

4.20 St Peters Neighbourhood

4.20.1 Aboriginal Cultural Heritage

St Peters is located on the lands of the Gadigal and the Wangal. Gadigal lands extend south of Sydney Harbour (Port Jackson) stretching from South Head to Petersham with part of the southern boundary lying on the Cooks River. On the western border are the lands of the Wangal, which extends along the southern shore of the Parramatta River, and stretches from Iron Cove toward Parramatta.

Country in St Peters consists of estuarine interbarrier creek deposits that represent a specific, often localised, sedimentary environment found within complex coastal barrier systems. These environments are characterised by low-energy, typically fine-grained, sediment accumulation that occurs between or behind coastal barriers (dune systems or barrier islands). Country here is saltwater and freshwater with the Alexandra Canal, a tributary of the Cooks River, running south-west through the site. The topography in St Peters, unfortunately in large proportions, is disturbed terrain. Additionally there are gently undulating rises on Wianamatta Shale with local relief 10–30 metres and slopes generally of <5% to 10%. Crests and ridges are broad (200–600 metres) and rounded with convex upper slopes grading into concave lower slopes. Rock outcrops are absent. The original ecological communities present in St Peters are Sydney Turpentine Ironbark Forest, Sydney Coastal Sandstone Foreshores Forest and an important section of Estuarine Reedland. The St Peters area was also part of what was referred to as ‘Kangaroo Ground’, a place where thousands of generations of Aboriginal Peoples hunted kangaroos and other fauna, fished and camped at the swamps, creeks and rivers while seasonally maintaining Country with fire.

Country is still important for First Nations Peoples, with Sydney Park *Wetlands* (which resides on the border of the suburb and is thought to be part of where Kangaroo Ground resided) providing a renaturalised green space for community to gather and connect. In the 2021 Census, the Australian Bureau of Statistics published that 1.5% of the population of St Peters identified as Aboriginal and/or Torres Strait Islander.

4.20.2 Existing character

St Peters is an evolving inner-city suburb with a diverse urban character shaped by its industrial heritage, mixed-use development, and proximity to key transport corridors. Traditionally an industrial and working-class residential area, St Peters has undergone significant transformation, with former industrial sites repurposed for residential, commercial, and creative industries. The suburb is well-connected, benefiting from St Peters Railway Station and major *road* networks. Major infrastructure projects, including the WestConnex motorway and the St Peters Interchange, have reshaped the area’s movement network, improving regional connectivity while introducing new urban design challenges. The built form varies from historic workers’ cottages and terraces to contemporary infill developments, contributing to a dynamic and evolving streetscape. Open spaces such as Sydney Park (in the City of Sydney LGA) provide a crucial green buffer and recreational amenity, enhancing the suburb’s liveability.

4.20.3 Desired future character

The *Desired Future Character* of St Peters *Neighbourhood* centres on its evolution from an industrial hub into a vibrant, mixed-use inner-city suburb that celebrates its heritage while embracing sustainable urban growth. This vision is realised through strategic urban renewal focused on precincts like the Barwon Park Precinct, Precinct 75, and the St Peters Triangle to deliver new housing, jobs, and community spaces. Prioritising design excellence and the activation of ground floors with shopfronts to support a safe pedestrian environment along with transitioning *building heights* from taller interior forms to lower-scale edges will respond respectfully to existing residential interfaces.

The movement network is being reshaped to prioritise safe walking and cycling including strengthening active transport links to St Peters Station, implementing *shared zones* in streets like Lackey and Applebee Streets, and providing publicly accessible site linkages. To reduce traffic impacts on local residential streets, car parking will be located underground for medium and high-density developments, and vehicular entry points managed to minimise pedestrian conflict.

Objectives

- O1. To preserve the predominantly single-storey, low-density residential character of the *neighbourhood*, while supporting medium and high density residential development where permitted
- O2. To protect groups or runs of *buildings* which retain their original form including roofs, and original detailing and finishes
- O3. To protect significant streetscapes and/or *public domain* elements within the *neighbourhood* including *landscaping*, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns
- O4. To improve the quality of the *public domain* for residents and visitors to the *neighbourhood* through investigating opportunities for *landscaping* and other *public domain* improvement

Controls

- C1. Ensure development aligns with the desired future for the St Peters *neighbourhood*, in addition to meeting requirements within other sections of the DCP

4.20.4 Site specific precincts

This chapter applies to the St Peters *Neighbourhood* as shown in Figure 4.20.1. The controls for:

- Barwon Park Precinct apply to the land marked 'A'
- Precinct 75 (Mary, Robert and Edith Street, St Peters) apply to the land marked 'B'
- St Peter's Triangle Precinct apply to the land marked 'C'

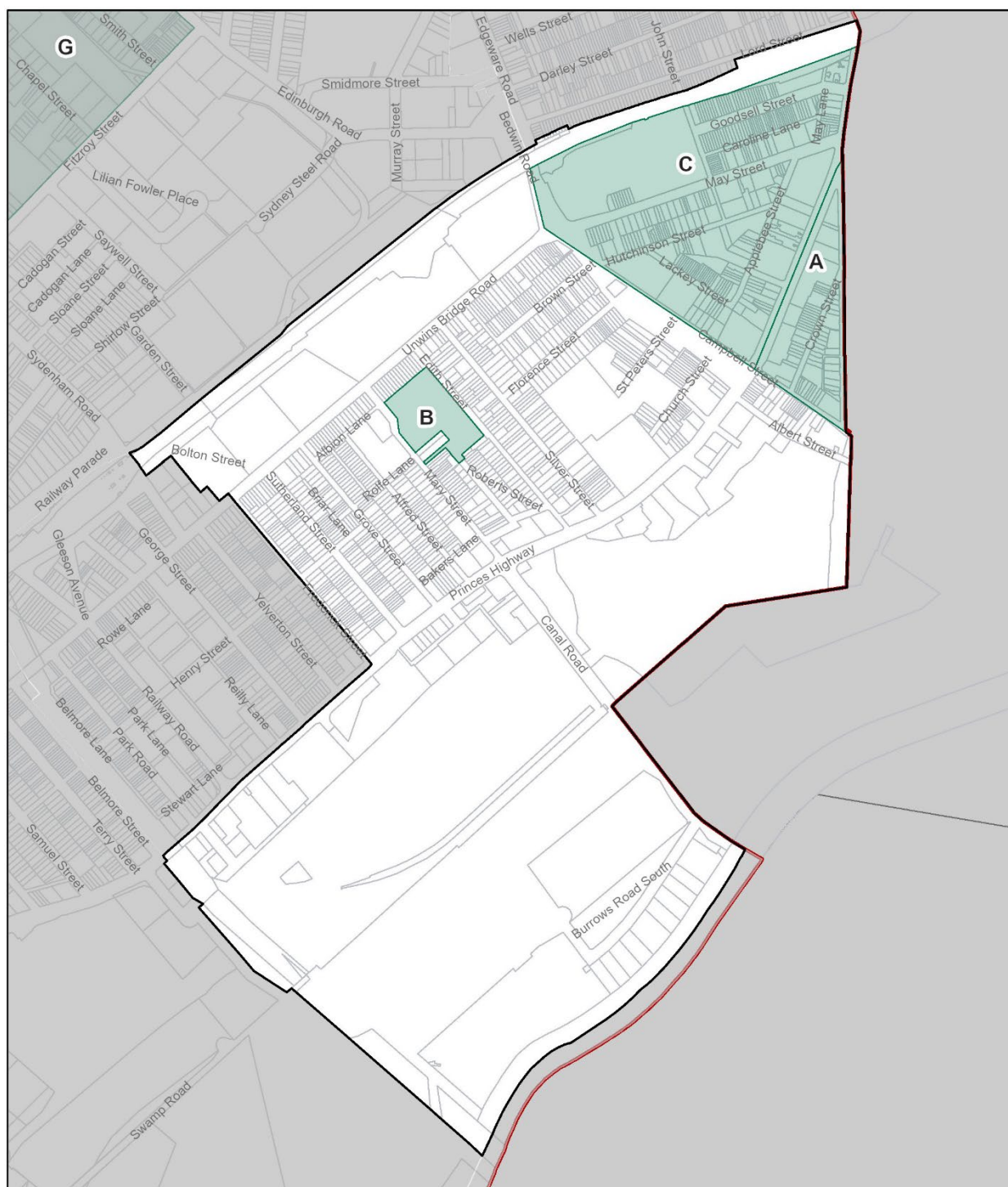


Figure 4.20.1. St Peters – Site Specific Precincts

4.20.4 (A) Barwon Park Precinct

Objectives

- 05. To support a mix of *shops*, businesses and housing.
- 06. To create a strong and well-defined northern gateway at the Princes Highway by delivering a distinctive corner *building* that addresses the street geometry and takes advantage of its relationship with Sydney Park.

