amenity to public and communal spaces, and to residential apartments.

2.13.4 Baptist Street

This locality is bounded by Boronia Street to the north, Bourke Street to the east, Phillip Street to the south and Young Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

The Baptist Street neighbourhood is to remain a low scale residential area. The consistent terrace rows including their scale and proportions, roof design and materials are to be retained. High quality alterations and additions should retain the rear yard character and residential amenity. Pocket parks, including street closures will continue to play an important role in enhancing the area.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect the streetscape character and preserve consistent rows of terrace houses.

(d) Maintain heritage and contributory terrace rows along streets and lanes.

(e) Retain the low scale built form, consistent building types and original roof forms.

(f) Design infill development to allow visual appreciation of heritage and contributory items by responding to the height, mass and predominant horizontal and vertical proportions of these buildings.

(g) Alterations and additions are to be confined to the rear of dwellings to retain the scale and massing of front elevations.

(h) On-site vehicle parking is to be provided from rear lanes.

(i) Use simple pitched roof forms where they are the dominant feature of existing streetscapes.

(j) Retain the predominant residential character of this locality.

(k) Encourage commercial uses in small traditional corner buildings.

2.13.5 Cooper Street

This locality is bounded by the back of lots adjoining Cleveland Street to the north, Marriott Street to the east, Cooper Street to the south and Elizabeth Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

It is a small neighbourhood characterised by mixed lot sizes and shapes and a unique subdivision pattern where lots are not perpendicular to the street boundary. The built form comprises mostly small scale Victorian and Federation terraces and includes a distinctive row of heritage terrace houses in Walker Street as well as contemporary townhouses and walk-up flats in Centre Street. Large front setbacks or gardens on properties fronting Elizabeth Street, Morehead, Young and Marriott Streets provide a sense of spaciousness.

The neighbourhood is to continue as a residential area with close proximity to activity nodes. Qualities that characterise the neighbourhood including the small scale development, stepping of buildings with the topography and consistent setbacks should be protected and enhanced.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Enhance the appreciation of the sloping topography by providing large trees along Morehead Street along the north-south ridge.

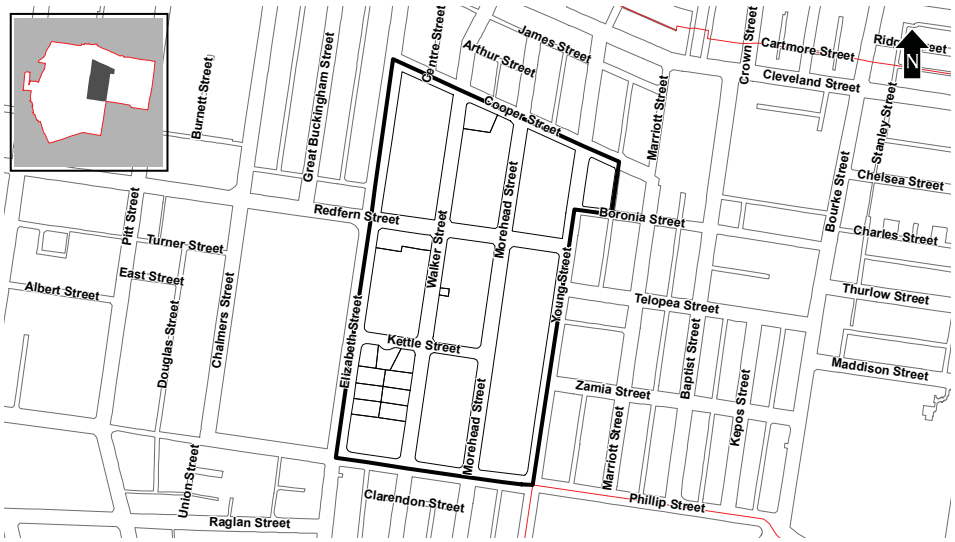
(d) Encourage landscaping of generous front gardens with a setback of at least 4m.

(e) Retain the two storey scale built form and protect the single storey terraces and cottages that contribute to the streetscape and conservation area.

(f) Step buildings with the topography.

(g) Provide vehicle access from rear lanes.

