

26

objections to the exhibited draft city of sydney planning scheme

RE ROAD, ZONING & OTHER PROVISIONS AFFECTING PADDINGTON

SUBMITTED BY
THE PADDINGTON SOCIETY
C/- 77 GOODHOPE STREET
PADDINGTON

AND PREPARED BY
THE ARCHITECTURAL & PLANNING SUBCOMMITTEE
THE PADDINGTON SOCIETY

APRIL, 1965

The Paddington Society
77 Goodhope Street
PADDINGTON N.S.W.

30th April 1965

The Minister for Local Government
Department of Local Government
Bridge and Phillip Streets
SYDNEY N.S.W.

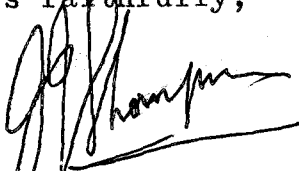
Dear Sir:

I enclose, on behalf of this Society, a series of suggestions and objections which have been drawn up by our Architectural and Town Planning Sub-Committee after a detailed study of the new City of Sydney Planning Scheme.

The Paddington Society, with a membership of 214 people, consists almost entirely of residents and householders of the Paddington area. We are deeply concerned with the preservation of the essential character of the streets and buildings of Paddington, and we believe that such changes and innovations as may be inevitable or desirable should be in keeping with what has been handed down from the past.

The enclosed suggestions and objections are put forward in a constructive spirit, and I trust that they will help to preserve and improve the amenities of Sydney.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'John Thompson', with a horizontal line drawn underneath it.

John Thompson
President

Enc:

OBJECTIONS BY THE PADDINGTON SOCIETY *

TO THE CITY OF SYDNEY PLANNING SCHEME

(Minister's Exhibition Ordinance)

Prepared for submission by:

Arthur Cowie	B.Sc.F. C.L.D. Landscape Architect
Donald Gazzard	F.R.A.I.A. A.R.I.B.A. Architect (Chairman)
Barbara Hamilton	B.A. Dip.T. & C.P.
Ruth Lucas	B.Arch. A.R.A.I.A. Architect
Bill Lucas	B.Arch. A.R.A.I.A. Architect
Luke Marsden-Smedley	M.A. A.M.I.E.E. A.M.I.Loco.E. Engineer

Members of the Architecture and Planning Committee
of the
Paddington Society

April 1965

* This report is a shortened version of the original submission. The detailed field notes used as a basis for Objection No. 4 have been omitted and the other material slightly re-arranged. The large scale drawings submitted to the Minister have been reduced and incorporated in this Report. The photographs which accompanied the submission have been impossible to include for cost reasons.

November 1965.

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November 1965.

3.3

**NORTH-WEST
BADDINGTON**

CENTRAL
PADDINGTON

32

PAVED

PAVED

WEST PADSTINGTON

VICTORIA BARBACKE

OBJECTION

OBJECTIVE
Analyze and

OBJECTION 1-2
 Jersey Road should
 not be widened on
 west side.

**SOUTH EAST
PADDINGTON**

**NORTH EAST
PADDINGTON**

OBJECTION

PADDINGTON

PADDINGTON SOCIETY **OBJECTIONS TO THE CITY OF SYDNEY PLANNING SCHEME.**
PREPARED BY MEMBERS OF THE SOCIETY'S ARCHITECTURE AND PLANNING COMMITTEE. (AMINSTER'S EXAMINATION)

THE PADDINGTON SOCIETY

OBJECTIONS AGAINST THE CITY OF SYDNEY PLANNING SCHEME

For convenience and clarity each objection in this submission is:

1. Located on an overall map. (Drawing No. 1)
2. Submitted on prescribed forms individually herein and comprising the formal objection.

A summary and resume of objections is given below.

3. Supported by general documentation in three parts:
 - (a) Appendices A - D
 - (b) Detail plans illustrating aspects of the objections.
 - (c) Photographs of some typical Paddington buildings.

Summary and Resume of Objections contained in this Submission

1. ROADS

1. Moore Park Road:

That Moore Park Road should not be widened on the northern side and that widening if necessary should be restricted to the south side from Oatley Road to Centennial Park.

Reasons: That fewer houses would be demolished and less property owners affected; that terraces on the north side are in good order and condition and that houses on the south side will in any case be divorced from Paddington by the proposed expressway.

2. Jersey Road:

That Jersey Road should not be widened but that through traffic should proceed along Ocean Street to join the Moore Park Expressway by the more direct route.

Reasons: That an increase in traffic along Jersey Road would be detrimental to the existing quiet residential area; that it would segregate a small residential precinct from the rest of Paddington. Also that the resultant increase of through traffic in Oxford Street would be detrimental to the shopping amenity, would assist to divorce the proposed community area from the main residential area and increase the hazard for school children and others crossing Oxford Street.

2. REZONING PROPOSALS

1. Area between St. Francis Catholic School and the Paddington Public School has not been re-zoned "Open Space" to provide for future playing field to be used in common.

Area bounded by Oxford, Gordon and Renny Streets, Oatley Road and Centennial Square has not been re-zoned as a "Special Use Area" for public buildings, recreation, schools and playgrounds etc.

2. Area shown light green on the map between Sutherland Street and Sutherland Avenue has not been re-zoned living area.

Industrial area at foot of cliff has not been zoned living area or is not industrial of non-noxious character.

3. ROAD CLOSURES

That the following roads have not been closed to traffic to provide pedestrian areas, places of public assembly and recreation:-

1. Newcombe Street, Elizabeth Street between Oxford and Gordon Streets, Ulster Street. (All within the Society's proposed Special Use Area).
2. Part of Norfolk Street.
3. Dillon Street. This should be developed together with the adjacent zoned green area.
4. Part of Elizabeth Street between Windsor Street and Paddington Street (to be reduced in width).

4. PADDINGTON - SPECIAL AREA

That Paddington has not been zoned an area of outstanding architectural and historical interest and that additional planning arrangements have not been made to ensure that with any development the special nature of the area and the amenity of the neighbourhood is preserved. That it has not been zoned as a Residential Area where dwelling houses including semi-detached and terrace buildings may be erected without the consent of the responsible authority.

OBJECTION TO THE MODE OF WIDENING OF MOORE PARK ROAD

It is conceded that the development of Moore Park Road between Taylor and Centennial Squares may be necessary, and entails some affection of property and loss of amenity to residents in the path of the development. It is suggested, however, that a small deviation of the line of the road between Victoria Barracks and Centennial Square would result in reduced loss of amenity to many residents not directly affected, would save a number of buildings of character and without detriment to the improvement itself.

Therefore, we object to the present line of the proposed Moore Park Road Expressway and ask that it be relocated a short distance further south in order to allow preservation of the line of buildings to the North side of Moore Park Road, together with a pedestrian footway access to the south side of these houses. Vehicle access to these houses would be from Leinster Street. We also ask that a suitable barrier be erected between the pedestrian access and the expressway to limit noise, and to prevent pedestrians from straying onto the Expressway.

