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MDCP 2011







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# Guidelines

## DEVELOPMENT APPLICATION GUIDELINES







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# Development Application Guidelines

## A.1 Information to be submitted with a Development Application

Council has outlined a step-by-step development assessment process on the Council website. Reference should also be made to “*Development application Checklist*” and “*Development Application Documentation Requests*” forms.

This is amended from time to time to take into account legislative amendments and best practice.

## A.2 Development Application Lodgement Process

**NB** *Fees must be paid at the time of lodging a development application with the Council in accordance with Council’s adopted Pricing Policy and Fees and Charges.*

### A.2.1 Exempt and Complying Development

*State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP) identifies the majority of development types that can be carried out as exempt and complying development in NSW, therefore not requiring development consent.

An applicant must determine whether their proposal can be considered under the Codes SEPP or whether it requires development consent from Council. Enquiries can be made by reviewing [www.planning.nsw.gov.au/housingcode](http://www.planning.nsw.gov.au/housingcode), or <http://www.planning.nsw.gov.au/exemptandcomplying>, or by using the Electronic Housing Code [www.electronichousingcode.com.au](http://www.electronichousingcode.com.au) or at Council’s Customer Service Centre.

Development that is not categorised as exempt or complying development under the Codes SEPP requires the submission of a development application to Council.

### A.2.2 Over-the-counter verbal advice

As a service to the customers, a duty officer is available at the Council’s main administrative office, during normal business hours, to assist with any basic planning enquiry. An applicant may choose to take advantage of this service prior to any formal discussions over a proposed development.

Verbal advice given on any planning, building or related matter is based on the best available information at the time, as a service to assist customers, but is indicative only.

Over-the-counter consultations with a duty officer are limited to 10 minutes. The duty officer can provide general information but cannot discuss concepts that relate to a specific site or plan. Under no circumstances should verbal advice be acted upon

without written confirmation either by means of an appropriate certificate, consent or letter issued by Council.

### **A.2.3 ‘Pre-DA’ advisory panel meetings**

Applicants are encouraged to arrange formal discussions with Council officers prior to lodging a development application to address likely issues and opportunities based on the unique circumstances of their site prior to finalising the design of the scheme.

The discussions also provide the opportunity for Council officers to inform applicants of additional controls that may not have been considered.

Formal pre development application (pre-DA) meetings can be arranged via Council’s Customer Service Centre and are recommended for all developments. A fee is charged.

A formal pre-DA meeting involves submitting a preliminary set of plans and information to Council, a meeting with Council officers, and (depending on the nature of the proposal) provision of Council’s response in the form of a written report, reflecting to the main issues discussed at the pre-DA meeting.

Applicants must demonstrate that appropriate site and context analysis has been undertaken prior to requesting a formal pre-DA meeting. The appropriate detailed site analysis should occur prior to the preparation of preliminary concept plans. The preliminary concept plans required for the formal pre-DA meeting should include a site plan, floor plans, elevations, sections and a survey plan.

Pre-DA meetings are attended by relevant staff involved in the assessment and the determination of development applications. Relevant consultants and advisors used by the applicant should also attend these meetings.

Council staff will endeavour to provide an appropriate level of advice to applicants at pre-DA meetings. However, the quality of advice provided by Council staff on a project will be based upon the level of information provided to Council by the applicant or applicant’s consultant(s) at that meeting.

Further pre-DA meetings may be warranted for major or technically complex projects.

Council reserves its right to seek additional information at the development application stage where such information is necessary to enable assessment of the development application regardless of comments made at a pre-DA meeting.

### **A.2.4 Lodgement of a development application**

The lodgement of a development application is required for any proposed development where Inner West Local Environmental Plan (Inner West LEP 2022) or any other environmental planning instrument specifies that a proposed development may only be carried out with development consent upon the land to which the instrument applies.

A development application is not required for any proposed development classified as ‘exempt development’ or ‘complying development’ under Inner West LEP 2022, any State Environmental Planning Policy (SEPP) or State Code.

Certain proposed developments may be classified as either under ‘designated development’ or an ‘integrated development’ under the EP&A Act or the EP&A Regulation in which case more EIS and public participation procedures apply.



#### ***A.2.4.1 Designated development***

Designated development, defined in Schedule 3 of the EP&A Act and the EP&A Regulation lists developments where a more rigorous EIS process is necessary. Applications for designated development require an EIS undertaken in accordance with the requirements of the Director General of the NSW Department of Planning and Environment.

#### ***A.2.4.2 Integrated development***

Under Section 4.46 of the EP&A Act, a range of development applications may be classified as integrated development requiring formal concurrence approval from a public authority.

#### ***A.2.4.3 Section 4.55(1) application – Modifications involving minor error, misdescription or miscalculation***

A Section 4.55(1) application may be lodged with Council to seek to modify a development consent in order to rectify a minor error, misdescription or miscalculation.

#### ***A.2.4.4 Section 4.55(1A) application – Modifications involving minimal environmental impact***

A Section 4.55(1A) application may be lodged with Council for any modification involving minimal environmental impact.

Council will assess the application, taking into account:

- Whether the proposed modification is of minimal environmental impact;
- Whether the development to which the consent, as modified, relates is substantially the same development as the development for which the consent was originally granted; and
- Any submissions made during the public exhibition of the application.

#### ***A.2.4.5 Section 4.55(2) application – Other modifications***

A Section 4.55(2) application may be lodged with Council for other modifications to the consent.

Council will assess the application, taking into account:

- Whether the development to which the consent, as modified, relates is substantially the same development as the development for which the consent was originally granted;
- Any written objection forwarded by an approval body in relation to the development consent or in accordance with the general terms of approval previously granted by that approval body; and
- Any submissions made during the public exhibition of the application.

#### ***A.2.4.6 Section 8.2 Review Requests (review of a determination of a development application)***

An applicant who is dissatisfied with Council's determination of their development application may lodge a Review Request under Section 8.2 of the Environmental Planning and Assessment Act requesting Council to review that determination.

Under Section 8.2 of the Act a request must be made and determined by Council within **six (6) months** of the date of the determination of the original application.

Under Section 8.5 of the Environmental Planning and Assessment Act, 1979, Council, when considering a request to review a Determination, must:

- (a) notify the request for review in accordance with:
  - (i) the regulations, if the regulations so require, or
  - (ii) a development control plan, if the council has made a development control plan that requires the notification or advertising of requests for the review of its determinations, and
- (b) consider any submissions made concerning the request for review within any period prescribed by the regulations or provided by the development control plan, as the case may be, and
- (c) in the event that the applicant has made amendments to the development described in the original application, be satisfied that the development, as amended, is substantially the same development as the development described in the original application.

**NB** *Section 8.2 Review Requests are subject to the same lodgement requirements as other applications discussed previously in Section A.2.*

#### **A.2.4.7      *Section 8.2 Review Requests (review of a determination of a Section 4.55 application)***

An applicant who is dissatisfied with Council's determination of their application under Section 4.55 of the Environmental Planning and Assessment Act may lodge a Review Request under Section 8.2 of the Act requesting Council to review that determination.

Under Section 8.2 of the Act a review request of that determination must be made to Council within **twenty eight (28) days** of the date of the determination of the original application.

**NB** *Section 8.2 Review Requests are subject to the same lodgement requirements as other applications discussed previously in Section A.2.*

## **A.3      Development Application Assessment Process**

Each development application will be considered on its own merits in terms of the achievement of the objectives of this DCP. Any variation to a planning control or requirement must be supported by appropriate written justification and other supporting documentation which demonstrates how the DCP objectives are met.

**NB** *Where a variation to a development standard is sought, it must be supported by a written request that seeks to justify the contravention of the development standard in accordance with Clause 4.6 of IWLEP 2022.*

In assessing an application, Council will consider a range of the matters, including (but not necessarily limited to):

- EP&A Act, in particular the 'matters for consideration' as listed under section 4.15;
- The EP&A Regulations;
- Any SEPP which applies to the land or development type;



- Any State Code which applies to the land or specific development type;
- IWLEP 2022;
- This DCP;
- Any draft environmental planning instrument which has been exhibited;
- The LG Act and Regulations;
- The BCA;
- Any other relevant legislation;
- Previous NSW Land and Environment Court judgments and planning principles which may be relevant in the assessment of an application for a particular land use;
- Any public submissions received during the public exhibition of the application;
- Any comments made by a relevant public authority; and
- Internal and external statutory and non-statutory referrals.

# Part 1

## STATUTORY INFORMATION







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## Part 1 Statutory Information

### 1.1 About this Development Control Plan

#### 1.1.1 What is a Development Control Plan (DCP)

A Development Control Plan (DCP) is a commonly used town planning document which provides detailed guidance for the use of land and design and assessment of new development.

#### 1.1.2 Name of this DCP

The name of this DCP is Marrickville Development Control Plan 2011. This DCP was adopted by Council on 12 July 2011 and came into effect on 15 December 2011.

#### 1.1.3 Land to which this DCP applies

This DCP applies to the whole of the Inner West Local Government Area for the extent of land shown on Figure 1: *Extent of land where this DCP applies*.

#### 1.1.4 Relationship to other plans

This DCP is to be read in conjunction with Inner West Local Environmental Plan 2022. In the event of an inconsistency between the provisions of the two documents, the provisions of Inner West LEP 2022 shall prevail to the extent of the inconsistency.

#### 1.1.5 Savings and transitional provisions

This DCP does not apply to an application under *Environmental Planning and Assessment Act 1979* (EP&A Act) which was lodged with Council but not finally determined before the commencement of this DCP. Any application lodged before the commencement of this DCP will be assessed in accordance with any relevant previous DCPs or other Council's policy which applied at the time of application lodgement.

#### 1.1.6 Legislative background

This DCP has been prepared in accordance with Division 3.6 of the EP&A Act and with Part 3 of the *Environmental Planning and Assessment Regulation 2000* (the EP&A Regulation).

On commencement of this DCP, all DCPs which previously applied within the former Marrickville LGA will cease to have effect. This DCP is the only DCP that applies to all land shown on Figure 1: *Extent of land where this DCP applies*.



Figure 1: Extent of land

### 1.1.7 What does this DCP attempt to do?

The purpose of this DCP is to supplement the provisions of Inner West LEP 2022 and provide more detailed provisions to guide development.

Under Section 4.15 of the EP&A Act, Council is required to consider the relevant provisions of this DCP when assessing a development application. However, compliance with the provisions of this DCP does not guarantee development consent will be granted.

Section 4.15 of the EP&A Act contains other matters that must be considered in assessing a development application.

### 1.1.8 Non legal parts of this DCP

This DCP contains information based on standards maintained by various agencies or best practice notes. Such information or standards may change without prior notice to Council. This DCP therefore separates this information so it is easily identifiable. The applicant must check the accuracy of this information before lodging a development application. While all attempts will be made to keep this information up to date, Council takes no responsibility for the accuracy of any information provided in that part. Non-legally binding information is provided in:



### **1.1.8.1 Development application guidelines**

All information provided in 'Development Application Guidelines' section of this DCP is for guidance only and does not form part of the adopted DCP. That section is based on best practice notes available at the time of compiling this DCP and is provided in good faith to assist applicants in preparing a development application.

### **1.1.8.2 Notes**

Notes throughout this plan, provided inside a light orange text box as illustrated below, are provided for guidance only and do not form part of the adopted DCP.

*This information is provided for guidance only and does not form part of the legal document.*

### **1.1.8.3 Appendices**

Appendices provided at the end of several sections of this DCP are provided for guidance and information only and do not form part of the adopted DCP, except where they identify areas on maps.

## **1.1.9 General aims and objectives**

This DCP aims to:

1. Review and amend the contents of Council's existing DCPs so that they reflect contemporary planning practices;
2. Incorporate the amended/updated provisions of the existing DCPs and codes together with new planning provisions on contemporary and other planning issues into a single DCP; and
3. Build upon Inner West LEP 2022 by providing detailed objectives and controls for development.

The objectives of this DCP are:

- O1** To provide detailed design objectives and controls which encourage innovative design that positively responds to the character and context of the locality and which encourage high quality urban design outcomes.
- O2** To ensure future developments consider the needs of all people who live, work and visit the Marrickville LGA, including people with a disability.
- O3** To maintain and enhance the environmental and cultural heritage of the Marrickville LGA.
- O4** To enhance the quality of life and the wellbeing of the local community.
- O5** To support the integration of transport and land use, including increased residential and employment densities in appropriate locations near public transport, while protecting residential amenity;
- O6** To promote sustainable transport, i.e. reduced car use and increased use of public transport, walking and cycling;
- O7** To ensure that development considers the principles of ecologically sustainable development, in particular energy, water and stormwater efficiency, solar access, waste reduction and local biodiversity.
- O8** To ensure that development positively responds to the qualities of the subject site and is appropriate for the site and its context.

## PART 1: STATUTORY INFORMATION

- O9** To minimise negative impacts of development on the amenity of surrounding neighbourhood.
- O10** To provide guidelines for specific development types and development sites to ensure appropriate high quality development within the Marrickville LGA.

### 1.1.10 Structure of this DCP

Table 1 provides an overview of the structure and application of this DCP:

Table 1: Structure of the DCP

Part of the DCP	Main contents	Application
<b>Development Application Guidelines</b>	This is a non legal part of the DCP that introduces the requirements for lodging a development application, types of applications, information to be submitted with a development application and the development application assessment process.	This part provides information on all types of development applications.
<b>Part 1 – Statutory Information</b>	This part contains the general aims and objectives of the DCP, legal information concerning various aspects of the DCP and compliance with the controls and objectives; and the consultation and notification process for applications made under the Environmental Planning and Assessment Act.	This part applies to all types of development in the Marrickville LGA that require Council's consent to carry out that development.
<b>Part 2 – Generic Provisions</b>	This part contains objectives and controls for generic issues such as advertising, equity of access and mobility, solar access, parking, waste management or fencing which may be applicable to more than one type of development. This part is divided into four sub-categories namely environmental/general design principles, environmental amenity, environmental management and environmental site analysis.	This part provides objectives and controls for various aspects of a development activity. For example, a proponent for a dwelling house development must refer to this part to find relevant controls for landscaping, private open space, fencing, privacy, solar access or parking, in addition to specific controls applying to dwelling house development provided in Part 4.
<b>Part 3 – Subdivision, Amalgamation and Movement Networks</b>	This part contains objectives and controls applying to land subdivision.	This part must be referred to if a development activity involves any form of subdivision.
<b>Part 4 – Residential Development</b>	This part contains specific objectives and controls applying to residential development. It is divided into three parts: Low Density Residential Development; Multi-Dwelling Housing and Residential Flat Buildings; and Boarding Houses. Other forms of residential development like backpackers' accommodation will be added to this Part at a later date.	This part must be referred to for any residential development.
<b>Part 5 – Commercial and Mixed Use Development</b>	This part contains specific provisions applying to mixed use development, office premises, business premises, retail premises and includes provisions relating to commercial/light industrial/residential interface; and design guidelines.	This part applies to commercial developments including developments that contain a commercial component.
<b>Part 6 – Industrial Development</b>	This part includes specific objectives and controls relating to industrial development and includes provisions relating to industrial/residential interface; multi unit industrial development; controls for specific land uses; creative industries; residential uses in specified employment areas; and period	This part applies to industrial developments, creative industries or live/work buildings in industrial zones.



Part of the DCP	Main contents	Application
	industrial buildings.	
<b>Part 7 – Miscellaneous Development</b>	This part contains objectives and controls for certain miscellaneous development types not covered elsewhere in the DCP. It is currently divided into two parts: Child Care Centres; and Sex Industry and Adult Business Premises. Other forms of miscellaneous developments such as Telecommunication Facilities will be added to this Part at a later date.	This part applies to those various development types listed.
<b>Part 8 – Heritage</b>	This part provides controls and objectives relating to heritage items and heritage conservation areas.	This part applies to development to a heritage item or in the vicinity of a heritage item or in a heritage conservation area or in the vicinity of a heritage conservation area.
<b>Part 9 – Strategic Context</b>	This part provides objectives and controls, in addition to preceding parts of this DCP, which are specific to a particular area and guide the implementation of the desired future character for that area.	This part must be referred to for any development activity to understand the desired future character of the area or the site and whether there are any specific objectives or controls affecting a proposed development.
<b>Definitions</b>	This part provides definitions of certain terms used in this DCP.	

### 1.1.11 Compliance with the controls and objectives

Before granting consent for development Council must consider:

- All applicable requirements of Inner West LEP 2022;
- The objectives of this DCP;
- Compliance with the generic provisions (objectives and controls) contained in Part 2 of this DCP;
- Compliance with the relevant objectives and controls in Parts 3 to 8 of this DCP; and
- Compliance with any precinct or site specific controls in Part 9 of this DCP.

Compliance with a development control does not guarantee that the objectives and performance criteria of the DCP are satisfied. In some instances, the design solutions may not be appropriate for the particular site or situation. Therefore, having regard to the physical characteristics of the site and the nature and proximity of adjoining and nearby development, Council may require alternative design solutions.

The controls in this DCP may not normally be varied. However, if an applicant is able to clearly demonstrate that a particular control is unreasonable or unnecessary in the circumstances and that the objective of the control is satisfied, Council may consider waiving or varying the control.

Conversely, having regard to the physical characteristics of the site and the nature and proximity of adjoining and nearby development, Council may require a more restrictive control so as to minimise or eliminate any likely negative impacts.

### 1.1.12 Order of priority for applying controls

If there is any inconsistency between controls within the DCP, to the extent of the inconsistency, the controls are generally to be applied in the following order of priority:

- 1 – site-specific controls within Part 9
- 2 – precinct-specific controls within Part 9
- 3 – heritage controls within Part 8 (in some instances these will take priority)
- 4 – controls for specific development types within Parts 3 to 7
- 5 – generic controls within Part 2

However, assessment of a proposal will involve consideration of all relevant DCP objectives and controls applied collectively to the specific circumstance to achieve an appropriate development outcome.

### 1.1.13 Variation to development controls in the DCP

This DCP relies upon the satisfaction of objectives and compliance with development controls and best practice guidelines to shape development outcomes. It aims to allow flexibility in the application of such development controls where strict compliance with the controls is unreasonable or unnecessary. In special circumstances, flexibility can produce improved and innovative solutions for particular sites.

Variation to development controls will only be considered where written justification for each variation request demonstrates why the development control is unreasonable or unnecessary in the circumstances and that the objectives of the development control have been achieved. Any written variation request must:

1. Identify the development control subject of the variation request;
2. Identify the general and/or specific objectives of that control;
3. Justify why the specific provisions of the policy do not make appropriate provisions with regard to the subject application; and
4. Demonstrate why compliance with the provisions of this DCP is unreasonable or unnecessary in the particular circumstances of the case.

The fact that existing development may not comply with one or more of the development controls does not necessarily mean that the development control is unreasonable or unnecessary when applied to future development.

Council may use its discretion to consider a variation to the development controls contained in this DCP, particularly for proposed alterations and additions to an existing building or structure, where Council believes the proposed development is consistent with the objectives of the zone as contained in Inner West LEP 2022 and the relevant objectives of this DCP.

## 1.2 The Consultation and Notification Process

For information regarding notification of applications please refer to Council's Community Engagement Framework

<https://www.innerwest.nsw.gov.au/ArticleDocuments/946/Community%20Engagement%20Framework.pdf.aspx>

# Part 2

## GENERIC PROVISIONS





# 2.1

## GENERIC PROVISIONS URBAN DESIGN







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## Part 2 Generic Provisions

### 2.1 Urban Design

Urban design concerns the arrangement, appearance and functionality of urban environments. It involves the shaping and management of built form and public space. Good urban design can improve the quality of the urban environment, bring environmental and economic benefits, enhance communities and neighbourhoods, enrich urban culture and improve sustainability. Urban design integrates the processes and expertise of town planning, transportation planning, architecture, landscaping, art, engineering, environmental management, social sciences and economics.

A good public environment requires care, skill and attention in its creation and management. This section ensures good urban design is integral to all substantial development that impacts the public environment. Different components of this section will be relevant to different types of development. Many of the urban design principles in Section 2.1.1, for example, will only be applicable to the preparation of masterplans, large developments and works in the public domain.

#### 2.1.1 Urban design principles

The following twelve urban design principles are essential for the effective functioning of good public environments everywhere. They all have a part to play in making places that are valued and significant for those who use them. Each principle contains a summary statement and more detailed explanatory text.

##### *2.1.1.1 Principle 1: Structure and connections*

**Organise places that are consistent with, or improve, the urban structure and are well connected.**

Structure refers to the way an urban area is physically put together to form an overall layout. Elements include the predominant landform; networks of natural systems, open spaces and landscape; street and block patterns; hierarchies of movement routes; networks of public spaces; defining edges and barriers; and identifiable areas at different scales. Closely spaced and integrated movement networks linked to well-used routes provide greater connectivity and permeability; increases potential interaction, exchange and choice for residents; and supports the use of sustainable forms of transport. The fundamental structure of the LGA will be difficult to change but forms the primary foundation for continuity. Well structured elements of the urban environment can form the basis for a coherent functioning whole and support current activities and accommodate evolving change to use and form.

##### *2.1.1.2 Principle 2: Accessibility*

**Provide ease, safety and choice of access for all people**

Movement routes interconnect urban areas, but the ease and flexibility of access can vary. Direct physical access to activities combined with the ability to see into and understand places are crucial to a well functioning public environment. Access for different modes of travel is essential and must focus on the walkability of the urban environment. Access for wheelchairs, prams, bikes, public transport and motor vehicles is also important, in this order of priority, as are the connections between different modes. A choice of routes provides different options and experiences, links different destinations, supports different modes of travel and maintains activation of the public environment.

Good public spaces invite freedom of access and avoid exclusivity or coercion. Physical access should be supported by visual access, which implies direct sightlines or unfolding views, signs or other visual cues, as well as being able to see other people.

### **2.1.1.3 Principle 3: Complementary mix of uses and types**

#### **Maintain and create a complementary mix of uses and types of buildings and spaces**

The Inner West LGA offers a range of experiences and opportunities to access education, employment, housing, business, community services, retail, entertainment, recreation, open spaces and other activities. Locating uses close to each other enables easy access to a range of required activities and supports a more sustainable compact city form. The degree to which uses are mixed will vary from a full mix in centres or specific mixed use areas through to areas where there is a predominant use with other supporting uses.

A broad mix of building types within an area offers choice in terms of housing diversity, easier relocation within the same area, greater diversity of activity, greater socio-economic mix, interesting streetscapes and different age and condition of building stock that allows for different market pricing.

A mix of public space types suits different locations, activities, lifestyles or life stages; meets different urban activity or recreation needs; and enriches an area.

Activities can conflict or be mutually supportive. Good urban design encourages complementary relationships between differing uses and types.

### **2.1.1.4 Principle 4: Appropriate density**

#### **Provide appropriate density, with the highest density focused on commercial centres and public transport nodes where accessibility is the greatest**

Increasing density in commercial centres and transportation nodes can make the Inner West LGA more sustainable. Higher densities reduce the pressure of urban sprawl; reduce the distance to activities and transport; support sustainable transport, especially walking; encourage a more active, healthy and engaging pedestrian oriented lifestyle; support community networks; improve the efficiency and viability of public infrastructure; reduce the energy use, pollution and waste; and support the demand for appropriate accommodation diversity.

A sliding scale of density must be provided, that reduces density further out from commercial centres and transport hubs. This provides for a variety of choice and reduces development pressure on established lower density areas that have high heritage, streetscape and other amenity values.

### **2.1.1.5 Principle 5: Urban form**

#### **Manipulate urban form to clearly define public and private space and create spaces that are appropriate to the hierarchy, function and character of places**

The form and fabric of a place define the living environment and establish a hierarchy of both public and private spaces. The form of buildings and hard and soft landscaping creates spaces with different scales and proportions appropriate to the function and character of different places, and can also emphasise varying degrees of movement and rest. The urban form should create a clear distinction between public and private



space with buildings addressing public space and not creating ambiguous leftover spaces that become unused and uncared for.

#### **2.1.1.6 Principle 6: Legibility**

##### **Help people to understand how places work and to find their way around**

Legibility is the ability for people to read and move around the urban environment by understanding what landscape and streetscape features can be followed to get to a destination; where it is safe or appropriate to walk; where a public building is located; and where the required entry might be. This understanding relies on the legibility of the urban environment rather than signs. People understand their urban environment in consistent and predictable ways, forming mental maps based on paths, nodes, landmarks, edges and districts. The Inner West LGA needs easily understood urban design language components.

#### **2.1.1.7 Principle 7: Activation**

##### **Stimulate activity and a sense of vitality in public places**

Inner West LGA's urban spaces are safer and more attractive when they are being used. Good urban design introduces active, safe, well-used public spaces by orienting public aspects of building frontages toward streets and other spaces. Activities in and overlooking public spaces provide eyes on the street that increase personal safety and help prevent crime. The most activated spaces are those which accommodate a variety of activities throughout day and night and are used as pedestrian movement through to places people want to go to. Most activity occurs naturally when public spaces are well designed; however, special places may incorporate special events that further establish place identity. Careful attention to the processes of activation creates opportunities for civic interaction, community development and the sharing of culture.

#### **2.1.1.8 Principle 8: Fit and adaptable public space**

##### **Support the intended use of spaces while also allowing for adaptability**

Public space must be useful, efficient, comfortable, safe, healthy and generate diverse activity. To create these places, design must consider the behaviour and requirements of users to create a way for different spaces to support different uses. Spaces should be adaptable for a variety of people, uses, events, weather patterns, times of the day and weekly and seasonal cycles, is most desirable.

#### **2.1.1.9 Principle 9: Sense of place and character in streetscapes and townscapes**

##### **Recognise, preserve and enhance the characteristics that give places a valued identity and create high quality and distinctive streetscapes and townscapes**

Places are valued because of their individual characteristics. The identity of the Inner West LGA can be closely linked to the identity of its citizens. Urban design should understand, preserve, celebrate and continue to develop high quality and distinctive streetscape and townscape character. Section 2.1.2 provides a detailed description on the characteristics that form streetscapes and townscapes in the area where this DCP applies and Section 2.1.3 provides guidelines on fitting infill development into the area's streetscapes.

#### **2.1.1.10 Principle 10: Consistency and diversity**

##### **Balance design consistency and diversity to create order and interest**

Design diversity is valued for intellectual and aesthetic stimulation, but too much diversity is chaotic and characterless. The Inner West LGA needs to balance consistency and diversity, and individuality and community. Successful urban design

will mix unifying elements to create coherence and order in the public domain, punctuated by elements that are different and creatively challenging. Difference is particularly appropriate at important public spaces and buildings, landmark and gateway sites or elements with unique social and cultural meanings.

### **2.1.1.11 Principle 11: Continuity and change**

#### **Enhance the sense of place and time by embracing change yet respecting heritage values**

The Inner West LGA has changed with the culture that underpins it. As it has grown and developed, its cultural identity has evolved. Urban design should consider both the past and the future. Retaining elements of the public environment from generation to generation helps define cultural identity. The continuity maintained by the LGA's fundamental structure should be overlaid with the preservation of important sites, buildings and artefacts and the retention of the cultural identity of places as they evolve. A rich cultural heritage can be seen in the layering of elements from different periods, including contemporary contributions.

### **2.1.1.12 Principle 12: Sensory pleasure**

#### **Create places that engage the senses and delight the mind**

Sense involves more than appearance - it includes hearing, taste, smell and touch, and awareness of position and movement through space and across topography. Design should engage sensory abilities other than sight. Good urban design addresses visible and invisible dimensions of human experience by creating rich urban environments from the broad scale down to the detail that delights the mind. In doing so, the design of a place can trigger a positive emotional response and enhance a sense of self-worth and belonging.

#### **Objective**

- O1** To achieve high quality urban design.

#### **Control**

- C1** All development applications involving substantial external changes that are visible from or effect public space or have significant land use implications must be consistent with the relevant aspects of the 12 urban design principles that make good public environments, which are to be addressed within the Statement of Environmental Effects (SEE).

## **2.1.2 Streetscape and townscape**

One of the critical aspects of urban design is streetscape and townscape. Streetscape refers to all the visual elements of a street that combine to form the street's character. Townscape refers to the overall appearance or perception of a definable area. It may be a commercial centre, or a residential precinct bounded by major roads or topographic features.

Streetscape and townscape character is generated by the combination of:

- Topography and natural features;
- Public space type (such as roads, streets, lanes, squares, parks, nature reserves, waterways or car park areas);
- Street structure (such as grid or cul-de-sac, cross or T-intersections, orthogonal or obliquely angled, block size and proportion);
- Subdivision pattern (such as shape, dimensions, area and orientation);



T – intersection provides long front on views of houses.



Victorian character of Dulwich Hill shopping centre with interesting silhouette of parapets and awnings unifying the townscape.





- Street type (such as width, carriageway/footway/landscaping arrangement and proportion, straight or curved);
- Building setbacks;
- Buildings, fences and other structures (such as type, scale, orientation, form, style and use);
- Street/building height to width proportion;
- Street trees and other hard/soft landscaping in streets and private land;
- Materials and finishes; and
- Car parking arrangements.

Some areas may have a distinctive townscape with clearly distinguished characteristics and borders, such as key buildings. In other cases the character of areas is mixed and the characteristics of one area may merge into another.

For example, Inner West LGA's commercial centres have maintained an essentially unified townscape, each having an individual character which should be protected and enhanced while still allowing for change. The consistent silhouette of roof profiles and parapet lines against the sky and continuity of shop awnings are unifying characteristics. The existing and desired future character of centres where this DCP applies is discussed in Part 9 (Strategic Context) of this DCP. Part 8 (Heritage) of this DCP provides details on the heritage significance and contributory elements of the streetscape for heritage conservation areas (HCAs).



Oblique intersection at Stanmore commercial centre opens up the space and provides angled views to the buildings on the western side.



Three storey hotel acts as a marker of the Stanmore commercial centre.



Waratah Mills – Displays industrial scale and townscape character.

Inner West LGA's streetscapes and townscapes are a tangible record of its development history. Understanding, preserving, celebrating and continuing to develop high quality and distinctive streetscape and townscape character can create a cohesive public environment and cultural identity.

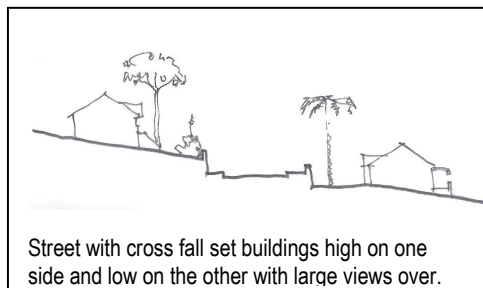
The LGA has been divided into a series of planning precincts with identifiable townscape features and character. Planning precincts are discussed in Part 9 (Strategic Context) of this DCP.

### 2.1.2.1 Topography

Topography strongly influences streetscapes. On land where this DCP applies, commercial centres and streetscapes containing grand villas on larger lots are often located along the relatively flat ridge tops where they are prominent and usually on wide connecting roads that follow the ridge tops and contain more open vistas. Industrial uses are frequently located on low lying land. Flat terrain often produces symmetry of scale on both sides of the street, sometimes with long enclosing vistas. Undulating topography can produce stepped building forms and vistas that extend beyond the street space. The Abergeldie Estate, for example, contains curved streets that follow the ridge lines, which can produce spatial closure and interesting oblique views to the buildings bordering the space. Where there is sloping topography, streets vary depending on the steepness of the slope and orientation in relation to the slope.

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Where the slope falls across the street, buildings are raised above the street on one side and set down on the other. Where streets run on the slope there are distinctly different vistas looking up and down the slope.



### 2.1.2.2 Subdivision pattern

The grain of a streetscape is determined by the arrangement and size of buildings on their allotments. Small allotment subdivisions, as occur throughout the earlier developed parts of the area, produce a finer grain than larger allotment subdivisions. For example, the subdivision pattern of parts of Camperdown and Newtown have lots that are consistently small, narrow in frontage, high depth to width proportion and orthogonally oriented to the street. This is very different to the subdivision pattern of parts of Dulwich Hill that has variable lots, larger in area, wider in frontage, lower depth to width proportion and that include different orientations to the street.



Single storey scale and fine grain of terrace house row on small allotments. The uniform ridge line is an important unifying characteristic.



### 2.1.2.3 Street space and scale

Street spaces can vary widely from the tight narrow pattern of the earlier developed eastern parts of the area, with buildings built close to front and side boundaries, to the wider carriageways in the parts that developed in the Inter-War years with single storey houses spaced apart and set back at the front.

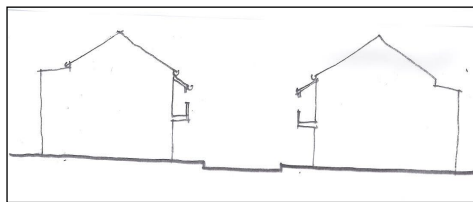
The presence of street planting also makes a difference to the way street spaces are experienced.

The scale of the street space is a product of its width and the height of bordering buildings. The predominantly single storey scale and wider streets of the Inter-War period housing areas creates a more open street space.

Narrow streets with two storey terraces on both sides produce a confined intimate scale. Some streets, in smaller precincts in Petersham and Lewisham, have a scale which is a product of concentrations of Inter-War period residential flat buildings.



Larger scale and industrial character of a factory building.



Intimate scale of narrow street space bordered by two storey terraces.



Open street space with single storey houses and deep front gardens.  
Street tree planting can create a more enclosed feel to the space.

Where warehouse and factory buildings of three and more storeys are congregated, such as in parts of Camperdown, the very different height to width ratio creates a distinctively industrial feel to the street space.

#### **2.1.2.4 Building character**

The differences in building character across the Inner West LGA reflect the different phases of development. The sizes and types of buildings also contribute to the character of streetscapes.

The character varies from the mid to late Victorian streets of one storey and two storey terrace houses, to streets lined by Federation period cottages and semi-detached houses, to the very consistent streetscapes of Inter-War period brick and tile single storey dwelling houses.



Early Victorian terraces built to the boundary reflect an earlier period and character.  
In this example, the buildings form the walls on the street frontage.



Federation period cottages with small front gardens produce a different scale and character.

Building designs that give no consideration to the architectural character, scale and massing of existing older buildings detract from the quality of attractive streetscapes and erode their distinct sense of place.

#### **2.1.2.5 Walls and fences**

The interface of building sites and the street space is an important aspect of streetscape. Houses, commercial buildings and industrial buildings built to the front boundary result in a marked contrast to areas where low front fences with gardens in generous setbacks prevail.

Materials and heights of fences relate to the buildings of each phase of Inner West LGA's historic development and are part of the relationship between streetscape

elements. High front fences are not part of the streetscape character of Inner West LGA. Refer to Section 2.11 (Fencing) of this DCP for details.



Consistent Inter-War period streetscape with low brick fences and small front gardens

### **2.1.2.6**     *Landscaping*

Planting in the street and on private land can make a difference to streetscapes. Street tree planting provides public amenity and environmental advantages.

Where front setbacks are small, front gardens generally have low plantings and small trees that are secondary to the buildings. Other areas with deeper front setbacks can have well developed gardens with mature trees which allow screened views of buildings.

In residential areas it is important to minimise hard surfaces in the front of buildings, such as driveways and hard stand car parking, to maximise the streetscape combination of planting of trees, shrubs, grass and front fences.

Refer to Section 2.18 (Landscaping and Open Spaces) of this DCP for details and controls for development and landscaping requirements.

### **2.1.3**     **Infill design guidelines**

Infill means a new building in an established streetscape. An infill building may be on a vacant site or be a replacement for an existing building that is derelict, incompatible with the streetscape or that underutilises the development potential planned for the site. Good infill design is compatible with its context and makes a positive contribution to the urban or suburban character.

Good infill design needs to appreciate a site's setting, which can only be gained by a site and context analysis. Refer to Section 2.3 (Site and Context Analysis) for more details.



Example of a new contemporary (infill) building showing horizontal and vertical control lines which reveal the pattern of setback, height and openings within the streetscape.

Mock replications of period buildings must be avoided, as they invariably involve a mismatch of stylistic devices from different architectural periods, which is disrespectful to the authentic period buildings and diminishes the historic meaning of their locality.

Successful infill design considers:

1. Character;
2. Scale;
3. Massing;
4. Siting;
5. Materials and colour; and
6. Detailing.

### **2.1.3.1 Character**

The streetscapes and townscapes of the area can be grouped according to a distinguishable character. Character is shaped by a number of factors:

- The underlying land form and landscape elements;
- The age and styles of existing buildings;
- Streetscape;
- Subdivision patterns and historical phases of development;
- Land use;
- Scale and form of buildings;
- Setbacks of buildings (front, side and rear);
- Materials, building techniques, details and colour schemes;
- Views, vistas and skylines;
- Proportions – height to width of building forms and windows and doors;
- Proportion of solid to void;
- Articulation of building form – play of light and shadow on verandahs, awnings, cornices, hoods, recesses, eaves, overhangs and the like;
- Affluence; and
- Planning law/controls.



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Character is the interplay of those factors in an area which marks their uniqueness. Broad areas of the area have been defined as Planning Precincts (see Part 9 (Strategic Context) of this DCP) using many of the factors that contribute to a place.

Some parts have distinct Victorian, Federation or Inter-War period character. Overlaying the historic influences on character is the pattern of land use whether residential, industrial or business.



Two storey scale of Victorian terraces with parapet roofs establish the scale and character of the locality.



Inter-War period buildings create a distinctive character in the Stanmore commercial centre.

Contemporary designs can respect the existing character by complementing and not detracting from the existing buildings that establish that character. Style sheets indicate the key characteristics of residential and commercial buildings in the area in Part 4 (Residential Development), Part 5 (Commercial and Mixed Use Development) and Part 6 (Industrial Development) of this DCP.



Contemporary infill designs can fit into a Federation period streetscapes adapting similar roof forms, and modern versions of the verandah and bay window.



Inter-War period residential streets set a context of cohesive scale, form, materials and details which can be sensitively reinterpreted in a contemporary design.



### **2.1.3.2 Scale**

Infill buildings should generally respond to the predominant scale of their setting. Understanding of the inter relationships of building heights, widths and bulk will maintain the grain of the locality.

Subdivision of larger lots and consolidation of smaller lots can produce buildings of disparate scale, eroding otherwise consistent streetscapes and townscales.

Out of scale buildings cannot be made visually smaller by minor manipulation of form, detailing or the selected materials, finishes and colour. The effect of its different scale can be reduced by breaking up long wall planes by openings and recesses and roofs into smaller forms to elements more in keeping with the scale of the existing buildings nearby. Setbacks to upper levels can also help to make a transition between adjacent buildings of different scales. Upper level setbacks can also be kept below sight lines from the main vantage points to avoid differences in scale as buildings present to the street.

### **2.1.3.3 Massing and form**

Massing of a building is its overall three dimensional shape or volume. Modelling is the arrangement of the parts of a building to produce the total form. Maintaining a consistent form is important in places where the existing development displays a repetitive building form.

Roof shapes are major generators of building form as seen in many parts of the area. Examples include the cohesiveness of streetscapes in the commercial centres, as generated by repetition of parapet forms made interesting by subtle variations; and the consistency of brick and tile hip and tile bungalows in Inter-War period housing subdivisions such as the Abergeldie Estate.

In some Federation period streetscapes, gables, wide verandahs and slender chimneys are distinctive elements of building form.



Gables, verandahs and porticos with parapet roofs create the forms of small Victorian cottages. The repetition of form and details sets up a rhythm in the streetscape.

Good design considers the form of buildings that contribute to the site context and incorporates these, in a contemporary way, into the design without copying them.

### **2.1.3.4 Siting**

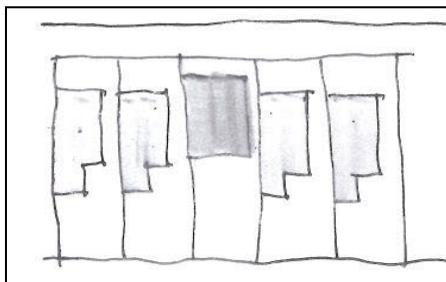
In the well-established neighbourhoods of the area, the siting of buildings is dictated by the rectilinear nature of the subdivision patterns. Buildings are almost universally orientated parallel to allotment boundaries, with a distinguishable setback pattern.



Single storey terraces sited close to front boundary establish a strong pattern.

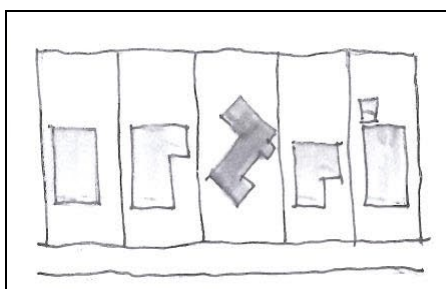
In streets where existing buildings have no side or front boundary setback, new buildings should conform to this arrangement. This applies particularly to the commercial centres.

In the streets with a more suburban character, buildings on wider and deeper Inter-War period allotments can be set 900mm off one boundary and have a driveway on the other with a deep front yard establishing a consistent rhythm set by the gaps between the houses. Infill buildings that eliminate the wide side setback disrupt this rhythm and detract from the streetscape.



Buildings ignoring the predominant setbacks disrupt a consistent streetscape.

Buildings set on an angle to the allotment boundaries will also affect the streetscape negatively. New structures set forward of established building lines such as garages and carports are also detrimental to established streetscape.



Buildings set at an angle break the rectilinear pattern of siting parallel to boundaries.

### **2.1.3.5**     *Materials, finishes and colours*

The original materials of the older buildings in many of the Inner West LGA's streets are remarkably intact.

Rows of intact small scale detached houses and semi-detached houses have retained their face brickwork (tuck pointed in the early 20th century examples) slate or tile roofs and painted door and window joinery.





Terrace row unified by consistent roof form, terracotta tiled roofs, shared chimneys and iron lace detailing to verandahs.

Terrace rows with rendered walls and parapets, or slate and corrugated steel pitched roofs survive. Although many original traditional paint colours have been altered, they can be restored.

The areas of Inter-War period bungalows provide some of the best examples of retained original materials and colours, with red brick walls, terracotta tile roofs and painted joinery in combinations of cream, dark green and deep red.

The predominant materials and colours of surrounding buildings need not be replicated exactly in infill buildings but can be used to provide points of reference.

Modern materials can harmonise with the traditional materials by managing the proportions and details of new elements. Colour can be applied to a new material to pick up the hues of traditional materials of adjoining buildings. Tonal contrasts can be employed to heighten the prominence of the materials of the existing adjoining buildings and make the infill building complement those buildings.

### **2.1.3.6      *Detailing***

Details are characteristics that distinguish different periods and styles of buildings, incorporated into building components, such as verandahs, awnings, shutters, chimneys, window joinery, specially moulded bricks and embellishments in plaster and timber.

Identifying and understanding the purpose of details that characterise an area can inspire contemporary responses to help new buildings to fit into the context. For example, shutters and sun hoods have not only aesthetic but also functional value in terms of energy sustainable designs, which can be incorporated into the design of new developments.

Contemporary materials can be joined together in ways that create articulation of form and texture of surfaces to provide visual interest. At the public/private interface details of fences, gates, garden walls and selection and treatment of planting can help new development complement the local character.



Small cottages with consistent rendered walls with subtly varied paint colours, tiled roofs, iron picket fences. Common details such as the porticos, chimneys and timber verandah joinery help to create a unified streetscape.

# 2.3

## GENERIC PROVISIONS SITE AND CONTEXT ANALYSIS







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## Part 2 Generic Provisions

### 2.3 Site and Context Analysis

The Inner West Local Government Area's (LGA) suburban growth is represented by a wide range of residential, commercial and industrial buildings where numerous buildings and sites have particular historical or architectural merit and deserve special care and attention. The character of the area is largely dependent on the many common buildings and streetscapes which represent the area's development over the past 150 years. This DCP encourages restoration, sympathetic alterations and additions and infill development that retains and enhances the area where this DCP applies unique character.

The key to good design is in understanding the context of the site. Context is defined as:

*"The specific character, quality, physical, historical and social characteristics of a building's setting. Depending on the nature of the proposal, the context could be as small as a suburban street or as large as a whole town."*<sup>1</sup>

All new development should fit into the context. This means paying careful attention to adjoining development and the wider locality.

It is important to identify any existing consistent streetscape features prevailing in the street, and to use those to guide future development. Some of those streetscape features include:

- Front setbacks and front projections;
- Side setbacks;
- Roof shapes, forms and pitches;
- Eaves height;
- Verandahs and their placement;
- Window and door openings; and
- Original roof and wall materials

**NB** *Part 9 (Strategic Context) of this DCP details the identifying characteristics of individual planning precincts.*

Designs for new buildings, or additions which will be visible from the street, should incorporate those features to ensure consistency with the streetscape.

It is important to understand the design principles, rather than simply copy period building designs when building a new dwelling or building, or adding to an existing dwelling or building.

#### 2.3.1 Purpose of site and context analysis

A site and context analysis investigates the existing conditions that apply on the site and in the surrounding context before the design process commences. It may take into account known future development proposals or trends in the vicinity of the site. The

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<sup>1</sup> *Design in Context: Guidelines for Infill Development in the Historic Environment, Sydney:* NSW Heritage Office and RAIA NSW Chapter, 2005

area covered by a site and context analysis depends on the sensitivity of the site and the catchment that may be affected by the proposed development.

Any site on which development is proposed presents opportunities and constraints to the design of that development.

A site and context analysis will assist in a number of ways.

### **Minimise overshadowing, loss of privacy and views**

Potential objections from neighbours regarding privacy, overshadowing or loss of views can be eliminated or reduced when overshadowing, window positioning and view issues are considered early in the design stages. This can avoid delays in the assessment of the application.

The same analysis can also assist in determining any future loss of privacy or solar access for the development site when the adjoining sites are developed to their maximum potential.

**NB** *A photo voltaic panel or solar hot water system may become less efficient due to overshadowing as a result of legitimate development on an adjoining site, if the location of such system was not considered in view of development potential of adjoining sites during a site and context analysis.*

### **Assist in discussions with neighbours and Council officers**

The site and context analysis can be used in discussions with architects, neighbours and Council officers. A well-prepared site and context analysis plan assists in the efficient assessment of a development application.

### **Improve energy efficiency**

Energy bills can be reduced when the positioning of new dwellings or building additions are considered. Windows can be placed to reduce heat gain and avoid excess winter heat loss, leading to significant savings in energy costs.

### **Integrated design with adjoining development and the wider streetscape**

The site and context analysis identifies the special qualities of the site, the street and the neighbourhood and explains how the proposed development relates to those qualities.

## **2.3.2 Process for site and context analysis**

A site and context analysis must be prepared prior to designing the development proposal as individual developments should not be considered in isolation.

A site analysis involves two phases:

1. Site survey to record site conditions such as existing vegetation, topography, drainage corridors and neighbourhood character; and
2. Analysis based on the relevant site survey information to form decisions about the existing site conditions, including what to retain through development (such as significant vegetation, views or landmarks) and/or what site conditions may be compromised through development (for example, areas where slope and topography can be altered or vegetation that can be removed and replaced through development).





This information is then used to develop strategies and options for development of the site.

The site and context analysis may include photographs, perspectives and a photomontage to support the application. The level of detail to be included will vary according to the size and scope of the development proposed.

Designers should exercise judgement about the extent of information required to be indicated on a site and context analysis and if in doubt, check with Council.

### 2.3.3 Controls for site and context analysis

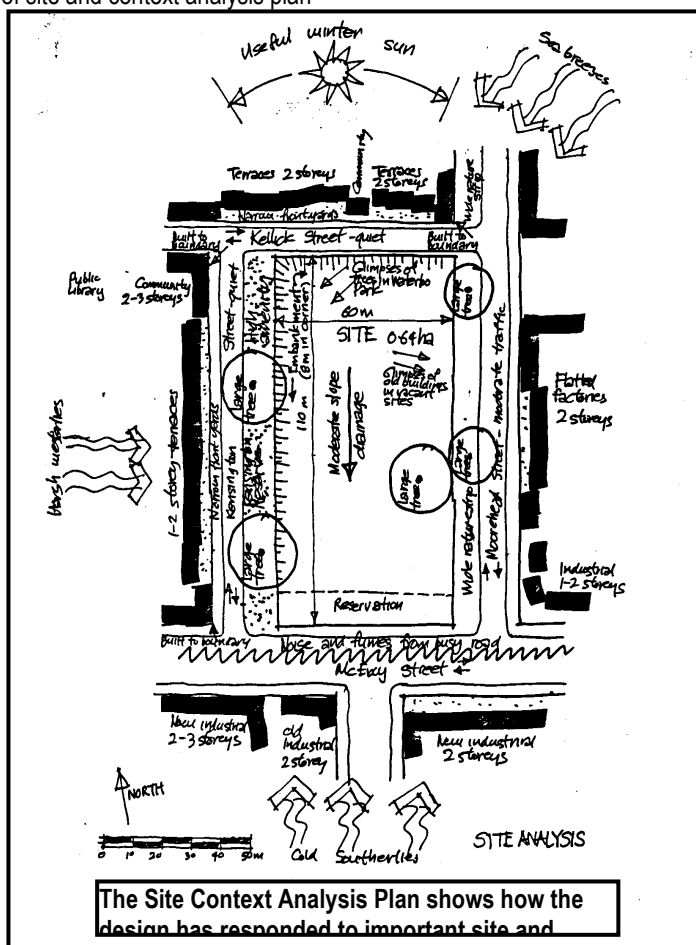
- C1** A site and context analysis must be submitted for all new development excluding internal alterations and minor external alterations and additions.
- C2** The site and context analysis must demonstrate an appreciation of the site and its context, and the opportunities and constraints on the layout and design of the site.
- C3** The site and context analysis must demonstrate that the development will integrate within the streetscape when considering scale, proportion and massing.
- C4** The site and context analysis must demonstrate that the building is well proportioned, both as an individual element and within the streetscape.
- C5** The site and context analysis must demonstrate that the building will sit comfortably with surrounding buildings in terms of its massing.
- C6** The site and context analysis must comprise an annotated plan and be accompanied by written information. It may also include other graphical explanations (photographs of the subject site and surrounds) showing the suitability of the site for the proposed use. Most information is best shown on A3 or A4 plans or sketches of the site and locality, with any additional supporting documentation provided in writing. The details on the plan must be tailored to the size and complexity of the proposed development. All documentation must be dated and numbered.
- C7** A site and context analysis plan must be based on a survey drawing produced by a registered surveyor, or alternatively, a site plan prepared by another suitably qualified consultant which includes all of the required information:
  - i. Site related information
    - a. The direction of true north;
    - b. Contours and levels to Australian Height Datum (AHD);
    - c. Land description including lot dimensions and scale;
    - d. The footprint, height and use of existing and proposed buildings on the site;
    - e. Any endangered ecological community (EEC), significant trees or other vegetation (including any unique environmental features) and any other existing trees upon the site or close to the boundaries with adjoining sites;
    - f. Site characteristics such as orientation and lot dimensions and local climatic features such as wind direction;
    - g. Existing causes of overshadowing, for example, adjacent buildings or trees;

- h. Inherent site constraints including flood affected land, overland flow paths, land subject to slope instability, acid sulfate soils, contaminated land, landfill areas, heritage and archaeological features;
  - i. Services and utilities including location of drainage infrastructure and connection for utility services;
  - j. Easements, fences, boundaries and access to the site;
  - k. The location of any sewer main upon the site where development involves the construction of a basement level;
  - l. Views to and from the site and the existence of any significant nearby view corridors from public spaces;
  - m. Movement corridors including local streets and pedestrian pathways; and
  - n. Any other notable natural landform features or other characteristics of the site.
- ii. Context related information
- The footprint, height setback distances, areas of private open space, windows overlooking the site and use of buildings on a minimum of:
- a. Two lots either side of the development site;
  - b. Those sites directly across any road adjacent to the site; and
  - c. Any allotments which abut the rear boundary of the development site.

**C8** An elevational plan must show the height of the proposed development and the height of existing buildings located on either side of the development site. If the site is bounded by a road, the site and context analysis plan and elevational plans must include the adjacent site across the road. The elevational plan must also show the proposed ridgeline heights of the proposed development in relation to all adjoining buildings to AHD.

**C9** The site and context analysis must reference the character statements in Part 9 (Strategic Context) of this DCP to assist in determining the desired character of an area. This includes reference to the built form, scale and character of surrounding and nearby development, including fencing and landscaping.

Figure 1: Example of site and context analysis plan



# 2.5

## GENERIC PROVISIONS EQUITY OF ACCESS AND MOBILITY







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## Part 2 Generic Provisions

### 2.5 Equity of Access and Mobility

This section of the DCP provides minimum standards for access to buildings and spaces. The DCP seeks to provide equitable and dignified access for all people, including people with a disability, by providing a continuous accessible path of travel through the built environment.

An accurate identification of the number of people with a disability in the community is difficult; however, it is generally accepted that some 20%<sup>1</sup> of any population is likely to have a disability of some kind.

With buildings constructed in the late 1800s and early 1900s, many parts of the Inner West LGA are relatively inaccessible. New buildings and spaces, and existing buildings and spaces being altered or used in a new way, must be made accessible for people with a disability.

#### 2.5.1 Objectives

- 01 To provide equitable access within all new development, and ensure substantial alterations to existing development, or an intensification of an existing land use, provides an improved level of access for all people.
- 02 To protect existing accessible features within the public domain, residential development and non-residential development.
- 03 To significantly increase the supply of adaptable housing.
- 04 To provide an adequate supply of car parking facilities for use by people with a disability.
- 05 To make people aware of their responsibilities under the *Disability Discrimination Act 1992 (Cth)* (DDA).
- 06 To raise public awareness and understanding of access and mobility issues for people with a disability through investigation and promotion of best practice in the design, construction and operation of development.

#### 2.5.2 Importance of access and mobility

Equity of access and mobility is associated with notions of human rights and social justice. Two particular needs affect the access and mobility of all people: to be able to pursue a path of travel in an uninterrupted way, and to be able to take advantage of what is generally offered to society.

Much of the infrastructure and built environment of the Inner West LGA has been developed with little consideration for the needs of people with a disability. Physical barriers such as steps, steep slopes and slippery surfaces restrict the most basic lifestyle opportunities.

Access is best achieved by focusing on the functional, mobility, sensory and intellectual needs of the community rather than on the types of disability experienced

<sup>1</sup> ABS 4445.0 - People with a Need for Assistance - A Snapshot, 2006.  
<http://www.abs.gov.au/AUSSTATS/abs@.nsf/Latestproducts/4445.0Main%20Features12006?opendocument&tabname=Summary&prodno=4445.0&issue=2006&num=&view=>



by individuals with those needs. Access should therefore be considered in terms of the relationship between the environment and a person and not the restrictions of a person.

Council promotes a more equitable, safe, dignified and independent lifestyle for the whole of its community. The controls regarding access and mobility should benefit not only people with a disability, but also ageing people with mobility difficulties, parents with prams and other people with temporary disabilities - as well as their friends, carers and family members.

### 2.5.3 Council's promotion of access and mobility

Council's promotion of access and mobility issues includes:

- Accessible Pathways Program;
- Pedestrian Access and Mobility Plan;
- The Inner West Access Advisory Committee meets regularly to advise Council on access and mobility issues and other issues of concern to people with a disability; and
- The publication, in 2005, of the Missed Business Guide in partnership with the Australian Human Rights Commission, which provides advice to business operators about improving the accessibility of their businesses and attracting more customers.

**C1** When assessing a development application Council must take into account the following matters as relevant to the application:

- i. The provision for ease of use and comfort through appropriate gradients, rest areas, circulation space and user friendly entrances;
- ii. Safety measures, including contrasting colours for points of danger, slip resistant travel surfaces and appropriate positioning of street furniture, public art installations, signage or any other obstacles, including those in the public domain;
- iii. Legible design and way finding features, such as signs and international symbols and indicators, to assist in determining the location of handrails, guard-rails and tactile indicators where relevant;
- iv. Opportunities for access through principal entrances of commercial buildings, public buildings and residential flat development;
- v. The retention or improvement of existing accessible features; and
- vi. The extent to which development may compromise or reduce the capacity for accessible features in future development.

### 2.5.4 Legislative context

The legislative context for access matters is set by a variety of documents. The DDA makes it unlawful to discriminate against a person with a disability in regards to the provision of access to and the use of premises. The Building Code of Australia (BCA) and associated Australian Standards set technical requirements in regards to the accessibility of buildings.

#### 2.5.4.1 Disability Discrimination Act 1992 (DDA)

The DDA makes it against the law to discriminate on the grounds of disability in:

- Employment;
- Education;



- Access to premises used by the public;
- Provision of goods, services and facilities;
- Accommodation;
- Buying land;
- Sport; or
- Administration of Commonwealth Government laws and programs.

The DDA also makes it unlawful for public places to be inaccessible to people with a disability. It seeks to ensure that people with a disability have the same rights to equality before the law as the rest of the community.

The DDA deals specifically with the issue of access to and the use of premises. The DDA indicates that it is unlawful for a person to discriminate against another person on the ground of the other person's disability by refusing to allow the other person access to, or the use of, any premises that the public or a section of the public is entitled or allowed to enter or use.

The DDA covers both new and existing public buildings, as well as public places under construction. Existing places need to be modified and be accessible, except where this would involve 'unjustifiable hardship'.

Places used by the public include:

- Public footpaths and walkways;
- Educational institutions;
- Shops and department stores;
- Banks, credit unions and building societies;
- Parks, public swimming pools, public toilets and pedestrian malls;
- Cafes, restaurants and pubs;
- Theatres and other places of entertainment;
- Lawyers' offices and legal services;
- Libraries;
- Sporting venues;
- Social and sporting clubs;
- Government offices;
- Public transport;
- Dentists' and doctors' surgeries;
- Hospitals;
- Hairdressers and beauty salons;
- Travel agents; and
- Government run services.

For the purposes of this section of the DCP, disability is defined according to the definition provided by the DDA. It includes:

- Physical;
- Intellectual;
- Psychiatric;
- Sensory;
- Neurological;
- Learning disabilities;
- Physical disfigurement; and/ or
- The presence in the body of disease-causing organisms.

The definition includes a disability that:

- Presently exists;

- Previously existed and no longer exists (for example a person who has had a back injury or an episode of mental illness);
- May exist in the future (for example a person with a heart disease or a person who is HIV positive); or
- Is imputed to a person (for example, assuming that a person living with an infectious disease has the disease).

### The Premises Standards

Under the DDA, the Commonwealth Government developed a nationally applicable set of technical standards called the Commonwealth Disability (Access to Premises – Buildings) Standards (the Premises Standards). The Premises Standards serve to provide greater detail and certainty to builders, developers and building managers, in satisfying the DDA requirements for non-discriminatory access to premises. Schedule 1 of the Premises Standards contains the Access Code for Buildings, which are the technical standards for compliance with the DDA.

The Building Code of Australia (BCA) reflects the Access Code for Buildings. As such, compliance with the BCA is deemed compliance with the technical requirements of the Premises Standards. The BCA is determined at the Construction Certificate (CC) stage by meeting deemed-to-satisfy provisions or by adopting an alternative solution that achieves the relevant performance requirements.

### When the Premises Standards applies

The Premises Standards apply to:

- Class 1b buildings being:
  - i. a new building with one or more bedrooms used for rental accommodation; or
  - ii. an existing building with four or more bedrooms used for rental accommodation; or
  - iii. a building that comprises four or more single dwellings that are:
    - a. on the same allotment, and
    - b. used for short-term holiday accommodation.
- Class 2 buildings\* including:
  - i. a new building that has accommodation for short-term rent; or
  - ii. an existing building that has accommodation for short-term rent only where the original building was approved for construction after 1 May 2011.
- Class 3 and 5 – 10 buildings.

**NB** *\*Under the BCA, all Class 2 buildings (residential flat buildings) are captured under the requirements for access for people with a disability, not just those used for short-term rental accommodation.*

**NB** *For all new buildings, it is expected that the BCA, Premises Standards and Table 1 in Section 2.5.10, will be fully complied with.*

### When the Premises Standards does not apply

The Premises Standards do not apply to free standing private dwellings (Class 1a), residential flat buildings approved for construction before 1 May 2011 (Class 2)\* or a dwelling in a Class 5, 6, 7, 8, or 9 building (Class 4).

**NB** *\*Under the BCA, all Class 2 buildings (residential flat buildings) are captured under the requirements for access for people with a disability, not just those used for short-term rental accommodation.*



For change of use applications and applications involving existing buildings, only the new extension or modified part of the building are affected by the Premises Standard, if development or building approval is required. However the requirements in Table 1 in Section 2.5.10 may still apply.

### **Council's minimum access requirements and the Premises Standards**

Council's access requirements under Table 1 in Section 2.5.10 may have a different level of technical access than is required under the Premises Standards.

It is the responsibility of the applicant to ensure the development meets the requirements of the relevant controls. Buildings specified in Section A2.7 of the Development Application Guidelines require a BCA compliance report to be submitted with a Development Application.

**NB** *Where the access requirements for a particular development type do not comply with the BCA and Table 1 in this section, Council may refuse the development application based on non-compliance with the DCP.*

**NB** *In instances where a particular development type is covered by both Table 1 in Section 2.5.10 and the Premises Standards, the greater level of compliance prevails to the extent of any inconsistency.*

#### **2.5.4.2 Statement of unjustifiable hardship**

When improving access to a building, some hardship (including financial) may be incurred by the proponent of the development. A statement of unjustifiable hardship can demonstrate how much of that hardship is unjustifiable.

### **When to use a statement of unjustifiable hardship for Council's minimum access requirements**

If a Development Application for alterations and additions to existing premises, or a development application for a change of use of existing premises cannot meet the requirements under Table 1 in Section 2.5.10 for reasons that it would impose unjustifiable hardship, Council may consider an application for unjustifiable hardship, to the extent that compliance with Council's requirements cannot be met.

**C2** In the case of development applications for alterations and additions to existing premises, or development applications for change of use of existing premises, a statement of unjustifiable hardship (included with the Statement of Environmental Effects) is required to justify non-compliance with Table 1 in Section 2.5.10.

**NB** *In the case of development applications for new premises, the provisions of Table 1 in Section 2.5.10 should always be fully complied with. Accordingly, the statement of unjustifiable hardship process does not apply to applications for new premises.*

### **When to use a statement of unjustifiable hardship for the Premises Standards and BCA**

As the provision of access for people with a disability under the Premises Standards is captured under the BCA, parts of the development that do not comply with the BCA

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must be outlined in the BCA report required to be submitted with a development application under Section A 2.7 of the Development Application Guidelines.

- NB** *If the access requirements under the Premises Standards cannot be met for reasons that it would impose unjustifiable hardship, an application to the Building Professionals Board's Access Advisory Committee may be necessary. Part 4 of the Premises Standards outlines all the relevant circumstances that must be taken into account in determining whether compliance with the Premises Standards would involve unjustifiable hardship.*
- NB** *A BCA Compliance Report is required for all retail and commercial developments with the exception of minor shop fit-outs.*

*The following guideline provides guidance for NSW applicants applying for an assessment of unjustifiable hardship under the Premises Standards:*

*Guide to applying for an unjustifiable hardship exemption in NSW  
Disability (Access to Premises – Buildings) Standards*

*The DDA makes allowance for situations where it may be exceptionally difficult to provide access for people with a disability. Section 21B and 29A of the DDA states: This Division does not render it unlawful for a person (the discriminator) to discriminate against another person on the ground of a disability of the other person if avoiding the discrimination would impose an unjustifiable hardship on the discriminator.*

*The notion of unjustifiable hardship is identified in Section 11 of the DDA:*

### **Unjustifiable hardship**

*(1) For the purposes of this Act, in determining whether a hardship that would be imposed on a person would be an **unjustifiable hardship**, all relevant circumstances of the particular case must be taken into account, including the following:*

- (a) the nature of the benefit or detriment likely to accrue to, or to be suffered by, any person concerned;*
- (b) the effect of the disability of any person concerned;*
- (c) the financial circumstances, and the estimated amount of expenditure required to be made, by the first person;*
- (d) the availability of financial and other assistance to the person claiming unjustifiable hardship;*
- (e) any relevant action plans given to the Commission under Section 64.*

*(2) For the purposes of this Act, the burden of proving that something would impose unjustifiable hardship lies on the person claiming unjustifiable hardship.*

### **Inclusions in a statement of unjustifiable hardship**

- C3** *A statement of unjustifiable hardship submitted to Council must be included with the Statement of Environmental Effects for a development application and must, where relevant, include the following information:*



- (a) any additional capital, operating or other costs, or loss of revenue, that would be directly incurred by, or reasonably likely to result from, compliance with the provisions of the relevant access requirement;
- (b) any reductions in capital, operating or other costs, or increases in revenue, that would be directly achieved by, or reasonably likely to result from, compliance with the requirement;
- (c) the extent to which the construction of the building has or will be financed by government funding;
- (d) the extent to which the building:
  - i. is used for public purposes; and
  - ii. has a community function;
- (e) the financial position of a person required to comply with the relevant access provisions;
- (f) any effect that compliance with the requirement is reasonably likely to have on the financial viability of a person required to comply;
- (g) any exceptional technical factors (such as the effect of load bearing elements on the structural integrity of the building) or geographic factors (such as gradient or topography), affecting a person's ability to comply with the requirement;
- (h) financial, staffing, technical, information and other resources reasonably available to a person required to comply with these Standards, including any grants, tax concessions, subsidies or other external assistance provided or available;
- (i) whether the cost of alterations to make a premises accessible is disproportionate to the value of the building, taking into consideration the improved value that would result from the alterations;
- (j) benefits reasonably likely to accrue from compliance with the provisions of the relevant access provisions, including benefits to people with a disability, to building users or to other affected persons, or detriment likely to result from non-compliance;
- (k) detriment reasonably likely to be suffered by the building developer, building certifier or building manager, or people with a disability or other building users, including in relation to means of access, comfort and convenience, if compliance with the provisions of the relevant access provisions is required;
- (l) if detriment under paragraph (k) involves loss of heritage significance — the extent to which the heritage features of the building are essential, or merely incidental, to the heritage significance of the building;
- (m) any evidence regarding efforts made in good faith by a person to comply with the provisions of the relevant access provisions, including consulting access consultants or building certifiers;
- (n) the terms of an access management plan and any evidence about its implementation; (see Section 2.5.5 for further information)
- (o) the nature and results of any processes of consultation, including at local, regional, State, national, international, industry or other level, involving, or on behalf of, a building developer, building manager or building certifier and people with a disability, about means of achieving compliance with the requirement, including in relation to the factors listed in this control;
- (p) any decisions of a State or Territory body established to make recommendations to building authorities about building access matters.

**C4** If a substantial issue of unjustifiable hardship is raised having regard to any of the factors mentioned in C3, the following additional information may be required to be submitted by the applicant to assist in the assessment of unjustifiable hardship:



- i. the extent to which substantially equal access to public premises is or may be provided otherwise than by compliance with the relevant access provisions;
- ii. any measures undertaken, or to be undertaken, by, on behalf of, or in association with, a person or organisation to ensure substantially equal access.

### 2.5.5 Access management plan

An access management plan, as required under C3 (n) in Section 2.5.4.2, outlines the ways in which services can be offered to those people who, due to a disability, would be unable to gain access to the premises where such services are normally offered.

An access management plan is most likely to be relevant in cases where a development application is for the change of use of existing premises (and where minimal alterations and additions to those premises are being proposed).

An access management plan may identify, for example, that a health practitioner with a clinic on the first floor of an existing building without a lift might be able to make home visits to clients who would not be able to access the clinic. Such information would be made available at the ground-level entry and in any advertising.

An access management plan may also identify how the premises will progressively be made more accessible through the inclusion of a 'building upgrade plan' that outlines a plan of action for addressing areas of non-compliance over a set period of time.

#### When to use an access management plan

- C5** In cases where it may be difficult to physically configure an existing building or space so as to provide access for people with a disability (as established through a statement of unjustifiable hardship), Council may request that the applicant submit an access management plan as a means of helping to provide service to people who would be unable to gain access to the premises, or to identify how the premises will be progressively upgraded over time.

**NB** *The applicant may also choose to submit a voluntary access management plan as a mean to support the statement of unjustifiable hardship under C3 (n) in Section 2.5.4.2.*

#### Inclusions in an access management plan

- C6** An access management plan submitted to Council must:
- i. Identify the type of service (or operation) being proposed in the development application;
  - ii. Identify where the service would not be accessible in the proposed premises;
  - iii. Identify alternative methods of providing the service;
  - iv. If alternative (accessible) premises are proposed for providing the service, identify the arrangements that need to be put in place to ensure that those premises are able to be used;
  - v. Identify the methods by which the alternative service can be promoted to potential clients; and
  - vi. Identify what can be done over time (such as through a building upgrade plan) to improve the accessibility of the primary premises.

**NB** *The above list is not exhaustive and additional matters will need to be addressed depending on site characteristics, type of services offered and potential clients.*



## 2.5.6 Adaptable dwellings

Adaptable dwellings incorporate design and construction elements that can be readily modified to cater for an occupant with access and mobility restrictions, such as a person with a disability or an older person.

Adaptable housing enables accessibility to be easily accommodated not only for people who use a wheelchair, but for people with reduced mobility as a result of age or temporary illness. Adaptable housing also provides more space for residents to be assisted by carers.

Typical features of adaptable housing include: level and relatively wide doorways, non-slip surfaces, reachable power points, easy-use door handles and strengthened sections of bathroom walls onto which handrails may be attached.

Adaptable housing is:

- Able to be marketed to a broader range of people, as its accessibility makes it habitable for more people;
- Cheaper to incorporate into a new dwelling than to retro-fit an existing dwelling;
- Able to provide greater visitability by friends and relatives with a disability or who are older;
- Generally safer and easier to use by people of all ages and physical strengths;
- Able to reduce the welfare, medical and nursing costs of people having to move to residential care facilities; and
- An efficient use of building resources and materials.

An adaptable dwelling needs to be designed in accordance with relevant Australian Standards.

*Australian Standard AS4299 Adaptable housing provides relevant designed standards.*

**C7** Adaptable housing must be provided in the manner identified in Table 1 in Section 2.5.10.

## 2.5.7 Universal housing design

Universal housing design relates to the fundamental design elements of a dwelling, and means designing homes to meet the changing needs of occupants across their lifetime and enhancing quality of life.

Universal housing design incorporates elements more related to single dwelling houses and includes:

- A safe and continuous path of travel from street/parking to dwelling entry;
- At least one level entrance into the dwelling;
- Internal doors and corridors that facilitate unimpeded movement; and
- An accessible toilet on the entry level.

Although not mandated under this DCP, the Council acknowledges the social and economic benefits of universal housing design and supports the objective for all new homes to meet Livable Housing Design standards by 2020.



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The Livable Housing Design standards are a set of voluntary performance standards developed to create safer homes that are capable of adapting to the changing needs of occupants across their lifetime. For new dwelling houses, semi-detached dwellings and attached dwellings (Class 1a) and new residential flat buildings (Class 2) considerations should be given to the standards outlined in the Livable Housing Design Guidelines.

*Documents which provide relevant principles and guidance for Universal Housing Design include:*

*National Dialogue on Universal Housing Design – ‘Strategic Plan’ July 2010*

*National Dialogue on Universal Housing Design – ‘Livable Housing Design Guidelines’ 2010*

*Australian Standards AS1428 – ‘Design for Access and Mobility’*

*Australian Standards AS2890.6 - ‘Parking Facilities – off street car parking’*

*Disability (Access to Premises – Buildings) Standards Guidelines 2009*

*Livable Housing Australia - ‘Livable Housing Design Guidelines’ 2012*

### 2.5.8 Car parking

**C8** Car parking for people with a disability must be provided in the manner described in Table 1 in Section 2.5.10.

**NB** *Section 2.10 (Parking) of this DCP contains detailed information on number and design of parking spaces for all types of land uses.*

### 2.5.9 Statement of consistency

Table 1, Section 2.5.10 refers to a statement of consistency with this section of the DCP to be submitted with a development application.

**C9** A statement of consistency must be included with the Statement of Environmental Effects for a development application that is required to provide access for persons with a disability in accordance with Table 1.

**C10** The statement of consistency must identify consistency with the requirements of the controls of Section 2.5 and Table 1 in Section 2.5.10.