2.13.6 Kettle Street



This locality is bounded by Cooper Street to the north, Young Street to the east, Phillip Street to the south and Elizabeth Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

Integration with the neighbourhood to create high amenity for pedestrians and residents in a comprehensive redevelopment of the Housing NSW land is encouraged. New buildings are to overlook and address the street and provide useable communal open spaces with clearly defined public and private domain and attractive streetscapes.

This neighbourhood was excluded from Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Enhance visual and physical connections between the community use on Phillip Street, Elizabeth Street and Redfern Oval.

(d) Provide a pocket park in the redevelopment of the corner of Young and Redfern Street.

(e) Align new development with the footpath, with slender buildings, adequate separation between buildings and generous landscaped setbacks.

(f) Design new development of the block bounded by Redfern Street, Young Street, Phillip Street and Morehead Street to:

  (i) include perimeter development with building heights ranging from three to six storeys and minimum street setbacks of 4m;

  (ii) allow for visual and physical east-west connections by breaking building mass mid-block;

  (iii) provide public open space in the form of pocket parks; and.

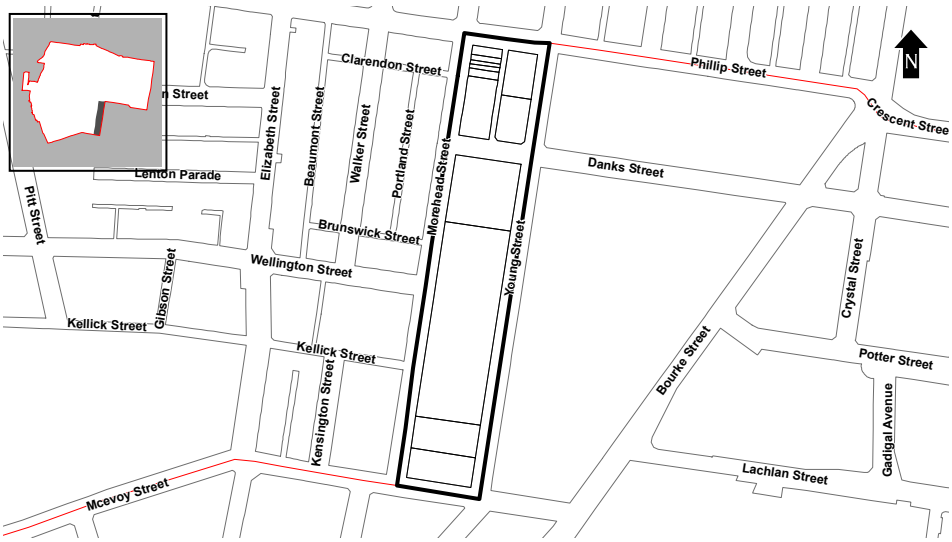
  (iv) feature generous setbacks and planting of mature trees with canopies.

(g) Limit the development in the remainder of the neighbourhood to three to four storeys with reduced heights where a transition is required to the existing lower scale residential neighbourhoods.

(h) Retain the neighbourhood as predominantly residential supported by community uses and leisure facilities with local retail, corner store or small café uses.

(i) Locate active uses including community uses on corners and fronting public spaces.

2.13.7 Young Street



This locality is bound by Phillip Street to the north, Young Street to the east, McEvoy Street to the south and Morehead Street to the west. The locality forms part of the Danks Street South precinct (see Section 2.5.3).

Redevelopment of this locality will provide an appropriate transition between the existing low scale residential development in the Waterloo Conservation area, and the higher density development in Green Square.

Morehead Street will be a predominantly residential street, with lower scale development. Young Street will have a mix of large floor plate retail and commercial uses on the ground floor, with residential development above. East-west through site links are to connect this locality to Green Square and to Wellington and Kellick Streets, providing additional walking and cycling routes to the future Waterloo Metro Station.

Redevelopment of the precinct will bring about one new park on Young Street of 1,500 square metres that will provide opportunities for passive recreation.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Retain heritage items, maintaining the commercial use or adaptively reusing part of the building for residential purposes.

(c) Align buildings with and actively address the street.

(d) Break-up building mass of new development and introduce east-west through-site links to maximise connections through the precinct.

(e) Provide new building envelopes to facilitate dual aspect apartments with cross ventilation where noise impacts can be appropriately managed and provide generous communal open space mid-block.

(f) Ensure a high quality design to the landmark site at the intersection of Young and McEvoy Streets.