The Reasons are:

1. To avoid the destruction of more than a minimum number of dwelling units in an area of high density housing.
2. To preserve the amenity of the area lying between Oxford Street and Moore Park Road. This is an area of residential development interspersed with churches and schools. It is an integral neighbourhood and would suffer were a substantial part of it to be removed. On the other hand the area south of the proposed expressway, isolated at present, will become still further divorced if the development is proceeded with and the elimination of the dwelling facing the expressway will not affect that isolation save to reduce the area so located.
3. To preserve the houses on the north side of Moore Park Road. Whilst these include buildings of varying ages and styles the vista is interesting and there are a number of interesting examples of Paddington Houses, including a fine terrace at the Centennial Square end. On the other hand the smaller number of houses on the south side of the road are undistinguished in appearance and of no particular architectural interest.
4. To preserve in particular the amenity of St. Matthias Church. A part if not all of the church and its ancillary buildings appear to be affected. This church is of architectural and historical interest and its disappearance or detrimental affection would be a matter for regret.

5. The request for pedestrian only access to the houses on the north side and for a barrier are in the interests of the amenity of the occupiers of the houses and of road safety.

See Drawing 1

Ref: 1:2

OBJECTION TO THE WIDENING OF JERSEY ROAD

Whilst, in the interests of residents and others it may be expedient to widen certain roads, it is considered that little useful result and much loss of amenity would accrue from the proposed widening of Jersey Road. In addition the destruction of many useful dwelling houses of pleasant and in some cases outstanding appearance would be necessary for achieving the scheme.

Therefore, we object to the proposal in principle to widen Jersey Road.

The Reasons are:

1. To preserve the amenity of the residents of the area.
2. To preserve for the occupants and posterity useful dwelling houses and other buildings of pleasant and in some cases outstanding appearance.
3. To preserve a residential area from through traffic.
4. In the interests of road safety.

See Drawing 1

Ref: 2:1

OBJECTION TO THE ZONING OF AREA ON SOUTH SIDE OF OXFORD STREET

The Paddington area contains few pedestrian areas or places of public assembly and recreation. It is regretted that the scheme did not provide for "space use" areas of this type.

Therefore, we object:

1. That the area between St. Francis Catholic School and Paddington Public School has not been re-zoned "open space" to provide for future playing fields to be used in common.
2. Area bounded by Oxford, Gordon and Renny Streets, Oatley Road and Centennial Square has not been re-zoned as a "Special Use Area" for public buildings, recreation, schools and playgrounds, etc.

The Reasons being:

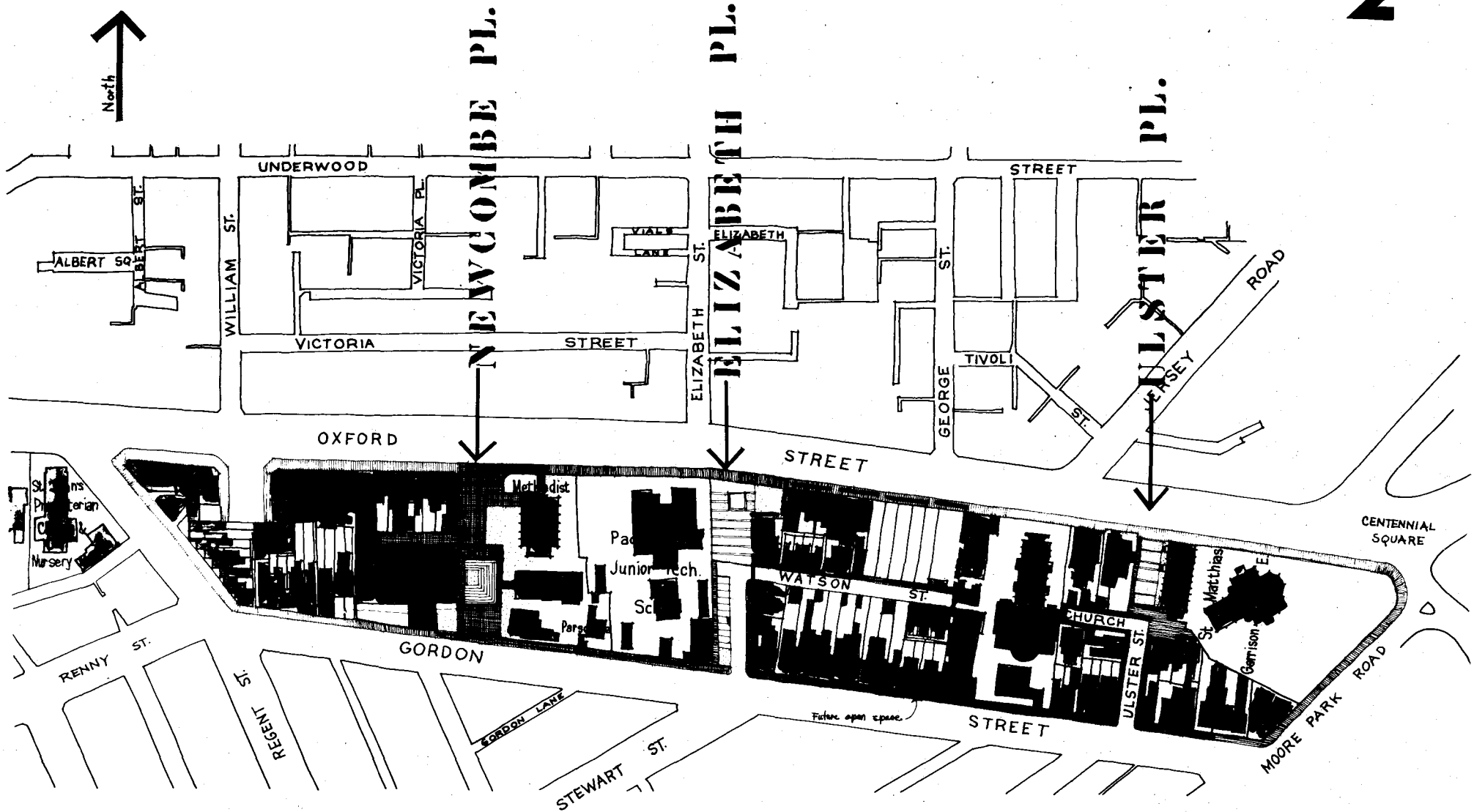
1. To provide areas of the type described.
2. To improve amenity of the residents of Paddington in general.
3. In the interests of education.
4. To allow for a consistent development of the area in the manner suggested.

See also Objection 3:1, part of Appendix B and Drawings 1 and 2.

Ref: 2:2

OBJECTION TO THE ZONING OF PART OF SUTHERLAND STREET AS OPEN SPACE, AND ADJACENT AREA AS INDUSTRIAL AREA.

Whilst Sutherland Street is not one of the outstanding streets of Paddington, it is still a pleasant residential street of useful homes. A part of the north side of the street has been re-zoned "open space" and the adjacent area as industrial. The industrial area, if occupied by certain industries permitted in this classification, could be injurious to amenity. There is an existing "buffer" between the residential and the industrial area formed by the cliff at the top of which is Sutherland Street and the provision of a further buffer by demolishing good houses appears undesirable.



Therefore, we object:

1. To the zoning of the area to the north of Sutherland Street as industrial. This objection would be overcome if the zoning were changed to "Industrial of non-noxious character" or "Residential".
2. To the proposed destruction of homes to provide an open space on the north side of Sutherland Street.

The Reasons are:

1. To preserve the amenity of the residents.
2. To preserve for the residents useful dwelling houses.

See Drawing 1.

Ref: 3:1

OBJECTION TO THE NON-CLOSURE OF NEWCOMBE STREET, PART OF ELIZABETH STREET, AND ULSTER STREET TO VEHICULAR TRAFFIC.

Implementation of the proposal for a special use area (refer objection 2:1) implies the closure of certain roads and thus objection would be overcome if the roads named were closed to vehicular traffic.