Inner West Development Control Plan: Part 4 Place Specific Controls

- 07. To allow larger *buildings* along the Princes Highway and the northern end of Barwon Park Road, while keeping development sympathetic to the low scale character of Crown Street.
- 08. To protect Crown Street's historic and residential character by keeping a low-scale built form and encouraging the retention and sensitive restoration of original houses.
- 09. To retain the Victorian terraces on Campbell Street and ensure new *buildings* complement their form, scale and character, including on larger sites at each end of the street.
- 010. To provide active ground-floor uses along key streets to create a lively and safe public realm.
- 011. To ensure higher-density development is well-designed and delivers suitable amenity, especially along the Princes Highway and Campbell Street.
- 012. To protect the amenity of surrounding homes and properties through the design and placement of new development.
- 013. To improve walking and cycling access and enhance the quality of the *public domain*.

Controls

- C2. Require all development to comply with the maximum number of storeys shown in Figure 4.20.2.

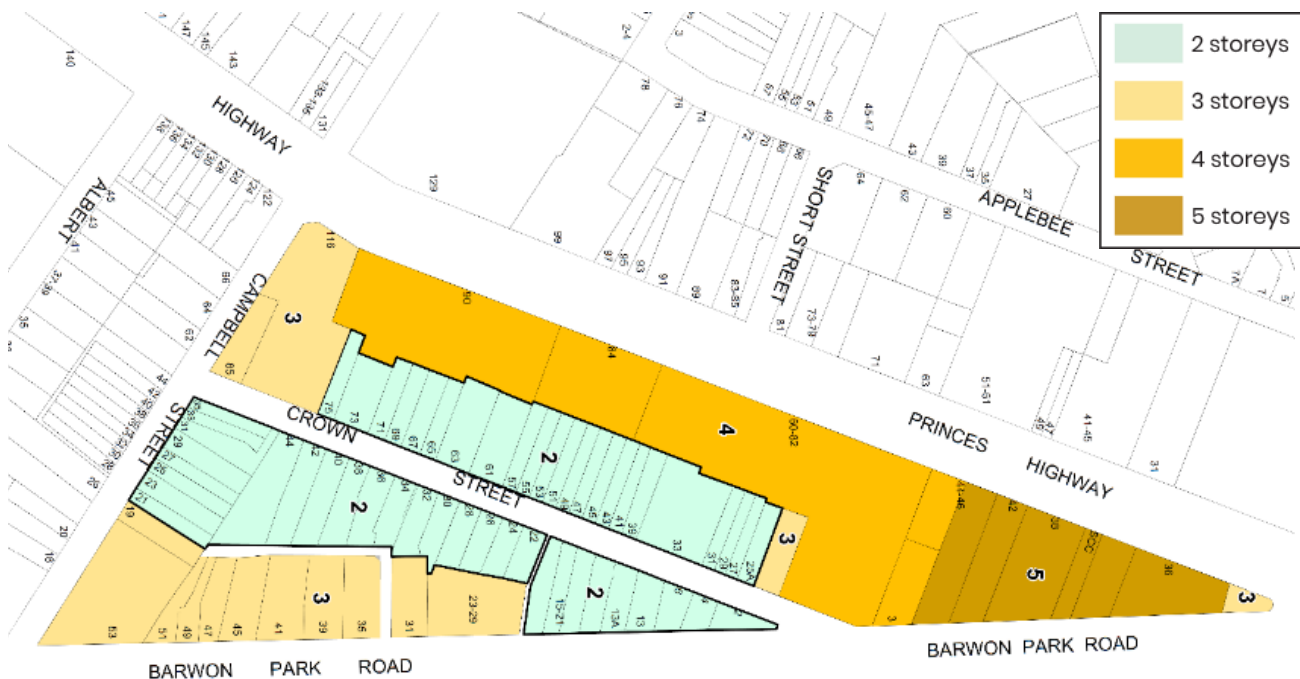


Figure 4.20.2. Height limits in the Barwon Park precinct

- C3. Design development on the Princes Highway to respond to the scale and function of existing residential *buildings* on Crown Street.
- C4. Set back the fifth storey and roof level (including pergolas) by 3 metres from the external wall of the floor below, measured from the Princes Highway *building* alignment.

Public domain interface

- C5. Design the redevelopment of allotments to:
- Follow the build-to-lines shown in Figure 4.20.3
 - Include appropriate articulation
 - Locate *active frontages* at ground level



Figure 4.20.3. Public domain interface

- C6. Provide *active frontages* along the Princes Highway, Campbell Street and Barwon Park Road, where appropriate
- C7. Design *buildings* to avoid long sections of blank walls at ground level
- C8. Provide awnings on new development fronting the Princes Highway to ensure weather protection and integrate them with the *building* design
- C9. Retain sandstone kerbs on Crown Street

Building form and massing

- C10. Align the street-front portion of the *building* mass along the Princes Highway to the predominant front *building line*

Boundary setbacks

- C11. Apply a rear *setback* control plane to development on properties fronting the Princes Highway (Nos. 60–90) as shown in Figure 4.20.4. Ensure no part of any *building* protrudes through the height control plane shown in Figure 4.20.5, which rises at an angle of 30° commencing at an elevation of 4.5 metres above ground level at the rear boundary



Figure 4.20.4. Where rear setback control plane is applicable

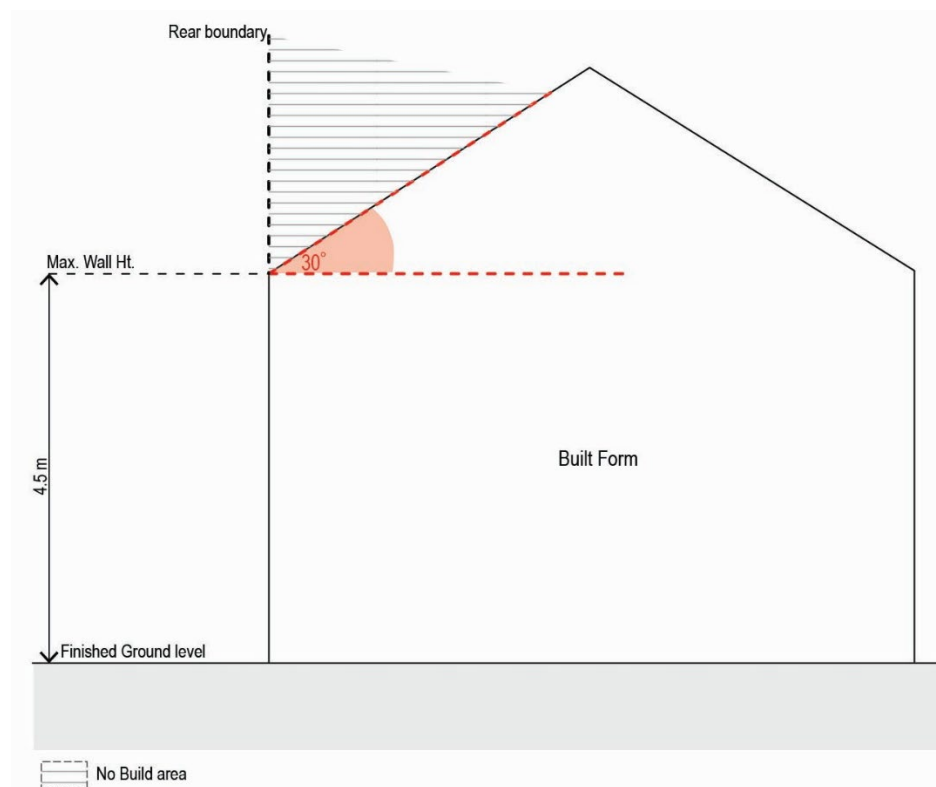


Figure 4.20.5. Rear setback control (section)