(g) Encourage a mix of uses to support the existing and future residential and worker community.

(h) Introduce a new park of 1,500 square metres adjacent to the heritage item at 198-222 Young Street for passive recreation with a pedestrian and cycle link through to Morehead Street / Kellick Street.

2.13.8 Prince Alfred Park South

This locality is bounded by Cleveland Street to the north, Elizabeth Street to the east, the back of lots fronting Redfern Street to the south and Regent Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

The diversity of building types and scales that give the neighbourhood its unique character are to be retained. The re-use of older warehouse buildings that add interest to the otherwise residential character is encouraged. The area's rich heritage including residential and industrial buildings is to be retained.

The intimate scale of small, narrow streets and lanes fronted by narrow lots should be protected to retain its human scale, charm, amenity and heritage values. A diversity and mix of commercial and retail uses along Elizabeth Street to the east of the neighbourhood is encouraged, while retaining the residential component that sustains those uses.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect vistas along north-south streets, and panoramic views from Cleveland Street towards the Central Sydney skyline across Prince Alfred Park and from Regent Street to the west and north.

(d) Encourage landscaping in front gardens of dwellings, on narrow streets and in the setbacks of commercial buildings.

(e) Retain and protect consistent rows of particular building types, including the terraces along William Street, Chalmers Street and Great Buckingham Street.

(f) Retain, restore and adaptively re-use heritage warehouse buildings to enliven the streetscape.

(g) Discourage site amalgamation on established, consistent low scale residential streets

(h) Generally limit building heights to two to three storeys.

(i) Permit higher buildings on major streets at the edges of the neighbourhood.

(j) Encourage a mix of building types to reflect the diversity of form and mass.

(k) Protect and enhance the established shop top strip on Pitt Street.

(l) Ensure a high quality design to the building on the gateway site at the corner of Cleveland and Regent Streets.

(m) Retain mainly residential uses with mixed uses located at the edge of the neighbourhood.

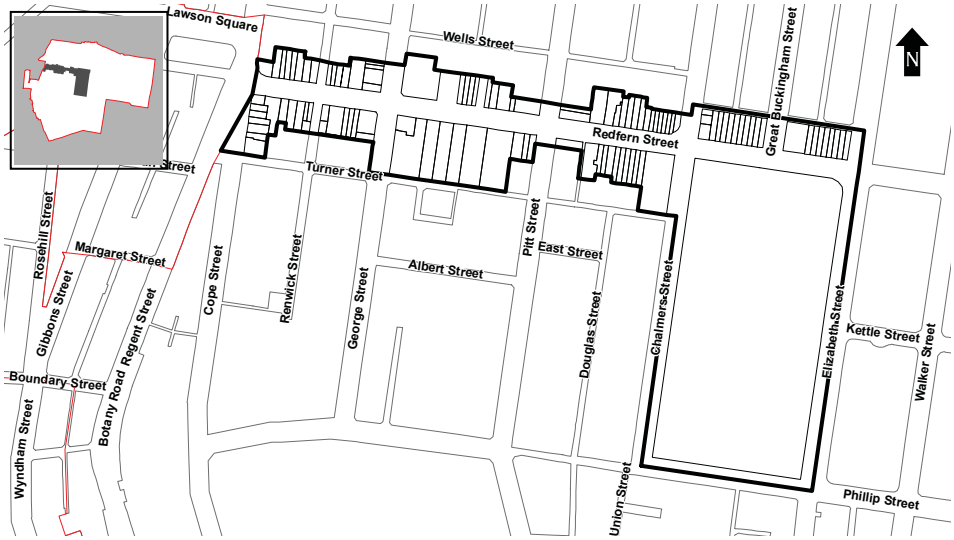
(n) Retain and encourage active uses on the ground floor of buildings fronting Elizabeth Street and Pitt Street including uses such as commercial, retail, and professional services.

(o) Retain and encourage diverse uses above the ground floor, including boutique accommodation, galleries, commercial, leisure and residential uses.

(p) Encourage cafes and restaurants on Elizabeth and Pitt Streets to enliven the street with outdoor dining where footpath width permits.

(q) Encourage boutique accommodation and commercial uses on Cleveland and Elizabeth Streets where building setbacks are generous and a direct street relationship is not achievable.