### 2.5.10 Minimum access requirements table

**C11** All new development must comply with the applicable minimum access requirements in Table 1.

**NB** *In conjunction with the minimum access requirements specified below in Table 1, applicants must also ensure that a development application complies with the access provisions of the BCA when preparing any development application.*

**NB** *Council may adopt a flexible approach for any development application which relates to change of use of an existing building with minimal building works. Section 2.5.4.2 details the circumstances where a statement of unjustifiable hardship may be acceptable.*



Table 1: Minimum access requirement table

Development types	Statement of Consistency	Adaptable housing	General access requirements	Accessible parking
Attached dwellings, dwelling houses, secondary dwellings and semi-detached dwellings. (Class 1a and 10a of the BCA)	Nil	Nil	Nil	Nil
Residential flat buildings (RFB), conversion of non residential buildings into RFBs, shop top housing, multi dwelling housing and live/work buildings.  (Mainly Class 2 of the BCA, with mixtures of classes for those including commercial and industrial components)	Statement of consistency with this section of the DCP submitted with application.	In developments containing five or more dwellings, a minimum of one adaptable dwelling, designed in accordance with relevant Australian Standards must be provided for every five dwellings or part thereof.  <i>AS4299 provides relevant standards for adaptable dwellings.</i>	Appropriate access for all persons through the principal entrance of a building and access to any common facilities.  <i>BCA and AS1428.2 provides relevant standards for access and CAPT.</i>	One accessible parking space for every adaptable dwelling designed in accordance with Australian Standards.  One accessible visitor's parking space for every four accessible parking spaces or part thereof, designed in accordance with relevant Australian Standards, must be provided.  <i>AS2890 Part 1 provides relevant standards for accessible parking spaces.</i>
Hotels, motels and boarding houses containing five or more guests'/tenants' rooms.  (Mainly either Class 1b or 3 of the BCA)	Statement of consistency with this section of the DCP submitted with application.	One accessible bedroom per five guests' rooms/one accessible boarding room per 5 boarding rooms or part thereof. All common facilities within the room where an accessible bedroom is located must also be accessible.  <i>For proposals to change the use of existing premises that do not involve</i>	Access for all persons through the principal entrance and access to any common laundry, kitchen, sanitary or other common facilities in accordance with relevant Australian Standards.  <i>AS1428.2 provides relevant standards for general access.</i>	One accessible parking space per 10 guests' rooms/10 boarding rooms must be provided, in accordance with relevant Australian Standards.  <i>AS2890 Part 1 provides relevant standards for accessible parking.</i>

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Development types	Statement of Consistency	Adaptable housing	General access requirements	Accessible parking
<p>Hostels and backpackers' accommodation containing five or more guests' beds.</p> <p><i>(Mainly either Class 1b or 3 of the BCA)</i></p>	<p>Statement of consistency with this section of the DCP submitted with application.</p>	<p>One accessible bed per five guests' beds or part thereof. All common facilities within the room where an accessible bed is located must also be accessible.</p> <p><b>NB</b> <i>Appropriate access must be available to and within the bedroom to which each accessible bed is located.</i></p>	<p>Access for all persons through the principal entrance and access to any common laundry, kitchen, sanitary or other common facilities in accordance with relevant Australian Standards.</p> <p><b>AS1428.2 provides relevant standards for general access.</b></p>	<p>One accessible parking space per 10 beds must be provided, in accordance with relevant Australian Standards.</p> <p><b>AS2890 Part 1 provides relevant standards for accessible parking.</b></p>
<p>Commercial and industrial developments (including office premises, business premises, retail premises, industry and warehouses).</p> <p><i>(Generally Classes 5 to 8 of the BCA)</i></p> <p><b>NB</b> <i>For proposals to change the use of existing premises that do not involve building alterations, the applicant has the option to lodge a case for unjustifiable hardship. Refer to Section 2.5.4.2 for details.</i></p>	<p>Statement of consistency with this section of the DCP submitted with application.</p>	<p>Nil</p>	<p>Appropriate access to and within all areas normally used by the occupants, designed in accordance with the BCA and relevant Australian Standards.</p> <p><b>AS1428.2 and AS1735 provide standards for lifts, escalators and moving walkways.</b></p> <p>General access for all persons to appropriate sanitary facilities and other common facilities including kitchens, lunch room, shower facilities, indoor and outdoor recreational facilities.</p>	<p>In a car parking area containing 10 or more spaces, one accessible space, designed in accordance with relevant Australian Standards, must be provided for every 10 parking spaces or part thereof.</p> <p><b>AS2890 provides standard for accessible parking spaces.</b></p> <p><b>NB</b> <i>Section 2.10 (Parking) of this DCP provides numerical requirements for parking spaces.</i></p>



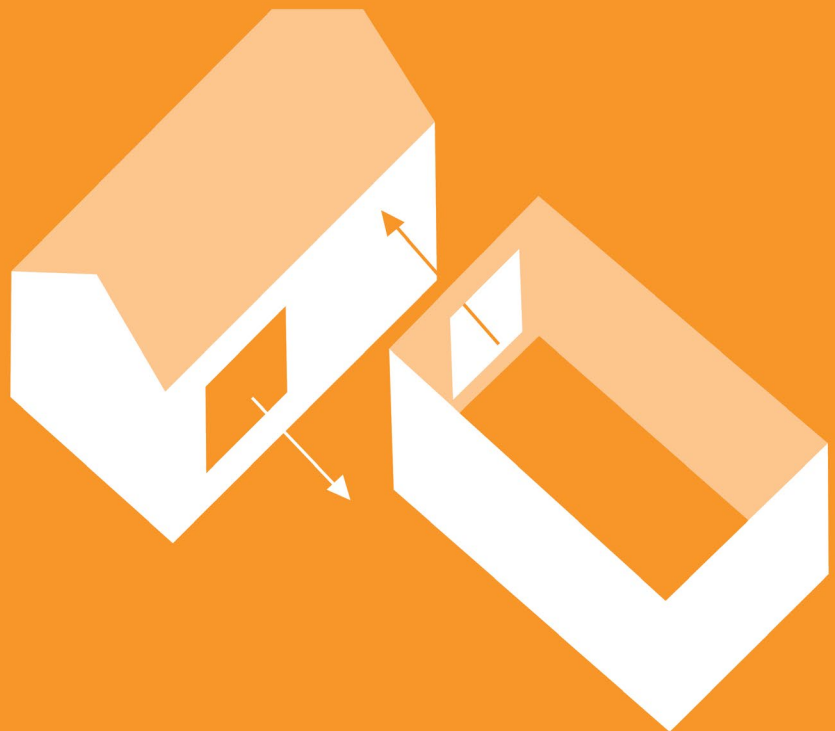
Development types	Statement of Consistency	Adaptable housing	General access requirements	Accessible parking
<p>Child care centres, educational establishments, entertainment facilities, function centres, hospitals, places of public worship and public administration buildings.</p> <p>(Class 9 of the BCA)</p>	<p>Statement of consistency with this section of the DCP submitted with application.</p>	<p>Nil</p>	<p>Access for all persons through the principal entrance and access to appropriate sanitary facilities in accordance with the BCA and relevant Australian Standards.</p> <p><b>NB</b> <i>The Premises Standards requires that all Class 9a and some Class 9b (schools and early childhood centres) to be accessible to and within all areas normally used by the occupants. Specific technical access requirements are specified in the Premises Standards for Class 9b (assembly buildings not being a school or early childhood centre), and Class 9c buildings.</i></p> <p><b>AS1428.2 provides standards for access.</b></p> <p>The following matters (where applicable) must be addressed:</p> <ul style="list-style-type: none"> <li>• Continuous accessible path of travel (CAPT);</li> <li>• Accessible seating arrangements;</li> <li>• Comparable sight lines;</li> <li>• Gradient of floor surface;</li> <li>• Measures for people with hearing impairments;</li> <li>• Appropriate sanitary facilities;</li> <li>• Accessible public telephones; and</li> <li>• Accessible automatic teller machines (ATMs).</li> </ul>	<p>In a car parking area containing 10 or more spaces, one accessible space, designed in accordance with relevant Australian Standards, must be provided for every 10 parking spaces or part thereof.</p> <p><b>AS2890 Part 1 provides standard for accessible parking spaces.</b></p> <p><b>NB</b> <i>Section 2.10 (Parking) of this DCP provides numerical requirements for parking spaces.</i></p>

## PART 2: GENERIC PROVISIONS

Development types	Statement of Consistency	Adaptable housing	General access requirements	Accessible parking
Aquatic centres and public swimming pools <i>(Class 10b of the BCA for swimming pools not located within an enclosure or building; Class 9b of the BCA for swimming pools located within an enclosure or building).</i>	Statement of consistency with this section of the DCP submitted with application.	Nil	<p>Access for all persons through the principal entrance and access to appropriate sanitary facilities in accordance with the BCA and relevant Australian Standards.</p> <p><i>AS1428.2 provides standards for access.</i></p> <p>The following issues (where applicable) must be addressed:</p> <ul style="list-style-type: none"> <li>• CAPT;</li> <li>• Accessible public telephones;</li> <li>• Safe, equitable and dignified access into and out of any swimming pool;</li> <li>• Appropriate ramps and handrails; and</li> <li>• A mechanical or hand operated hoist to assist people in and out of a pool.</li> </ul>	<p>In a car parking area containing 10 or more spaces, one accessible space, designed in accordance with relevant Australian Standards, must be provided for every 10 parking spaces or part thereof.</p> <p><i>AS2890 Part 1 provides standard for accessible parking spaces.</i></p> <p><b>NB</b> Section 2.10 (Parking) of this DCP provides numerical requirements for parking spaces.</p>
Public open space and facilities	Statement of consistency with this section of the DCP submitted with application.	Nil	<p>Access for all persons through the principal entrance and access to appropriate sanitary facilities in accordance with the BCA and relevant Australian Standards.</p> <p><i>AS1428.2 provides standards for access.</i></p> <p>The following issues (where applicable) must be addressed:</p> <ul style="list-style-type: none"> <li>• CAPT;</li> <li>• Appropriate sanitary facilities;</li> <li>• Seating design in communal areas; and</li> <li>• Location and design for an accessible public telephone.</li> </ul>	<p>In a car parking area containing 10 or more spaces, one accessible space, designed in accordance with relevant Australian Standards, must be provided for every 10 parking spaces or part thereof.</p> <p><i>AS2890 Part 1 provides standard for accessible parking spaces.</i></p> <p><b>NB</b> Section 2.10 (Parking) provides numerical requirements for parking spaces.</p>

# 2.6

## GENERIC PROVISIONS ACOUSTIC AND VISUAL PRIVACY







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## Part 2 Generic Provisions

### 2.6 Acoustic and Visual Privacy

Privacy refers to both visual and acoustic privacy. Well-designed development can readily avoid most sources of conflict between neighbours over noise and privacy problems.

Complete protection of privacy in a densely built up environment such as the Inner West Local Government Area is not always possible. Standards of privacy need to be balanced against the need for urban consolidation and the need to maintain a reasonable level of privacy to adjoining premises.

This section addresses the components involved in building design as they relate to the maintenance of visual and acoustic privacy. Emphasis is placed on the design, location and screening of windows, balconies and decks.

This section also addresses acoustic amenity issues between different types of land uses. Council needs to consider the impacts of new developments on the amenity of other land users, particularly on residential and other sensitive land uses.

#### 2.6.1 Objectives

- 01** To ensure new development and alterations and additions to existing buildings provide adequate visual and acoustic privacy for the residents and users of surrounding buildings.
- 02** To design and orientate new residential development and alterations and additions to existing residential buildings in such a way to ensure adequate acoustic and visual privacy for occupants.
- 03** To ensure new development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration.

#### 2.6.2 Aircraft Noise

The ANEF is the prediction for noise from *Sydney Airport's Master Plan 2039*. It is a noise index which takes into account the loudness, noise frequencies, whether it is day or night and how many aircraft fly over each area.

The 2039 ANEF contours over the land where this DCP applies are shown in Figure 1.

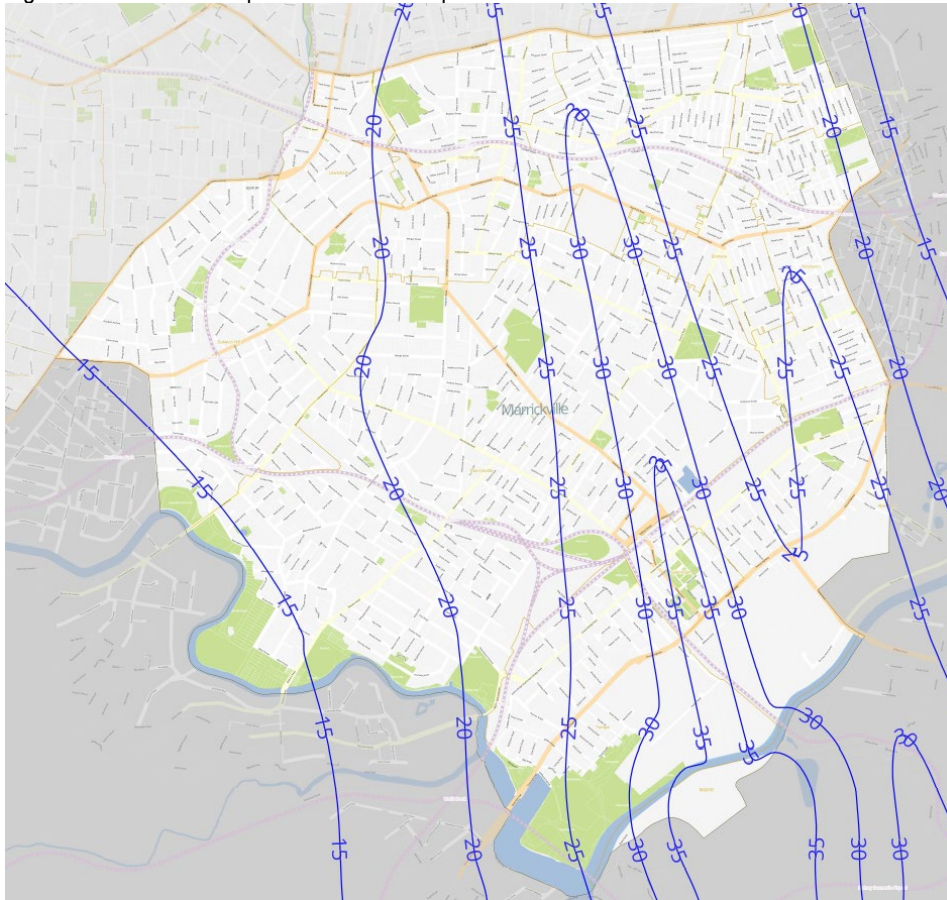
*Australian Standard AS 2021 Acoustics – aircraft noise intrusion – building, siting and construction provides standards for noise attenuation of buildings located within an ANEF affected area.*

#### 2.6.3 Controls

- C1** Aircraft noise
  - i. New development on land within an ANEF affected area must be designed and constructed in accordance with the relevant Australian Standard and other guidelines issued by relevant agencies and authorities; and

- ii. The introduction of acoustic measures to reduce aircraft noise must not unacceptably detract from the streetscape value of individual buildings.

Figure 1: ANEF 2039 map – the solid lines represent noise contour levels



### C2 General acoustic privacy

- i. New dwellings close to high noise sources such as busy roads, rail lines and industry must be designed to locate habitable rooms and private open spaces away from noise sources or protect those areas with appropriate noise shielding devices. Development for the purpose of child care centres, educational establishments, hospitals, places of public worship and residential accommodation close to busy roads and rail lines must also comply with the relevant Australian Standards and State Environmental Planning Policies (SEPPs);

*Refer to Australian Standard AS 3671 Roads traffic noise intrusion, Australian Standard AS 2107- Acoustics – recommended design sound levels and reverberation times for building interiors and requirements under State Environmental Planning Policy (Infrastructure) 2007 SEPP (Infrastructure SEPP).*

*AS 3671 sets out guidelines to determine the acceptability of indoor and outdoor spaces for specific activities in the presence of road traffic noise, and the extent of noise reduction or type of construction that might be needed to make such spaces acceptable. It also sets out guidelines to determine the acoustical adequacy of existing buildings near routes carrying more than 2,000 vehicles per day.*



*AS 2107 recommends design sound levels and reverberation times for different areas of occupancy in various categories of buildings. It also specifies methods of measuring the ambient sound level reverberation time. This Standard is intended for use in assessing the acoustic performance of buildings and building services. It does not apply to the evaluation of occupancy noise.*

- ii. Decks, balconies and verandas alongside boundaries and noisy walking surfaces or elevated side passages must be avoided where they face a residential building; and
- iii. Recreational facilities such as swimming pools and barbecue areas must be located away from the bedroom areas of adjoining dwellings.

### **C3** Visual privacy

- i. Private open spaces of new residential development must be located and designed to offer a reasonable level of privacy for their users;
- ii. Elevated external decks for dwelling houses must generally be less than 10m<sup>2</sup> in area and have a depth not greater than 1.5 metres so as to minimise privacy and noise impacts to surrounding dwellings;
- iii. First floor windows and balconies of a building that adjoins a residential property must be located so as to face the front or rear of the building;
- iv. Where it is impractical to locate windows other than facing an adjoining residential building, the windows must be offset to avoid a direct view of windows in adjacent buildings;
- v. Where the visual privacy of adjacent residential properties is likely to be significantly affected from windows or balconies (by way of overlooking into the windows of habitable areas and private open spaces), one or more of the following measures must be applied:
  - a. Fixed screens of a reasonable density (minimum 75% block out) to a minimum height of 1.6 metres from finished floor level must be fitted to balconies in a position suitable to alleviate loss of privacy;
  - b. Windows must have minimum sill height of 1.6 metres above finished floor level or fixed opaque glazing to any part of a window less than 1.6 metres above finished floor level; and
  - c. Screen planting or planter boxes in appropriate positions may supplement the above two provisions in maintaining privacy of adjoining premises.

**NB** *Screen planting or planter boxes can be used as supplementary to a privacy screen but not as standalone privacy measure.*

**NB** *The applicant can propose other innovative solutions to ensure privacy, provided they satisfy the objectives of this section and where such measures do not distract from the streetscape or architectural integrity of the building.*

### **C4** Air-conditioning

- i. Air-conditioning units must be appropriately soundproofed from any habitable room of an adjoining property;
- ii. Where an air-conditioning unit cannot be located within a building, it must be concealed in a structure that has been designed or

located to minimise any visual impacts and reduce noise to a level acceptable when heard from any habitable room of an adjoining/adjacent dwelling; and

- iii. Where an air-conditioning unit cannot be located in a building or concealed in a structure, it must be located in the rear wall of the building and be a minimum of 3 metres from any boundary of the property.

*Air-conditioning units must be installed to comply with the Protection of the Environment Operations Act 1997 and Protection of the Environment Operations (Noise Control) Regulation 2000.*

*The air-conditioner, associated plant and ancillary fittings must not give rise to "offensive noise" as defined under the provision of the Protection of the Environment Operations Act 1997.*

**NB** *Air-conditioning systems must not be located on balconies or areas of high visibility unless applicants can demonstrate they will not have an adverse impact on the streetscape or adjoining properties.*

### **C5** Impacts of rail noise or vibration

- i. Development in or adjacent to a rail corridor must consider the impacts of associated rail noise or vibration on the structure and users of the development; and
- ii. Where development is for the purpose of a residential accommodation, a place of public worship, a hospital, an educational establishment or a child care centre a statement of consistency with the relevant SEPP must be submitted with the development application.

*Division 15, Subdivision 2 of Infrastructure SEPP provides relevant standards and controls for development in and around rail corridors.*

### **C6** Impacts of road noise or vibration

- i. Development in or adjacent to the road corridor of a freeway, a toll way, a transit way or any other road with an annual average daily traffic volume of more than 40,000 vehicles must consider the associated road noise or vibration on the structure and users of the development.
- ii. Where development is for the purpose of a residential accommodation, a place of public worship, a hospital, an educational establishment or a child care centre it must comply with the development guidelines of the relevant SEPP.

*Division 17, Subdivision 2 of Infrastructure SEPP provides relevant standards and controls for development in and around road corridors.*

### **C7** Noise impacts of commercial and industrial development on residential amenity

- i. All development must comply with the relevant noise control guidelines.
- ii. Where sites adjoin a residential area or are located within a mixed use building, Council will consider the potential noise generation of any proposed activities including the use of equipment or



machinery, the use of amplified music/noise on the site and proposed hours of operation.

- iii. Where industrial sites adjoin a residential area, the number of hours and times at which mechanical plant and equipment is used should be limited in conjunction with sound proofing measures.
- iv. New industrial development must be designed so that noise producing activity is remote from the interface boundary.
- v. Industrial sites with a road frontage to residential areas should locate any new offices to the residential areas with restricted access points onto the residential fronted road. Similarly, the warehouse/factory functions of the new development must be located away from residential areas.
- vi. Other sources of noise such as garbage collection, deliveries, ventilation systems, parking areas and air-conditioning plants are to be sited away from adjoining properties, where practicable, and be screened by walls or other acoustic treatment if necessary.
- vii. Where significant amounts of traffic are likely to be generated which could affect residential areas or residential zoned land, schedules of vehicle movements and their routes must be provided and may be regulated in any conditions of consent.
- viii. All applications for noise generating uses adjacent to or located in a building containing a residential use must be accompanied by documentation from a qualified acoustic engineer certifying that the acoustic standards can be met.

*The NSW Government has set standards in relation to acceptable noise levels for all operations and land uses through the Environment Protection Authority's Environmental Noise Control Manual. Those standards apply in all cases.*

**NB** Refer to Part 6.2 (Industrial/Residential Interface) of this DCP for additional relevant controls relating to industrial development in proximity to residential and other sensitive land uses.

**NB** Refer to Part 5.2 (Commercial/Light Industrial/Residential Interface) of this DCP for additional relevant controls relating to commercial and light industrial uses in close proximity to residential and the sensitive land uses.

## 2.6.4 The National Airports Safeguarding Framework

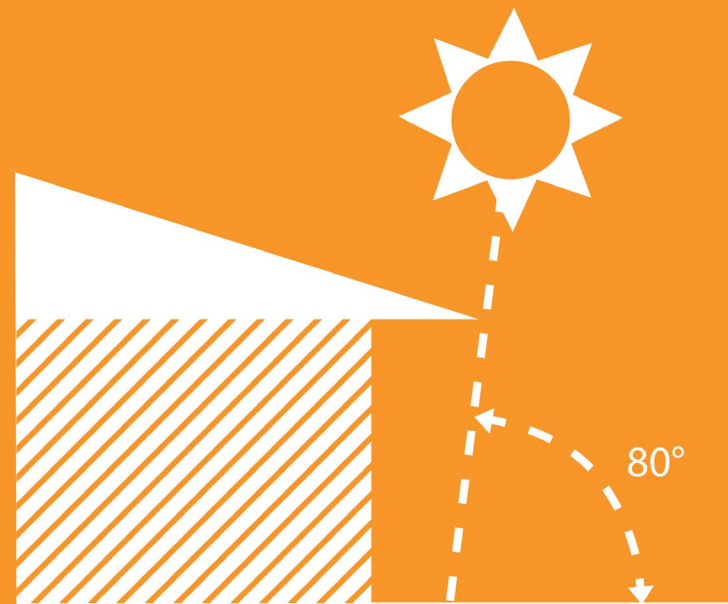
The Australian Government has developed the National Airports Safeguarding Framework which provides a number of guidelines for development near airports including measures for managing impacts of aircraft noise. Other guidelines include building generated wind shear and turbulence, wildlife strikes, risks associated with wind turbine farms, lighting in the vicinity of airports and intrusions into the protected space of airports.

*For information on the National Airports Safeguarding Framework visit [www.infrastructure.gov.au/aviation/environmental/nasf/index.aspx](http://www.infrastructure.gov.au/aviation/environmental/nasf/index.aspx)*



# 2.7

## GENERIC PROVISIONS SOLAR ACCESS AND OVERSHADOWING









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## Part 2 Generic Provisions

### 2.7 Solar Access and Overshadowing

Retaining direct solar access and avoiding detrimental overshadowing of internal and external spaces are significant concerns for residents where building work is proposed on adjoining or nearby sites. Similarly, the protection of solar rights for the purposes of hot water heating, energy generation using photo-voltaic (PV) panels and passive internal space heating is also a concern.

The solar access of a property refers to its potential to receive adequate sunlight so certain areas of a dwelling can catch the sun's energy. A property with good solar access enjoys adequate sunlight for principal living areas with north facing windows to receive sufficient sunlight to provide thermal comfort; can locate a clothes line in a sunny outdoor position; and can efficiently use a solar hot water system. In addition, solar access is important for landscaped areas and the usability of a private open space.

#### 2.7.1 Objectives

- 01** To promote energy efficiency in the design, construction and use of buildings.
- 02** To encourage the use of passive solar design.
- 03** To protect solar access enjoyed by neighbours.
- 04** To ensure PV panels and solar hot water systems are located and placed to receive maximum exposure to sunlight.

#### 2.7.2 Shadow diagrams

A shadow diagram is a scaled drawing that shows the extent of shadows resulting from existing and proposed building works.

Shadow diagrams are generally required for all new development or the extension to existing buildings where the proposed works will cause additional overshadowing on nearby properties.

**NB** *Direct solar access does not encompass ambient light access.*

- C1** Shadow diagrams must show the effect in plan and elevation view of existing and proposed overshadowing for June 21 at hourly intervals between 9.00am and 3.00pm. Shadow diagrams at only 9.00am, 12.00 noon and 3.00pm may be acceptable where it can be clearly demonstrated that any shadowing of a window, landscaped area or private open space of an adjoining building will receive solar access in accordance with Council requirements. The shadow diagrams must:
  - i. Be drawn to an appropriate scale (generally 1:100 or 1:200);
  - ii. Use different colours or style to clearly differentiate between existing and proposed shadows;
  - iii. Indicate the outline of neighbouring buildings impacted by existing and/or proposed shadowing, including the location of any windows, skylights, private open spaces, clothes drying areas, PV panels and/or solar hot water systems;

- iv. Specify the use of the rooms that have windows or skylights that are impacted by the existing or proposed shadowing; and
- v. Indicate and use the true north point (not magnetic north).

### 2.7.3 Solar access for surrounding buildings

- C2** Direct solar access to windows of principal living areas and principal areas of open space of nearby residential accommodation must:
- i. Not be reduced to less than two hours between 9.00am and 3.00pm on 21 June; or
  - ii. Where less than two hours of sunlight is currently available on 21 June, solar access should not be further reduced. However, if the development proposal results in a further decrease in sunlight available on 21 June, Council will consider:
    - a. The development potential of the site;
    - b. The particular circumstances of the neighbouring site(s), for example, the proximity of any residential accommodation to the boundary, the resultant proximity of windows to the boundary, and whether this makes compliance difficult;
    - c. Any exceptional circumstances of the subject site such as heritage, built form or topography; and
    - d. Whether the sunlight available in March to September is significantly reduced, such that it impacts upon the functioning of principal living areas and the principal areas of open space. To ensure compliance with this control, separate shadow diagrams for the March/September period must be submitted in accordance with the requirements of C1;

Where less than two hours of sunlight is currently available on 21 June and the proposal is not reducing it any further, Council will still consider the merits of the case having regard to the above criteria described in points a to d.

- C3** Where adjoining sites include non-residential uses like commercial, industrial and other public/community buildings, Council will consider the merits of the case having regard to the use of those parts of such buildings that are impacted by any additional overshadowing.

- C4** Council will also consider the overshadowing impacts of a proposal upon a window which provides ambient light to a principal living area within a neighbouring dwelling where that window results in the only source of light to that room.

<b>Window</b>	<i>Includes a roof skylight, glass panel, glass brick, glass louvre, glazed sash, glazed door, translucent sheeting or other device which transmits natural light directly from outside a building to the room concerned.</i>
<b>Principal Living Area</b>	<i>Means rooms with a high level of use including a lounge room, living room, dining room, kitchen, but not including bedrooms and non habitable rooms such as laundries and bathrooms.</i>
<b>Principal Open Space</b>	<i>Means that portion of level open space utilised by, or most likely to be utilised by, occupants for rest</i>



and recreation. **NB** For the assessment of overshadowing impacts, if this area is not readily identifiable, an area adjacent to the dwelling with a minimum width of 3 metres, will be used for assessment purposes.

## 2.7.4 Solar access for PV panels and solar hot water system

- C5** PV panels and solar hot water systems must be placed on areas of a building where there is minimal or no adverse impacts on the streetscape or architectural integrity of the host building and where there is minimal or no overshadowing.
- C6** The best location for a PV panel or solar hot water system must be determined through a site and context analysis taking into account the following:

**NB** Section 2.3 (Site and Context Analysis) of this DCP provides detailed objectives and controls on carrying out a site and context analysis.

- i. Features of the site or of the proposed development on which the PV panels or hot water system will be placed (for example shadows within the site from trees or any architectural features of the proposed building);
- ii. Features of the adjoining site and developments that may impact on the placement of the PV panels or solar hot water system; and
- iii. The maximum building envelope permitted on an adjoining property, where the adjoining property has not been developed to the maximum extent permissible under planning or zoning provisions.

**NB** The presence of PV panels or solar hot water systems on a site and the potential that they may be overshadowed when an adjoining site is redeveloped in accordance with applicable development controls must not be used as grounds for objection to restrict development of an adjoining site where the extent of that development could have been anticipated at the site and context analysis stage.

- C7** PV panels and solar hot water systems must receive a minimum four hours of direct sunlight between 9.00am and 3.00pm during midwinter.

## 2.7.5 Solar access for new development

### 2.7.5.1 Attached dwellings, dwelling houses, semi-attached dwellings and secondary dwellings

- C8** Where site orientation permits, new buildings and additions must be sited and designed to maximise direct solar access to north-facing living areas and outdoor recreation areas such that:
- i. At least one habitable room (other than a bedroom) must have a window having an area not less than 15% of the floor area of the room, positioned within 30 degrees east and 20 degrees west of true north and allow for direct sunlight for at least two hours over a

minimum of 50% of the glazed surface between 9.00am and 3.00pm on 21 June.

- ii. Private open space receives a minimum two hours of direct sunlight over 50% of its finished surface between 9.00am and 3.00pm on 21 June.

### 2.7.5.2 *Other forms of residential accommodation*

- C9** At least 65% of dwellings within multi dwelling housing, group homes, residential flat buildings, the residential components of mixed use buildings or seniors' housing must provide living area windows positioned within 30 degrees east and 20 degrees west of true north and allow for direct sunlight for at least two hours over a minimum of 50% of the glazed surface between 9.00am and 3.00pm on 21 June.
- C10** Communal landscaped areas within a multi dwelling housing, group homes, residential flat buildings, the residential components of a mixed use building or seniors' housing must receive a minimum of two hours of direct sunlight over 50% of its finished surface between 9.00am and 3.00pm on 21 June.
- C11** At least 65% of habitable rooms within a boarding house, a hostel or a residential care facility must provide a window positioned within 30 degrees east and 20 degrees west of true north and allow for direct sunlight over minimum 50% of the glazed surface for at least two hours between 9.00am and 3.00pm on 21 June.
- C12** Communal open space within a boarding house, a hostel or a residential care facility must receive a minimum two hours of direct sunlight over 50% of its finished surface between 9.00am and 3.00pm on 21 June.

*The Land and Environment Court issued the following planning principle on solar access:*

*Where guidelines dealing with the hours of sunlight on a window or open space leave open the question what proportion of the window or open space should be in sunlight, and whether the sunlight should be measured at floor, table or a standing person's eye level, assessment of the adequacy of solar access should be undertaken with the following principles in mind, where relevant:*

*The ease with which sunlight access can be protected is inversely proportional to the density of development. At low densities, there is a reasonable expectation that a dwelling and some of its open space will retain its existing sunlight. (However, even at low densities there are sites and buildings that are highly vulnerable to being overshadowed.) At higher densities sunlight is harder to protect and the claim to retain it is not as strong.*

*The amount of sunlight lost should be taken into account, as well as the amount of sunlight retained.*

*Overshadowing arising out of poor design is not acceptable, even if it satisfies numerical guidelines. The poor quality of a proposal's design may be demonstrated by a more sensitive design that achieves the same amenity without substantial additional cost, while reducing the impact on neighbours.*

*For a window, door or glass wall to be assessed as being in sunlight, regard should be had not only to the proportion of the glazed area in sunlight but also to the size of the glazed area itself. Strict mathematical formulae are not always an*



*appropriate measure of solar amenity. For larger glazed areas, adequate solar amenity in the built space behind may be achieved by the sun falling on comparatively modest portions of the glazed area.*

*For private open space to be assessed as receiving adequate sunlight, regard should be had of the size of the open space and the amount of it receiving sunlight. Self-evidently, the smaller the open space, the greater the proportion of it requiring sunlight for it to have adequate solar amenity. A useable strip adjoining the living area in sunlight usually provides better solar amenity, depending on the size of the space. The amount of sunlight on private open space should ordinarily be measured at ground level but regard should be had to the size of the space as, in a smaller private open space, sunlight falling on seated residents may be adequate.*

*Overshadowing by fences, roof overhangs and changes in level should be taken into consideration. Overshadowing by vegetation should be ignored, except that vegetation may be taken into account in a qualitative way, in particular dense hedges that appear like a solid fence.*

*In areas undergoing change, the impact on what is likely to be built on adjoining sites should be considered as well as the existing development.*

### **2.7.5.3      *Commercial, industrial and other development***

**C13**      New buildings and additions must be sited and designed to maximise direct solar access to reduce reliance on artificial lighting and heating.

**NB**      *Applications for commercial, industrial and other development must demonstrate compliance with the above control, for example, through solar access diagrams.*

# 2.8

## GENERIC PROVISIONS SOCIAL IMPACT ASSESSMENT









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## Part 2 Generic Provisions

### 2.8 Social Impact Assessment

A social impact assessment (SIA) aims to predict the positive or negative impact that development or land use change may have on people's way of life, their culture, or their community. The SIA process also encourages applicants to mitigate, minimise or resolve any negative outcome of development and enhance public benefit, which in turn will better inform decision making within Council.

Considering social issues and addressing social impacts in its decision making enables Council to address the *Our Inner West 2036* vision of:

- Maintaining and building upon those elements of the community that are valued, in order to keep the Inner West LGA a great place to live in 2036 and beyond; and
- Supporting and promoting the community's wellbeing and harmony, cultural diversity and inclusiveness.

Council is committed to the SIA process as a means of considering social issues more comprehensively and consistently in planning and decision making. Demand for a greater focus on social impacts has been driven through:

- A changing demographic profile and pressures from inner-urban life and proximity to the Sydney CBD;
- Increasing awareness of planning authorities to apply social criteria in making decisions about development and land use;
- An increased emphasis by Council and the community on sustainability; and
- An increased emphasis on creating a cohesive, connected, caring, safe and equitable community.

#### 2.8.1 Principles and definitions

A SIA assesses the social consequences of development proposals, plans, policies and projects. The SIA process involves analysing, monitoring and managing social consequences, both positive and negative, and any social change processes caused by them. An effective SIA will:

- Support socially sustainable development and decision making, contributing to the determination of best policy or development alternatives;
- Be informed by relevant policy and legislation and integrate policy priorities (such as affordable housing, equitable access to services, integrated community facilities or sustainable transport);
- Acknowledge the value of local communities by addressing the elements likely to impact on community wellbeing (those values differ between communities);
- Identify impacts that are directly related to the proposed development, and demonstrate the connection between the development and the likely impact;
- Demonstrate rigor and a social science base in presenting evidence; and
- Address how net social benefit can be enhanced through the proposal and how negative social outcomes can be lessened.

### 2.8.2 Levels of social impact assessment

There are two levels of SIA:

- Social impact comment; and
- Social impact statement.

A social impact comment (SIC) relates to projects unlikely to result in significant social impacts or of a scale that does not warrant a comprehensive analysis by an experienced practitioner. Generally, a SIC need only be undertaken by a qualified and experienced town planner and can form part of the Statement of Environmental Effects.

The social impact statement (SIS) is a comprehensive assessment typically required for large developments or developments where significant social impacts are anticipated. The SIS must be undertaken by someone with appropriate training and experience, particularly in using rigorous social science methodologies that are undertaken with public involvement.

A SIC or SIS is required with any development application for the land uses listed in Table 1, Section 2.8.5. Table 1 is not a definitive list. Council will use its discretion under the EP&A Act to request a SIC or SIS for any development application if Council believes a proposed development is likely to have a significant impact on the community.

### 2.8.3 Objectives

- 01** To ensure proposals are considered in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Inner West Local Environmental Plan 2022 (IWLEP 2022)* and policies.
- 02** To promote development activity that benefits the community without significant adverse social impact.
- 03** To ensure the community's needs are met in an equitable and inclusive way that enhances the area's environmental, social and economic qualities.
- 04** To ensure adequate community participation in any proposal that may impact them.
- 05** To assist with governance, economic, social and environmental accountability.
- 06** To provide guidance to the industry as to what developments require a SIA.

### 2.8.4 Contents of a SIA

#### 2.8.4.1 Social impact comment (SIC)

**NB** A Council guideline on the process and structure of a SIC is available, and any significant departure from this should be explained in the SIC.

- C1** A SIC must demonstrate:
  - i. Sufficient relevant information to identify the social impacts of the proposed development including:

- a. a description of both positive and negative impacts of development on the local community; and
- b. the significance and extent of the impacts;
- ii. Mitigation measures or strategies to address potential social impacts; and
- iii. How persons directly affected, such as neighbours and key stakeholders, have been consulted.

#### **2.8.4.2 Social impact statement (SIS)**

**NB** *There are a number of acceptable models to prepare a SIS and Council does not prescribe which one an applicant should use. However, a Council guideline on the process and structure of the SIS is available, and significant departure from the guideline should be explained in the SIS.*

- C2** A SIS must be undertaken by appropriately trained and qualified person using rigorous social science methodologies and with a high degree of public involvement.
- C3** The SIS must include evidence of qualifications and experience of the person(s) involved in its preparation.
- C4** The SIS must include a thoroughly researched baseline, must demonstrate that effective engagement has been undertaken with those individuals and groups affected, and must be robust and complete in addressing the impacts identified.
- C5** Consideration must be given to mitigation measures or strategies to address potential social impacts. Those measures must take the form of a management or mitigation plan that will form part of any approved development.

#### **2.8.5 Development requiring SIA**

Table 1 will help to determine whether a development requires a SIC or SIS. If unsure, contact Council for advice.

**NB** *Table 1 is a general guide only. It does not contain an exhaustive list to encompass every development type that may require a SIC or SIS.*

- C6** A SIC or SIS is required with any development application if, in the opinion of Council, a proposed development is likely to have a significant impact on the community.

Table 1 – Development requiring SIA

Development that requires a social impact comment (SIC)	
Land use	Criteria
Amusement centres	Any
Attached dwellings Multi dwelling housing Residential flat buildings Shop top housing Within mixed use developments	Between 20 and 50 dwellings
Boarding houses Seniors housing	Capacity for up to 19 residents
Child care centres	In a residential area with a capacity of 20 or more children
Community facilities Community premises	Any
Entertainment facilities Function centres	Capacity for 100 or more persons Capacity for 100 or more persons
Group homes (permanent and transitional) Hostels	Any
Places of public worship	Capacity for 200 or more persons
Recreation areas Recreation facilities	Capacity for 100 or more persons
Development that requires a social impact statement (SIS)	
Land use	Criteria
Attached dwellings Multi dwelling housing Residential flat buildings Shop top housing Within mixed use developments	More than 50 dwellings
Boarding houses Seniors housing	Capacity for 20 or more residents
Liquor license	Any premises where it is proposed to serve or sell liquor under the NSW Liquor Act 2007 (excluding a limited licence)
Pubs Registered clubs	New or extended premises And/or extension of trading hours
Retail premises	More than 3000m <sup>2</sup> new or additional gross floor area
Sex services premises Restricted premises	Any
Tourist and visitor accommodation <ul style="list-style-type: none"> <li>• Backpackers' accommodation</li> <li>• Hotel or motel accommodation</li> <li>• Serviced apartments</li> </ul>	Any

# 2.9

## GENERIC PROVISIONS COMMUNITY SAFETY









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## Part 2 Generic Provisions

### 2.9 Community Safety

Council is committed to providing a safe physical and social environment for the community. In recent years, the NSW Government has encouraged councils to ensure development proposals adequately address matters of community safety. To support this direction, councils and NSW Police have promoted the concept of Crime Prevention Through Environmental Design (CPTED) in reviewing both the safety aspects of existing spaces and in considering new development. CPTED involves designing buildings and spaces in a way that applies four principles: surveillance, access control, territorial reinforcement and space management. Those principles form the basis of this section.

In 2001, the NSW Government released *Crime Prevention and the Assessment of Development Applications: Guidelines* under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Guidelines established two steps which councils must undertake in the assessment of development applications:

1. Assessing all applications against basic CPTED design principles; and
2. Undertaking a crime risk assessment for specifically identified development types.

This section of the DCP sets out detailed objectives and controls for CPTED against which Council will assess all developments. In addition, this section stipulates the development types that will be subject to a formal crime risk assessment process under Section 2.9.5.

#### 2.9.1 Objectives

- 01** To contribute to the safety of the public domain and optimise the use of public spaces and facilities by the community, through the creation of a physical environment that encourages a feeling of safety.
- 02** To ensure all development applications are assessed against the four core CPTED principles to enhance community safety.
- 03** To promote the design of private and public spaces which contribute to community safety, including all developments carried out by Council, other levels of government and public agencies.
- 04** To orientate buildings to maximise surveillance from the street to the building, from the building to the street and between buildings.
- 05** To ensure individual dwelling entries in multi dwelling housing, and the main building entry in other forms of residential buildings, are clearly visible from the street frontage or other vantage point offering natural surveillance to enhance the safety and security of building users.
- 06** To ensure communal areas in a development are well defined and have a reasonable level of surveillance of such spaces (for example, car parks and communal open space).
- 07** To encourage development which adjoins laneways, alleyways, parks and open spaces or other public areas to contribute to the safety of those areas by maximising opportunities for surveillance.

- O8** To encourage the use of external lighting to improve the safety and security of property by increasing opportunities for casual surveillance and deterring illegal access.
- O9** To minimise unintended or unauthorised access to any premises by the appropriate design and location of built and natural elements.
- O10** To reduce opportunities for unauthorised access to buildings by the use of appropriate security devices.
- O11** To provide clear numbering to buildings to prevent unintended access and to assist persons (including emergency personnel) trying to find the building.
- O12** To avoid blind or sharp corners along pathways or in stairwells, hallways and car parks as this inhibits surveillance.

### 2.9.2 Crime Prevention Through Environmental Design (CPTED)

The purpose of CPTED is to design, manage or manipulate the environment to reduce the opportunity for crime to be committed. As well as reducing opportunities for crime against property, this informally extends beyond a house and into the adjoining public space.

Generally, criminals are less likely to commit a crime when there is:

1. A greater risk of being seen, challenged or caught;
2. A greater effort required; and
3. A lesser actual or perceived reward.

The built environment can be designed, managed or manipulated to ensure:

1. There is more chance of being seen, challenged or caught;
2. Greater effort is required; and
3. The actual or perceived rewards are less.

### 2.9.3 CPTED principles

#### 2.9.3.1 Surveillance

This principle asserts that the attractiveness of crime can be reduced by providing opportunities for effective surveillance, both natural and technical. Strong surveillance means people can see what others are doing and would-be offenders are often deterred. Effective surveillance can be achieved by various design initiatives:

1. Siting buildings and structures to face the street, other buildings (without causing privacy issues) and communal and public areas (such as car parks, pedestrian access ways, playgrounds, swimming pools or gardens);
2. Appropriately designing entrances to ensure that they are visible from the street;
3. Avoiding or eliminating blind corners in areas where movement is predicted (on stairs, in corridors or along pathways);
4. Using appropriate lighting (in accordance with relevant Australian Standards) to enable people to see, and be seen, whilst avoiding amenity impacts upon neighbouring properties;



5. Carrying out suitable site landscaping (where appropriate to the context) without obscuring sight lines or providing opportunities for the concealment of intruders;
6. Ensuring shopfronts allow an outlook to the public domain and have a positive streetscape appearance by avoiding the use of roller shutters or other solid shutters; and
7. Ensuring the appropriate location of public facilities associated with developments such as automatic teller machines (ATMs), telephones, bicycle storage and the like by locating those facilities in areas of high use and incorporating security features into their design.

<p>Surveillance from windows over vehicle routes, in an industrial complex.</p>	<p>To maximise surveillance and minimise the creation of hiding places, landscaping along pedestrian pathways, car parks and play areas should be limited in height.</p>

### 2.9.3.2 Access control

Access control uses physical and symbolic barriers to attract, channel or restrict the movement of people in order to make it clear where people are permitted to go or not go. Barriers minimise opportunities for crime and increase the effort required to commit crime. Conversely, illegible boundary markers and confusing spatial definition make it easy for criminals to access restricted areas.

Effective access control can be achieved by various design initiatives including:

1. Providing clearly visible access to and egress from car parks, together with adequate directions to lift wells, stairwells and other facilities;
2. Minimising unintended access by intruders to a building or a neighbouring property through the careful placement of built and natural elements like carports, fences and proposed trees;
3. Effectively using fencing or other means to delineate private and public areas without obstructing sightlines by high opaque barriers; and
4. Appropriately designing and installing security measures (like open-mesh security grilles and doors) to reduce the likelihood of unauthorised access to buildings and communal areas whilst ensuring natural surveillance, compatibility with the character of the surrounding streetscape and fire safety.



Access to public and private areas need to be clearly defined to make it clear where people may go.



Security measures such as grilles should not preclude fire safety or obstruct surveillance from the dwelling to the street.

### 2.9.3.3 Territorial reinforcement

Territorial reinforcement is based on the principle that people usually protect territory that they feel is their own and have a certain respect for the territory of others. Fences, paving, art, signs, good maintenance and landscaping are some physical ways to express ownership. Identifying intruders is much easier in a well-defined space. Furthermore, an area that looks protected gives the impression that greater effort is required to commit a crime. A cared for environment can also reduce the fear of crime.

Effective territorial reinforcement can be achieved by various design initiatives including:

1. Ensuring ease of building identification through clear numbering of all buildings and individual dwellings, use of directional signage in larger developments and other measures to help people to locate the building and to discourage unintended access; and
2. Ensuring boundary delineation by the use of fencing (where appropriate) or paving changes, design elements, planting or other features which clearly define public and private areas.



This industrial estate provides an identifiable street address and good surveillance by the placement of windows and a kiosk at the entrance to the premises.



Buildings displaying an identifiable street or unit number at a prominent location help in easier identification of buildings.





Territorial reinforcement can be achieved in subtle ways such as paving design to delineate public walkways and areas.



Locational maps for larger developments, particularly industrial, helps in correct identification.

### 2.9.3.4 *Space management and maintenance*

Space management and maintenance is linked to the principle of territorial reinforcement and ensures that space is appropriately utilised and well cared for. Space management and maintenance strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, replacing faulty or broken pedestrian and car park lighting and removing or refurbishing old or destroyed physical elements.

Space management and maintenance can be difficult to assess at the development application stage since it relies mainly on behavioural approaches to maintaining spaces rather than design details shown on plans. However certain types of developments will be required to submit a Plan of Management (POM) which outlines a commitment towards the ongoing maintenance and management of spaces and security arrangements for a site. If the application is approved, it must comply with the approved POM. For a list of development types that may require a POM, refer to C17 under Section 2.9.5.

Effective space management and maintenance can be achieved by various design and operational initiatives including:

1. Minimising opportunities for vandalism by using certain building materials (laminated glass, anti-graffiti paints and clear over-sprays), design aspects (avoiding blank walls, anchoring street or communal furniture) and lighting design (high mounted and protected lights);
2. Using materials which are hard-wearing (such as masonry) to reduce maintenance and provide the basis for an attractive, well cared for development; and
3. Providing for prompt maintenance of buildings and places by notifying occupants how to report maintenance problems or vandalism.





External lighting should be vandal resistant by being high mounted and/ or protected.



Communal or street furniture should be made of hard-wearing, vandal-resistant materials and be secured by study anchor points.



Signage should be installed to address site cleanliness where warranted, to reinforce an image that the space is well cared for.

### 2.9.4 Role of NSW Police

The NSW Police has prepared a '*Safer by Design*' strategy which promotes consultation and cooperation between the police and councils in implementing the principles of CPTED.

Under *Safer by Design*, police officers have been trained in CPTED principles and appointed as Crime Prevention Officers (CPOs) to liaise with councils and local communities on crime prevention and community safety issues.

Council supports a collaborative approach to safety issues and consults with the Local Area Commands (LACs) on particular development proposals. Council may refer the following type of development proposals to LACs:

1. Multi-dwelling housing (12 or more dwellings);
2. Mixed use developments (with 10 or more dwellings);
3. Serviced apartments, backpackers' accommodation or boarding houses containing 12 or more apartments or residents;
4. New or proposed upgrading of a commercial or retail development (including shopping centres and cinemas)\*;
5. New or proposed upgrading of an industrial or warehouse development\*;
6. New or proposed upgrading of educational establishments\*;
7. Transport interchanges;
8. Recreation facilities or community facilities\*\*;



9. Clubs or hotels (for extended hours or gaming rooms);
10. Service stations or convenience stores;
11. Hospitals;
12. Sex services premises and restricted premises; and
13. Other uses that normally attract large numbers of people, such as an entertainment facility or a public administration building.

*\* A referral to NSW Police will be considered if this type of development involves 1,000m<sup>2</sup> or more of gross floor area or, in case of educational establishment, increases in the number of students by 50 or more and is either a new building, or the subject of major alterations and additions with work affecting more than 50% of the gross floor area of the existing development.*

*\*\*In respect to referrals for parks and landscaping projects, any recommendations relating to lighting intensity will be balanced against Council's need to avoid light spill onto neighbouring properties.*

Police involvement in respect to other matters may be sought as required, to assist Council in achieving its objectives for community safety.

### **2.9.5 Controls to achieve community safety through design**

- C1** All applications must, at a minimum, demonstrate that consideration has been made of the four CPTED principles contained in Section 2.9.3. The way in which the proposal addresses those four principles must be discussed in the Statement of Environmental Effects (SEE) and noted on plans to be submitted with the development application.
- C2** The building entrance or entrances must be visible from the street.
- C3** Pathways must be straight and blind corners avoided (including on stairs, in corridors or in other situations where movement can be predicted). If blind corners cannot be avoided in the development then they must be treated to Council's satisfaction.
- C4** The main pedestrian entrance to premises (including uses situated above commercial/retail development) must be in prominent positions (such as, at the front of the building facing the street) and must be easily recognisable through design features and/or directional signage. Such entrances must not be provided from rear lanes except where:
  - i. The lane is well lit;
  - ii. There is some natural surveillance of the lane from adjoining dwellings;
  - iii. The development provides adequate surveillance of the lane;
  - iv. The lane provides access to other buildings;
  - v. The lane is not regularly used by service vehicles; and
  - vi. The lane is safe for pedestrian to walk at all times.
- C5** The building must be designed to overlook the street and internal communal areas (where applicable) by the placement of windows, balconies and other features within the building facade or facades (if located on a corner). Such openings must not impact the privacy of adjoining neighbours and must be designed in accordance with the privacy controls of this DCP.
- C6** Where a communal car park is part of the development:
  - i. Suitable security arrangement must be in place to ensure all vehicles in the parking area and all entrances and exits to and from

the communal parking area are secure and only authorised users have access; and

- ii. Signage must be installed at the entrances and throughout the car park to provide both pedestrians and drivers with a clear understanding of the direction to stairs, lifts and exits.

**C7** Development on properties which adjoin a rear or side laneway or alleyway and where development is capable of overlooking the laneway or alleyway must include a reasonable number of openings on associated elevations. Such openings must not impact the privacy of adjoining neighbours and must be designed in accordance with the privacy controls of this DCP.

**C8** Roller shutters or other solid shutters are not permitted on window and door openings that have frontage to the street or are adjacent to public open spaces.

**C9** Security grilles and security doors must be permeable (able to be seen through), complement the architectural features and materials of the building and be openable from inside in case of emergency.

**C10** The street number must be conspicuously displayed at the front of a development or the front fence of such development.

**C11** In buildings which contain multiple occupancies, each individual occupancy, dwelling unit or shop must be clearly numbered.

**C12** Each building entry must clearly state the unit numbers accessed from that entry.

**C13** External lighting must be provided, including, at a minimum, at the main pedestrian entry to a building and all communal areas.

**C14** Lighting must be directed towards access or egress routes to illuminate potential offenders rather than towards buildings or occupant observation points (including the subject or neighbouring buildings).

**C15** To avoid creating a nuisance by light spillage onto neighbouring properties, outdoor lighting must comply with any relevant Australian Standard.

*Refer to Australian Standard AS4282-1997- Control of the obtrusive effects of outdoor lighting for details.*

**C16** All outdoor areas devoted solely to pedestrian use and other areas where there is a mix of pedestrians and vehicles or cyclists including outdoor carparks, must comply with any relevant Australian Standard.

*The relevant Standard providing controls for outdoor lighting for areas used by a mix of pedestrian, vehicles and cyclists is Australian Standard AS/NZS 1158.3.1:1999- Road lighting – Part 3.1: Pedestrian area (Category P) lighting-performance and installation design requirements.*

**C17** A POM detailing security arrangements must be submitted for the following developments:

- i. Twenty-four hour operation of commercial or industrial premises;
- ii. Multi dwelling housing (12 or more dwellings);
- iii. Mixed use developments (with 10 or more dwellings);
- iv. Tourist and visitor accommodation and boarding houses capable of accommodating 12 or more residents;



- v. New or proposed upgrading of a commercial or retail development (including shopping centres and cinemas);
- vi. New or proposed upgrading of an industrial or warehouse development;
- vii. New or proposed upgrading of educational establishments;
- viii. Transport interchanges;
- ix. Recreation facilities or community facilities;
- x. Clubs or hotels (for extended hours or gaming rooms);
- xi. Service stations or convenience stores;
- xii. Hospitals;
- xiii. Restricted premises and sex services premises including brothels;
- xiv. Other uses that normally attract large numbers of people, such as a place of public worship, an entertainment facility or a public administration building;
- xv. Premises which are either open late at night or early in the morning and where Council considers there may be potential for disturbance associated with the land use; and
- xvi. Any other land use which in Council's opinion must demonstrate a suitable security arrangement.

**NB** *Details on what information to be included in a POM are provided in Development Application Guidelines which is a non legal part of this DCP.*

**NB** *Council may exercise discretion in respect to the requirement for a POM detailing security arrangements if the development type is minor or it is for new or additions to commercial and industrial development.*

**C18** Public facilities like ATMs, telephones, toilets, help points, bicycle storage must be located in highly visible and well lit locations. They must not be located in recessed spaces or near places where people may hide, such as fire exits.

#### **2.9.5.1 Additional controls for sex services premises or restricted premises**

**C19** In addition to the above controls, premises used for sex services premises or restricted premises, must comply with additional controls:

- i. Car parks and entrances must be well lit and, where necessary, security staff employed;
- ii. The premises must not be located in an isolated area where there are large tracts of land and reduced surveillance as a result of fewer people unless extensive security arrangements are made;

**NB** *The assistance of NSW Police may be sought when assessing this particular aspect of an application.*

- iii. Business security surveillance equipment must be installed throughout the premises with cameras located in every major area of activity, particularly public entries, hallways, stairs and car parking areas.
  - a. The surveillance equipment must be connected to a central location (such as a reception or cash register area) and monitored by the manager/operator of the premises.

- b. Surveillance data must be recorded, labelled with times and dates and must be kept for a minimum of one month.
  - c. Surveillance footage must be made available to NSW Police and Council officers on request; and
- iv. Premises must have an alarm or intercom in each working room used for sexual activity. Those alarms must connect back to a central base (such as reception) that is to be monitored at all times.

# 2.10

## GENERIC PROVISIONS PARKING





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## Part 2 Generic Provisions

### 2.10 Parking

This section of the DCP guides the provision of car and bicycle parking and their design for private developments. It recognises the strong link between the provision of private and public domain parking, with the latter guided by a range of policies and actions outside the scope of this DCP. It also recognises that parking *provision* and *design* can be complemented by parking *management* measures, many of which are also outside the scope of this DCP.

This section of the DCP applies to the Inner West Local Government Area for the extent of land shown on Figure X: Extent of land where this DCP applies.

. It prescribes different car parking provision rates for three sub-sections of the LGA - highly accessible areas (Parking Area 1), moderately accessible areas (Parking Area 2) and least accessible areas (Parking Area 3). Car parking rates are most constrained in Parking Area 1 and least constrained in Parking Area 3. The three Parking Areas are described in Section 2.10.4 and are shown on the map provided in Appendix 1. For bicycles, provision rates are prescribed uniformly across the where this DCP applies.

#### 2.10.1 Objectives

- 01** To balance the need to meet car parking demand on-site to avoid excessive spillover on to streets, with the need to constrain parking to maintain the area's compact urban form and promote sustainable transport.
- 02** To balance the need to provide service/delivery areas on-site to avoid excessive use of streets for this purpose, with the need to constrain those areas to maintain the area's compact urban form and promote sustainable transport.
- 03** To improve the integration of land use and transport by applying strict constraints to car parking within accessible areas and more modest constraints in less accessible areas.
- 04** To ensure parking provision and design is compatible with the particular development proposed.
- 05** To allow for appropriate variation of provision rates and design parameters for developments with particular characteristics, such as affordable housing or re-use of older buildings.
- 06** To provide for current and future demand for bicycle parking and to ensure bicycle parking is well designed and located.
- 07** To ensure all parking facilities are safe, functional and accessible to all through compliance with design standards.
- 08** To ensure all parking facilities achieve positive visual, environmental, sustainable transport and pedestrian safety outcomes through adoption of best practice principles.
- 09** To give priority, in larger developments and where appropriate, to certain users in allocating parking, including emergency vehicle parking, service/delivery, mobility parking, bus/bicycle priority and parking for carshare and environmental vehicles.

### 2.10.2 Policy approach

Parking policy is an important component of promoting sustainable transport and planning for liveable and economically viable communities.

Traditional car parking policies aimed to meet demand, whereas contemporary policies balance this against the need to constrain car ownership/use and promote sustainable transport. The constrained approach can improve building design, improve affordability of housing, retain heritage values, improve the viability of developments and businesses, improve visual amenity and reduce environmental impacts. Contemporary policies also meet current demand and allow for future demand for bicycle parking and parking for carshare and environmental vehicles.

This approach also aims to improve the management of existing parking resources to optimise turnover and make best use of valuable land devoted to car parking. Many tools can improve management of parking, such as pricing and enforcement. Although many of these tools apply to the public domain, and as such are outside the ambit of this section of the DCP, they can and should be utilised where appropriate in the private domain.

In larger developments, and in some smaller developments where appropriate, a key action for improved management of parking is prioritising targeted users of parking space - for efficiency, equity and environmental reasons. In general terms, highest priority should be given to emergency vehicle parking, service/delivery areas, mobility parking, bus/bicycle priority and parking for carshare and environmental vehicles. Lowest priority should be given to conventional private cars.

### 2.10.3 Policy context

The approach to car parking adopted by this DCP is supported by:

- *Metropolitan Strategy (2005)*, which provides the policy context for a proposed metropolitan-wide parking policy that will support sustainable transport in locations with good public transport access;
- *RMS Guide to Traffic Generating Developments (2002)*, which provides guidance on parking provision rates, whilst recognising the need to reduce those rates in accessible areas in the interests of applying travel demand management principles; and
- *Integrating Land Use and Transport Planning Policy (2002)*, which includes Accessible Development Principles, one of those being *to manage parking supply in accessible areas*.

*The Integrating Land Use and Transport Policy includes a set of Accessible Development Principles. Principle 8 is to manage parking supply. The objective of that principle is:*

*“To use the location, supply and availability of parking to discourage car use. Prominent, plentiful, cheap and unrestricted parking encourages people to drive; public transport becomes a less attractive alternative. Large parking areas are often unsightly and reduce amenity. They can be difficult or dangerous to cross on foot, and may impede access from public transport stops to destinations.”*

*The principle states that control of parking is an effective tool in managing the demand for travel. Consideration needs to be given to reducing parking requirements for development in areas with good public transport, as well as the location and design of parking areas.*

*Good practice is achieved when:*

- *Parking policies are consistent with broader land use and transport policies;*
- *Parking provision and price is related to access to public transport and services;*
- *Provision and management of parking is related to land use, with maximum provision rates identified;*
- *Parking provision is constrained in commercial centres with good access to public transport;*
- *Shared use of parking spaces is encouraged for land uses with staggered peak demand periods;*
- *Parking is placed at the rear of buildings or beneath buildings where possible, particularly in commercial centres;*
- *Mobility parking is provided at key facilities, with adequate enforcement;*
- *Vehicular access to car parks does not reduce accessibility or amenity to pedestrians, cyclists and buses; and*
- *Parking incentives and priority spaces are allocated to targeted users, such as carshare/environmental vehicles and high occupancy vehicles.*

The approach to car parking provision adopted by this DCP is also supported by:

- *Marrickville Strategic Plan 2006/11, which includes objectives to plan for sustainable transport and a built environment that is accessible to all residents and maximises use of public transport and other alternatives to the car;*
- *Marrickville Council Annual Management Plan and Budget 2009/13, which includes a number of Council actions designed to meet the above Strategic Plan objectives;*
- *IWLEP 2022, which includes an objective to support sustainable transport;*
- *Marrickville Urban Strategy 2007, which includes an objective to integrate land use and transport; and*
- *Marrickville Integrated Transport Strategy 2007, which includes a recommendation to manage the supply of private domain car parking in accessible areas.*

*Recommendation 4.4 of the Marrickville Integrated Transport Strategy states (in part): “Improve the management of private domain car parking in accessible areas by managing supply, improving bicycle parking and encouraging car sharing in private developments.”*

With regard to car parking design, refer to relevant Australian Standards.

*Key Australian standards for car parking design are:*

- *Australian Standard AS2890.1-2004 Off-street car parking;*
- *Australian Standard AS2890.6-2009 Off-street parking for people with disabilities;*
- *Australian Standard AS2890.2-2002 Commercial vehicles; and*
- *Australian Standard AS1668.2-1991 Mechanical ventilation in buildings.*

### 2.10.4 Provision rates approach

The main elements of the approach to parking provision rates in this DCP are:

1. Car parking provision is slightly constrained across the land where this DCP applies as a demand management measure; and
2. Car parking provision rates are further constrained in accessible areas.

The approach adopted by the DCP is supported by other private and public domain parking management policies and actions that collectively aim to improve the management of parking and promote sustainable transport across the area

Justification for providing car parking at a rate lower than that specified in this section of the DCP could include:

1. Peak parking and traffic activity occurs during periods where surrounding parking demand is lowest;
2. Existing site and building constraints make provision of car parking impractical;
3. Located adjacent to high-frequency public transport services and/or urban services;
4. Includes management regimes to minimise car use, such as workplace travel plans or on-site carshare schemes;
5. Provides a business or social service that benefits the local community and contributes to the vitality of the area;
6. Development targeted to demographic sector with low car use/ownership;
7. Safety of motorists, pedestrians and cyclists is unduly compromised by provision of parking;
8. Development contributes to heritage conservation of the building and setting; and
9. Parking for the development is consistent with the aims and objectives of this section of the DCP.

Consistent with the principle of applying the greatest constraint to car parking within accessible areas, parking provision rates differ across three Parking Areas as follows.

*Parking Area 1, where car parking is most constrained, is defined as:*

- The suburb of Newtown, but excluding land to the west of Edgeware Road;
- The suburb of Camperdown, but excluding land to the north of Salisbury Road, to the west of St Marys Street, to the north of Trade Street and to the west of Kingston Road;
- The suburb of Enmore, but excluding land to the west of Liberty Street, to the south of Stanmore Road and to the west of Enmore Road;

- 200 metres around railway stations; and
- All business zones within the major centres of Marrickville, Dulwich Hill and Petersham.

*Parking Area 2*, where car parking is moderately constrained, is defined as:

- 200 metres around Parking Area 1;
- 200 metres around light rail stops and Strategic Bus Corridor routes; and
- All business zones not within Parking Area 1.

*Parking Area 3*, where car parking is least constrained, is defined as all land not within Parking Area 1 or Parking Area 2.

In contrast to car parking, bicycle parking provision rates are uniformly applied across the LGA and are generally applied to meet current unconstrained demand and a modest level of growth in bicycle ownership/use into the future.

## 2.10.5 Car parking provision

Table 1 shows car parking provision rates for the main land uses within the Marrickville LGA.

**C1** Development must comply with car parking rates detailed in Table 1.

Table 1: Onsite car parking requirements

Land use	Car spaces: Parking Area 1	Car spaces: Parking Area 2	Car spaces: Parking Area 3
<b>RESIDENTIAL</b>			
Boarding houses	1 parking space per resident employee and 0.5 parking spaces per boarding room	1 parking space per resident employee and 0.5 parking spaces per boarding room	1 parking space per resident employee and 0.5 parking spaces per boarding room
Backpackers' accommodation; tourist and visitor accommodation	1 per 300m <sup>2</sup> GFA	1 per 200m <sup>2</sup> GFA	1 per 100m <sup>2</sup> GFA
Dwelling houses (incl. attached, semi-detached and secondary dwellings)	1 per dwelling house or 1 per principal dwelling and secondary dwelling combined	1 per dwelling house or 1 per principal dwelling and secondary dwelling combined	1 per dwelling house or 1 per principal dwelling and secondary dwelling combined
Hostels (incl. aged)	1 per 5 staff for staff + 1 per 20 beds for residents & visitors + 1 for ambulance	1 per 4 staff for staff + 1 per 15 beds for residents & visitors + 1 for ambulance	1 per 3 staff for staff + 1 per 10 beds for residents & visitors + 1 for ambulance
Hotel or motel accommodation; serviced apartments	1 per 5 staff for staff + 1 per 5 units for residents	1 per 4 staff for staff + 1 per 3 units for residents	1 per 3 staff for staff + 1 per 2 units for residents
All residential flat buildings and shoptop housing with 7 or more units – <b>non-adaptable</b> units	0.2 per studio + 0.4 per 1br unit + 0.8 per 2br unit + 1.1 per 3+br unit for residents	0.4 per studio + 0.5 per 1br unit + 1.0 per 2br unit + 1.2 per 3+br unit for residents + 0.1 per unit for visitors	0.6 per studio + 0.8 per 1br unit + 1.2 per 2br unit + 1.2 per 3+br unit for residents + 0.1 per unit for visitors
All residential flat buildings and shoptop housing with 7 or more units - <b>adaptable</b> units	1 mobility space per studio, 1br, 2br or 3+br unit for residents	1 mobility space per studio, 1br, 2br or 3+br unit for residents + 0.25 visitor mobility spaces per unit	1 mobility space per studio, 1br, 2br or 3+br unit for residents + 0.25 visitor mobility spaces per unit
Shoptop housing – developments with 6 or less units	0.2 per studio or 1br unit + 0.5 per 2 or 3+br unit for residents	0.25 per studio or 1br unit + 0.5 per 2 or 3+br unit for residents	0.25 per studio or 1br unit + 0.5 per 2 or 3+br unit for residents

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Land use	Car spaces: Parking Area 1	Car spaces: Parking Area 2	Car spaces: Parking Area 3
Seniors housing	0.2 per unit for residents + 1 per 5 units for visitors & carers	0.33 per unit for residents + 0.33 per unit for visitors & carers	0.5 per unit for residents + 0.33 per unit for visitors & carers
<b>BUSINESS &amp; RETAIL</b>			
Business premises; retail premises; shops			
Up to 500m <sup>2</sup>	1 per 100m <sup>2</sup> GFA for customers & staff	1 per 80m <sup>2</sup> GFA for customers & staff	1 per 50m <sup>2</sup> GFA for customers & staff
500-750m <sup>2</sup>	5 + 1 per 65m <sup>2</sup> GFA over 500m <sup>2</sup> GFA for customers & staff	7 + 1 per 45m <sup>2</sup> GFA over 500m <sup>2</sup> GFA for customers & staff	10 + 1 per 30m <sup>2</sup> GFA over 500m <sup>2</sup> GFA for customers & staff
750-1,000m <sup>2</sup>	9 + 1 per 45m <sup>2</sup> GFA over 750m <sup>2</sup> GFA for customers & staff	12 + 1 per 35m <sup>2</sup> GFA over 750m <sup>2</sup> GFA for customers & staff	19 + 1 per 25m <sup>2</sup> GFA over 750m <sup>2</sup> GFA for customers & staff
Over 1,000m <sup>2</sup>	15 + 1 per 35m <sup>2</sup> GFA over 1000m <sup>2</sup> GFA for customers & staff	20 + 1 per 30m <sup>2</sup> GFA over 1,000m <sup>2</sup> GFA for customers & staff	29 + 1 per 20m <sup>2</sup> GFA over 1000m <sup>2</sup> GFA for customers & staff
Entertainment facilities	1 per 60m <sup>2</sup> GFA for those purposes	1 per 50m <sup>2</sup> GFA for those purposes	1 per 40m <sup>2</sup> GFA for those purposes
Function centres/Community centres	1 per 80m <sup>2</sup> GFA	1 per 60m <sup>2</sup> GFA	1 per 40m <sup>2</sup> GFA
Funeral homes	1 per 12 seats for patrons & staff	1 per 10 seats for patrons & staff	1 per 5 seats for patrons & staff
Health consulting rooms; medical centres	1 per 100m <sup>2</sup> GFA	1 per 80m <sup>2</sup> GFA	1 per 60m <sup>2</sup> GFA
Office premises	1 per 100m <sup>2</sup> GFA for staff & visitors	1 per 80m <sup>2</sup> GFA for staff & visitors	1 per 60m <sup>2</sup> GFA for staff & visitors
Registered clubs; nightclubs; bar component of hotel or motel accommodation	1 per 6 staff for patrons & staff	1 per 5 staff for staff + 1 per 30 patrons (as per patron limit on license) for patrons	1 per 3 staff for staff + 1 per 10 patrons (as per patron limit on license) for patrons
Restaurant and takeaway food or drink premises	1 per 100m <sup>2</sup> GFA for customers & staff	1 per 80m <sup>2</sup> GFA for customers & staff	1 per 50m <sup>2</sup> GFA for customers & staff
Service stations and ancillary uses	1 per 100m <sup>2</sup> GFA shop area for customers + 1 per 5 vehicle repair bays for staff	1 per 80m <sup>2</sup> GFA shop area for customers + 1 per 4 vehicle repair bays for staff	1 per 50m <sup>2</sup> GFA shop area for customers + 1 per 3 vehicle repair bays for staff
Drive-in/take-away food premises	1 per 30m <sup>2</sup> GFA (or part thereof) plus queuing facility for minimum of 6 cars	1 per 25m <sup>2</sup> GFA (or part thereof) plus queuing facility for minimum of 6 cars	1 per 20m <sup>2</sup> GFA ( or part thereof) plus queuing facility for minimum of 6 cars
Vehicle sales or hire premises	1 per 300m <sup>2</sup> of site area for customers & staff	1 per 250m <sup>2</sup> of site area for customers & staff	1 per 200m <sup>2</sup> of site area for customers & staff
Brothels and other sex service premises	1 per 100m <sup>2</sup> GFA for customers & staff	1 per 80m <sup>2</sup> GFA for customers & staff	1 per 50m <sup>2</sup> GFA for customers & staff
<b>INDUSTRY &amp; WAREHOUSE</b>			
Bulky goods premises	1 per 150m <sup>2</sup> GFA for customers & staff	1 per 125m <sup>2</sup> GFA for customers & staff	1 per 100m <sup>2</sup> GFA for customers & staff
Industries; light industries; Warehouse and distribution centres	1 per 300m <sup>2</sup> GFA for customers & staff	1 per 250m <sup>2</sup> GFA for customers & staff	1 per 200m <sup>2</sup> GFA for customers & staff
Vehicle body repair workshops	1 per 50m <sup>2</sup> GFA	1 per 40m <sup>2</sup> GFA	1 per 30m <sup>2</sup> GFA
Vehicle repair stations	1 per 50m <sup>2</sup> GFA	1 per 40m <sup>2</sup> GFA	1 per 30m <sup>2</sup> GFA



Land use	Car spaces: Parking Area 1	Car spaces: Parking Area 2	Car spaces: Parking Area 3
<b>RECREATION</b>			
Indoor recreation facilities	1 per 100m <sup>2</sup> GFA for those purposes	1 per 75m <sup>2</sup> GFA for those purposes	1 per 50m <sup>2</sup> GFA for those purposes
Outdoor recreation facilities	Tennis court: 1 per 2 courts; Bowling green: 5 for the first green plus 2 per additional green - for customers & staff	Tennis court: 1 per court; Bowling green: 10 for the first green plus 5 per additional green - for customers & staff	Tennis court: 1 per court; Bowling green: 15 for the first green plus 10 per additional green - for customers & staff
<b>INFRASTRUCTURE</b>			
Child care centres	1 per 50m <sup>2</sup> GFA	1 per 40m <sup>2</sup> GFA	1 per 30m <sup>2</sup> GFA
Tertiary educational establishments	1 per 5 staff for staff + 1 per 30 full-time students for students	1 per 4 staff for staff + 1 per 25 full-time students for students	1 per 3 staff for staff + 1 per 15 full-time students for students
Hospitals	1 per 10 beds for patients & visitors + 1 per 4 staff for staff + ambulance facility	1 per 8 beds for patients & visitors + 1 per 3 staff for staff + ambulance facility	1 per 5 beds for patients & visitors + 1 per 2 staff for staff + ambulance facility
Places of public worship	1 per 50m <sup>2</sup> GFA for patrons & staff	1 per 40m <sup>2</sup> GFA for patrons & staff	1 per 30m <sup>2</sup> GFA for patrons & staff
Schools	1 per 5 staff for staff and dropoff & pickup facility for parents & carers	1 per 4 staff for staff plus + dropoff & pickup facility for parents & carers	1 per 2 staff for staff + dropoff & pickup facility for parents & carers

**C2** The following points must be considered in the calculation of car parking provision rates:

- i. Table 1 above reproduces adaptable dwelling parking requirements within Section 2.5.10 of this DCP – in the event of any inconsistency in the number of spaces required, the requirements in Table 1 above shall prevail;
- ii. Service and delivery (truck) parking rates specified in Table 6 are to be applied in addition to (car) parking rates specified in Table 1;
- iii. Required parking is to be excluded from GFA calculations, with any parking in excess of those requirements included in GFA calculations;
- iv. Calculated parking provision numbers must be checked against a merit assessment to ensure appropriateness for the intended land use;
- v. When calculating the total required number of car parking spaces (including car parking spaces required for people with disabilities and bicycle and motor cycle parking spaces) –if the result is not a whole number, it must be rounded **UP or DOWN** to the nearest whole number. For example –  
2.5 spaces = 3 spaces required  
4.4 spaces = 4 spaces required
- vi. For mixed use developments, calculations for each of the different uses should be carried out separately and rounded to whole figures (as described above);
- vii. For residential uses, parking calculations for adaptable dwellings, non-adaptable dwellings and visitors should be carried out separately and rounded to whole figures (as described above);



- viii. For residential uses, parking calculations for non-adaptable units (studio, 1br, 2br & 3+br) should be carried out together, then rounded;
- ix. Parking for different land uses in a mixed use development and for different parking users, such as residents and visitors, should be provided separately and be marked or signposted to indicate the intended user; In assessing the provision of parking, consideration should be given to shared use of adjacent public or private domain parking between time-separated land uses, such as office use by day and club use by night;
- x. Visitor car parking is not required for residential flat building developments and shop top housing developments in commercial centres (Parking Area 1), nor is visitor car parking required for shoptop housing developments with six units or less in any Parking Area. This is due to space constraints involved with small-lot developments;
- xi. Calculation of parking provision for uses not specified in Table 1 above is to be undertaken on merit, guided by the RMS *Guide to Traffic Generating Developments* rates reduced by 30%, 25% and 20% for Parking Areas 1, 2 & 3 respectively;
- xii. Parking rates for vehicle repair and vehicle body repair stations are intended for staff and do not take into consideration areas that are to be used for vehicles being worked on, waiting to be worked on or waiting to be picked up. The area to be used for those purposes must also be provided on-site and in a manner that does not adversely impact on surrounding amenity or availability of on street parking.