4.20.5 (B) Precinct 75 (Mary, Robert, and Edith Street, St Peters)

Note: The objectives and controls for this precinct apply to development on the land at 52E Edith Street, St Peters – Lot 100 DP 1283113

Objectives

- O14. To deliver development consistent with the indicative site layout and the precinct's fine-grain character.
- O15. To keep *buildings* within permitted heights and ensure bulk, massing and modulation suit the context.
- O16. To transition height and scale towards surrounding low-rise areas, locating taller forms in the site's interior.
- O17. To activate ground floors with shopfronts and legible entries that support a safe pedestrian environment.
- O18. To provide ground-floor heights that support the permissible range of business uses.
- O19. To ensure non-residential uses have practical on-site servicing and facilities

Buildings and building fabric retention

- O20. To retain and celebrate the site's industrial heritage character.
- O21. To reuse existing *buildings* in a sustainable way while supporting ongoing business operations.
- O22. To adaptively reuse identified buildings so they continue to express the site's industrial history and contribute to its future character.

Open space and landscaping

- O23. To integrate *landscaping* with *buildings* so new development blends into the streetscape and reflects local character.
- O24. To use green infrastructure (green roofs, walls, façades and deep soil) to improve amenity, comfort and environmental performance.
- O25. To provide high-quality, publicly accessible open spaces with good solar access and universal access where indicated.
- O26. To maximise tree canopy using locally indigenous species and protect significant trees.
- O27. To provide landscaped buffers between residential and non-residential uses.

Finishes and materials

- O28. To use durable, high-quality materials and graffiti-resistant finishes.

Inner West Development Control Plan: Part 4 Place Specific Controls

Public domain

- O29. To minimise traffic and servicing impacts on surrounding streets and prioritise safe walking and cycling.
- O30. To upgrade the surrounding *public domain* with coordinated streetscape works and continuous, accessible footpaths.
- O31. To provide accessible site linkages that will be open to the public permanently on a 24-hour basis to enhance the site's connectivity and integration with the local area and community.
- O32. To integrate public art that reflects local culture, strengthens place identity and enhances the *public domain*.
- O33. To provide coordinated, non-intrusive *signage* that supports wayfinding and protects amenity.
- O34. To apply ESD, water-sensitive design and flood-resilience measures, improve energy and water efficiency, reduce heat-island effects and enhance biodiversity corridors.

Controls

Urban design and built form

- C12. Development is to follow the Indicative Site Layout in 4.20.6



Figure 4.20.6. Indicative site layout, maximum building heights, and number of storeys

C13. Design the site to:

- a) Respect the low-density interface along Edith Street
- b) Set back *Buildings A* and *B* to respect their interface with 48 Edith Street and 41 Roberts Street
- c) Articulate the façades of *Buildings A* and *B* to reduce visual bulk and retain the precinct's fine grain
- d) Include significant *landscaping* and green roofs/walls
- e) Make site and *building* entries clearly visible, safe and accessible
- f) Ensure additions complement existing scale and character
- g) Use *setbacks* to manage *building* mass, amenity and privacy, including providing:
 - i. Adequate solar access to the central public open space and the Roberts Street pocket park
 - ii. Pedestrian and cyclist access from Roberts into the subject site, with through links into both Mary Street and Edith Street

C14. Development is to comply with the maximum number of *storeys* identified in Figure 4.20.6 and Table 4.20.1.

Table 4.20.1 *Maximum number of storeys*

Location	Maximum number of <i>storeys</i>
<i>Building A</i>	Part 2 <i>storeys</i> adjacent 48 Edith Street, transitioning to 5 <i>storeys</i>
<i>Building B</i>	Part 2 <i>storeys</i> adjacent 48 Edith Street, transitioning to 4 <i>storeys</i>
<i>Building C</i>	8 <i>storeys</i>
<i>Building 1</i>	7 <i>storeys</i>
<i>Building 2</i>	Existing <i>storeys</i> for retained parts; 3 <i>storeys</i> for new parts
<i>Building 6</i>	Existing number of <i>storeys</i> of retained building
<i>Building 7</i>	5 <i>storeys</i>
<i>Building 8</i>	5 <i>storeys</i>

C15. Minimise impacts of taller *buildings* near low-rise *dwellings* by including the following:

- a) Along Edith Street, set back the fifth *storey* of *Buildings A*, 7 and 8 from the wall below to reduce perceived bulk and scale
- b) Set back *Building 1* from the northwest boundary near Unwins Bridge Road, with the *setback* scaled to the *building's* height (e.g. increased setback for upper levels). Provide a deep-soil zone in this area capable of supporting large canopy screening trees.

C16. Provide minimum 3.5 m clear ceiling height to ground-floor business premises in new buildings.

C17. New development is to deliver coherent built form and façades:

- a) Enable varied, complementary styles, including adaptive re-use

Inner West Development Control Plan: Part 4 Place Specific Controls

- b) Articulate podiums and towers to break up bulk
- c) Integrate roof structures within overall form; screen from streets; limit lift overruns to $\leq 24 \text{ m}^2$ in plan
- d) Express a clear base and middle with integrated roof treatments
- e) Treat all façades as front elevations
- f) Balance solid and void in residential façades without relying on continuous balconies
- g) Apply graffiti-resistant materials at ground level
- h) Incorporate environmentally appropriate facade treatments according to orientation
- i) Provide *active frontages* to commercial ground floors and the central open space
- j) Provide appropriate street lighting given the scale of the development and the significant aesthetic benefit resulting from undergrounding including allowing for viable street tree planting

Building reuse and building fabric retention

C18. Development is to retain, conserve and adaptively re-use the *buildings* and elements identified in Figure 4.20.7. Development is to:

- a) Retain the structural stability of all *buildings* and heritage elements identified for conservation, integrating appropriate stabilisation and reinforcement into the design and construction process.
- b) Retain and adaptively re-use street-built landmark elements, including those parts of *Buildings* 1, 2, 6, 7, 8 that are built to the street and the house at 67 Mary Street, maintaining their visual presence and contribution to the streetscape.
- c) Integrate recommendations of a considered heritage interpretation approach that:
 - i. Keeps significant industrial elements *in situ*, such as the *Building* 6 goods hoist, ceramic insulators, fire bells, crane rails and hoisting jibs.
 - ii. Re-uses salvaged industrial elements from *buildings* approved for demolition, relocating and presenting them appropriately within the site.
- d) Retain the Mary Street entrance to Building 2, along with the timber stairs and first-floor office, to preserve the legible historic entry sequence of the former Taubmans site.
- e) Ensure new work is distinguishable from original fabric, with design solutions clearly expressing retained structural elements and façade, particularly the heritage façades on Edith Stree, while accommodating new components.
- f) Adapt interiors in a way that prioritises significant spaces and original fabric, enabling contemporary uses while retaining key features and volumes.
- g) Introduce contemporary built form that complements the retained *buildings* through compatible proportions, alignments, colours and materials, supporting a coherent relationship between new and historic fabric.