Therefore, we object to the non-closure to vehicular traffic of:

Newcombe Street
Ulster Street
Elizabeth Street (part south of Oxford Street).

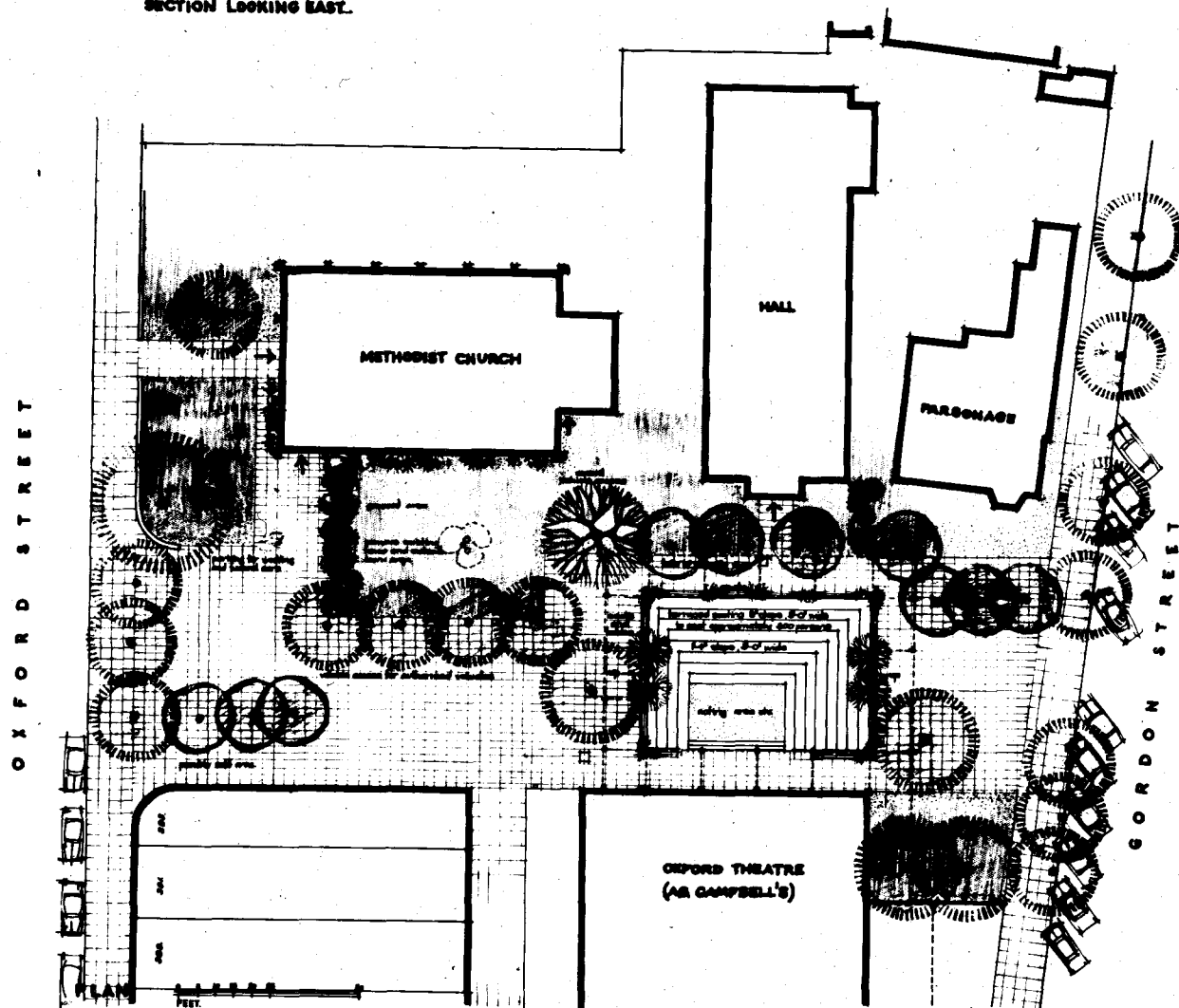
The reasons are:

1. To allow the area south of Oxford Street to be developed as a "Special Use Area" and for the additional reasons referred to on that objection refer also to Appendices B and D.

See Drawings 2, 3, 4 and 5.



SECTION LOOKING EAST.