### CAR PARKING CALCULATION EXAMPLE

Residential Flat Building parking calculation example - 20 units in Parking Area 2:

#### Adaptable Dwellings

4 adaptable units (any type) @ 1 space per dwelling = 4 mobility spaces

Visitor parking @ 0.25 spaces per adaptable dwelling = 1 mobility space

#### Other Dwellings (non adaptable)

3 x studio units @ 0.4 spaces per dwelling = 1.2 spaces

5 x 1br units @ 0.5 spaces per dwelling = 2.5 spaces

5 x 2br units @ 1 space per dwelling = 5 spaces

3 x 3br units @ 1.2 spaces per dwelling = 3.6 spaces

Total = 12.3 spaces

Rounded down = 12 spaces

Visitor spaces @ 0.1 spaces per dwelling = 1.6 spaces

Rounded up = 2 spaces

#### Total Parking Required

Resident parking 16 spaces (including 4 mobility spaces)

Visitor parking 3 spaces (including 1 mobility space)

**TOTAL** = 19 spaces

- C3** Council may waive its requirements for onsite parking provision for low density housing, where such provisions (in the form of a garage, carport or hardstand area) +:
- i. Has adverse impacts on the existing streetscape;
  - ii. Disrupts the existing pattern where the majority of the adjoining dwellings have no provisions for onsite parking; and
  - iii. Is inconsistent with the desired future character of the area.

For further design information on parking for low density housing, refer to Section 4.1 Low Density Residential Development, Part 4.1.7 Car Parking of this DCP.

### 2.10.6 Traffic and transport plans

For larger developments, Council may require a traffic and transport management plan to accompany the development application. A useful format for such a plan is a transport management and accessibility plan (TMAP).

A TMAP assesses the existing traffic and transport situation, predicts impacts associated with the development, sets mode shift targets away from car use toward walking, cycling and public transport and defines a set of actions that will create the desired mode shift. Parking provision rates and management of parking are significant components of the TMAP. The TMAP may include a workplace travel plan, transport access guide and parking management plan, or may require that these be prepared and implemented post-approval.

*For further information on the preparation of TMAPs refer to the Transport for NSW publication Draft Interim Guidelines for the Preparation of Transport Management and Accessibility Plans.*

### 2.10.7 Child care centres

In assessing development applications for child care centres, a thorough merit assessment will be required in addition to consideration of the provision rates for this land use, as specified in Table 1. Child care centres are a special case due to the high number of car trips generated for a short duration at drop off and pick up times, and the particular safety issues involved with young children around cars. It may be appropriate that the pickup/dropoff area be provided on the street with appropriate kerbside parking regulations.

*For further information on parking for childcare centres, refer to:*

- *RMS Guide to Traffic Generating Developments.*
- *SSROC 2005 Discussion Paper on Planning Requirements for Child Care Centres.*

### 2.10.8 Parking for targeted users

As stated above, a number of priority parking spaces can be allocated to targeted users to promote equity of access and encourage use of environmental vehicles over conventional vehicles. For larger developments, the objectives and details of such allocation could be within a parking management plan. In most instances, highest priority will be assigned to emergency vehicles, mobility parking and service/delivery areas. Priority could also be given to parking for parents with prams, carshare vehicles and environmental vehicles.

Environmental vehicles include very small cars, hybrid cars and fully electric cars. Spaces allocated to environmental vehicles should be marked and managed according to the specific vehicle type targeted. In the case of fully-electric cars, it may be appropriate to provide recharging facilities adjacent to the parking space. Environmental vehicles could technically include bicycles and motorcycles.

### 2.10.9 Carshare parking

For larger developments, there may be an opportunity to provide dedicated on-site parking spaces for carshare vehicles. Carshare schemes are most effective in areas with ready access to public transport and services – generally within Parking Areas 1 and 2. They are also most effective where carshare vehicles can be accessed at any time by residents and business operators on the site, as well as those in the surrounding precinct.

Carshare schemes provide an alternative means by which residents and business operators can have access to a car, and as such, may enable on-site parking for private cars to be reduced. Accordingly, Council will look more favourably on proposed reductions from the rates specified in car parking provision in Table 1 if a carshare scheme is provided on the site.

The number of carshare spaces provided will depend on an assessment of demand, which must consider access to public transport and services, parking provision proposed and existing carshare schemes near the site. Additional carshare spaces may be earmarked for future use to accommodate any increase in carshare demand. Beyond the provision of the carshare spaces, developers must oversee the establishment and operation of a carshare scheme soon after completion or occupation of the development. In most instances, this will be in partnership with a car share provider.

*For further information on car sharing in Australia and overseas, refer to Australian Greenhouse Office 2004: Car Sharing – An Overview.*

### 2.10.10 Car stackers

Council discourages the use of mechanical car stackers, largely because of previous experience with stackers malfunctioning and therefore failing to provide the required parking provision.

### 2.10.11 Parking information for new residents of residential flat buildings

Developers of new residential flat buildings and commercial buildings must inform new residents and occupants of the following Council policy:

*“Developments within the local government area involving land use changes, new commercial and/or multi-unit housing developments are excluded from participation in any Resident/business Parking Scheme.”*

## 2.10.12 Car parking design controls

- C4** Parking areas must be designed in accordance with relevant standards, in particular Australian Standards, Austroads and RMS guidelines.

*Australian Standard AS 2890.1-2004 Parking facilities and AS 2890.6-2009 Off-street parking for people with disabilities provides details for the design of parking facilities. In order to meet Council's requirements, developments must comply with those Australian Standards.*

- NB** *Off-street parking is generally provided as 90 degree parking spaces. Angled parking, while generally discouraged, may be considered where site constraints result in the provision of 90 degree spaces being impractical or inappropriate.*

- C5** The minimum dimensions for an off-street parking space is 5.4 metres by 2.5 metres and clearly marked to be easily identified by users.

- C6** If parking spaces are affected by columns then they must be designed in accordance with relevant standards. Small car parking spaces will only be considered if they are residual spaces in large car onsite car parks.

- C7** The standard height clearance is 2.3 metres (2.5 metres for designated parking areas for persons with disabilities). Clearance must be measured to the lowest appurtenance on the ceiling, such as beams, which could include fire sprinklers, signs, lighting fixtures or ventilation ducts.

- NB** *Headroom is the vertical distance measured from the surface level of the parking area and the lowest point of any structure above that parking area.*

- C8** Compliance with minimum aisle widths is necessary to ensure direct vehicle movements in and out of parking spaces and enable the effective function of parking areas.

*For permissible aisle and parking bay width variations according to parking bay angles, refer to AS 2890.1-2004.*

- C9** To allow vehicle drivers adequate visibility of pedestrians, the maximum ramp grade at the property boundary must be 1 in 20 or 5% within 6 metres of the property boundary.

Public safety is the main consideration when planning the location of car access to a development. The location of access depends on the type of road frontage, sight distance, intersections and potential vehicle/pedestrian conflicts. Potential conflicts associated with driveways are often proportional to the traffic generating potential of the development which they serve.

- C10** Where possible, avoid positioning driveways:
- i. In places with high traffic volumes, such as on main roads;
  - ii. Close to intersections;
  - iii. Opposite other developments generating a large amount of traffic (unless separated by a median);
  - iv. Where there is a heavy and constant pedestrian movement along the footpath;

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- v. Where right turning traffic entering the facility may obstruct through traffic; and
- vi. Where traffic using the driveways interferes with or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.

**C11** The following general design principles must be considered when planning access driveways for developments:

- i. Separate ingress and egress vehicular driveways must be arranged to enable vehicular flow in a clockwise direction;
- ii. Reversing movements into or out of public streets (except in the case of individual dwelling houses) must be avoided;
- iii. Arrangements must avoid on-street queuing;
- iv. Each driveway must be positioned to be clear of all obstructions, such as fences, walls, poles or trees, which may prevent drivers from viewing pedestrians;
- v. Each driveway must be relatively level within 6 metres of the site boundary or any pedestrian way (the recommended maximum grade is 5%); and
- vi. Each driveway must be signposted with appropriate entry, keep left and signs on exit.

The RMS has adopted seven types of access driveways – Type 1 to 5 for cars (or light vehicles) and Types 6 and 7 for heavy vehicles (see Tables 3 and 4).

Table 3: Driveway type

Road frontage	Number of car parking spaces served by the driveway					
	Less than 25	25-100	101-300	301-600	More than 600	Heavy Vehicles
Major	1-2	2-3	3-4	4	5	7
Minor	1	1-2	2-3	3-4	4	6

Table 4: Driveway dimensions

Type	Entry width	Exit width	Minimum separation of driveways	Splay at kerblines	Kerb return turnout radius
1	3-6 metres	combined	NA	0.5 metres	-
2	6-9 metres	combined	NA	1 metre	-
3	6 metres	4-6 metres	1-3 metres	1 metre	2-9 metres
4	6-8 metres	6-8 metres	1-3 metres	1 metre	2-9 metres
5	Direct feed from a controlled intersection via a dedicated public roadway				
6	8-10 metres	8-10 metres	3 metres	1 metre	2-9 metres
7	10-12 metres	10-12 metres	3 metres	1 metre	2-9 metres

**C12** Clear sight lines must be provided at the property line to ensure adequate visibility between vehicles on the driveway and pedestrians on the frontage and the footpath.

**C13** Details of any proposed security measures must be provided on the plans and documentation provided with any development application submitted to Council, if requested by Council. For details refer Section 2.9 (Community Safety) of this DCP.

**C14** The location of boom gates must allow sufficient queuing areas for vehicles entering the site. Where visitor spaces are provided, unobstructed access must be provided to those areas.

- C15** A safe, clearly defined pedestrian pathway through a car park to building entrances and other main pedestrian attractors must be provided in larger car parks and in car parks for child care centres. Such a pathway may also be warranted in smaller car parks where there is likely to be a well-used pedestrian route through the car park.

The location of access driveways must comply with the relevant standard in relation to distances from intersections.

*For more information on access driveways, refer to AS 2890.1-2004.*

### 2.10.13 Bicycle parking provisions

Table 5 shows only the main land uses likely to be the subject of a development application within land where this DCP applies. To determine provision rates for land uses not listed in this table, a merit assessment should be undertaken.

*The merit assessment should reference the NSW Planning Guidelines for Walking and Cycling, Austroads Part 14 Bicycles and the RMS Guide to Traffic Generating Developments.*

Table 5 shows bicycle parking provision rates for the main land uses within land to where this DCP applies. There may be instances where a variation in these rates is justified on merit. In contrast to car parking, bicycle parking provision rates are uniformly applied across the land where this DCP applies and are generally applied to meet current demand and a certain level of growth in bicycle use into the future, although gross overprovision is not desirable.

Rates are given for bicycle parking spaces, generally in the form of racks, as well as showers and clothes lockers for staff. These rates are primarily based on the *NSW Planning Guidelines for Walking and Cycling*, which is based on the current average bicycle journey-to-work mode share for the Sydney region (around 3%), and an estimated increase to 5% in the future.

A 5% staff mode share translates to one bicycle parking space per 20 staff. Staff numbers can vary significantly on any one site as businesses come and go – particularly on industrial sites. On these sites, a merit assessment will ensure bicycle parking is not significantly over or under provided.

- C16** Development must comply with following bicycle parking facility rates outlined in Table 5.

Table 5: Bicycle spaces

Land use	Bicycle parking spaces	Clothes lockers (staff & students)	Showers (staff & students)
<b>RESIDENTIAL</b>			
Boarding houses	1 per 2 boarding rooms for residents + 1 per 10 boarding rooms for visitors	-	-
Backpackers' accommodation; tourist and visitor accommodation	1 per 2 units or rooms for residents + 1 per 10 units & rooms for visitors + 1 per 20 staff for staff	1 per 3 staff spaces	1 + extra on merit

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Land use	Bicycle parking spaces	Clothes lockers (staff & students)	Showers (staff & students)
Dwelling houses (including attached & semi-detached)	-	-	-
Secondary dwellings	-	-	-
Hostels (including aged)	1 per 20 units or rooms for residents	-	-
Hotel or motel accommodation; serviced apartments	1 per 20 units or rooms for staff & patrons	1 per 3 staff spaces	1 + extra on merit
Residential flat buildings	1 per 2 units for residents + 1 per 10 units for visitors	-	-
Seniors housing	1 per 10 units for residents	-	-
<b>BUSINESS &amp; RETAIL</b>			
Bulky goods premises; industry; light industry; warehouse and distribution centres	1 per 150 m <sup>2</sup> GFA for staff; 1 per 1000m <sup>2</sup> GFA for bulky goods premises customers	1 per 3 staff spaces	1 + extra on merit
Business premises; retail premises; shops	1 per 300 m <sup>2</sup> GFA for staff + 1 per 500m <sup>2</sup> GFA for customers if premises over 1000m <sup>2</sup> GFA	1 per 3 staff spaces	1 + extra on merit
Function centres	1 per 100m <sup>2</sup> GFA for staff + 1 per 100m <sup>2</sup> GFA for patrons	1 per 3 staff spaces	1 + extra on merit
Funeral homes	1 per 100m <sup>2</sup> GFA for staff + 1 per 100m <sup>2</sup> GFA for patrons	1 per 3 staff spaces	1 + extra on merit
Health consulting rooms; medical centres	1 per 8 practitioners for staff + 1 per 4 practitioners for patrons	1 per 3 staff spaces	1 + extra on merit
Office premises	1 per 200m <sup>2</sup> GFA for staff + 1 per 750m <sup>2</sup> GFA for visitors for premises over 1000m <sup>2</sup> GFA	1 per 3 staff spaces	1 + extra on merit
Registered clubs; nightclubs	1 per 25m <sup>2</sup> GFA bar area for staff + 1 per 100m <sup>2</sup> GFA other areas for patrons	1 per 3 staff spaces	1 + extra on merit
Restaurants	1 per 100m <sup>2</sup> GFA for staff + 2 for customers	1 per 3 staff spaces	1 + extra on merit
Service stations and ancillary uses	1 per 20 staff for staff + 2 for customers	1 per 3 staff spaces	1 + extra on merit
Takeaway food or drink premises	1 per 100m <sup>2</sup> GFA for staff + 1 per 50m <sup>2</sup> GFA for customers	1 per 3 staff spaces	1 + extra on merit
Vehicle sales or hire premises	1 per 20 staff for staff + 2 for customers	1 per 3 staff spaces	1 + extra on merit
<b>INDUSTRY AND WAREHOUSE</b>			
Vehicle body repair workshops	1 per 20 staff for staff + 2 for customers	1 per 3 staff spaces	1 + extra on merit
Vehicle repair stations	1 per 20 staff for staff + 2 for customers	1 per 3 staff spaces	1 + extra on merit
<b>RECREATION</b>			
Indoor recreation facilities	Bowling alley: 1 per alley for staff & customers; Squash courts: 1 per court for staff & customers; Gym & health & fitness: 1 per 10 staff + 1 per 50m <sup>2</sup> GFA for customers	1 per 3 staff spaces for staff + showers as part of facility for customers on merit	1 + extra on merit for staff + showers as part of facility for customers on merit
Outdoor recreation facilities	Tennis court: 1 per court; Bowling green: 2 per green	1 per 3 staff spaces for staff + showers as part of facility for customers on merit	1 + extra on merit for staff + showers as part of facility for customers on merit
<b>INFRASTRUCTURE</b>			



Land use	Bicycle parking spaces	Clothes lockers (staff & students)	Showers (staff & students)
Child care centres	1 per 20 staff for staff + 2 for customers	1 per 3 staff spaces	1 + extra on merit
Educational establishments	1 per 20 staff for staff + 1 per 10 students for students	1 per 3 staff spaces + 1 per 3 student spaces	1 + extra on merit for staff & students
Hospitals	1 per 20 staff for staff + 1 per 30 beds for visitors	1 per 3 staff spaces	1 + extra on merit
Places of public worship	1 per 20 staff for staff + 1 per 20 seats for patrons	1 per 3 staff spaces	1 + extra on merit
Schools	1 per 20 staff for staff + 1 for 10 students for students	1 per 3 staff spaces + lockers for students on merit	1 + extra on merit for staff + showers for students on merit

### 2.10.14 Bicycle parking design controls

This DCP focuses on private domain bicycle parking, whilst recognising the importance of public domain bicycle parking, and the interrelationship between the two types. The location and design of bicycle parking can be more important than level of provision, as poorly located and designed facilities, even if adequate in terms of capacity, may ultimately attract little use.

- C17** Bicycle parking should be located to have priority over car parking with regard to access to building entrances and lifts, and be clearly marked and easily accessible, have good surveillance, provide a means of securely locking bicycle frames and wheels and should not create a hazard for pedestrians, motorists or cyclists.

*Key bicycle parking guidelines are:*

- *Australian Standard AS 2890.3 Bicycle parking facilities;*
- *Austroads 1999 Guide to Traffic Engineering Practice Part 14 Bicycles - Chapter 10: End-of-trip facilities;*
- *Department of Planning 2004 Planning Guidelines for Walking & Cycling - Section 7.6: Bicycle parking & end-of-trip facilities;*
- *RMS 2003 NSW Bicycle Guidelines – Chapter 11: Bicycle parking & access to public transport interchanges; and*
- *RMS 1993 Guide to Traffic Generating Developments.*

Whilst bicycle parking types are wide and varied, for the purposes of this DCP, bicycle parking can be divided into four broad categories, with this section of the DCP largely concerned with the first two:

1. All day parking for staff and students at workplaces and educational establishments – usually in the form of lockers, compounds or racks in secure locations such as basement car parks;
2. Permanent parking or storage of bicycles for residents of apartments – usually in the form of lockers or racks in basement car parks;
3. Short term parking for visitors to commercial centres, individual commercial and industrial buildings and other public and private buildings – usually in the form of racks near building entrances or on the street; and
4. All day parking at public transport stops – usually in the form of lockers or racks in secure locations, such as at rail station entrances.



- C18** In practice, most bicycle parking will be in the form of racks. To ensure they are functional and secure:
- Both wheels and frame must be able to be easily locked to the rack with a U-lock, cable or chain without damaging the bicycle;
  - Parked bicycles must not obstruct pedestrians or vehicles;
  - The parking area must be weather protected;
  - The racks should be in a convenient location, usually near building entrances, and open to view to enhance security; and
  - The parking area must be easily accessible from a bicycle route, footway or roadway.

*Australian Standards AS 2890.3 provides the standards for bicycle parking facilities.*

### 2.10.15 Motorcycle parking controls

Provision of dedicated motorcycle (and motor scooter) parking bays can increase the efficiency of parking areas.

- C19** Motorcycle parking shall be provided at a rate of 5% of the car parking required under Table 1 rounded up or down to the nearest whole figure (for example, 1.4 spaces would become one space, while 1.5 or 1.6 spaces would become two spaces).
- C20** The minimum dimensions for a motorcycle parking space are 2.5 metres by 1.2 metres and must be clearly marked. Transverse motorcycle parking bays are acceptable.
- C21** Motorcycles are vulnerable to damage from being struck by other vehicles. Motorcycle parking bays must be located away from where cars will be reversing or manoeuvring. Where motorcycle parking bays are located adjacent to car parking areas, bollards, landscaped areas or other barriers can protect parked motorcycles.
- C22** Many motorcycles rely on side-stands to park. Motorcycle parking areas must be located on flat and even surfaces. The gradient of a motorcycle bay must not exceed 1 in 20 (5%) either parallel to or at 90 degrees to the angle of parking.
- C23** Motorcycle side stands are generally located on the left side. Where angled (transverse) motorcycle parking is located on an uphill gradient the bays must also be angled uphill. This will avoid riders manually reversing uphill.

### 2.10.16 Vehicle service and delivery areas

For service and delivery area design details, refer to *RMS Guide to Traffic Generating Developments* (2002). The minimum requirements for new larger developments are in Table 6. For new uses in existing larger premises, Council will assess service and delivery requirements on merit. The merit assessment should consider the need to provide adequate space for this purpose, whilst also considering existing site constraints and the need to minimise space devoted to service and delivery functions in the interest of minimising development costs and maintaining the area's compact urban form. In all cases, the applicant must demonstrate that in providing these areas, the objectives of this section of the DCP will not be unduly compromised.

- C24** For larger developments, at least one on-site service area must be provided, with the minimum area for vehicle parking being 7.5 metres by 3 metres.

The design of service and circulation areas must consider the type of vehicles delivering to the premises and the type of goods being handled. Developments to be serviced by semi-trailers require particular attention, as those vehicles create significant off-site impacts and consume large areas for movement. It may be appropriate to limit trucks servicing a site to smaller rigid trucks only.

- C25** Proposals must meet minimum requirements for the parking of service and delivery vehicles, as detailed in Table 6.

Table 6: Service and delivery vehicle areas

Type of development	Minimum requirements
Commercial premises	One truck space per 4,000m <sup>2</sup> GFA up to 20,000m <sup>2</sup> GFA plus one truck space per 8,000m <sup>2</sup> thereafter (50% of spaces adequate for trucks)
Department stores	One truck space per 1,500m <sup>2</sup> GFA up to 6,000m <sup>2</sup> GFA plus one truck space per 3,000m <sup>2</sup> thereafter (all spaces adequate for trucks)
Supermarkets, shops and restaurants	One truck space per 400m <sup>2</sup> GFA up to 2,000m <sup>2</sup> GFA plus one truck space per 1,000m <sup>2</sup> thereafter (all spaces adequate for trucks)
Wholesale, industrial	One truck space per 800m <sup>2</sup> GFA up to 8,000m <sup>2</sup> GFA plus one truck space per 1,000m <sup>2</sup> thereafter (all spaces adequate for trucks)
Hotels and motels	One service vehicle space per 50 bedrooms or bedroom suites up to 200 plus one space per 100 thereafter plus one space per 1,000m <sup>2</sup> of public area set aside for bar, tavern, lounge and restaurant (50% of spaces adequate for trucks)
Residential flat buildings and residential components of mixed use developments	One service vehicle space per 50 apartments (above first 50) up to 200 apartments plus one space per 100 apartments thereafter
Other uses	One service vehicle space per 2,000m <sup>2</sup> (50% of spaces adequate for trucks)

*The following design principles should be considered in the design of service vehicle areas, as detailed in RMS Guide to Traffic Generating Developments (2002):*

- *The layout of the service area must be designed to facilitate operations relevant to the development;*
- *Service areas must be a physically defined area which is not used for other purposes, such as storage of goods and equipment or parking areas;*
- *Separation of service vehicle and car movements must be a design objective;*
- *All vehicles must enter and leave the property in a forward direction; and*
- *Internal circulation roadways must be adequate for the largest vehicle anticipated to use the site.*

- C26** Minimum vehicle dimensions, as detailed in Table 7, must be used in the design of service bay areas.

Table 7: Service vehicle dimensions

Vehicle type	Length	Width	Height	Turning circle (kerb-to-kerb)
Station wagon	4.7 metres	1.9 metres	1.4 metres	11 metres
Utilities	4.7 metres	1.9 metres	1.4 metres	11 metres
Van	5.4 metres	2.1 metres	2.5 metres	13.5 metres
Small rigid truck	6.6 metres	2.1 metres	4.3 metres	14.4 metres
Max. rigid truck	11 metres	2.5 metres	4.3 metres	21.7 metres
Max. articulated truck	17.5 metres	2.5 metres	4.3 metres	16.2 metres

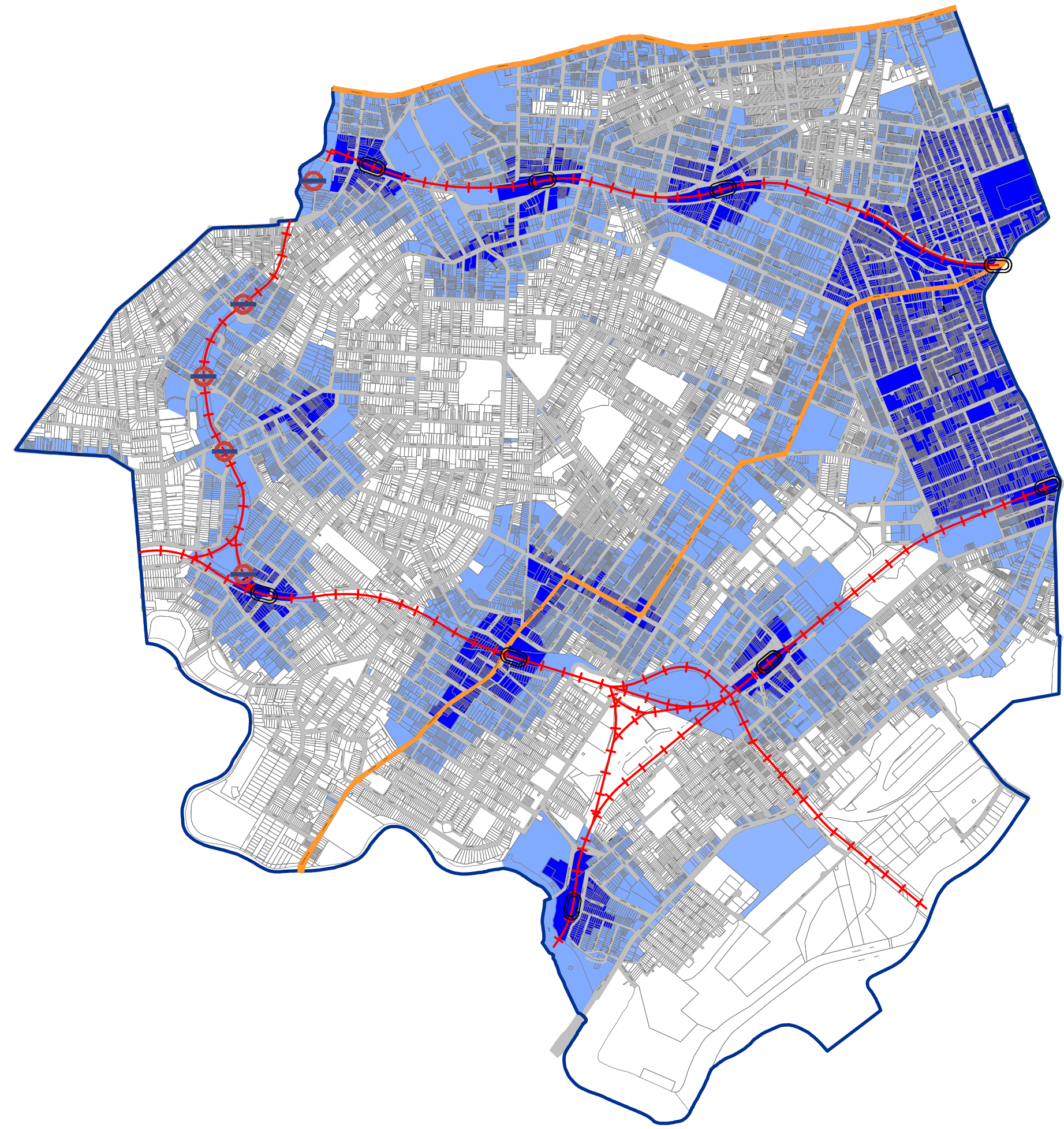
- C27** Manoeuvring areas must be designed to ensure direct movement to parking bays and loading areas.

*Templates of vehicle turning circles and loading bay manoeuvring areas are provided in RMS 2002 Guide to Traffic Generating Developments; AS 2890.1-2004 and AS 2890.2-2002.*

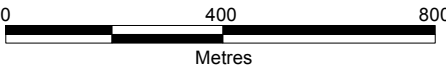
## Appendix 1 – DCP 2011 Parking Areas Map

**See the attached map**





## DCP 2011 PARKING AREAS



Projection: Map Grid of Australia  
Datum: GDA 94

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29/10/2013

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## LEGEND

- MARRICKVILLE LGA BOUNDARY
- RAILWAY
- RAILWAY STATION
- LIGHT RAIL STOP
- STRATEGIC BUS CORRIDORS
- PARKING AREA 1
- PARKING AREA 2
- PARKING AREA 3
- ROADS

# 2.11

## GENERIC PROVISIONS FENCING









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## Part 2 Generic Provisions

### 2.11 Fencing

As part of the interface between public and private areas, fences can establish the street appeal of a property or area and, as such, are important elements in urban streetscapes. This section of the DCP provides objectives and controls for residential, industrial and commercial fences.

Carefully designed fences and walls can integrate development into the existing streetscape. However when poorly designed, fences can unduly dominate the streetscape, reduce opportunities for neighbourhood surveillance and social interaction and obscure views of heritage items.

**NB** *Specific detail for fencing in heritage conservation areas (HCAs) is provided in Part 8 (Heritage) of this DCP.*

#### 2.11.1 Objectives

- O1** To ensure all original fences are retained and continue to be able to contribute to the interest and integrity of the area's streetscapes.
- O2** To encourage the reinstatement of lost original fences.
- O3** To ensure new fences are sympathetic to heritage items, period buildings and HCAs and complement and conserve the visual character of the streetscape.
- O4** To ensure any new fence is sympathetically scaled and proportioned with a contemporary dwelling.
- O5** To ensure any new fence is unobtrusive and does not distract from the building or streetscape.
- O6** To encourage the removal of visually intrusive infill fences in otherwise consistent streetscapes.
- O7** To ensure side and rear fencing provides privacy and amenity without impacting on pedestrian safety.
- O8** To provide appropriate fencing for industrial properties that is integrated with the building form, unobtrusive and sympathetic to the streetscape.
- O9** To provide fencing for commercial properties that contributes positively to the public domain.
- O10** To discourage the installation of poorly detailed or proportioned replica fencing, including the use of off-the shelf pickets and infill panels of aluminium.

#### 2.11.2 General controls

- C1** Fencing must be consistent with the provisions of 'Crime Prevention through Environmental Design' (CPTED) discussed under Section 2.9 (Community Safety) of this DCP.
- C2** Removal of existing trees to facilitate a fence is generally not permitted. See Section 2.20 (Tree Management) of this DCP for further details.

- C3** For sites that adjoin a public reserve, additional restrictions on type, height and style of fencing may apply and should be discussed with Council.

### 2.11.3 Fencing for heritage and period buildings

#### Controls

- C4** Modifications to the fence of a heritage item, period building or within a heritage conservation area must be designed in a manner which contributes to the historic style of the building and streetscape context. For further details on fencing styles refer to Section 2.11.7 and Part 8 (Heritage) of this DCP.
- C5** Existing fences must be retained where they are consistent with the period style of the building.
- C6** Any new fences must be consistent with the traditional designs used in the area, but using simpler detailing. For example, the same spacing for fence posts and pickets should be used, but replica aluminium pickets should not be used.
- C7** A variety of fence types may exist in the vicinity of the site. The predominant character must be adopted and interpreted to maintain visual continuity and cohesion.
- C8** The visual impact of fences must be minimised by selecting materials compatible to the age of the house.
- C9** Sympathetic reconstructions of fences are encouraged if original fences cannot be repaired.
- C10** Painting or rendering original masonry and sandstone fencing degrades the materials and alters the character of the fencing and is not permitted.
- C11** New openings must not be created in original iron palisade fences.
- C12** Fences over 1.2 metres high are generally inappropriate as they reduce visibility of the garden setting and the heritage item or period building. On sloping sites, fences may rise to a maximum 1.5 metres before stepping down to 1.2 metres or less.

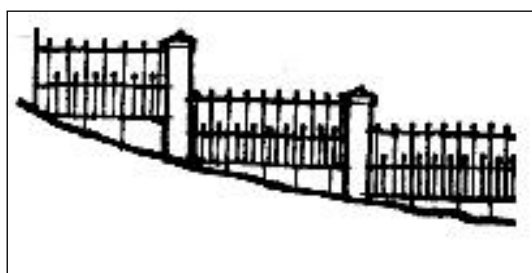


Figure 1: Fencing on sloping sites

### 2.11.4 Residential fencing

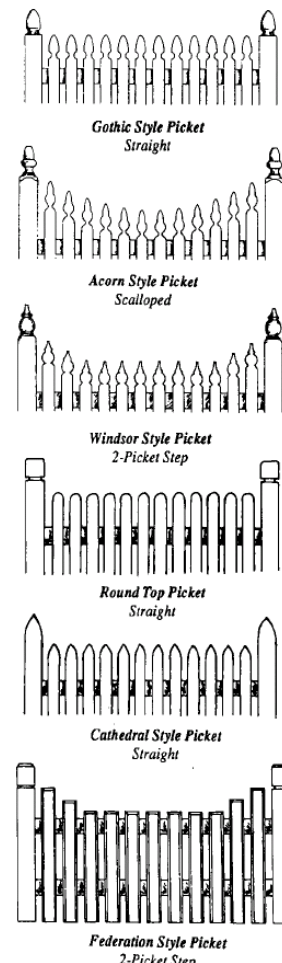
#### 2.11.4.1 Design and style

#### Controls

- C13** High solid walls and fences must be avoided as they detract from the streetscape and impede passive surveillance.
- C14** New fences must be finished in dark or recessive materials and surfaces, and aluminium panel fencing must be avoided.

#### TIMBER PICKET FENCE DESIGNS

Victorian Period to



Federation Period

A decorative timber picket fence was a feature of just about every cottage built before 1920. There are many differences between fences of the late nineteenth century (1840-1890) and those of the early twentieth century (1890-1915). Preferences during the latter period were for plain timber pickets with chamfered edges rather than the Gothic or Acorn shapes of the Victorian Period.



- C15** If a new fence is proposed within a streetscape which contains groups or runs of fences, the new work must match the height proportions, rhythms, colours and transparency of nearby fences.
- C16** For modern or significantly altered houses with little original detailing, the fence must be of a contemporary nature - simple in design and in materials and colours that fit into the surrounding area.
- C17** Materials will be considered on their merit with a general prohibition on the following materials:
- Cement block;
  - Galvanised sheeting, profiled, treated or pre-coated;
  - Aluminium sheeting, profiled, treated or pre-coated;
  - Fibro, flat or profile;
  - Brushwood;
  - Barbed wire; and
  - Aluminium swimming-pool style fences forward of the building line or on side or rear fences where adjoining public property including parklands.

**NB** All controls regarding design, style and material or fences are subject to the provision of adequate sight lines for emerging vehicles to enable surveillance of pedestrians.



Figure 2: Example of infill fencing

#### 2.11.4.2 Height

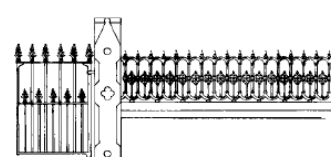
**NB** For the purposes of this DCP, front fencing is that part of the fence that faces the principal street frontage and includes the parts of the side fences between the front building line and the front street boundary.

#### Controls

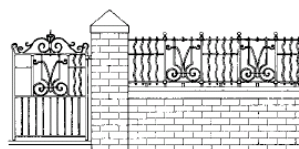
- C18** Front and side fences forward of the building line, must be no more than 1.2 metres in height above footpath level, unless a lower height is characteristic of the street. Front fences of up to 1.5 metres in height may be permitted to allow for sloping land.
- C19** Council may allow front fences and side fences forward of the building line greater than 1.2 metres in height above footpath level only where:
- There is dual street frontage and a higher fence is proposed for the secondary street frontage to achieve acoustic or visual privacy. Maximum height of the fence must not be more than 1.8 metres

#### Palisade Style Fencing

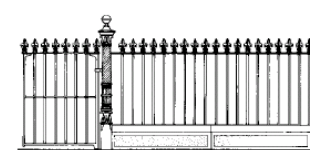
Victorian Period to



Mid Victorian (Gothic)



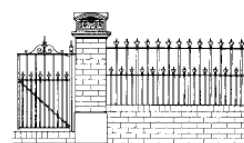
Edwardian



Mid Victorian (Italianate)



Early Victorian



Late Victorian (Queen Anne)



About 1920

Inter War Period

Where the original fencing has been removed, altered etc, re-instatement of the original fencing style is encouraged.

The choice of fencing style should be guided by the style of the existing dwelling.

and it must have an open design above 1.2 metres to allow some street surveillance. The higher parts of the fence must taper down to match the lower height front fence as illustrated in Figure 3; or

- ii. In the case of a heritage item or property in a heritage conservation area, where consistent with the scale or heritage value of a property and where historical evidence can be provided to support this; or
- iii. The property adjoins streets with high traffic. In such cases, Council may allow a fence up to 1.8 metres in height, constructed of solid material provided it can be shown that the fence acts as an effective noise barrier. Such fences must be either set back from the boundary to allow landscaping to soften the bulk or the structure must be articulated as an alternative to a solid blank wall. This is subject to the provision of adequate sight lines for safe traffic and pedestrian movements.

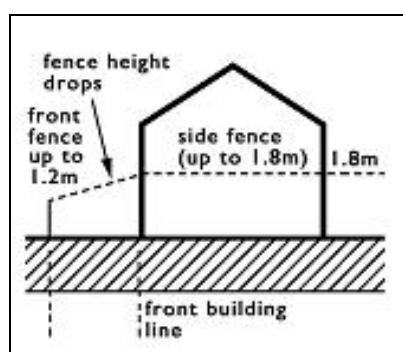


Figure 3: Side fencing must taper down to match the height of the front fence

- C20** In the case of semi-detached dwellings, a higher fence is only permitted if both dwellings in the pair seek consent concurrently.
- C21** Side fences (behind the front building setback) and rear fences must not be higher than 1.8 metres.
- C22** Side fences must taper down to match the height of the front fence as illustrated in Figure 3.
- C23** Where public views are available from the street, these must be preserved by open style fencing.
- C24** For safety, design and streetscape reasons high blank walls are not permitted nor are side boundary fences which obscure views of pedestrians and create a potential hazard for footpath users with reversing vehicles.

### 2.11.5 Industrial fencing

Fencing is often an integral part of industrial development in delineating areas and boundaries and for security purposes. Fencing location, style and height should be integrated with the building form, be unobtrusive and relate to the character of the streetscape.

#### Controls

- C25** The maximum height of all industrial fences is 1.8 metres.
- C26** Fencing location, style and height must be integrated with the building form and relate to the character of the street.



- C27** Fences must be located behind the landscaped frontage (between building and planter bed) or else incorporated within the landscaped frontage.
- C28** Fences adjacent to the front boundary must be constructed of permeable metal palisade or pickets in a dark recessive colour. Solid metal panel fences are not permitted adjacent to the street frontage.
- C29** Masonry retaining walls along the street frontage must be a maximum of 600mm high.
- C30** Chain wire fencing is only permitted on side and rear boundaries and is required to be black PVC coated. If the boundary adjoins a residential property a timber paling or colorbond fence is permitted.
- C31** Gates must be constructed of similar materials to the fence and must be hung so that the direction of the swing is inward.
- C32** Fences for corner properties must be splayed for road widening purposes and to improve sight lines at intersections for vehicles, pedestrians and cyclists and increase the footpath area for pedestrian access at corners, especially in centres. Splays will generally be as follows:
- i. 3 metres x 3 metres at street and street corner;
  - ii. 2 metres x 2 metres at street and lane corner; and
  - iii. 2 metres x 2 metres at lane and land corner.
- C33** Council will consider fencing for industrial properties abutting non-industrial lots on their merit, with regard given to amenity, streetscape, sight distances and general security of the non-industrial lots. If an industrial property is a heritage item or within or abutting a heritage conservation area, any fencing must be designed in accordance with Part 8 (Heritage) of this DCP.

## 2.11.6 Commercial fencing

### Controls

- C34** Generally no fencing will be permitted forward of the front building line.
- C35** Any other fencing must effectively screen from the public view storage areas (such as refuse bin storage areas or products storage) and be sympathetic to the streetscape of the area.

#### **Temporary fencing**

*Under the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (the Codes SEPP), temporary construction site fences used in connection with exempt development or complying development do not require consent subject to some requirements set out in the Codes SEPP.*

*State Environmental Planning Policy (Infrastructure) 2007 permits various forms of fencing as exempt development when carried out by or on behalf of a public authority.*

### **Dividing Fences Act 1991**

*The Dividing Fences Act 1991 addresses how the cost of a dividing fence is shared between adjoining landowners, where an owner wants to erect a dividing fence or wants work done on an existing dividing fence. It sets out the minimum requirements only; owners may agree to arrangements exceeding these requirements.*

*The Act also sets out the procedure for resolving disputes involving the cost, type and position of a fence.*

*More explanatory information can be found on the NSW Land and Property Management Authority website at: <http://www.lands.nsw.gov.au/>*



## 2.11.7 Fence styles

### 2.11.7.1 Federation

**NB** This section applies to all Federation-era properties with an original fence. For iron palisade fence details refer to Section 2.11.7.2 of this DCP.

Examples of Federation style fences include low brick, brick with iron ribbon panels, pickets and timber joinery. Original fences enhance the setting of their house and the historic integrity of the streetscape and should be retained.



Materials such as timber do not have the longevity of brick or iron, and surviving examples of original joinery or picket fences are rare. Replacement when deteriorated can be considered, including in a heritage conservation area.





## PART 2: GENERIC PROVISIONS

The retention and conservation of all early fences in the Inner West LGA is encouraged. If details of the original fence are known, options include reconstruction using traditional materials and technology or replacement with a simple contemporary fence that will be unobtrusive in the streetscape.

A new fence could be a similarly configured simple vertical bar fence with the same spacing and gauge, similar to surviving fences but without facsimile decorative heads to the picket.

The current fashion for elaborate front fences with heavy pillars, large bases and decorated or filled panels is not suited to the LGA's narrow frontage lots. They introduce an unfortunate opacity to the streetscape and make it more difficult to appreciate the unity of the underlying architecture.

The area's original front fences are low, particularly when constructed of brick or other opaque material. Although the transparent palisade rose to 1200mm in many places, the scale of most fences related to the scale of the land and setback of the house. Many cottages had a fence of 500mm or lower. Brick fences were not walls, and did not extend above chest-height.

Brick and steel ribbon fencing was a more substantial style of Federation fence, used most often in larger detached cottages and houses. The panels were of wrought iron ribbon and were often set into a curved brick base. The gates were made to match with driveway openings and double gates becoming more common.



### ***2.11.7.2 The iron palisade fence***

One of the most important elements of the area's streetscapes is the cast iron picket fence set into a sandstone base. Those fences are known as iron palisade fences.



Palisade fences are also found in front of houses of a scale or architectural period that in other areas would have had a timber fence - either picket or joinery, up until the 1920s. Iron foundries were some of the LGA's most important industries and it is likely that many, if not all, of those fences were manufactured in the area, contributing to their local popularity.

They are characteristically constructed of round iron pickets set individually into a sandstone base with an intermediate and upper rail to hold the pickets vertical. This base has a rounded top and is laid in long blocks along the boundary alignment. Alternate iron bars rise to approximately 1200mm (depending on the fall of the land) and the remainder to approximately 600mm. Both are topped by identical cast iron heads - usually a fleur-de-lis or spearhead, but sometimes ovuloid or other shape. Hardware such as latches was also made of iron.



The palisade fences in many of the heritage conservation areas were terminated by slim rendered, stone, brick, or in rare cases, iron pillars at the corners of the site. These are integral to the structure of the fence and serve to punctuate the rhythm of the streetscape when viewed obliquely. The scale and proportions of these pillars helps define the character of the streetscape and surviving pillars should be retained.

Front gates matched and blended into the view along the line of fences from the footpath. Houses from the servant-less Federation era often also had 'milko gates' next to the boundary to allow access to the side of the house for the delivery of milk, bread and coal to the house, often through a small hatch in the side wall (known as the servery).

Few had gates to allow access by a vehicle and the narrowness of most lots, together with the availability to access from the rear lane for cars in more recent years, has meant that many 'runs' of fences remain intact.

Although many original palisade fences have been removed, many survive and continue to unify and enhance their property and bring a cohesiveness to the LGA's streetscapes.

Most surviving fences continue to serve their purpose, only requiring basic maintenance including lightly sanding and painting to prevent oxidisation, or rusting, of the iron. If this is neglected the rust makes the iron swell and can crack the socket in the sandstone base. The retention and conservation of all iron palisade fences in the Inner West LGA is encouraged.

The use of materials such as aluminium or lightweight steel fencing in an attempt to replicate the style of the palisade fence should not be used in any part of the LGA as their scale, proportions and powder-coated finishes have a significant adverse impact on the aesthetic quality and value of the street.

### **2.11.7.3**      *Inter-War fencing*

The Inter-War period marked the end of the area's major development phase, with many examples from the period being infill development within earlier subdivisions and small pockets of development in the more outlying areas of the LGA.

Inter-War fences were almost all simple, solid and low brick structures, constructed of rusticated sandstone blocks, often also incorporating brickwork. Only fences to properties built in the Spanish Mission style were rendered and painted white, and these are rare.

The most prominent element of Inter-War fences is their horizontal emphasis, reflecting the influence of the Californian Bungalow architectural style and contrasting with the finely textured vertical fences popular in earlier periods.



Subtle textures and interest was created by the use of decorative brickwork such as castellations, dentiling and herringbone. Bull-nosed bricks were also used to soften the edge line to the fence. The choice of decoration generally matched that on the front verandah of the house; this can be a good starting point if the fence has been damaged or lost.

Another popular detail was to insert a water pipe as a horizontal rail into the space between two squat piers. The piers were located at the corners of the property and either side of the gate. An additional pier was provided if the site was particularly wide or the site sloped sufficiently to require an extra step in the fence line.

Side gates for deliveries were not incorporated in most Inter-War bungalow fences. They did start to provide for access for vehicles, as seen in the wider lots and asymmetrical siting of the house allowing space for a side driveway. The openings in fences for these driveways led to a very different and much more open character to these parts of the area.

The height of Inter-War fences is usually between 500mm-700mm above footpath level for the main part of the wall and the piers up to 1000mm-1200mm depending on the detailed design. Their bases are negligible - generally only a single course of bricks set at right angles to the boundary unless a more substantial footing was required due to the fall of the land.

Gates were metal, often with a wire panel to the lower portion and a wrought ribbon or simpler decorative detail in the upper. Driveway gates were made to match and did not rise higher than the fence piers.

Some houses of the Inter-War period had a fence of woven wire on a timber frame but these are not common in the area. Fences were not painted or rendered (other than Spanish Mission).

Appropriate fencing for an Inter-War house should match any original fence that has survived, the period and style of the house and the character of the local streetscape.



Properties within a heritage conservation area should have fences that fit into the streetscape in an unobtrusive manner that respects the heritage conservation area's specific heritage values. This does not mean that a 'fake' period fence is required.

A fully detailed Inter-War fence should generally not be erected in front of a house of a more recent architectural style. If the house was built recently or has been significantly layered over the years to the point where it has lost much of its original form, the new fence should be simple and use materials and colours to help it fit into the surrounding area. In the case of an Inter-War area, a low face-brick wall (<800mm) is likely to be the most appropriate solution.

# 2.12

## GENERIC PROVISIONS SIGNS AND ADVERTISING STRUCTURES







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## Part 2 Generic Provisions

### 2.12 Signs and Advertising Structures

This section of the DCP specifies Council's objectives and requirements for the erection and display of advertising signs. These provisions are intended to protect the significant characteristics of retail/commercial strips, neighbourhoods, buildings, streetscapes, vistas and the skyline. This includes the preferred options, the acceptable limits and the intended prohibitions available to Council through the law and via discretionary powers.

Advertising signs clearly indicate retail and commercial uses, and contribute to lively retail strips. However, too much signage creates visual clutter, detracts from the streetscape quality and reduces the effectiveness of advertising.

In considering innovative design proposals for signs not envisaged by the provisions of this section of the DCP, or where there are issues of interpretation, Council will consider the design of the proposed sign and the degree to which it meets the objectives of this section. It may be necessary to consult with Council officers for further information on specific proposals or where unusual circumstances pertain to a site, a premises or neighbourhood.

#### 2.12.1 Objectives

- O1** To ensure all advertising achieves a high level of design quality and is compatible with the architectural design of the host building, the character of the streetscape and the size and juxtaposition of other signs in the immediate vicinity.
- O2** To ensure signage does not dominate or detract from the architectural features of the building and from the white-way lighting found along some retail strips.
- O3** To ensure advertising does not cause amenity loss, or have a detrimental effect on the natural or built environment or the safety, appearance or efficiency of any public area.
- O4** To ensure the location and design of signs are consistent with road safety principles.
- O5** To ensure the use of corporate logos, colour and illumination schemes in signage are compatible with the architecture of the host building and do not adversely impact upon the local streetscape.
- O6** To ensure signage retains the visual prominence and integrity of the roof and silhouette form of the business centre.
- O7** To ensure sex services premises (including brothel) advertising is discreet.
- O8** To ensure advertising does not result in visual clutter or other visual impacts upon a locality.

#### 2.12.2 General controls

- C1** The following are generally prohibited:
  - i. Advertising involving flashing or moving signs;

## PART 2: GENERIC PROVISIONS

**NB** *Flashing or moving signs include mechanical moving signs, moving LED signs, video/television screens, projected laser advertising and other flashing, intermittently illuminated or sequenced lighting signs.*

- ii. Any sign not permanently fixed to the premises;
- iii. Any sign which would adversely affect traffic lights or obstruct motorists' vision at an intersection or entering or leaving a vehicle crossing;
- iv. Signs extending over street boundaries, other than those permitted in conjunction with shops or the like where buildings are erected on the street alignment and pole or pylon signs;
- v. Any underawning sign in excess of 2500mm x 400mm;
- vi. Signs at a lower level than 2600mm above the footpath;
- vii. Other than under awning and top hamper signs, any signs illuminated between 10.00pm and 7.00am (the following day) on land in or abutting residential zoned areas or that adjoins a predominately residential use;
- viii. Advertising on garbage bins, telegraph posts and other surfaces of a public nature, except by prior contractual arrangement with Council; and
- ix. A-Board (sandwich boards) on public footpaths or roadways where the placement of such signs would impede pedestrian or vehicular traffic.

**NB** *Shopkeepers located within shopping arcades are encouraged to jointly erect a business directory instead of the incremental placement of A-Boards within an arcade.*

**C2** Sign writing must be limited to the street number, name and general nature of the business.

**C3** Signage location

- i. Where original sign panels have been incorporated into the parapet of the building facade, these must be retained and, where possible, used for identifying the name, year of construction or nature of the business;
- ii. The scale and location of a sign must be compatible with the architectural design of the building to which it is affixed and consider nearby buildings, streets and other existing signs. Important architectural features must not be obscured by signage and must remain the dominant feature of the facade.

**NB** *In most cases, appropriate dimensions can be achieved by restricting signs to grid locations, panels or principal design lines of the building to ensure the architectural elements (set by lines of awnings, windows, doors and parapet lines).*

- iii. Signage must be located to facilitate ease of use in a simple and intuitive manner;
- iv. The name and address of the premises must be displayed in a position clearly visible from the street and/or service lane to assist identification and deliveries;



- v. Signage must not extend into the corridor of string of pearl lights (also known as white-way lighting) and be closer than 700mm to the light fitting;

**NB** *Pearl lights or white-way lighting are globe shaped under awning lights hanging close to the kerb side of the footpath and found along some of the retail frontages in parts of the area.*

- vi. The main facades of the building between the awning and parapet must be uncluttered and generally free of signage except where located within original sign panels;
- vii. The number of existing signs on a building, site or adjoining streetscape must be considered to ensure the new sign does not give rise to visual and/or physical clutter;
- viii. In deciding the location for a sign, the view of the sign and any supporting structure, cabling and conduit from all angles must be considered including visibility from the street and nearby higher buildings and against the skyline; and
- ix. The sign must not be supported from, hung from or placed on other signs.

**C4** Signage colour

- i. Development consent is required for any colour scheme, lighting scheme or external change to the appearance of a building that constitutes advertising (such as painting of a building to the corporate colour or brand, traditional painted signs such as red and white stripes to indicate a barbers' pole and the like). In considering such development applications, Council will consider whether the sign meets the objectives and controls of this section and other relevant sections of this DCP; and
- ii. The colour used in the design of an advertising sign or structure must be compatible with the colour scheme of the building to which it will be attached.

**C5** Corporate colours, logos and other graphics are only acceptable where they are restricted to an advertising sign.

- i. Excessive or special illumination schemes expressly designed for the purpose of promoting the business, activity or product, both on and within buildings (including windows and doorways) and sites, are not permitted.
- ii. Illuminated signs must not detract from the architecture of the supporting building during daylight.
- iii. Illumination (including cabling) of signs must be concealed or integrated with the sign or provided by means of carefully designed and located spot lights.
- iv. The ability to adjust the light intensity of illuminated signs may be required to be installed where Council considers it necessary.
- v. Any external lighting of the signs must be downward pointing and focused directly on the sign and must prevent or minimise the escape of light beyond the sign.

**C6** Animated signs may be appropriate temporarily in association with special events of a community, religious or cultural nature. If an animated sign is considered appropriate, the following controls apply:

- i. The animated sign must achieve design excellence, be compatible with the architectural design of the supporting building and its use

- and have regard for the character of the streetscape and locality generally.
- ii. Animated signs will not be permitted in places where, in the opinion of Council, there is the potential for the sign to adversely impact upon the amenity of residential accommodation, tourist and visitors' accommodation, or the public domain.
- iii. Animated signs must not be placed on heritage items or in heritage conservation areas or in areas zoned primarily for residential purposes.
- iv. Signs that achieve their animation through lighting effects must comply with the illuminated signs provision under **C1**.
- v. The design and operation of any laser must be in accordance with relevant Australian Standards.

*Australian Standard AS2211-1981 Laser safety specifies laser classes and associated standards.*

- vi. In some instances, Council may request a practical demonstration of an animated sign prior to the approval of such application.

### 2.12.3 Signage controls based on sign types

#### **C7** Under awning signs

- i. Under awning signs must have a minimum clearance of 2600mm above the footpath, must be centrally positioned under the awning and must not exceed 2500mm x 400mm.
- ii. One under awning sign for each 6 metres of shop frontage is allowed provided that a distance of not less than 3 metres is maintained between the centres of signs on adjoining properties.
- iii. Under awning signs must not project beyond the width of the awning.
- iv. Where an awning is less than standard width or where it is absent on any shopfront, consideration must be given to a lantern sign in place of the horizontal projecting sign. In the absence of an awning, flush wall signs must have a height equivalent to the fascia depth of the adjacent awning (generally no greater than 450mm).

#### **C8** Above awning signs and sculptures

- i. Notwithstanding Council's requirements for projecting and flush wall signs above the awning, signs attached to the top of an awning or positioned directly above it, are not permitted.
- ii. Council will consider above awning sculptures along the Marrickville Road and Illawarra Road retail frontages where sculptures:
  - a. Are of high quality design and material;
  - b. Reflect the nature of business carried out in the associated shop;
  - c. Do not relate to a sex services premises, restricted premises or a massage parlour;
  - d. Are not higher than 1.5 metres above the awning or wider than 2 metres;
  - e. Are not attached to a heritage item;

- f. Do not distract from important architectural elements of the facade; and
- g. Do not result in visual clutter.

#### C9 Projecting wall signs

- i. Vertical projecting wall signs are permitted above the awning where the parapet wall has sufficient height to ensure the wall sign is in proportion.
- ii. Signs must not extend above parapet height.
- iii. Projecting wall signs must not extend more than 750mm from the face of the wall (See Figure 1).
- iv. The vertical dimension of the sign must be equal to or greater than the horizontal dimension (See Figure 1).

**NB** Council will consider variations to the maximum projection requirement of 750mm, only where the requirement for a sign of vertical proportion does not suit the style and character of the building; or details and proportions of the facade, square or circular signs may be considered, having a maximum projection of 1.5 metres from the facade. In such circumstances, buildings having a height of three storeys or greater are considered more appropriate to the scale and proportion of such signs (see Figure 2).

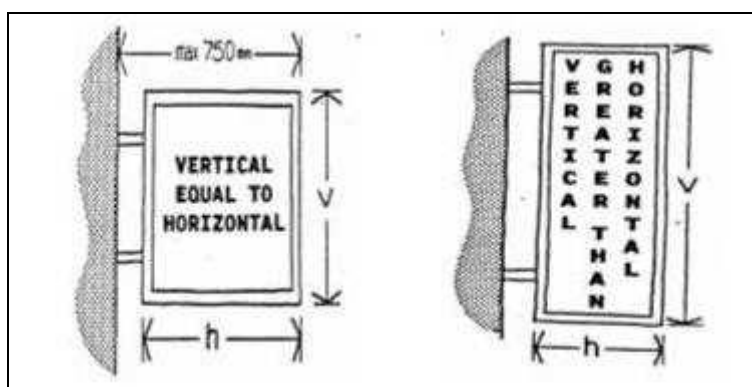


Figure 1: Permissible dimensions of vertical projecting wall signs.

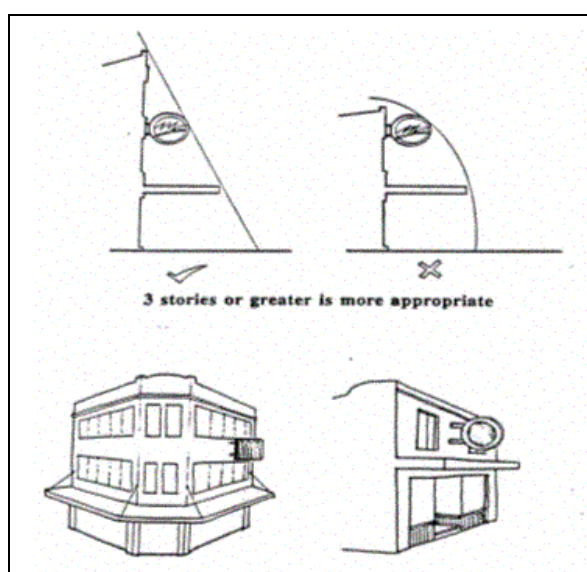


Figure 2: Three storeys or greater is more appropriate for projecting wall signs.

#### C10 Awning fascia signs

- i. Fascia signs must be part of the awning and not illuminated. They must not project above or below the awning fascia.
- ii. Product identification on awning fascias will not be permitted.
- iii. Where the awning does not have a significant fascia depth (pitched or bull-nosed verandah, for example), painted or illuminated signs not exceeding a height of 200mm and a width of 600mm will be permitted parallel to the awning edge above the awning, and must be set back 50mm from the awning edge.

**C11** Top hamper signs must not project more than 150mm beyond the face of the building and must not extend below the level of the head of doorway or window to which they are attached.

**C12** Window shopfront signs

- i. Painted signs on shopfront windows, particularly those using fluorescent and iridescent paints, must be temporary and must not cover more than 60% of the window surface area.

**NB** *A temporary sign must not be displayed for more than two months.*

- ii. Painted window signage which is skeletal, identifying only the business name of the premises, may be permanently applied to the window surface.

**C13** Parapet signs

- i. Where there is suitable provision for the display of painted wall signs within a recessed area of the parapet or front facade of the premises, the content of the sign must be limited to the name or classification of the business (see Figure 3).
- ii. Facade panels must align with the dimensions of windows or doors and be centred on parapets (See Figure 3).

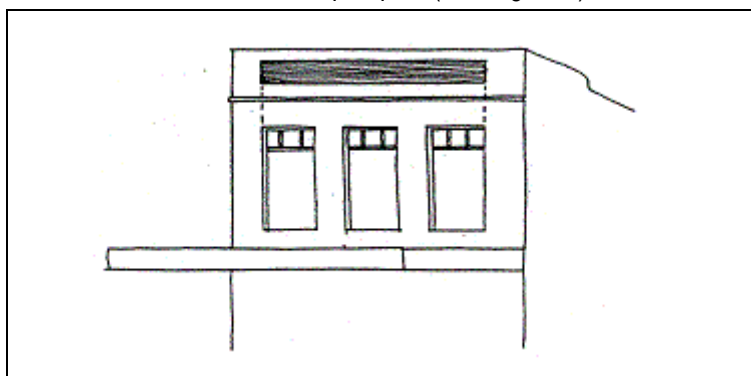


Figure 3: Preferred alignment of facade panels.

**C14** Flush wall signs

- i. One sign is permitted on a wall where it does not face a residential property or a residential street as demonstrated in Figure 4. This may be floodlit, but not internally illuminated.
- ii. The sign must not occupy more than 20% of the associated wall area with a maximum signage area of 8m<sup>2</sup>.
- iii. Where the building is face brick, a sign must not be painted directly onto the brick work. A face plate of maximum thickness 5mm must be used.

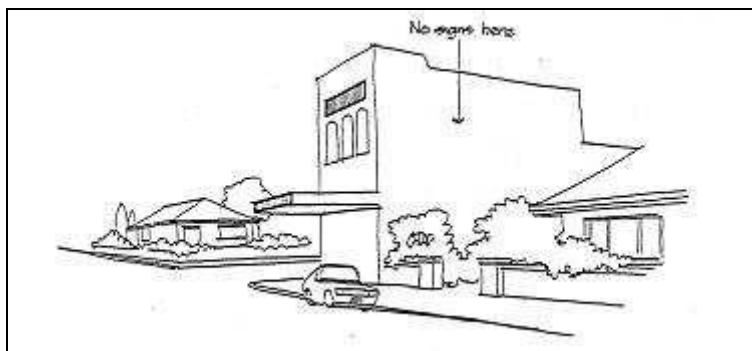


Figure 4: Showing both a parapet sign and where flush wall signs are not appropriate.

## 2.12.4 Signage controls based on zoning and land uses

### 2.12.4.1 Signage in residential zones

**NB** For signs and advertising structures on heritage listed buildings or buildings located in heritage conservation areas refer to Section 2.12.4.9 (Signs on heritage items and in heritage conservation areas).

#### C15 General

- i. Any advertisement within a residential zone must relate only to premises situated on the subject land, and must only specify:
  - a. The purpose for which the land is used;
  - b. The identification and description of a person carrying on an occupation or business on the premises; and
  - c. Particulars of the goods or services dealt with or provided on the premises.
- ii. Signs must be carefully designed to blend in with the established residential character and not unduly attract attention. Illumination of signs must be considered on merit, having regard to the potential impact on adjoining residential properties.

#### C16 Home occupations (excluding home occupation (sex services))

- i. Signage for home occupations must only display a sign not exceeding 1.2 metres x 0.6 metres in size. The sign must be affixed to the front facade of the dwelling or to the front boundary wall or fence; and
- ii. Where there is no front fence, or where an existing fence does not have sufficient height to display a sign, and where the dwelling has a significant setback from the street front, consideration may be given to the erection of a pole sign having a height not greater than 2.8 metres. The proportions of the advertising area must not exceed 1.2 metres x 0.6 metres and must not extend over the property boundary.

#### C17 Non residential premises and shop top housing in a residential zone

In the case of non-residential premises and shoptop housing in a residential zone, only one sign and/or one under awning sign may be displayed per premises. The total permissible area of the sign, excluding under awning sign, must not exceed 1m<sup>2</sup> for every 20 metres of street frontage. For corner blocks, the frontage is the street to which the property is rated and the area is calculated by including all faces of a



sign. Advertising signs and structures are not permitted above the awning on a shoptop housing development.

### **2.12.4.2**      *Signage in commercial zones*

**NB** *For signs and advertising structures on heritage listed buildings or buildings located in heritage conservation areas refer to Section 2.12.4.9 (Signs on heritage items and in heritage conservation areas).*

Inner West LGA's business centres are characterised by a variety of signage, including some remnants of traditional painted signs.

New commercial signage appropriate to the building form, its geometry and architectural features will help preserve a building's character, while public art like footpath mosaics, painted murals and sculptural installations may enhance the business centre. Innovative contemporary signage which is consistent with the business centre is therefore encouraged.

Signage which obscures shopfronts is not in keeping with the DCP's intention to make shopfronts visually open. Rooftop signage compromises the integrity of a business centre's silhouette and should be avoided.

Lighting associated with signage should have regard to and highlight the decorative features of a building such as the silhouette, projections, recesses and openings. Illumination within or of the facade should not reduce the visual appreciation of neighbouring heritage and contributory buildings.

#### **C18**      Signage area

**NB** *Advertising areas for different types of signs are described in Section 2.12.3 (Signage controls based on sign type). The following controls provide the combined total for all signs on a property in a commercial zone.*

- i. The total permissible advertising area, excluding any permissible under awning sign, must not exceed a factor of 1m<sup>2</sup> for each 1.5 metres or part thereof of a frontage of that tenancy to the public road.
- ii. Where the site has a frontage to two streets the same factor will apply to the second frontage, but for each frontage to a residential street or to a lane, the permissible advertising area must not exceed a factor of 0.5m<sup>2</sup> for each metre of frontage; if any advertising is permitted at all.
- iii. Despite any other provisions in this section, signs exposed to adjacent residential development or to a predominately residential street must not exceed 1.2 metres x 0.6 metres. This control may be varied depending on the extent of the variation in the context of its perceived impact.

### **2.12.4.3**      *Signage in industrial zones*

#### **C19**      Signage area and location

- i. The total advertising area upon any building in an industrial zone must not exceed 1m<sup>2</sup> for each 3 metres or part thereof of a frontage up to a maximum area of 10m<sup>2</sup>. Where the site has a frontage to two streets, the frontage is the street to which the property is rated.



- ii. No sign shall stand higher at any point than the roof line of the host building to which it is affixed.

**C20** Industrial complex/multi-unit industrial building

- i. For industrial complexes, a free standing sign such as a directory board for the entire complex may be provided. Any free standing sign must:
  - a. Be integrated into the landscape design;
  - b. Be located within the property boundary with a minimum setback of 2 metres from road alignment and clear of any footpath or designated pedestrian paths;
  - c. Be no higher than 5 metres above the natural ground level and have a maximum area of 10m<sup>2</sup> per face with a maximum advertising area of all faces not more than 25m<sup>2</sup>;
  - d. Present only information related to the use of the individual units like a tenancy directory;
  - e. Be clear of any vehicular crossings and not compromise the safety of pedestrian and vehicular movement;
  - f. Not require the removal of significant trees or vegetation; and
  - g. Be illuminated where this does not impact on the environment, safety or amenity of the area.
- ii. Development applications for new industrial complexes may also include location and dimension of one advertising panel for each unit. If located along the street frontage, such signs must comply with the signage area controls for industrial premises.

**2.12.4.4** *Signage in SP1, SP2, RE1, RE2, E2 and W1 zones*

**C21** Advertising in SP1, SP2, RE1, RE2, E2 and W1 zones will only be permitted:

- i. Where the applicant shows a justifiable need;
- ii. Where the amenity of the area will not be detrimentally affected; and
- iii. After consideration of the general merits or otherwise of the application.

**2.12.4.5** *Mixed use buildings*

**C22** Signage for the commercial or industrial component of a mixed use development must comply with the controls under Sections 2.12.3 and 2.12.4.2 or 2.12.4.3 as applicable.

**C23** Advertising signs and structures are not permitted above the awning on mixed use buildings unless they relate to the activities conducted above ground floor level. Where the use is predominantly residential, advertising signs or structures above the awning are not permitted with the exception of building name or street number sign.

**2.12.4.6** *Signage on high-rise buildings (in excess of 15 metres)*

**C24** Above awning advertising signs and structures will form part of the assessment of development at this scale. Such signs and structures must consider the following:

- i. Principal tenants  
Naming rights to the building, often in favour of the principal tenant, must be limited to the form of one advertising sign above the awning. Such signs must be designed and positioned in a manner sympathetic to the design of the building. Where no principal tenant exists, a coordinated approach can meet the advertising needs of the tenants of a building. This should generally be limited to a directory panel in the common area/entry foyer of the building.
- ii. Roof Signs  
Roof signs are not permitted where they result in an increase in the height of the building, or where they are flashing or moving. The assessment of any proposed roof sign will include an evaluation of its impact on adjacent residential development, in terms of intensity and duration of illumination.

### 2.12.4.7 *Sex services premises*

#### **C25** General controls

- i. Signage must not display words or images which are sexually suggestive, lewd or otherwise offensive.
- ii. Under awning signs or top hamper signs may be illuminated (light box type) provided this will not result in impacts upon the environment or amenity of the area. No "chain" bulb, neon or "flashing sign" type lighting on premises is permitted.
- iii. A maximum of one external sign is permitted for a sex services premises and must indicate only the name of the business operated and/or the address;

*Advertising premises specifically for purposes of prostitution is an offence under the Summary Offences Act 1988.*

- iv. Where primary pedestrian access is from the rear of the site, a second sign may be provided on the site indicating only the name of the business operated and the street number or address.

**NB** *The intention of this provision is to ensure that there is no confusion over the location of the sex services premises, which may result in disturbance to surrounding properties.*

- v. Signage for sex services premises is to be limited to 0.3 metres x 0.6 metres (or other dimensions, but of equivalent surface area).
- vi. A clearly visible street number must be displayed to avoid disturbance to surrounding premises.

### 2.12.4.8 *Automotive related activities*

The following types of signage are appropriate for service stations, motor mechanics, and car wash establishments where buildings are located away from the street alignment.

#### **C26** Pole or pylon signs

- i. Freestanding pole signs must have a maximum height of 6 metres above ground level, and the sign itself must not exceed 3.5m<sup>2</sup> in area.

- ii. Pole signs must not project beyond the street alignment (see Figure 5).

## C27

### Fin signs

A fin sign is a horizontally proportioned sign positioned on the roof, canopy or awing of a structure such as a service station (refer to Figure 5). The following requirements must apply:

- i. Maximum height of 500mm above the roof structure;
- ii. No portion of the sign to project beyond the canopy edges;
- iii. Maximum area of 9m<sup>2</sup> and only refer to the name of the establishment; and
- iv. Only one fin sign per premises.

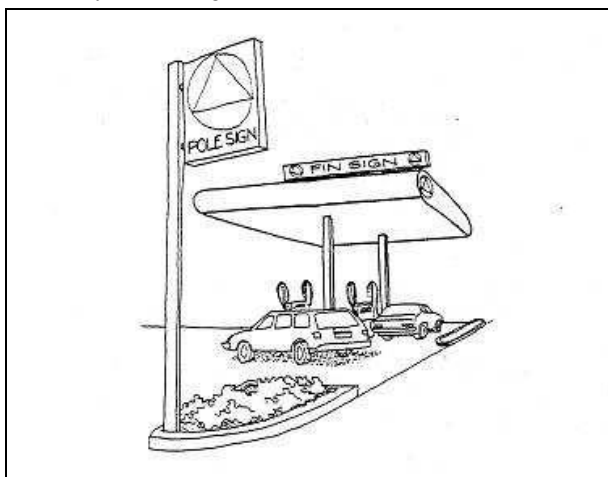


Figure 5: Example of pole and fin signs.