2.13.9 Redfern Street and Redfern Park



This locality is bounded to the north and south by the back of lots fronting Redfern Street, Elizabeth Street to the east, the edges of Redfern Park, and Regent Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

Redfern Street and Redfern Park form the heart of Redfern and are to be distinctive, attractive, well used and welcoming with good pedestrian amenity. The heritage and character buildings are to be retained. The diverse mix of commercial and retail uses, a pedestrian focussed main street and open space provided by Redfern Park are to be enhanced.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Retain and restore heritage buildings to enliven the streetscape.

(d) Design infill buildings to align with and address the street at the ground level.

(e) Limit the height of buildings edging the park to heights that range from two-six storeys depending on the immediate context.

(f) Limit building heights on Redfern Street to range from two-four storeys with taller buildings towards the Railway Station.

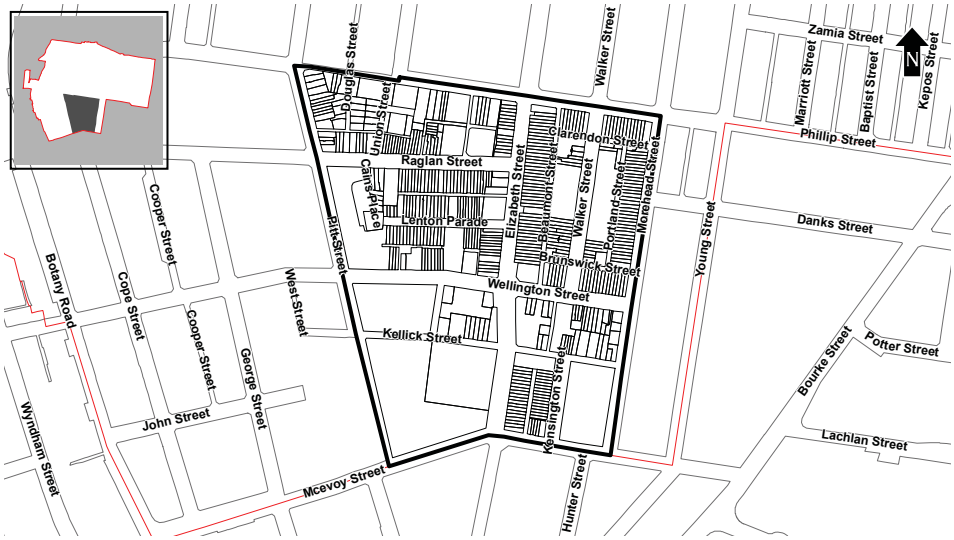
(g) Design street frontage height to respond to the heritage or contributory status of adjacent items.

(h) Encourage active ground floor uses of buildings fronting Redfern Street, including commercial, retail, professional services, community, café and dining.

(i) Retain and encourage diverse uses above ground floor, including commercial, community and residential uses.

(j) Encourage cafes and restaurants to enliven the street with outdoor dining where footpath width permits.

2.13.10 Redfern Park South



This locality is bounded by Phillip Street to the north, Morehead Street to the east, McEvoy Street to the south and Pitt Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

The topography should continue to influence the neighbourhood character. A small group of shops at the intersection of Phillip and Morehead Streets has the potential to become a neighbourhood node and is encouraged to contain mixed uses and active frontages. A greater intensity and diversity of land uses, including local and specialist retail, small commercial, café and dining uses, community and service uses are encouraged around the existing shops on Elizabeth Street.

One small pocket of land within the Redfern Park South locality was excluded from Sydney Development Control Plan 2012.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Maintain the visual prominence of the tree canopy on Mount Carmel, so that it remains the highest point visible from public streets and open spaces.

(d) Retain the characteristic filtered distant views to the west and south through the canopy of the heritage fig trees.

(e) Retain the consistent intact character of terraces between Phillip, Morehead, Wellington and Elizabeth Streets, and on Raglan and Lenton Parade.

(f) Design infill development to reflect the built form, scale and mass of existing building types, including the fine grain created by narrow lots and the predominant roof form.

(g) Ensure that buildings respond to and reveal the topography by stepping with the slope.

(h) Provide continuous awnings to retail and commercial buildings fronting Elizabeth Street between Phillip and Raglan Streets.

(i) Retain the predominantly residential character of the locality.

(j) Encourage active uses on the ground floor of commercial and retail buildings on Elizabeth Street.