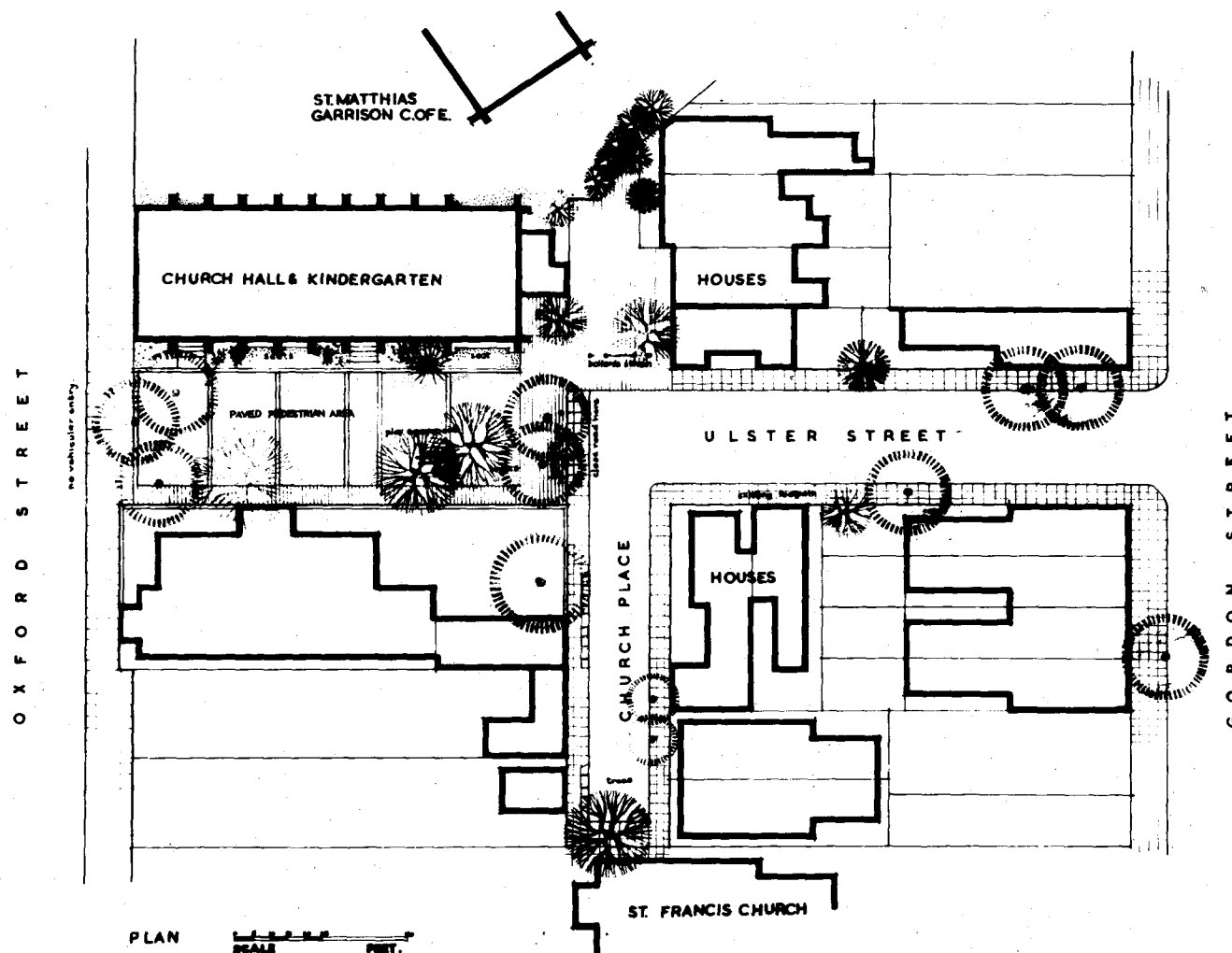
GENERAL PROPOSALS

- NEWCOMBE ST. TO BE CLOSED TO ALL GENERAL AND THROUGH VEHICULAR TRAFFIC BETWEEN OXFORD ST. AND GORDON ST. ACCESS IS PERMISSIBLE FOR VEHICLES TO THE CHURCH, FOR WEDDINGS ETC., THE HALL AND PARSONAGE AND TO THE LANE BEHIND THE SHOPS FACING OXFORD ST.
- THE EXISTING ROAD LEVELS TO BE RAISED AND THE WHOLE AREA PAVED OR GRASSED AS INDICATED FOR THE USE OF PEDESTRIANS
- A SUNKEN STEPPED AREA TO BE BUILT FOR USE AS SIMPLE AMPHITHEATRE SUITABLE FOR OUTDOOR CONCERTS (FOLK, JAZZ ETC.), PLAYS, FILMS, MEETINGS, DISCUSSIONS ETC. BLANK WALL TO ACT AS SCREEN AND SOUND REFLECTION; THE PERIPHERY TO BE SHELTERED BY A VINE-COVERED PERGOLA. THIS WOULD PROVIDE GENERAL SHELTER FOR OLD PEOPLE, EXHIBITION AREAS ETC.
- TREES TO BE PLANTED AS INDICATED, SEATS PROVIDED.

PADDINGTON SOCIETY PROPOSED PEDESTRIAN PLACE NEWCOMBE ST
 PREPARED BY MEMBERS OF THE ARCHITECTURE & PLANNING COMMITTEE APRIL 1965.

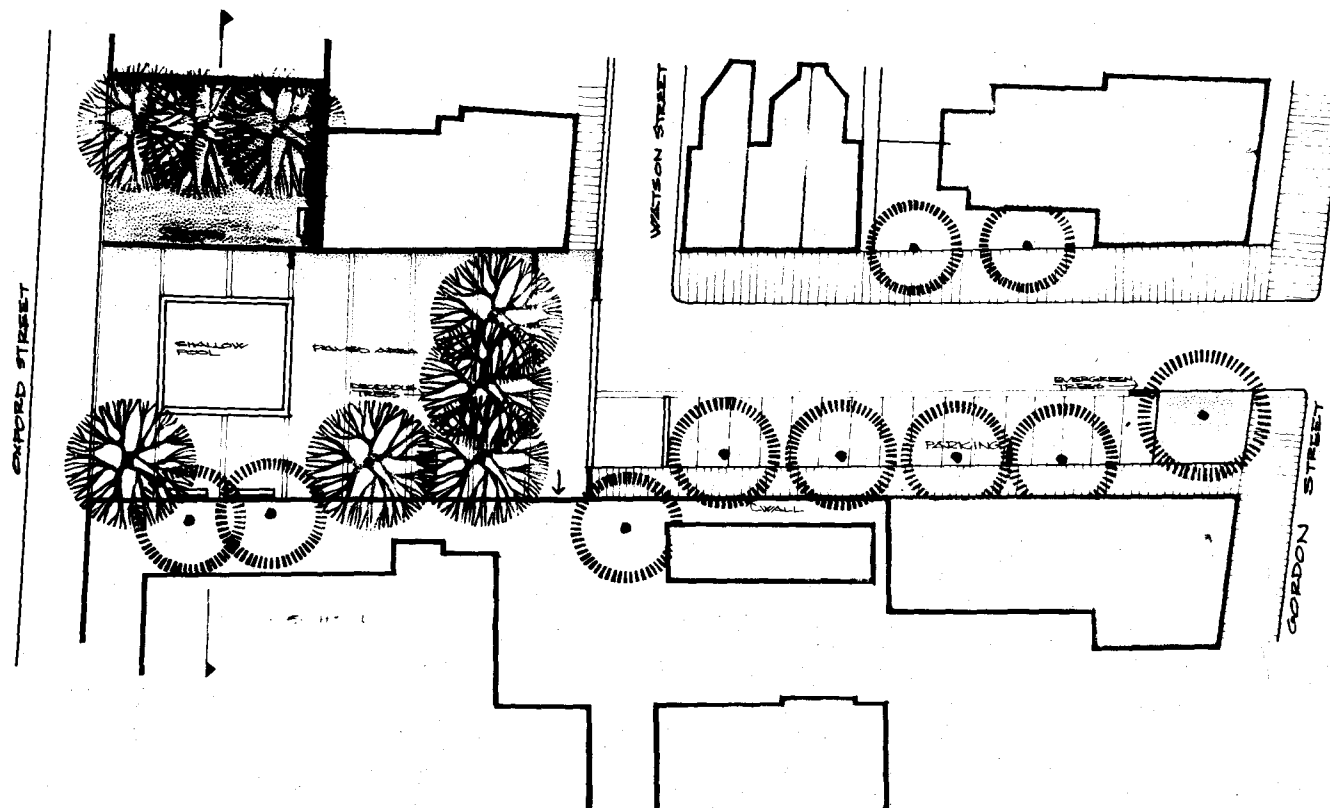


SECTION LOOKING EAST



GENERAL PROPOSALS:

- ULSTER ST. IS TO BE CLOSED TO VEHICULAR TRAFFIC BETWEEN CHURCH PLACE AND OXFORD ST., AND EXCEPT TO SPECIAL VEHICLES THE EAST END OF OXFORD STREET
- THE EXISTING ROAD LEVELS TO BE RAISED IN THESE AREAS AND THE WHOLE PAVED FOR THE USE OF PEDESTRIANS
- BOLLARDS ARE TO PROVIDE A POSITIVE BARRIER TO VEHICLES AT THE CLOSED END OF ULSTER ST. ACCESS IF NECESSARY TO THE ST. MATTHIAS CHURCH GROUNDS IS PERMISSIBLE BY REMOVING CHAINS BETWEEN WIDER SPACED BOLLARDS
- THE EXISTING FOOTPATH IS TO BE CONTINUED ACROSS THE CLOSED END ALONG OXFORD ST.
- TREES AND SHRUBS TO BE PLANTED AS INDICATED
- SEATS TO BE PROVIDED IN SOME BAYS AGAINST THE CHURCH HALL AND UNDER TREES
- SOME CHILDREN'S PLAY EQUIPMENT TO BE INSTALLED FOR KINDERGARTEN AND GENERAL USE



GENERAL PROPOSALS

- ELIZABETH STREET TO BE CLOSED TO ALL GENERAL AND THROUGH VEHICULAR TRAFFIC BETWEEN OXFORD STREET AND WATSON STREET. ELIZABETH STREET TO BE NARROWED BETWEEN WATSON STREET AND GORDON STREET TO PROVIDE PARKING AS INDICATED.
- THE EXISTING ROAD LEVELS BETWEEN OXFORD STREET AND WATSON STREET TO BE RAISED AND THE WHOLE AREA PAVED OR GRASSED AS INDICATED.
- A SHALLOW POOL TO BE CONSTRUCTED IN THE PEDESTRIAN PLACE. CHILDREN SHOULD BE ALLOWED TO USE THE POOL FOR SAILING MODEL BOATS ETC.
- THE EXISTING SMALL RESERVE FRONTING OXFORD STREET SHOULD BE SLIGHTLY ALTERED SO AS TO BE IN CHARACTER WITH THE REST OF THE DESIGN.
- TREES, SHRUBS AND VINES TO BE PLANTED AS INDICATED.