### 2.12.4.9 Signage on heritage items and in heritage conservation areas

**NB** In the event of any inconsistency between the provisions relating to signs on heritage items in heritage conservation areas or in character areas and other provisions elsewhere in this DCP, the provisions of Section 2.12.4.9 prevail.

## Heritage items

## C28

### Signage strategy for a heritage item

- i. Any application for a new sign on a heritage item must include a signage strategy that takes into account existing and proposed signs for the building and the policies and recommendations of any conservation management plan; or
- ii. Any sign proposed for a heritage item must be consistent with the recommendations of an approved signage strategy forming part of a development consent or an adopted development plan or conservation management plan applying to the heritage item.

## C29

### All signs on a heritage item must be:

- i. Consistent in design to the architectural form of the building to which it is attached;
- ii. Of a complementary material, construction and graphics; and
- iii. Appropriately located on the heritage item and of a compatible design and style with appropriate lettering.

- C30** Signs between the first floor level and the parapet of a heritage item are not permissible, unless it can be demonstrated that the signs are an important aspect of the heritage significance of heritage item.
- C31** Signage illumination
- i. Internally illuminated signs are not permitted on a heritage item unless they are a reconstruction of an original significant sign or it can be demonstrated that it is an important aspect of the heritage significance of the heritage item.
  - ii. Externally illuminated signs are permitted only where:
    - a. The design of the sign achieves a high degree of compatibility with the heritage item; and
    - b. The cabling and conduit supplying power to the sign is completely concealed and does not involve intervention in or damage to significant fabric.
  - iii. Flashing or animated signs are not permitted.
- C32** Existing signs on heritage items and buildings that may have heritage value should be retained where possible and preferably in their original location. As well as signs that are applied to the building, existing signs may include more intrinsic sign types, such as written in the pavement, in tilework, in lead lighting or windows, painted on walls or in raised lettering in render. Any new signs must be designed and installed sympathetically with regard to existing signs. In some cases this may result in the potential locations for new signs being restricted or unavailable.
- C33** Council will consider the name of a heritage item and whether or not that name is significant before allowing its building name sign to be changed. On some buildings this may mean that the building name may not be changed.
- C34** The installation of any sign on a heritage item must be carried out in a reversible manner without damage to the significant fabric. In the case of a sign affixed to any stone or brick wall of a heritage item the sign is to be fixed in such a way that stone is not damaged and any fixings are put only into mortar joints.
- C35** In the absence of any shopfront awnings, signage shall be kept below the height of awnings on adjacent buildings. In this circumstance, projecting wall signs must take the form of lantern signs, where appropriate.

### Signage in Heritage Conservation Areas (HCAs)

- C36** Signage strategy in HCAs
- i. Commercial/retail precincts  
Signs within commercial zones and established retail strips must comply with the signage controls for commercial areas stated earlier in this section of the DCP and any other controls prescribed under the relevant HCA.
  - ii. Residential precincts
    - a. Where the HCA is predominately residential, signage must respect and not detract from the residential amenity of that area.
    - b. In HCAs signs on single dwelling houses must:
      - Be limited to one sign per building;

- Not be illuminated or flashing, with a maximum area of 0.25m<sup>2</sup>;
- Provide for the advertising of the business undertaken at that premises only; and
- Be located on the ground floor elevation of the building only and address the main entrance to the premises.

### 2.12.5 A description of standard signs

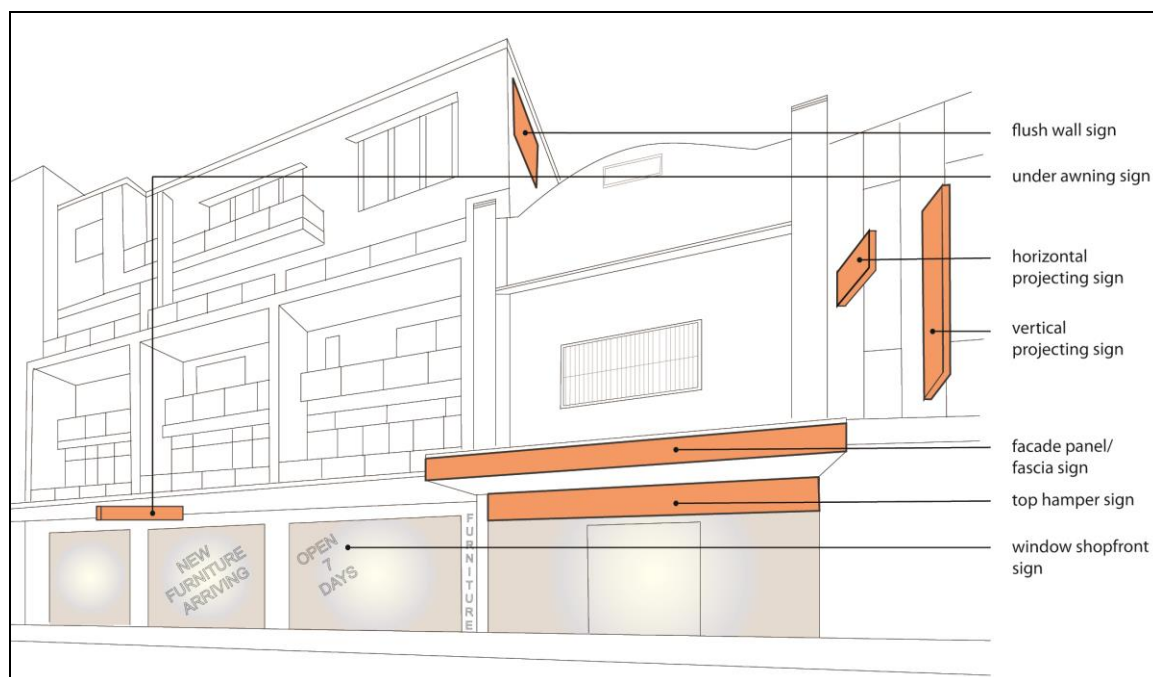


Figure 6: Sketch showing the location of conventional signs on a building

### 2.12.6 Advisory note

Corporations and franchisers should consult with Council before submitting a development application for signage. Standard modules may not be acceptable in particular business centres. In such instances it may be more appropriate to consider the design of a one-off design which reinforces the cultural and visual setting of the centre.

# 2.13

## GENERIC PROVISIONS BIODIVERSITY









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## Part 2 Generic Provisions

### 2.13 Biodiversity

Biodiversity refers to the variety of life: the different plants, animals and micro-organisms, the genes they contain and the ecosystems of which they form. Biodiversity is vital in supporting human life. It provides many benefits, including all our food, clean air and water and fertile soils.

#### 2.13.1 Local government and biodiversity

Councils have a range of policy and management functions including:

- Land use planning and development controls that impact biodiversity;
- Maintenance and development of physical infrastructure;
- Waste management;
- Provision of local community education facilities and community awareness programs;
- Management of open space for recreation and conservation; and
- Pollution control.

These and other functions are highly relevant to the local and regional management of biodiversity, a relatively new responsibility for local government.

Over recent years, considerable policy development has occurred through revised planning schemes, local conservation strategies and the Local Agenda 21 initiative that flowed from the 1992 United Nations (UN) Conference on Environment and Development. More recently, a national policy for local government biodiversity management has been developed (ALGA 2000).

#### 2.13.2 Local government provisions for biodiversity

The National Local Government Biodiversity Strategy (NLGBS) established a common policy direction for all local government across Australia, recognising the importance of biodiversity and the need for integrated local government approaches and actions. The NLGBS outlines the following objectives to address five key issues:

1. To develop a national awareness, training and education program.
2. To ensure adequate resourcing for all interested councils or regional organisations in order to have a greater role in biodiversity conservation, including the specific requirements of indigenous communities.
3. To encourage regional partnerships and planning, preferably along existing regional boundaries.
4. To encourage state governments to review, and possibly amend, legislation relating to the role of local government in managing biodiversity.
5. To establish a nationally coordinated information and monitoring system which is integrated with existing databases and to provide councils with basic information on biodiversity in their area.

Those objectives provide a basis for monitoring and evaluating local government needs and achievements in biodiversity conservation.

### 2.13.3 Protection of endangered/threatened species

An objective of the *Environmental Planning and Assessment Act 1979* (EP&A Act), is to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.

#### Objectives

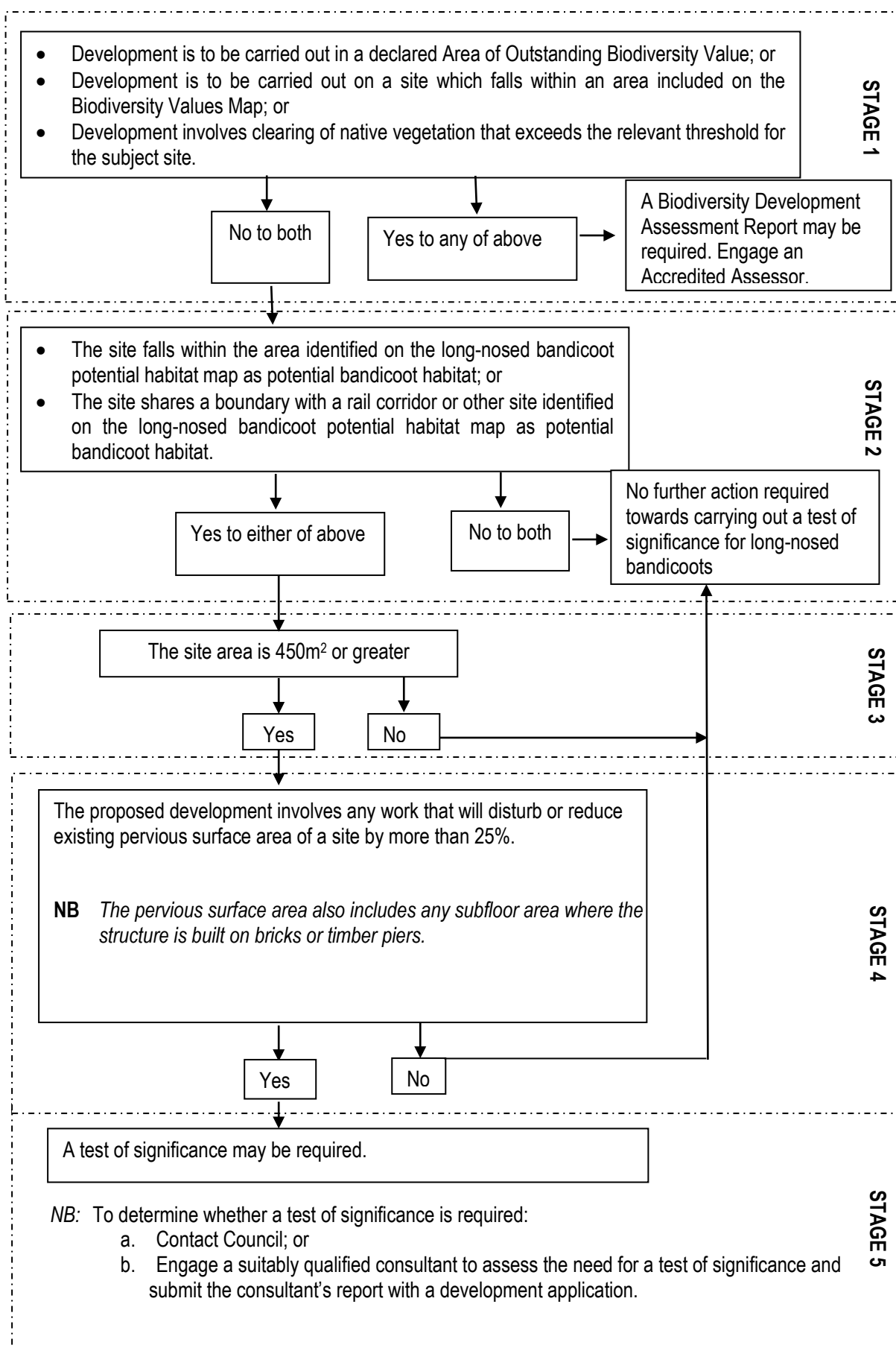
- O1** To protect and promote the recovery of threatened species, populations and endangered ecological communities.

#### Controls

- C1** Development on land identified on the Biodiversity Map as Bandicoot Protection Area, provided in Appendix 3, may be required to undertake an assessment of significance. Figure 1 outlines the decision making framework used to determine whether there may be a significant impact on the long-nosed bandicoot population and the need to undertake an assessment of significance.



Figure 1 - Criteria to determine the need for an assessment of significance for long-nosed bandicoots



### 2.13.4 Wildlife corridors

Wildlife corridors are vegetation features (preferably remnant bushland, but may include remnant trees, native plantings, weed thickets and gardens) that connect larger areas of remnant bushland and facilitate fauna movement. Fauna movement allows dispersal, interbreeding and re-colonisation to occur, improving long-term viability of the species. Fauna movement also facilitates pollen and seed dispersal, enhancing the viability of plant populations. Continuous corridors are preferable, but discontinuous corridors still contribute to fauna movement and can potentially be improved through habitat enhancement.

#### Objectives

- O2** To provide natural habitat for local wildlife and benefits to the community.
- O3** To retain and enhance native vegetation and the ecological functions of wildlife corridors.
- O4** To reconstruct habitat in non-vegetated areas of wildlife corridors that will sustain the ecological function of a wildlife corridor and that, as far as possible, represents the combination of plant species and vegetation structure of the original community.

#### Controls

- C2** Development on land identified on the Biodiversity Map as Wildlife Corridor, provided in Appendix 3, must incorporate native vegetation as part of any landscaping works.

**NB** *A detailed list of native vegetation is provided in Section 2.18 (Landscaping and Open Spaces) of this DCP.*

### 2.13.5 Development near parks, bushland reserves and other public open spaces

The impacts of development on natural areas and public spaces can be partly redressed through sympathetically designed development, the retention of remnant vegetation areas and by providing suitable habitat in parks and private gardens.

#### Objectives

- O5** To protect and preserve bushland adjoining parks, bushland reserves and other public open spaces.
- O6** To ensure development responds to its adjacent surroundings and helps preserve and enhance the natural qualities of the environment.
- O7** To encourage development that complements the landscape character and public use and enjoyment of the land adjacent to open spaces.

#### Controls

- C3** Buildings must be located to provide an outlook to public open space without appearing to privatise that space.
- C4** Development must provide a visual transition between open space, bushland reserves or other public spaces and buildings, including avoiding abutting public open space with back fences.
- C5** Development must protect views to and from public open spaces.



**NB** *The above controls can be best addressed through a detailed site and context analysis. See Section 2.3 (Site and Context Analysis) of this DCP.*

### **2.13.5.1 Advisory notes**

Where suitable, development should ensure access to public open space is provided via roads or easements for access.

Development may retain outlook and views by:

1. Choosing materials that minimise building mass;
2. Articulating the building elevation, fence and wall materials, height, design and the selection of landscape; or
3. Selection of suitable vegetation to form an attractive transition to the open space.

The transition between development and open space may be enhanced by:

1. Incorporating a vegetation link to open space with the landscaping design;
2. Providing a similar landscaping design and plant species as the adjacent bushland;
3. Selecting fence materials that integrate with the open space characteristics;
4. Locating the building away from the open space areas;
5. Relating building heights to open space vegetation height;
6. Preserving significant fauna and flora habitats;
7. Providing a protective buffer between the development and bushland;
8. Not introducing non-native flora and fauna;
9. Minimising clearing; or
10. Providing on-site soil and water management that treats stormwater before it enters bushland.

Views to and from open space may be protected by:

1. Avoiding development that may interrupt the skyline;
2. Minimising clearings to avoid fragmentation of the landscaping especially adjacent to bushland reserves;
3. Limiting the height of development to below the tree canopy; or
4. Setting development back from the open space area.

### **2.13.6 Waterways and riparian lands**

River health is influenced by the function and health of the stream banks or land adjoining the waterway, which is referred to as the 'riparian' zone, land or corridor.

#### **Objectives**

- |            |  |
|------------|--|
| <b>O8</b>  | To protect, maintain and enhance the ecology and biodiversity of waterways and riparian land.  |
| <b>O9</b>  | To encourage development to be located outside waterways and riparian land.  |
| <b>O10</b> | To avoid impacts that will result in an adverse change in watercourse or riparian land condition.  |
| <b>O11</b> | To minimise risk to life and property from stream bank erosion and flooding by incorporating appropriate controls and mitigation measures. |
| <b>O12</b> | To maintain and improve access, amenity and scenic quality of waterways and riparian lands.  |

### Controls

**C6** Infrastructure such as roads, drainage, stormwater structures or services must be located outside land identified as a waterway and riparian land.

**NB** *Development within 40 metres of a waterway may require a "controlled activity approval" pursuant to the Water Management Act 2000. Development that requires a controlled activity approval under that Act constitutes integrated development pursuant to Sections 4.46 and 4.47 of the EP&A Act. Before granting development consent to an application for consent to carry out the development, the consent authority must obtain the general terms of any approval from the relevant approval body. Applicants need to refer to this legislation separately.*





## Appendix 1 – Long-nosed Bandicoot factsheet

### Long-nosed Bandicoot

Scientific Name:  
*Perameles nasuta*

Conservation Status in NSW:  
Endangered population

Photo: Paul Meek ©DECCW



A colony of Long-nosed Bandicoots (*Perameles nasuta*) has recently been rediscovered within the suburbs of Dulwich Hill, Lewisham and Petersham in Sydney's inner west. This population of Australian native, nocturnal marsupials has been declared as an Endangered Population under the *Biodiversity Conservation Act 2016*.

### Description

Long-nosed Bandicoots have a longer nose than feral rats. They have a creamy white contrast to their brown coat over their forelimbs, hind limbs and underbelly. Adult Long-nosed Bandicoots are much larger than rats, attaining sizes similar to adult rabbits. Their ears are more elongate and pointy than rats' ears, too.

Size: Ranging from 310mm - 425mm in length, tail length varies from 120mm - 155mm and body weight may vary from 850grams - 1100grams.

Colour: Typically dark; greyish-brown above and creamy white below. The forefeet and upper surfaces of the hind feet are also creamy white. The muzzle is long and pointed and the ears are large and distinctly pointed.

Diggings: When foraging for food, bandicoots dig small conical holes with their forefeet which are just large enough for their long pointy snout. Those diggings can be indicators of the presence of bandicoots in an area, but they can be confused with diggings by rats, rabbits and pied currawongs, as well as other animals. Their depth is anywhere between a few centimetres and 15cm and approximately the circumference of a twenty cent coin.

### Habitat and ecology

Diet: Consists primarily of beetles, larvae, cockroaches, ants and plant material including leaves, stems and tubers and fungi.

Threats: The Long-nosed Bandicoot population is threatened by habitat loss and fragmentation as a result of urban development, predation by domestic cats, dogs and



Conical bandicoot diggings

## PART 2: GENERIC PROVISIONS

introduced foxes as well as deaths resulting from road accidents, depression and disease (toxoplasmosis).

### Finding a bandicoot

If a bandicoot is found while undertaking construction, contact any of the following organisations immediately:

WIRES	1300 094 737
Sydney Metropolitan Wildlife Services (‘Sydney Wildlife’)	9413 4300
Livingstone Road Animal Health Centre, Petersham	9568 3077
Coordinator Urban Ecology Volunteers and Projects	9392 5000
Inner West Council	

### Protecting the bandicoot population

- Establish an area in the garden as a native fauna sanctuary, to provide shelter and food;
- Remove exotic noxious weeds and replace with local native plants in clusters, with a variety of local native grasses, shrubs and trees to provide protective habitat;
- Keep cats and dogs indoors from dawn to dusk (bandicoots are highly vulnerable to predation); and
- Avoid insecticides by promoting a natural ecosystem; natural predation will keep the local environment in balance.

### More information:

<https://www.environment.nsw.gov.au/threatenedspeciesapp/profile.aspx?id=20107>



## Appendix 2 – Grey-headed Flying Fox factsheet

### Grey-headed Flying Fox

Scientific Name:  
*Pteropus poliocephalus*

Conservation Status in NSW:  
Vulnerable

Conservation Status in Australia:  
Vulnerable

Photo: Vivien Jones



### Description

The Grey-headed Flying Fox is a fairly large arboreal mammal with a wingspan of up to one metre and a head and body length of 230mm-288mm. They have a reddish-yellow mantle encircling the neck and a grey or whitish grey head. Fluffy, dark brown fur extends to the ankle - unlike other flying foxes whose fur only reaches the knee.

### Habitat and ecology

The Grey-headed Flying Fox's social structure is organised around roost sites, known as camps, consisting of hundreds of individuals. They will utilise most habitat types which provide food, particularly eucalyptus woodlands and forests, typically near water. They feed on a variety of flowering and fruiting plants and are responsible for seed dispersal of many rainforest trees, such as native figs and palms. They also feed extensively on the blossoms of eucalypts, angophoras, tea-trees and banksias and are an important pollinator of those species.

### Threats

Loss of habitat is the primary reason for the decline of Grey-headed Flying Foxes. The continuing loss of natural food resources means that they must search elsewhere for food, including fruit crops, which then become a problem for cultivated fruit growers. They are greatly depleted in numbers and the prediction is that they will continue to decrease by at least 20 per cent in the next three generations given the continuation of the current rate of habitat loss. Other factors that impact on the species are shooting and electrocution from farmers, and disturbance and destruction of roosting sites from habitat modification.

### Finding a Grey-headed Flying Fox

If a Grey-headed Flying Fox is found while undertaking construction, you should contact any of the following organisations immediately:

WIRES	1300 094 737
Sydney Metropolitan Wildlife Services (‘Sydney Wildlife’)	9413 4300
Livingstone Road Animal Health Centre, Petersham	9568 3077
Coordinator Urban Ecology Volunteers and Projects	9392 5000
Inner West Council	

### Protecting Grey-headed Flying Foxes

- Establish an area in the garden as a native fauna sanctuary, to provide shelter and food;
- Protect roost sites, particularly avoiding disturbance September through November; and
- Avoid insecticides by promoting a natural ecosystem; natural predation will keep the local environment in balance.

### More information:

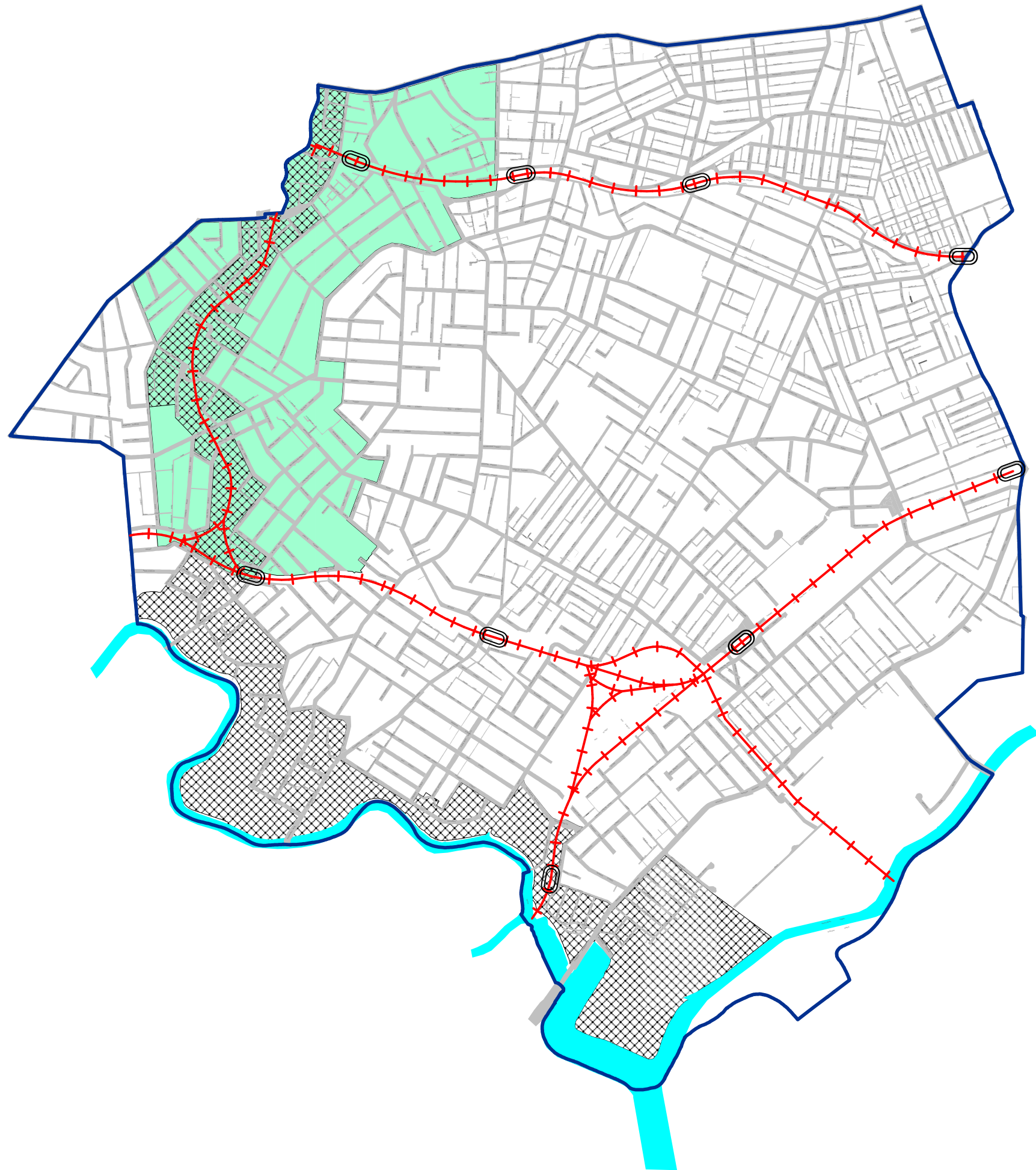
<https://www.environment.nsw.gov.au/threatenedSpeciesApp/profile.aspx?id=10697>



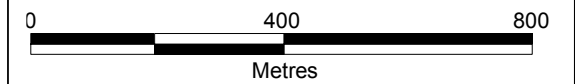
## Appendix 3 – DCP 2011 Biodiversity Map

**See the attached map.**





## BIODIVERSITY MAP



Projection: Map Grid of Australia  
Datum: GDA 94

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## LEGEND

-  LGA
-  Railway Line
-  Railway Station
-  Bandicoot Protection Area
-  Wildlife Corridor
-  Roads
-  Cooks River

# 2.14

## GENERIC PROVISIONS UNIQUE ENVIRONMENTAL FEATURES





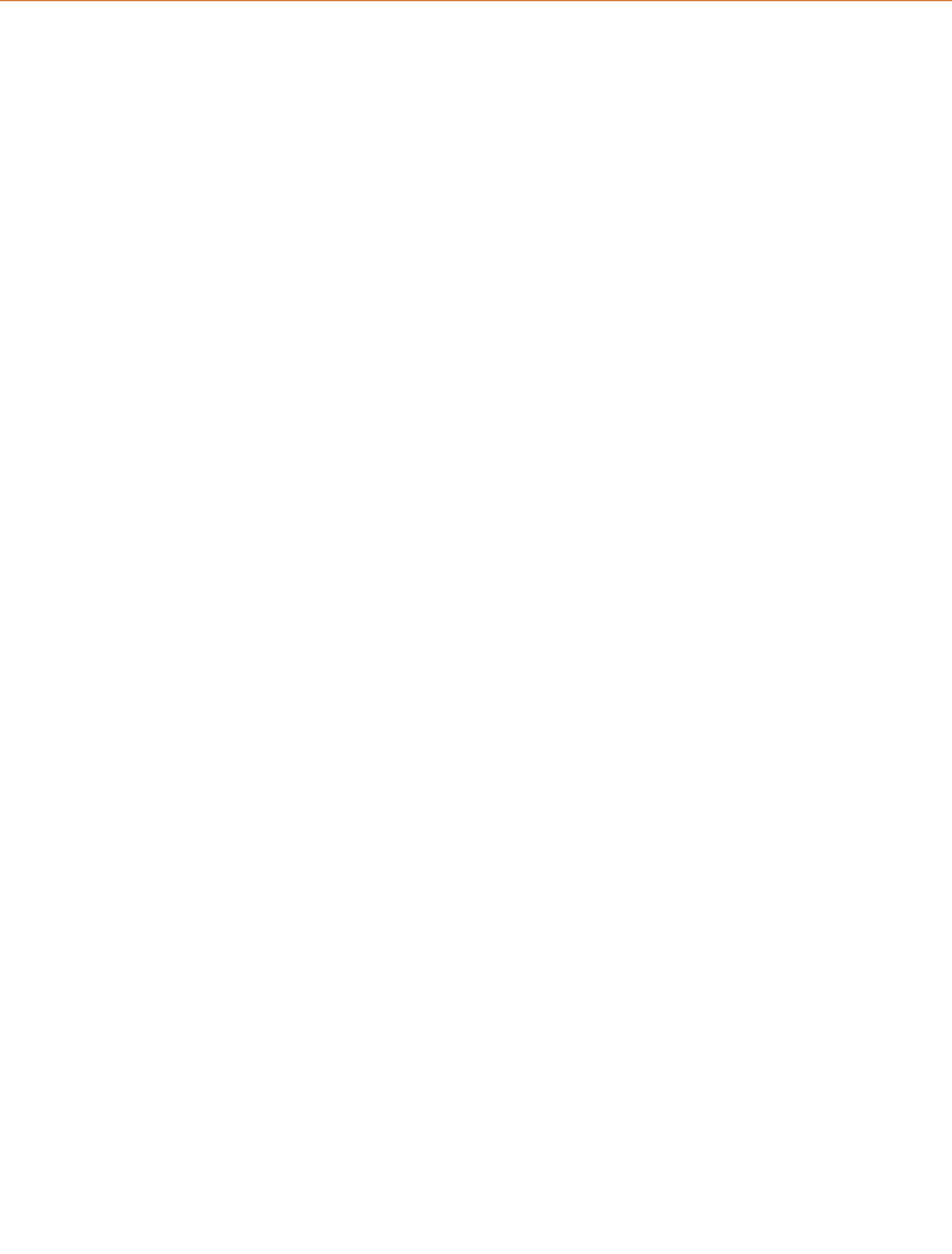




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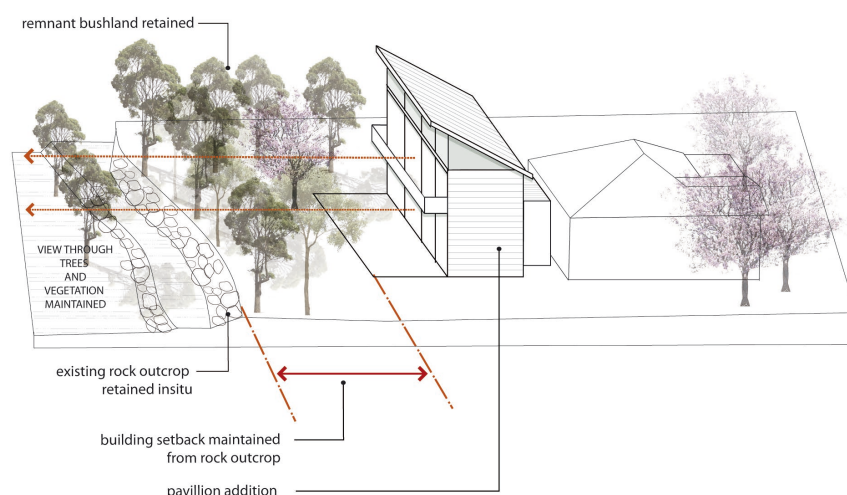
## Part 2 Generic Provisions

### 2.14 Unique Environmental Features

Unique environmental features are natural elements within the landform and may comprise lookouts, rocky outcrops, cliff faces, remnant bushland, steep slopes, natural watercourses and escarpments.

Those elements are important within an urbanised environment as historical reminders of the natural landform, to promote biodiversity and as opportunities for recreation and relaxation.

The protection of those features benefits both the natural and built environment and those who live, work and play in the area. The development controls for these features ensure development is sensitive and sympathetic to those features.



The following objectives, controls and design solutions apply to land that contains unique environmental features. Additional objectives and controls also apply to land in the Thornley Street Scenic Protection Area. Those controls are detailed later in this section of the DCP.

#### 2.14.1 Objectives

- O1** To conserve those parts of land which, because of their unique environmental features are distinguished from its surroundings.
- O2** To encourage development that complements the landscape and scenic character of an area while supporting the ongoing public use and enjoyment of any adjoining public open space land.

#### 2.14.2 Controls

- C1** Development must be designed to address any distinctive environmental features of the site or on adjoining nearby land.

- C2** Development must respond to these features by appropriately considering outlook, the location of structures, design and materials.
- C3** Development adjoining public open space must be set back from open space and be of a height and scale appropriate to the unique environmental qualities of the area.
- C4** Clearing of vegetation must be minimised and colours and materials selected that integrate with the characteristics of the area. Refer to Section 2.20 (Tree Management).

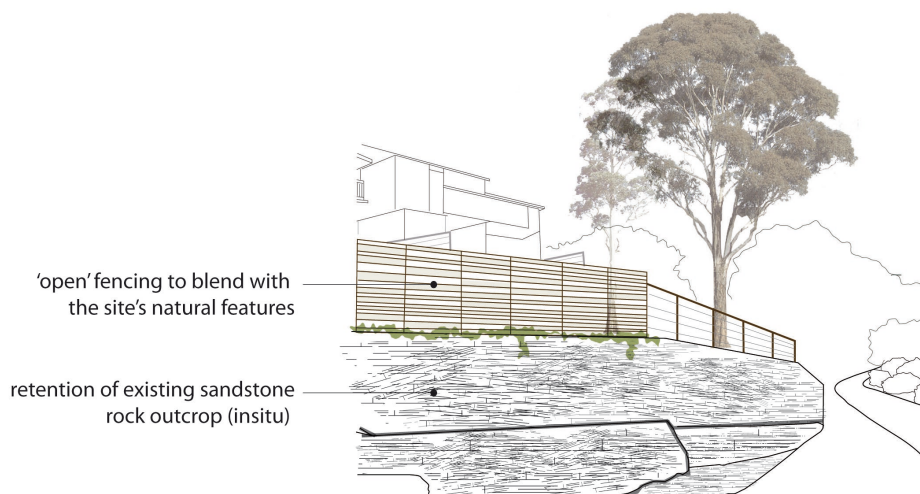
### **2.14.2.1** *Design solutions to protect environmental features*

A number of design solutions are available to protect environmental features:

- Choosing parts of the site to develop where features are not present;
- Minimising on-site disturbance;
- Locating buildings to take advantage of environmental features;
- Utilising construction methods that limit impact on sloping or difficult sites, such as pole construction;
- Employing materials that complement the site, like stone and timber;
- Implementing a soil and water management plan to limit impact;
- Avoiding the introduction of soil from outside the site;
- Selecting native plant species that are endemic to the area; and
- Selecting plant species that enhance resident fauna habitat.

Design solutions include using the materials associated with the site's geology and vegetation. Using local materials helps reinforce a strong local 'sense of place'.

Design solutions also include selecting plantings that are adapted to the local climate and the localised environmental conditions of the site itself.



### **2.14.3** **Thornley Street scenic protection area**

The Thornley Street scenic protection area is an area with unique environmental features and has been identified for its landscape, cultural and scenic qualities. Located adjacent to and overlooking the Cooks River and its foreshores, poorly managed development has the potential to adversely impact on those values.



The Thornley Street Scenic Protection Area as identified is to the rear of properties known as 16 to 66A Thornley Street, Marrickville, and is shown on the map in **Appendix 1**. Those properties adjoin accessible and well used public open space adjoining the Cooks River.

#### 2.14.4 Objectives

- O3** To protect sandstone cliffs, outcrops and overhangs which are strong defining features of the area.
- O4** To ensure development is compatible with the foreshore and scenic qualities of the area.



Typical features in the area include the Cooks River corridor, heritage features, sandstone outcrops, sandstone cliff face and vegetation. The following series of photographs demonstrate some of these qualities.



Public open space runs along the Cooks River and adjoins the rear of residential properties within this area





The Cooks River Aqueduct is a State listed heritage item owned by Sydney Water



Sandstone rocky outcrops occur along the Cooks River and are key elements within the scenic protection area





#### 2.14.4.1 *Managing development*

The topography of the area and the subdivision pattern of long narrow lots have influenced development in the area. In some cases, residential housing sits atop the cliff face close to the cliff edge, with extended rear yards rendered inaccessible because of the topography. In other areas, the land is less steep. In all cases access to the rear is difficult with the Cooks River and public open space bordering the rear boundary with no or limited rear access to these properties.



Residential development close to rocky outcrops and sandstone overhangs needs to consider visual impacts



Managing development close to rock overhangs is important for environmental and scenic quality reasons and safety and geotechnical considerations. Water run off from properties will, overtime, destabilise these areas if not properly managed.





Development will need to respond to its context and be a sensitive interface between public and private land

### 2.14.5 Controls

Development must therefore satisfy the objective of protecting, maintaining and improving the landscape, cultural and scenic qualities of land identified within this scenic protection area.

- C5** Development within the scenic protection area must be:
- i. Designed and located to minimise potential adverse environmental impact. This is particularly important where properties are within a foreshore area or where the land is flood affected (see maps in Section 2.22 – Flood Management);
  - ii. Of a scale compatible with the character, landscape and scenic qualities of the area;
  - iii. Of minimal visual impact when viewed from any adjoining public open space; and
  - iv. Where adjoining public open space provides a visual transition between open space and avoids abutting public open space with high, blank or solid fences (such as timber paling fences without openings or corrugated fencing).
- C6** Sandstone cliffs, outcrops and overhangs must be retained in situ and integrated into the design of new development.
- C7** Any plantings are to enhance fauna habitat and to be local species endemic to the area.

**NB** The controls in Section 2.14.2 also apply.

*The exempt provisions of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 do not apply to certain development within a foreshore area or on a flood control lot. Refer to State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and Inner West Local Environmental Plan 2022 to determine what development can occur and what process to follow.*





### 2.14.5.1 Fencing guidelines

**NB** Section 2.11 (Fencing) of this DCP provides objectives and controls on fencing.

The scenic protection area overlaps with land identified as flood affected. For this reason, certain fences will need to be designed to permit floodwaters to flow through them. This openness also fits the character of the area and when used in conjunction with landscaping provides a transition between the built environment and the open space.

The following photographs depict examples of fencing found along the rear of properties to Thornley Street that generally fit in with the character and landscape qualities of the area. The retention of sandstone (in situ), its use in retaining walls and open fencing in colours that blend with the topography are preferred.



Sandstone rocks have been left in place and a sandstone post and rail fence marks the boundary between private and public land



Retention of vegetation and use of sandstone elements respond more positively to the landscape and scenic quality of the area than the tall blank face of the timber fence.



Pool fencing, while 'open', is not preferred where visible to the public



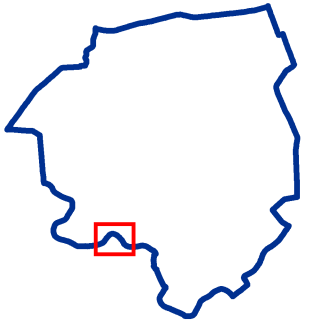
The building setbacks, landscaping and open style fencing respond to the topography and do not detract from the scenic quality of the area



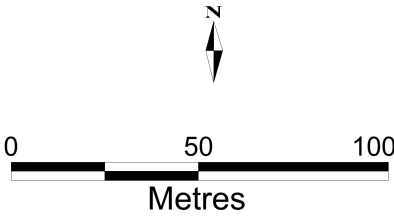
## **Appendix 1 – Scenic protection area map showing affected properties at 16 to 66A Thornley Street, Marrickville**

**See the attached map.**





## Thornley Street Scenic Protection Area



Projection: Map Grid of Australia  
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## LEGEND

-  Marrickville LGA Boundary
-  Minor Contours 0.5m
-  Scenic Protection Area



# 2.16

## GENERIC PROVISIONS ENERGY EFFICIENCY







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## Part 2 Generic Provisions

### 2.16 Energy Efficiency

This section applies energy efficiency provisions to developments which are **not** covered by *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* (BASIX), including the non-residential components of mixed use developments.

BASIX operates in conjunction with provisions in the *Environmental Planning and Assessment Regulation 2000* (the Regulation) to implement BASIX as a mandatory component of the development approval process for residential development. Both the BASIX and relevant provisions in the Regulation commenced on 1 July 2004.

The BASIX SEPP only applies with respect to development for which a BASIX certificate is required. The Regulation currently provides that a BASIX certificate is required in relation to development involving the erection of, or change of use of a building to:

- Any building that contains one or more dwellings, not including a hotel or motel; and
- For which a development application or an application for a complying development certificate is lodged on or after 1 October 2005.

Energy efficient buildings are those that, through their design, construction and choice of appliances, maximise the use of renewable sources (such as sunshine), and use less energy. They are 'smart' because they simultaneously help preserve scarce resources, reduce the level of greenhouse gas emissions and provide significant savings.

#### 2.16.1 Objectives

- O1** To improve the energy efficiency of buildings in the area .
- O2** To protect the natural environment by reducing resource waste and the amount of greenhouse gas emissions.
- O3** To provide advice on the principles of energy efficient building design, to improve comfort levels to occupants of living, working and business environments, and reduce energy consumption.
- O4** To ensure buildings are well designed to achieve the efficient use of energy for internal heating and cooling.
- O5** To ensure design for good environmental performance and amenity is considered in conjunction with other design and amenity considerations.

#### 2.16.2 Energy efficiency requirements

- C1** Development must comply with the energy efficiency requirements prescribed in Table 1.  
NB The requirements outlined below are also applicable where the relevant development type forms part of a mixed use development.

Table 1: Energy efficiency requirements

## PART 2: GENERIC PROVISIONS

Development type	What must be complied with	Information to be submitted with development application
New commercial and industrial buildings (involving a gross floor area of greater than 1,000m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• The total anticipated energy consumption must be no greater than 450 MJ/am<sup>2</sup> (commercial) and 900MJ/am<sup>2</sup> (retail).</li> <li>• New or replacement hot water systems that are rated for energy efficiency under the MEPS (minimum energy performance standards) scheme must have a minimum energy rating of 3.5 stars.</li> <li>• The design principles and controls in Sections 2.16.6 to 2.16.8 (must be discussed in the Statement of Environmental Effects (SEE).</li> <li>• Where natural ventilation is not possible and new or replacement air-conditioners (of domestic/ residential scale) are to be installed; they must be MEPS (minimum energy performance standards) rated. Minimum 4 star rating for cooling only, and minimum 4 star on one cycle and 3 star on the other cycle for reverse-cycle models.</li> </ul>	<ul style="list-style-type: none"> <li>• Energy efficiency performance report including evidence from a suitably qualified consultant to confirm compliance with the total anticipated energy consumption.</li> <li>• Discussion of design principles and controls in Sections 2.16.6 to 2.16.8 in SEE.</li> </ul>
Commercial and industrial developments between 100m <sup>2</sup> and 1,000m <sup>2</sup> (including new developments and alterations and additions)	<ul style="list-style-type: none"> <li>• New or replacement hot water systems that are rated for energy efficiency under the MEPS (minimum energy performance standards) scheme must have a minimum energy rating of 3.5 stars.</li> <li>• Design principles and controls in Sections 2.16.6 to 2.16.8 must be discussed in the SEE.</li> <li>• Where natural ventilation is not possible and new or replacement air-conditioners (of domestic/ residential scale) are to be installed; they must be MEPS rated. Minimum 4 star rating for cooling only, and minimum 4 star on one cycle and 3 star on the other cycle for reverse-cycle models.</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of design principles and controls in Sections 2.16.6 to 2.16.8 in SEE.</li> </ul>



New developments and alterations and additions to tourist and visitor accommodation and boarding houses	<ul style="list-style-type: none"> <li>• New or replacement hot water systems that are rated for energy efficiency under the MEPS (minimum energy performance standards) scheme must have a minimum energy rating of 3.5 stars.</li> <li>• MEPS rated electrical appliances must be supplied.</li> <li>• Insulation of additional or replacement ceiling or roof must be R3 rating.</li> <li>• Air conditioning in new hotels must operate on a demand or room occupation basis only.</li> <li>• Where natural ventilation is not possible and new or replacement air-conditioners (of domestic/ residential scale) are to be installed; they must be MEPS rated. Minimum 4 star rating for cooling only, and minimum 4 star on one cycle and 3 star on the other cycle for reverse-cycle models.</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of core design principles under 2.16.4 within the SEE.</li> </ul>
All other developments	<ul style="list-style-type: none"> <li>• Core energy efficient design principles must be met: <ul style="list-style-type: none"> <li>• orientation</li> <li>• overshadowing</li> </ul> </li> <li>• New or replacement hot water systems that are rated for energy efficiency under the MEPS (minimum energy performance standards) scheme must have a minimum energy rating of 3.5 stars.</li> <li>• Where natural ventilation is not possible and new or replacement air-conditioners (of domestic/ residential scale) are to be installed; they must be MEPS rated. Minimum 4 star rating for cooling only, and minimum 4 star on one cycle and 3 star on the other cycle for reverse-cycle models.</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of core design principles within the SEE (see later Section 2.16.4).</li> </ul>

### 2.16.3 Anticipated energy consumption certification

An energy target must be incorporated into an anticipated energy consumption certificate as a guideline to provide a basis for the assessment of the annual estimated energy consumption of new commercial and retail buildings with gross floor areas exceeding 1,000m<sup>2</sup>. In line with current practice, the energy targets of 450 megajoules/annum/m<sup>2</sup> (MJ/am<sup>2</sup>) for commercial buildings and 900 MJ/am<sup>2</sup> for retail buildings have been set. A report from a suitably qualified energy consultant must confirm that those targets can be achieved.

### 2.16.4 Information required to be submitted with development applications

#### Compliance with energy efficiency requirements

- C2** The development application must provide an accompanying Statement of Environmental Effects (SEE). The SEE must include a written

assessment of how the proposal complies with the requirements in Table 1 and the anticipated energy consumption certification requirements.

### Energy efficiency performance report

- C3** The development application must be accompanied by a report by an accredited energy consultant that discusses how a proposal incorporates the design principles in Sections 2.16.5 to 2.16.6 and relates these to the energy rating assessment findings.

### Site and context analysis

Refer to Section 2.3 (Site and Context Analysis) of this DCP for detailed controls on site and context analysis.

## 2.16.5 Passive design principles

### 2.16.5.1 Orientation

#### Design principles

1. As with residential buildings, non-residential buildings should be designed to maximise the benefits of solar energy through appropriate orientation.
2. The size and placement of windows should correspond to the areas that require the highest lighting levels.
3. Windows should be Window Energy Rating Scheme (WERS) rated.

*The WERS rating covers Building Code of Australia (BCA) Section J – Part 2 Glazing.*

#### Good design practice

1. Orient the main facades of the building to the north; and
2. Reduce areas of east, west and south facing glass to the smallest practical amount, still permitting views, daylight and market appeal.

### 2.16.5.2 Use of natural light

#### Design principles

1. Natural light can be used to minimise reliance on artificial lighting, thereby cutting energy costs.
2. The shape of a building influences the amount of floor area that can benefit from daylight through windows.

#### Good Design Practice

1. Design non-residential buildings to ensure that much of the floor area is within 4 metres to 6 metres of an external window;
2. Use an elongated plan shape, preferably with maximised northern and southern facades, to produce greater access to daylight; and
3. Consider the use of atria and courtyards.



### 2.16.5.3 Shading

#### Design principles

1. Solar orientation should be controlled to cater for seasonal variation in the sun's angle and intensity.

#### Good design practice

1. Shade north facing windows from direct summer sun by external, horizontal devices such as awnings, upper floor balconies, eaves and overhangs;
2. Minimise east and west facing windows as they are difficult to shade and are vertical shading devices such as blinds, shutters, adjustable awnings and landscaping for this orientation; and
3. Use shading devices such as flexible canvas devices to shade shopfronts that receive direct summer sunlight.

### 2.16.5.4 Thermal mass

#### Design principles

1. Thermal mass, the measure of a building material's ability to absorb and store the sun's heat, is an energy efficient way to improve the thermal comfort of a development.

*Refer to BCA Section J – Part 1 Building Fabric*

#### Good design practice

1. Use building materials that have a higher “thermal mass”, such as bricks, concrete and stone;
2. To be more effective, locate the materials within north-facing rooms, where they can benefit from winter heat gain, whilst ensuring there is appropriate shading from direct summer sun; and
3. Use lighter, more reflective colours for external walls and roofs to reduce heat gain in summer.

### 2.16.5.5 Insulation

#### Design principles

1. Insulation should be used in external walls and roofs to reduce heat escaping from a building in winter, and to maintain lower internal temperatures in summer.

*Refer to BCA Section J – Part 1 Building Fabric*

#### Good design practice

1. Insulate buildings to achieve an “R” value of:
  - R 2.5 for roofs and ceilings; and
  - R 1.5 for walls.
2. Insulate pipes and storage tanks for hot water systems.

### 2.16.5.6 Ventilation

#### Design principles

1. Methods of natural ventilation should be encouraged where practical. They can also be used in combination with artificial ventilation appliances.

*Refer to BCA Section J – Parts 4 and 5 Air conditioning and Ventilation*

### Good design practice

1. Position internal walls and partitions to allow for any prevailing passage of air through the building;
2. Where mechanical ventilation is needed for specific office equipment, or plant in an industrial unit or warehouse, locate it away from other activities;
3. In restaurants or buildings where mechanical ventilation is needed, use those which operate directly above cookers, rather than generating high ventilation rates throughout the kitchen; and
4. In buildings required to incorporate noise-proofing measures to address aircraft noise, use the absence of aircraft noise between 11.00pm and 6.00am to bring fresh air into a building and expel stale air.

### 2.16.5.7 *Space heating and cooling*

### Design principles

1. As with ventilation, attempts should be made to combine environmentally friendly methods of space heating and cooling with any mechanised system.
2. The usage patterns and location of a building's occupants should be considered in the initial design.

*Refer to BCA Section J – Parts 4 and 5 Air conditioning and Ventilation*

### Good design practice

1. If air-conditioning is required, ensure it has sufficient controls so it is used only when required, including on/off programming schedules, after hours and holiday scheduling, and cooling and heating based on occupancy;
2. Ensure any air-conditioning system is well insulated, particularly those located in roof space;
3. Consider directing air-conditioning only to areas where it is needed, and relying on natural ventilation for the remainder of the building;
4. Use a combination of passive methods, such as direct solar access, window shading, appropriate insulation and sealing, and natural ventilation to reduce the overall use of mechanised systems;
5. Ensure cooking exhaust systems are not oversized in respect of their proposed use, and fit time controls to exhaust fans so that they switch off after a few minutes, or sensors to activate them during cooking;
6. In industrial units and warehouses, locate goods doors away from areas that may require mechanised heating or cooling;
7. Depending on the amount of movement, consider rapidly closing doors, plastic strip curtains or pneumatic seals for commercial and industrial buildings;
8. Cool small office buildings by reverse cycle air-conditioning units that can be controlled individually and operated independently of the rest of the building if needed out-of-hours;
9. Hotels should use a card system so air-conditioning and lighting in each guest room is switched off when the room is vacated;
10. Install appropriately sized cooling and heat plant and equipment; and



11. Investigate the use of cooling and heating energy efficiency opportunities including economy cycles, night purging, variable speed drives, humidity controls and electronic expansion valves.

## 2.16.6 Active design principles

### 2.16.6.1 Heating and energy systems

#### Design principles

1. Solar energy can be used as the primary energy source for a range of functions in both commercial and industrial buildings, thereby reducing the consumption of non-renewable resources.

#### Good design practice

1. Choose the solar energy technology which best suits operations.
2. Ensure hot water systems have thermostatic controls, and insulate hot water tanks and pipes;
3. Design and locate any solar energy systems to complement the overall building envelope and materials; and
4. Refer to the NSW Government's Green Power Program for larger business operations which provide an opportunity for businesses to use energy derived from renewable resources, rather than fossil fuels. Visit <http://www.greenpower.gov.au>

### 2.16.6.2 Appliances and lighting

#### Design principles

1. The use of more energy efficient lighting and electrical appliances in commercial and industrial developments can result in major energy cost savings and subsequent reductions in greenhouse gas emissions.
2. In excess of 50% of energy consumed in commercial buildings is for the occupant's thermal and visual comfort.

*Refer to BCA Section J – Parts 6 Artificial Lighting and Power and Part 7 Hot Water Supply.*

#### Good design practice

1. Submit a report from an energy consultant that demonstrates general energy efficient principles are addressed;
2. For retail, commercial and industrial developments involving a gross floor area of greater than 1,000m<sup>2</sup>, submit a report from a suitably qualified consultant that the estimated energy consumption of the proposal will not exceed 900 MJ/am<sup>2</sup> and 450 MJ/am<sup>2</sup> respectively (See Table 1);
3. Use energy efficient lighting to achieve the required energy consumption rating, including:
  - The use of high energy efficient lamps including LED lights, compact fluorescent lights or tubular quad phosphor and troposphere fluorescent lamps with high frequency ballasts instead of tungsten light bulbs (i.e. standard bulbs);
  - Using appropriate lighting lux levels relative to the use of different areas (for example, high lighting levels should be provided for workstations and service areas. (Refer to AS1680 Lighting Standards));



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- Fitting controls to ensure lights are not left on when not required, including automated lighting controls, movement sensors, lux level sensors and voltage reduction units; and
  - Providing energy efficient lighting such as solar, metal halide or sodium discharge lamps for the security of external spaces, such as car parks and controlling external lighting by time and movement sensors;
4. Use energy efficient appliances in offices, such as computers, printers, photocopiers, fax machines, and microwave ovens;

*Refer to the Energy Star website: [www.energystar.gov.au](http://www.energystar.gov.au)*

5. Separate appliances which give off high degrees of heat from the main work areas;
6. Ensure the internal layout of shops is designed so cooling devices such as fridges and freezers do not receive direct sunlight;
7. For businesses which involve food preparation and/or sales of food, use energy efficient cooking and refrigeration appliances;
8. Fit fridges doors; and

*Refer to MEPS website: [www.energyrating.gov.au](http://www.energyrating.gov.au)*

9. Fit open fridges with insulating night covers.

### 2.16.7 NABERS rating scheme

The National Australian Built Environment Rating Scheme (NABERS) is a national rating system that measures the environmental performance of Australian buildings, tenancies and homes and is managed by the Office of Environment and Heritage.

The NABERS scheme covers offices and commercial tenancies, selected hotels, shopping centres and homes. The scheme is being developed for hospitals, schools and data centres.

The key environmental categories covered under NABERS include:

- Energy use and greenhouse emissions;
- Water use;
- Waste; and
- Indoor environment.

The NABERS scheme is voluntary; however, Federal Legislation will require building owners selling or leasing commercial office space greater than 2,000m<sup>2</sup> to disclose their NABERS rating through a Building Energy Efficiency Certificate (BEEC).

*For information on the NABERS scheme visit [www.environment.nsw.gov.au/government/nabers.htm](http://www.environment.nsw.gov.au/government/nabers.htm).*

### 2.16.8 Green Star rating system

Run by the Green Building Council of Australia, Green Star is a national, voluntary environmental rating system that evaluates the environmental design and construction of buildings and communities.



Green Star rating tools are currently available or in development for a variety of sectors, including commercial offices (design, construction and interior fit outs), retail centres, schools and universities, multi-unit residential dwellings, industrial facilities and public buildings.

Businesses and organisations are encouraged to have buildings rated under the Green Star system to help reduce the environmental impact of buildings, improve occupant health and productivity and achieve real cost savings and showcase innovation in sustainable building practices.

*For information on the Green Star Rating system visit [www.gbca.org.au](http://www.gbca.org.au)*

# 2.17

## GENERIC PROVISIONS WATER SENSITIVE URBAN DESIGN







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## Part 2 Generic Provisions

### 2.17 Water Sensitive Urban Design (WSUD)

Water Sensitive Urban Design (WSUD) is the sustainable management of water in urban areas through intelligent and integrated design. It takes into account all of the elements of the urban water cycle including: potable (drinking quality) water, rainwater, wastewater, stormwater and groundwater.

WSUD includes a suite of technologies such as water efficient fittings and appliances, and rainwater tanks to reduce potable water consumption and costs, as well as bio-retention systems (rain gardens), grassed swales, porous paving, wetlands, vegetated roofs and vertical gardens (green roofs and walls), to reduce the pollution from stormwater ending up in local waterways.

#### Why have a Water Sensitive Urban Design DCP?

A key outcome of Inner West Council's *Our Inner West 2036 Vision* is that "The community is water sensitive."

The WSUD provisions within this chapter apply to new development and redevelopment within the area and aim to:

- Reduce potable water use; and
- Treat stormwater so that the area reaches the relevant stormwater quality targets for stormwater reuse and/or stormwater entering receiving waters.

The potable water reduction targets within this chapter relate to developments that are not covered by *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* (BASIX), while the stormwater quality controls apply to larger developments and redevelopments within the area.

A **Water Sensitive City** has a range of water sources. Water infrastructure also benefits the environment and helps the city cope with the effects of climate change. People, business, and governments work well together and support an ecologically sustainable lifestyle.

#### 2.17.1 Objectives

- 01** To protect and enhance natural water systems (e.g. creeks and rivers) in the Inner West LGA.
- 02** To treat urban stormwater to meet water quality objectives for reuse and/or discharge to receiving waters.
- 03** To minimise wastewater generation.
- 04** To reduce the consumption of potable water through water efficient fittings and appliances, rainwater harvesting and wastewater reuse.
- 05** To use rainwater, treated urban stormwater or treated wastewater for non-potable uses where appropriate.
- 06** To implement WSUD into the public and private domain for multiple benefits, including improving microclimates, improving habitat for local fauna and maximising the visual and recreational amenity of urban development.
- 07** To shift the focus of water management from the traditional flood control approach to a sustainable stormwater management approach.



## 2.17.2 Development to which this Chapter Applies

Specific developments are required to meet water conservation and stormwater quality targets that have been established for land where this DCP applies. The controls for different development types and information to be submitted are outlined in Table 1.

Table 1: WSUD controls and information to be submitted for different development types

Development type	Controls		Information to be submitted with DA s2.17.6
	Water conservation targets s2.17.4	Stormwater quality targets s2.17.5	
Residential development involving new or additional gross floor area of >700m <sup>2</sup> and <2,000m <sup>2</sup> .	C1	C4	C6 or C7
Residential development involving new or additional gross floor area of greater than 2,000m <sup>2</sup> .	C1	C4 and C5	C7
Commercial, retail, and industrial development involving new or additional gross floor area of >100m <sup>2</sup> and < 2,000m <sup>2</sup> .	C2 and C3	C4	C6 or C7
Commercial, retail, and industrial development with a total site area greater than 2,000m <sup>2</sup> , which results in new or increased gross floor area of greater than 50%.	C2 and C3	C4 and C5	C7
Child care centres, educational establishments, community facilities, places of public worship and recreational facilities (indoor) involving new or additional gross floor area >700sqm and <2,000sqm.	C2 and C3	C4	C6
Child care centres, educational establishments, community facilities, places of public worship and recreational facilities (indoor) involving new or additional gross floor area of greater than 2,000sqm.	C2	C4 and C5	C7
Any development which involves the construction or designation of 10 or more additional uncovered car parking spaces.	C2 and C3	C4 and C5	C7

## 2.17.3 Water Conservation Requirements

Potable mains water conservation seeks to reduce the demand for potable water, with the added benefit of reducing wastewater volumes. Reduced potable mains water demand is a key commitment of the NSW Government as outlined in the Metropolitan Water Plan (see <http://www.waterforlife.nsw.gov.au/>). The NSW Government's BASIX Scheme requires all new residential development to incorporate water savings measures (<http://www.basix.nsw.gov.au/>). However, other development types including commercial and industrial are not addressed in the BASIX Scheme.

For all development types identified in Table 1, water conservation controls are:

- C1** All residential buildings are to demonstrate compliance with State Environmental Planning Policy - Building Sustainability Index (BASIX), as required.
- C2** All buildings not covered by the State Environmental Planning Policy - BASIX:
  - i. that are installing any water use fittings must meet minimum standards defined by the Water Efficiency Labelling and Standards (WELS) Scheme. Minimum WELS ratings are 4 star dual-flush toilets, 3 star showerheads, 4 star taps (for all taps other than bath



outlets and garden taps) and 3 star urinals. Water efficient washing machines and dishwashers are to be used wherever possible.

- ii. are to install rainwater tanks to meet all non-potable demands, including outdoor use, toilets, and laundry (for child care centres, this water is to be used for irrigation and toilet flushing only).
- iii. are to incorporate passive cooling methods that rely on improved natural ventilation to supplement or preclude mechanical cooling (refer Section 2.16.5.6).
- iv. where cooling towers are used, they are:
  - a. to be connected to a conductivity meter to ensure optimum circulation before discharge.
  - b. to include a water meter connected to a building energy and water metering system to monitor water usage.
  - c. to employ alternative water sources for cooling towers.

**C3** Water use within common open space (for uses such as irrigation and water features) should be supplied from sources other than potable mains water (e.g. stormwater, greywater or wastewater) to meet 80% of the water use demand.

*Refer to*

- The NSW Health rainwater tanks brochure provides further advice on the use and maintenance of rainwater tanks. Visit: [www.health.nsw.gov.au/public-health/ehb/water/rainwater.asp](http://www.health.nsw.gov.au/public-health/ehb/water/rainwater.asp)

## 2.17.4 Stormwater Quality

Urban development increases the pollution load entering local waterways. To address the impacts of urban development, the following pollution load reductions have been established for land where this DCP applies.

- C4** For all development types identified in Table 1, stormwater quality load reduction controls are:
- i. 90% reduction in the post development mean annual load of Gross Pollutants (greater than 5mm).
  - ii. 85% reduction in the post development mean annual load of Total Suspended Solids (TSS).
  - iii. 60% reduction in the post development mean annual load of Total Phosphorus (TP).
  - iv. 45% reduction in the post development mean annual load of Total Nitrogen (TN).
- C5** Modelling for the determination of the pollution load reductions must be undertaken in MUSIC (the Model for Urban Stormwater Improvement Conceptualisation) and in accordance with *Marrickville Council's WSUD Reference Guideline*.

*Refer to*

- MUSIC derives default water quality parameters for a range of pollutants generated from various land use types. The latest version of MUSIC Version 4 (2010) is available at <http://www.toolkit.net.au/music>.
- Marrickville Council has prepared a WSUD Reference Guideline to assist applicants in meeting the stormwater quality targets.

### 2.17.5 Information to be submitted with development applications

Developments are required to submit supporting information with their DA to detail how the water conservation and stormwater quality controls will be met for their development. For simplicity, an option of a deemed to comply solution (C6) has been identified for residential, child care centres, educational establishments, community facilities, places of public worship and recreational facilities (indoor) >700m<sup>2</sup> and <2,000m<sup>2</sup> and commercial, retail, and industrial development involving new or additional gross floor area of >100m<sup>2</sup> and < 2,000m<sup>2</sup> to meet the stormwater quality targets. All other development types, as identified in Table 1, need to submit a WSUD Strategy (C7).

- C6** Residential developments, child care centres, educational establishments, community facilities, places of public worship and recreational facilities (indoor) developments >700m<sup>2</sup> and < 2,000m<sup>2</sup> and commercial, retail, and industrial development involving new or additional gross floor area of >100m<sup>2</sup> and < 2,000m<sup>2</sup>,
- A report that can show compliance with the stormwater quality control (C4) by implementing the following “deemed to comply” measure. All roof water is to drain to a tank which is 3,000 litres per 100m<sup>2</sup> of roof area of the development. More than 80% of the roof is to drain to the tank. The tank is to be connected to all toilets, irrigation and laundry. For child care centres, this water is to be used for irrigation and toilet flushing only. The rainwater tank and associated details need to be documented in a report with appropriate information to show compliance with this deemed to comply solution.
  - A BASIX Certificate is to be submitted for residential developments, including the residential components of mixed use developments as per the requirements of the BASIX Scheme. Details of the rainwater tank connections should be identified in the BASIX Certificate.

#### Refer to

- The Guideline to the BASIX SEPP produced by the Department of Planning (2006) states - *Where a provision serves some other legitimate purpose, such as a provision requiring the installation of a rainwater tank for stormwater management purposes it is not overridden by the BASIX SEPP.* See [http://www.basix.nsw.gov.au/docs/legislation/Guideline to the BASIX SEPP July 05.pdf](http://www.basix.nsw.gov.au/docs/legislation/Guideline%20to%20the%20BASIX%20SEPP%20July%2005.pdf)

- C7** All other development types are to submit a WSUD Strategy from a suitably qualified consultant. The WSUD strategy is to detail the potable water saving and stormwater quality control measures that are to be implemented on the site, and to include the following detail:
- Proposed development – Describe the proposed development at the site, including site boundaries, proposed land uses.
  - WSUD objectives – Identify the WSUD objectives that apply to the proposed development.
  - Water conservation – Demonstrate how the potable water conservation targets will be met. For residential developments this maybe in the form of a BASIX Certificate.



- iv. Stormwater quality – Demonstrate how the stormwater quality targets will be met, including the location, size and configuration of stormwater treatment measures proposed for the development.
- v. Details of MUSIC modelling, with the MUSIC parameters and assumptions outlined in an appendix to the WSUD Strategy. Parameters to be submitted include rainfall, source and treatment nodes.
- vi. Integration with the urban design – Identify how the WSUD elements will integrate with the development layout.
- vii. Costs – Identify capital and operation and maintenance procedures, resourcing and cost estimates of proposed treatment elements. Both typical annual maintenance costs and corrective maintenance or renewal/adaptation costs should be included.
- viii. Checklist – outlining the details of the WSUD strategy and reference to the location of the information.

*Refer to*

- Council has prepared a WSUD Reference Guideline to assist applicants in the preparation of a WSUD Strategy. <https://www.innerwest.nsw.gov.au/develop/planning/strategies-and-policies-for-development>

### 2.17.6 Specialist Advice

Applicants and developers are required to obtain the services of appropriately qualified and experienced practitioners for the development of appropriate WSUD plans and strategies. The benefit of using consultants with demonstrated capacity to fulfil the requirements of this Chapter will generally reflect a smoother and straight forward approval and construction process. Members of the Stormwater Industry Association provide a range of products and services.

Council is undertaking a pilot project, funded by its Stormwater Management Service Charge Fund to provide low-cost water management consultancy support for selected low income groups.

# 2.18

## GENERIC PROVISIONS LANDSCAPING AND OPEN SPACES







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## Part 2 Generic Provisions

### 2.18 Landscaping and Open Spaces

Landscaping can integrate new development into the neighbourhood and improve the level of amenity and quality of life for new and existing residents. Any new development must preserve and protect any existing trees on site.

Landscaping can reduce the impacts of urban development on the natural environment by minimising increased stormwater run off, preserving indigenous species and biodiversity, providing habitat and food sources, retaining natural micro-climatic conditions and reducing household energy consumption.

Landscaping can make outdoor spaces useful, enjoyable and attractive, contributing greatly to the amenity and comfort for people working and visiting the area.

Landscaping in industrial areas can soften the large expanses of built up and paved areas. Vegetation can define movement patterns and discourage undesirable uses such as graffiti.

#### 2.18.1 Objectives

- O1** To promote site landscaping that conforms and complements the character of the individual building and the character of the area.
- O2** To retain and enhance any existing significant trees and established planting found on site.
- O3** To provide dwellings with outdoor recreation space.
- O4** To minimise the extent of hard paved areas and facilitate rainwater infiltration.
- O5** To improve the appearance, amenity and energy efficiency of development through integrated landscape design.
- O6** To ensure private open space and landscaping provided in association with new dwellings within business centres meets user requirements for privacy, safety, access and outdoor activities.
- O7** To provide private open space areas which act as an extension of the living area of a dwelling and, where practicable, receive adequate sunlight.
- O8** To blend new development into the streetscape and neighbourhood and encourage the integration of buildings and landscape elements.
- O9** To ensure industrial sites have adequate landscaped areas to present a softer and more interesting street presentation and to facilitate rainwater infiltration.
- O10** To create a vegetated buffer between residential and industrial uses.
- O11** To encourage green corridors and to require the retention of indigenous vegetation – and, in the case of new plantings, to encourage planting locally indigenous species.
- O12** To encourage green roofs and green walls particularly for large scale developments.

### 2.18.2 Water efficient landscaping

#### Design principles

1. The water used to irrigate landscaping in households, on average, accounts for 25% of all residential water use in Sydney. Reduced water consumption in the yard areas of households can be achieved through more efficient landscaping.
2. Water efficient landscaping can also improve infiltration into the ground, which can reduce the amount of stormwater entering Council's drainage system. Inner West LGA's built environment provides major constraints due to infiltration of a limited amount of private open space. The predominant clay soil type of the area is also a deterrent to the degree of infiltration. Nonetheless, the encouragement of water efficient landscaping practices, combined with conventional on-site detention tanks can only improve the overall impact on Council's drainage system.

#### Good design practice

1. Water efficient landscaping practices include:
  - Reducing the lawn area (lawns are generally water and fertiliser hungry) with appropriate planting;
  - Planting low water use vegetation;
  - Hydrozoning, or grouping species with similar water needs together;
  - Maximising the capture of rainfall and preventing runoff;
  - Placing controls on hoses and fixtures to prevent over-watering; and
  - Watering for longer periods at a reduced frequency to promote deeper root growth and drought tolerance.
2. Soil management techniques can reduce the amount of run-off flowing into Council's drainage system, particularly through infiltration. Principles include:
  - Enhancing the soil structure of landscaped areas through plant growth;
  - Planting roots bind soil particles into aggregates to improve permeability;
  - Deep rooting plants to increase infiltration;
  - Using decaying organic matter to improve the soil structure (mulches, green manure and compost);
  - Using earthworms to enhance the soil structure;
  - Not compacting soils which decreases the rate of infiltration;
  - Avoiding modern gardening practices that are harmful to soil organisms (such as fertilising chemicals); and
  - Thoroughly analysing the soil type for natural drainage systems as some soils have poor infiltration rates, such as clay.
3. The following functions of plants can reduce the amount of stormwater flowing into Council's drainage system and should be considered:
  - A small proportion of rain evaporates directly from a plant's surface, even during rainfall;
  - In many trees, water is collected in the upper canopies and flows down eventually into the soil;
  - During rainfall, water is stored on the surface of leaves and stems, gradually making its way into the soil;
  - During the growth of vegetation, water is removed from the soil by transpiration, where the water is then evaporated from the plants into the atmosphere, replenishing the original source of rainfall;
  - Trees with large leaf areas and deep roots have higher rates of transpiration; and
  - Transpiration helps to dry out soils; during rain, water will infiltrate more readily into dry soil.



### 2.18.3 Landscape plan

A landscape plan and maintenance schedule must be submitted with any development application for residential, commercial and industrial development that requires landscaping. Exemptions from this requirement may be considered on a case by case basis.

#### C1

The landscape plan must include:

- i. Drawings at a scale of 1:100 or 1:250 that include north point, lot boundaries and an outline of adjoining buildings along common boundaries;
- ii. Water efficient landscaping principles include:
  - a. Low water use plant species. Refer to the list of preferred native plant species at Section 2.18.13;
  - b. Hydrozoning, or grouping species of similar water needs together;
  - c. Efficient use of lawn areas;
  - d. Use of mulch or similar treatments of garden beds with mulch depth not less than 100mm;
  - e. Landscaping designed to maximise capture of rainfall and prevent runoff; and
  - f. Deciduous trees to control solar access in summer and winter.
- iii. Total landscaping area in square metres and percentage of whole site;
- iv. Contour lines and levels for sites in excess of 600m<sup>2</sup>;
- v. Current and proposed building layout (external walls, windows and roof), location of driveways and other paved areas;
- vi. Details of all fencing, including style (manufacturer, product code, name), materials, colour/s and installation method;
- vii. Location, species and size of existing vegetation within the site and on adjacent properties;
- viii. All trees identified as either retained, trimmed, transplanted or removed and numbered to correspond with any text relating to that tree;
- ix. A planting schedule detailing location and botanical names of all trees, shrubs or ground covers;
- x. Height of proposed trees and vegetation at the time of planting and expected mature height;
- xi. Treatment of paved areas (parking and pedestrian areas);
- xii. Construction methods that may reduce the impacts of development on existing trees and landscaped area;
- xiii. Internal dimensions of planter boxes with details of irrigation system;
- xiv. Any court walls facing a communal area or public place or road (that must be constructed of a material similar in type and colour to that used for the development found on site); and
- xv. If a corner site, landscaping details along the secondary frontage.

### 2.18.4 Landscape concept plan

For multi dwelling housing, residential flat buildings, mixed use development (shop top housing) and large industrial complexes a landscape concept plan may also be submitted for Council's initial consideration.