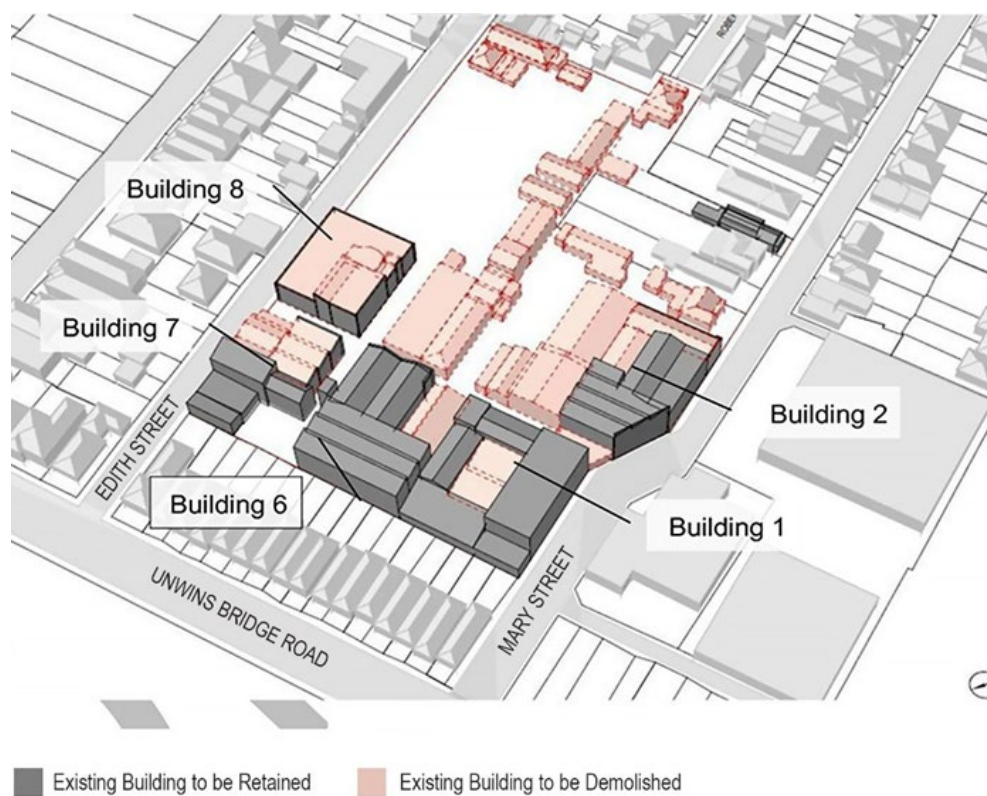


Figure 4.20.7. Building and building parts to be retained

Open space and landscaping

- C19. Locate public open space in line with Figure 4.20.6 and Figure 4.20.8, including deep-soil areas within the dotted red line (excluding driveways and ramps).



Figure 4.20.8. Location of public open space areas

C20. Open space is to provide for the following:

- a) Development within the site is to create a series of high-quality public spaces including passive recreational areas, access routes and circulation areas that are permanently accessible on a 24-hour basis. Creation of these spaces are to facilitate walking and cycling, be accessible to all persons including those with accessibility restrictions and encourage active travel to and use of public transport
- b) The central public open space adjacent to *Building C* is to be at least 600m² and is to receive at least 2 hours of solar access between 9.00am and 3.00pm midwinter for 50% of its area
- c) The 'pocket park' open space on Roberts Street is to receive at least 2 hours of solar access between 9.00am and 3.00pm midwinter for 50% of its area

C21. Provide 24/7 public access to open spaces shown in Figure 4.20.8, excluding *communal open space* for residents of *Buildings A* and *B*.

C22. Submit a *Landscaping Plan* and report indicating:

- a) How tree canopy will be maximised on the site and its surrounds to meet the tree canopy targets in the Part 2.5 – Consideration of Country, of this DCP. This Plan and report is to indicate locations for deep soil areas and confirm that any planter box areas above *basement storeys* have sufficient volume and functionality for elements such as such as *drainage* and irrigation to support substantial trees
- b) Use of high-quality open space pavement materials in publicly accessible areas (concrete or bitumen is not considered high quality) and likewise for open space fixtures, furniture and lighting materials
- c) Local *endemic species* plants are to be used within all the *landscaping* for optimum biodiversity outcomes including local native grass meadow or lawn
- d) Planting for shade in summer and sunlight penetration in winter is to be provided in open public spaces
- e) Landscape design is to promote screening between different *building* uses for the privacy of occupants
- f) Significant deep soil zone areas are to be developed for the site within public open space areas shown within dashed red outline in Figure 4.20.9
- g) Trees and planting not in deep soil areas are to be flush with surrounding finish levels (no raised planters)
- h) Trees not in deep soil areas are to be planted in minimum 1 metre depth of soil plus allowance for mulch and *drainage*, together with adequate soil volume demonstrated to ensure their survival

C23. Design streetscapes to:

- a) Enhance the characters of Edith Street, Mary Street and Roberts Street
- b) Reflect adjacent low scale through articulation
- c) Provide front gardens with a minimum of 2m and adequate deep soil to establish trees along Edith Street

Inner West Development Control Plan: Part 4 Place Specific Controls

- d) Provide a continuous, safe and accessible path of travel for pedestrians along the Mary Street footpath
 - e) Create a public verge alongside the Edith Street public *road* reserve and adjacent to new *building* A in Figure 4.20.9 that is wide enough to accommodate street trees and pedestrian footpaths
- C24. Apply high-quality external finishes and materials to public space pavements, ground-level *building* edges, furniture and lighting.
- C25. Deliver green walls/façades on ≥ 15% of available *building* surfaces on new *buildings* (and on retained *buildings* where practical), and:
- a) Plant with suitable Australian natives (Inner West endemics where possible) and include habitat features
 - b) Use planter-box green façades at multiple levels
 - c) Submit rooftop design details demonstrating structural capacity and waterproofing
- C26. Green roofs and podiums are encouraged on all new *buildings* and are to comply with the following:
- a) The size of the green roofs for *buildings* with the following *gross floor areas* are to be:
 - i. 250 to 999m² – 30% of roof space
 - ii. 1,000 to 1,499m² – 50% of roof space
 - b) Green roofs are to have a minimum substrate depth of 150mm
 - c) Green roof areas designed for use as communal open space are to have a high standard of finish and design

Housing mix and adaptable housing

- C27. New developments with six or more *dwellings* are to provide the following mix of *dwelling* types:
- a) Studio: 5 – 20%
 - b) 1 bedroom: 10 – 40%
 - c) 2 bedroom: 40 – 75%
 - d) 3+ bedroom: 10 – 45%

Note: Private bedroom-like rooms identified for other purposes, such as a study, media room or rumpus room, will be counted as a bedroom for the purpose of this control

- C28. A minimum of 25% of all *dwellings* are to be a mix of studio or one-bedroom apartments.

Public domain

- C29. Address public-domain impacts on Council's *road* reserve for construction and operation: Provide a *road* maintenance plan that maintains access to Edith Street driveways during construction

- a) Repair damage to Edith Street and Mary Street caused by construction

Inner West Development Control Plan: Part 4 Place Specific Controls

- b) Submit streetscape upgrade designs for Edith Street with high-quality, tree-lined verges sized for pedestrians and driveway access to existing houses
- c) Provide tree-pit dimensions and soil-volume details for proposed street trees (refer Marrickville Street Tree Master Plan Part 6)
- d) Design a continuous footpath along Mary Street next to the site, accounting for existing driveways to retained *buildings*

Signage

- C30. A co-ordinated presentation of signs is required where there are multiple occupancies or uses within a single *building*
- C31. Signs are not permitted on side walls abutting residential properties
- C32. Tower *building* facades are to be free from *signage* from the top of the podium to the rooftop
- C33. Keep tower façades free of *signage* from podium top to rooftop
- C34. *Signage* is not to contain reflective materials and finishes

Public art strategy

- C35. Provide a minimum of 0.1% of the overall development value for the development of public art
- C36. Submit a Public Art Strategy explaining how artworks respond to historic, environmental and social context and contribute to a distinct sense of place.