PADDINGTON SOCIETY PROPOSED PEDESTRIAN PLACE ELIZABETH ST.

PREPARED BY MEMBERS OF THE ARCHITECTURE AND PLANNING COMMITTEE • APRIL 1965 •

OBJECTION TO NON-CLOSURE OF PART OF NORFOLK STREET TO VEHICULAR TRAFFIC.

In order to implement a plan (outlined in the relevant appendix) to develop this street as a pedestrian precinct it is expedient to close a part of the street to vehicular traffic.

Therefore, we object to the non-closure of that part of Norfolk Street (delineated on Drawing No. 6) to vehicular traffic.

The Reasons being:

1. To improve the amenity of the residents, particularly old people and children.
2. In the interests of road safety.
3. To provide for the development of segregation of pedestrian and vehicular traffic.

See Drawing 6.

This matter is dealt with further in Appendix D.

OBJECTION TO NON-CLOSURE OF PART OF DILLON STREET

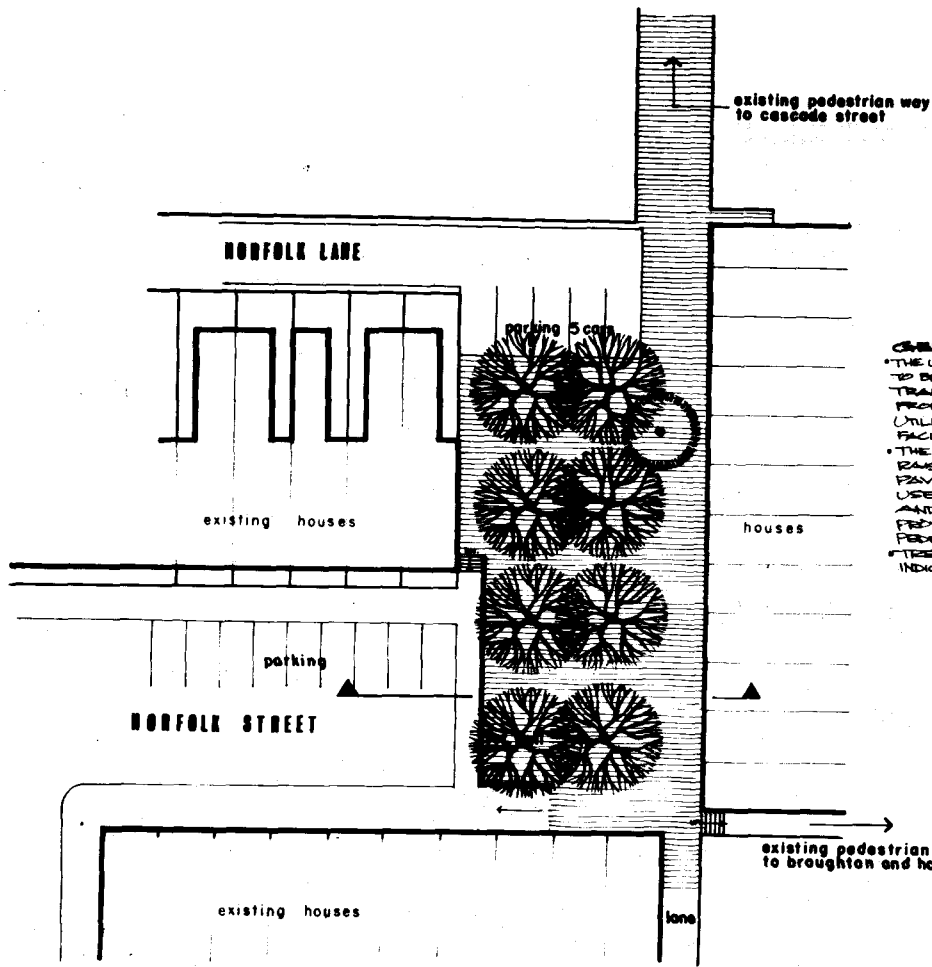
In order to improve the open space already provided to the north of Dillon Street and to provide a continuous belt of green from Cooper Street to Lawson Street, it is expedient to close the east end of Dillon Street. This section is very little used by through traffic and would be no loss to the street network. On the other hand a continuous belt of open space from the Scottish Hospital grounds with footpath connection between Nield Avenue and Stephen Street would be a useful gain of amenity.

Therefore, we object to the non-closure of Dillon Street and the failure to re-zone the area resulting as open space.

The Reasons are:

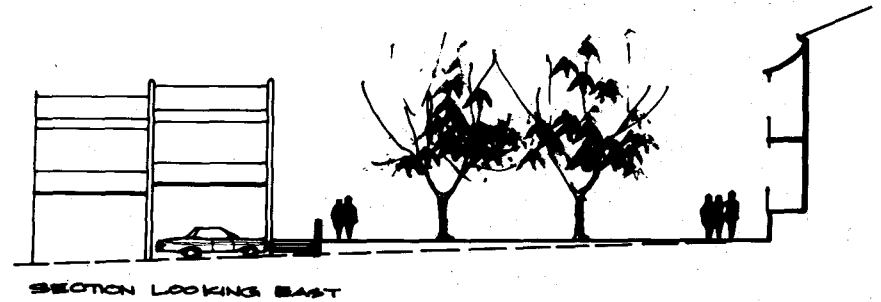
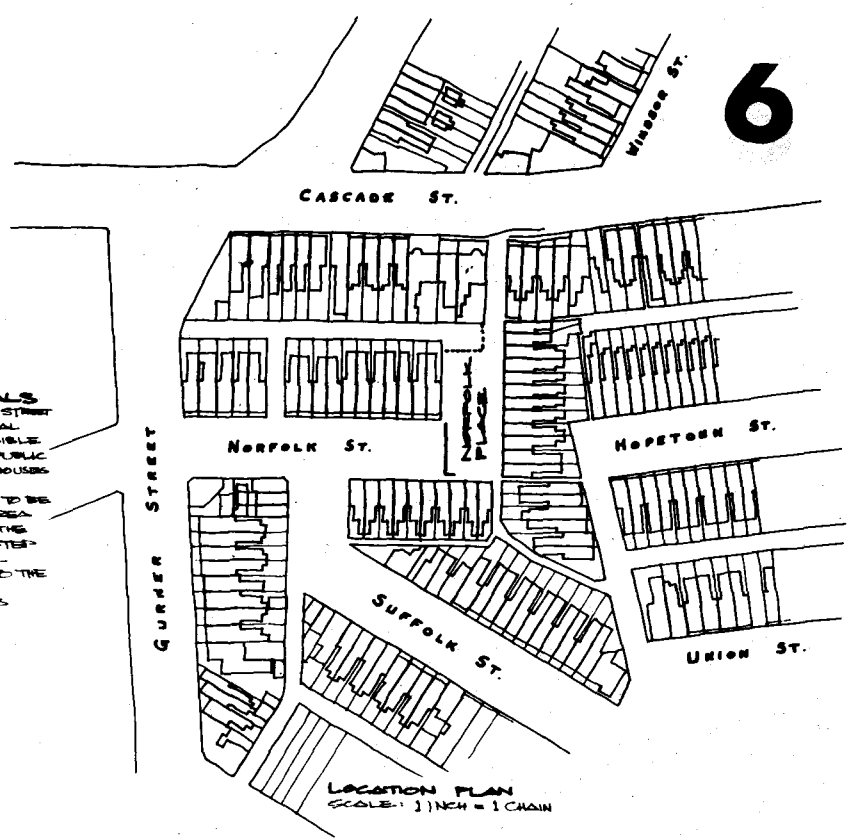
1. To improve the amenity of the residents.
2. To put to better use the land at present occupied by a non productive road.