(k) Encourage diverse uses above ground floor in the neighbourhood nodes on Elizabeth and Phillip Streets.

(l) Encourage cafes and restaurants in neighbourhood nodes to enliven the street with outdoor dining where footpath width permits.

2.13.11 Redfern Park West

This locality is bounded by the back of lots fronting Redfern Street to the north, Redfern Park to the east, Phillip Street to the south and Regent Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

Redfern Park West is to retain the diversity of building types and scales that create its unique character. Older warehouse buildings add interest to the residential character and their reuse is encouraged. The rich industrial and residential heritage value and character of the area is to be retained. Buildings along Chalmers Street are to overlook and enliven the street and provide an active edge to the neighbourhood and Redfern Park.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.

(c) Protect and enhance vistas along north-south streets.

(d) Enhance visual and physical links across Chalmers Street to Redfern Park by openings entries to buildings.

(e) Conserve consistent streetscapes.

(f) Conserve consistent intact terraces in Pitt, Albert and Renwick Streets.

(g) Encourage a mix of building types reflecting the rich diversity of form and mass.

(h) Retain and conserve old buildings, including early industrial and warehouse buildings that contribute to the area character.

(i) Encourage the adaptive re-use of heritage and character buildings.

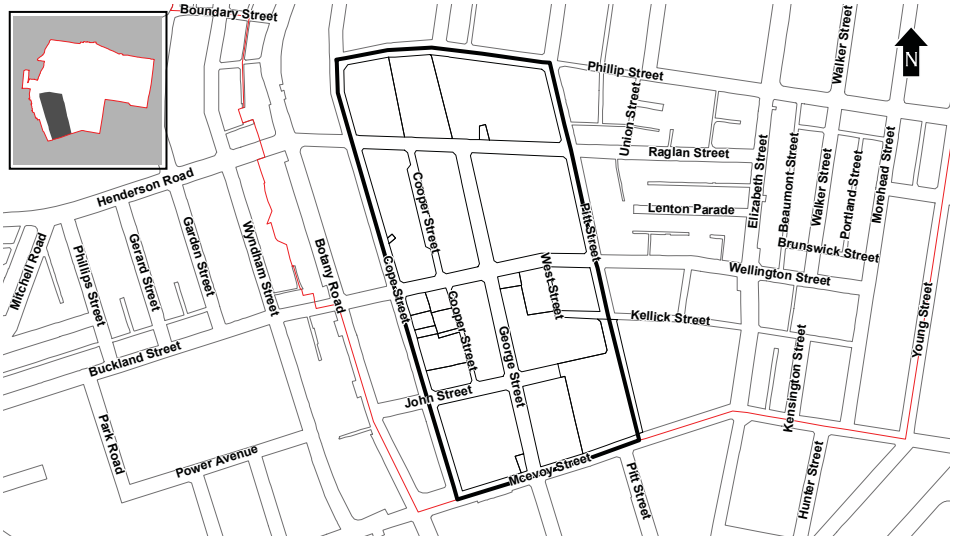
(j) Consider site amalgamation in areas outside the small scale residential streets.

(k) Encourage higher buildings on larger, deeper sites where their impact can be minimised, on Phillip Street at the interface with medium density residential development and on Chalmers Street where the scale is appropriate to create a strong edge to Redfern Park.

(l) Retain the mix of uses throughout the neighbourhood.

(m) Encourage community uses adjacent to Redfern Park and other public open space.

2.13.12 George Street



This locality is bounded by Phillip Street to the north, Pitt Street to the east, McEvoy Street to the south and Cope Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

The George Street neighbourhood is to continue as a residential neighbourhood. New buildings are to range from small scale terraces to residential apartments with a mixture of buildings in a landscape setting that edge and address the street. New buildings are to contribute positively to the public domain and provide high quality public and communal open spaces. Redevelopment and infill of the Housing NSW land may be considered in the medium term to achieve better amenity and residential diversity.

This neighbourhood was excluded from Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012.

Principles

(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

(b) Introduce perimeter development for the blocks bounded by The Phillip Street, Pitt Street, Raglan Street and Cope Street.

(c) Introduce visual and physical north-south connections by breaking building mass mid-block on the George Street alignment and the walkway extending south from Renwick Street.

(d) Retain and encourage the adaptive re-use of heritage items.