Access, servicing and parking

- C37. Demonstrate compliance with the Waste and Resource Management section of this DCP and:
 - a) Provide service corridors and service lifts with adequate widths from *basements* to business floorspace
 - b) Locate hydrants, clearance zones and substations to minimise visual impact
 - c) Store and collect all waste in *basements*
- C38. Arrange vehicle entry and exit in a forward direction.
- C39. Enclose *basement* ramps within the built form. Exposed *basement* ramps are not permitted
- C40. Locate all car parking underground.
- C41. Configure vehicular access to the site to:
 - a) Minimise the impact of additional vehicular movements in surrounding residential streets including Edith street, in particular heavy vehicles
 - b) Maximise retail and commercial vehicle movements to and from Mary Street
 - c) Minimise potential pedestrian and vehicular conflicts
 - d) Identify physical works to the surrounding *road* network to accommodate the proposed development

Inner West Development Control Plan: Part 4 Place Specific Controls

- C42. Service areas and loading docks for all land uses (such as deliveries, waste and recycling collection) which require access by heavy vehicles are to be directly accessed from Mary Street only
- C43. *Basement* lifts and access points are to be separate for residential and non-residential uses
- C44. Retain separate parking areas for residential and non-residential uses
- C45. On-site car share facilities are to be provided as follows in accordance with the relevant section of the DCP and the following:
- a) *Office premises, business premises or retail premises* – a minimum of one (1) car share space per 50 car spaces provided
 - b) Written evidence, in the form of a letter of commitment, from an established car share operator is to be provided with the development application demonstrating the operator's intentions and method of management of the spaces
- C46. A traffic engineer's report is to be submitted with the development application. It is to explain how:
- a) The internal site design will accommodate all residential and non-residential traffic movements
 - b) The entry and exit points will function
 - c) The *basement car park* layout will easily facilitate all vehicular movements including those of large vehicles
 - d) The Edith Street *road* reserve will be affected and how the design will ensure that there are no additional traffic movements along the narrow parts of Edith Street to the east and on Roberts Street
 - e) The development's urban design is to use this information to ensure that the streetscape infrastructure improvements for Edith Street are achieved without compromise
- C47. A site management plan is to be submitted with the development application addressing the following:
- a) Hours of operation and provision of a site facilities room, which are to be an adequate size to cater for necessary site maintenance and storage requirements
 - b) Maintain the site's publicly accessible open space areas and access to business visitor car parking areas
 - c) Upkeep of landscaped areas and plantings
 - d) Maintenance of site facilities required for business operations

Environmental management

- C48. Submit documentation with development applications for *office premises* with a net lettable area of 1,000m² or more confirming that the *building* will be capable of supporting a Base *Building* NABERS Energy Commitment Agreement of 5.5 stars with the NSW Office of Environment and Heritage. Enter into this agreement before any construction certificate is issued for the approved development

- C49. All new water fittings and fixtures such as showerheads, water tap outlets, urinals and toilet cisterns, in all non-residential development, the *public domain*, and *private open space* are to be the highest Water Efficiency Labelling Scheme (WELS) star rating available at the time of development
- C50. Design non-residential development to minimise the need for active heating and cooling by incorporating passive design measures such as glazing, natural ventilation, thermal mass, external shading, and vegetation
- C51. All lighting within the *public domain* is to be energy-efficient, such as LED lighting
- C52. The Alexander Canal Flood Study has identified flooding at a trapped low point in Edith Street. The design of the development is to provide for a formalised *overland flow path* through the site from Edith Street through to Robert Street and then onto Mary Street
- C53. The development is to adopt an integrated approach to water cycle management and address water conservation, efficiency, stormwater management, drainage and flooding through a coordinated process
- C54. Design the site to maximise infiltration of stormwater, water and *drainage* of residual flows into permeable surfaces, tree pits and treatment areas
- C55. Incorporate Bioswales and rain gardens into public open space and footpath design
- C56. Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater
- C57. Water used for irrigation of public and *private open space* (including green roofs and walls) is to be drawn from reclaimed water or harvested rainwater sources where there is feasible access to those water sources. Possible sources include harvested stormwater, treated greywater and wastewater and water from a decentralised local network. Water treatment measures is to be incorporated to ensure that the water is fit for purpose
- C58. Install *rainwater tanks* where there are roof forms from which rainwater can be feasibly collected and plumbed to appropriate end uses
- C59. Opportunities to link to, extend or enhance existing or potential biodiversity corridors are to be realised in the new development
- C60. Incorporate a mix of locally indigenous tree, shrub, grass and groundcover species into the planting palette. Where this is not practical, use Australian native plants

4.20.4 (C) St Peters Triangle Precinct

Objectives

Neighbourhood character and heritage

- O35. To retain and adapt existing character *buildings*, particularly groups or rows, and integrate them with new development.
- O36. To protect the *heritage significance* of the Goodsell Estate, Lackey Street and Simpson Park *Heritage Conservation Areas*.

Inner West Development Control Plan: Part 4 Place Specific Controls

O37. To ensure *building height* and form respond to the local context and reinforce the scale of existing streets and laneways.

Public domain, streets and open space

O38. To enhance streets, laneways and public spaces to support an attractive and walkable *neighbourhood*.

O39. To improve pedestrian amenity and provide direct, safe links to open spaces and St Peters Station.

O40. To create a connected green corridor between the primary *school*, Simpson Park and the station.

Movement and access

O41. To strengthen walking and cycling networks across the precinct.

O42. To improve connections between the precinct and St Peters Station.

O43. To manage vehicle access to reduce traffic impacts on local streets.

Activity, land use and place-making

O44. To create active, mixed-use streetscapes, with May Street as the key focus for activity.

O45. To support creative industries and live work uses, including the enhancement of creative laneways.

O46. To provide a central community space that brings residents and creative industries together.

Built form excellence

O47. To ensure higher-density development demonstrates design excellence, sustainability and good internal and external amenity.

O48. To ensure new development protects the amenity of adjoining residential properties.

O49. To support coordinated redevelopment and increased densities in appropriate locations, including through suitable site amalgamation.

O50. To implement the masterplan to deliver a vibrant, diverse and mixed-use *neighbourhood* that reflects Inner West community values.

Controls

C1. Development is to be implemented in accordance with the illustrative masterplan as shown in Figure 4.20.9

ILLUSTRATIVE MASTER PLAN



Figure 4.20.9. St Peters Triangle precinct masterplan

Traffic and access

- C61. Development within the *neighbourhood* is to generally conform to the traffic and access strategy including *shared zones* as shown in Figure 4.20.10
- C62. Provide new pedestrian links between Hutchinson Street and May Street where shown in Figure 4.20.10 and where possible in developments with frontages to both streets
- C63. Maintain Hutchinson Street, Lackey Street, Applebee Street, and part of May Lane as one-way streets, and alter them to create *shared zones*
- C64. Location vehicular entry points as shown in Figure 4.20.10 to:
- Encourage the amalgamation of lots
 - Limit the number of vehicular crossings along May Street
 - Manage vehicular access along the Princes Highway and Campbell Street
 - Minimise traffic volumes by providing access to new development via new linkages without the need to travel through Hutchinson Street or Lackey Street
 - Separate pedestrian entries from vehicular entry points to minimise conflicts
 - Minimise driveway widths (maximum 6 m)
 - Minimise driveway widths to maintain *active frontages* (a maximum driveway width of 6 metres is recommended)
 - Locate car parking underground in medium and high density developments



Figure 4.20.10. St Peters Triangle masterplan traffic and access strategy

Public domain strategy

- C65. Redevelopment within the *neighbourhood* is to contribute to the achievement of:

Inner West Development Control Plan: Part 4 Place Specific Controls

- a) Additional pedestrian linkages (as shown on Figures 4.20.9 and 4.20.10) to improve connections between the existing residential *neighbourhood* through to existing public open space and St Peters Rail Station (this includes pedestrian access into and out of the special green site to create a safer environment and the creation of through links to May Street to improve direct walking access to the park and rail station – see Figure 4.20.18 for further details)
- b) *Public domain* enhancements (with improvements to traffic management, footpaths, business frontages and street lighting) particularly along the *shared zones* and laneways to prioritise walking
- c) A green pedestrian corridor which connects the primary *school* to the rail station from St Peters Street, through Simpson Park, Council Street and Goodsell Street
- d) Opportunities for cyclists along May Lane (the section that runs parallel to the Princes Highway) and Applebee Street as part of a *shared zone* arrangement
- e) *Shared zones* are to be provided in new development in accordance with Figure 4.20.11

C66. Design *shared zones* to:

- a) Provide a continuous surface with no physical separation between pedestrian and vehicular areas
- b) Omit kerb lines, using paving changes instead to distinguish parking or loading areas
- c) Enable active ground-floor uses to open towards and engage with the *shared zone*
- d) Include defined loading and parking areas
- e) Incorporate street trees where feasible
- f) Incorporate two-way bike paths



Figure 4.20.11. Applebee Street as a shared zone

Site amalgamation

C67. The redevelopment of allotments is to follow the amalgamation pattern in Figure 4.20.12

C68. For May Street and Hutchinson Street key amalgamation criteria include:

- a) 25 metres to 30 metres of street frontage once amalgamated
- b) 1,000m² to 1,200m² in area

C69. For the Princes Highway (and Applebee Street) key amalgamation criteria include:

- a) Amalgamated lot boundaries that correspond with the desired through site links

Inner West Development Control Plan: Part 4 Place Specific Controls

- b) Dual street frontage of 40 metres to 50 metres once amalgamated
- c) 2,000m² to 4,000m² in area
- d) Amalgamation does not result in adjoining sites being isolated to the extent that it is not possible for development to occur in accordance with the urban design vision for the masterplan area



Figure 4.20.12. Site amalgamation

Note: Figure 4.20.12 provides a preferred minimum lot size for redevelopment. In some cases, this coincides with a property boundary, indicating that its further subdivision would not be supported; however, it could be amalgamated with an adjoining site

Building height

C70. Development is to comply with the maximum number of storeys shown in Figure 4.20.13.