- C2** The landscape concept plan must include:
- i. Applicant, lot and address details;
  - ii. Total lot and building areas in square metres;
  - iii. Total landscaping area in square metres and percentage of whole site;
  - iv. Contour lines and levels for sites in excess of 600m<sup>2</sup>;
  - v. Current and proposed building layout (external walls, windows and roof), property boundary, location of driveways and other paved areas;
  - vi. Location, species and size of existing vegetation within the site and on properties adjacent to site boundaries.
  - vii. All trees within the site, identified as being either retained, trimmed, transplanted or removed;
  - viii. Planting schedule showing location of all trees, shrubs and ground covers and their mature height; and

### 2.18.5 Designing landscaped areas

- C3** The design of a landscaped area must consider:
- i. Existing buildings and any proposed developments;
  - ii. The requirement to landscape sections of the site not built upon with trees, shrubs and ground cover;
  - iii. How site landscaping can complement and reinforce the locality in terms of plant selection or choice of materials by accounting for the role of the street, solar access, soils and existing services;
  - iv. Where a strong landscape theme exists, the need to complement and reinforce any existing theme;
  - v. How to reduce the visual impact of development, both to the street and to adjoining development;
  - vi. Making paved areas:
    - a. Semi-porous to maximise on-site infiltration of stormwater;
    - b. Complementary materials and colours; and
    - c. With non-slip finishes and with gradients and dimensions suitable for use by people with disabilities; and
  - vii. Varying the alignment of paved areas and driveways to create opportunities for landscaping.

### 2.18.6 Designing open spaces for recreational use

- C4** Proposed open spaces (for private recreational use) must:
- i. Take advantage of the orientation, outlook and any natural features of the site;
  - ii. Comply with solar access requirements under Section 2.7 (Solar Access and Overshadowing) of this DCP;
  - iii. Serve as an extension of internal living/dining areas;
  - iv. Be clearly defined for private use;



- v. Not be steeper than 1 in 10 gradient;
- vi. Minimise adverse impacts such as loss of privacy;
- vii. Improve surveillance and security;
- viii. If a communal open space area, be located in large aggregated areas capable of active use by residents; and
- ix. If above basements, and in planter boxes, be of a sufficient soil depth, contain appropriate irrigation devices and have drainage connected to the stormwater system.

### **2.18.7 Landscaped areas over podiums or basement car parking areas**

- C5** Landscaping over podiums or basement car parking must not exceed 30% of the required total landscape area component.
- C6** Where landscaping over the roof of underground parking areas is proposed, it must support soil of sufficient depth, contain appropriate irrigation devices and have drainage connected to the stormwater system that supports the growth of medium sized plants species (up to 2 metres) with details shown on the landscaping plan.

### **2.18.8 Existing gardens and landscaped areas**

- C7** Significant gardens, or remnants of gardens with original planting schemes and hard landscape elements such as paving and associated decorative elements must not be removed.

**NB** *For controls and objectives relating to any works to or around an existing tree, including its removal, refer to Section 2.20 (Tree Management) of this DCP.*

### **2.18.9 Access and mobility**

- C8** Pathways and other public areas within a new landscaped area must be accessible for person with a disability in accordance with objectives and controls under Section 2.5 (Equity of Access and Mobility) of this DCP.

### **2.18.10 Community safety**

- C9** All proposed landscaping must demonstrate consistency with the provisions of Crime Prevention Through Environmental Design (CPTED) discussed under Section 2.9 (Community Safety) of this DCP.
- C10** The landscape plan must consider community safety guidelines including:
  - i. Ensuring good visibility and lighting at pedestrian entries and along paths and driveways;
  - ii. Avoiding dense landscaping near thoroughfares; and
  - iii. Providing suitable paving to driveways and walkways in the vicinity of garbage bin enclosures, letter boxes, clothes lines, children's playground equipment, seating and shade structures.

### 2.18.11 Landscaping and open space controls based on development types

#### 2.18.11.1 *Dwelling houses, attached dwellings and semi-attached dwellings*

**C11** Landscaped area

The entire front setback must be of a pervious landscape with the exception of driveways and pathways.

**C12** Private open space

- i. The greater of 45m<sup>2</sup> or 20% of the total site area with no dimension being less than 3 metres, must be private open space.
- ii. A minimum 50% of private open space must be pervious.

**NB** *The area within the front setback will not be accepted as a parcel of private open space.*

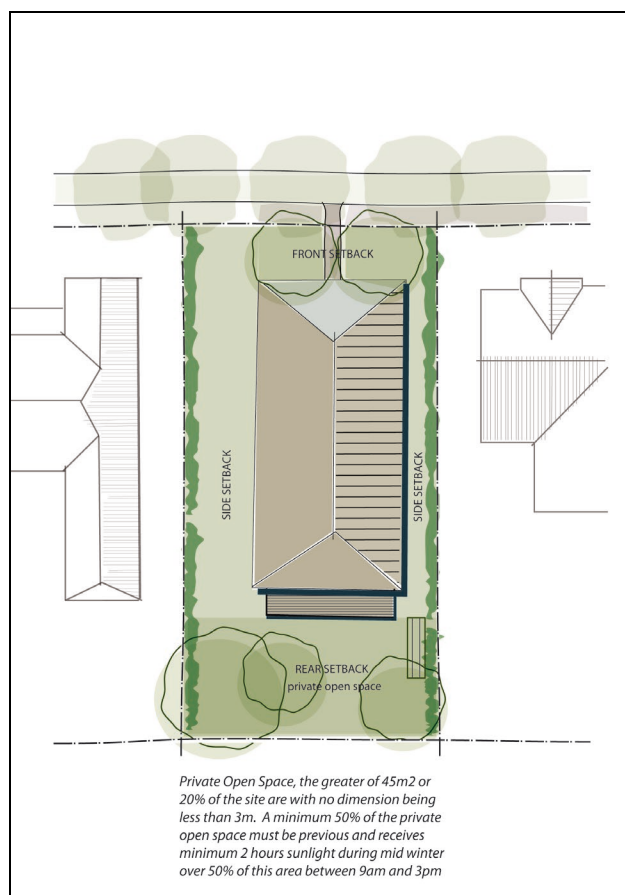


Figure 1: The location of private open space for a dwelling house, attached dwelling house or a semi-attached dwelling house

#### 2.18.11.2 *Secondary dwellings*

**C13** Landscaped area

- i. The entire front setback must be of a pervious landscape with the exception of any driveway or pathway.
- ii. The lesser of 4 metres wide or prevailing rear setback must be kept as pervious landscaped area.





- iii. A minimum 4 metres wide landscaped area must be provided between the detached secondary dwelling and the principal dwelling house when they are located in tandem style.
- iv. A minimum 1.8 metres wide landscaped area must be provided between the detached secondary dwelling and the principal dwelling house where the detached secondary dwelling is located beside the principal dwelling house.

#### C14

##### Private open space

A clearly defined area with minimum dimensions of 4 metres by 4 metres must be provided for both attached and detached secondary dwellings as private open space.

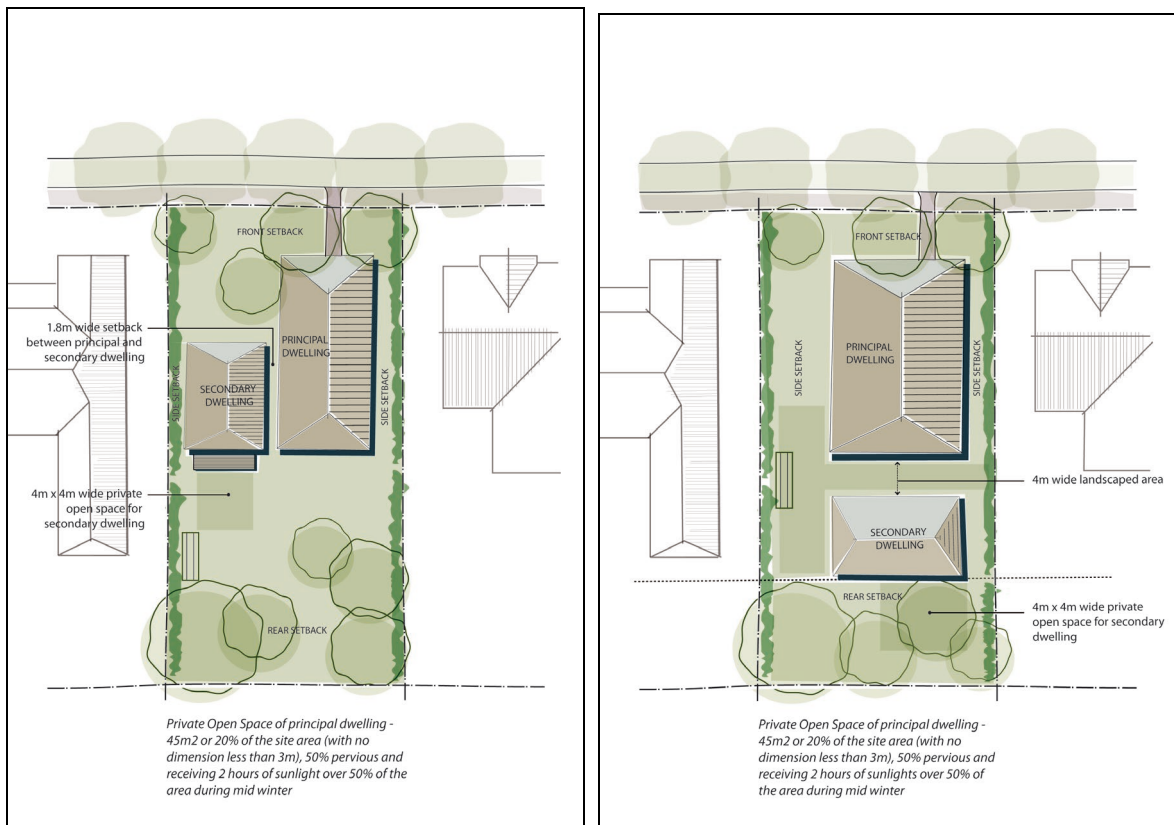


Figure 2: The landscaped areas and private open space for secondary dwellings

**NB** An attached secondary dwelling has a common wall or walls with the principal dwelling house on the lot or may be located within the principal dwelling house. A detached secondary dwelling has no common wall with the principal dwelling house on the lot.

#### 2.18.11.3 Backpackers' accommodation, hostels, residential care facilities and seniors' housing

#### C15

##### Landscaped area

- i. The entire front setback must be of a pervious landscape with the exception of driveways and pathways.
- ii. The greater of 4 metres or a prevailing rear setback must be kept as pervious landscaped area.

#### C16

##### Communal open space

- i. The greater of 45m<sup>2</sup> or 20% of the total site area, with a minimum dimension of 3 metres, must be provided as communal open space.
- ii. Communal open space should be provided within rear setback offering space for relaxation, outdoor dining and entertainment.
- iii. A minimum of 50% of communal open space must be pervious landscape.

### **2.18.11.4      *Boarding Houses***

#### **C17**      Landscaped area (Residential zones)

- i. The entire front setback must be of a pervious landscape with the exception of driveways and pathways.
- ii. The greater of 4 metres or a prevailing rear setback must be kept as pervious landscaped area.
- iii. In addition to the front setback, a minimum of 45% of the site area is to be landscaped area at ground level.
- iv. A minimum of 50% open space must be pervious landscape.

#### **C18**      Communal open space (all zones)

- i. Communal open space is to be a minimum 20m<sup>2</sup>.
- ii. Communal open space where the capacity is 20 – 29 is to be a minimum 20m<sup>2</sup> plus an extra 2.8m<sup>2</sup> per person.
- iii. Communal open space where the capacity is 30+ is to be a minimum 48m<sup>2</sup> or 10% of open space on the site (whichever is the greater).
- iv. Communal open space should be provided within rear setback (if one is required) and provide space for relaxation, outdoor dining and entertainment.
- v. Communal open space is to have a minimum dimension of 3 metres.
- vi. Communal open space is not to be located in the required front setback.
- vii. Design communal open space so that it can accommodate outdoor furniture such as chairs, tables and shade structures.
- viii. Communal open space may include drying area and smoking area.
- ix. Provide adequate space and separation between different activities so that activities do not impinge on the effective use and enjoyment of the open space for recreation (for instance the open space should not be dominated by clothes lines, and non smokers should be able to enjoy a smoke-free outdoor area).

**NB**      Fully dimensioned indicative outdoor furniture layouts are to be provided with the development application

- x. Locate communal open space adjacent to, and connected to, the communal living area and/or kitchen/dining area if one is provided.

### **2.18.11.5      *Multi dwelling housing***

#### **C19**      Landscaped area



- i. The entire front setback must be of a pervious landscape with the exception of driveways and pathways.
- ii. In addition to front setback, a minimum 45% of the total site area must be a landscaped area at ground level.

**C20** Private open space

- i. Each unit must have private open space at ground level with minimum dimensions of 4 metres by 4 metres.
- ii. Private open space must be directly accessible from a principal living area at ground level.
- iii. Maximum gradient of private open space must be 1 in 10.

**C21** Communal open space

Multi dwelling housing with more than 12 dwellings must provide a minimum of 10% of the required landscaped area as communal open space. This area must be suitably landscaped and provided with active and passive recreation facilities such as playground equipment, seating and shade structures.

### **2.18.11.6** *Residential flat buildings*

**C22** Landscaped area

- i. The entire front setback must be of a pervious landscape with the exception of driveways and pathways.
- ii. In addition to front setback, a minimum of 45% of the total site area must be landscaped area at ground level.

**C23** Private open space

Each dwelling must have a private open space in the form of a deck or balcony accessible from the principal living area of the dwelling with a minimum area of 8m<sup>2</sup> and a minimum width of 2 metres.

**C24** Communal open space

Residential flat buildings with more than 12 large dwellings (a large dwelling has a floor area of 85m<sup>2</sup> or more) must provide a minimum 10% of the required landscaped area as communal open space. This area must be suitably landscaped and provided with active and passive recreation facilities such as playground equipment, seating and shade structures.

### **2.18.11.7** *Mixed use development*

**NB** *Mixed use development refers to a building that contains dwellings attached to a commercial or industrial land use, for example, shop top housing. Another newer form of mixed use development is live/work buildings.*

**C25** Landscaped area

Landscape areas for mixed use developments will be determined on merit and depend on the overall streetscape and the desired future character for the area/precinct.

**C26** Private open space

Each dwelling in a mixed use development must have a private open space in the form of a deck or balcony accessible from the principal living area of the dwelling with a minimum area of 8m<sup>2</sup> and a minimum width of 2 metres.

**C27** Communal open space

Shop top housing with more than 12 large dwellings (a large dwelling has a floor area of 85m<sup>2</sup> or more) must provide a minimum 10% of the site area as communal open space. The area must be suitably landscaped and provided with active and passive recreation facilities such as playground equipment, seating and shade structures.

### **2.18.11.8      *Industrial development***

#### **C28      Landscaped area**

- i. A continuous minimum landscaped area 1.5m wide across the entire frontage of the property, excluding driveways, must be provided. This width must be increased to 2 metres where the site exceeds 600m<sup>2</sup> and to 3 metres when the site exceeds 1,000m<sup>2</sup>.
- ii. For corner sites, a continuous minimum landscaped area 1.5 metres wide across the entire secondary frontage of the property, excluding driveways, must be provided.
- iii. If an existing site is to be refurbished or is subject to a change of use application, the required landscaped area will be sought where it is possible without structural alterations.

#### **C29      Communal open space**

- i. A minimum of 5% of the site area must be provided as communal open space to cater for staff recreation and informal social interaction.
- ii. Communal open space must be located close to indoor dining areas (if applicable) to encourage greater use of the outdoors.
- iii. If an existing site is to be refurbished or is subject to a change of use application, the 5% communal open space will be sought if there is unused land available or excess parking.

**NB** *If suitably designed, these outdoor recreation areas will be gathering points for staff providing a source of pride and subsequent value-added benefits to the organisation.*

### **2.18.11.9      *Internal landscaping for multi unit industrial complex***

#### **C30      Multi-unit industrial complexes must provide internal landscaped areas in addition to front landscaping, in accordance with the following requirements:**

- i. Multi-unit industrial complex must avoid long blank walls and paved surfaces by introducing internal landscaped areas.
- ii. Trees or shrubs must be located to allow traffic movement and sight lines along access ways and driveways.
- iii. Shrubs and plants must not obscure visibility through front fences.

### **2.18.11.10      *Warehouses/industrial buildings conversions***

#### **C31      As the conversion of warehouses or industrial buildings involves an existing building envelope, minimum private open space or landscaped area requirements are not specified. A certain level of private open space and landscaped area must be provided for future residents.**



### **2.18.11.11**      *Landscaping in car parks*

- C32** All outdoor parking areas must incorporate landscaped areas in accordance with the following requirements:
- i. Any outdoor ground level car park containing five or more parking spaces must provide one shade tree for every five car spaces, with foliage or canopy with a clean trunk to 2 metres. Tree root barriers must be installed around the edge of planter beds to reduce future maintenance and damage to under ground services.
  - ii. Parking and circulation areas must be delineated by planter beds at the ends of parking bays. Planter beds must be a minimum width of 1.5 metres, surrounded by a 150mm concrete kerb and must contain both trees and shrubs.
  - iii. Trees in parking bays must be located in areas no less than the size of one car space or, preferably, in a continuous planter bed at least 1.5 metres wide separating the bays.
  - iv. Car parks must be paved with unit pavers using permeable pavers where possible.
  - v. A fully automatic irrigation system is required in all car park planter beds.

### **2.18.11.12**      *Development within business centres*

- C33** For major development projects within business centres, the applicant may have to provide mature street trees along the public street including protection grilles and guards, as advised by Council's landscape architect. In this regard:
- i. All costs associated with street tree planting must be borne by the applicant.
  - ii. An awning setback or cut-away to facilitate the planting of trees is not permitted.
  - iii. Applicants must not plant street trees under existing awnings.

### **2.18.12**      **Advisory notes**

1. Council may vary some of the requirements of this section, provided applicants can demonstrate that a reduced area of open space is able to serve the needs of the proposed occupants.
2. Applicants are encouraged to:
  - i. Use native deciduous trees with large canopies, climbers and shrubs on the northern side of buildings;
  - ii. Retain existing significant trees which may reduce site landscaping costs;
  - iii. Shade west and east aspects with planting;
  - iv. Use ferneries, planted pergolas and vines near dwellings to assist the cooling effect of air entering dwellings; and
  - v. Provide landscaping to screen development and frame desirable views.

**NB** For any works to or around 4 metres from the trunk of an existing tree, including its removal, refer to Section 2.20 (Tree Management) of this DCP.

## 2.18.13 List of preferred native plant species

Type of plant	Botanical name	Common name	Suitable for Suburbs
Tree	<i>Acacia binervia</i>	Coast Myall	All
	<i>Acacia decurrens</i>	Sydney Green Wattle	All
	<i>Acacia floribunda</i>	Sally Wattle	All
	<i>Acacia parramattensis</i>	Parramatta Green Wattle	All
	<i>Acmena smithii</i>	Lillypilly	All
	<i>Angophora costata</i>	Sydney Red Gum	Marrickville
	<i>Angophora floribunda</i>	Rough-barked Apple	Marrickville, Marrickville South
	<i>Banksia integrifolia</i>	Coastal Banksia	Marrickville, Marrickville South
	<i>Banksia serrata</i>	Old Man Banksia	Marrickville, Marrickville South
	<i>Callicoma serratifolia</i>	Black Wattle	All
	<i>Callistemon citrinus</i>	Crimson Bottlebrush	All
	<i>Casuarina glauca</i>	Swamp She-oak	Marrickville, Marrickville South, Tempe
	<i>Ceratopetalum gummiferum</i>	NSW Christmas Bush	All
	<i>Elaeocarpus reticulatus</i>	Blueberry Ash	All
	<i>Eucalyptus botryoides</i>	Bangalay	Marrickville, Marrickville South, Tempe
	<i>Eucalyptus haemastoma</i>	Scribbly Gum	Marrickville, Marrickville South
	<i>Eucalyptus paniculata</i>	Grey Ironbark	Marrickville, Dulwich Hill, Stanmore, Petersham, Lewisham
	<i>Eucalyptus punctata</i>	Spotted Gum	Marrickville, Dulwich Hill, Stanmore, Petersham, Lewisham
	<i>Eucalyptus robusta</i>	Swamp Mahogany	Marrickville, Marrickville South, Tempe, Sydenham
	<i>Glochidion ferdinandi</i>	Cheese Tree	All
	<i>Melaleuca decora</i>	White Cloud Tree	Marrickville, Marrickville South, Tempe, Sydenham
	<i>Melaleuca linariifolia</i>	Snow-in-Summer	Marrickville, Marrickville South, Tempe, Sydenham
	<i>Melaleuca styphelioides</i>	Prickly-leaved Paperbark	Marrickville, Marrickville South, Tempe, Sydenham
	<i>Notelaea longifolia</i>	Mock Olive	Marrickville, Marrickville South
	<i>Omalanthus populifolius</i>	Bleeding Heart	All
	<i>Pittosporum revolutum</i>	Yellow Pittosporum	All
	<i>Pittosporum undulatum</i>	Sweet Pittosporum	All
	<i>Syncarpia glomulifera</i>	Turpentine	Marrickville, Dulwich Hill, Stanmore, Petersham
	<i>Syzygium paniculatum</i>	Magenta Lillypilly	All
	<i>Tristanopsis laurina</i>	Water Gum	Marrickville, Marrickville South, Tempe, Sydenham
Shrubs	<i>Acacia falcata</i>	Sickle Wattle	All
	<i>Acacia longifolia</i>	Sydney Golden Wattle	All
	<i>Acacia myrtifolia</i>	Myrtle Wattle	All
	<i>Acacia ulicifolia</i>	Prickly Moses	All
	<i>Angophora hispida</i>	Dwarf Apple	All
	<i>Baeckea linifolia</i>	Heath-myrtle	All





	<i>Banksia spinulosa</i>	Hair-pin Banksia	All
	<i>Bauera rubioides</i>	River Rose	All
	<i>Boronia polygalifolia</i>	Milkwort Boronia	All
	<i>Bossiaea heterophylla</i>	Bossiaea	All
	<i>Brachyloma daphnoides</i>	Daphne Heath	All
	<i>Breynia oblongifolia</i>	Breynia	All
	<i>Bursaria spinosa</i>	Blackthorn	All
	<i>Callistemon linearis</i>	Narrow-leaved Bottlebrush	All
	<i>Clerodendron tomentosum</i>	Hairy Clerodendron	All
	<i>Conospermum longifolium</i>	Cone-seed	All
	<i>Correa reflexa</i>	Correa	All
	<i>Dillwynia sieberi</i>	Prickly Parrot-pea	All
	<i>Dodonaea triquetra</i>	Hop Bush	All
	<i>Epacris longiflora</i>	Native Fuchsia	All
	<i>Epacris pulchella</i>	Coral Heath	All
	<i>Grevillea buxifolia</i>	Grey Spider-flower	All
	<i>Grevillea sericea</i>	Pink Spider-flower	All
	<i>Hakea dactyloides</i>	Broad-leaved Hakea	All
	<i>Hakea sericea</i>	Bushy Needlebush	All
	<i>Indigofera australis</i>	Native Indigo	All
	<i>Kunzea ambigua</i>	Tick Bush	All
	<i>Lambertia formosa</i>	Mountain Devil	All
	<i>Leptospermum polygalifolium</i>	Lemon Tea-tree	All
	<i>Leptospermum trinervium</i>	Paperbark Tea-tree	All
	<i>Leucopogon juniperinus</i>	Beard-heath	All
	<i>Lomandra longifolia</i>	Matt-rush	All
	<i>Ozothamnus diosmifolium</i>	Everlasting	All
	<i>Polyscias sambucifolia</i>	Elderberry	All
	<i>Panax</i>		
	<i>Pultenaea villosa</i>	Bush Pea	All
<b>Vines</b>	<i>Billardiera scandens</i>	Apple Berry	All
	<i>Cissus hypoglauca</i>	Native Grape	All
	<i>Clematis aristata</i>	Old Man's Beard	All
	<i>Clematis glycinoides</i>	Old Man's Beard	All
	<i>Eustrephus latifolius</i>	Wombat Berry	All
	<i>Hardenbergia violacea</i>	Purple Twining Pea	All
	<i>Hibbertia scandens</i>	Guinea Flower	All
	<i>Kennedia rubicunda</i>	Dusky Coral Pea	All
	<i>Pandorea pandorana</i>	Wonga Wonga Vine	All
	<i>Rubus parvifolius</i>	Native Raspberry	All
	<i>Smilax glyciphylla</i>	Native Sarsparilla	All
<b>Groundcovers</b>	<i>Astroloma humifusum</i>	Native Cranberry	All
	<i>Bossiaea prostrate</i>	Bossiaea	All
	<i>Dichondra repens</i>	Kidney Weed	All
	<i>Glycine clandestine</i>	Love Creeper	All
	<i>Goodenia hederacea</i>	Goodenia	All
	<i>Hibbertia diffusa</i>	Guinea Flower	All
	<i>Pelargonium inodorum</i>	Wild Geranium	All
	<i>Pimelea linifolia</i>	Rice Flower	All
	<i>Pomax umbellata</i>	Pomax	All
	<i>Poranthera microphylla</i>	Poranthera	All
	<i>Pratia purpurascens</i>	White Root	All
	<i>Senecio hispidulus</i>	Rough Groundsel	All



## PART 2: GENERIC PROVISIONS

	<i>Stackhousia viminea</i>	Slender Stackhousia	All
	<i>Stylidium graminifolium</i>	Trigger Plant	All
	<i>Veronica plebeia</i>	Speedwell	All
	<i>Wahlenbergia gracilis</i>	Native Bluebell	All
	<i>Xanthosia pilosa</i>	Woolly Xanthosia	All
			All
<b>Grasses, Sedges and Rushes</b>	<i>Agrostis avenacea</i>	Blown Grass	All
	<i>Aristida vagans</i>	Three-awn Speargrass	All
	<i>Austrodanthonia tenuior</i>	Wallaby Grass	All
	<i>Cymbopogon refractus</i>	Barbed-wire Grass	All
	<i>Cyperis difformis</i>	Sedge	All
	<i>Dichelachne micrantha</i>	Plume Grass	All
	<i>Echinopogon caespitosus</i>	Hedgehog Grass	All
	<i>Entolasia stricta</i>	Wiry Panic	All
	<i>Eragrostis brownii</i>	Brown's Love Grass	All
	<i>Imperata cylindrica var major</i>	Blady Grass	All
	<i>Isolepis nodosa</i>	Club-rush	All
	<i>Juncus usitatus</i>	Rush	All
	<i>Microlaena stipoides</i>	Weeping Grass	All
	<i>Oplismenus imbecillis</i>	Basket Grass	All
	<i>Poa affinis</i>	Tussock Grass	All
	<i>Stipa rudis</i>	Speargrass	All
	<i>Themeda australis</i>	Kangaroo Grass	All
<b>Ferns</b>	<i>Adiantum aethiopicum</i>	Maidenhair Fern	All
	<i>Asplenium australasicum</i>	Birds Nest Fern	All
	<i>Asplenium flabellifolium</i>	Necklace Fern	All
	<i>Blechnum cartilagineum</i>	Gristle Fern	All
	<i>Blechnum indicum</i>	Bungwall Fern	All
	<i>Calochlaena dubia</i>	False Bracken Fern	All
	<i>Cheilanthes sieberi</i>	Mulga Fern	All
	<i>Cyathea australis</i>	Rough Treefern	All
	<i>Gleichenia dicarpa</i>	Coral Fern	All
	<i>Histiopteris incisa</i>	Batswing Fern	All
	<i>Psilotum nudum</i>	Skeleton Fork-fern	All
	<i>Todea barbara</i>	King Fern	All

# INNER WEST

*Effective from 1 April 2023*

## Tree Management DCP 2023



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# General Provisions

## 1 Purpose

This Tree Management Development Control Plan has been made in accordance with the *State Environmental Planning Policy (Biodiversity and Conservation) 2021* and prescribes the vegetation to which the SEPP applies and the applicable consent process.

The vegetation described in this Development Control Plan is vegetation to which Chapter 1 and 2 of the vegetation SEPP applies as amended from time to time.

Council has adopted canopy targets for the Inner West Local Government Area (LGA) based on the zoning of the land. Those canopy targets are derived from the Premiers Priorities 2017–Greening our city and Greening public places, Greater Sydney Commission – District Plans and Greener Places – Urban Tree Canopy Guide and are as follows:

Zone	Canopy Target
R1 General Residential	40%
R2 Low Density Residential	
R3 Medium Density Residential	25%
R4 High Density Residential	
B1 Neighbourhood Centre	25%
B2 Local Centre	
B4 Mixed Use	15%
B5 Business Development	
B6 Enterprise Corridor	
B7 Business Park	
IN1 General Industrial	25%
IN2 Light Industrial	

## 2 Objectives

The following objectives guide the protection and management of trees within the Inner West LGA:

- O1 To establish a coordinated approach to the assessment and management of trees.
- O2 To consider the safety of the community, private property, and public infrastructure assets.
- O3 To protect trees within and adjacent to development sites and to ensure that all new development provides an opportunity for existing and new trees to grow.
- O4 To manage the urban landscape so trees continue to make a significant contribution to its quality, character, and amenity.
- O5 To maintain and enhance the amenity of the Inner West Local Government Area through the preservation of appropriate trees and vegetation.
- O6 Ensure private property owners' plant new trees and replace trees in order to meet Council's tree canopy targets.

#### Outline of the Processes for Tree Removal or Pruning

- No consent is required for some works (see Control C6 and C7)
- Development Consent is required for pruning more than 10% of the canopy or removal of trees on properties with heritage significance (see Control C4)
- A Tree Works Permit is required for all other works (see Control C5)

### 3 Controls

C1 Council consent is required before any clearing of vegetation (removal or pruning of prescribed *tree/s*) is carried out unless the work complies with C6 of this DCP.

C2 For the purposes of this DCP, a **prescribed tree** is:

- i. any tree with a height equal to or greater than 4 metres above ground level (existing) or
- ii. any tree that is under 4 metres in height that has a trunk diameter of more than 150mm at Diameter at Breast Height (DBH at 1.4m) or
- iii. any tree with a canopy spread equal to or greater than 2 metres or any palm tree or tree fern with a clean stem length equal to or greater than 4 metres above ground level (existing).

C3 Applications for consent to remove or prune a *tree/s* will be assessed and determined via a:

- i. Development Application (as set out in Control C4) or
- ii. Tree Works Permit Application (as set out in Control C5).

C4 Submit a development application for pruning of more than 10% of a *tree/s* canopy or removal of a prescribed *tree/s* located on a property which is a heritage item, forms part of a heritage item, is listed in the heritage trees list, is located in a heritage conservation area or where the tree forms part of an Aboriginal object or is located within an Aboriginal place of heritage significance.

C5 Submit a Tree Works Permit for the following activities:

- i. Prune a prescribed tree by more than 10% of the canopy;
- ii. Tree root pruning;
- iii. Remove or prune a prescribed tree except where Control C4 requires a development application to be submitted or Control C6 where tree works can occur without prior approval.

Note: A Tree Works Permit may be submitted to remove a *prescribed tree* to facilitate a Complying Development Certificate.

C6 The following works do not require Council consent (unless the criteria outlined in Control C7 are relevant to the subject tree), provided the work is carried out in accordance with AS 4373 -2007 Pruning of amenity trees and the Safe Work Australia Code of Practice Guide to Managing Risks of Tree Trimming and Removal Work 2016:

- C6.1 Canopy lifting to 2.5 metres above ground level;
- C6.2 Pruning of branches with a diameter of less than 100mm to a maximum of 10% of the canopy annually;
- C6.3 The pruning of deadwood that does not have hollows or provide habitat for native fauna;
- C6.4 Works to trees owned by, or under the care, control and management of Inner West Council and undertaken by delegated Council staff or their authorised contractors;

Note: Controls C6.1 to C6.4 apply to all properties within Inner West whereas Controls C6.5 and C6.6 do not apply to trees listed in the heritage trees list, or located on a property that is a heritage item, or located in a heritage conservation area.

- C6.5 Removal of a tree, including a prescribed tree, located within 1 metre of the wall of a residential dwelling located on the same lot. The 1 metre distance is measured from the centre of the tree at breast height (DBH 1.4m) to the wall of the residential dwelling;
- C6.6 The trees on the exempt species list below are not deemed to be prescribed trees unless such trees are located in a Heritage Conservation Area or are listed as part of a Heritage Item within the Council's Local Environmental Plan.

Species Name	Common Name
<i>Acer negundo</i>	Box Elder
<i>Ailanthus altissima</i>	Tree of Heaven
<i>Alnus jorrullensis</i>	Evergreen Alder
<i>Bambusa spp. Phyllostachys spp.</i>	Bamboo species
<i>Cotoneaster spp.</i>	Cotoneaster
<i>Erythrina x sykesii</i>	Coral Tree
<i>Gleditsia triacanthos</i>	Honey Locust
<i>Lagunaria patersonia</i>	Norfolk Island Hibiscus
<i>Ligustrum lucidum</i>	Broad Leaved Privet



Species Name	Common Name
<i>Ligustrum sinense</i>	Small Leaved Privet
<i>Nerium oleander</i>	Oleander
<i>Robinia pseudoacacia</i>	False Acacia/Black Locust
<i>Salix spp.</i>	Willow
<i>Schefflera actinophylla</i>	Umbrella Tree
<i>Syagrus romanzoffianum</i>	Cocos Palm
<i>Tamarix aphylla</i>	Athel Tree
<i>Toxicodendron succedaneum</i>	Rhus Tree
Department of Primary Industry Priority Weeds List of the Greater Sydney (Inner West)	see the <a href="#">NSW Weedwise website</a> for list

C7 The exemptions in Control C6 do not apply to:

- i. Tree/s that are required to be retained by a condition of development consent;
- ii. Tree/s required to be planted as a condition of development consent or as a compensatory planting condition in a permit;
- iii. Threatened species or land that contains native vegetation (including dead trees) which is habitat for threatened species, populations or ecological communities listed in Schedule 1 and 2 of the Biodiversity Conservation Act 2016 and other protected matters listed under the Commonwealth Environment Protection Biodiversity Conservation Act 1999;
- iv. Land that is a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016;
- v. Land declared critical habitat under Part 7A of the Fisheries Management Act 1994;
- vi. Any native prescribed tree located within a wildlife corridor as shown on the Biodiversity Map in Part 2.13 – Biodiversity of Marrickville DCP 2011 – Appendix 3;
- vii. Pruning more than 10% of the canopy, or proposed removal of a prescribed tree that is a heritage item, forms part of a heritage item, or is listed in the heritage trees list, or located in a heritage conservation area.



### **Neighbouring trees**

Speak to your neighbour to get consent before you prune their trees.

Pruning consistent with AS4373—*Pruning of amenity trees* and Control C1 of this DCP does not need Council consent.

Council does not mediate works to neighbouring trees.

## **3.1 Application Assessment Criteria**

Note: Section 4.15 of the *Environmental Planning and Assessment Act 1979* outlines the matters for consideration when determining a development application. These matters include but are not limited to the matters outlined in C8 below.

C8 The following matters will be considered when determining an application to remove or prune a prescribed tree:

### **i. Danger/Safety Risk Assessment**

Danger is assessed based on a number of factors including;

- The potential/likelihood of a tree or tree part to fail
- A history of previous branch failure
- The size of the defective part of the tree
- The use and occupancy of the area that may be struck by a defective part

A high risk of danger will be given significant weight when determining an application, noting that dangerous tree assessments are based on the safety risk posed by a tree in normal weather conditions;

### **ii. Property Damage**

The likelihood of the tree causing property damage. This includes trees renowned for having extensive root systems, which cause damage to footings of houses or, trees that may cause blockages to domestic sewer and drainage lines;

### **iii. Condition / health of the tree**

The structural integrity of the tree will be assessed for any visible signs of decay or deterioration; this is usually indicated by a lack of foliage, dead branches evident in the canopy, presence of fungal fruiting bodies, excessive sap being exuded from the trunk and/or evidence of insect attack, particularly borer damage;

### **iv. Tree species**

The likelihood of branch failure / limb fall prevalent for the species. The species' susceptibility to environmental changes, which may affect the longevity of the species' survival in its current location. This would include changes in soil level, excessive root damage caused during construction works, changes in water availability, competition for other vegetation (particularly climbing vines), and compaction of soil (particularly in high usage areas such as car parking areas);

v. Significance within the Landscape and/or Streetscape

An assessment of the visual environment and the significance the specimen plays within the streetscape;

vi. Termites

Each case of termite infestation will be investigated on its merit;

vii. Other criteria

Other criteria would include if the tree is an endangered or rare species, is of historical significance or, the link the tree provides between bushland and reserves (the connectivity of habitat).

**Trees that are considered an imminent risk to human life or property**

If a tree on your property is suspected to be an imminent risk to human life or property you must first contact Council detailing why the tree is considered to be a risk based on industry risk assessment methodologies – Tree Risk Assessment Qualification (TRAQ) or Quantified Tree Risk Assessment (QTRA). Evidence must be provided to Council in writing by photographic evidence and written evidence by a Qualified Arborist (AQF5)

Council will issue expedited consent in writing to allow removal of an imminently dangerous tree under the provisions of Biodiversity and conservation SEPP 2021. If Council is not satisfied that the tree is a risk to human life or property you will be advised to lodge the relevant application.

C9 Tree removal is the final option where the impacts can be directly attributed to a tree and all other avenues to rectify the impact have been investigated. The following criteria are generally not considered justification for tree removal or pruning:

- i. The dropping of leaves, flowers, fruit, sap, seeds or small elements of deadwood (or other natural processes);
- ii. Insect/animal nuisance;
- iii. Providing solar access for renewable energy system infrastructure (i.e. solar panels, solar hot water systems, wind turbines or data receivers);
- iv. Increase general natural light or reduce shade created by a tree;
- v. Enhance view corridors;
- vi. Minor lifting of driveways, paths and paving or minor damage to outbuildings, garden structures, walls or landscape structures;
- vii. Damage to underground services (such as sewer lines, water services) where there are feasible alternatives to mitigate or solve problems and retain the tree.

Alternatives to tree removal include replacement of damaged pipes, relining, relocation or encasement of pipes;

- viii. Pruning to reduce height, except pruning to reduce the height of hedge(s);
- ix. To facilitate the construction of structures (such as a driveway, swimming pool, or dwelling) in the event other suitable locations are available (see Controls C13–C17 for controls relating to trees on development sites).

#### **Procedural review**

A request for procedural review of the process undertaken must be lodged within 28 days of the determination date (as per the *Local Government Act 1993*).

#### **Tree Permits**

An applicant for a tree permit may appeal to the NSW Land and Environment Court against a refusal by Council to grant the permit. The appeal must be made within three months of the date on the determination.

#### **Development Applications**

An applicant for a development application may seek an appeal in the following ways:

- [Section 8.7](#) of the *Environmental Planning and Assessment Act 1979* (the Act) gives you the right to appeal to the Land and Environment Court in accordance with the timeframes set out in Section 8.10 of the Act.
- [Section 8.2](#) of the *Environmental Planning and Assessment Act 1979* provides that the applicant may request Council to review the determination. Section 8.2 does not apply to; designated development, a determination made by Council under Section 4.2 in respect of Crown applications, or a decision that has already been the subject of a Section 8.2 review.

## **3.2 Tree Planting Requirements**

- C10 A replacement tree/s must be planted to replace any prescribed tree approved for removal. This will enable Council to effectively retain and maintain the urban forest canopy across the Inner West. Replacement trees are to be located on the same site as the tree removal, as determined by Council.

Note: there may be circumstances when Council determines that there is no suitable location on site. In such circumstances a financial contribution can be paid to support public tree planting in lieu of on-site replacement planting. Fees are set out in Council's fees and charges schedule.

- C11 Replacement tree/s must be maintained in a healthy and vigorous condition until they meet the requirements of a prescribed tree and are protected in accordance with this DCP Chapter (Control C2).

Note: A person must not fail to plant, protect or care for a replacement tree which is required to be established as a condition of consent issued by Council.

C12 The following minimum tree planting requirements are required for any sites:

Property Size:	Number of trees to be planted
Less than 300m <sup>2</sup>	minimum of one (1) tree.
exceed 300m <sup>2</sup>	minimum of two (2) trees

Tree container size and mature tree height will be determined by Council and will generally be based on available land space and land zoning canopy targets, a preference is placed on advanced container sizes. The tree(s) must not be planted within 1 metre of a proposed building, swimming pool or property boundary.

#### 4 Trees on Development Sites

C13 All development proposals must be designed to maintain or improve the urban forest values of the site by minimising the impact on tree/s and planting replacement tree/s for tree/s that are proposed for removal. This requirement applies to Council owned trees as well as trees on private or other property and adjoining land.

C14 The design of buildings or alterations and additions to buildings must provide sufficient distance from existing trees (whether on the site or on adjoining land), in accordance with AS4970–Protection of trees on development sites (AS4970), to ensure the tree/s’ practical retention.

C15 Trees on public land must be protected during demolition, excavation, the erection of hoarding and construction works as set out in Section 4 of AS4970. Council will require the payment of a security deposit in relation to a tree on public land if:

- Development is proposed within the Tree Protection Zone of that tree or
- Council determines that the development may adversely affect the roots or crown of the tree

C16 Developments in zones other than R1 – General Residential or R2 – Low Density Residential must allow for any existing overhead electrical lines to be converted into aerial bundled cabling or redirected underground to reduce the impact upon surrounding trees.

C17 New awnings that encroach into public land must be designed to accommodate existing and proposed street trees.

## 5 Definitions

In this Part:

**Amenity** a desirable or useful feature, or facility of a building or place.

**Clear Vegetation** includes

- a) cut down, fell, uproot, kill, poison, ringbark, burn or otherwise destroy the vegetation, or
- b) lop or otherwise remove a substantial part of the vegetation (including roots).

**Dead** means no green cambium (tissue) and no green foliage and that the tree is no longer capable of performing any living functions.

**Diameter at Breast Height (DBH).** The diameter of a tree at 1.4 metres above the natural ground level.

**Dying** means a tree in a state of decline where it is unlikely to recover. Generally, this may be represented by only  $\leq 20\%$  live canopy.

**Foreseeable future** means the next 12 months.

**Imminently dangerous** includes but is not restricted to obvious instability of the root system, evidence of soil heave or cracking, loss of structural roots, root decay, storm damage and structural defects that are imminently hazardous, such as splitting branches. Evidence must be provided to Council in writing by photographic evidence or written evidence by a Qualified Arborist (AQF5).

**Risk to human life or property** is where a tree presents an unacceptable level of risk to life or property as per an industry risk assessment methodologies – TRAQ or QTRA. Evidence must be provided to Council in writing by photographic evidence and written evidence by a Qualified Arborist (AQF5).

**Tree** means any perennial plant with at least one self-supporting woody, fibrous stem, whether native or exotic.

**Priority Weed Species for the Greater Sydney Region** means those species listed by NSW Department of Primary Industries on their website for the Inner West Council local government area. View at <https://weeds.dpi.nsw.gov.au/WeedBiosecurities?AreaId=72>

**Project Arborist** means the arborist appointed to monitor the vitality and condition, throughout the construction process, of trees being retained on the site (and any trees on adjoining private land and trees on public land where the development encroaches into the TPZ of those trees).

**Residential Dwellings** are buildings approved and defined as:

- **dwelling house** means a building containing only one dwelling.
- **dual occupancy** means a dual occupancy (attached) or a dual occupancy (detached).
- **multi dwelling housing** means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.
- **residential flat building** means a building containing 3 or more dwellings, but does not include an attached dwelling, co-living housing or multi dwelling housing.

Note: this apply to the residential dwellings only not ancillary development such as detached garages, carports, swimming pools etc.

**Tree Protection Zone (TPZ)** means the area around a tree required to protect the tree's crown and roots during the construction process. The tree protection zone must be calculated in accordance with AS4970.

**Urban Forest** means all trees and vegetation (both naturally occurring and planted) that occur within or near urban areas.

# 2.21

## GENERIC PROVISIONS SITE FACILITIES AND WASTE MANAGEMENT









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### Part 2 Generic Provisions

## 2.21 Site Facilities and Waste Management

### 2.21.1 Introduction

Proposals must ensure adequate and appropriate provision of site facilities. Those facilities must be accessible, not create amenity problems such as smell and unsightliness and be considered in terms of the overall appearance of the development and the local streetscape.

Site facilities include:

- Recycling and waste facilities including bin storage and collection areas;
- Clothes drying facilities;
- Public utilities;
- Mail boxes;
- Building identification and numbering; and
- Telecommunication facilities such as TV antennas and satellite dishes.

The majority of this section focuses on minimising waste generation and maximising resource recovery during the demolition, construction and ongoing management of a property, and facilitating safe and efficient waste and recycling management and collection from all premises. This includes seeking improvements to the current waste management, such as creating an on-site bin storage area where bins are currently stored on the footpath or laneway, or improving an existing sub-standard recycling/waste storage area.

The objectives in this section support the aims of Inner West LEP 2022.

The design and location of recycling and waste management facilities should be investigated early. This is especially recommended if on-site recycling/waste collection or alternative arrangements are proposed, or if there will be any other variations from the development controls. This should be undertaken in consultation with Council through the formal Pre Development Application Advice process.

**State Environmental Planning Policy (Exempt and Complying Development Codes) 2008** identifies types of development that may be carried out without the need for development consent. TV antennas and satellite dishes are included in that policy.

#### 2.21.1.1 Objectives

- 01** To ensure adequate provision is made for site facilities.
- 02** To ensure site facilities are accessible to all residents and easy to maintain.
- 03** To ensure site facilities are thoughtfully and sensitively integrated into the development so as not to be obtrusive or unsightly.



- O4** To ensure the design of waste and recycling storage/collection systems in buildings and land use activities are of an adequate size and are hygienic, accessible, safe to operate, quiet to operate, and visually compatible with their surroundings.
- O5** To achieve waste reduction, waste separation and resource recovery in the demolition, design, construction and operation of buildings and land use activities.
- O6** To promote the principles of ecologically sustainable development (ESD) through waste avoidance, resource recovery, recycling and alternate waste treatment methods.
- O7** To minimise the volume of waste that is directed to landfill sites.
- O8** To reduce stormwater and windblown pollution that may result from the poor design of waste and recycling storage areas or from the poor management of such areas.

## 2.21.2 Waste facilities and management

### 2.21.2.1 *Recycling and waste management plan*

A recycling and waste management plan (RWMP) aims to reduce waste generation, maximise recycling of waste and ensure recycling and waste management is efficient, safe and low impact. A 'model' RWMP is included in **Appendix 1**. There are two parts to the RWMP:

- **Part 1** describes the type, volume and recycling and disposal methods of materials to be generated during demolition and construction.
- **Part 2** describes the waste management practices associated with the ongoing use of the premises.

### 2.21.2.2 *Waste related information to be submitted with a development application*

- C1** A RWMP must be submitted with the development application, in accordance with the Model Plan provided in **Appendix 1**, as follows:
  - i. Part 1 of the RWMP must be submitted with development applications involving:
    - a. Demolition;
    - b. New development; or
    - c. Alterations/additions affecting more than 20m<sup>2</sup> of floor area.
  - ii. Part 2 of the RWMP must be submitted with development applications involving:
    - a. New development;
    - b. Change of use of existing premises;
    - c. Alterations/additions to existing premises which would affect waste management facilities or waste management practices; or
    - d. Alterations/additions to premises where existing waste management facilities do not meet the requirements of the Development Control Plan.
  - iii. Part 2 of the RWMP must be accompanied by a detailed plan showing for the following uses:  
Attached dwellings, dwelling houses, semi-detached dwellings, group homes and secondary dwellings

- a. The location of the recycling/waste storage room/area, showing adequate storage space.
- b. The location of an on-site individual compost container, where possible.
- c. The path of travel for moving bins/containers from the recycling/waste storage room/area to the identified collection point.

Multi dwelling housing, residential flat buildings, seniors housing, residential components of shop top housing developments, residential components of mixed use developments, boarding houses, hostels, residential care facilities and tourist and visitor accommodation

- a. The location of an individual recycling/waste storage room/area for each dwelling/tenancy or the location of communal recycling/waste storage room(s) or area(s) for the entire development, showing adequate storage space.
- b. The location of an indoor recycling/waste cupboard for each kitchen area in the development.
- c. The location of an on-site individual compost container for each dwelling/tenancy or communal compost facilities for the entire development.
- d. The location of any waste chute(s) and service rooms (for accessing a waste chute and recycling bins) on each floor of the building.
- e. The location of any interim recycling/waste storage rooms (for accessing recycling and waste bins) on each floor of the building.
- f. The location of any service lifts used for transporting recyclable/waste materials.
- g. Where applicable, details of grey water collection from washing bins in recycling/waste storage room(s) or area(s), treatment and on-site utilisation.
- h. The location of any trade wastewater discharge points.
- i. Where applicable, an identified on-site collection point for the collection and emptying of bins/containers.
- j. The path of travel for moving bins/containers from the recycling/waste storage room(s) or area(s) to the identified collection point(s) (if collection is to occur away from the recycling/waste storage room(s) or area(s)).
- k. The on-site path of travel for recycling/waste collection vehicles (if collection vehicles are to enter the site).

**NB** *Where alterations/additions will change the waste management practices associated with the ongoing use of the premises, these must be shown on the plans.*

- iv. A scaled drawing of any bin/container storage room(s) and area(s), temporary holding area(s), waste chute service room(s) and interim recycling/waste storage room(s) must be submitted with all development applications where Part 1 or Part 2 of the RWMP is required.



**C2** The applicant must discuss how the development complies with the objectives and controls of the recycling and waste management section in the statement of environmental effects (SEE). This must include any improvements to the waste management for existing uses/buildings/sites and justification where compliance with controls are not achieved due to feasibility limitations or alternative arrangements being proposed (for example, site constraints or alternate bin/collection methods).

**NB** *Development applications (DAs) for alterations and additions to existing premises may provide the opportunity to improve the existing waste management. In other situations alterations and additions to existing premises may not be able to fully comply with all of the waste management controls relating to particular development types. This situation may arise because the existing building may be configured in such a way that full compliance with the applicable controls would be unreasonable, impractical or undesirable (for example, in relation to buildings which have heritage significance). With such DAs, the applicant will need to demonstrate how acceptable waste management will be achieved, such as ensuring amenity, accessibility and appropriate bin storage, and discuss options explored to achieve the best possible waste management.*

### **2.21.2.3 Demolition and/or construction waste**

#### **Applicability**

This section of the DCP applies to all development applications that require Part 1 of the RWMP.

#### **Waste reduction**

Significant reductions in waste to landfill and cost-savings can be made at the demolition stage of a development by improved project management that focuses on minimising waste generation and maximising recovery, re-use and recycling of materials. Site operations should provide for source separation, re-use and recycling, and ensure appropriate storage and collection of waste.

The following hierarchy should be adopted when managing waste products:

1. Avoid waste generation;
2. Reduce waste generation;
3. Reuse materials by sourcing pre-used materials whenever possible; and
4. Recycle materials by separating construction and demolition materials for recycling before dispensing from construction site.

*The NSW EPA provides useful information on the recycling, including the processing, recycling and collection of organic waste. Visit:  
<http://www.epa.nsw.gov.au/warr/index.htm>*

#### **Asbestos**

It is illegal to re-use or recycle asbestos materials. It is also illegal to dispose of asbestos waste via residential waste collection. Asbestos must be removed in the correct way and disposed of at a licensed landfill that can accept asbestos waste from the public. Asbestos handling is dangerous and must be undertaken safely to avoid health and environmental impacts.

### 2.21.2.4 *Placement of construction waste containers*

#### **Applicability**

This section applies to situations where an applicant wishes to place a waste storage container or 'skip bin' on Council's road, footpath or other public land.

#### **Pre-requirements**

- C3** Council's permission must be obtained before a construction waste container is placed on public land.
- i. A waste container must only be placed on a Council footpath or other public land in instances where:
    - a. On-site storage of waste products is not possible due to a severe lack of space; and
    - b. It is not possible to place a waste container on the roadway as a result of it not being legal to park a motor vehicle on the street outside the premises.
  - ii. A waste container can only be placed on a footpath or other public place where it is possible, at all times, to maintain a completely unobstructed pedestrian access way of at least 1.5 metres in width, between the property boundary and the waste container;
  - iii. Waste containers must be hired from the list of approved waste contractors on Council's website;
  - iv. The bins and storage areas at a development site must be clearly marked, outlining their purpose and content and permit period;
  - v. A waste container must only be placed on a roadway where parking restrictions (or other Australian Road Rules) do not restrict the stopping or parking of a vehicle (including 'no stopping', 'no standing' and 'no parking' areas);
  - vi. Separate permission must be obtained from the RMS for the placement of a waste container on the roadway along a State Road; and
  - vii. Evidence such as weighbridge dockets and invoices for waste disposal or recycling services must be retained.

### 2.21.2.5 *Recycling and waste management/facilities for residential development*

- C4** Applications for residential development must provide recycling/waste bins in accordance with Table 1.

Table 1: Type and number of bins required for different types of residential developments





Type of development	Recycling bins	General waste bins	Green waste bins (optional)
Attached dwellings, dwelling houses, semi-detached dwellings, group home and secondary dwellings	1 x 240L per dwelling (except secondary dwelling which may share with the principal dwelling on the lot)	1 x 140L per dwelling	1 x 240L (optional) per dwelling (except secondary dwelling which may share with the principal dwelling on the lot)
Multi dwelling housing, residential flat buildings, seniors housing, residential components of shop top housing developments and residential components of mixed use developments	60L per dwelling in 240L bins (rounded up to the nearest whole number of bins)	120L per dwelling in 240L bins (rounded up to the nearest whole number of bins)	Allocation of 240L bins to be determined on merit
Boarding houses, hostels, residential care facilities and tourist and visitor accommodation	1 x 240L per 6 residential occupant rooms or part thereof	1 x 240L per 6 residential occupant rooms or part thereof	1 x 240L per 6 residential occupant rooms or part thereof

**NB** The dimensions of the bins are provided in **Appendix 2**.

- C5** For attached dwellings, dwelling houses, semi-detached dwellings, group homes and secondary dwellings, an appropriate recycling/waste storage room/area must be provided within the property boundary of adequate size to store bins and in an appropriate location to enable bins to be easily and safely moved from the storage room/area to the street collection point (i.e. avoiding paths of travel via multiple steps).
- C6** Residential developments that contain twenty or more dwellings or twenty or more residential occupant rooms for other residential types, must provide for on-site collection of recycling/waste bins and the design allow the option to accommodate the use of 660L bins. If alternate bins (other than 240L) or collection arrangement are to be used, Council must be consulted to discuss potential alternate options.
- C7** Bins collected on-site are to be collected either directly from recycling/waste storage room(s) or area(s) or from on-site temporary bin/container holding area(s), in accordance with requirements in **Appendix 4**.
- C8** In instances where site characteristics, number of bins (less than 20 dwellings or residential occupant rooms in other residential types) and length of street frontage allow, bins may be collected from a kerb-side location.
- C9** Developments for multi dwelling housing, residential flat buildings, seniors housing, residential components of shop top housing developments, residential components of mixed use developments, boarding houses, hostels, residential care facilities and tourist and visitor accommodation must be designed to allow transferring and collection of bins/containers in accordance with requirements in **Appendix 4**.

*Bins should be presented adjacent to the kerb for collection with the handle adjacent to the roadway, ensuring that adequate space is maintained for pedestrian thoroughfare.*

*Bins must not block pedestrian or vehicle passage at any time.*

*Building occupants must move bins to the identified collection point no earlier than the evening before collection day and to then return the bins to their storage area no later than the evening of collection day. Bins are to remain in their on-site storage area at all other times.*

- C10** For residential flat buildings, seniors housing, residential components of shop top housing developments, residential components of mixed use developments, boarding houses, hostels, residential care facilities and tourist and visitor accommodation developments recycling/waste bins must be stored in communal recycling/waste storage room(s), designed in accordance with the requirements in **Appendix 4**.
- C11** Multi dwelling housing must include either individual recycling/waste storage areas for each dwelling or communal recycling/waste storage room(s), designed in accordance with the requirements in **Appendix 4**.
- C12** The on-site recycling/waste storage room(s) or area(s) must be located and/or designed in a manner which reduces adverse impacts upon neighbouring properties and upon the appearance of the premises.
- C13** Any outdoor location for recycling/waste bins must be suitably screened.
- C14** The recycling/waste storage room(s) or area(s) must be of a size and design which can conveniently accommodate separate recycling, garbage and green waste containers at the required rates in Table 1. For developments with greater than 20 dwellings/rooms, the recycling/waste storage room(s) or area(s) must be designed to accommodate the option of 660L bins.
- C15** Buildings that are 4 or more storeys high must provide waste chute(s) and waste service rooms or provide interim recycling/waste storage rooms.
- C16** Where recycling/waste is collected using waste chute(s) and service rooms these must be designed in accordance with the requirements in **Appendix 5**.
- C17** Where recycling/waste is collected using interim recycling/waste storage rooms, these must be designed in accordance with the requirements in **Appendix 6**.
- C18** Where a service lift is provided it must be designed in accordance with the requirements in **Appendix 7**.
- C19** Each dwelling must be provided with a waste cupboard to store separate recycling and waste material, with the capacity to store at least two days worth of materials.
- C20** Where on-site recycling/waste collection is required, the development must be designed to accommodate waste/recycling collection vehicles as specified in **Appendix 3**.
- C21** For on-site recycling/waste collection, generally the development must be designed to allow collection vehicles to enter and exit the site in a forward direction, with clear driver sight lines of footpaths and roadways. Generally, no on-site reversing is permitted. Should the situation arise that variations to this are required, Council must be consulted to



establish acceptable options and undertake a site specific Risk Assessment of the proposal.

- C22** Access driveways that are to be used by recycling/waste collection vehicles must be of sufficient strength to support such vehicles, in accordance with **Appendix 3**.
- C23** Any on-site recycling/waste collection must be compatible with the operation of any other loading/unloading facilities on the site.
- C24** If recycling/waste collectors and/or recycling/waste collection vehicles are required to enter a site for the purpose of emptying bins, specific arrangements must be in place as described in **Appendix 8**.
- C25** Space must be provided for an individual compost container for each dwelling/tenancy or communal compost facilities for multi dwelling housing, residential flat buildings, shop top housing or other residential development as part of a mixed use development. In identifying a location for a communal compost container, the impact of that location upon the amenity of surrounding buildings must be considered.
- C26** There must be an unobstructed and continuous accessible path of travel from the recycling/waste storage room(s) or area(s) to the entrance of all adaptable dwellings, to the principal entrance of multi dwelling housing, residential flat buildings and the residential component of mixed use buildings and to the point where bins are collected, as per Section 2.5 (Equity of Access and Mobility) of this DCP.
- C27** For residential flat buildings, seniors housing, residential components of shop top housing developments, residential components of mixed use developments, boarding houses, hostels, residential care facilities and tourist and visitor accommodation developments containing up to ten dwellings or residential rooms in other residential types, a dedicated room or caged area of at least 4m<sup>3</sup> must be provided for the temporary storage of discarded bulky items which are awaiting removal. For each additional ten dwellings or residential rooms in other residential types, an additional 4m<sup>3</sup> to a maximum of 12m<sup>3</sup> must be provided. (For example, for a development of 24 dwellings, 8m<sup>3</sup> would be required and for a development with 45 dwellings 12m<sup>3</sup> would be required.) The storage area must be readily accessible to all residents and be located close to the main recycling/ waste storage room(s) or area(s).

#### **2.21.2.6      *Recycling and waste management/facilities for commercial, industrial and other non-residential development***

- NB** *Commercial waste storage areas needs to be separate to residential waste storage areas in mixed use developments (See Mixed use development section below). Note that Council does NOT service commercial or industrial waste.*
- C28** Applications for commercial, industrial and other non-residential development must provide recycling/waste containers that can accommodate the quantity of recycling/waste material required for the type of use specified, using Table 2 as a guide, justified in the Statement of Environmental Effects.
- NB** *The following rates are indicative only and do not relate to all uses. For other uses not listed, waste generation rates should be based on examples of the same or comparable use. The applicant may submit evidence to Council's satisfaction for waste generation rate for the actual activity being carried out.*

Table 2: Waste, recyclable material and organic waste generation rate guide

Premises type	Waste generation	Recyclable material generation	Organic waste generation
<b>Retail (food premises):</b>			The processing / recycling of organic waste, either on-site or through organic waste collection is encouraged and Council can provide guidance.
butcher	185L/100m <sup>2</sup> floor area/day	100L/100m <sup>2</sup> floor area/day	
delicatessen	80L/100m <sup>2</sup> floor area/day	50L/100m <sup>2</sup> floor area/day	
fish shop	250L/100m <sup>2</sup> floor area/day	85L/100m <sup>2</sup> floor area/day	
greengrocer	310L/100m <sup>2</sup> floor area/day	120L/100m <sup>2</sup> floor area/day	
restaurants	400L/100m <sup>2</sup> floor area/day	280L/100m <sup>2</sup> floor area/day	
supermarket	240L/100m <sup>2</sup> floor area/day	300L/100m <sup>2</sup> floor area/day	
café	215L/100m <sup>2</sup> floor area/day	300L/100m <sup>2</sup> floor area/day	
takeaway food shop	175L/100m <sup>2</sup> floor area/day	60L/100m <sup>2</sup> floor area/day	
<b>Retail (non-food premises):</b>			
shops (non-food)	50L/100m <sup>2</sup> floor area/day	50L/100m <sup>2</sup> floor area/day	
hairdresser, beauty salon	40L/100m <sup>2</sup> floor area/day	40L/100m <sup>2</sup> floor area/day	
Pubs and registered clubs	90L/100m <sup>2</sup> floor area/day	80L/100m <sup>2</sup> floor area/day	
Office premises	20L/100m <sup>2</sup> floor area/day	30L/100m <sup>2</sup> floor area/day	
Educational establishments (teaching space)	5L/100m <sup>2</sup> floor area/day	5L/100m <sup>2</sup> floor area/day	
Child care centres	250L/100m <sup>2</sup> floor area/day	120L/100m <sup>2</sup> floor area/day	

**NB** Council does not provide a waste collection service for non-residential land uses.

- C29** The type and volume of containers used to hold recycling/waste materials must be compatible with the collection practices of the nominated waste contractor.
- C30** Developments must be designed to allow transferring and collection of bins/containers in accordance with requirements in **Appendix 4**.
- C31** Recycling/waste containers must be stored in recycling/waste storage room(s) or area(s), designed in accordance with the specific requirements in **Appendix 4**.
- C32** Depending upon the size and type of the development, it may be necessary to include a separate recycling/waste storage room or area for each tenancy.
- C33** Buildings that are 4 or more storeys high must provide waste chute(s) and waste service rooms or provide interim recycling/waste storage rooms.
- C34** Where recycling/waste is collected using waste chute(s) and service rooms these must be designed in accordance with the requirements in **Appendix 5**.



- C35** Where recycling/waste is collected using interim recycling/waste storage rooms, these must be designed in accordance with **Appendix 6**.
- C36** Where a service lift is provided it must be designed in accordance with the requirements in **Appendix 7**.
- C37** There must be convenient access from each tenancy to the recycling/waste storage room(s) or area(s). There must be step-free access between the point at which bins are collected/emptied and the recycling/waste storage room(s) or area(s).
- C38** Arrangements must be in place in all parts of the development to separate recyclable materials from general waste and for the movement of recyclable materials and general waste to the main recycling/waste storage room(s) or area(s).
- C39** Where possible, recycling/waste containers should be collected from a rear lane access point. Consideration must be given to the time of day at which containers are collected so as to minimise adverse impacts upon residential amenity, pedestrian movements and vehicle movements.
- C40** Where on-site recycling/waste collection is required, the development must be designed to allow for on-site access by the type of recycling/waste collection vehicles required to serve the site use. In these instances, generally the development must be designed to allow collection vehicles to enter and exit the site in a forward direction, with clear driver sight lines of footpaths and roadways. Generally, no on-site reversing is permitted except where specific waste collection systems require this – in these cases on-site reversing is to be minimised. Should the situation arise that variations to this is required, Council must be consulted to establish acceptable options.
- C41** Bins/containers collected on-site are to be collected either directly from recycling/waste storage room(s) or area(s) or from on-site temporary bin/container holding area(s), in accordance with requirements in **Appendix 4**.
- C42** Any on-site recycling/waste collection must be compatible with the operation of any other loading/unloading facilities on the site.
- C43** Premises which discharge trade wastewater must do so only in accordance with a written agreement from Sydney Water.

*Trade wastewater is any liquid, and any substance contained in it, which may be produced at the premises in an industrial and commercial activity, but does not include domestic wastewater (for example from hand-basins, showers and toilets). Sydney Water provides information on trade wastewater. Visit: <http://www.sydneywater.com.au/SW/your-business/index.htm>*

- C44** All waste contaminated with bodily fluids and sharps waste must be stored in appropriate containers suitable for collection and disposal by a trade waste contractor and in compliance with any WorkCover requirements. Waste containers must be stored and collected from within the premises.
- C45** Premises which generate at least 50 litres per day of meat, seafood or poultry waste must have that waste collected daily or must store that waste in a dedicated and refrigerated waste storage area until collection.

### 2.21.2.7 *Mixed use development*

- C46** Mixed use developments must incorporate separate and self-contained waste management systems for the residential component and the non-residential component. In particular, the development must incorporate separate recycling/waste storage rooms/areas for the residential and non-residential components.
- C47** The residential waste management system must be designed in accordance with the controls in Section 2.21.2.5 and the non-residential waste management system must be designed in accordance with the controls in Section 2.21.2.6, so they can efficiently operate without conflict.
- C48** The waste management system for the non-residential component must be designed to reduce the potential for adverse amenity impacts upon the residential component.
- C49** Commercial tenants must be actively discouraged (via signage and other means) from using the residential recycling/waste bins.

#### ***Information regarding integrated development***

*Particular activities are classified as integrated development under Section 4.46 of the Environmental Planning and Assessment Act 1979. In addition to requiring development consent from Council, activity classified as integrated development requires a license from a particular government agency.*

*When lodging a development application for an activity classified as integrated development, the onus is on the applicant to indicate that the proposed development is classified as integrated development. Council will then refer the development application to the relevant government agency or agencies as part of the development assessment process.*

*Activities described as integrated development by the Protection of the Environment Operations Act 1997 include particular types of 'waste activities' - including certain commercial activities which produce defined quantities of hazardous or industrial waste.*

### 2.21.3 **Other site facilities**

#### 2.21.3.1 *Clothes drying facilities*

- C50** Adequate and accessible open air clothes drying facilities must be provided for all residential developments and must be visually screened from the street and adjoining premises.
- C51** External clothes drying areas must be provided at the rate of 3.75m<sup>2</sup> per dwelling and contain a minimum of 6 metres of clothes line for each dwelling.

#### 2.21.3.2 *Public utilities*

- C52** The design and provision of public utilities, including sewerage, water, electricity, street lighting, telephone and gas services must conform to the cost-effective performance measures of the relevant servicing authority.





- C53** The relevant authorities/service providers must be contacted at the early design stages to determine convenient locations for public utilities such as electricity substations, fire hydrants or gas and water meters.
- C54** Compatible public utility services must be coordinated in common trenching to minimise construction costs for underground services.

### **2.21.3.3 Mail boxes**

- C55** All mail boxes associated with multi dwelling housing and residential flat buildings must be designed to enhance the visual presentation of the building(s) they serve.
- C56** Individual mail boxes must be located close to each ground floor dwelling entry, or a mail box structure located close to the major pedestrian entry to the site and complying with the requirements of Australia Post.
- C57** Mail box structures must not dominate the street elevation.

Applicants should refer to Australia Post's requirements detailed in **Appendix 2 - Street Mail Service - Conditions of Delivery** further guidance. Visit: <http://auspost.com.au/general-terms-conditions.html>

### **2.21.3.4 Building identification and numbering**

- C58** An adequate and appropriate numbering system and signage are to be provided.

### **2.21.3.5 Telecommunication facilities**

- C59** Satellite dishes and TV telecommunication antennae and ancillary facilities must be:
- Located away from the street frontage or any public or private property adjacent to the setback from the perimeter wall or roof edge of building;
  - Suitably proportioned in size to the building to which they are attached or adjoin;
  - Installed so that they do not encroach upon any easements right of ways, vehicular access or parking spaces required for the property; and
  - Where satellite dishes are situated in rear yards, less than 1.8 metres above ground or not visible above any fence surrounding the site, limited to only one telecommunications/ TV antenna for each dwelling or residential flat building.



### 2.21.4 Appendix 1 – Model Recycling & Waste Management Plan (RWMP)

Use the following template as a model for the preparation of RWMP. If the templates do not contain enough space, simply attach additional pages.

#### Recycling and Waste Management Plan

##### Part 1 – demolition /construction

Submitted with development application lodgement

#### INFORMATION

The Recycling and Waste Management Plan Part 1 (demolition/construction) applies to development applications involving:

- Demolition;
- New development; and
- Alterations/additions affecting more than 20m<sup>2</sup> of existing premises.

The Recycling and Waste Management Plan Part 1 (demolition/construction) must be filled out in accordance with the aims and controls of Section 2.21.2.3 (Demolition and/or construction waste) of this DCP, to demonstrate how the volume of materials directed to landfill sites is to be minimised.

Documentation (including receipts) regarding the destination and disposal methods of materials/waste leaving the site must be retained by the applicant. Council may wish to audit such documentation so as to monitor compliance with the Recycling and Waste Management Plan.

If necessary, attach additional pages to this form.

#### PLANS

The Recycling and Waste Management Plan Part 1 (demolition/construction) must be accompanied by plans which show:

- The location of areas that will be used for the sorting of demolition and construction recyclables/waste;
- The location of areas that will be used for the storage of demolition and construction recyclables/waste, including the location of any associated waste containers/skip bins; and
- The point at which vehicles removing demolition and construction recyclables/waste will access the site.

#### GENERAL DETAILS

Site address:



**Proposed development:**

**Applicant's name and address:**

**Applicant's telephone number:**

The information provided on this Recycling and Waste Management Plan Part 1 (demolition/construction) and the accompanying plans provides an accurate indication of the manner in which recyclable/ waste materials are to be managed.

**Applicant(s) signature:**.....

**Date:**

#### **REUSE/RECYCLING/DISPOSAL**

<b>MATERIALS ON SITE</b>		<b>DESTINATION</b>		
		<b>Re-use and recycling</b>		<b>Disposal</b>
Type of material	Estimated volume (m <sup>3</sup> or tonnes)	On-site reuse and recycling (specify proposed on-site reuse and recycling methods)	Off-site reuse and recycling (specify contractor and/or recycling outlet)	Off-site disposal (specify contractor and landfill site)
Excavation material				
Green waste (organic)				

Bricks				
Concrete				
Timber – specify type				
Plasterboard				
Metals – specify type				
Tiles – specify type				



Other (such as light fittings, kitchen or bathroom fittings)				
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### Part 2: Ongoing use of premises

Submitted with development application lodgement

#### INFORMATION

The Recycling and Waste Management Plan Part 2 (ongoing use of premises) applies to development applications involving:

- New development;
- Change of use of existing premises; and
- Alterations/additions to existing premises which would affect recycling and waste management facilities or practices.

#### GENERAL DETAILS

Site address: .....

Proposed development: .....

Applicant's name and address: .....

Applicant's telephone number: .....

The information provided on this Recycling and Waste Management Plan Part 2 (ongoing use of premises) provides an accurate indication of the manner in which recycling/general waste/ green waste materials are to be managed.

Applicant's signature: .....

Date: .....

No. of proposed dwellings: ..... No. of proposed commercial/industrial tenancies: .....

Total industrial/commercial floor area .....m<sup>2</sup>

**MULTI DWELLING HOUSING, RESIDENTIAL FLAT BUILDINGS, SENIOR HOUSING, RESIDENTIAL COMPONENTS OF MIXED USE BUILDINGS AND SHOPTOP HOUSING DEVELOPMENTS, BOARDING HOUSES, HOSTELS, RESIDENTIAL CARE FACILITIES AND TOURIST AND VISITOR ACCOMMODATION**

#### General waste:

Number of Council 240 litre general waste bins to be accommodated on site: .....

#### Recyclable materials:

Number of Council 240 litre recycling bins to be accommodated on site: .....

**Green waste materials:**

Number of Council 240 or 140 litre green waste bins to be accommodated on site: .....

**Where alternative type of bins greater than 240L are desired:** Size and number of bins.....

Bin allocation: Recycling X ..... General waste X ..... Green waste X .....

**Note:** For bins greater than 240L, the applicant must contact Council to discuss potential alternate bin options and whether Council or a private contractor will undertake the bin collection.

**NON-RESIDENTIAL DEVELOPMENT ONLY****General waste:**

Type of general waste (specify types)	Volume (m <sup>3</sup> or litres) per week	On-site storage/treatment arrangements	Method of disposal

**Recyclable materials:**

Type of recyclable materials (specify types)	Volume (m <sup>3</sup> ) per week	On-site storage/treatment arrangements	Method of disposal

**WASTE MANAGEMENT PRACTICES IN ALL DEVELOPMENT TYPES**

Describe the planned location of your recycling/waste storage area, including new location where required due to alterations and additions. For changes of use and alterations and additions of existing buildings, include options explored to improve how recycling/waste is stored (i.e. creating a bin storage area where bins are currently stored on the footpath or laneway, or improving an existing sub-standard recycling/waste storage area).