See Drawing 1.



GENERAL PROPOSALS

- THE UPPER PART OF NORFOLK STREET TO BE CLOSED TO ALL GENERAL TRAFFIC. ACCESS IS PERMISSIBLE FROM NORFOLK LANE FOR PUBLIC UTILITY VEHICLES SERVING HOUSES FACING THIS PLACE.
- THE EXISTING ROAD LEVELS TO BE RAISED AND THE WHOLE AREA PAVED AS INDICATED FOR THE USE OF PEDESTRIANS. STEPS AND RAMP ACCESS TO BE PROVIDED AS INDICATED TO THE PEDESTRIAN PLACE.
- TREES TO BE PLANTED AS INDICATED.



SCALE 1/4" = 1 CHAIN

PADDINGTON SOCIETY PROPOSED PEDESTRIAN PLACE NORFOLK ST.

PREPARED BY MEMBERS OF THE ARCHITECTURE AND PLANNING COMMITTEE • APRIL 1965.

OBJECTION TO THE NON-CLOSURE OF PART OF ELIZABETH STREET (BETWEEN WINDSOR AND PADDINGTON STREET)

In order to implement a plan (outlined in the relevant appendix) to create a pedestrian area, it is expedient to reduce the width and to partly close this length of Elizabeth Street.

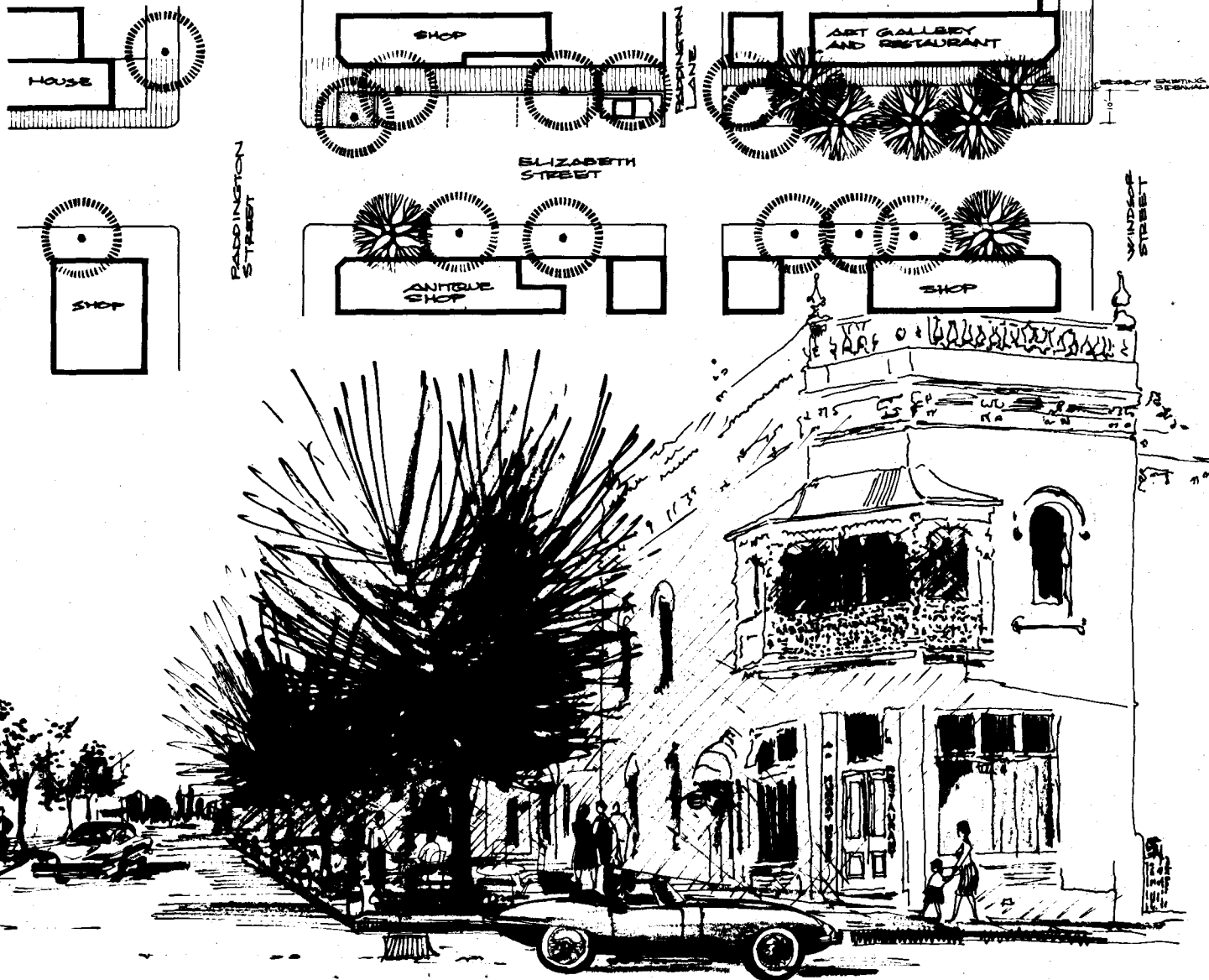
Therefore, we object to the non-reduction of width of that part of Elizabeth Street between Windsor and Paddington Streets.

The Reasons are:

1. To improve the amenity of the residents, particularly old people and children.
2. In the interests of road safety.
3. To provide for the development of segregation of pedestrian and vehicular traffic.

See Drawing 7.

The arguments for pedestrian places developed in Appendix D apply here also.



- GENERAL PROPOSALS**
- THE SIDEWALK ON THE WEST SIDE OF ELIZABETH STREET BETWEEN PADDINGTON LANE AND WINDSOR STREET TO BE WIDENED BY APPROX. 10 FEET TO ALLOW FOR A PEDESTRIAN SPACE. PARKING TO BE PROVIDED AS INDICATED ON ELIZABETH STREET BETWEEN PADDINGTON STREET AND PADDINGTON LANE.
 - THE PEDESTRIAN SPACE TO BE PAVED TO PROVIDE AN AREA FOR PUBLIC USE. THE SPACE COULD BE LEASED DURING SUMMER FOR USE AS A SIDEWALK CAFE.
 - TREES TO BE PLANTED AS INDICATED.

PADDINGTON SOCIETY PROPOSED SIDEWALK WIDENING ELIZABETH ST.
 PREPARED BY MEMBERS OF THE ARCHITECTURE AND PLANNING COMMITTEE • APRIL 1965 •

OBJECTION 4.

It is the considered opinion of the Society following advice received from members of its Architecture and Planning Sub-Committee that:

1. The area delineated in the attached plan is an area of outstanding historical and architectural interest.
2. Such an area should be treated as an entity and any development should be judged, not only on normal planning grounds, but having the special nature of the area in mind.