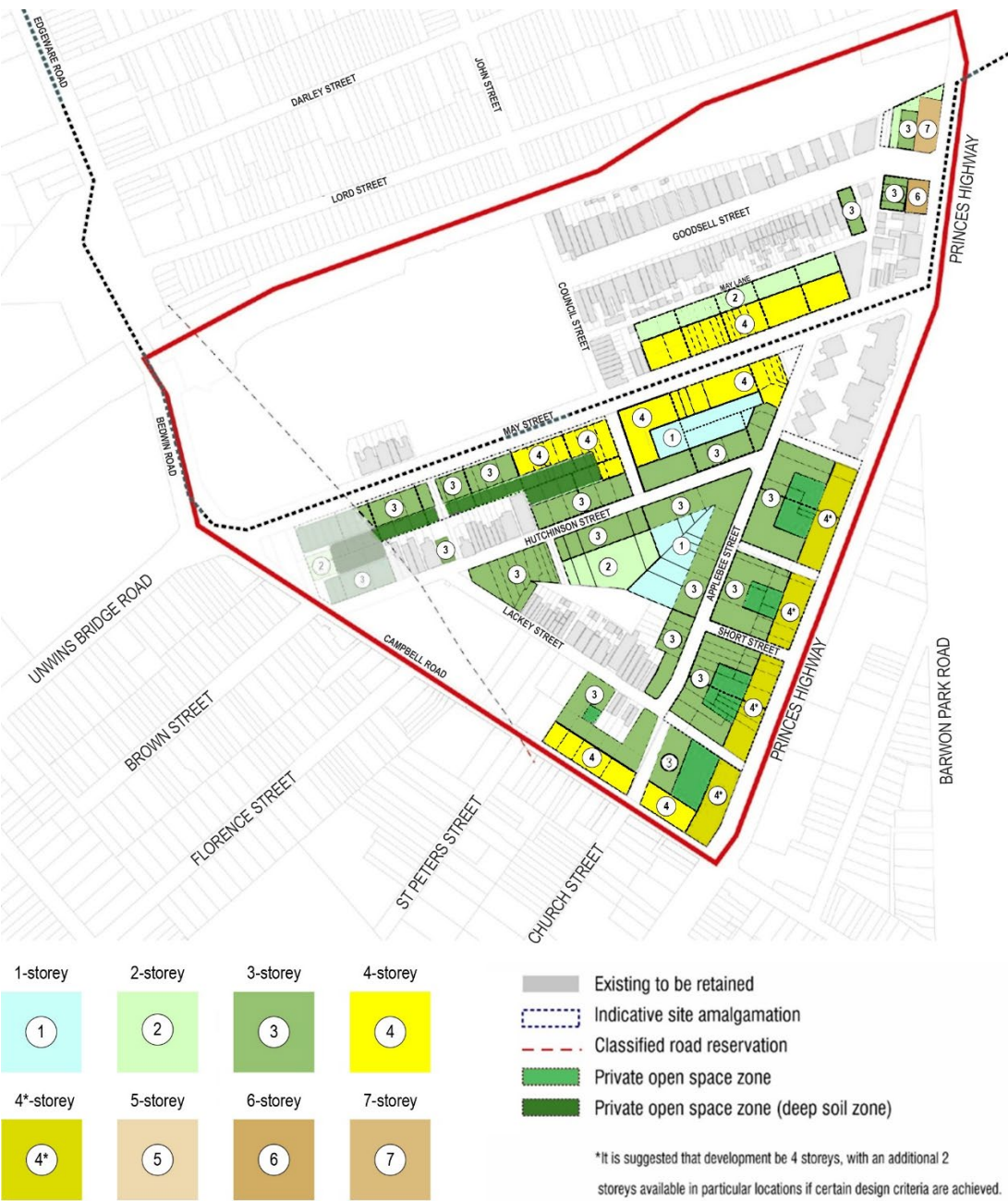


Figure 4.20.13. Height of buildings

C71. Scale new development to complement the buildings in the Goodsell Estate Conservation Area.

C72. Relate new development to retained residential character.