**Describe arrangements and responsibilities for moving bins from their storage area to the place at which they are emptied.**

**Describe arrangements and responsibilities for cleaning bins, waste storage rooms/areas, and other waste management facilities.**

**Describe arrangements and responsibilities for maintaining waste storage rooms/areas (including signage) and other waste management facilities.**

**Describe arrangements for educating staff (in non-residential development) and contractors of on-site waste management practices.**





**Describe other waste management practices relating to the ongoing use of the premises.**

### 2.21.5 Appendix 2 – Residential bin dimensions

Bin type	Height	Depth	Width
140 litre bin	915mm	615mm	535mm
240 litre bin	1060mm	730mm	585mm
660 litre bin	1220mm	780mm	1260mm



## 2.21.6 Appendix 3 – Garbage truck dimensions for residential recycling/waste collection

Developments which require on-site recycling/waste collection by Council's recycling/waste collection vehicles must be designed to accommodate on-site access and collection operation in accordance with the specifications below:

Specifications of Council resource recovery collection vehicle	
Length	9.5 metres
Width	2.6 metres
Operational height	4.5 metres
Travel height	4.5 metres
Weight (vehicle and load)	23 tonnes
Turning circle	26 metres

- NB** Requirements regarding vehicle turning circles and driveway width/gradient are contained in Section 2.10 (Parking) of this DCP.
- NB** Applicants should contact Council for guidance about the design of development proposals which involve Council's recycling/waste vehicles entering the site for on-site collection, through the Pre DA process.
- NB** Where waste or recycling is to be collected on-site by a private contractor, the development must be designed so as to accommodate on-site truck movement in accordance with the resource collection vehicle specifications of the selected private contractor. Evidence of private contractor specifications must be submitted with the development application lodgement.

### 2.21.7 Appendix 4 – Recycling/waste storage rooms and recycling/waste collection areas

**NB** *Appendix 4 applies to applications for multi dwelling housing, residential flat buildings, shop top housing, other residential development as part of a mixed use development, commercial development, industrial development and other non-residential development which include recycling/waste storage room(s) or area(s).*

#### Location and appearance

1. Recycling/waste storage room(s) or area(s) must be integrated into the design of the development. Recycling/waste storage room(s) must be located behind the front building line and wherever possible, in a basement location within the main building envelope (rather than being a separate standalone structure). Materials and finishes visible from outside should be similar in style and quality to the external materials used in the rest of the development.
2. Recycling/waste storage room(s) must be located and designed to reduce adverse impacts upon the inhabitants of any dwellings on the site and upon neighbouring properties. The location and design of the room should minimise adverse impacts associated with:
  - i. The proximity of the room to any dwellings;
  - ii. The visibility of the room;
  - iii. Noise generated by any equipment located within the room;
  - iv. Noise generated by the movement of bins into and out of the room;
  - v. Noise generated by collection vehicles accessing the site; and
  - vi. Odours emanating from the room.

#### Size and Layout

3. In the case of multi dwelling housing, residential flat buildings, shop top housing developments and other residential development as part of a mixed use development, the recycling/waste storage room(s) or area(s) must be able to accommodate bins at the required rates in Table 1. For developments with greater than 20 dwellings/rooms, the recycling/waste storage room(s) or area(s) must be designed to accommodate the option of 660L bins. This includes space to store bins and space for easy manoeuvring when swapping bins around, to enable safe and efficient waste management and collection.
4. In the case of non-residential development, the recycling/waste storage room(s) or area(s) must be able to accommodate separate recycling/waste containers which are of sufficient volume to contain the quantity of waste generated at the rates described at Section 2.21.2.6, between collections.
5. Within recycling/waste storage room(s) or area(s), containers used for the storage of recyclable materials should be kept separate from (but close to) general waste containers to minimise the potential for contamination of recyclable materials.

#### Internal materials and finishes

6. Recycling/waste storage room(s) must have a smooth, durable ceiling, a smooth concrete floor at least 75mm thick and smooth concrete or cement rendered walls. Floor/wall intersections must be coved. All internal surfaces must be lightly coloured.
7. Recycling/waste storage area(s) must have a smooth, durable floor and must be enclosed with durable walls/fences which extend to the height of any containers which are kept within.



8. Recycling/waste storage room(s) must be designed to prevent vermin entering the recycling/waste storage room(s) or area(s) and lids of bins must be kept closed at all times.

### **Doors**

9. Doors to recycling/waste storage room(s) must be self-closing. For recycling/waste storage area(s) or where a roller door is to be used in waste/recycling storage room(s), there must be a sign adjacent to the door on the outside of the room which indicates that the roller door/gate is to remain closed when not in use. All doors are to be durable and able to be opened from both inside and outside the room(s) or area(s).
10. Doors must be wide enough to allow for the easy passage of required recycling/waste bins/containers. For developments with greater than 20 dwellings, the doors must be designed to accommodate 660L bins.

### **Ventilation**

11. Recycling/waste storage room(s) should preferably be naturally ventilated by ventilation openings which are of an area that is not less than 5% of the floor area of the room(s). Alternatively, the room(s) must be mechanically ventilated by a system which is isolated from mechanical ventilation systems servicing any other part of the building.

### **Services**

12. Recycling/waste storage room(s) or area(s) must be serviced by water from a tap or taps. In the case of residential development, that tap must provide cold water. In the case of non-residential development, that tap must provide hot and cold water through a centralised mixing valve. The tap(s) must be protected from the recycling/waste bins/containers and must be located in a position which is easily accessible when the room(s) or area(s) is filled with recycling/waste bins/containers.
13. The floor of recycling/waste storage room(s) or area(s) must be graded so that any water is directed to a Sydney Water approved drainage connection located within the room/area.
14. Recycling/waste storage room(s) must be serviced by artificial lighting which can be operated from within the room(s).

### **Signage**

15. Recycling/waste storage room(s) or area(s) must include signage to clearly describe the types of materials which can be deposited into recycling bins, general waste bins and green waste bins.

### **Management**

16. Arrangements must be in place for the regular maintenance and cleaning of recycling/waste storage room(s) or area(s). Recycling/waste bins/containers must only be washed in an area which drains to a Sydney Water approved drainage connection.

### **Safe manoeuvring, transferring and emptying of bins/containers**

17. Access, manoeuvring, transferring and emptying of recycling/waste bins/containers must be able to occur in accordance with WorkCover work, health and safety requirements.

18. Where transferring of bins/containers is required from recycling/waste storage room(s) or area(s) to the point of collection (either on-site temporary bin holding area, or kerb side collection point), the recycling/waste storage room(s) or area(s) and the transfer path for bins/containers must be designed in accordance with the following:
  - i. Bins 240L or less in capacity:
    - a. Smooth surface, with maximum 1:14 gradient;
    - b. No traversing over gutters or uneven ground;
    - c. Maximum 50 metre transfer wheeling distance.
  - ii. Bins/containers greater than 240L in capacity:
    - a. Flat smooth surface, with maximum 1:50 gradient;
    - b. No traversing over gutters or uneven ground;
    - c. Bins located as close as possible to the waste truck loading area;
    - d. Maximum 5 metre transfer wheeling distance.
19. For on-site collection of bins/containers, from the point of collection (either recycling/waste storage room(s) or area(s) or on-site temporary bin holding area) to the waste truck loading area, must be designed in accordance with the following:
  - i. Bins 240L or less in capacity:
    - a. Bins being located as close as possible to the truck loading area, within direct line of sight;
    - b. The movement of bins from the point of collection to the waste truck loading area being via a smooth surface path, with maximum 1:14 gradient, without traversing over gutters or uneven ground;
    - c. Bins being presented in lines with handles of bins and wheels facing waste truck loading area;
    - d. When collected from recycling/waste storage room(s) or area(s), bins being collectable directly through wide external doors (i.e. not requiring collection via corridors);
    - e. The collection point, the waste truck loading area and the path from the point of collection to the waste truck loading area being well lit;
    - f. Maximum 10 metre wheeling distance.
  - ii. Bins/containers greater than 240L in capacity:
    - a. Bins/containers being located as close as possible to the truck loading area, within direct line of sight;
    - b. The movement of bins/containers from the point of collection to the waste truck loading area being via a flat smooth surface, with maximum 1:50 gradient, without traversing over gutters or uneven ground;
    - c. Bins/containers being presented in lines with handles of bins/containers and wheels facing waste truck loading area;
    - d. When collected from recycling/waste storage room(s) or area(s), bins/containers being collectable directly through wide external doors (i.e. not requiring collection via corridors);
    - e. The collection point, the waste truck loading area and the path from the point of collection to the waste truck loading area being well lit;
    - f. Maximum 5 metre wheeling distance.



## Pedestrian access

20. In residential flat buildings, multi unit housing, shop top housing or other residential development as part of a mixed use development, there must be an unobstructed and continuous accessible path of travel from the recycling/waste storage room(s) or area(s) to:
- The entry to any adaptable dwelling;
  - The principal entrances of buildings;
  - The point at which bins are collected.

In instances where a proposal does not comply with those requirements, Council will consider alternative proposals which seek to achieve a reasonable level of access to recycling/waste storage room(s) or area(s).

*Australian Standard AS1428 Design for access and mobility provides relevant standards for a continuous accessible path of travel.*

*Australian Standard AS4299 Adaptable housing provides standards for entry to any adaptable housing.*

21. In commercial, industrial and other non-residential development, there must be convenient access from each tenancy to the recycling/waste storage room(s) or area(s). There must be step-free access between the point at which bins/containers are collected/emptied and the recycling/waste storage room(s) or area(s).
22. Arrangements must be in place so that the recycling/waste storage room(s) or area(s) is not accessible to the general public.



## PART 2: GENERIC PROVISIONS

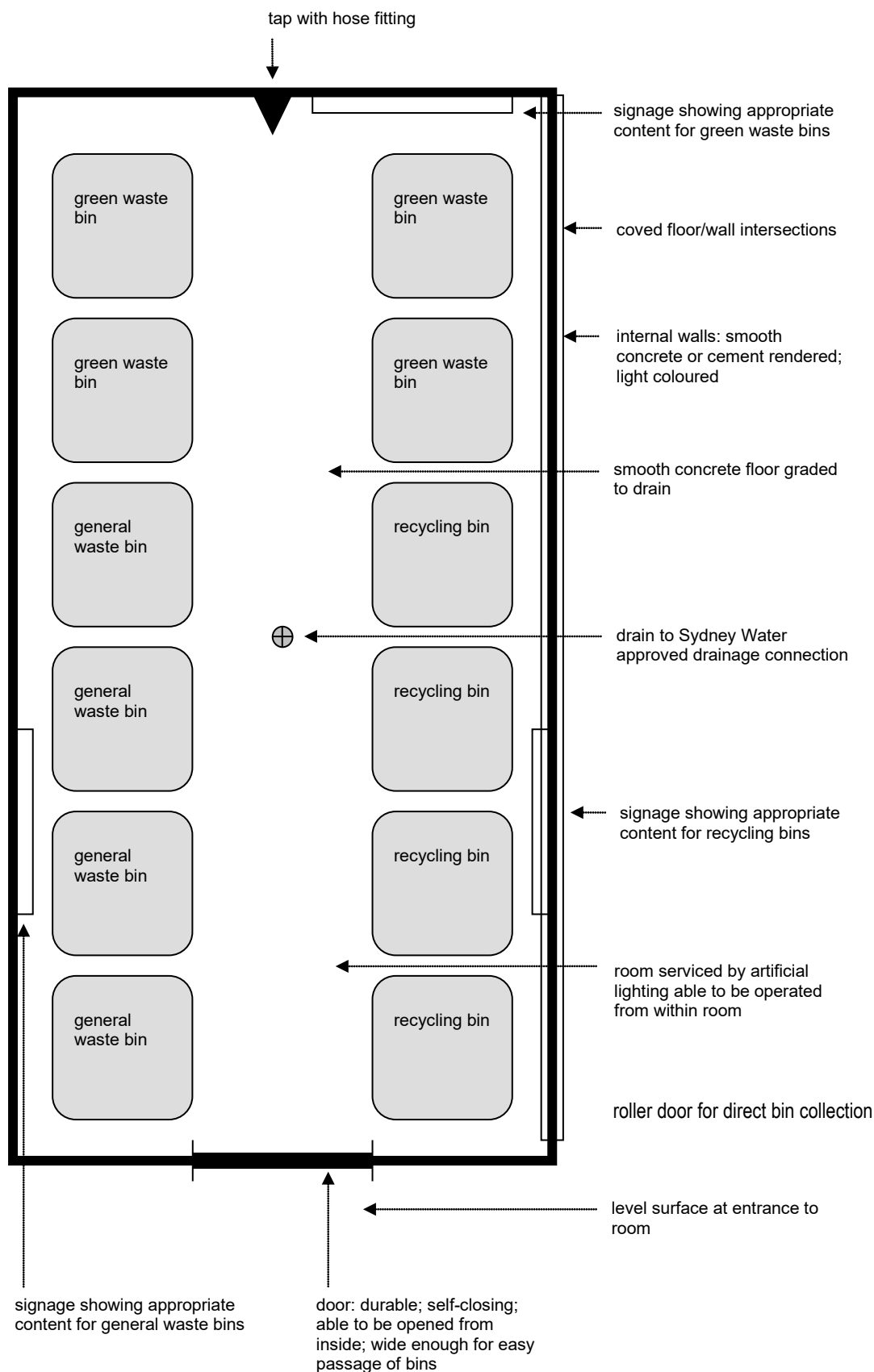


Figure 1: Example of a waste and recycling storage room for a residential flat building



## 2.21.8 Appendix 5 – Waste chutes and service rooms

### Service room design

1. In buildings containing a waste chute system, at least one dedicated service room must be provided on each floor of the building, containing a chute service opening (for depositing waste into the main chute) and bins for the storage of recyclable materials.
2. Service rooms must be designed with sufficient capacity for the storage of two days quantity of recyclables for all dwellings on that level, based on rates in Section 2.21.2.5, within 140L or 240L bins only.
3. The service rooms must be located for convenient access by users and be near the lift to enable transfer of bins without moving along corridors that access building occupancies.
4. Service rooms must be well ventilated and well lit.
5. The floors, walls and ceilings of service rooms must be finished with smooth, durable, light coloured materials (with coved intersection between wall/floor), which are capable of being easily cleaned.
6. Service rooms must include signage, displayed near the chute service opening and recycling bins, which clearly describes the types of materials which can be deposited into the waste chute and the types of materials which can be deposited into recycling bins.

### Waste Chute design

7. The charging device for each waste chute service opening must be self closing and must not project into the main waste chute.
8. Branches connecting service openings to the main waste chute must be no more than 1 metre long.
9. Waste chutes must be located and insulated to reduce noise impact upon dwellings.
10. Waste chutes, service openings and charging devices must be constructed of material (such as metal) which is smooth, durable, impervious, non-corrosive and fire resistant.
11. Waste chutes, service openings and charging devices must be capable of being easily cleaned.
12. Waste chutes must be cylindrical and should have a diameter of at least 500mm.
13. There must not be any bends (or sections of reduced diameter) in the main shaft of the waste chute.
14. Internal overlaps in the waste chute must follow the direction of waste flow.
15. Waste chutes must deposit rubbish directly into a bin located within a recycling/waste storage room.
16. A cut-off device must be located at or near the base of the waste chute so that the bottom of the waste chute can be closed when the bin at the bottom of the waste chute is withdrawn or being replaced.
17. The main waste chute must be adequately ventilated.
18. Chutes are for the disposal of general waste only, recycling chutes are not permitted.
19. Use of mechanical diverters to separate various types of waste within a single chute are not permitted.

### Management

20. Recycling bins must be transferred daily by a building caretaker to the main recycling/waste storage room.
21. Arrangements must be in place for the regular maintenance and cleaning of service rooms, waste chutes, chute service openings and charging devices.

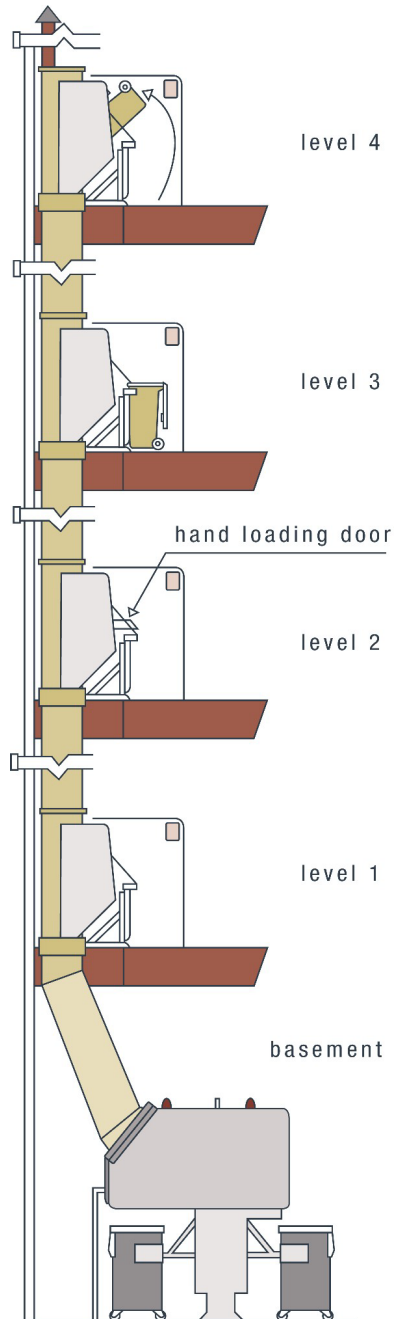


Figure 2: Example of a garbage chute system.

Source of diagram: Better Practice Guide for Waste Management in Multi-Unit Dwellings, Resource NSW, February 2002.



### 2.21.9 Appendix 6 – Interim recycling/waste storage rooms

1. An interim recycling/waste storage room must be provided on each floor of a building to allow occupants to deposit recyclables and waste into recycling and waste bins.
2. Each interim recycling/waste storage room must be designed with sufficient capacity for the storage of two days quantity of recyclables and waste for all occupants on that level, based on rates in Section 2.21.2.5 and/or 2.21.2.6.
3. Interim recycling/waste storage rooms must be located for convenient access by users and be near the lift to enable transfer of bins without moving along corridors that access building occupancies.
4. Interim recycling/waste storage room must be well ventilated and well lit.
5. The floors, walls and ceilings of interim recycling/waste storage rooms must be finished with smooth, durable, light coloured materials (with coved intersection between wall/floor), which are capable of being easily cleaned.
6. Interim recycling/waste storage rooms must include signage, displayed near the waste and recycling bins, which clearly describes the types of materials which can be deposited into waste bins and the types of materials which can be deposited into recycling bins.
7. Recycling and waste bins must be transferred daily by a building caretaker to the main recycling/waste storage room.
8. Arrangements must be in place for the regular maintenance and cleaning of interim recycling/waste storage rooms.

### 2.21.10 Appendix 7 – Service lifts

Where service rooms or interim recycling/waste storage rooms are required, it is recommended that a service lift also be provided, to enable easy transfer of materials to the main recycling/waste storage room without impacting on the amenity of general passenger lifts. The provision of a service lift also enables easier transfer of goods, equipment and/or household removals.

Where a service lift is provided:

1. The service lift must be located in close proximity to each service room or interim recycling/waste storage room to enable the transfer of bins without bins being moved along corridors that access building occupancies.
2. Service lifts must be dimensioned to enable efficient bin transfer, the movement of goods and equipment associated with the operation of the building and where applicable, household removals.



## 2.21.11 Appendix 8 – Private property access arrangements

If a development is designed so that Council's waste collectors and/or vehicles are required to enter the site, Council will impose particular consent conditions.

Those conditions usually require the registration of an instrument (under Sections 88B and E of the *Conveyancing Act 1919*) upon the title of the affected property which sets out the terms and conditions of the easement, positive covenant and restriction on the use of the land.

The terms of the right of carriageway are generally as follows:

1. Full and free right for the Authority Benefited, its employees, contractors and every person authorised by it, to, at all times:
  - i. Go, pass, repass and stand upon the Lot Burdened for the purpose of the removal of recyclable products, general waste and green waste products with or without vehicles; and
  - ii. Enter upon the Lot Burdened and remain there for a reasonable time for the purpose of the removal of recyclable products, general waste and green waste products.
2. The owner of the Lot Burdened cannot make any claim against the Authority Benefited, its employees, contractors and every persons authorised by it, for any repair, damage, loss or nuisance caused to the Lot Burdened as a result of the Authority Benefited, its employees, contractors or every persons authorised by it, exercising their right as set out in Clause 1.
3. The owner of the Lot Burdened indemnifies the Authority Benefited, its employees, contractors and persons authorised by it, against any future claim for repair, damage, loss or nuisance as a result of the Authority Benefited removing recyclable products, general waste and green waste products from the Lot burdened, except to the extent that such damage or loss is a result of the negligence of the Authority Benefited, its employees, contractors or persons authorised by it.
4. Where a building has secured access, the Authority Benefited, it's employees, contractors and persons authorised by it, must be supplied an unlocking device to enable access to bins containing recyclable products, general waste and green waste products, to be emptied at the time of collection.

# 2.22

## GENERIC PROVISIONS FLOOD MANAGEMENT









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## Part 2 Generic Provisions

### 2.22 Flood Management

A flood is an overflow or accumulation of an expanse of water that submerges land. In the sense of flowing water, the word may also be applied to the inflow of the tide. Floods are a natural and inevitable event that communities must learn to live with while minimising risks to public health and safety, property and infrastructure.

This section recognises that there are some flooding risks that require development controls and guidelines in order to reduce or eliminate their impacts.

#### 2.22.1 Objectives

- O1** To maintain the existing flood regime and flow conveyance capacity.
- O2** To enable the safe occupation of, and evacuation from, land to which flood management controls apply.
- O3** To avoid significant adverse impacts upon flood behaviour.
- O4** To avoid significant adverse effects on the environment that would cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of the river bank/watercourse.
- O5** To limit uses to those compatible with flow conveyance function and flood hazard.
- O6** To minimise risk to human life and damage to property.

#### 2.22.2 Land affected

This section complements Clause 6.3 (Flood planning) of Inner West Local Environmental Plan 2022 (Inner West LEP 2022). It applies to land identified on the DCP 2011 Flood Planning Area Map in Appendix 1 and land identified as being flood liable land on the DCP 2011 Flood Liable Land Map in Appendix 2.

For the purposes of this Section of the DCP:

Flood planning levels (FPLs) are the combinations of flood levels (derived from significant historical flood events or floods of specific annual exceedance probability (AEP) and freeboards selected for floodplain risk management purposes.

The Standard Flood adopted by Council is the 1% AEP or the 1 in 100 year flood. The Standard Flood has been used to derive the Flood Planning Levels.

The land identified on the DCP 2011 Flood Liable Land Map and on the DCP 2011 Flood Planning Area Map is based on information available to Council when the Plans were prepared. As new information becomes available, the DCP 2011 Flood Planning Area Map and the DCP 2011 Flood Liable Land Map may change.

##### **2.22.2.1 Flood planning area (Cooks River)**

The Flood Planning Area (Cooks River) identifies land likely to be affected by the 1% AEP flood, factoring in a rise in sea level of 400mm to the year 2050, (plus 500mm freeboard) of the Cooks River.

### 2.22.2.2 Flood planning area (Overland Flow)

The Flood Planning Area (Overland Flow) identifies land (in accordance with Council's Flood Tagging Policy) likely to be affected by the 1% AEP flood associated with various locations affected by local overland flooding.

### 2.22.2.1 Flood planning level

The Flood Planning Level is the 1% AEP flood level plus freeboard. The applicable freeboard is 500mm unless an exception is described within a specific development control.

### 2.22.2.2 Flood liable land

Land identified on the DCP 2011 Flood Liable Map as flood liable land identifies land within a flood planning area, and land likely to be affected by the probable maximum flood (PMF) of the Cooks River. This means that the map identifies some land as being within the Cooks River PMF area, but not within the Cooks River 100-year flood (plus 500mm freeboard) area.

**NB** *The 1% AEP flood is a flood that has a one per cent probability of occurring or being exceeded in any year. The probable maximum flood (PMF) is calculated to be the maximum flood likely to occur. Freeboard refers to a factor of safety and is expressed as a height above the flood level. Freeboard tends to compensate for factors such as wave action and localised hydraulic effects.*

### 2.22.3 Development affected

Flood management controls apply as follows:

- For land in a flood planning area, the controls apply to all development that requires development consent.
- For land that is flood liable land, but that is not in a flood planning area (land within the Cooks River PMF), the controls also apply to caravan parks, child care centres, correctional centres, emergency services facilities, hospitals, residential accommodation (except for attached dwellings, dwelling houses, secondary dwellings and semi-detached dwellings), and tourist and visitor accommodation.

### 2.22.4 Cooks River flood classification areas

Flood classifications have been applied to parts of the Flood Planning Area (Cooks River). The flood classifications are:

- Low hazard: Should it be necessary, people and their possessions could be evacuated by truck. Able bodied adults would have little difficulty wading out of the area.
- High hazard: Possible danger to life, evacuation by truck difficult, potential for structural damage, and social disruption and financial losses could be high.

The identified areas, and their flood classifications, are:

1. Riverside Crescent/Tennyson Street area (Marrickville and Dulwich Hill): Low hazard to high hazard.
2. Illawarra Road/Wharf Street area (Marrickville): Low hazard to high hazard.
3. Carrington Road area (Marrickville): Low hazard.
4. Bay Street area (Tempe): Low hazard to high hazard.



## 2.22.5 Controls

### General

- C1** A *Flood Risk Management Report* must be submitted for applications that are on land identified on the Flood Planning Area Map in Appendix 1 and land identified as flood liable on the Flood Liable Land Map in Appendix 2.
- The report must be informed by flood information relevant to the subject property and surrounds, including the 1% AEP flood level, Flood Planning Level, Probable Maximum Flood (PMF) level and the Flood Hazard Category, as obtained from Council.
- The report is not required where the assessed value of the works is under \$50,000 except where, in the opinion of Council, those works are likely to substantially increase the risk of flood to the subject or adjoining or nearby sites.
- The report may be limited to a short report (Flood Risk Management Statement) for single residential dwellings, alterations and additions or change of use developments where the property is confirmed by Council as being subject only to low hazard flooding. The Flood Risk Management Statement must reference the source of flood information; specify the relevant flood information applicable to the site, then describe the proposed development and how it meets the relevant development controls.
- If Council is concerned with the apparent loss of flood storage and/or flood or overland flow paths, and/or increase in flow velocities, and/or risk of life, on any type of development, the applicant may be requested to undertake further analysis in support of the proposal and detail it in a new/revised Flood Risk Management Report.
- C2** The Flood Risk Management Report must address:
- Description of the existing stormwater drainage system, including catchment definition.
  - Extent of the 1% AEP flood event in the vicinity of the development.
  - The Flood Hazard Category affecting the subject site and surrounds. Where the site is subject to the high hazard flooding category, the Probable Maximum Flood (PMF) extent must be shown.
  - Long and cross sections showing the Flood Planning Level(s) in relationship to the floor levels of all existing and proposed components of the development.
  - Recommendations on all precautions to minimise risk to personal safety of occupants and the risk of property damage for the total development to address the flood impacts on the site during a 1% AEP flood and PMF event. These precautions must include but not be limited to the following:
    - Types of materials to be used to ensure the structural integrity of the development for immersion and impact of velocity and debris for the 1% AEP flood event and PMF (for high hazard);
    - Waterproofing methods, including electrical equipment, wiring, fuel lines or any other service pipes or connections;
    - A flood evacuation strategy (Flood Emergency Response Plan); and

## PART 2: GENERIC PROVISIONS

- iv. On site response plan to minimise flood damage, and provide adequate storage areas for hazardous materials and valuable goods above the flood level;
  - f. Details of any flood mitigation works that are proposed to protect the development.
  - g. Supporting calculations.
  - h. The architectural/engineering plans on which the assessment is based.
  - i. The date of inspection.
  - j. The professional qualifications and experience of the author(s).
- C3** All applications for development must be accompanied by a survey plan including relevant levels to AHD (Australian Height Datum). Consideration must be given to whether structures or filling are likely to affect flood behaviour and whether consultation with other authorities is necessary.
- C4** Compliance with flood management controls must be balanced by the need to comply with other controls in this DCP.

### Controls for new residential development

- C5** Floor levels (Flood Planning Levels) of habitable rooms must be a minimum of 500mm above the 1% AEP flood level at that location. For areas of minor overland flow (a depth of 300mm or less or overland flow of 2cum/sec or less) a lower freeboard of 300mm may be considered on its merits.
- C6** Any portion of buildings below the Flood Planning Level) must be constructed from flood compatible materials (See Schedule 1).
- C7** Flood free access must be provided where practicable.

### Controls for residential development – minor additions

- C8** Once-only additions with a habitable floor area of up to 30m<sup>2</sup> may be approved with floor levels below the 1% AEP flood level at that location if the applicant can demonstrate that no practical alternatives exist for constructing the extension above the 1% AEP flood level.
- C9** Additions greater than 30m<sup>2</sup> will be considered against the requirements for new residential development (refer C5, C6, and C7).
- C10** Any portion of buildings below the Flood Planning Level must be constructed from flood compatible materials.

### Controls for non-habitable additions or alterations

- C11** All flood sensitive equipment must be located above the Flood Planning Level at that location.
- C12** Any portion of buildings below the Flood Planning Level must be built from flood compatible materials.

### Controls for new non-residential development

- C13** Floor levels (except for access-ways) must be at least 500mm above the 1% AEP flood level, or the buildings must be flood-proofed to at least 500mm above the 1% AEP flood level. For areas of minor overland flow (a depth of 300mm or less or overland flow of 2cum/sec or less) a lower freeboard of 300mm may be considered on its merits.
- C14** Flood-free access must be provided where practicable.



## Controls for non-residential development – additions

- C15** Where the proposed development is for an addition to an existing building within the Flood Planning Area, the development may be approved with floor levels below the 1% AEP flood Level if the applicant can demonstrate that all practical measures will be taken to prevent or minimise the impact of flooding. In determining the required floor level, matters which will be considered include:
- The nature of the proposed landuse;
  - The frequency and depth of possible flooding;
  - The potential for life and property loss;
  - The suitability of the building for its proposed use; and
  - Whether the filling of the site or raising of the floor levels would render the development of the site impractical or uneconomical.
- C16** Any portion of the proposed addition below the 1% AEP must be built from flood compatible materials.

## Controls for change of use of existing buildings

- C17** Development consent for change of use of an existing building with floor levels below the 1% AEP flood level will only be given where there is no foreseeable risk of pollution associated with the proposed use of the building in the event that 1% AEP flood event occurs.
- C18** In determining whether to grant development consent for change of use of an existing building with floor levels below the 1% AEP flood level, consideration will be given to whether the proposed development would result in increased flood risk for the property on which the building is located, or other land. In this regard, the following matters will be considered:
- The nature of the proposed use and the manner in which it is proposed to be carried out within the building or on the land; and
  - The foreseeable risk of pollution associated with the proposed use of the building/land in the event that the 1% AEP flood event occurs.

## Controls for subdivision

- C19** Development consent for the subdivision of flood liable land may depend on whether the land to which the proposed development relates is unsuitable for any development made likely by the subdivision, by reason of the land likely to be subject to flooding.
- C20** Development consent for the subdivision of flood liable land may depend on whether the carrying out of the subdivision and any associated site works would:
- Adversely impede the flow of flood water on the land or land in its vicinity;
  - Imperil the safety of persons on that land or land in its vicinity in the event of the land being inundated with flood water; and
  - Aggravate the consequences of flood water flowing on that land or land in its immediate vicinity with regard to erosion or siltation.



### Controls for filling of land within the Flood Planning Area

- C21** Development consent will not be granted to filling of flood ways or high flood hazard areas. Consideration will only be given to granting development consent to the filling of other flood liable land where:
- Flood levels are not increased by more than 10mm by the proposed filling.
  - Downstream velocities are not increased by more than 10% by the proposed filling.
  - Proposed filling does not redistribute flows by more than 15%.
  - The potential for cumulative effects of possible filling proposals in that area is minimal.
  - The development potential of surrounding properties is not adversely affected by the filling proposal.
  - The flood liability of buildings on surrounding properties is not increased.
  - The filling creates no local drainage flow/runoff problems.

**NB** *Where the proposal has the potential to increase flood levels, depths, velocities and/or the risk to life or property, through loss of flood storage and/or blockage/redirection of overland flowpaths, the Flood Risk Management Report supporting the development application must include detailed flood analysis. Such analysis should address compliance with all relevant development controls and include survey cross-sections to provide representative topographic information. The proponent should approach Council to determine available Council flood studies for the area, with the analysis based on or calibrated against relevant studies. In some cases, flood model data can be obtained from Council, subject to application and payment of fees.*

### Controls for land uses on flood liable land identified on the DCP 2011 Flood Liable Land Map

- C22** A site emergency response flood plan must be prepared in case of a PMF flood.
- C23** Adequate flood warning systems, signage and exits must be available to allow safe and orderly evacuation without increased reliance upon the State Emergency Service (SES) or other authorised emergency services personnel.
- C24** Reliable access for pedestrians or vehicles must be provided from the building, commencing at a minimum level equal to the lowest habitable floor level to an area of refuge above the PMF.

### Controls for garages, carports, open car parks and basement garages

- C25** The floor level of new enclosed garages must be at or above the 1% AEP flood level plus 200mm. In extenuating circumstances, consideration may be given to a floor level at a lower level, being the highest practical level but no lower than 180mm below the 1% AEP flood level, where it can be demonstrated that providing the floor level at the Flood Planning Level is not practical within the constraints of compliance with Australian Standard AS/NZS 2890.1 Parking facilities as amended.
- C26** The floor levels of open car park areas and carports must meet the same criteria as above for garages. In extreme circumstances, for single dwelling residential development, a floor level below the 1% AEP flood



level minus 180mm may be accepted for a single car space, subject to bollards being provided along the 'free' perimeter (excluding the vehicle entry on one side only) at 1.2m intervals and the floor level being raised as high as practical within the constraints of compliance with Australian Standard AS/NZS 2890.1 Parking facilities as amended.

- C27** On properties with a low flood hazard classification, basement (below natural ground level) car parking must have all access and potential water entry points above the Flood Planning Level, and a clearly signposted flood free pedestrian evacuation route provided from the basement area separate to the vehicular access ramps. For basement car parking in properties affected by High Hazard flooding further considerations will apply.
- C28** Basement garages must include:
- a. Suitable pumps must be provided within the garage to allow for the drainage of stormwater should the basement garage become inundated during flooding.
  - b. Adequate flood warning systems, signage and exits must be available to allow safe and orderly evacuation without increased reliance upon the SES or other authorised emergency services personnel.
- C29** For parking areas servicing more than two parking spaces, reliable access for pedestrians must be provided from all parking areas, to a safe haven which is above the PMF.

## 2.22.6 SCHEDULE 1 – Flood compatible materials

Building component	Flood compatible material
<b>Flooring and sub-floor</b>	<ul style="list-style-type: none"> <li>concrete slab-on-ground monolith</li> <li>suspended reinforced concrete slab</li> </ul>
<b>Floor covering</b>	<ul style="list-style-type: none"> <li>clay tiles</li> <li>concrete, precast or in situ</li> <li>concrete tiles</li> <li>epoxy, formed-in-place</li> <li>mastic flooring, formed-in-place</li> <li>rubber sheets or tiles with chemicals-set-adhesive</li> <li>silicone floors formed-in-place</li> <li>vinyl sheets or tiles with chemical-set adhesive</li> <li>ceramic tiles, fixed with mortar or chemical-set adhesive</li> <li>asphalt tiles, fixed with water resistant adhesive</li> </ul>
<b>Wall structure</b>	<ul style="list-style-type: none"> <li>solid brickwork, blockwork, reinforced, concrete or mass concrete</li> </ul>
<b>Roofing structure</b> (for situations where the relevant flood level is above the ceiling)	<ul style="list-style-type: none"> <li>reinforced concrete construction</li> <li>galvanised metal construction</li> </ul>
<b>Doors</b>	<ul style="list-style-type: none"> <li>solid panel with water proof adhesives</li> <li>flush door with marine ply filled with closed cell foam</li> <li>painted metal construction</li> <li>aluminium or galvanised steel frame</li> </ul>
<b>Wall and ceiling linings</b>	<ul style="list-style-type: none"> <li>fibro-cement board</li> <li>brick, face or glazed</li> <li>clay tile glazed in waterproof mortar</li> <li>concrete</li> <li>concrete block</li> <li>steel with waterproof applications</li> <li>stone, natural solid or veneer, waterproof grout</li> <li>glass blocks</li> <li>glass</li> <li>plastic sheeting or wall with waterproof adhesive</li> </ul>
<b>Insulation windows</b>	<ul style="list-style-type: none"> <li>foam (closed cell types)</li> <li>aluminium frame with stainless steel rollers or similar corrosion and water resistant material</li> </ul>
<b>Nails, bolts, hinges and fittings</b>	<ul style="list-style-type: none"> <li>brass, nylon or stainless steel</li> <li>removable pin hinges</li> <li>hot dipped galvanised steel wire nails or similar</li> </ul>



## **SCHEDULE 1: Flood compatible materials (cont.)**

### **Electrical and mechanical equipment**

For development constructed on land to which this section of the DCP applies, the electrical and mechanical materials, equipment and installation must conform to the following requirements:

#### **Main power supply**

Subject to the approval of the relevant authority the incoming main commercial power service equipment, including all metering equipment, must be located above the relevant flood level. Means must be available to easily disconnect the dwelling from the main power supply.

#### **Wiring**

All wiring, power outlets, switches, must be to the maximum extent possible, located above the maximum flood level. All electrical wiring installed below this level must be suitable for continuous underwater immersion and must contain no fibrous components. Each leakage circuit-breaker (core balance relays) must be installed. Only submersible type splices must be used below maximum flood level. All conduits located below the relevant designated flood level must be so installed that they will be self-draining if subjected to flooding.

#### **Equipment**

All equipment installed below or partially below the relevant flood level must be capable of disconnection by a single plug and socket assembly.

#### **Reconnection**

Should any electrical device and/or part of the wiring be flooded it must be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.

### **Heating and air conditioning systems**

Where viable, heating and air conditioning systems should be installed in areas and spaces of the development above maximum flood level. When this is not feasible, every precaution must be taken to minimise the damage caused by submersion according to the following guidelines:

#### **Fuel**

Heating systems using gas or oil as fuel must have a manually operated valve located in the fuel supply line to enable fuel cut-off.

#### **Installation**

Heating equipment and fuel storage tanks must be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks must be vented to an elevation of 600mm above the relevant flood level.

#### **Ducting**

All ductwork located below the relevant flood level must be provided with openings for drainage and cleaning. Self-draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a water-tight wall or floor below the relevant flood level, a closure assemble operated from above relevant flood level must protect the ductwork.

### **Appendix 1 - DCP 2011 Flood Planning Area Map**

**See the attached map.**



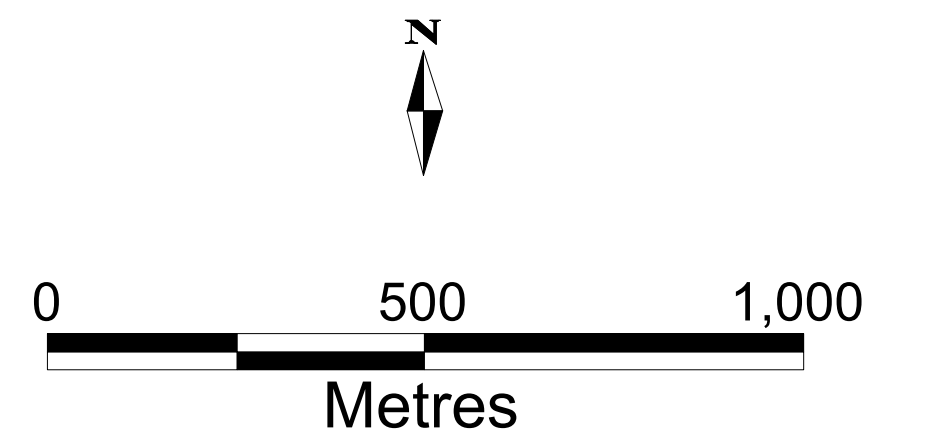
## Appendix 2 - DCP 2011 Flood Liable Land Map

**See the attached map.**





## MDCP 2011 Flood Liabile Land Map



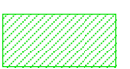
Projection: Map Grid of Australia  
Datum: GDA 94

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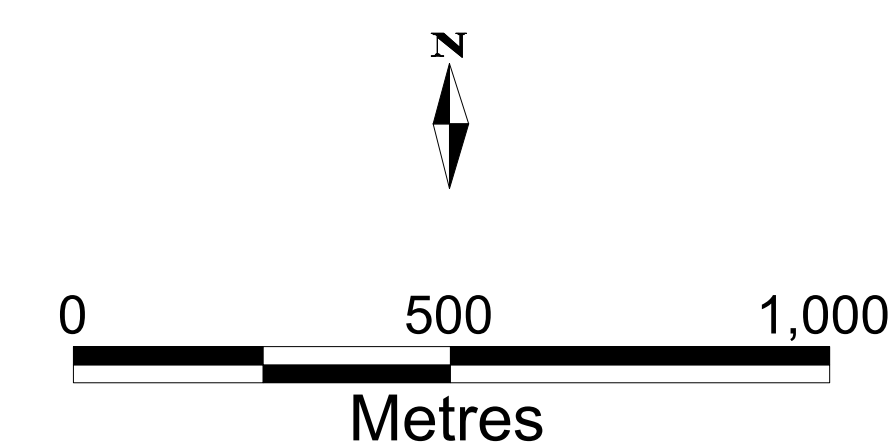
### LEGEND

- LGA Boundary
-  Flood Liabile Land





## MDCP 2011 Flood Planning Area Map




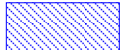
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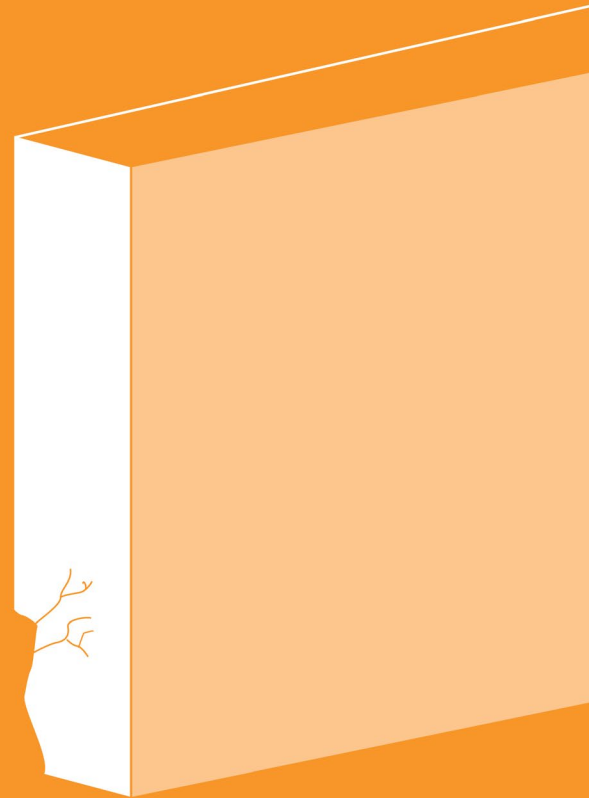
### LEGEND

- LGA Boundary
-  Flood Planning Area (Overland Flow)
-  Flood Planning Area (Cooks River)



# 2.23

## GENERIC PROVISIONS ACID SULFATE SOILS







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## Part 2 Generic Provisions

### 2.23 Acid Sulfate Soils

Acid sulfate soils occur in about 40,000km<sup>2</sup> of Australia's coastal zone, including parts of every State and the Northern Territory.

#### Iron sulfide formation and oxidation

During the last major sea level rise new coastal landscapes formed through rapid sedimentation. Bacteria in those organically rich, waterlogged sediments converted sulfate from tidal waters, and iron from the sediments, to iron disulfide (iron pyrite). When exposed to air, iron sulfides oxidise and produce sulfuric acid, hence the name acid sulfate soils.

#### Potential acid sulfate soils

Iron sulfides are contained in a layer of waterlogged soil. This layer can be clay, loam or sand and is usually dark grey and soft. Water prevents oxygen in the air reacting with the iron sulfides. This layer is commonly known as potential acid sulfate soil (PASS) because it has the potential to oxidise to sulfuric acid.

#### Actual acid sulfate soils

When iron sulfides are exposed to air and produce sulfuric acid, they are known as actual acid sulfate soils (acid sulfate soils). The soil itself can neutralise some of the sulfuric acid. The remaining acid moves through the soil, acidifying soil water, groundwater and, eventually, surface waters.

#### 2.23.1 Impacts of acid sulfate soils

The acid produced by oxidation of iron sulfides affects both soil and water and can damage the environment.

As sulfuric acid moves through the soil, it strips iron, aluminium and sometimes manganese from the soil. In some cases it also dissolves heavy metals such as cadmium. This mixture can make the soil so acidic and toxic that few plants can survive.

Sulfuric acid produced by acid sulfate soils corrodes concrete, iron, steel and certain aluminium alloys. It can weaken concrete structures and corrode concrete slabs, steel fence posts, building foundations and underground concrete water and sewerage pipes.

Massive fish kills and destruction of aquatic life can occur when sulfuric acid is washed into waterways.

#### 2.23.2 Application of this section

This section applies to the land specified in Inner West Local Environmental Plan 2022 (Inner West LEP 2022) Acid Sulfate Soils Maps.

#### 2.23.3 Objectives

- O1** To identify all areas affected by acid sulfate soils.

- O2** To guide landowners, applicants and the general community on the procedures involved in the management of activities within areas affected by acid sulfate soils.
- O3** To undertake a preliminary acid sulfate soil assessment to determine the extent of risk.
- O4** To require, where necessary, an acid sulfate soil management plan to be prepared where the nature of development poses an acid sulfate soil risk.

### 2.23.4 Procedure for development applications in potential acid sulfate soils area

The Inner West LEP 2022 Acid Sulfate Soils Maps are based on the data supplied by the NSW Department of Environment, Climate Change and Water (DECCW) under the title of "Acid Sulfate Soil Risk Mapping Version 2.1 (September 2007)". Based on the data provided by DECCW, potential acid sulfate soils within the Inner West Local Government Area are classified into five land classes with each land class indicating the depth where potential acid sulfate soils may occur.

Under the provisions of Clause 6.2 of Inner West LEP 2022, development consent is required for works in those five land classes.

Table 1: Types of work that may expose potential acid sulfate soils

Class of land	Works
1	Any works.
2	Works below the natural ground surface. Works by which the watertable is likely to be lowered.
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1m below the natural ground surface.
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2m below the natural ground surface.
5	Works within 500m of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum (AHD) by which the watertable is likely to be lowered below 1 metre AHD on adjacent Class 1, 2, 3 or 4 land.

**NB** Refer to Clause 6.2 of Inner West LEP 2022 for circumstances when a development consent may not be required.

- C1** The proponent of any development must identify which class of acid sulfate soils their land falls on and whether a preliminary soil investigation or acid sulfate soils management plan is required by reviewing the Inner West LEP 2022 Acid Sulfate Soils Map.

**NB** Development within Class 4 land which does not involve any basement, swimming pools or excavation works deeper than 2 metres below natural ground surface may not require any preliminary soil investigation or acid sulfate soils management plan.



**C2** Development within an area identified on the Inner West LEP 2022 Acid Sulfate Soils Map must follow the following steps:

i. Step 1

If the proposed development, by virtue of its location on the Inner West LEP 2022 Acid Sulfate Soils Map, is likely to disturb or expose potential acid sulfate soils (based on extent of works like excavation for foundations, ramps, basements or drainage works) a preliminary soil assessment report must be submitted with the development application.

ii. Step 2

If Step 1 applies, either:

- a. carry out a preliminary soil assessment in accordance with the *Acid Sulfate Soil Manual* to determine the specific extent of acid sulfate soils and submit with the development application; or
- b. assume that the soils within the site of the proposal contain acid sulfate soil and by-pass this step and carry out Step 3.

iii. Step 3

Prepare an acid sulfate soils management plan in accordance with the *Acid Sulfate Soil Manual* and submit with the development application.

**NB** *Under the provisions of Clause 6.2 of Inner West LEP 2022, consent is required for works within identified acid sulfate soils areas, even if the development is otherwise an exempt development under Inner West LEP 2022.*

**C3** The proponent must liaise with officers of relevant authorities during the preparation of the preliminary soil assessment or acid sulfate soils management plan.

*Relevant authorities to liaise with regarding preparation of preliminary soils assessment or soils management plans are:*

- NSW Department of Environment, Climate Change and Water (DECCW)
- NSW Department of Primary Industries
- Any other relevant authority

## 2.23.5 Preliminary soils assessment

The preliminary soils assessment determines whether acid sulfate soils are present and whether the proposed works are likely to disturb or oxidise those soils or lower the water table.

**C4** A preliminary soils assessment must be undertaken by a suitably qualified person and include the matters outlined in the *Acid Sulfate Soil Manual*. The preliminary assessment will primarily:

- i. Establish the nature of the proposed works;
- ii. Determine whether acid sulfate soils are present on the site;
- iii. Determine the possible impacts on ground water;
- iv. Establish whether the proposal triggers the preparation of an acid sulfate soil management plan; and
- v. Provide information to assist in decision making.

### 2.23.6 Acid sulfate soils management plans

All development applications for proposals which will disturb acid sulfate soils must include a soils management plan prepared in accordance with the *Acid Sulfate Soil Manual*.

- C5** As a minimum, the acid sulfate soils management plan must contain the following, where relevant:
- i. An overview of environmental attributes of the site and surrounds;
  - ii. An overview of any proposed works;
  - iii. A description of the acid sulfate soils mitigation strategies incorporating a schedule of construction and operational phases to minimise impacts from:
    - a. Any disturbance due to excavated soils; and
    - b. Any acid leachate produced;
  - iv. A monitoring program for soils and the surface and subsurface water quality outlining:
    - a. What parameters will be monitored (pH, Fe, Al, total titratable acidity);
    - b. Monitoring locations (preferable at the source);
    - c. Monitoring frequency;
    - d. Analyses to be conducted;
    - e. Laboratory conducting analyses must be accredited by the National Association of Testing Authorities (NATA);
    - f. Procedures to be undertaken if monitoring indicates that thresholds are being exceeded; and
    - g. Reporting procedures to relevant authorities and the community;
  - v. A description of a pilot project or field trial (for high risk proposals) to:
    - a. Prove the effectiveness and feasibility of the selected management procedures to deal with the acid sulfate soil and other environmental impacts;
    - b. Demonstrate that the proponent has the capability to implement those management procedures effectively; and
    - c. Demonstrate the ability to comply with agreed standards and performance targets;
  - vi. A description of the contingency procedures to be implemented at the site to deal with unexpected events or in the event of failure of management procedures including a remedial action and restoration action plan related to:
    - a. Any failure to implement any proposed acid sulfate soils management strategies; and
    - b. any mitigation strategies being ineffective so that the project fails to meet agreed standards or performance levels.



# 2.24

## GENERIC PROVISIONS CONTAMINATED LAND







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## Part 2 Generic Provisions

### 2.24 Contaminated Land

Land contamination is most often the result of past activities. It may result from an improper handling of chemicals during manufacturing or storage processes on or adjacent to the site.

This section forms the basis for the control and management of contaminated land within the Inner West Local Government Area (LGA). It has been prepared in accordance with the *Environmental Planning and Assessment Act, 1979* (EP&A Act), *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55) and the *Managing Land Contamination: Planning Guidelines*. In the event of an inconsistency between this DCP and SEPP 55, the latter prevails.

This section ensures the potential of contamination affecting human health and the environment is properly addressed during development.

#### 2.24.1 Objectives

- 01 To implement a precautionary approach by identifying and dealing with contamination issues at an early stage in the planning process to prevent harm and avoid unnecessary restrictions on land use.
- 02 To provide information to support decision making and inform the community of procedures relating to the control and management of contaminated land.
- 03 To ensure Council does not incur any liability in exercising its planning functions in relation to contaminated land by adhering to relevant State planning guidelines.

#### 2.24.2 Contaminated land

Section 6 of the EP&A Act defines contaminated land as:

*“Contaminated land means land in, on or under which any substance is present at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.”*

#### 2.24.3 Determining land contamination

Contaminated land has the potential to harm human health and the biophysical environment. When carrying out planning functions under the EP&A Act, a planning authority must consider if the land is contaminated, the level of contamination, if it is suitable in its contaminated state for the existing or future land uses and whether it can be remediated. Failure to consider the possibility of contamination at appropriate stages of the planning process may result in inappropriate land use decisions which impact the safety of existing and new structures or increase risk to human health and the broader biophysical environment.

### 2.24.4 Council information on contamination

#### 2.24.4.1 Council records and community information

Council supplies stakeholders with information regarding land use history, land contamination and remediation.

Council also has a statutory responsibility under Section 59 of the Contaminated Land Management Act 1997 (CLM Act) to include information provided to Council by either a relevant authority or accredited auditors on certificates issued for the purposes of Section 149 of the EP&A Act.

#### 2.24.4.2 Information management

The collection of information about land contamination is ongoing. Information concerning contaminated land will be added to Council's property information system when development and subdivision applications are processed or when information is provided to Council via other sources.

Registers of contaminated land are not always comprehensive as records change over time. Standards for remediation may also change to accommodate changing community values. For those reasons Council does not hold a register of contaminated sites.

Council's records in relation to site contamination issues are kept on individual files for parcels of land.

#### 2.24.4.3 Planning certificates

Under Section 149 of the EP&A Act, a person may purchase a Section 149 planning certificate from Council containing advice on prescribed matters about a particular parcel of land. The existence of a council policy to restrict the use of land is a prescribed matter.

Section 10.7(5) planning certificates issued by Council will not contain specific details of site contamination or potential site contamination for individual parcels of land, because:

1. Council records may not contain details of potential land contamination where land uses were undertaken prior to the introduction of record keeping, were established illegally or the current land use benefits from existing use rights; and
2. Council records regarding contamination issues are dynamic and will change over time as land is investigated, remediated and validated.

Council only provides information on a planning certificate which is required under Section 59 of the CLM Act and Section 10.7 of the EP&A Act.

#### 2.24.4.4 Access to Council information

Stakeholders needing to access Council records in relation to land contamination include current occupiers of sites, potential purchasers of land, contaminated land consultants and the community.

Council's policy on contaminated land allows a person to access information on individual parcels of land in relation to the information in Table 1.



Table 1: Information that can be obtained from Council

TYPE OF INFORMATION	HOW TO OBTAIN INFORMATION
Current and past development, building, subdivision and rezoning applications	Development Research Request to Council in accordance with Council's schedule of fees.
Information on reports held by Council in relation to site contamination issues	Development Research Request to Council in accordance with Council's schedule of fees. The request should specify what information is requested, who is requesting the information and what is the intended use of the information.
Information on any restrictions placed on the land	Section 10.7(2) Certificate
Information on any ongoing maintenance orders or voluntary proposals agreed to under CLM Act have been provided to Council by the Department of Environment Climate Change and Water (DECCW) or whether Council has received any site audit statements	Section 10.7(2) Certificate
Copies of any site audit statements	Development Research Request to Council in accordance with Council's schedule of fees.
Any other information held by Council (other than stated above) in relation to site contamination issues	Development Research Request to Council in accordance with Council's schedule of fees. The written request should specify what information is requested, who is requesting the information and what is the intended use of the information.

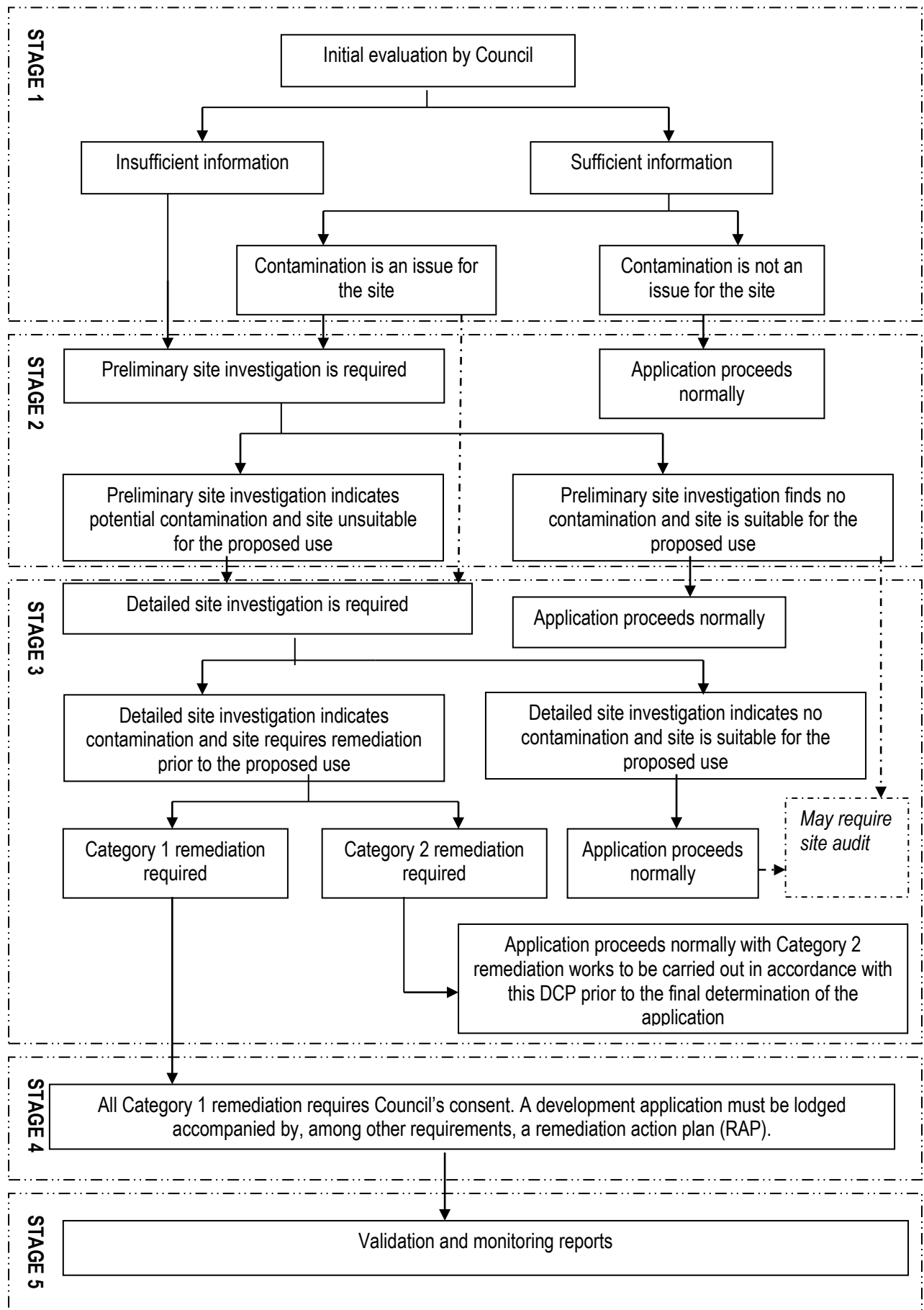
**NB** *In some circumstances Council may not be able to provide full access to its records held on land contamination issues. These circumstances may include when the information held by Council is subject to legal privilege and when the information requested is intended to be published or used without prior permission of Council, the current site owner and author of the contamination reports.*

### 2.24.5 Process for assessing land contamination and its remediation

Council is required to consider contamination issues in assessing all development applications. Figure 1 explains the process for identifying land contamination and the development application assessment process.

**NB** *The level of contamination investigation and the necessity for remediation depends upon the past uses of the site and extent and sensitivity of the proposed use.*

Figure 1: General contamination assessment process







For information in establishing whether there may be a risk of harm associated with a development application, the DECCW's *Guidelines on Significant Risk of Harm from Contaminated Land and the Duty to Report* should be consulted.

#### **2.24.5.1 Initial evaluation by Council (Stage 1)**

An initial evaluation is undertaken by Council for all development applications using Council's records and information provided by the applicant in the Statement of Environmental Effects (SEE). The initial evaluation will determine if the subject land is contaminated and whether land contamination issues should be further considered in the assessment process, based on the past uses of land and the sensitivity of the proposed land use.

If the initial evaluation concludes that land contamination is not a relevant consideration for the development application then Council will not require any further investigation.

#### **2.24.5.2 Preliminary site investigation (Stage 2)**

A preliminary site investigation appraises the likelihood of site contamination in the form of a report based on records of a site's history and a visual site inspection. The preliminary site investigation report should:

1. Discuss the site condition;
2. Identify all past and present potentially contaminating activities;
3. Outline areas of potential environmental concerns and potential contamination types;
4. Provide a preliminary assessment of site contamination;
5. Assess the need for further investigations; and
6. Identify a sampling and analysis plan to enable further assessment of the site.

**NB** *Where information on site history is limited or inconclusive, preliminary soil sampling results may need to be included in the preliminary site investigation report.*

The preliminary site investigation must be carried out in accordance with the requirements of DECCW's *Guidelines for Consultants Reporting on Contaminated Sites*.

A list of potentially contaminating land uses is included in Table 2. Applicants may also request Council to perform a search of its records to check previously approved developments at the site. See Section 2.24.4.

If the preliminary site investigation satisfies Council that the site is suitable for the proposed use without remediation Council will not require any further investigations.

**NB** *It is not sufficient to rely solely on the contents of Table 2 to determine whether a site is likely to be contaminated or not. Table 2 is a guide only. A conclusive status can only be determined after a review of the site history and, if necessary, sampling and analysis.*

Table 2: Activities that may cause contamination

<ul style="list-style-type: none"><li>• acid/alkali plant and formulation</li><li>• agricultural/horticultural activities</li><li>• airports</li><li>• asbestos production and disposal</li><li>• chemicals manufacture and formulation</li><li>• defence works</li><li>• drum re-conditioning works</li><li>• dry cleaning establishments</li><li>• electrical manufacturing (transformers)</li><li>• electroplating and heat treatment premises</li><li>• engine works</li><li>• explosives industry</li><li>• gas works</li><li>• iron and steel works</li><li>• landfill sites</li><li>• metal treatment</li><li>• mining and extractive industries</li><li>• oil production and storage</li><li>• paint formulation and manufacture</li><li>• pesticide manufacture and formulation</li><li>• power stations</li><li>• railway yards</li><li>• scrap yards</li><li>• service stations</li><li>• sheep and cattle dips</li><li>• smelting and refining</li><li>• tanning and associated trades</li><li>• waste storage and treatment</li><li>• wood preservation</li></ul>
--

Source: *Managing Land Contamination Planning Guidelines – SEPP 55 - Remediation of Land.*

### **2.24.5.3 Detailed site investigation (Stage 3)**

The detailed site investigation assesses the soil and groundwater conditions within a site. Stage 2 and Stage 3 investigations may be combined where the site history or initial evaluation confirms that the land is known to contain or has contained a potentially contaminating activity.

The detailed site investigation must be carried out in accordance with the requirements of DECCW's *Guidelines for Consultants Reporting on Contaminated Sites*.

The detailed investigation report should specify whether the site is suitable for the proposed use and, if remediation is necessary, the report should state what remediation options exist, the method to be used and whether those works will be Category 1 or 2 remediation works. The detailed site investigation should provide comprehensive information on:

1. Issues raised in the preliminary investigation.
2. The type, extent and level of contamination, including an assessment of:
  - Contaminant dispersal in air, surface water, groundwater, soil and dust;
  - The potential effects of contaminants on public health, the environment and building structures;
  - Off-site impacts on soil, sediment and biota (where applicable); and



- The adequacy and completeness of all information available to be used in making decisions on remediation.

If the remediation option specified in the detailed site investigation report is Category 1 remediation work, development consent is required. See Section 2.24.10.1 for details on Category 1 remediation works.

If the remediation option specified in the detailed contamination report is Category 2 remediation work, development consent is not required. See Section 2.24.10.2 for details on Category 2 remediation works.

#### **2.24.5.4 Category 1 works (Stage 4)**

All Category 1 remediation works require Council's consent via a development application. Where Category 1 remediation is required for an already lodged application, one of the following options is to be adopted:

1. The applicant may choose to withdraw the original application and lodge a fresh application for Category 1 remediation works;
2. Council may choose to refuse the application due to lack of certainty on the suitability of the land for the intended use and the time required to complete the remediation process; or
3. In exceptional circumstances, where Council believes the land can be made suitable for the intended use following remediation works, a RAP may be accepted as part of the original application and a deferred commencement consent may be issued.

#### **2.24.5.5 Validation and monitoring reports (Stage 5)**

A validation report demonstrates that the objectives stated in the RAP have been achieved and relevant conditions of development consent (where applicable) have been complied with.

Council will require a validation report to be submitted after remediation works have been completed. The validation report must confirm statistically that the remediated site complies with the clean-up criteria set for the site.

A site monitoring report details the proposed monitoring strategy, parameters to be monitored, monitoring locations, frequency of monitoring and reporting requirements.

A site monitoring report is required where a full clean-up is not feasible, or on-site containment of contamination is proposed, and an ongoing monitoring program is required.

The validation report is to be conducted in accordance with DECCW's *Guidelines for Consultants Reporting on Contaminated Sites*.

- C1** Council will not accept a development application without:
- i. A preliminary investigation report where a site is known to be contaminated, or is currently used or has been used in the past for a purpose identified in Table 2 (under Section 2.24.5.2 of this DCP) or the site concerned is located within an investigation area under the CLM Act;
  - ii. A detailed investigation report where the preliminary investigation report for a site identifies the need for detailed investigation;

- iii. A RAP where the investigation report(s) identify the need to remediate a site; or
- iv. A validation report where a site has been remediated.

### 2.24.6 Remediation Action Plan (RAP)

A RAP establishes the remediation objectives and details the strategy for remediating the site to make it suitable for the proposed use.

- C2** The RAP demonstrates how the applicant proposes to reduce the risks of contamination to acceptable levels and achieve the clean-up objectives for the site. The RAP must:
- i. Set remediation goals to ensure the remediated site will be suitable for the proposed use and will pose no unacceptable risk to human health or to the environment;
  - ii. Document in detail all procedures and plans to be implemented to reduce risks to acceptable levels for the proposed site use;
  - iii. Establish the environmental safeguards required to complete the remediation in an environmentally acceptable manner; and
  - iv. Identify and include proof of the necessary approvals and licences required by regulatory authorities.

#### 2.24.6.1 *When a RAP is required*

A RAP is required when a site has been identified as being contaminated during the detailed site investigation and requires remediation to make the site suitable for the proposed use.

A remediation action plan (RAP) is to be undertaken in accordance with DECCW's *Guidelines for Consultants Reporting on Contaminated Sites*.

### 2.24.7 Independent site auditing

- C3** If Council is not satisfied with the findings of an investigation report or validation report it may require a site auditor's statement.
- C4** The proponent is responsible for engaging and funding a suitably qualified consultant to undertake the necessary contamination investigations, prepare the RAP where required, supervise any remediation works and prepare a site validation report.

#### 2.24.7.1 *When a site audit statement is required*

Council may request a site audit to be undertaken at prescribed stages in the site investigation process. In accordance with the *Managing Land Contamination Planning Guidelines* (under SEPP 55), Council will require a site audit prepared by a DECCW accredited auditor for contaminated land if Council:

- 1. Believes on reasonable grounds that the information provided by the proponent is incorrect or incomplete;
- 2. Wishes to verify whether the information provided by the proponent has adhered to appropriate standards, procedures and guidelines;
- 3. Does not have the internal resources to conduct its own technical review; or
- 4. Requires the audit at the completion of Category 1 remediation works or as required by a condition of a development consent.



The proponent will be informed by Council if a site audit is required following a review of the contamination reports and associated documents submitted to Council.

For sites with complex issues associated with either the contamination assessment or remediation, it is wise to engage a DECCW accredited auditor for contaminated land early on in the site assessment process.

### **2.24.7.2 Site audit inclusions**

The DECCW *Guidelines for the NSW Site Auditor Scheme* outline what should be included in a site audit. The Guidelines state that in some situations, Council may also need to contribute to defining the scope of the site audit.

As well as requiring a site audit to address any issues raised in Section 12 of CLM Act, the following are examples of issues that Council may request a DECCW accredited auditor for contaminated land to address:

1. Has the contaminated land consultant complied with all appropriate standards, procedures and relevant DECCW guidelines?
2. What further investigations or remediation is required before the land is suitable for any specified use or range of uses?
3. Does the auditor consider the proposed remediation adequate, and if undertaken, will the remediation render the site to be suitable for the proposed use?
4. Can it be concluded that there is no unacceptable off-site migration of contaminants, particularly via groundwater?
5. Are the contamination conditions at the site suitable for in-ground absorption of stormwater?

**C5** Either the proponent or the appointed DECCW accredited auditor for contaminated land must liaise with Council during the preparation of the site audit to ensure the scope of the site audit addresses the concerns raised by Council.

**C6** Before issuing a site audit statement, the site auditor must prepare and finalise a summary site audit report.

*The DECCW Guidelines for the NSW Site Auditor Scheme outlines what must be included in a site audit report.*

### **2.24.8 Consideration of contamination for rezoning applications**

- C7** Council must consider contamination issues in zoning and rezoning proposals. Council must not include land in a zone that would permit more sensitive land uses unless:
- i. Council has considered whether the land is contaminated;
  - ii. If the land is contaminated, Council is satisfied that the land is suitable in its contaminated state for all the purposes for which land in the proposed zone is permitted to be used;
  - iii. If the land requires Category 1 remediation to be made suitable for any purpose for which land in the proposed zone is permitted to be used, remediation of the land is carried out prior to lodging the rezoning application;

- iv. If the requirement for Category 1 remediation emerges during Council's assessment of the rezoning application, such application is withdrawn or Council refuses the application on the grounds of uncertainty attached to the suitability of land for the permissible land uses and the time required to complete the remediation works; and
- v. In exceptional circumstances, where Council has sufficient information to form a view that the land can be made suitable for its intended use through Category 1 remediation work, a RAP is submitted for Council's consideration as part of the original rezoning application.

### 2.24.9 Consideration of contamination for rezoning applications involving multiple sites

When Council considers a rezoning proposal that covers more than one property it may not be practical for Council to be satisfied that every part of the land is suitable for the permissible use(s) at the rezoning stage. In those circumstances, Council will consider the findings of a preliminary investigation report, and may include provisions in a Local Environmental Plan (LEP) or Development Control Plan (DCP) to ensure that the potential for contamination and the suitability of the land for any proposed use is further addressed prior to the redevelopment of the land.

### 2.24.10 Process for remediation works

SEPP 55 specifies when consent is required for remediation work. This section outlines processes relating to Category 1 and Category 2 remediation works.

#### 2.24.10.1 *Category 1 remediation work*

- C8** All Category 1 remediation work requires development consent.
- C9** All Category 1 remediation work must be advertised for 30 days pursuant to Part 9A, Schedule 1 of the EP&A Act.
- C10** If the Category 1 remediation works are associated with a development application being considered by Council, that application may either be withdrawn or Council may choose to refuse the application in view of the uncertainty attached to the suitability of the land for its intended use and the time required to complete the remediation process.
- C11** In exceptional circumstances, where Council is satisfied that the land can be made suitable following remediation works, a RAP may be accepted as part of the original application and a deferred commencement consent may be issued requiring all remediation works to be completed and a validation report being submitted to Council's satisfaction prior to commencing any other building works.

#### 2.24.10.2 *Category 2 remediation work*

Category 2 remediation work is all remediation work that is not Category 1 (refer to SEPP 55). Category 2 remediation work does not require development consent from Council.

- C12** If the Category 2 remediation works are associated with a development application being considered by Council, a conditional consent can be issued requiring that the remediation works are carried out in accordance with this DCP.



- C13** Category 2 remediation work must be carried out in accordance with the following notification requirements and development controls at Section 2.24.11.

### **2.24.10.3 Notification requirements for Category 2 remediation works**

#### **Prior notice**

- C14** Notice of remediation work must be given to Council at least 30 days before commencement of works or as otherwise provided for in SEPP 55. The notification for the Category 2 remediation works must:
- Provide the name, address and telephone number of the person who has the duty of ensuring that the notice is given;
  - Provide details of the remediation work (including a RAP, where appropriate, and a soil and water management plan);
  - Explain why the work is Category 2 remediation work by reference to SEPP 55 and this DCP;
  - Specify the land on which the work is to be carried out and provide a map of the location of the land; and
  - Estimate the dates for the commencement and completion of the work.