Therefore

We object to the town plan as published and ask that it be amended as follows:

- (a) To schedule the area delineated, or such other similar area as may be agreed, as an area of outstanding historical and architectural interest.
- (b) To set up such additional planning arrangements as may be thought fit to ensure that the special nature of the area and the amenity of the neighbourhood is preserved.
- (c) To zone the area so that dwelling houses including semi-detached and terrace buildings may be erected without the consent of the responsible authority as defined in Clause 25 of the Ordinance.

In support of the above contentions we submit:

Appendices A & B: An appraisal of the area concerned to support the contention that this is an area worthy of the treatment suggested.

Appendix C: Prepared by a member of the working party who prepared this objection.

See Map 1 delineating the area and indicating specific detailed objections.

The officers of the Society would be pleased to discuss with representatives of The Council of the State Planning Authority how such additional planning arrangements such as nature of materials, height and character of buildings, alignments, elimination of hoardings and preservation of cast iron and trees etc. should be constituted.

These proposals could be handled in general terms similarly to the means proposed for the Historical Area of Berrima in The Minister's Exhibition Ordinance, Shire of Mittagong Planning Scheme Clause

2.1(g) which reads:

"21. Where application is made to the responsible authority for consent or approval

(g) to erect a building, to carry out a work, or to use land within the Historical Area of Berrima, the responsible authority shall, before determining such application, refer particulars of the application to the National Trust of Australia (N.S.W.) and shall take into consideration any representations made by that Trust in relation to the proposed development".

APPENDIX A

PADDINGTON AS AN AREA OF HISTORICAL AND ARCHITECTURAL INTEREST

THE PADDINGTON SOCIETY (ARCHITECTURAL AND PLANNING SUB-COMMITTEE)

Special Area

The Paddington Society in submitting the following report, proposals and drawings, wishes to establish Paddington as a special area within the City of Sydney, having certain particular features and advantages which make it a place deserving special planning measures.

Preserve Character

This submission is calculated to help preserve what is best of the existing development and to ensure that it is added to only in a way that does not interfere with or destroy the character of the neighbourhood.

Advantages of Terrace Houses

Much has now been said of the relative advantages of the terrace house as a high density form of living unit which is still capable of providing a family house and garden in a way that other forms of high density flat blocks fail to do. The terrace provides privacy, a separate entrance, a house of one's own to care for and maintain. People live for generations in these houses and form intimate neighbourhood links in a way that flat dwellers seldom do. From this feeling of belonging, and now that many if not most families have become home owners, there is an increasing tendency to renovate and maintain these houses, restoring them to their original character, whilst bringing their amenities up to modern standards. They are becoming a pleasing answer to the need for a town house in a neighbourhood near to the city, which cuts out the long journey to work with all its wastage of time and effort.

Clean Atmosphere

Paddington as a suburb is excellently placed near to the city but east of it, it is therefore out of the path of the industrial smoke, fumes and noise. It has existed as a built-up area for the same length of time as Redfern or Newtown, but its location has not been blighted with urban dust and neither has industrial penetration been serious within the area.

Good physical
conditions
and view
for many

It straddles the ridge and covers a north facing slope from which many views of the Harbour present themselves in a most delightful way. From the top of the ridge views of Botany Bay and the sanddunes of Kurnell are also visible. This northern slope is cooled in summer by the prevailing north-easterly wind and protected in winter from the Southerly. The steepness of the slope has led to a fairly complicated street pattern in which there are numerous short streets curved and bent streets, which slow down the traffic to a proper pace and create areas of safety and quiet in which to live. Moreover the steep slope even with limited numbers of three storey buildings enable many houses to have harbour views.

Inherent
qualities of
houses and
their
historical
significance

Many of the houses have been built during the early development of Sydney, a sensible and sensitive age when building was the work of craftsmen. They are outstanding for the 'ornate cast iron, which has achieved a lace-like delicacy' which is comparable to, if it does not actually surpass, that of New Orleans for which that City is famous. The use of cast iron in Sydney has been described as 'varied, adventurous and imaginative'. Wood work was mostly in Australian red cedar, which is not now easily available, and is capable of restoration to its original fine quality; minton tiles, marble fire places and so on all give richness to interiors. Sandstock bricks released from their layers of paint give an added feeling of mellow age. Plaster decorations are of a whimsical character. The many verandahs, providing shaded outdoor space in summer and sunny nooks in winter, are ideally suited to Sydney's climate.

Other
historical
buildings

Besides the terrace houses there are other buildings of historical and architectural value. They include the first major building in Paddington; Juniper Hall magnificently built in 1823; Victoria Barracks one of the finest groups of buildings in Australia commenced in 1841, built by convicts under supervision of the Royal Engineers; St. Matthias Garrison Church and many stone convict built, officers houses in the surrounding streets.

Recommendation

It is submitted that the houses and other historical buildings in their pleasant streets form a neighbourhood which has special amenity and we seek the co-operation of the State Planning Authority and the Council of the City of Sydney to preserve that amenity for the residents and for posterity.

APPENDIX B

PADDINGTON - ITS CHARACTERISTICS, AND PROPOSALS AND RECOMMENDATIONS FOR MAINTAINING AND DEVELOPING ITS ARCHITECTURAL AND HISTORICAL QUALITIES.

From a field survey of Paddington it becomes evident that there are a number of areas which roughly form precincts within Paddington having the following characteristics and for which the proposals are set out hereunder for discussion:-

CENTRAL PADDINGTON

Oxford Street to Glenmore Road, William and Cascade Streets, on the East - Women's Hospital and Scottish Hospital on the West. These last two can be included.

Characteristics

1. Large numbers of terrace houses, many in their original condition i.e. with structure largely unchanged, and iron intact.
2. Short streets which have coherence.
3. Streets which curve pleasantly and have good closure.
4. Where house type, varied as it is in many places, nevertheless conforms in a general way to the street pattern as a whole.

Recommendations

That this precinct be declared an area of special historical and architectural significance which is worth preserving in its present form.

That all development be required to conform to the existing pattern.

That no building should 'stand out' in these streets but should be required to merge with its neighbours; this to be achieved by control over building materials, height, setback, planting, fencing, provision of verandahs and general attention to details which together have been used in the past to create the effect which provides the amenity now existing in this neighbourhood.

NORTH EAST PADDINGTON

Cascade Street to Jersey Road, Oxford Street to Sutherland Avenue and Harris Street.

SOUTH EAST PADDINGTON

Oatley Road, Renny Street, Gordong Street, Moore Park Road.

NORTH WEST
PADDINGTON

Liverpool Street (from Glenview Street to Brown Street) Boundary Street (from Glenview Street to Neild Avenue) Brown Street and Neild Avenue.

These form three more precincts, also having many of the excellent qualities of Central Paddington.

Characteristics

These precincts have a greater variety of actual structures within the individual blocks and many of the streets have buildings with three, two and one stories, with varied setbacks. Some streets have less coherence and/or less conformity although there is still a preponderance of terraces of fair to good structure, enough examples of good iron work etc. to preserve the character of the street in general terms. They should also be regarded as residential precincts with high amenity as living areas.

Proposals

These precincts should also be preserved as areas of special interest in which all new development should conform as far as possible to the street as a whole.

WEST PADDINGTON

Oxford Street, Shadforth Street, Campbell Street to Barcom Avenue.