Figure 4.20.14. Street section 1 – May Street to Hutchinson Street

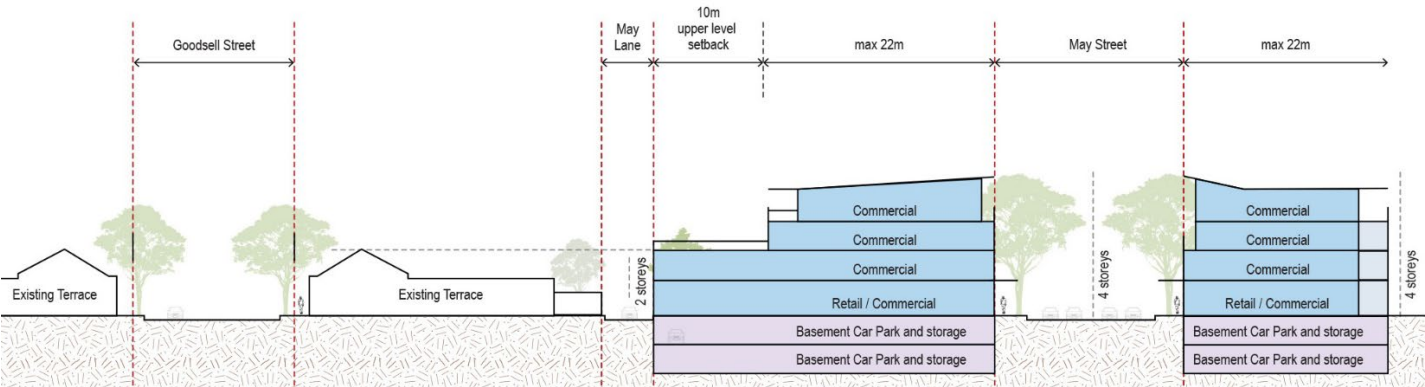


Figure 4.20.15. Street section 2 – May Lane to May Street

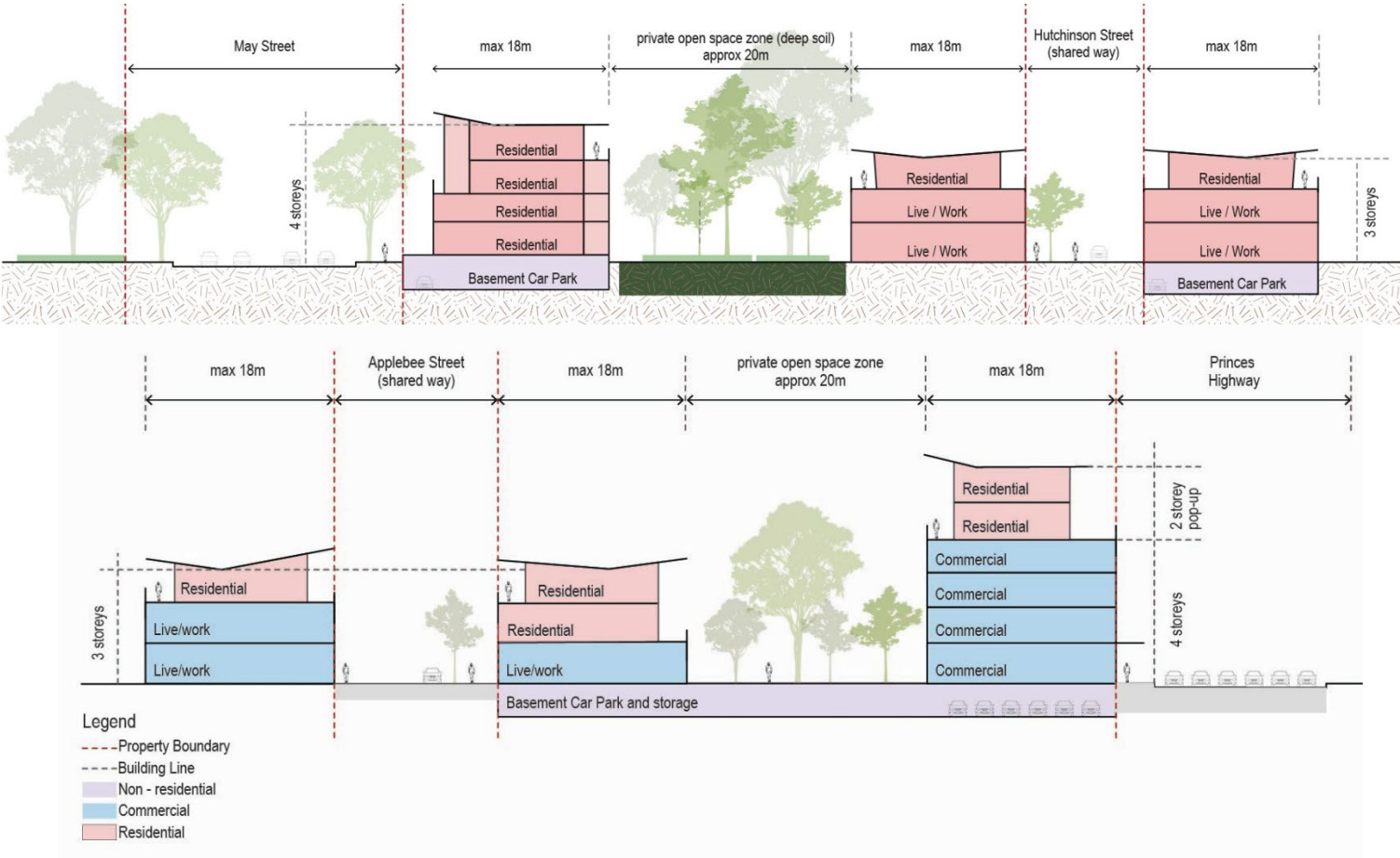


Figure 4.20.16. Street section 3 – Applebee to the Princes Highway

Public domain interface

C73. Redevelopment of allotments within the precinct conforms with Figure 4.20.17 regarding:

- a) The location of *active frontages* at ground level
- b) The location of publicly accessible and dedicated pedestrian links
- c) Ground *setbacks* and upper rear *setbacks* to protect amenity
- d) Interface/articulation areas required for new development
- e) The location and extent of a pop-up zone providing an additional two storeys upon satisfactorily demonstrating appropriate built form outcomes
- f) The location and extent of *private open space*
- g) The location and extent of a new shared *road* dedication through to May Street

Note: These controls are to be read in conjunction with the built form controls shown in Figure 4.20.18.

The dimensions are expressed in metres

C74. Consolidate open space in the middle of the block as central courtyards to form useful landscaped spaces for residents

C75. Reinforce street *setbacks* with new street trees and general landscape improvements

C76. Align *buildings* with street boundaries; measure *setbacks* to the outer *building* wall.

C77. Use interface zones (built form and landscape) to achieve compatibility between new development and existing housing. This includes built form elements (such as height or facade articulation) and landscape features (planting, fences or walls)

C78. Apply build-to lines, including *articulation zones* (balconies, bay windows, shading) where a consistent street edge needs to be reinforced. These build to lines include the *articulation zone* (balconies, bay windows or shading devices)

C79. Provide *active frontages* along through-site links.

C80. Provide awnings to new development on the Princes Highway for weather protection

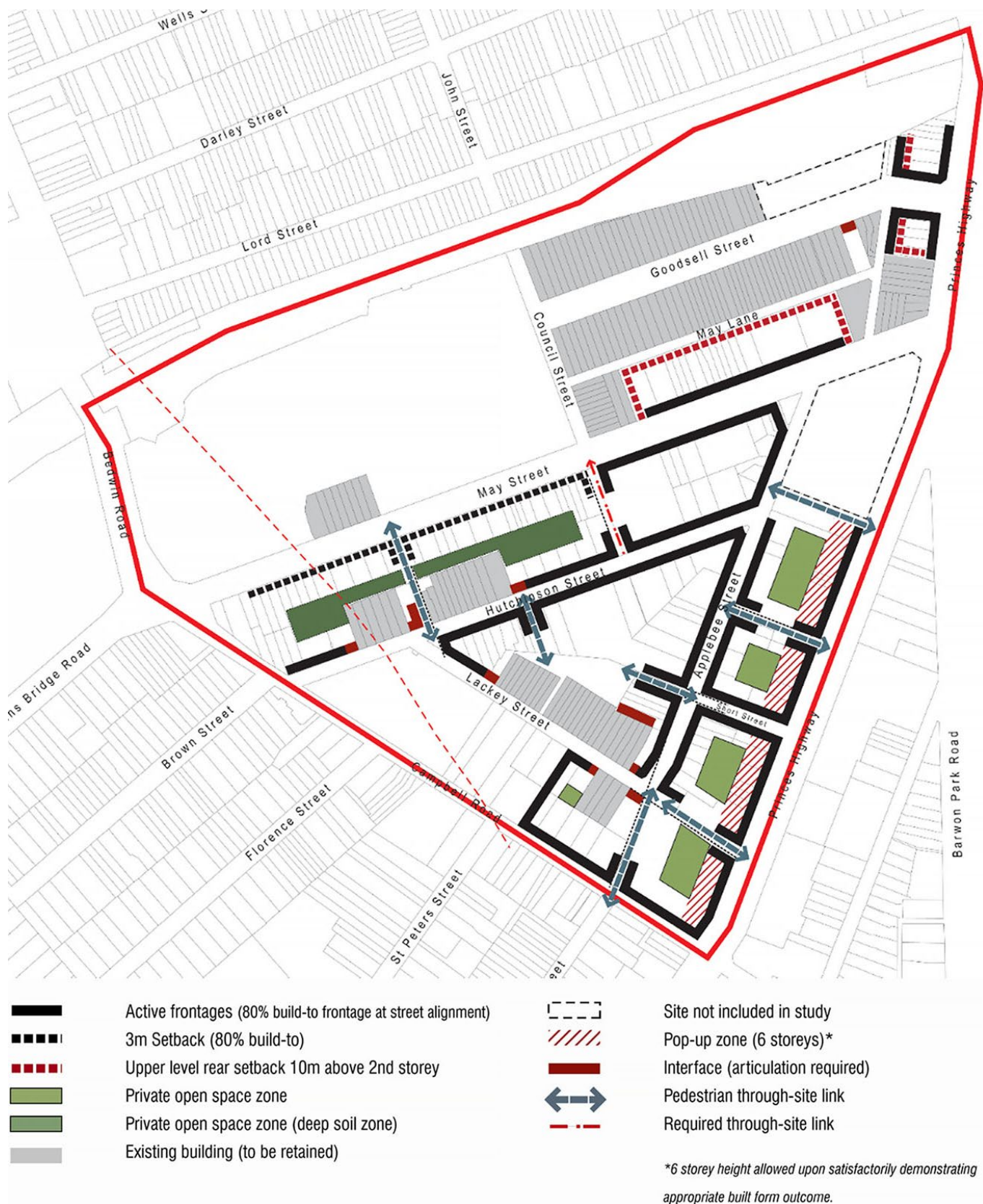


Figure 4.20.17. Street section 3 – Buildings and the public domain

Internal amenity, private open space and pedestrian links

C81. Siting, orientation, depth and separation of proposed *buildings* conforms with Figure 4.20.18

C82. Limit *building* depth to (the dimension measured from front to back from the street to the inside of the block):

- a) 18–22 m for all *buildings*
- b) Maximum 18 m for residential to provide adequate ventilation
- c) Deeper floorplates allowed for commercial and retail floors

C83. Locate *communal open space* behind *building envelopes* in mid-block areas.