#### **Notice of completion**

- C15** Notice of the completion of Category 2 remediation work must be given to Council within 30 days after the completion of the work. The notification must:
- Be in writing and be signed by the person who carried out the work;
  - Provide the person's name, address and business telephone number;
  - Provide details of the person's qualifications to carry out the work;
  - Specify the land on which the work was undertaken and provide a map of the land and the location of the work;
  - State when the work was completed;
  - Specify the uses of the land, and the substances that contaminated it in such a way as to present a risk of harm to human health or some other aspect of the environment;
  - Specify the use(s) of the land immediately before the work started;
  - Describe the method of remediation used in the work and the guidelines that were complied with in the work;
  - Specify the standard of remediation achieved; and
  - State what actions must be maintained in relation to the land after the completion of the remediation work if the standard of remediation achieved is to be maintained.

- NB** *Council will need to be satisfied that the site is suitable for the proposed use when considering any subsequent development applications for the subject site. Accordingly, it is recommended that comprehensive records are maintained during the remediation works including any RAPs or validation reports.*



### 2.24.11 Development controls for remediation works

Council has identified a number of development controls for Category 1 and Category 2 remediation works. Those controls have been formulated to ensure that remediation works do not adversely affect the environment or public amenity.

All remediation works are to be conducted in accordance with development controls listed in Section 2.24.11. Category 2 remediation works that do not comply with the site management controls outlined in Section 2.24.11 will be classified as Category 1 remediation work and will require consent.

Development applications lodged for Category 1 remediation works must identify any areas of non-compliance with the site management provisions listed below and state why alternative site management measures are required.

**NB** *Council must ensure that suitable conditions, to the effect of following controls, are imposed on any consent granted for a Category 1 remediation work.*

**C16** Hours of operation

All remediation work must be conducted between the hours of 7:00am and 5:30pm Mondays to Saturdays, excluding Public Holidays. No work to be carried out on any Saturday that falls adjacent to a Public Holiday.

**C17** Soil and water management

All remediation works must be conducted in accordance with a soil and water management plan. A copy of the plan must be kept on site and made available to Council officers on request. All erosion and sediment measures must be maintained in a functional condition throughout the remediation works.

The Southern Sydney Regional Organisation of Councils (SSROC) publication and fact sheets *Do It Right On-Site Soil and Water Management for the Construction Industry* outlines Council's requirement for the preparation of a soil and water management plan.

**C18** Stockpiles

- i. No stockpiles of soil or other materials must be placed on footpaths or nature strips without Council's approval.
- ii. All stockpiles of soil or other materials must be placed away from drainage lines, gutters or stormwater pits or inlets.
- iii. All stockpiles of soil or other materials likely to generate dust or odours must be covered.
- iv. All stockpiles of contaminated soil must be stored in a secure area and be covered if remaining for more than 24 hours.

**C19** Site access

Vehicle access to the site must be stabilised to prevent the tracking of sediment onto the roads and footpath. Soil, earth, mud or similar materials must be removed every day or as required from the roadway by sweeping, shovelling or a means other than washing. Soil washings from wheels must be collected and disposed of in a manner that does not pollute waters.

**C20** Excavation pump-out





All excavation pump-out water must not exceed suspended solid concentrations of 50 parts per million, and must be analysed for pH and any contaminants identified during the preliminary or detailed site investigation, prior to discharge to the stormwater system. The analytical results must comply with relevant DECCW and Australia and New Zealand Environment and Conservation Council (ANZECC) standards for water quality.

Other options for the disposal of excavation pump-out water include disposal to sewer with prior approval from Sydney Water or off-site disposal by a liquid waste transporter for treatment/disposal to an appropriate waste treatment/processing facility.

**C21** Landscaping or rehabilitation

All exposed areas must be progressively stabilised and revegetated on the completion of remediation works.

**C22** Bunding

All land farming areas for hydrocarbon contaminated soils must be bunded (floors and walls) to contain surface water runoff from the landfarm areas and to prevent the leaching of hydrocarbons into the subsurface. All surface water discharges from the bunded areas to Council's stormwater system must not contain detectable levels of TPH or BTEX.

**C23** Noise

Category 2 remediation work must comply with the relevant controls for construction site noise. All equipment and machinery must be operated in an efficient manner to minimise the emission of noise.

The Environmental Noise Manual (EPA, 1994) for the control of construction site noise specifies that:

1. *For a cumulative period of exposure to construction activity noise of up to four weeks, the  $L_{A10}$  (15 minutes) emitted by the works to specific residences should not exceed the  $L_{A90}$  background level by more than 20 dB(A).*
2. *For a cumulative construction noise exposure period of between 4 to 26 weeks, the emitted  $L_{A10}$  noise level should not exceed the  $L_{A90}$  level by more than 10 dB(A).*
3. *For a cumulative construction noise exposure period greater than 26 weeks, the emitted  $L_{A10}$  noise level should not exceed the  $L_{A90}$  level by more than 5 dB(A).*

**C24** Vibration

The use of any plant and/or machinery must not cause vibrations at any premises.

**C25** Air quality (dust and odours)

Dust emissions must be confined within the site boundary and comply with the dust control procedures:

- i. Erecting dust screens around the perimeter of the site;
- ii. Securely covering all loads entering or exiting the site;
- iii. Using water sprays across the site to suppress dust;
- iv. Covering all stockpiles of contaminated soil remaining more than 24 hours; or
- v. Keeping excavation surfaces moist.

An authorised Council officer should not detect odours at any boundary of the site during remediation works. The following procedures may be employed to comply with this requirement:

- i. Using appropriate covering techniques such as the use of plastic sheeting to cover excavation faces or stockpiles;
- ii. Using fine mist sprays;
- iii. Using a hydrocarbon mitigating agent on the impacted areas/materials; or
- iv. Adequately maintaining equipment and machinery to minimise exhaust emissions.

Volatile or semi-volatile compounds that could generate odours include monocyclic aromatic hydrocarbons (styrene, benzene, toluene, xylene, ethyl benzene, butyl benzene), polycyclic aromatic hydrocarbons (PAHs), hydrogen sulphide, hydrogen cyanide, pesticides, PCBs and herbicides.

Records of volatile emissions and odours must be logged, kept on site and made available to Council officers on request. Discharges from soil vapour extraction systems must be regularly monitored in order to determine the mass of hydrocarbons being discharged. Contingency measures for the collection and treatment of hydrocarbon offgas must be put in place prior to the commissioning of the soil vapour extraction systems. All discharge vents from soil vapour extraction systems must be located a minimum of 50 metres from any residential property boundary, road or recreational area. No material must be burnt on site.

### C26

#### Storage of chemicals

Storage and handling of hydrocarbon products must be conducted in accordance with the relevant Australian Standard.

*Australian Standard AS 1940-1993 The storage and handling of flammable and combustible liquid' provides relevant controls of storage of chemicals.*

Sufficient supplies of absorbent materials must be kept on site to recover any liquid spillage. Liquid spills must be cleaned up using dry methods by placing absorbent material on the spill and sweeping or shovelling the material into a secure bin. Spilt materials must be disposed of in an odour free manner that does not pollute waters.

### C27

#### Groundwater

A license must be obtained from relevant authority for approval to extract groundwater.

*NSW Office of Water issues license to extract groundwater under the provisions of Part V of the Water Act, 1912.*

Groundwater must be analysed for pH and any contaminants of concern identified during the preliminary or detailed site investigation, prior to discharge to the stormwater system. The analytical results must comply with relevant DECCW and ANZECC standards for water quality.



Other options for the disposal of groundwater include disposal to sewer with prior approval from Sydney Water or off-site disposal by a liquid waste transporter for treatment/disposal to an appropriate waste treatment/processing facility.

**C28** Transport

All haulage routes for trucks transporting soil, materials, equipment or machinery to and from the site must be selected to minimise odour to adjacent premises and utilise State roads and minimise the use of local roads. Applicants may consult Council prior to selecting the most suitable transport route. Remediation work must ensure all site vehicles:

- i. Conduct deliveries of soil, materials, equipment or machinery during the hours of remediation work identified in C16;
- ii. Securely cover all loads to prevent any dust or odour emissions during transportation; and
- iii. Do not track soil, mud or sediment onto the road.

**C29** Hazardous materials

Hazardous and/or intractable wastes arising from the remediation work must be removed and disposed of in accordance with the requirements of DECCW and WorkCover, together with the relevant regulations.

Schedule 1 Hazardous Waste (as prescribed in the Protection of the Environment Operations Act, 1997 (PEO Act) must be carried out by a transporter licensed by DECCW.

**C30** Disposal of contaminated soil

The disposal of contaminated soil must be carried out in accordance with any applicable guidelines and regulations. If contaminated soil or other waste is transported to a site unlawfully, the owner of the waste and the transporter are both guilty of an offence.

Disposal of contaminated soil shall have regard to the provision of both the PEO Act and Regulations and any relevant DECCW guidelines such as Environmental Guidelines: Assessment, Classification and Management of Non-Liquid Wastes (EPA, 1997).

Any queries associated with the off-site disposal of waste from a contaminated site should be referred to DECCW's Hazardous Materials Advice Unit.

**C31** Containment/capping of contaminated soil

Contaminated soil, containing concentrations of contaminants above the soil investigation levels for urban development sites in NSW (for the range of land uses permissible on the subject site) should not be encapsulated or capped on the site, unless it can be demonstrated that no alternative feasible options are available and that capping will result in full and permanent containment of contaminants. Capping is classified as Category 1 remediation work, which requires development consent and is subject to Category 1 processes outlined in this section of MDCP 2011. For example, a site zoned commercial/industrial must not encapsulate or cap soil containing concentrations of contaminants above the 'commercial or industrial NEHF F health-based investigation levels'. In certain circumstances, encapsulating or capping contaminated soil may be suitable, for example where an alternative form of remediation

poses environmental and human health risks, where the logistical and financial cost is significant or where Council owns the subject land and cost disincentives may affect the delivery of public benefit. In these cases, capped land must be adequately landscaped in accordance with Section 2.18 (Landscaping and Open Spaces) of this DCP, or in accordance with C21.

The soil investigation levels for urban redevelopment in NSW are contained in the publication *Guidelines for the NSW Site Auditor Scheme* (EPA, 1999).

### **C32** Importation of fill

All fill imported on to the site must be validated to ensure it is suitable for the proposed land use from a contamination perspective. Imported fill must also be compatible with the existing soil characteristic for site drainage purposes.

Council may require details of appropriate validation of imported fill material to be submitted with any development application for the site. Hence all fill imported onto the site must be validated by either one or both of the following methods during remediation works:

- i. Imported fill must be accompanied by documentation to certify that the material is not contaminated (based upon analyses of the material or the known past history of the site where the material is obtained); and/or
- ii. Sampling and analysis of the fill material must be conducted in accordance with the relevant guidelines.

Sampling Design Guidelines (EPA, 1995) must be followed to ensure that the material is not contaminated.

### **C33** Site signage and contact numbers

A sign displaying the contact details of the remediation contractor (and site facilitator if different to remediation contractor) must be displayed on the site adjacent to the site access throughout the duration of the remediation works.

### **C34** Community consultation

Owners and/or occupants of adjoining properties must be notified, in writing, at least seven days prior to the commencement of remediation works.

### **C35** Site security

The site must be secured to ensure against unauthorised access by appropriate fencing.

### **C36** Occupational health and safety

It is the employer's responsibility to ensure site remediation works comply with all Occupational Health and Safety and Construction Safety Regulations of WorkCover. Safety monitoring for hydrocarbon emissions should be undertaken in accordance with *Worksafe Time Weighted Averages Guidelines* (1991).

### **C37** Removal of underground storage tanks

The removal of underground storage tanks (UST) must be undertaken in accordance with any applicable guidelines and WorkCover requirements which include writing to the Chief Inspector of Dangerous Goods and complying with any conditions imposed.



UST removal must be conducted in accordance with the Australian Institute of Petroleum's Code of Practice The Removal and Disposal of Underground Petroleum Storage Tanks (AIP CP22-1994). In the event of conflict between the Code of Practice and WorkCover requirements, the latter shall prevail.

**C38** Tree preservation

Remediation work must not be carried out within 4 metres of the base of a tree or adversely affect the appearance, health or stability of a tree where works affecting the tree require Council's approval.

**C39** Heritage items

Remediation work must not be undertaken on land containing a heritage item where the consent of Council is required.

# 2.25

## GENERIC PROVISIONS STORMWATER MANAGEMENT







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## Part 2 Generic Provisions

### 2.25 Stormwater Management

This section relates to stormwater drainage for all development types.

The flow of stormwater from developments needs to be managed so as to negate or reduce to an acceptable frequency the possibility of flooding buildings and/or the danger to life at any location, through the storage of stormwater where appropriate in developments and the control of major development drainage systems.

This section of the DCP should be read in conjunction with the Marrickville Inner West Council Stormwater and On-site Detention Guidelines (The Guidelines) and Sections 2.17 (Water Sensitive Urban Design) and 2.22 (Flood Management) of this DCP. Applicants are also advised to refer to AS/NZS 3500.3.2:1998 Stormwater drainage – acceptable solutions.

#### 2.25.1 Objectives

- 01** To protect the urban environment from the effects of otherwise uncontrolled surface stormwater flows resulting from infrequent (and lesser) storm events.
- 02** To minimise or negate disruption and/or danger to both pedestrian and vehicular traffic that may be caused by otherwise uncontrolled surface stormwater flows resulting from frequent storm events.
- 03** To protect the quality of receiving waters, adjacent and downstream land-use and the rights of adjacent and downstream landowners.

#### 2.25.2 Application of Controls

CODE REQUIREMENT	LANDUSE				
	Attached Dwellings, Dwelling Houses, Secondary Dwellings and Semi-Detached Dwellings	Multi-Dwelling Housing, Residential Flat Buildings and Shop Top Housing	Commercial, Industrial, Institutional (Community facilities, educational establishments, hospitals etc)	Drainage Works Only	Paving
On Site Detention	Yes (3, 6)	Yes	Yes	No	(1)
On Site Retention	Yes (3, 8)	Yes (3, 8)	Yes (3, 8)	No	No
Gravity Pipe System Required	Yes (4)	Yes	Yes	Yes	Yes
Pump System Permitted	No (4)	No	No	No	No
Drainage Easement over downstream property (2)	If site doesn't drain to street (4)	If site doesn't drain to street	If site doesn't drain to street	(1)	(1)

CODE REQUIREMENT	LANDUSE				
Qualified Engineer required to prepare drainage design	Yes (3, 6)	Yes	Yes	Yes	(1)
Sediment Control Plan Required	Yes (1)	Yes(7)	Yes(7)	Yes	Yes
Positive Covenant Required (i.e. Section 88E (3) Instrument)	No (5)	Yes	Yes	No	No

1. Depends on the details of the development.
2. Alternatively, the applicant may construct a pipeline within the road reserve until a connection point with Council's system is reached that allows gravity drainage.
3. Except for cases where increased roof and paved areas are less than 40m<sup>2</sup>.
4. Except where genuine attempts to acquire an easement at reasonable costs have failed. Documentary evidence of those attempts will be required.
5. Unless in a landscaped area.
6. Where OSD is required and the increased roof and paved areas is less than 80m<sup>2</sup> Council's standard OSD design from Supplement 6 of The Guidelines can be adopted.
7. Sediment Control Plans are to be prepared by an Engineer.
8. On Site Retention can offset or replace On Site Detention in circumstances described in C5 below.

### 2.25.3 Controls

#### 2.25.3.1 Stormwater Drainage Concept Plans (SDCP)

- C1** A Stormwater Drainage Concept Plan (SDCP) must be submitted with any Development Application, demonstrating the feasibility of the proposed drainage systems within the site and connection to Council's system. The SDCP must include existing and proposed ground and floor levels, show surface flow path treatment, any easements required, on-site detention storages as well as details and sizes of internal piped systems. All levels shown on the SDCP must be to Australian Height Datum (AHD). Detailed design plans and calculations will be required to be submitted before the issue of a Construction Certificate.
- C2** Where easements are necessary over any adjoining or downstream property to achieve gravity drainage, a written agreement from the adjoining owners is to be submitted with the SDCP.

#### 2.25.3.2 Adverse impact and controlling site runoff

- C3** Development activities must not cause an adverse impact on adjoining or any other properties. This includes preserving surface flow paths and not increasing water levels.
- C4** Site discharges will need to be restricted to pre-development discharges using On-site Stormwater Detention (OSD) and On Site Retention (OSR).



### 2.25.3.3 On-site detention (OSD) and on-site retention (OSR) of stormwater

OSD or OSR of stormwater is required to limit discharges from developments to pre-development conditions. Council's OSD and OSR requirements have been formulated to ensure there is a reduction in discharges adjacent to the site or elsewhere in the catchment for virtually all rainfall events through to 100 years ARI. For developments greater than 1000m<sup>2</sup> in site area, allowable discharges will be limited to the equivalent fully pervious discharges for the site area.

**C5** OSD will be required for all developments except for:

- i. Extensions (alterations and additions) where the proposed extended roof or paved area are less than 40m<sup>2</sup>.
- ii. Sites that discharge directly to the Cooks River or into a major Sydney Water Corporation controlled trunk drainage system
- iii. For single dwelling developments, where a maximum of two residential dwellings are being created (including secondary dwellings, alterations and additions, dual occupancies, attached and semi-detached), on-site retention (OSR) may be used in lieu of OSD. The following requirements are applicable:

a. The OSR system must adhere to the following:

Lot size (sqm)	OSR tank size per lot (Strata or Torrens Title) (Litres)
Greater than 200	Minimum 5,000
Less than 200 but greater than 100	Minimum 4,000
Less than 100	Minimum 3,000

- b. The OSR must provide water to all new and/or upgraded toilet cisterns, laundry washing machine connections, external taps and irrigation systems. Standard labelling shall be displayed at such outlets.
- c. OSR is not required as per the same exclusions applying to OSD under C5 i and ii above.
- iv. For other developments excluded by the above, OSR may be used to offset the calculated OSD storage volume at a rate of 1m<sup>3</sup>, for every 2.5m<sup>3</sup> of OSR storage provided (up to a maximum OSD offset of 10m<sup>3</sup>).

**C6** All OSD systems will require full hydraulic design in accordance with the details in Supplement 2 of The Guidelines, except for single residential dwellings where:

- i. The building works are an extension of an existing house/garage, and
- ii. The total proposed extended roof and paved area is less than 80m<sup>2</sup>.

In those exceptions the OSD required can be constructed in accordance with Council's default design (refer to The Guidelines) without requiring a full design.

- C7** The Stormwater Drainage Concept Plan (SDCP) is to outline the OSD and/or OSR proposed. A detailed design will be required before the issue of a Construction Certificate.
- C8** Storage outflows are to be controlled to ensure the full range of ARI protection occurs. This will require the OSD to incorporate a range of storage-discharge values for various ARI's.
- C9** Storages should not be located in overland flow paths which convey catchment flows through the site. Storages are to be in common areas (rather than privately controlled areas such as courtyards) for developments with multiple dwellings or units.

### **2.25.3.4** *Surface flow paths*

- C10** Surface flow paths are an integral part of the drainage system. They are to be preserved, or alternatives provided, wherever they pass through or affect the development site. Site discharges are not to be concentrated to a degree greater than that which naturally occurs.
- C11** Redirection of flows including to other sub catchments is not permitted unless appropriate counter measures are undertaken.
- C12** Flows to the receiving system or sub-catchment are not to be increased.
- C13** Flow paths are to be retained within easements.

### **2.25.3.5** *Gravity drainage*

- C14** All stormwater drainage connecting to Council's drainage systems is to be by gravity means. Mechanical means (i.e. pumps) for disposal of stormwater runoff will generally not be permitted (refer to checklist in 2.25.2). Subsoil and basement seepage systems where separate from the stormwater drainage may be exempted from this requirement.
- C15** The acquisition of an easement over any intervening downstream properties (at the developer's cost) will normally be required for sites that do not drain to:
- the street,
  - Council land containing a drainage line, or
  - an existing council pipeline within the development site.
- C16** Written consent for the piping and acquisition of an easement is to be obtained from adjoining owners and provided to Council with the development application. In such cases a transfer granting easement or a linen plan and Section 88B (of the Conveyancing Act 1919) instrument must be registered with NSW Government Land and Property Information prior to the operation of any consent. Exception to acquiring an easement may be given at the discretion of Council's Director, Planning and Environmental Services for sites that do not drain to the street, only where extensions to an existing residential building or replacement of an existing dwelling is proposed, and genuine attempts at acquiring a downstream easement have failed. Written documentation of those attempts, including reasonable financial consideration, must be included in any application for exception. If an exception is granted a pump/sump system may be provided.
- C17** For minor extensions (i.e. less than 25m<sup>2</sup>) to existing single residential dwellings, connections may be made direct to the existing site drainage system where one exists.



### **2.25.3.6 Relationship to other properties**

- C18** Where surface runoff from adjoining properties flows onto the development site, such flows are to be catered for within the development. Obstructions that cause damming and backwater effects on upstream properties will not be permitted. Similarly, surface runoff from the site that is conveyed through the site is not to be concentrated onto downstream properties, or diverted from existing discharge points unless into Council's drainage system. Diverting flows from one catchment to another will not normally be permitted.

### **2.25.3.7 Easements**

- C19** For sites that have existing Council pipelines through them that are not covered by an easement, or where an existing pipeline is not within the easement, Council will require the creation of an easement in favour of itself over the pipeline. The easement width is to be the pipe, box, or channel section width plus 1.5 metres, with an overall minimum width of 2.5 metres.
- C20** Site drainage systems will require inter-allotment easements over downstream properties where the drainage traverses any other private property to connect to Council's drainage system. Those easements are to be a minimum of 0.9 metres wide.

### **2.25.3.8 Flood study/drainage system analysis**

- C21** In situations where flooding problems have occurred, or there is a risk of such occurrence and flood information is not available from Council, a flood study or drainage system analysis of the catchment containing the development site will be required. Where such a study is to be carried out, the calculation methods required to demonstrate satisfactory treatment of the development will generally need to be in accordance with current practice as outlined in Australian Rainfall & Runoff (1998), and subject to the satisfaction of Council.

### **2.25.3.9 Standards**

- C22** Pipe systems draining the development site are to be designed to a minimum ARI standard shown in the table below, with suitable treatment of all surface flows to a 100 year ARI standard. All pipe and surface flows to the 100 year ARI standard are to be routed through any OSD /OSR required.
- C23** Developments with higher potential damage risks from surface flows will require higher design standards. Where surface flow paths are not available, the pipe standard will rise to 100 year ARI.
- C24** Where the site or buildings are at or below the level of a downstream road or embankment, Probable Maximum Flood events are to be considered. OSD will require all ARI's to be examined to ensure no adverse effects for any size storm.

<b>PIPED SYSTEMS - ARI STANDARDS</b>
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Development Case	ARI
Residential Low & Medium Density	10 years
Residential High Density	20 years
Commercial/Industrial	20 years
Heavy Industry	50 years
Hospital & Emergency Services	100 years
OSD Range	2 to 100 years

### 2.25.3.10 *Safety and considerations of failure*

- C25** Open drainage system components are to be designed to meet relevant safety criteria. Storage basins are to have battered slopes for egress, maximum ponding depths, and appropriate signage and fencing. Specific reference is made to Figures G1 and G2, Appendix G of the Floodplain Development Manual 2001 for velocity and depth limits, and to Supplement 2 of The Guidelines for the design of OSD storages.
- C26** The possibility of failure of components of the system must be considered, and provision made for the safe conveyance of flows should failure occur. For OSD basins emergency spillways must be provided. The potential for obstructions to overland flow paths is to be minimised.

### 2.25.3.11 *Visual impact*

- C27** All drainage structures and measures are to be designed to be visually unobtrusive and sympathetic with the development. This requirement is necessary to ensure future occupants do not adjust or remove facilities for aesthetic reasons without understanding the functional impact of such actions.

### 2.25.3.12 *Restrictions as to user – positive covenants*

- C28** The potential for modification or adjustment to OSD and OSR storages and/or surface flow paths through the property is significant enough to warrant extra protection. Future owners of properties also need to be aware of their presence and purpose. Consequently, a Restriction As To User - Positive Covenant may be required on the property title as part of the development.
- C29** The restriction is created as a Positive Covenant using Form 55A for an Instrument Pursuant to Section 88E (3) of the Conveyancing Act, 1919. The Instrument is to ensure the continued functioning and maintenance of the items detailed in the consent condition.
- C30** Positive Covenants for OSD and OSR will be required for all development types except for single residential dwellings.

### 2.25.3.13 *Structures over or near drainage lines and easements*

- C31** New buildings and structures will not be permitted over drainage lines or within easements. Paving over any drainage line or easement is acceptable, but will require appropriate jointing at the easement boundary, and to be in a material approved by Council.
- C32** Clearances to easement boundaries are required to prevent structural loads on drainage structures or encroachment within the angle of repose of the soil. Piering is an acceptable technique to achieve this.



- C33** If there is an existing structure over the drainage line or easement within the site that is part of the application, then an access pit is required to be provided upstream and downstream of the structure.

#### **2.25.3.14**     ***Freeboard***

- C34** Freeboard for floor levels above top water level (TWL) of OSD storages is required for buildings near OSD storages, of at least 0.2 metres above the maximum spillway operating level for habitable areas.
- C35** A building floor level freeboard of 0.3 metres to 0.5 metres will be required against channel or mainstream flows, or in areas where significant overland flow occurs. In all other circumstances a minimum freeboard of 0.3 metres is required above surrounding finished ground levels.



# Part 3

## SUBDIVISION, AMALGAMATION AND MOVEMENT NETWORK







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## Part 3 Subdivision, Amalgamation and Movement Networks

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### 3.1 Introduction

Under the *Environmental Planning and Assessment Act, 1979* (EP&A Act), subdivision is defined as development that seeks division of land into two or more parts that, after the division, would be adapted for separate occupation, use or disposition. Common subdivision types are Torrens title (including boundary adjustments and consolidations), strata title, stratum title and community title.

The subdivision of land is usually followed by its development for different uses. How subdivisions are undertaken has a significant impact on how well the land can be developed and used. As such, development consent is required for all proposals involving subdivision.

Subdivisions or major developments that relate to streets, blocks, lots and open space can reduce or improve street connectivity and permeability, change the character of an area and affect the safety and vibrancy of public space. Those matters therefore need careful consideration.

### 3.2 Torrens title subdivision and amalgamation

#### 3.2.1 General Torrens title subdivision and amalgamation controls

A Torrens title subdivision involves the division of real property land into two or more independent lots.

A boundary adjustment is defined as the realignment of an existing Torrens lot boundary. While not creating an additional number of lots, it is considered subdivision for the purposes of assessment where a development application is required.

#### Objectives

- O1** To ensure site features and constraints are considered as part of the subdivision.
- O2** To ensure subdivision relating to existing uses is appropriately considered.

#### Controls

- C1** Subdivision or site amalgamation must not compromise the significant features of the existing site or adjoining sites, including streetscape, landscape features, trees, fences and rocky outcrops.
- C2** Applicants must demonstrate that the following issues have been considered in the preparation of the subdivision or amalgamation application:
  - i. Site topography and other natural and physical features of the land;
  - ii. Existing services;
  - iii. Existing vegetation;
  - iv. Existing easements or the need for any new easements;
  - v. Stormwater management; and
  - vi. Vehicle access to the lots, minimising access to State roads.
- C3** Corner properties must have splayed corner(s) for road widening purposes and to improve sight lines at intersections for vehicles, pedestrians and cyclists and increase the footpath area for pedestrian access at corners, especially in centres. Splays will generally be as follows:
  - i. 3 metres x 3 metres at street and street corner;
  - ii. 2 metres x 2 metres at street and lane corner; and
  - iii. 2 metres x 2 metres at lane and land corner.
- C4** When a proposal involves boundary adjustment or excision of land where it is proposed to continue existing uses:
  - i. Development consent, by way of a new application must be sought for any continuing use on the newly proposed lots;
  - ii. The new lot boundaries must relate appropriately to the boundary of existing and any new separate occupancies and any associated spaces; and



- iii. The arrangement of new lot boundaries must not create any non-compliances with any controls within this DCP that the property currently complies with, reduce from the existing extent of compliance, or otherwise impact on the functioning of the existing uses.

**NB** *Where a new development relates to land that extends over two or more existing lots, a condition of any approval will require the person acting on the consent to consolidate the allotments to create one lot under one title and be registered at the NSW Department of Lands before the issue of a Construction Certificate.*

#### **Building Code of Australia (BCA)**

*Creating a new Torrens title lot or adjusting an existing Torrens title property boundary may, for existing buildings, mean they are not complying with the BCA. Consequently, upgrades to existing buildings may be required. Typical upgrade requirements include, but are not limited to, improving the fire and sound rating of building, providing a smoke detection system or other fire safety measures, providing alternate sources of light and ventilation to rooms, or providing easement of support for any encroachments. A BCA consultant can advise on any possible issues.*

### **3.2.2 Residential Torrens title subdivision and amalgamation controls**

The residential subdivision pattern of the land where this DCP applies is characterised by small lot subdivisions of attached and detached row housing along the northern and eastern parts, and larger lot subdivisions with detached housing in the western and southern areas.

In response to the diversity of household sizes and open space needs, Council's subdivision controls permit a variety of lot sizes provided the allotment size and shape relate to the existing subdivision pattern of the locality, the context of the site, and can adequately provide room for open space, parking and landscaping.

Amalgamation is the combination of two or more lots for the purpose of redevelopment. This is usually required where the current cadastral arrangement contains lots that are too small or impractical in area, dimensions, shape and orientation to achieve the desired future built form. For residential land uses, this may be required for large higher density developments, such as masterplanned sites where amalgamation allows for a particular site planning such as providing new streets, allowing building massing to new orientations, providing new open spaces and providing combined car parking and access. Despite amalgamation being required in some instances, the existing cadastral pattern, which is mainly fine grained in pattern, forms part of the historic character of the area and is usually appropriate to be retained.

As development on any newly created allotment can potentially impact on the streetscape and amenity of the locality, it is essential that all design elements contained in this DCP are considered at subdivision stage. This will ensure future development on the site maintains and enhances the character and amenity of the locality.

#### **Objectives**

- 03** To retain the prevailing cadastral character of the street.

- O4** To ensure that the size of new allotments caters for a variety of dwelling and household types and permits adequate solar access, areas for open space, landscaping and car parking.
- O5** To ensure that the subdivision or amalgamation of sites reflects and reinforces the predominant subdivision pattern of the street.

### Controls

- C5** The proposed subdivision or amalgamation must have characteristics similar to the prevailing cadastral pattern of the lots fronting the same street, in terms of area, dimensions, shape and orientation. For the purpose of this control, Council generally considers the 'prevailing cadastral pattern' to be the typical characteristics of up to ten allotments on either side of the subject site and corresponding number of allotments directly opposite the subject site, if applicable.
- NB** *Properties located in the surrounding streets do not form part of the streetscape context, and are therefore not taken into account to determine the prevailing subdivision pattern.*
- C6** Proposed lots must be of a size, and have dimensions to enable, the siting and construction of a dwelling and ancillary buildings that:
- Protect any natural or cultural features, including heritage items and their curtilage;
  - Acknowledge site constraints such as terrain or soil erosion;
  - Address the street;
  - Minimise impact on neighbours' amenity including access to sunlight, daylight, privacy and views;
  - Provide usable outdoor open space;
  - Provide activities for relaxation, recreation, outdoor dining and children's play areas; and
  - Provide convenient pedestrian, bicycle and motor vehicle access and parking.
- C7** Subdivision or site amalgamation must not compromise the setting of any existing building on the site or the setting of adjoining sites.
- C8** Where a proposal for subdivision or site amalgamation involves the creation of new allotments, the development application must be accompanied by a conceptual building plan, demonstrating that the relevant DCP controls can be complied with.

### 3.2.3 Industrial Torrens title subdivision and amalgamation controls

Industrial Torrens title subdivisions may be required for different types of development. Industrial amalgamations may accommodate a type of industrial or warehouse process requiring a large open floor plate or requiring large turning circles for long freight vehicles. IWLEP 2022 does not set any minimum lot area for Torrens title industrial subdivision or amalgamation on land where this DCP applies, as the required lot area varies widely. A merit assessment will consider what is appropriate, depending on the location and circumstances.





## Objectives

- O6** To ensure that industrial Torrens title subdivisions are configured so that future industrial development is viable and suitable to the location and circumstances.
- O7** To ensure that proposed subdivisions consider site opportunities and constraints.
- O8** To ensure safe and efficient motor vehicle, pedestrian and bicycle access within, and to and from, a site.
- O9** To prevent the excising of land that may be detrimental to the function of an existing continuing industrial use.

## Controls

- C9** Torrens title subdivision developments with lots less than 600m<sup>2</sup> or width less than 20 metres must be accompanied by a conceptual plan for the industrial development of the site, demonstrating that the proposed lots have suitable area, dimensions and a layout that allow for an industrial use that complies with this DCP and is suitable to the location and circumstances.
- C10** The depth to width ratio of new lots must not be greater than 4:1.
- C11** If a battleaxe type subdivision is proposed, any access driveway must be a minimum width of 6 metres.

### 3.2.4 Commercial Torrens title subdivision and amalgamation controls

The commercial centres in the Inner West LGA predominantly retain the traditional narrow Torrens title cadastral pattern, containing individual small commercial tenancies on each small lot, which creates a rich, varied and vibrant streetscape.

Later amalgamations of various lots have accommodated larger site requirements, with buildings having greater frontages and footprints, and often having multiple occupancies with common internal parking/loading facilities, and typically being strata or stratum subdivided.

While it is important to maintain the character of the narrow built form in the building design, amalgamations can achieve increased densities and improved design quality, especially in the Marrickville, Dulwich Hill and Petersham commercial centres, where significantly higher densities are permitted. Inner West LEP 2022 does not set any minimum lot area for Torrens title commercial subdivision or amalgamation, as the required lot area varies widely. A merit assessment will consider what is appropriate, depending on the location and circumstances.

## Objectives

- O10** To retain the character of the commercial centres.
- O11** To ensure lots have usable sized frontage.
- O12** To ensure the configuration of lots are appropriate to the site context.

## Control

- C12** The lots in a proposed subdivision must have street frontage widths not less than the prevailing cadastral pattern of the lots fronting the same street and have a compatible shape and orientation. For the purpose of this control, Council generally considers the 'prevailing cadastral pattern'

to be the typical characteristics within the particular commercial centre of up to ten allotments on either side of the subject site and corresponding number of allotments directly opposite the subject site, if applicable.

**NB** *Properties located in the surrounding streets do not form part of the streetscape context, and are therefore not taken into account to determine the prevailing subdivision pattern.*



### 3.3 Strata and stratum title subdivision

Strata title is a subdivision of a parcel of real property land into separate lots and common property. This title gives individual ownership to smaller portions of a larger property and an undivided share to common property such as gardens or driveways. Owners become members of the owners' corporation which controls maintenance. A strata subdivision is commonly used for residential flat buildings, multi dwelling housing, shoptop housing developments and industrial unit developments. Strata lot boundaries must be defined in relation to a building on the land.

A stratum subdivision is the vertical subdivision of sections of a building of a parcel of real property land into separate titles, each of which can then be sold, leased, mortgaged or further subdivided by a strata scheme. An example is the stratum subdivision of a ground floor retail or commercial area from the above residential floors. Stratum lot boundaries must be defined in relation to a building on the land.

Strata and stratum title subdivision can occur as part of a new development or may be proposed for existing properties held in single ownership, to enable separate titles to be created. As strata and stratum subdivision is required to be referenced back to a building structure, the size and arrangement of strata and stratum residential subdivision is not required to be directly controlled, only indirectly through the building controls in other sections of this DCP that the subdivision needs to relate to.

#### Objectives

- O13** To ensure the arrangement of lots relates appropriately to the separate occupancies.
- O14** To ensure legal rights of access and management are accommodated for communal use areas.
- O15** To ensure any required facilities are provided.
- O16** To ensure common areas are appropriately managed.

#### Controls

- C13** The strata subdivision boundary must relate appropriately to the boundary of separate occupancies and any associated spaces and be consistent with, and not cause the contravention of, any relevant development consents that apply to the land.
- C14** Common pedestrian, vehicular or service access must be accommodated in the common property or in other easements or rights of way.
- C15** The plan of subdivision must have only one lot for each occupancy, with any car parking spaces or other ancillary areas associated with each occupancy being part lots.
- C16** Separate letterboxes must be provided for each occupancy and an additional letterbox provided for the owners' corporation, with numbering and "owners' corporation" title clearly displayed.
- C17** The strata management statement must include all matters relevant to the ongoing common management of the building(s) and site.

### Building Code of Australia (BCA)

*Through the process of assessing the development application for a strata subdivision, an inspection of the property may reveal the necessity for fire upgrading of residential building to occur to a satisfactory standard in accordance with the BCA.*

### State Environmental Planning Policy (Affordable Rental Housing) 2009 (Affordable Housing SEPP)

*The strata subdivision of an existing residential flat building may be captured under the Affordable Rental Housing SEPP. Under the Affordable Rental Housing SEPP, consent can not be granted for strata subdivision of boarding houses.*



## 3.4 Community title subdivision

A community title subdivision is a subdivision of a parcel of real property land into three or more separate lots. The lot numbered one is the association property. The association property is similar to common property in a strata scheme and is owned by an association comprising the registered proprietors or each of the other lots. Unlike strata or stratum title, the boundaries of lots relate to the land and do not need to relate to a building.

Community title subdivision is usually created where a development is large and separate parts of the development will be completed in stages. In such a situation the original parcel of land is subdivided to create lots that are intended for future stages of development and the remaining land becomes “association property” for common uses for the whole complex such as access roads, fencing, general landscape areas, waste areas and recreation facilities. Lots for development can subsequently be further strata or Torrens title subdivided as appropriate. Where these lots are strata subdivided, for example, for a residential flat building, they must contain separate common properties associated only for that lot. This enables the owners’ corporations of separate strata plans to be a manageable size and only requires collective management for components that have common use for the whole complex via the community scheme management statement.

### Objectives

- O17** To ensure the community scheme is appropriate for the development of the land and surroundings.
- O18** To ensure all areas common to the whole community scheme are appropriately nominated and managed.

### Controls

- C18** The proposed community scheme subdivision must be accompanied, at a minimum, by a conceptual plan for the redevelopment of the whole community scheme.
- C19** The arrangement of community development lots and association property must appropriately relate to the layout for the redevelopment of the whole community scheme.
- C20** All areas common to the whole community scheme must be accommodated within the association property.
- C21** A draft of the community scheme management statement must accompany the development application for the community scheme subdivision and include all matters relevant to the ongoing common management of the community scheme including the impact on the surroundings.
- C22** If the community scheme subdivision layout includes a type similar to a typical Torrens title subdivision, then Section 3.2.1 of this DCP must be applied to the assessment of the community scheme subdivision.



### 3.5 Subdivisions and major developments affecting movement networks and public domain

This section relates to subdivisions and major developments that may create or impact on movement networks or affect the functionality of the public domain.

Movement networks accommodate movement of pedestrians, vehicles, services and infrastructure and provide space for social interaction and general amenity. The LGA's grid street structure means the movement network generally has a high level of permeability, allowing good connection between streets and key locations. Sustainable forms of transport, such as walking and cycling, can be better utilised by quick and direct paths of travel and a variety of routes through quieter back streets. Where development creates new streets or has the potential to affect movement networks it is crucial that connection and permeability are retained and wherever possible enhanced.

The structure of private land interconnected by public land (streets and other open spaces) is fundamental to the creation of well functioning neighbourhoods.

#### Objectives

- O19** To retain and enhance an interconnected and permeable movement network.
- O20** To ensure the layout of subdivisions, streets and open spaces enable buildings to front onto public space to create vibrant and safe public spaces.
- O21** To ensure streets, blocks, lots and open space are appropriate for their intended purpose, respond to the topography and natural features and reinforce the existing patterns and character in the surrounding area and/or desired future character.

#### Controls

- C23** A subdivision or major development must include a new street or pedestrian/cycle path or open space where there is the potential for it to provide an appropriate street connection.
- C24** Any proposed new street or pedestrian/cycle path or open space connections must be dedicated to Council as public land, or otherwise have right of way legal entitlement as part of the proposal, to allow for public access in perpetuity.
- C25** A development must not remove, create barriers or degrade the quality of existing connections, or reduce permeability.
- C26** In determining connection routes, direct and safe routes must be provided in order of priority for pedestrians, cyclists then motorised vehicles, in a way that minimises conflicts.
- C27** New or altered street blocks must be kept as small as possible, as appropriate for different land uses, while complying with other relevant controls within this Part of the DCP.
- C28** The layout of new or altered streets, blocks, lots and open spaces must consider the topography and natural features of the site and surrounding area.
- C29** Rear lanes must be provided where appropriate, especially where they continue the street pattern in the area.



- C30** New street intersections should generally be perpendicular.
- C31** The type and design of new or altered streets must facilitate the desired speed, traffic volume, parking and service and emergency vehicles access.
- C32** The layout of new or altered streets, blocks and lots must ensure that buildings can be designed to front onto a street.
- C33** Subdivision, street and open space layout must ensure there is a road carriageway and footpath between any open space and any lots.
- C34** Where possible and appropriate, streets should terminate with a view of a special site feature (such as a landmark building) and be aligned and designed to enable viewing and framing of the view.
- C35** Where a street view will terminate with a building (or building lot), the building (or building lot) must be on axis with the street.
- C36** Notwithstanding the above controls, the street, block, lot and open space layout should generally reinforce the existing patterns and character in the surrounding area in regards to size, shape, proportion and orientation, unless the area is isolated and it is appropriate to set a new character in accordance with the applicable precinct's desired future character statement.





## 3.6 Subdivision of Secondary Dwellings

Property owners may apply to Torrens title or Strata subdivide secondary dwellings under Clause 2.6 (2) of Inner West LEP 2022. As the Minimum subdivision lot size map for Inner West LEP 2022 does not include minimum lot sizes for the land where this DCP applies, an application for the subdivision of a secondary dwelling will be assessed on merit. An application for the subdivision of a secondary dwelling will be assessed using the following considerations, in addition to the relevant controls contained within Part 3 of this DCP.

### Objectives

- O22** To ensure the suitability of the existing secondary dwelling to perform as a stand alone dwelling house.
- O23** To ensure the prevailing cadastral character of the street is retained in any Torrens title subdivision.
- O24** To ensure an application for subdivision of an existing secondary dwelling does not detrimentally affect any heritage values of the subject site, principal dwelling or surrounding area.
- O25** To ensure that any application for the subdivision of an existing secondary dwelling will not result in the net loss of off-street parking spaces.
- O26** To ensure that suitable access is provided to a subdivided existing secondary dwelling.
- O27** To ensure that the subdivision of an existing secondary dwelling located on a rear lane contributes to the reactivation of the rear lane.
- O28** To ensure the subdivision of an existing secondary dwelling does not compromise the privacy of the principal dwelling or adjacent dwellings.

### Controls

- C37** The proposed Torrens title subdivision of an existing secondary dwelling must have characteristics similar to the prevailing cadastral pattern of the lots fronting the same street or laneway, in terms of area, dimensions, shape and orientation. For the purpose of this control, Council generally considers the 'prevailing cadastral pattern' to be the typical characteristics of up to ten allotments on either side of the subject site and corresponding number of allotments directly opposite the subject site, if applicable.
- C38** The secondary dwelling the subject of the subdivision application must be able to function as a separate dwelling house.
- C39** Suitable access arrangements must be able to be provided to the secondary dwelling the subject of the subdivision application.
- C40** The subdivision of an existing secondary dwelling must not compromise the privacy of the principal dwelling or adjacent dwellings.
- C41** The subdivision of an existing secondary dwelling must not result in the net loss of off-street car parking spaces from the principal dwelling.

# Part 4

## RESIDENTIAL DEVELOPMENT



# 4.2

## RESIDENTIAL DEVELOPMENT MULTI-DWELLING HOUSING AND RESIDENTIAL FLAT BUILDINGS







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## Part 4 Residential Development

### 4.2 Multi Dwelling Housing and Residential Flat Buildings

This section of the DCP introduces objectives and controls for medium and high density residential development, such as multi dwelling housing and residential flat buildings.

Multi dwelling housing in the Inner West Local Government Area (LGA) typically takes the form of villas, townhouses or group homes including residential flat buildings (older stock of Inter War and post World War Two buildings), newer multi-storey apartment blocks and shop top housing.

**NB** *Section 4.2 provides core controls and objectives relevant to multi dwelling housing and residential flat buildings. It must be consulted in conjunction with other relevant sections of the DCP that provide applicable controls and objectives like parking, landscaping, fencing or solar access.*

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX SEPP) requires new residential developments to be energy and water efficient. The BASIX SEPP operates in conjunction with Environmental Planning and Assessment Amendment (Building Sustainability Index: BASIX) Regulation 2004 to ensure the effective introduction of BASIX in NSW. Contact the Department of Planning or visit [www.basix.nsw.gov.au](http://www.basix.nsw.gov.au) for more information.

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) provides design principles for residential flat buildings containing three or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and four or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops). Contact the Department of Planning or visit <http://www.planning.nsw.gov.au/> for more information.

#### 4.2.1 General objectives

- 01** To provide increased housing accessibility, diversity and choice through refurbishment and development of new multi dwelling housing and residential flat buildings.
- 02** To promote development that responds, enhances and contributes to the area's heritage, including items of environmental heritage and heritage conservation areas, established character, streetscape qualities and landscape elements.
- 03** To encourage the provision and retention of affordable housing.
- 04** To encourage the inclusion of accessible features in new development and the retention of existing accessible features in existing development.
- 05** To ensure new development is compatible with the existing zoning and desired future character of the locality.



- O6** To ensure new development allows adequate on-site provision for infiltration of stormwater, deep soil planting, landscaping, footpaths, driveways and outdoor recreation areas.
- O7** To ensure new development considers the principles of ecologically sustainable development, in particular energy, water and stormwater efficiency, solar access, natural ventilation, waste reduction and local biodiversity.
- O8** To maintain a reasonable level of amenity for neighbours by ensuring development has minimal impact on neighbouring/adjoining properties in terms of building dominance (bulk and scale), overshadowing and privacy (both visual and acoustic).
- O9** To consider building location, design and car parking in order to maximise use of public transport.
- O10** To provide detailed design objectives and controls which encourage innovative design that enhances the character and context of the locality.
- O11** To encourage high quality urban design outcomes.
- O12** To enhance the quality of life and promote the wellbeing of the local community.
- O13** To encourage residential development which is sensitive to the local environment, socially responsive, promotes a safe living environment and makes better use of existing infrastructure.

### 4.2.2 Good urban design practice

**NB** Refer to Section 2.1 (Urban Design) for principles of urban design and other guidelines.

To achieve good urban design, multi dwelling housing and residential flat buildings or apartments should:

1. Consider the characteristics of the site and the adjoining development through site and context analysis;
2. Ensure new development maintains the same setback and enhances the streetscape character of the locality;
3. Ensure the scale of development is appropriate for the site;
4. Ensure dwellings will be accessible to people with a disability or can be modified to facilitate easy access;
5. Ensure the development is designed and uses materials and finishes which complement the locality;
6. Ensure the dwellings and open space areas are orientated to achieve good solar access, are energy efficient and are environmentally friendly;
7. Ensure building entries address the street and are clearly visible from the street or internal driveways/footpaths;
8. Design development to fit in with the type and quality of landscaping found in the locality;
9. Consider the quality of private open space and how it relates to the layout of the dwelling;
10. Ensure entries, parking areas and paths are well lit and able to be viewed from public spaces;
11. Ensure driveways or garages do not dominate the view of the development from the street and consider alternative modes of transport and car share options to reduce on-site parking;



12. Include communal open space and play facilities for children;
13. Plan for acoustic and visual privacy protection; and
14. Use design techniques which promote safety and reduce crime.

Council is committed to the design of residential flat buildings and multi dwelling housing that uses accessible and adaptable design principles to benefit a cross-section of the community and caters for the changing needs of individual residents.

### 4.2.3 General controls

- C1** New developments with six or more dwellings must provide the following mix of dwelling types:
- i. Studio 5 – 20%
  - ii. 1 bedroom 10 – 40%;
  - iii. 2 bedroom 40 – 75%; and
  - iv. 3 bedroom or bigger 10 – 45%.
- NB** *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.*
- C2** Indoor and outdoor spaces must meet the needs of different age groups and flexibility must be built into communal open space to meet changing needs.
- C3** All development must respect, protect and maintain the existing sandstone kerb and guttering which is unique in its extent and quality across the land where this DCP applies.
- C4** Brick footpaths laid in the depression era must be maintained and protected.
- NB** *In some areas brick footpaths and sandstone kerb and guttering are heritage items or identified in a heritage conservation area. However, many exist outside those areas and require protection.*
- C5** Buildings must be designed and located to reinforce the characteristic subdivision pattern in the locality.
- NB** *A large facade along a street with predominately narrow street frontages may introduce vertical elements to highlight the prevailing subdivision pattern.*
- C6** The adaptable dwellings component of all new development must integrate the adaptable housing components, not isolate them or use a different standard of material and finishes.
- NB** *Section 2.5 (Equity of Access and Mobility) of this DCP provides detailed controls and guidelines on adaptable dwellings and other access requirements. Every new multi dwelling housing or residential flat building is required to provide one adaptable dwelling for every five dwellings or part thereof. For a multi dwelling housing or residential flat building containing less than five dwellings, the provision of adaptable housing is voluntary. For a development containing six dwellings a minimum of 2 adaptable dwellings is required; for a development containing 11 dwellings a minimum of 3 adaptable dwellings is required, and so on.*

### 4.2.4 Built form and character

#### 4.2.4.1 Floor space ratio and site coverage

Council's floor space ratio (FSR) and site coverage controls aim to facilitate an acceptable bulk and scale of development that relates to the street and adjoining development and balance the broader objectives of increasing density for a more compact city with a satisfactory level of amenity for existing and future residents.

While Inner West LEP 2022 establishes a maximum FSR and height, these may only be achieved by satisfying the other relevant design controls contained in this DCP.

#### Objectives

- O14** To ensure new development results in a FSR and site coverage compatible with the existing zoning and desired future character of the locality.
- O15** To ensure new development results in a site coverage which allows adequate provision to be made on site for infiltration of stormwater, deep soil planting, landscaping, footpaths, driveways and outdoor recreation areas.

#### Controls

- C7** Maximum permissible FSR for any development must be consistent with the FSR standards prescribed on the Inner West LEP 2022 Floor Space Ratio Map.
- NB** *The FSR will vary depending on the land use and, for certain land uses, also based on the site area. The FSR set for multi dwelling housing and residential flat buildings will result in an appropriate form for a suburban context. For the R1 General Residential and R4 High Density Residential zones, where appropriate, a higher or lower FSR has been set in specific areas to achieve specific outcomes – coupled with a higher or lower height.*
- C8** Maximum site coverage must be in accordance with Table 1.



Table 1: Maximum site coverage for multi dwelling housing and residential flat buildings

Development type	Maximum site coverage
Multi dwelling housing	50% for single storey 40% for two or more storeys
Residential flat buildings	45% for one storey 35% for two storeys 30% for three or more storeys

**NB** *The potential maximum floor space and site coverage standards are not 'as of right' controls and will depend on how the proposed development meets other relevant design controls contained in this DCP. Compliance with the maximum FSR and site coverage controls does not automatically guarantee approval.*

#### 4.2.4.2 Building heights

Under Inner West LEP 2022 specified building heights are shown in metres on the MLEP 2011 Height of Buildings Maps.

The maximum height limits specified in Inner West LEP 2022 assist in responding to the desired future character of the locality.

The height of buildings under the Inner West LEP 2022 definition is measured from ground level (existing) (at any point) to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like. A letter and numeric coding system is used on the Height of Buildings Map.

#### Objectives

- O16** To use the maximum height limits specified in Inner West LEP 2022 to assist in responding to the desired future character of the locality.
- O17** To ensure the height of development relates to the local topography with minimal cut and fill.
- O18** To ensure development has minimal impact on neighbouring properties in terms of building dominance (bulk and scale), overshadowing and privacy.

#### Controls

- C9** The maximum permissible height for any development must be consistent with the height standards prescribed on the Inner West LEP 2022 Height of Buildings Map.
- C10** With generic heights partially modified to relate to different areas and site circumstances, applicants must refer to the Inner West LEP 2022 Height of Buildings Map and the Planning Precinct in which the site is located to check for any site specific controls.

#### 4.2.4.3 Building setbacks

Setbacks define the overall footprint of a building and the outer extremities of that building in relation to the front, side and rear boundaries.

The minimum setbacks specified in this DCP may be varied to suit an individual site's context, especially in some of the highly built up areas of the area where Council places particular emphasis on continuing the established building alignment.

### Objectives

- O19** To integrate new development with the established setback character of the street.
- O20** To maintain a reasonable level of amenity for neighbours with adequate access to sunlight and fresh air.
- O21** To ensure adequate separation between buildings for visual and acoustic privacy.

### Controls

#### **C11** Multi dwelling housing

- i. Minimum front setback:
  - a. Must be 6 metres from the front boundary;
  - b. On corner lots the secondary building line may, at the discretion of Council, be reduced to 4.5 metres; and
  - c. For buildings above two storeys, each application shall be considered on merit.

**NB** *Council may consider a variation to the above setback requirements where it is considered that a reduced setback will result in an improved streetscape and visual relationship with adjoining development.*

- ii. Minimum side setback:
  - a. Must be 4 metres where there is no driveway along the side boundary; and
  - b. Must be 7 metres where a driveway is proposed along that side boundary.

**NB** *Council may agree to a minor variation to the above setbacks in order to create visual interest, provided that a corresponding section of the wall has its setback increased by an amount which is equal to the reduction in setback elsewhere.*

- iii. Minimum rear setback:
  - a. Must be 4 metres where there is no driveway along the rear boundary; and
  - b. Must be 7 metres where a driveway is proposed along that rear boundary.
- iv. Setback along common driveway:
  - a. Minimum distance between rows of buildings along a common driveway must be 9 metres in the case of single storey development and 11 metres in the case of two storey development.

#### **C12** Residential flat buildings

- v. Minimum front setback:
  - a. Must be 9 metres; and
  - b. For high-rise buildings and buildings above three storeys, each application will be considered on its merits with a minimum front building setback of 11 metres.

**NB** *Council may consider a variation to the above setback requirements where it is considered that a reduced setback will result in an improved streetscape and visual relationship with adjoining development.*



- vi. Minimum side and rear setbacks:
  - a. A minimum setback of 3 metres must be maintained for one storey residential flat buildings with a wall height of less than 3 metres; and
  - b. For residential flat buildings greater than 3 metres or one storey, the following setbacks must apply:
    - One storey – 3.5 metres
    - Two storeys – 4 metres
    - Three storeys – 4.5 metres

**NB** *For buildings above three storeys, each development application will be considered on merit. The above setbacks must be maintained throughout the entire length of the building. Council may agree to a minor variation to the above setbacks in order to create visual interest, provided that a corresponding section of the wall has its setback increased by an amount which is equal to the reduction in setback elsewhere.*

- C13** Notwithstanding any compliance with the front, side and rear setback controls, applicants must demonstrate that proposed building setbacks:
- i. Provide adequate separation between buildings;
  - ii. Protect adjoining buildings from overlooking and loss of amenity;
  - iii. Maintain solar access in accordance with Council's requirements to adjoining premises; and
  - iv. Are acceptable in terms of their impact on existing views (in this regard, Council encourages view sharing between surrounding residences).

- C14** Variations to building setbacks may be permitted where:
- i. There is no adverse impact of any proposed boundary wall on neighbours;
  - ii. Privacy between neighbouring dwellings and their open space improves; and
  - iii. The proposed setback matches an existing setback of a neighbouring building, leading to an improved streetscape and visual relationship.

## 4.2.5 Streetscape, general appearance and materials

The land where this DCP applies' residential areas contain a variety of architectural styles spanning the Victorian period through to Inter-War residential flat buildings and to development of the late 20th century.

New development must enhance the positive characteristics of the street and locality. This does not mean new buildings must replicate or mimic historical styles; on the contrary, the prevailing character of a street can develop a contemporary architectural expression that is compatible with existing street and wider locality.

The design of new development should respond to the 'horizontal and vertical control lines' established by existing buildings in the street. Control lines establish a design pattern and reinforce the character of the street. Elevation relief and modelling also contribute, ensuring new development fits into the streetscape.

## PART 4: RESIDENTIAL DEVELOPMENT

This DCP aims to encourage high quality urban design outcomes in the design of new residential flat buildings and multi dwelling housing and the maintenance of existing residential flat buildings and their architectural contribution to the streetscape.

### Objectives

- O22** To encourage development which reflects contemporary values through design approach, materials and construction technique, to provide an appropriate response to the historical context of the street and the wider locality.
- O23** To ensure new development achieves a cohesive relationship with existing development to maintain the overall character of the area.
- O24** To ensure a high standard of building design, detailing and finish at an appropriate scale to the street that complements the existing built form and streetscape.
- O25** To avoid adverse changes to existing residential flat buildings and to encourage positive changes.

### Controls

#### **4.2.5.1** *Facade and streetscape design*

- C15** Multi dwelling housing and residential flat building development must be sensitive to the specific characteristics of the site and its locality.
- C16** External building materials and finishes, in particular for street facades and roofing, must not contrast with the existing character of the street.
- C17** Pedestrian access and establishing a sense of place and street identity must be encouraged.
- C18** New development must be oriented to complement the existing pattern of development found in the street.
- C19** New development must address the principal street frontage and provide an attractive visible facade from the street.
- C20** Facade design must enhance the existing built character by interpreting and translating any positive characteristics found in the street and locality into design solutions, with particular reference to:
  - i. The massing - that is, the overall bulk and arrangement, modulation and articulation of building parts;
  - ii. Roof shape, pitch and overhangs;
  - iii. Verandahs, balconies and porches; and
  - iv. Window shape, textures, patterns, colours and decorative detailing.
- C21** Facades must be composed with an appropriate scale, rhythm and proportion that responds to the building's use and desired future character by, for example:
  - i. Providing bays or units of dimensions appropriate to the scale of the building proposed and that of adjoining development;
  - ii. Using vertical control lines set by such elements as blade/party walls, nib walls, exposed downpipes, attached piers, setbacks or changes in facade planes, to establish bays;
  - iii. Repeating bays along the facade with bay width uniform and similar to the bay or full width dimension of adjoining buildings;
  - iv. Using horizontal control lines set by elements such as ground level string courses, cornices, balcony balustrades or roofs, eaves lines





or door or window heads to align elements of new buildings with similar elements of adjoining buildings;

- v. Articulating building entries with awnings, porticos, recesses, blade walls and projecting bays;
- vi. Selecting balcony types which respond to the street context, building orientation and residential amenity;
- vii. Avoiding long straight walls;
- viii. Providing regular modulation or division of massing and facade treatment;
- ix. Ensuring an acceptable ratio of facade openings to wall areas; and
- x. Varying balcony proportions and orientation.

**C22** Alterations and additions must not detract from the architectural integrity and building form of existing period residential flat buildings. (See design guideline at Section 4.2.10).

**C23** For period residential flat buildings

- i. Additions to the street elevation are not permitted.
- ii. The existing form and appearance of terracotta tiled roofs must be maintained.
- iii. Vertical additions are not permitted except where there is sufficient space to be contained within the roof.
- iv. Dormers are not characteristic of residential flat buildings. Proposed dormers must comply with Section 4.1.8 of this DCP.
- v. Existing landscaped front and side setback areas must not be paved or made to accommodate parking. Soft landscaping including lawn, low shrubs and trees as appropriate to the style of flats must not screen or conceal the front elevation.
- vi. Open balconies or verandahs must not be infilled and previously infilled recessed balconies should be opened up where possible.
- vii. Face brick must not be rendered or painted.
- viii. Original embellishments must be retained, including:
  - a. Decorative brickwork details;
  - b. Raised parapets;
  - c. Lead light glass and multi-pane windows; and
  - d. Decorative terracotta tile or concrete panels.

#### **4.2.5.2 Bulk and scale relationship**

**C24** New development must provide a sympathetic transition in scale between old and new buildings by dividing building mass, roof form and facade into smaller units which sympathetically relate to adjoining properties.

**C25** For development where the Height Of Building standard is equal to or greater than 14 metres and the proposed development will involve roof top structures within the topmost 3 metres of the maximum height control, the following provisions apply:

- i. The top 3 metres of the building must not contain a dwelling or part of a dwelling; and
- ii. Where any structure is greater than 1.5 metres above the roof level directly below:
  - a. The perimeter of this area must be no greater than 20% of the roof perimeter area of the level directly below;

- b. The roof top structure must not be visible when viewed from 1.8 metres above the footpath pavement on the edge of the road reserve on the opposite side of the street to the building;
    - c. The roof top structure must not be visible when viewed from 1.8 metres above the lane pavement or natural ground level of an adjoining property, 6 metres out from the rear boundary; and
    - d. If the roof top structure would be visible from oblique views if built to the side edge of the building (such as where adjoining buildings that are separated or low or the site is on a street corner), it must be setback 3 metres from the side edge of the building.
  - iii. Any parapets or balustrades must be a maximum 1 metre above the roof level directly below.
- C26** Continuous wrap around balconies that add to the bulk of the building are not desirable.
- C27** The enclosure of balconies or verandahs for the purpose of providing additional floor space is not permitted.
- C28** Additions to the side and rear elevations of period residential flat buildings are permitted only where they will not adversely affect the overall form and character of the building or amenity of neighbours. They may include balconies at the rear or awnings and canopies for sun control to the rear and sides.

### **4.2.5.3**     *Materials, finishes, textures and colours*

- C29** Face brickwork must be used only where this is common in the immediate vicinity of the proposed development. Bricks must be of a uniform colour, without mottle (except for traditional sandstock) or wire cut.
- C30** Development must:
- i. Avoid large expanses of glass and reflective wall cladding (including glass blocks);
  - ii. Use roof cladding which conforms with contributing neighbouring development; and
  - iii. Use colour schemes that reflect and draw references from the locality, ensuring the colour of the building is not excessively light or dark.
- C31** The use of the following materials or techniques is not permitted:
- i. Rough textured bagged finish;
  - ii. Extensive areas of glass sheeting; and
  - iii. Circular pattern render.
- C32** Highly contrasting coloured bricks must be restricted to building elements such as sills, window heads, string courses and to assist in the division of the building into bays and sections.

### **4.2.6**     **Parking and access**

The provision of car parking should reasonably satisfy the needs of current and future residents. The parking of vehicles in areas which were designed and built before the advent of mass car ownership, is often difficult to provide due to narrow streets and the desire to maintain the unity of the surrounding built form.



The provision of parking needs to allow a reasonable standard of living while not adversely affecting residents or the wider community and environment. The area where this land applies is well served by public transport; new development or redevelopment should maximise use of this network.

- C33** Parking structures or garages must not be located in front of the building line.
- C34** Vehicular entrance to a communal parking like a basement parking must be located in such a way to have least impact on the streetscape and amenity of adjoining neighbours.
- C35** Vehicular access must be at least 6 metres from the intersection of two streets. A crossing within the 6 metres requirement will only be considered if a splay corner is provided and the vehicular access is located as far as possible from the corner.
- C36** Major development proposals must be supported by a traffic report prepared by a suitably qualified traffic consultant.

**NB** Refer to Section 2.10 (Parking) of this DCP for objectives and controls relating to parking rates and design requirements.

#### **4.2.6.1 Advisory notes**

Off-street parking requirements may be varied at Council's discretion where:

1. New development or redevelopment is located close to public transport routes, a nominated shared car parking space or well designed accessible bicycle facilities;
2. Parking significantly compromises the quality of the streetscape and heritage character;
3. Vehicular crossings disrupt the continuity of pedestrian safety; and
4. There is a reduction to the on-street parking capacity.

**NB** Access directly off the splay or intersection will not be considered under any circumstances.

#### **4.2.7 Ceiling heights**

Ceiling heights are measured from finished floor to finished ceiling level. Ceiling heights are design elements for defining the three-dimensional space of an apartment, in conjunction with walls and floors. Well designed and appropriately defined ceilings ensure quality residential amenity and create spatial interest and hierarchy in apartments.

##### **Objectives**

- O26** To increase the sense of space in apartments and provide well proportioned rooms.
- O27** To promote the penetration of daylight into the depths of the apartment.
- O28** To contribute to flexibility of use.
- O29** To achieve quality interior spaces while considering the external building form requirements.

##### **Controls**

- C37** Developments must have minimum ceiling heights, measured from finished floor level to finished ceiling level, of:

- i. 3.3 metre minimum for ground floor street fronting dwellings to promote future flexibility of use;
- ii. in general, 2.7 metre minimum for all habitable rooms on all floors, 2.4 metres is the preferred minimum for all non-habitable rooms, however 2.25 metres is permitted;
- iii. for two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights;
- iv. for two-storey units with a two storey void space, 2.4 metre minimum ceiling heights;
- v. attic spaces, 1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.

**NB** *These are minimums only and do not preclude higher ceilings, if desired.*

### 4.2.8 Affordable and appropriate housing

Existing affordable housing stock in the area is being lost through the conversion of boarding houses to other uses such as single dwellings and the upgrading and strata titling of residential flat buildings.

While the Australian and NSW Governments have the legislative responsibility for housing and economic policies, impacts are felt at a local level. Planning tools are the primary mechanism through which Council can directly encourage the development and retention of affordable housing in the area.

Council is also developing an Affordable Housing Strategy to:

1. Increase stock of appropriate affordable housing for households with very low, low and moderate incomes;
2. Provide existing stock of low cost accommodation protected; and
3. Increase social inclusion.

By incorporating a whole-of-Council approach, the Strategy will build on Council's commitment to urban and social planning that improves wellbeing and quality of life.

**NB** *The State Environment Planning Policy (Housing) 2021 is designed to increase the amount and diversity of affordable housing in the State.*

### 4.2.9 Conversion of non-residential buildings in residential zones

Refer to Clauses 6.12 in Part 6 (Additional Local Provisions) of IWLEP 2022 and Section 6.4.3 of Part 6 (Industrial Development) of this DCP for detailed objectives and controls relevant to conversion of non-residential buildings in residential zones.

Refer to Part 6.7 (Period Industrial Buildings) of this DCP for detailed guidelines for adaptive reuse of period industrial buildings.



## 4.2.10 Period residential flat buildings

The objectives of this section are to maintain the contribution residential flat buildings make to the character of the area, especially where forming groups and to retain the original form and detailing of residential flat buildings while protecting and enhancing residential amenity. This includes retaining and protecting the garden setting of the building or group of buildings.

In some cases residential flat buildings will be already at or over the maximum development potential of the site determined by the applicable Council controls and an increase in floor space or building volume will not be permissible.

### 4.2.10.1 Periods

Inter War (c1920 – c1940) and post World War Two (c1940 – c1960).

### 4.2.10.2 Characteristics

1. Art Deco, Spanish Mission, Stripped Classical in the Inter-War period building style, some of the 1930s depression era and flat buildings of the 1940s and 1950s have less embellishment, reflecting a period of austerity - mainly in Petersham and Lewisham;
2. Two and three storeys with two or four dwellings per floor accessible from a centrally located common entry and stair;
3. Simple and rectangular in form, with windows and balconies “punched” into solid masonry walls;
4. Limited embellishment confined to face brickwork detailing and (sometimes) central raised parapet in Inter-War Art Deco types with render details, step haunched openings and terracotta tiled hoods and copings in Inter-War Spanish Mission types;
5. Simple terracotta tiled hipped form roofs;
6. Face brick Art Deco types usually with symmetrical front facades;
7. Varied front setbacks and limited planting in front gardens;
8. Generally narrow side setbacks and generally small rear setbacks or, where larger, paved and used for parking;
9. Original recessed verandahs often infilled by windows to create an extra room;
10. Front fences of low face brick or rendered brick, sometimes doubling as a retaining wall; and
11. Parking not available where setbacks are narrow; however, parking sometimes located at the rear where one side setback is wide enough for a driveway.

### 4.2.10.3 Design guidelines

The following design guidelines are indicative only and are illustrated in Figure 1.

1. In many cases residential flat buildings are built up to or over the floor space that would be allowed under applicable planning controls. It is unlikely in these cases that there would be scope for enlargement of those residential flat buildings. Design approaches should address specific programmes for upgrading the accommodation standard and/or restoring original detail and appearance. (A)
2. Where there is sufficient volume in pitched roofs, additional accommodation may be possibly provided within the roof space. Proposed dormer windows must comply with Section 4.1.8 of this DCP. Skillion dormer (B) forms may be able to be set within the rear roof plane but away from the hips and will only be



Inter War Art Deco – lace brick



Inter War Spanish Mission



Inter War Stripped Classical



Inter War “Austerity” Style – lace brick

appropriate where unacceptable overlooking of neighbours does not occur. Skylights (C) flush with the side roof planes, but not the front roof plane, can admit light and air to spaces.

3. Lightly framed balconies and sun hoods may be added to rear and side elevations where the rear and side setbacks allow enough space. (D) The design of added elements should complement the style of the building:
  - i. Terracotta tile roofs or canopies for additions to Spanish Mission types; and
  - ii. Flat roofs or canopies for Art Deco types.

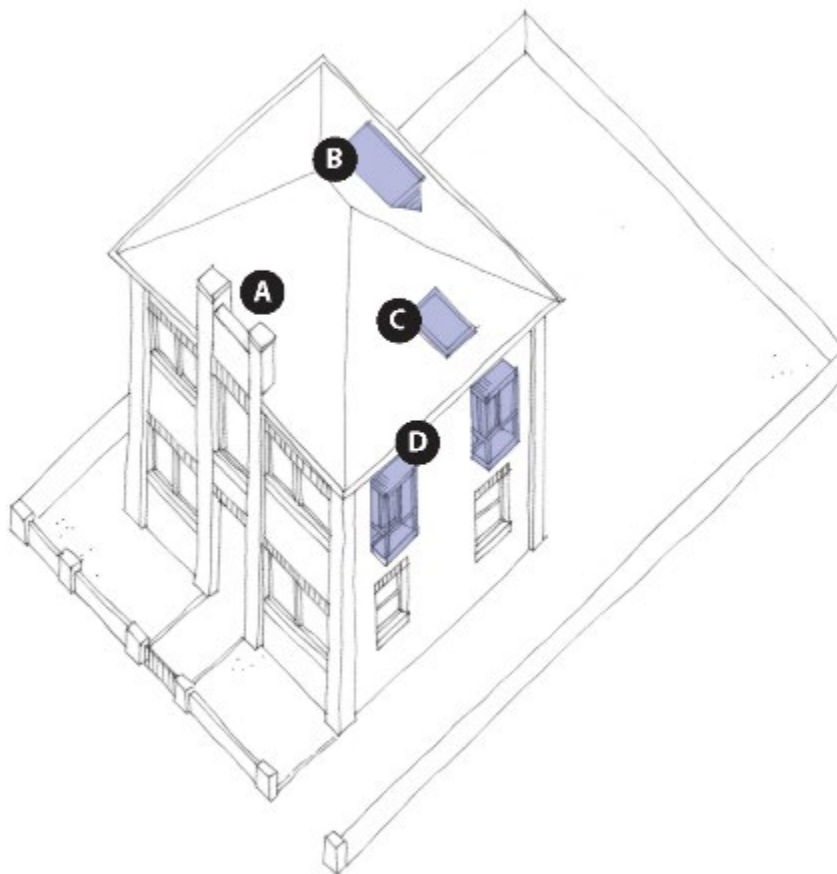


Figure 1: Design solutions for alterations and additions to period residential flat buildings.

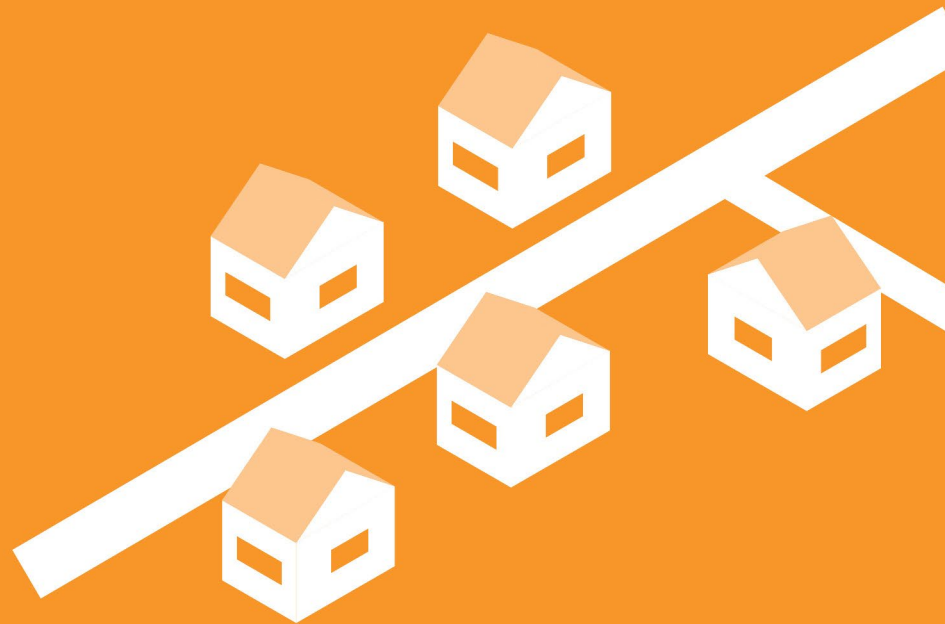
**NB** Design approaches are indicative only and do not represent all possible acceptable solutions.