Characteristics

This is an area of mixed existing development, partly commercial with some industrial penetration among the terraces which themselves vary from good in structure and details to very poor and dilapidated, badly in need of repairs or actually ready for demolition.

Proposals

Because of the mixed uses within the area it provides much lower general amenity as a living area.

Good terraces should be retained, and probably will be where the units are in individual ownership.

Other terraces and individual units should be extensively renovated or demolished.

Within this precinct limited industrial use and commercial uses could be acceptable.

Areas of Special Use

Commercial
Areas

These areas have been delineated on the Minister's Plan. It is obvious that to confine the present line of shops along Oxford Street to a single block would be advantageous from many points of view, especially if the block were suitably redesigned with separate access for pedestrians and cars and commercial vans, adequate parking space and so on. However, it is also obvious that the acquisition of the individual lots making up the block would be a long term project

as would the acquisition of the lots now used for shops etc., which fall outside the defined area. Some improvement of the appearance of the line of existing shopfronts, awnings, street furniture etc., could therefore be effected in the meantime.

Community
Area

Oxford Street, south side from Victoria Barracks to Centennial Park - Oatley Road, Renny Street, Gordon Street to Moore Park Road.

This is a narrow strip along the ridge which commands views of both Sydney Harbour and Botany Bay.

Characteristics

Within these there now exist a number of public buildings with adjacent grounds:

St. Matthias C. of E., with church hall and rectory. Catholic Church and school with hall, and college across Gordon Street.

The Paddington Public School.

Methodist Church and hall.

Presbyterian Church, hall and rectory, and adjacent old rectory.

The corners of Oxford Street, Oatley Road and Ormond Street a collection of buildings, Paddington Town Hall, Post Office, Juniper Hall and the building with adjacent land acquired as the Community Hospital.

These buildings at present exist as isolated incidents along this stretch of Oxford Street, but they are in fact related to each other.

Proposals

They should be visually linked with treeplanting and the handling of spaces to form a coherent area between Centennial Park and Victoria Barracks with which they should be related by use of similar trees, fences etc., to read as a complete street vista. The site is particularly good as there are views along the ridge south east to Botany Bay and the sands of Kurnell, and views to the north east of the Harbour, which are as fine as anything in Sydney, if not the world.

It is proposed to close three minor streets and create pedestrian squares and parks which further link the individual grounds. A number of the clergy have been contacted and expressed willingness to co-operate in any tree planting and landscape proposals within their grounds. The strip of land outside Victoria Barracks Wall, recently cleared of hoardings can also be landscaped.

Re-zoning
proposal

It would also be desirable to zone that area between St. Francis School and Paddington Public School as open space for the creation of joint playing fields for the use of both these schools.

Closure of the three side streets Newcombe, Elizabeth and Ulster Streets and confining all commercial uses to the northern side of Oxford Street will help free flow of traffic along this section, in addition special provision of an overhead crossing for the two schools could be made between them.

Light
Industrial
Area

There is a small area at the foot of the cliff from Sutherland Avenue, including Hampden, Royston, Cecil Streets and extending to Harris Street.

Characteristics

This is at present used as industrial land mainly recently vacated by Hardy Rubber Ltd., with some other industrial commercial and depressed residential development mixed together.

Alternative (a) Rezone as residential area for comprehensive redevelopment under a co-ordinated plan, taking advantage of differing access levels.

Alternative (b) Leave as a light industrial area of a non-noxious character.

Proposals

Houses may be converted to commercial premises but residential use is not desirable. Any industry should be required to limit noise and should not be permitted to emit smoke or fumes which will cause nuisance in adjacent residential areas.

Industries should be encouraged to provide some open spaces about their buildings for planting, lunch spaces and general appearances.

There is within the area until recently occupied by Hardie Rubber, the old gin still to which public access should be provided by means of a path from Trumper Park.

APPENDIX D

STATEMENT ON PEDESTRIAN PLACES

- 3.1. (a) Newcombe Street
- 3.1. (b) Elizabeth Street between Oxford Street and Gordon Street
- 3.1. (c) Ulster Street
- 3.4. Elizabeth Street between Windsor Street and Paddington Street
- 3.2. Norfolk Street.

Due to the existing very close development in Paddington and the general lack of park space, there is a real need to provide pedestrian areas within the area. Although Centennial Park and Trumper Park (potentially) provide wonderful areas for numerous outdoor activities, these are not a substitute for smaller park areas and pedestrian places within easy walking distance from houses.

There is an excessive area of road surface considering that the majority of houses are served by a rear lane (originally for night soil service, now no longer relevant) in addition to the road in front. Many of the roads are very wide and although the spaciousness is pleasant some of the road service could be taken over as pedestrian areas by widening the footpath. In addition some roads could be completely closed to vehicular traffic. These type of measures would greatly improve the amenity of the area and the resulting segregation of pedestrians and vehicles would be in the interest of overall road safety.

General Aims

To provide pedestrian places generally free of vehicles where people can be outdoors safely and in pleasant surroundings and where community life can develop without pre-planning or organising.

It is expected that the places would be used for the following sorts of activities:

Individual activities - places to sit, rest from walking, shopping, etc. talking, old people to play chess etc., lunch areas for business people, space for children to be outdoors and play in safety.

Community activities - (particularly Newcombe Street and Elizabeth Street within the Special Use Area) Outdoor concerts (jazz, folk, bands etc.) plays, meetings, fetes, bazaars, carnivals, etc. Provision for some outdoor casual eating and cafes.

The examples proposed in this submission seem to be the best areas for the initial development of pedestrian places but it is anticipated that the principles will have a wider application to other parts of Paddington.

The creation of a pedestrian place in the top part of Norfolk Street is typical of many situations in Paddington and is therefore explained in greater detail.

Norfolk Street runs off Gurner Street on the south side parallel to and next to Cascade Street. It is a short street which runs up hill and terminates in an extremely wide cul-de-sac. It is connected with Cascade Street by a pedestrian ramp and is also connected to Hopetown and Broughton Streets by a pedestrian passage. An extremely narrow lane also connects it to Broughton Street.

It is proposed to close off the cul-de-sac at the neck and create a pedestrian treed square. This would connect up all the pedestrian links and make effective use of what is now a too large unused space. By paving and levelling the new area the outlet from the proposed square would be 2'6" higher than the existing sloping roadway. Together with a 3'0" parapet this would effectively remove the square from the traffic area and make it a safe play or sitting area. There are no good places for children to play in this area and they naturally are forced to play in the street. This square would rationalise the situation. Not many cars park in the cul-de-sac area at the moment and those residents who we have been able to contact are in agreement with the proposal. In the future, if car parking becomes a problem it is proposed that right angle parking be adopted for a short length of Norfolk Street where its ample width makes this possible. Some parking for those on the extreme end of the square is provided off Norfolk Lane. There are few wires crossing this area so that deciduous trees would have every opportunity to grow to maturity without lopping and create a leafy square by summer and a sheltered sunny place in winter. It will still be possible for emergency vehicles to cross the square, fire engines, ambulances, maintenance vehicles etc. from the Broughton Street lane and Norfolk lane. Garbage collection can simply be arranged by residents putting their garbage cans near the top of Norfolk Street in the square.

The square is envisaged as mainly paved, with trees as shown and seats and draughts tables in a suitable spot. It is thought the square would be largely used by small children as a playing area.

This proposal is typical of many Paddington situations where overlarge road surfaces could be simply converted at very little cost, to link up existing pedestrian ways, to provide much needed playing areas and create tree filled urban spaces of great beauty.