Figure 4.20.18. Internal amenity, private open space and pedestrian links

4.20.5 Heritage

This section contains objectives and controls that apply to the Heritage Conservation Area listed below and shown in Figure 4.20.19.

- Goodsell Estate *Heritage Conservation Area* apply to the land listed as C85
- Lackey Street and Simpson Park *Heritage Conservation Area* apply to the land listed as C86

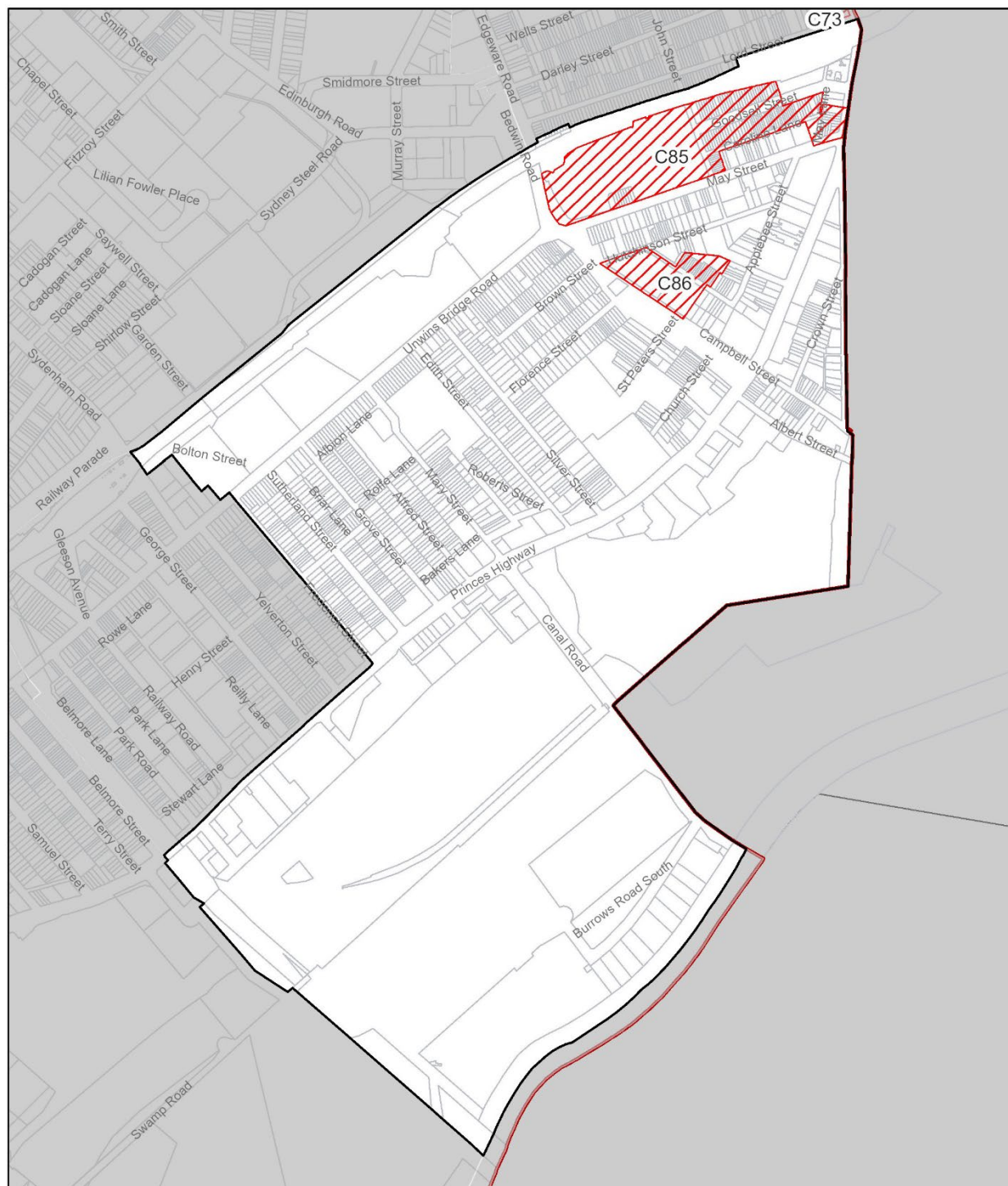


Figure 4.20.19. St Peters Neighbourhood – Heritage Conservation Areas

4.20.5 (C85) Goodsell Estate Heritage Conservation Area

The Goodsell Estate *Heritage Conservation Area* is of local *heritage significance* for demonstrating the principles and patterns of development in the St Peters area from the Colonial era through to the early 20th century. It retains strong physical evidence of its industrial origins, including the site of Frederick Goodsell's Steam Brick Factory—Sydney's first fully steam-powered brickworks—and associated workers' housing. The area illustrates the evolution of modest housing typologies and the subdivision patterns that shaped St Peters.

Key Features:

- Evidence of the site's industrial origins, including the former steam-powered brickworks, surviving May Street terrace built by Frederick Goodsell, and early property at 665 Princes Highway
- Collection of Victorian *shops* along May Street and Princes Highway reflecting mixed-use development
- Modest workers' housing and cohesive groups of 19th and early 20th century terraces, cottages and houses creating a dense, intimate streetscape
- Consistent subdivision pattern with little re-subdivision and intact *building* forms demonstrating original terrace and villa typologies
- Terraces in Council Street emphasising local topography through stepped roof ridges and facades
- Mature fig trees and Camdenville Park contributing to streetscape character and aesthetic values
- High proportion of original form and fabric visible from the *public domain*, with low incidence of major alterations or infill
- Cultural layering primarily cosmetic, with original *building* envelopes substantially intact

Objectives

O51. To facilitate development that is consistent with the statement of significance and controls for Goodsell Estate *Heritage Conservation Area*

Controls

C84. Retain the following elements that define the *heritage significance*:

- a) Pre-1920 *buildings*
- b) Victorian commercial properties including two storey corner *shops*
- c) Camdenville Park as open space
- d) Fig trees on Goodsell Street

4.20.5 (C86) Lackey Street and Simpson Park, St Peters Heritage Conservation Area

The Lackey Street & Simpson Park *Heritage Conservation Area* is of local *heritage significance* for its late Victorian subdivision pattern, influenced by the earlier 1862 Brompton Estate, and for its unusually long row of terraces (19–53 Lackey Street) built between 1882 and 1884 by local builder William

Inner West Development Control Plan: Part 4 Place Specific Controls

Salisbury Baker as working-class housing. The area is aesthetically significant for its distinctive streetscape, created by the uniform terrace row, narrow street alignment, and open space setting provided by Simpson Park and the rear *public reserve*.

Key Features:

- Long, uniform terrace row at 19–53 Lackey Street built 1882–1884 as speculative working-class housing
- Representative example of Victorian Filigree style terraces with verandahs and balconies built to the street alignment
- Rare open space setting with Simpson Park at the front and *public reserve* at the rear, accessed via laneway between 35 and 37 Lackey Street
- Narrow streetscape enhanced by overhanging Ficus trees along Simpson Park frontage
- Simpson Park created in 1924 through local community action, rare example of early 20th-century working-class open space provision
- Remnants of early subdivision pattern from the Brompton Estate
- Original detail retained on terrace street elevations

Objectives

O52. To facilitate development that is consistent with the statement of significance and controls for Lackey Street and Simpson Park, St Peters *Heritage Conservation Area*

Controls

C85. Retain the following elements that define the *heritage significance*:

- a) Pre-1900 *buildings*
- b) Ficus tree plantings to Simpson Park street frontages
- c) Consistent parapet height to terrace row in Lackey Street
- d) Public open space to the rear of the terraces (accessed via a laneway between terraces at 35 and 37 Lackey Street) are to be retained as open space