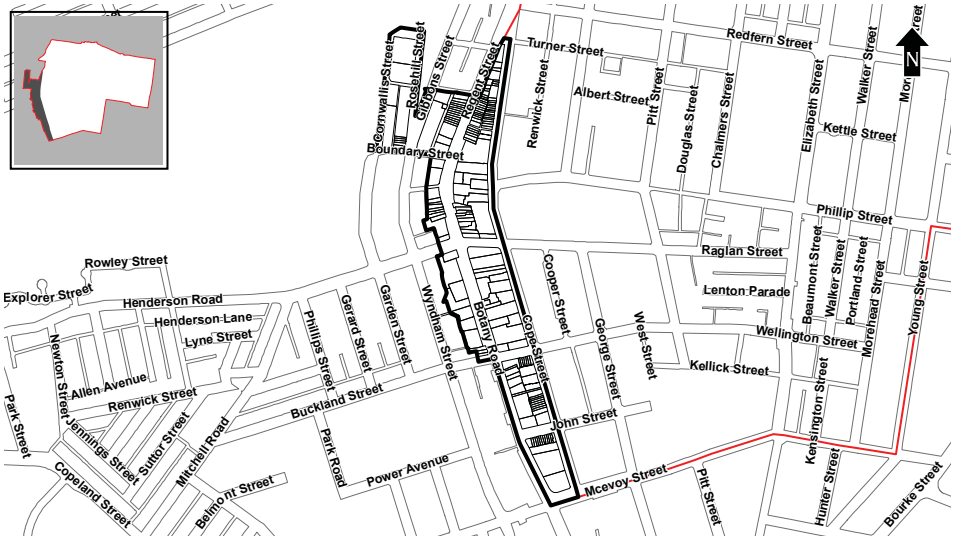
(e) Incorporate public open space in the form of pocket parks in new development.

(f) Development in the block bounded by John, Cooper, Wellington and Cope Streets is to align with the edge of the street to activate it.

(g) Limit development in the remainder of the neighbourhood to three to four storeys with lower heights where a transition is required to existing lower scale residential neighbourhoods.

(h) Retain the neighbourhood as predominantly medium density residential that is supported by community uses and leisure facilities as well as local retail, corner store and small cafés.

2.13.13 Regent Street / Botany Road



This locality includes Botany Road and Regent Street and is bounded by Redfern Street to the north, Cope Street to the east, McEvoy Street to the south and Wyndham Street to the west. This locality falls within the Sydney Metropolitan Development Authority Operational area.

Improved building presentation, a greater mix of uses and better functionality of the street and path network for pedestrians is needed. A mix of retail, commercial, community and residential uses are promoted north of Raglan Street while commercial uses including showrooms, indoor recreation facilities and office suites are to continue to characterise the street south of Raglan Street.

Neighbourhood nodes at the intersections with Raglan Street and Wellington Street are encouraged with local mixed uses such as convenience shops, local services and small professional suite, and dining/café. The landscaping of setbacks within the road reservation south of Raglan Street is encouraged.

Principles

(a) Protect and enhance panoramic views towards the City centre from the public domain, particularly across existing public open space at Rosehill Street Reserve.

(b) Encourage traditional strip retail buildings in Regent Street to enliven the streetscape.

(c) The street frontage height of buildings along Regent Street is to maintain a pedestrian scale.

(d) Consider higher built forms towards the railway station.

(e) Design new development to respond to the scale of existing strip retail buildings on Regent Street and retain the traditional narrow lots, small footprint 'fine grain' character of the traditional shopping area.

(f) Provide a mix of building types in the southern part of the neighbourhood (on Botany Road) for a range of commercial uses and to create a diversity of form and mass.

(g) Provide active edges to bulky goods buildings to enliven the street.

(h) Align new development to the front street boundary and address the street at the ground level.

(i) Encourage active uses on the ground floor of buildings fronting Regent Street including commercial, retail, professional services, café and dining.

(j) Maintain a variety of commercial uses on Botany Street.

(k) Encourage mixed commercial and residential uses including residential flat buildings are encouraged on Cope Street to create an appropriate transition between the adjacent commercial and residential areas.

(l) Encourage outdoor cafes or dining to activate and enliven the street where footpath width and amenity permits. This is particularly encouraged to corner buildings that wrap around onto side streets.