**NB** Design solutions will be assessed against other relevant planning controls and must satisfy amenity (privacy and solar access) density, setback, height and bulk controls and guidelines for the relevant building type.



# 4.3

## RESIDENTIAL DEVELOPMENT BOARDING HOUSES









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## Part 4 Residential Development

### 4.3 Boarding houses

Both state and local government have recognised the vital role that privately owned and operated boarding houses play in the provision of accommodation for very low-income households. However, it is recognised that there is a need to upgrade the quality of boarding house accommodation, improve the amenity available to boarding house residents, and reduce impacts on the community, while retaining the supply of boarding house accommodation.

#### 4.3.1 Objectives

- 01** To maintain the supply of affordable accommodation for people on very low income.
- 02** To increase the supply of affordable accommodation for people on low to moderate income.
- 03** To achieve an acceptable level of internal and external amenity for people living in boarding houses.
- 04** To ensure the safety, security, health and wellbeing of boarding house residents and the local community through appropriate location, design and management of boarding houses.
- 05** To avoid any adverse impacts associated with boarding houses on nearby residents and the wider locality.

#### 4.3.2 Application

State Environment Planning Policy (Housing) 2021 is the principal legislation that permits boarding houses. The SEPP provides standards for boarding houses, a number of which (when complied with) can't be used to refuse a boarding house.

If there is an inconsistency between the provisions of this DCP and State Environment Planning Policy (Housing) 2021 the provisions of the SEPP prevail to the extent of the inconsistency.

The MDCP controls in Section 4.3 are in addition to the SEPP and indicate how a boarding house should fit in with the context and surrounding land.

**NB** *In accordance with A.2.6 of MDCP 2011 a Plan of Management is required for a boarding house – refer to Council's POM Template.*

#### 4.3.3 Planning context

Council's strategic direction is to achieve boarding houses that support the desirable physical and social characteristics of the Inner West LGA by:

1. Conserving the physical character where relatively intact and of good quality;
2. Maintaining the traditionally diverse population and housing mix; and
3. Ensuring new development is in context with surrounding development and has minimum adverse impact on environmental quality or residential amenity.

## PART 4: RESIDENTIAL DEVELOPMENT

- NB** Refer to Section 2.1 Urban Design (for principles of urban design and other guidelines).
- NB** Development applications for boarding houses in the R2 – Low Density Residential zone will be assessed in accordance with the relevant controls in Section 4.1 of this DCP relating to low density residential development and the relevant objectives and controls in Section 4.3.
- NB** Development applications for boarding houses in the R1 – General Residential, R3 – Medium Density Residential and R4 – High Density Residential zones will be assessed in accordance with the relevant controls in Section 4.2 of this DCP relating to multi dwelling housing and residential flat buildings and the relevant objectives and controls in Section 4.3.
- NB** Development applications for boarding houses in the B1 - Neighbourhood Centre Zone; B2 - Local Centre Zone and B4 - Mixed Use zones will be assessed in accordance with the relevant controls in Section 5 of this DCP relating to commercial and mixed use development and the relevant objectives and controls in Section 4.3.
- NB** Minimum access requirements for boarding houses are provided in Section 2.5.10.
- NB** Solar access requirements for boarding houses are detailed in Section 2.7.5.2
- NB** Car parking requirements for boarding houses are detailed in Table 1 in Section 2.10 Parking. Parking provision rates for boarding houses are lower than for residential flat buildings to reflect an expected lower car ownership rate and to facilitate housing affordability. As is the case for all types of parking, parking rates for boarding houses are most constrained in Parking Area 1 (most of Camperdown, Newtown and Enmore area, major commercial strips and around railway stations) and least constrained in Parking Area 3 (outlying areas). For a definition and map of Parking Areas, refer to DCP Section 2.10 Parking.
- NB** Refer to Section 2.16.2 for energy efficiency requirements.
- NB** Open space requirements for boarding houses are detailed in Section 2.18.11.4.
- NB** Where a boarding house is on the site of a heritage item or within a heritage conservation area, the proposal will also need to comply with the relevant heritage planning controls contained in Part 8 of this DCP.
- NB** Boarding house proposals also need to comply with the relevant precinct controls contained in Part 9 of this DCP.

### Controls

#### 4.3.3.1 Character and amenity of the local area

- C1** The design of a boarding house is to be compatible with the character of the local area, and ensure there are no negative impacts on the amenity of the local area. The Planning Context identifies what matters will be considered in the assessment of a boarding house, in addition to the following, to achieve compatibility with the character of the local area and minimise negative impact on amenity.



#### **4.3.3.2 Boarding house capacity**

**C2** Resident numbers will be determined based on the gross floor area of the boarding room (excluding any area used for the purposes of private kitchen or bathroom facilities).

**NB** *For the purposes of this control a boarding room which has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of less than 16 square metres is deemed to have a capacity of 1 lodger and a boarding room which has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 16 square metres is deemed to have a capacity of 2 lodgers.*

#### **4.3.3.3 Location**

**NB** *An audit of the site and its surrounds outlining the services available to the site is required to be submitted with the development application. The audit must demonstrate the accessibility of the services identified, including an analysis of matters such as the physical condition of footpaths on access paths, access ramps into shops and other premises, and level of service at bus stops.*

#### **4.3.3.4 Management**

**C3** If the boarding house has capacity to accommodate:

- i. 20 lodgers but not more than 39 lodgers, a boarding room or on site dwelling is required to be provided for a boarding house manager,
- ii. 40 lodgers but not more than 79 lodgers, two boarding rooms or on site dwellings is required to be provided for 2 boarding house managers,
- iii. more than 80 lodgers, at least three boarding rooms or on site dwellings is required to be provided for 3 boarding house managers.

**C4** An on site dwelling, or a boarding room with a minimum area of 16m<sup>2</sup> is required to be provided for each required on-site manager.

**C5** If accommodation is required for more than one on site manager, the manager's residences and offices are to be located in different parts of the boarding house, so that there is an even distribution of managers throughout the boarding house.

**C6** An area of private open space, at least 8 square metres with a minimum dimension of 2.5 metres is required to be provided adjacent to each boarding house manager's accommodation with any such private open space not being provided within the front setback area.

**C7** 1 off street car parking space is required to be provided for each boarding house manager.

#### **4.3.3.5 Boarding rooms**

### **Objectives**

**O6** Boarding house rooms are adequate in size, configuration and facilities provided to accommodate residents' needs and provide a reasonable level of privacy and comfort.

### **Controls**

## PART 4: RESIDENTIAL DEVELOPMENT

- C8** Adequate bathroom and kitchen facilities are to be provided for the all lodgers.

Table 1: Minimum requirements for boarding house rooms and facilities

Room type and facility	Minimum Requirement
<b>C9</b> Minimum area 1 person room	12m <sup>2</sup> Gross Floor Area*
<b>C10</b> Minimum area 2 person room	16m <sup>2</sup> Gross Floor Area*
<b>C11</b> Maximum room size	25m <sup>2</sup> Gross Floor Area*
<b>C12</b> Calculation of room size	*The areas referred to in Controls C9 –C11 inclusive exclude kitchenettes, bathrooms and corridors The area of the kitchenette includes a 1 metre strip adjacent to, and for the length of, the kitchen bench in the calculation NB corridors are not useable space and are not included in the room size calculation
<b>C13</b> Minimum room ceiling height	2700mm
<b>C14</b> Occupation of share rooms – per room	Maximum of two adults
<b>C15</b> Fit out room only  NB Fully dimensioned indicative room layouts are to be provided with the development application	Rooms must be able to accommodate: Bed/s for the potential number of occupants, Enclosed and open storage for clothes, linen and personal items, At least one easy chair and a desk with chair, Plus safe and convenient circulation space. Tailor the amount of storage and the number of chairs to suit the potential number of occupants
<b>C16</b> Area of self contained facilities	Maximum of 5m <sup>2</sup> for a kitchenette A kitchenette is not to be located along the wall of a corridor Minimum 3m <sup>2</sup> and maximum 4m <sup>2</sup> for en-suite bathroom NB Kitchenette contains a sink, area for cooking, such as a hotplate or microwave, and preparation space. NB Maximum areas may be relaxed in accessible rooms to allow for required circulation space.
<b>C17</b> Energy efficiency & internal climate	All habitable rooms are to have access to natural ventilation through an external window Natural light is to be available from an external window or from a light well – not from a skylight Light and air from an internal courtyard is acceptable if the courtyard is an adequate size Refer to Section 2.16 for energy requirements
<b>C18</b> Private open space  NB private open space is not a requirement but may be provided in a courtyard or balcony that adjoins a room	Maximum area 6m <sup>2</sup> Minimum dimension 2 metres

### 4.3.3.6 Communal rooms and facilities

#### Objectives

- O7** Communal areas are designed to facilitate effective communal living and social cohesion.
- O8** Boarding house residents have access to a variety of spaces that provide relief from the confined space of their room.





## Controls

- C19** A boarding house with five or more boarding rooms is to have at least one communal living room with a minimum area of 12m<sup>2</sup>.
- C20** The communal living room is to be available to residents 24 hours a day every day.
- C21** The communal living room(s) is to accommodate at least 50% of residents at capacity (as a guide 2m<sup>2</sup> per resident).
- C22** At least one communal living room in the boarding house is required to receive at least 3 hours of sunlight between the hours of 9.00am and 3.00pm in mid-winter.
- C23** Provide a smaller, more intimate communal living room on each floor in a multi-storey boarding house that has a capacity of more than 5 residents and multiple floors.
- C24** Communal facilities, such as laundry, kitchen and bathroom may be provided in a boarding house.
- C25** Communal rooms are purpose designed and not just left over space or in corridors.
- NB** *Fully dimensioned indicative communal living room layouts are to be provided with the development application and demonstrate adequate circulation space around the furnishings and fittings that will potentially be provided in the room.*

### **4.3.3.7 Communal Laundry**

- C26** If a communal laundry is provided it must be located adjacent to, and have direct access to, a drying area.
- NB** *Refer to Section 2.16 – Energy Smart Water Wise for energy efficient appliance requirements.*

### **4.3.3.8 Landscaped area and common open space**

- C27** At least one area of communal open space is to receive a minimum 3 hours direct sunlight between the hours of 9.00am and 3.00pm midwinter.
- NB** *Refer to Section 2.18 – Landscaping and Open Spaces for landscaped area and common open space requirements.*

# Part 5

## COMMERCIAL & MIXED USE DEVELOPMENT







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## Part 5 Commercial and Mixed Use Development

### 5.1 General Commercial and Mixed Use Development Controls

Commercial centres are critical to the vitality, sustainability and cultural life of the land where this DCP applies, providing access to goods, services, transport, social exchange and cultural activities within walking distance of most homes.

The commercial centres within the area are predominantly traditional commercial strip types of centres. They are characterised by a collection of narrow building fronts, generally one to three storeys, mostly massed to the front boundary, with a continuous collection of commercial and other active street level frontages and a mixture of other uses, especially shop top housing.

Section 2.1 (Urban Design) of this DCP introduces the broad urban design principles and characteristics of a building or streetscape that need to be considered when designing appropriate development in commercial centres. This section explains the different types of commercial and mixed use development, and provides descriptions and sets objectives and controls for the different aspects of commercial and mixed use development. Section 5.4 (Design Guidelines) of this DCP gives additional design advice, discusses possible design solutions and illustrates examples of successful design solutions for a particular context.

#### 5.1.1 Contributory buildings

Some buildings in the commercial centres make a positive contribution to the character of the streetscape and broader townscape and are required to be retained. Where Council determines that a building is contributory, as a minimum, the street fronting portion of the existing building (being the front most original structural bay where this is intact) is required to be retained to maintain the structural and aesthetic integrity of the building.

In commercial centres where the desired future character involves major change, contributory building maps have been prepared that clearly designate which buildings are contributory. Those maps are located within the Part 8 (Heritage) of this DCP. In other commercial centres, this will be assessed on a merit assessment of the building, with reference to the precinct statements and the design guidelines. The design guidelines provide information on the type, period and style of contributory buildings up to World War Two and suggests options for restoration, reconstruction, alterations and additions (See Section 5.4 (Design Guidelines)). Other good examples of post-World War Two buildings that also contribute to the existing character of the streetscape and broader townscape will be considered on merit as part of the general assessment of building frontages.

#### 5.1.2 Type of commercial and mixed use developments

The type of commercial and mixed use development broadly fits into four categories:

1. Commercial change of use;
2. Internal alterations and additions;

3. External alterations and additions, which includes:
  - i. Minor superficial external alterations (no or minimal additional floor area);
  - ii. Minor external alterations and additions (additional floor area);
  - iii. Major external alterations and additions (major demolition and additional floor area); and
4. Infill development (vacant site or total demolition and new development).

## 5.1.2.1 Commercial change of use

A commercial change of use involves a new use occurring within an existing building, as illustrated by Figure 1.

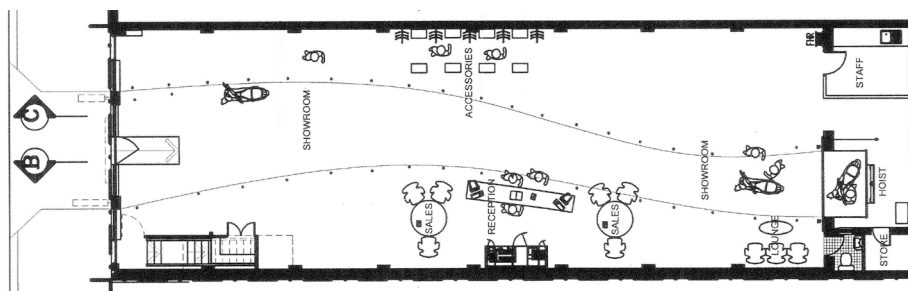


Figure 1: Example of change of use type of commercial and mixed use development.

## 5.1.2.2 Internal alterations and additions

Internal alterations and additions involve minor changes to the internal fabric of a building, often made in combination with a change of use that is undertaken to meet the requirements of a new, altered or existing commercial activity. Figure 2 illustrates this type of development.

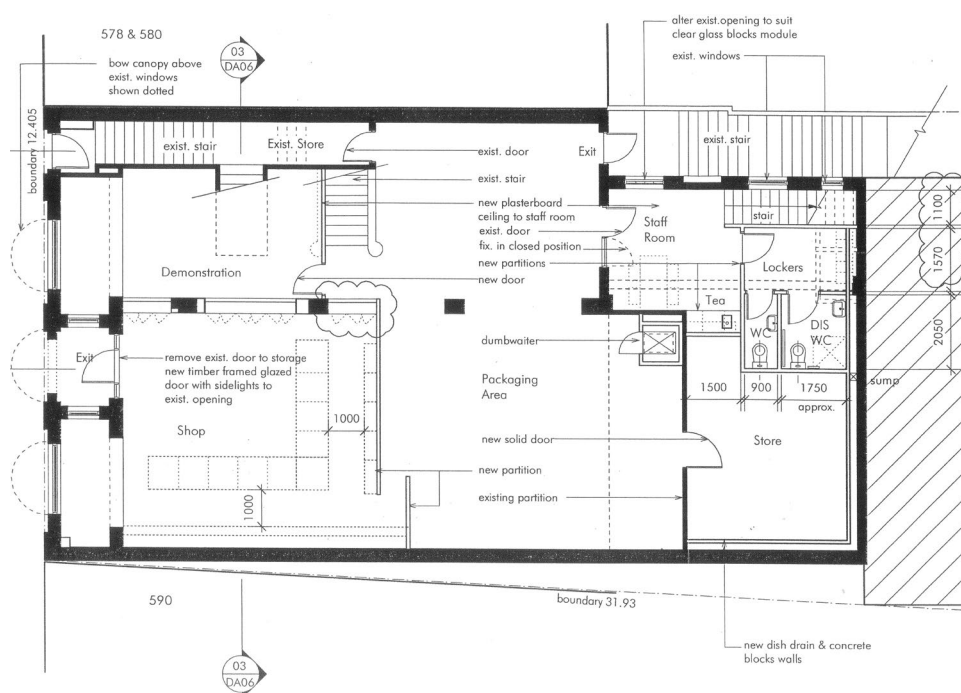


Figure 2: Example of internal alterations and additions type of commercial and mixed use development.





### 5.1.2.3 External alterations and additions

External alterations and additions involve external changes to a building fabric, with varying extent of change.

1. Minor superficial external alterations and additions involve the retention of the majority of the original building fabric and minimal construction works, with no or minimal additional floor area. Examples include the restoration, repair and reconstruction of a period building such as a new shopfront; construction of a rear carport; or the removal of poorly altered windows and suitable replacement. Figure 3 illustrates this type of development.

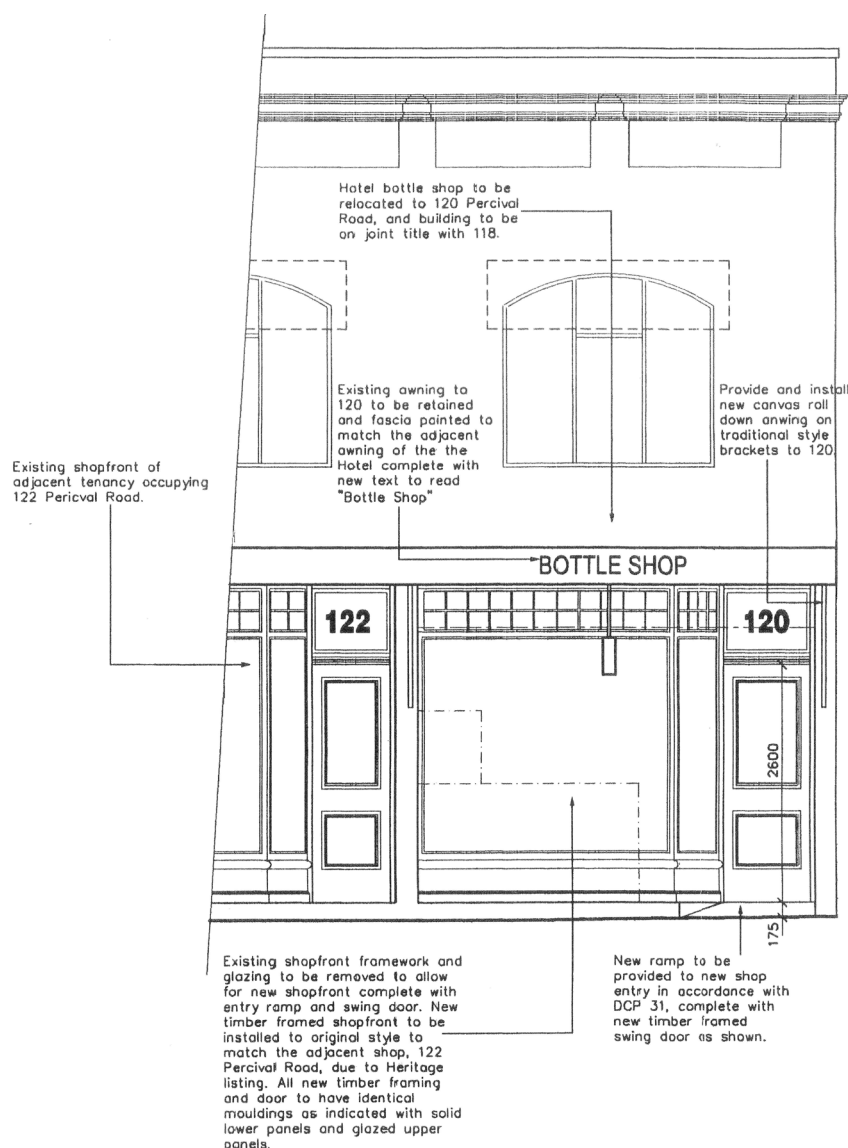


Figure 3: Example of minor superficial external alterations and additions type of commercial and mixed use development.

2. Minor external alterations and additions involve the retention of the majority of the original building fabric and the addition of minor commercial or residential floor area to the rear or on top of the existing building, without causing significant alterations to the integrity of the original building structure. Figure 4 illustrates this type of development.

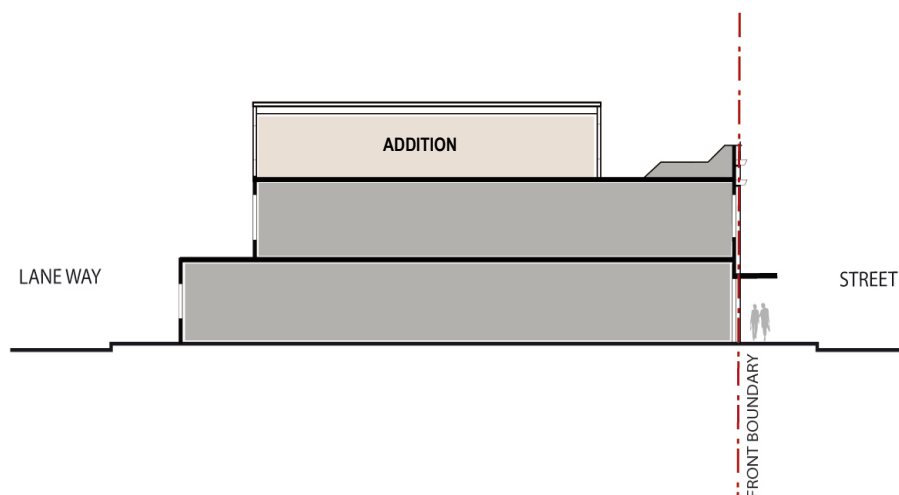


Figure 4: Illustration of minor external alterations and additions type of commercial and mixed use development.

3. Major external alterations and additions involves large parts of the original building structure and/or building fabric being demolished at the rear but, as a minimum, the contributory front portion of the building being retained, and a substantial new building being constructed to the rear. Figure 5 illustrates this type of development.

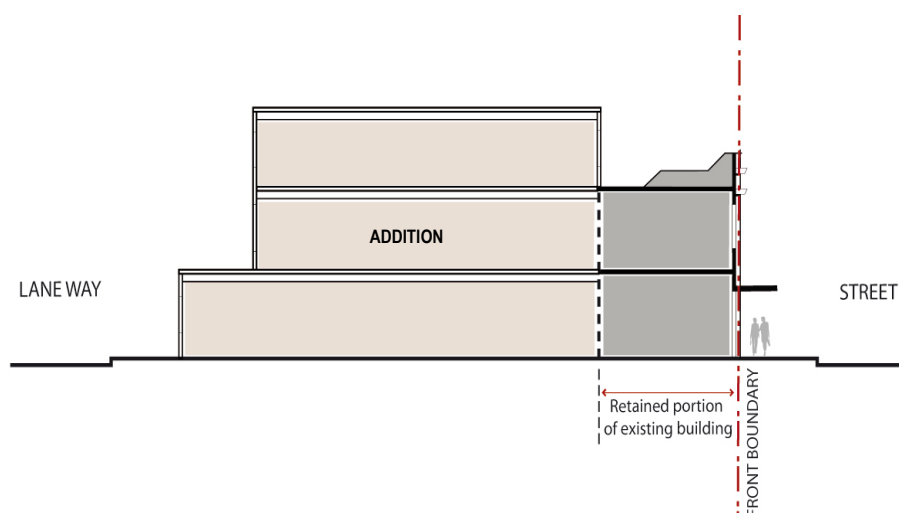


Figure 5: Illustration of major external alterations and additions type of commercial and mixed use development.

Specific controls only applicable to alterations and additions to existing buildings are clearly identified throughout this DCP.

### 5.1.2.4 *Infill development*

Infill development is where the site is vacant or there is major demolition of the existing building and a substantially new building is erected that fronts onto the main street. Figure 6 illustrates this type of development.

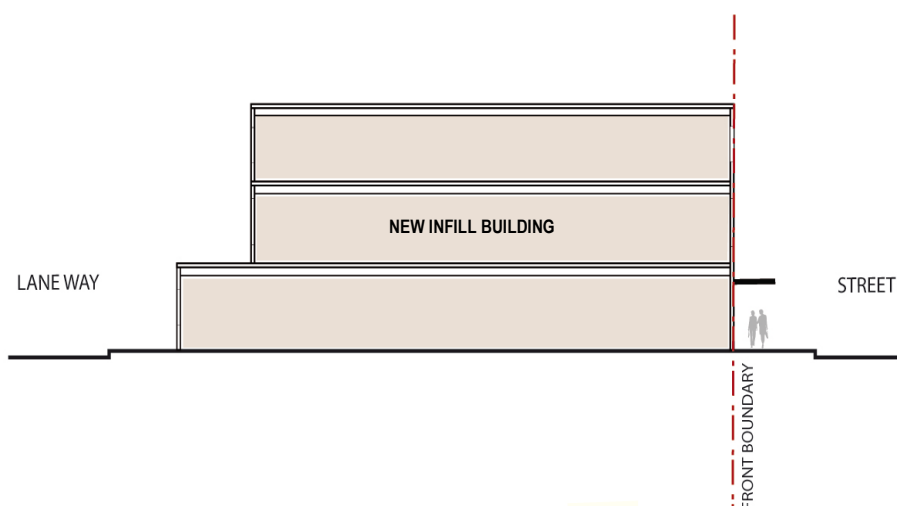


Figure 6: Illustration of infill type of commercial and mixed use development.

Infill development within an existing urban context should be unambiguously identifiable as new development. This usually means the development can be clearly recognisable as contemporary in design to the time it is built and not a replication of buildings of earlier periods and styles. It should, however, complement the surrounding buildings and the predominant character of the particular commercial centre context such that it integrates with and makes a positive contribution to the broader commercial centre streetscape.

Specific controls only applicable to new infill development are clearly identified throughout this DCP.

### 5.1.3 Building form

#### 5.1.3.1 Floor space ratio (FSR)

Floor space ratio (FSR) definition, objectives, and standards are contained in Inner West Local Environmental Plan 2022 and the Floor Space Ratio Map of Inner West LEP 2022.

In strategically selected commercial centres, densities have been increased to achieve a more compact, accessible, vibrant, safe and sustainable city, while in other smaller or constrained centres lower densities have been set.

Within the Marrickville, Petersham and Dulwich Hill commercial centres the precinct-specific planning controls in the relevant precinct statement in Part 9 (Strategic Context) reduces the maximum FSR permitted in certain situations in accordance with specific site conditions and sets building envelope controls.

The Inner West LEP 2022 FSR standards in the commercial centres will ensure densities are appropriate to the different locations and development is consistent with the desired future character. The Inner West LEP 2022 FSR standards, in combination with Inner West LEP 2022 height of building standards and other controls of this DCP, will ensure the bulk and scale of new development is compatible with the site context of adjoining buildings and the wider streetscape and also ensure a satisfactory level of amenity is maintained for existing and future residents.

### Objectives

- O1** To ensure the density of development is compatible with the future desired character of the relevant commercial centre.
- O2** To ensure the density of development is appropriate to the contextual constraints of the site.

### Controls

- C1** Maximum permitted floor space ratio (FSR) for any development must be consistent with the FSR standards prescribed within Inner West LEP 2022 and any applicable precinct-specific planning controls.

**NB** *While Inner West LEP 2022 establishes a maximum FSR, the standards are not 'as of right' controls and will depend on how the proposed development satisfies all relevant objectives and controls within Inner West LEP 2022 and this DCP. Not all site development in the area's commercial centres may be able to achieve the maximum permissible FSR due to particular site characteristics, such as:*

- i. The size and shape of the land;*
- ii. The presence of existing buildings required to be retained;*
- iii. The need to reduce adverse impacts on neighbouring sites; and/or*
- iv. Not satisfying Council's traffic, parking and vehicular access requirements.*

#### 5.1.3.2 Height

Height of building (HOB) definition, objectives and standards are contained in Inner West LEP 2022 and the Height of Buildings Map of Inner West LEP 2022.

In strategically selected commercial centres, heights have been increased in combination with FSR to achieve a more compact, accessible, vibrant, safe and sustainable city. Heights have been set lower in other smaller or constrained centres.

Within the Marrickville, Petersham and Dulwich Hill commercial centres the precinct-specific planning controls in the relevant precinct statement in Part 9 (Strategic Context) reduces the maximum height permitted in certain situations in accordance with specific site conditions and sets building envelope controls.

The Inner West LEP 2022 HOB standards in the commercial centres will ensure building heights are appropriate to the different locations and development is consistent with the desired future character. The Inner West LEP 2022 HOB standards, in combination with Inner West LEP 2022 FSR standards and other controls of this DCP, will ensure the bulk and scale of new development is compatible with the site context of adjoining buildings and the wider streetscape and also ensure a satisfactory level of amenity is maintained for existing and future residents.

### Objectives

- O3** To ensure the height of development is compatible with the future desired character of the relevant commercial centre.
- O4** To ensure the height of development is appropriate to the contextual constraints of the site.



## Controls

- C2** Maximum permitted HOB for any development must be consistent with the HOB standards prescribed within Inner West LEP 2022 and any applicable precinct-specific planning controls.

**NB** *While Inner West LEP 2022 establishes a maximum HOB, the standards are not 'as of right' controls and will depend on how the proposed development satisfies all relevant objectives and controls within Inner West LEP 2022 and this DCP. Not all site development in the area's commercial centres may be able to achieve the maximum permissible HOB due to particular site characteristics, such as:*

- i. The size and shape of the land;*
- ii. The presence of existing buildings to be retained;*
- iii. The need to reduce adverse impacts on neighbouring sites; and/or*
- iv. Not satisfying Council's traffic, parking and vehicular access requirements.*

### 5.1.3.3 Massing and setbacks

The area's commercial centres are predominantly the traditional commercial strip type, formed by a unique interaction between local topography, street layout, subdivision pattern and building form. They are characterised by a varied collection of narrow, generally one to three storey building fronts which mostly mass to the front boundary and contain an array of parapets and roof lines. This creates a continuous but varying street front massing that gives a strong sense of enclosure and rich streetscape experience. New development should maintain the traditional scaled street front massing, with any permitted higher components being stepped back so that it does not dominate.

The prevailing streetscape pattern of the area's traditional strip commercial centres is for no setbacks to the front and side boundaries for the street front portion of the buildings, creating a continuous retail frontage opening directly onto the footpath and a strong street wall enclosure. This pattern creates intense active retail frontages, and when combined with continuous awnings, provides weather protection and high pedestrian amenity. Setbacks to the rear provide for parking, loading and services and reduces the amenity impacts on adjoining properties in terms of bulk, solar access and privacy. Setbacks to upper levels behind the street wall and to minor building envelopes on the roof are controlled to ensure the appropriate building form is created.

## Objectives

- O5** To preserve the prevailing building frontage edge of the streetscape.
- O6** To ensure the massing of any permitted fourth and fifth storeys are setback to be subservient to the street building frontage.
- O7** To ensure the massing of any roof top level is not visually dominant.
- O8** To reinforce the local topography of the area's commercial centres as ridge roads, visible at their highest points in the neighbourhoods.
- O9** To ensure the rear massing of developments does not cause significant visual bulk or amenity impacts on neighbouring properties to the rear.

## Controls

### Additions to contributory buildings

- C3** Where whole existing contributory buildings or the street fronting portion of the existing contributory buildings are retained there must be no

additions to the existing building mass within the front 6 metres of the building, except for 0.9 metres roof projection of the topmost dwelling occupancy level.

- C4** Development involving third storey alterations and additions to retained two storey contributory buildings:
- Must not be visible when viewed from 1.8 metres above the footpath pavement on the edge of the road reserve on the opposite side of the street to the building or obliquely from 30 metres either side of the site; and
  - Where involving attic rooms within an existing pitched roof, the roof form must have sufficient volume, and dormers must comply with Section 4.1.8 of this DCP. Skylights must be confined to the rear roof plane. Raising the roof ridge, entire roof or otherwise making major changes to the existing roof form to accommodate roof additions is not permitted.

### ***Front massing for new infill development***

- C5** For new infill developments, where the HOB standard is set as 9.5 metres, the street front portion of the building mass in the front 6 metres must have a maximum height (measured from the footpath level up to the highest point on the front portion of the building) of 9 metres and contain a maximum of two storeys.
- C6** For new infill developments, where the HOB standard is set as 11 metres, the street front portion of the building mass in the front 6 metres must have a maximum height (measured from the footpath level up to the highest point on the front portion of the building) of either:
- 9 metres and contain a maximum of two storeys; or
  - 11 metres and contain maximum of three storeys, where it is demonstrated that this form appropriately fits the existing or desired future streetscape character.
- C7** For new infill developments, where the HOB standard is set as 14 metres or greater, the street front portion of the building mass in the front 6 metres must have a maximum height (measured from the footpath level up to the highest point on the front portion of the building) of 12 metres and contain a maximum of three storeys.
- C8** The street front portion of the building mass generally must be built to the predominant front building line, which will usually require alignment with the street front boundary (zero front setback) to reinforce a continuous street fronting building edge to the streetscape.
- C9** Side setbacks are generally not permitted in the front portion of the building where zero side setbacks are the typical pattern of the streetscape.
- C10** Front or side setbacks in the front portion of the building that vary from the typical streetscape pattern are only permitted where:
- A setback is appropriate for the situation (that is, where a forecourt or a widened footpath is required and appropriate);
  - The new development has a non-retail frontage and the setback allows the provision of transition space between the public and private domain;
  - The setback is required as part of the setting for an adjacent heritage item to enable visual appreciation. In this instance it may be an alternative to height reduction; and/or



- iv. The setback reveals an important parapet corner return on an adjacent building. In this instance the building may be setback at the upper level but lower floors must be built to the typical pattern.

#### **Upper level massing**

- C11** Upper levels above the street front portion of the building mass must be setback a minimum 6 metres from the street front of the building (required to both frontages when the site is located on the corner of two major streets), except for 0.9 metres roof projection of the topmost dwelling occupancy level.
- C12** On corner properties where the secondary frontage is to a minor street or laneway, the upper levels above the street front portion of the building mass facing the secondary frontage must be setback a minimum 3 metres from the secondary street frontage of the building, except for 0.9 metres roof projection of the topmost dwelling occupancy level.

#### **Rear massing**

- C13** Where the rear boundary adjoins a lane:
  - i. The rear building envelope must be contained within the combination of the rear boundary plane and a 45 degree sloping plane from a point 7.5 metres vertically above the lane ground level, measured at the rear boundary, and contain a maximum of two storeys on the rear most building plane;
  - ii. Notwithstanding point i., building envelopes may exceed the above building envelope control where it can be demonstrated that any rear massing that penetrates above the envelope control will not cause significant visual bulk or amenity impacts on neighbouring properties to the rear;
  - iii. The rear building envelope must contribute positively to the visual amenity of the laneway, and encourage rear laneway activation through measures such as providing appropriate lighting and opportunities for passive surveillance.
- C14** Where the rear boundary is a common boundary between properties:
  - i. The rear building envelope must be contained within the combination of the rear boundary plane and a 45 degree sloping plane from a point 5 metres vertically above the ground level of the property being developed, measured at the rear boundary, and contain a maximum of one storey on the rear most building plane;
  - ii. notwithstanding point i., building envelopes may exceed the above building envelope control where it can be demonstrated that any rear massing that penetrates above the envelope control will not cause significant visual bulk or amenity impacts on neighbouring properties to the rear.

#### **Roof-top level massing**

- C15** For development where the HOB standard is equal to or greater than 14 metres and the proposed development will involve roof top structures within the topmost 3 metres of the maximum height control, the following provisions apply:
  - i. The top 3 metres of the building must not contain a dwelling or part of a dwelling; and
  - ii. Where any structure is greater than 1.5 metres above the roof level directly below:
    - a. The perimeter of this area must be no greater than 20% of the roof perimeter area of the level directly below;



- b. The roof top structure must not be visible when viewed from 1.8 metres above the footpath pavement on the edge of the road reserve on the opposite side of the street to the building;
  - c. The roof top structure must not be visible when viewed from 1.8 metres above the lane pavement or natural ground level of an adjoining property, 6 metres out from the rear boundary; and
  - d. If the roof top structure would be visible from oblique views if built to the side edge of the building (such as where adjoining buildings are low or the site is on a street corner), it must be setback 3 metres from the side edge of the building.
- iii. Any parapets or balustrades must be a maximum 1 metre above the roof level directly below.

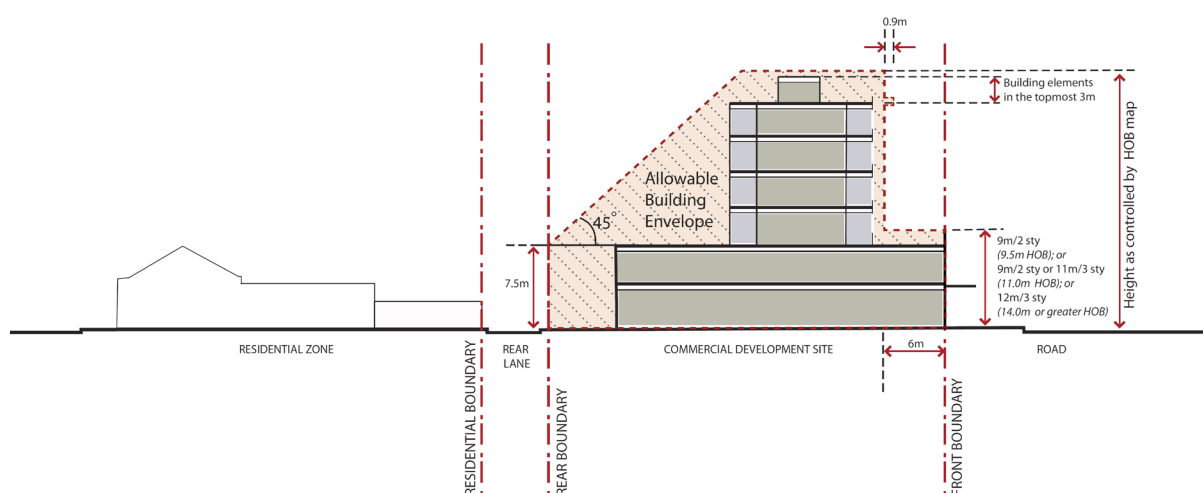


Figure 7a: Massing and setback diagram relating to controls C5, C6, C7, C10 and C12.

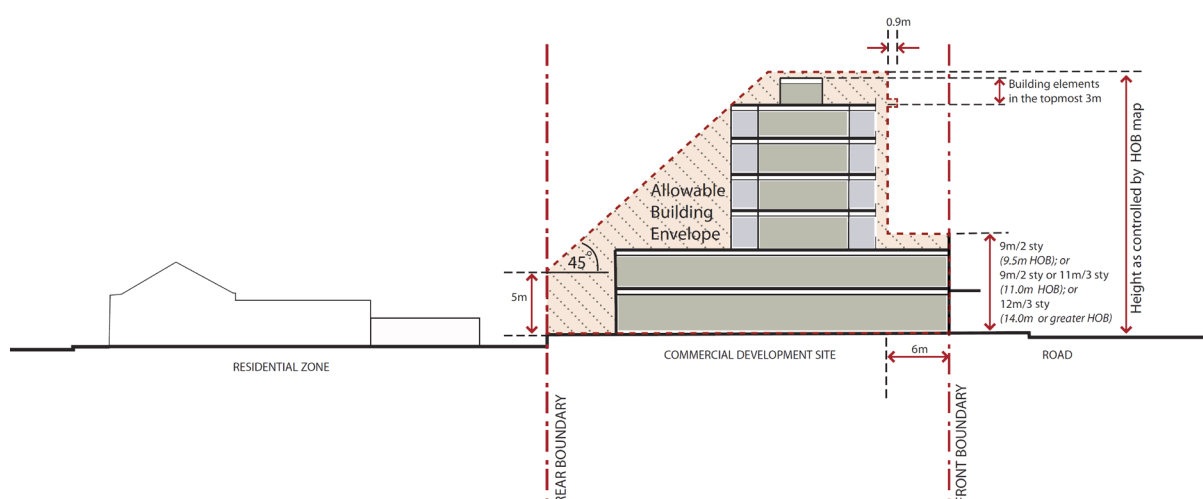


Figure 7b: Massing and setback diagram relating to controls C5, C6, C7, C10 and C13.

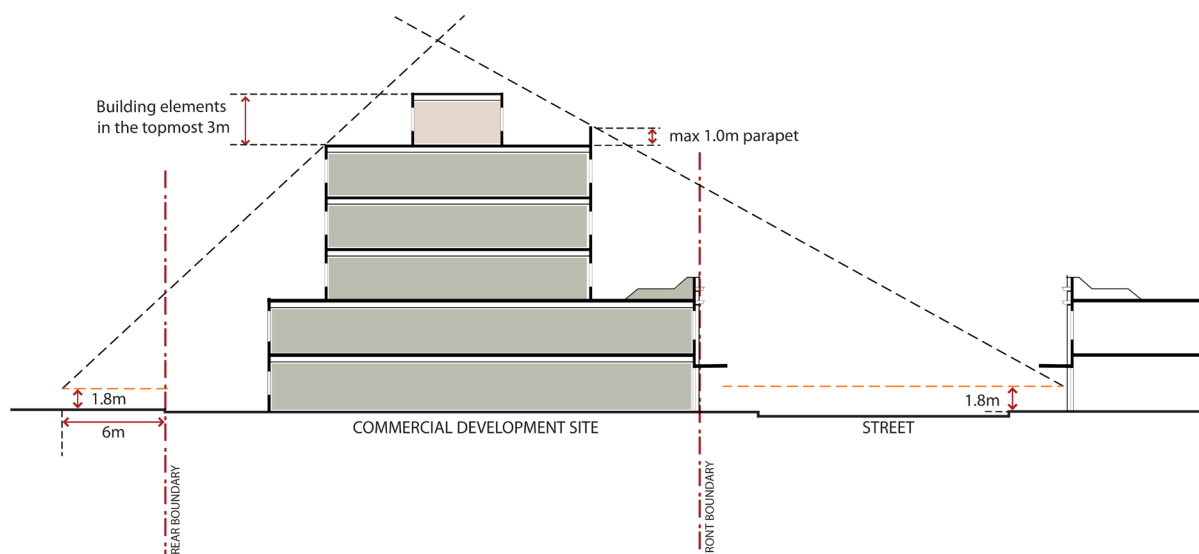


Figure 8: Massing and setback diagram relating to control C14.

#### 5.1.3.4 Depth

Building depth affects the overall bulk and scale of the building, the amenity for building occupants, especially for residential uses, and influences the sustainability of the building design. In general, buildings with narrow cross sectional depth creates the potential for internal spaces to have a high level of direct solar access, natural light and ventilation and can enable dual aspect design for optimal thermal conditions. Setting appropriate building depth is related to the building use. In mixed use buildings, the commercial or retail floors may be wider and residential floors narrower.

#### Definitions

The following terms are used in this part of the DCP in addition to relevant definitions found in Inner West LEP 2022.

**Building envelope depth** means the horizontal cross-section dimension of a building which generally includes the articulation zone (balconies, bay windows, shading devices, roof elements) measured from the outside extremity of any applicable element on one side of a building to the outside extremity of any applicable element on the other side of the building. In the commercial centres it is generally measured from street front to the back. Where buildings or parts of buildings are oriented differently, the depth will be measured on that orientation. Where buildings or parts of building are a tower type, with windows on multiple sides, the building envelope depth will be measured on the shorter axis.

**NB** Refer to the relevant precinct statement for the site locality to check any precinct specific or site specific building envelope controls.

**Internal plan depth** means the horizontal cross-section dimension of a building or part of a building measured from the glass line on one side of a building to the glass line on the other side of a building. In the commercial centres it is generally measured from street front to the back. Where buildings or parts of buildings are oriented differently, the depth will be measured on that orientation. Where buildings or parts of building are a tower type, with windows on multiple sides, the internal plan depth will be measured on the shorter axis.

### Objectives

- O10** To control the bulk and scale of development.
- O11** To provide adequate amenity for building occupants in terms of direct solar access and natural light and ventilation.
- O12** To facilitate the use of dual aspect building design.

### Controls

- C16** For building levels on the first floor and above that are designed for residential premises:
  - i. The building envelope depth must be:
    - a. A maximum depth of 22 metres; and
    - b. Generally a minimum depth of 10 metres.
  - ii. The internal plan depth must be:
    - a. A maximum depth of 18 metres; and
    - b. Generally a minimum depth 10 metres.
- C17** For building levels on the first floor and above that are designed for commercial premises, the building envelope depth and internal plan depth must be:
  - i. A maximum depth of 22 metres; and
  - ii. Generally a minimum depth of 10 metres.

**NB** *Freestanding buildings or parts of buildings where there are windows on multiple sides may have greater depth if they still achieve satisfactory direct solar access and natural light and ventilation.*

#### 5.1.3.5 Building separation

The spatial relationship of buildings is an important determinant of urban form. Building separation relates to urban form because it has to do with the legible scale of an area. Inadequate separation of buildings can create amenity problems including lack of visual and acoustic privacy and loss of daylight access to apartments and private and shared open spaces. Building separation controls are set in conjunction with height controls and controls for private/communal open space. They are measured balcony to balcony or external wall to external wall.

### Objectives

- O13** To ensure new development is scaled to support the future desired character with appropriate massing and spaces between buildings.
- O14** To provide visual and acoustic privacy for building occupants.
- O15** To control overshadowing of adjacent properties and private or shared open space.
- O16** To provide for open space with appropriate size and proportion for recreational activities for building occupants.

### Controls

- C18** Separation dimensions within a development and between adjoining properties must be:
  - i. Up to five storeys:
    - a. 12 metres between habitable rooms or balconies of dwellings and habitable rooms or balconies of dwellings;



- b. 9 metres between habitable rooms or balconies of dwellings and non-habitable rooms of dwellings or commercial uses; and
- c. 6 metres between non-habitable rooms of dwellings or commercial uses and non-habitable rooms of dwellings or commercial uses.
- ii. Six storeys and above:
  - a. 18 metres between habitable rooms or balconies;
  - b. 13.5 metres between habitable rooms or balconies and non-habitable rooms; and
  - c. 9 metres between non-habitable rooms.

**C19** Zero building separation is permitted and appropriate:

- i. When blank walls abut or would allow for future abutment while achieving compliance with other DCP controls;
- ii. When it is appropriate in the streetscape context; and
- iii. When it allows for acceptable occupant amenity for all affected properties.

**C20** Where the building separation is between buildings across property boundaries, the building separation distance is generally to be shared equally between adjoining property landowners in proportion to the building element use as follows:

- i. Up to five storeys:
  - a. 6 metres from the boundary for habitable rooms or balconies of dwellings;
  - b. 3 metres from the boundary for non-habitable rooms of dwellings or commercial uses; and
  - c. 0 metres from the boundary for blank walls.
- ii. Six storeys and above:
  - a. 9 metres for habitable rooms or balconies of dwellings;
  - b. 4.5 metres for non-habitable rooms of dwellings or commercial uses; and
  - c. 0 metres from the boundary for blank walls.

**NB** *If a building on an adjoining property is built less than the required separation proportion (where an adjoining building was erected prior to separation controls existing), then, while it is desirable for the general required separation to still be provided, it is permitted to only provide the proportion on the development site.*

**C21** Where a required building step back is used for a roof terrace, the required separation distance of the level below must be applied for the separation between the terrace edge and an adjoining building.

**NB** *Council may consider a separation distance less than the controls where it is acceptable and appropriate in the context of the site circumstances and the objectives of the control can be met.*

### 5.1.3.6 Corners, landmarks and gateways

Corner sites can define the start of the street edge in both directions, giving legibility to street networks and street blocks. Corners are strengthened by building to the street front edge and addressing the street on both street frontages, and may incorporate other corner design features such as slight corner chamfers and corner entries.

Corners which incorporate excessive cutaways or chamfers tend to have a negative impact on the streetscape and visually weaken the corner, except where they relate to an important public space.

The building form and building detail can be designed at strategic locations within the streetscape to create a landmark and improve streetscape legibility. Appropriate locations could include corner sites, gateway sites (at the entry to a commercial centre), the termination of axial streets, points along a curved street and the corner or side of an important public space. Design features such as increased street front massing, vertical emphasis, parapet or roof features, tower elements, distinctive design and distinctive materials and finishes can emphasise landmarks. The strength of the landmark should reflect the strategic importance of the location.

### Objectives

- O17** To retain and maintain existing buildings and design features that reinforce corner, landmark or gateway locations.
- O18** To identify corner sites, sites suitable for landmark buildings or sites suitable for gateway buildings, where visually significant elements will enhance the streetscape character.
- O19** Where appropriate for the site and context, to encourage the building form and detail of new development to emphasise corner, landmark or gateway locations, considering the desired future character.

### Controls

#### *Alterations and additions*

- C22** An existing building or part of a building that creates a strong corner, landmark and/or gateway is generally required to be retained, unless it is demonstrated for other reasons that it is more appropriate to be demolished.
- C23** Alterations and additions proposed to street corner sites, sites suitable for landmark buildings, sites suitable for gateway buildings or buildings where the corners, landmarks or gateways are poorly defined should be developed in an appropriate way to strengthen these buildings as corners, landmarks or gateways.

#### *Infill development*

- C24** Infill development on street corner sites must be built to both the street front boundaries and address both street frontages.
- C25** Infill development on street corner sites, sites suitable for landmark buildings or sites suitable for gateway buildings must incorporate design features that emphasise these important locations in the streetscape. Where circumstances make this appropriate in the streetscape, this may include higher massing built to the street front of the building.
- C26** Infill development on street corner sites must not incorporate large chamfers or cutaway corners, unless it is appropriate to relate to an important public space.
- C27** Infill development on street corner sites must dedicate splay corners, as public land, for road widening purposes and to improve sight lines at intersections for vehicles, pedestrians and cyclists and increase the footpath area for pedestrian access at corners, especially in centres. Splays will generally be:
  - i. 3 metres x 3 metres at street and street corner;
  - ii. 2 metres x 2 metres at street and lane corner; and



- iii. 2 metres x 2 metres at lane and lane corner.

## 5.1.4 Building detail

### 5.1.4.1 Building frontages

Building frontages are the public face of buildings. The architectural quality of building frontages form a major part of the streetscape character. The commercial centres within the area predominantly consist of one to three storey traditional building types, mostly from pre-World War Two periods, which have solid street walls; high solid to void proportions; high level of articulation, divided horizontally into top, middle and base and vertically into bays; and rich detailing and finishing. While sharing many common characteristics, the collection of buildings that have been built in different periods and styles creates diversity and visual richness.

New development, whether it involves minor or major alterations and additions to retained contributory buildings, or the construction of new infill building, can maintain or emphasise the street frontage to read as the continuous dominant element in the streetscape.

Where a four or more storey development is permitted, upper levels are likely to be visible above the street frontage portion of the streetscape. Where this occurs, careful design must ensure upper levels are visually subservient to the street frontage. Considerations will include the extent that the upper levels are visible, whether the upper levels are above a retained contributory building front or a new infill building front, the massing and design characteristics of the street frontage that the upper levels sits in the background to and consideration of the broader streetscape context. Sections 2.1 (Urban Design) and 5.4 (Design Guidelines) of this DCP can assist the design process for those scenarios.

#### Objectives

- O20** To ensure the street front portion of the building mass reads as the continuous dominant element in the streetscape, with upper levels above the street frontage being visually subservient.

#### Controls

- C28** The street front portion of the building mass must be designed to maintain or emphasise the street front portion of the building mass as the continuous dominant element in the streetscape.
- C29** Building levels above the street front portion of the building mass that are visible in the streetscape must be visually subservient as a complementary backdrop to the street front portion of the streetscape.
- C30** Where development will result in the long term exposure of a side boundary wall from surrounding streets, such a wall is to be appropriately designed/finished as an integrated part of the building frontage composition.
- C31** Air-conditioning facilities must not be visible from the shopping street and any other major side street.

#### Retention, alterations and additions

Where the street front portion of the building is required to be retained development will be limited to minor alterations and additions involving minor internal changes and restoration and reconstruction of the external fabric. Sections 2.1 (Urban Design), 5.4 (Design Guidelines), Part 8 (Heritage) and Part 9 (Strategic Context) set principles,

controls and guidelines that also need to be referred to when undertaking this type of development.

### Objectives

- O21** To retain contributory buildings.
- O22** To ensure any alterations and additions made to contributory buildings are not detrimental to the visual presentation of the contributory building or the streetscape and broader townscape character.

### Controls

- C32** Where the existing building on a property makes a positive contribution to the character of the streetscape and broader townscape, as a minimum, the front portion of the building (being the front most original structural bay where this is intact) must be retained.
- C33** Development of the front portion of a contributory building is limited to minor alterations and additions involving minor internal changes and external restoration and reconstruction (where there is reasonable evidence to establish the original design), as appropriate, consistent with the period and style of the building. Development must retain existing floor levels and must not create voids behind the front façade.
- C34** Private open space must not be located at the front of any retained front portion except where this relates to existing front balconies.
- C35** Restoration or reconstruction of elements of an existing building located behind the front portion and visible from the streetscape must be consistent with the period and style of the building (where there is reasonable evidence to establish the original design).

### Infill development

Some sites are vacant or contain buildings that detract from the streetscape, whether due to the incompatibility of the original design or the poor quality of alterations and additions. In those instances demolition and construction of new infill buildings is permitted and in many cases encouraged. These new infill developments form new layers to the evolving street building frontage.

Infill development should be unambiguously identifiable as new development while complementing the surrounding buildings and predominant streetscape and broader townscape character. This can be achieved by undertaking thorough analysis of the context and making contemporary interpretations of the characteristics of the particular commercial centre in terms of siting (location and orientation), scale, form (height, massing, setback and shape), proportion (height to width and solid to void), pattern, rhythm, detail, material, colour, texture, style and general character in the design, without being imitative. Imitating period buildings in new infill development draws attention away from architectural value of the original period buildings and obscures interpretation of their historic meaning.

Successful infill design brings together the various aspects of the design, including responding to the building, streetscape and broader townscape context, to create a cohesive whole. As such, the assessment of a building frontage will be based on the merits of the proposal as a whole, considering the site context (Section 2.3 Site and Context Analysis), relevant urban design principles and guidelines (Section 2.1 Urban Design), the controls in this section, any applicable heritage controls (Part 8 Heritage), the applicable planning precinct statement (Part 9 Strategic Context), and any relevant design guidelines (Section 5.4 Design Guidelines).





## Objectives

- O23** To encourage high quality contemporary architecture.
- O24** To ensure infill development complements the surrounding buildings and predominant streetscape and broader townscape character.

## Controls

- C36** The building frontage composition of infill development must incorporate contemporary interpretations of the site context characteristics of the particular commercial centre including, but not limited to:
- Siting (location and orientation);
  - Scale;
  - Form (height, massing, setback and shape);
  - Proportion (height to width and solid to void);
  - Pattern;
  - Rhythm;
  - Detail;
  - Material;
  - Colour;
  - Texture;
  - Style; and
  - General character, without being imitative.

**NB** *The building frontage should also be composed with reference to other relevant sections such as:*

- Section 2.1 (Urban Design);
  - Section 2.3 (Site and Context Analysis);
  - Section 5.4 (Design Guidelines);
  - Part 8 (Heritage); and
  - Part 9 (Strategic Context),
- as applicable.

### 5.1.4.2 Active street frontage uses and shopfront design

Shopfronts from various periods are found in the area's commercial centres. Some, such as Marrickville Road, retain few of the original shopfronts to the pre-World War Two period buildings, while centres such as Stanmore contain numerous original shopfronts. They often exhibit interesting detailing and rich materials, enhancing the overall streetscape and pedestrian experience.

Retention of existing shopfronts that have high architectural or heritage value, restoration of altered shopfronts, and reconstruction of shopfronts, when appropriate, can maintain and improve the streetscape character, especially when shopfronts are part of a contributory group and/or adjoin a heritage item. Where a new shopfront replaces a previously replaced shopfront or a substantially altered period building shopfront where restoration or reconstruction is not appropriate, the shopfront design should be unambiguously recognisable as new development. This may follow a traditional form (but not detail) or be contemporary in design as appropriate for the circumstance. The shopfront of infill development should be consistent with the contemporary infill development design as a whole and should consider the streetscape context, especially when adjoining heritage items.

Where commercial street fronts have uses that require pedestrian retail access, narrow shopfronts with frequent entries, transparent display of the shop interior directly onto the footpath, shop floor levels that relate to the footpath level and direct and easy access between the footpath and the shop, these create a strong connection between the shop and the street to activate the streetscape. Visually and physically connected active frontages contribute to commercial centre's character and its ongoing vibrancy and commercial vitality.

### Objectives

- O25** To retain and restore contributory shopfronts for contributory buildings.
- O26** To encourage the reconstruction of shopfronts, as appropriate.
- O27** To encourage high quality contemporary architecture.
- O28** To ensure shopfronts complement the streetscape character.
- O29** To provide active street frontages.
- O30** To ensure the area provided for active frontage uses makes a variety of uses viable.
- O31** To ensure residential entries provide for adequate residential amenity without impacting on the viability and vitality of the retail frontage.
- O32** To preserve the visual amenity of commercial centres outside normal trading hours while providing shopfront security.

### Controls

- C37** Existing shopfronts that display high architectural or heritage value, where the building as a whole is considered to be a contributory building, must be retained and restored (as part of a substantial redevelopment).
- C38** Reconstruction of a shopfront to match the period of the building is only appropriate where there is reasonable evidence to establish the original design of the shopfront.
- C39** Where restoration or reconstruction of a period building shopfront is not appropriate, the shopfront design must be unambiguously recognisable as new development, but may follow a traditional form (but not detail) or be contemporary in design, as appropriate.
- C40** The shopfront design of infill development must be consistent with the contemporary infill development design as a whole, giving consideration to the streetscape context.
- C41** New commercial occupancies are generally to be a maximum width of 12 metres, measured at the street front boundary.
- C42** New shopfronts must be consistent with the width and height proportions of the existing shopfronts evident within the streetscape.
- C43** Shops must have floor levels that relate to the footpath level and, when adjacent to sloping footpaths, incorporate changes to the retail floor level, as a minimum, every 12 metres.
- C44** Shopfronts must provide visual transparency and direct access between the footpath and the shop.
- C45** New corner shopfronts must wrap around the corner into the side street to provide more active frontage.
- C46** The active use components of a building must provide a viable area to accommodate a variety of commercial premise uses that allows for:
  - i. Public accessibility;



- ii. A space for back-of-house activities (such as kitchens and goods storage);
- iii. Loading facilities and off-street vehicle and bicycle parking;
- iv. Waste and recycling storage facilities;
- v. Sanitary facilities with disabled access; and
- vi. Space for employee amenities.

- C47** The active frontage component of a building must:
- i. Be built to the front and any secondary frontage boundaries except for recessed entries (where appropriate) or where the building type or situation makes a setback appropriate;
  - ii. Include a frontage to the street that contains more than 80% of clear glazing with sill heights that are a maximum of 700mm above the finished footpath level;
  - iii. Include a clearly identifiable pedestrian entry from the street; and
  - iv. Include a pedestrian awning.
- C48** Buildings requiring active frontages (including those specifically identified in a masterplan site within the relevant planning precinct statement) must only include non-residential uses at street level, with the exception of access areas to the residential uses at upper floor levels.
- C49** Entries to residential uses at upper floor levels must be:
- i. Separate to commercial entries and clearly identifiable as the residential entry;
  - ii. Sheltered, well lit and highly visible spaces to enter the building, meet and collect mail;
  - iii. Of adequate size for the movement of residential goods;
  - iv. Provided from the rear lane where the street frontage of site is less than 12 metres;
  - v. Provided directly from the street frontage where the street frontage of the site is 12 metres or greater; and
  - vi. Where access is required directly from the street frontage, no greater than 3 metres wide, with the total width of entries occupying no greater than 20% of the principal street frontage of the development, whichever is the lesser.
- C50** If security shutters are required, they must be visually permeable (75% permeability) to allow viewing of windows and allow light to spill out onto the footpath. Security shutter design must complement the architectural style of the building, with open grill (concertina) shutter types generally preferred.

## 5.1.5 Building use

### 5.1.5.1 Mixed use development

Mixed use development is development that contains a mixture of uses within the one building. In commercial centres various uses that are active at different hours of the day, encourages greater pedestrian activity and surveillance, which creates vitality, safety, security and increased environmental sustainability.

Residential uses in a mixed use development are encouraged, provided they do not detract from the predominant commercial role and character of the commercial centre.

The compatibility of mixing certain uses together must be considered, in conjunction with the design and construction methods of buildings, to ensure acceptable amenity for the different uses.

### Objectives

- O33** To encourage mixed use development that is compatible with the role and character of the commercial centre.
- O34** To ensure the ground floor that relates to the active street frontage predominantly accommodates commercial uses.
- O35** To encourage a range of uses above ground level that will complement the role of the commercial centre.
- O36** To encourage a variety of land uses in the commercial centres, that are active at different hours of the day, to increase vitality, safety, security and environmental sustainability, while maintaining a reasonable level of compatibility and protection of amenity.

### Controls

- C51** The ground floor level of the site area that relates to the active street frontage must be predominantly used for commercial floor area or other street activating uses permitted in the zone under Inner West LEP 2022, with the area dedicated for any other uses being kept as an ancillary component.
- C52** The floor levels above the ground floor level that relate to the active street frontage may be used for a mixture of uses as permitted in the zone under Inner West LEP 2022.
- C53** A mixture of land uses and land uses that operate outside of normal business hours are permitted and encouraged, provided it is demonstrated that there will be a reasonable level of compatibility between different uses within a building and between adjoining properties and a reasonable level of amenity can be maintained for the different uses appropriate for a commercial centre context.
- NB** Refer to *Part 6.7 (Period Industrial Buildings) of this DCP for detailed guidelines for adaptive reuse of period industrial buildings*

#### 5.1.5.2 Dwelling mix

There is a diverse demography in today's society. It is important that new residential development provides a suitable mix of dwelling types to meet the different accommodation needs of society. Having a diversity of household size supports social diversity of the community.

### Objectives

- O37** To provide choice of dwelling types to meet a range of housing demographics.
- O38** To support social diversity of the community.
- O39** To allow dwelling mix flexibility to respond to different residential building types, locations and markets.

### Controls

- C54** New developments with six or more dwellings must provide the following mix of dwelling types:
  - i. Studio 5 – 20%



- ii. 1 bedroom 10 – 40%;
- iii. 2 bedroom 40 – 75%; and
- iv. 3 bedroom or bigger 10 – 45%.

**NB** *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.*

### 5.1.5.3 Ceiling heights

Ceiling heights are measured from finished floor to finished ceiling level. Ceiling heights are design elements for defining the three-dimensional space of an apartment, in conjunction with walls and floors. Well designed and appropriately defined ceilings ensure quality residential amenity and create spatial interest and hierarchy in apartments.

#### Objectives

- O40** To increase the sense of space in apartments and provide well proportioned rooms.
- O41** To promote the penetration of daylight into the depths of the apartment.
- O42** To contribute to flexibility of use.
- O43** To achieve quality interior spaces while considering the external building form requirements.

#### Controls

- C55** Developments must have minimum ceiling heights, measured from finished floor level to finished ceiling level, of:
  - i. 3.3 metre minimum for ground floor and any other retail or commercial floors;
  - ii. for residential floors:
    - a. in general, 2.7 metre minimum for all habitable rooms on all floors, 2.4 metres is the preferred minimum for all non-habitable rooms, however 2.25 metres is permitted;
    - b. for two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights;
    - c. for two-storey units with a two storey void space, 2.4 metre minimum ceiling heights
    - d. attic spaces, 1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.

**NB** *These are minimums only and do not preclude higher ceilings, if desired.*

### 5.1.6 Vehicle access, parking, loading and services

Section 2.10 (Parking) of this DCP covers the policy approach, provision rates and technical design controls for parking and access. This section controls the location of vehicle access, the vehicle access design and design of other services to minimise impacts on the street frontages.

The location and design of vehicle access for parking and loading and location and design of building services must not diminish the commercial street vitality, visual

character and pedestrian safety. For instance, wide and dominating vehicle access on a street front that cuts across busy pedestrian street frontages reduces the frontage for active use and diminishes the commercial streetscape.

### Objectives

- O44** To ensure vehicular access to buildings and areas dedicated for off-street car parking, loading and servicing does not diminish active street frontages, the viability of accommodating a variety of commercial uses and the streetscape.
- O45** To protect public safety.
- O46** To ensure efficiency and amenity in the design and operation of off-street car parking, loading and servicing.

### Controls

- C56** Where rear lane access is available the vehicle access to a development must be located off the rear lane.
- C57** Where no rear lane access is available, but the property is located on a corner where the secondary frontage is to a minor street, vehicle access to a building must be located on the secondary frontage, away from any active frontages.
- C58** Vehicular access to a building from an active street frontage is generally prohibited. Vehicular access to a building from an active street frontage will only be permitted in exceptional circumstances and will only be permitted where the street frontage of the proposed development property is greater than 30 metres and the vehicular access component is a maximum of:
  - i. 20% of the street frontage; or
  - ii. 6 metres for access off a local road or 9 metres for access off an arterial road;whichever is the lesser.
- C59** The area dedicated for car parking, loading and services on the ground floor level that relates to the street front must be minimised so that a viable commercial floor area is provided to accommodate a variety of commercial uses.
- C60** Where a development has a street frontage less than 12 metres or site area less than 325m<sup>2</sup>, the car parking and loading spaces must be located directly adjacent to the rear lane at the rear lane ground level (where available), using the lane as the aisle for direct access.
- C61** Below ground (basement) car parking is generally required for developments with large street frontage widths.
- C62** Car parking is prohibited within the front 12 metres above the street front commercial level.
- C63** Garage doors must not encroach over a public footpath during operation.
- C64** Any commercial customer car parking spaces must be conveniently located, identified as such, and directly accessible to the general public (that is, not behind a security grill or gate) during opening hours. Commercial customer car parking must be secured outside of opening hours.
- C65** Any residential visitor car parking spaces must be conveniently located, identified as such, and either be fully accessible outside of security



measures or be accessible via a building intercom system at the vehicle access entry.

- C66** Except as required for commercial customer car parking or residential visitor parking, all other car parking and loading areas must incorporate security measures to restrict access.
- C67** Car parking vents must not to be located on building frontages.
- C68** Building services must be accommodated at the rear, within a basement or, where essential, within lobby areas, discretely designed to minimise the loss of active frontage commercial area and visual impact to the streetscape.
- C69** Open parking areas and access ways must be suitably landscaped to enhance amenity.





## 5.2 Awnings and balconies over Public Roads/Streets\*

\* This section will be completed at a later stage.



## 5.3 Commercial/Light Industrial/Residential Interface

Council actively encourages a mix of land uses where the uses are deemed compatible. Providing a mix of land uses can be an effective way to activate areas at more hours of the day, encourage environmental sustainability and provide improved security for residents and businesses.

This section generally applies within the following zones on the land where this DCP applies under IWLEP 2022:

- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B6 Enterprise Corridor
- B7 Business Park

However, it may also be applied to other zones which contain pre-existing residential or commercial uses, where Council considers a development proposal may lead to potential amenity issues.

Examples of commercial/residential interfaces include mixed use developments (where commercial and residential uses occur within the same building) and where commercial areas are located in close proximity to residential areas. Many of Council's shopping strips contain historic examples of mixed use development. Light industrial uses also need to be considered as they are permitted with consent in many of the LGA's commercial zones.

Council needs to ensure that any proposed commercial or light industrial uses are compatible with, and do not impact upon, residential amenity. Matters to be considered include noise and odour impacts, proposed hours of operation, lighting and security measures and garbage collection.

In some cases, Council may require the submission of a Plan of Management (POM) to address amenity issues, to be submitted as part of a Development Application. The aim of a POM is to ensure careful consideration is given to the potential amenity impacts of commercial uses on residential areas.

Council may impose trial periods for uses where the ongoing impacts of the proposed development needs to be monitored, as a condition of consent.

### 5.3.1.1 *Plan of Management*

For the purpose of this DCP, a Plan of Management is a written document which describes how the ongoing operation of a commercial premise will be managed to control its impact upon the amenity of nearby residential properties.

A POM is generally required for premises that, if poorly managed, may have an unacceptably adverse impact upon the amenity of surrounding residential properties.

**A POM allows Council to exercise control over the ongoing operation of a premises by requiring, as a condition of consent, that the premises operate in accordance with the POM. A condition of consent may require that a POM be regularly revised and submitted to Council.**

Additional information on potential amenity issues for commercial and/or light industrial uses located in proximity to residential land uses can be found in the following sections.

### Objectives

- O47** To ensure commercial and light industrial premises operate in the most efficient way without unreasonable amenity impacts on nearby residential land uses.

### Controls

- C70** A POM will be required when a commercial or light industrial use is proposed in proximity of a residential land use and Council considers it may unreasonably impact on the amenity of surrounding residences.
- NB** *For the purpose of this control 'in proximity' may include a commercial or light industrial premise adjoining, abutting, adjacent to or contained within the same building as residential land use, or as determined by Council.*
- NB** *For the purpose of this control a residential land use may include a dwelling house, a residential flat building, seniors housing, a boarding house and the like.*
- C71** A POM must provide all details relevant to the operation of the commercial or light industrial premise. As a minimum the following must be included in a POM:
- i. Title;
  - ii. Objectives;
  - iii. Operational details, including all machinery/equipment to be used;
  - iv. Hours of operation;
  - v. Staffing details;
  - vi. Details of any music and/or entertainment to be provided on site;
  - vii. Guidelines for staff for using the site facilities and equipment;
  - viii. Deliveries and loading/unloading;
  - ix. Managing customers or patrons, including access to and from the premises;
  - x. Security details, including lighting plan for proposals with extended trading hours;
  - xi. Complaint recording and handling process;
  - xii. Clean-up procedures, and proposed training for staff in procedures, for situations where pollutants may escape from site for uses likely to handle significant quantities of potential pollutants;
  - xiii. The review process to continuously improve the POM; and
  - xiv. Any other matters specified by Council.
- C72** The traffic movements, hours of deliveries, use of parking areas and garbage collection must be managed through the POM where commercial or light industrial uses are close to residential premises.
- C73** Loading and unloading must not detract from the amenity of nearby residential areas or residentially zoned land. Where loading and unloading movements are likely to affect residential areas or residentially zoned land, schedules of vehicle movements and their routes must be provided in the POM and may be regulated through conditions of consent.
- C74** Council may also require the submission of a Social Impact Comment (SIC) or Social Impact Statement (SIS).



**NB** Refer to Part 2.8 (Social Impact Assessment) of this DCP for information and requirements regarding Social Impact Comments and Social Impact Statements.

### 5.3.1.2 Noise and vibration generation

The quality of life enjoyed by residents must not be hampered by excessively noisy commercial or light industrial activities. Although the co-location of these activities can have many benefits, it is essential that the potential amenity impacts are identified and assessed by Council.

Logical design of efficient business premises can minimise the use of equipment, movements per site and number of vehicle movements per site per day. Developments can incorporate sound proofing for machinery or activities considered likely to create a noise nuisance during the design of the development.

#### Objectives

- O48** To reduce, if not eliminate, land use conflicts and anomalies between commercial areas and residential areas.
- O49** To minimise the impact of noise and vibration by proposed operations on the subject development and on surrounding developments.

*The NSW Government has set standards in relation to acceptable noise levels for all operations and land uses through the Environmental Protection Authority's Environmental Noise Control Manual. Those standards apply in all cases.*

#### Controls

- C75** All development must comply with the relevant noise control guidelines.

*The Environmental Noise Control Manual sets out the acceptable noise levels for different kinds of uses in different areas and takes account of background noise and its measurement. A qualified acoustics consultant may be required to verify techniques and the methodology for assessing the proposal's possible noise generation and compliance with the Manual.*

- C76** Where sites adjoin a residential area or are located within a mixed use building, Council will consider the potential noise generation of any proposed activities including the use of equipment or machinery, the use of amplified music/noise on the site and proposed hours of operation.
- C77** Other sources of noise such as garbage collection, deliveries, ventilation systems, parking areas and air-conditioning plants are to be sited away from adjoining properties, where practicable, and be screened by walls or other acoustic treatment if necessary.
- C78** All applications for noise generating uses adjacent to or located in a building containing a residential use must be accompanied by documentation from a qualified acoustic engineer certifying that the acoustic standards can be met.

*The following land uses are generally associated with excessive noise: amusement centres, animal boarding or training establishments specialise retail premises, car parks, community facilities, freight transport facilities, function centres, heavy industries, industries, light industries, markets, nightclubs, passenger transport facilities, place of public entertainment, place of public worship, recreation facilities (indoor and outdoor), registered clubs, resource recovery facilities, retail premises, service stations, swimming pools, tourist and visitor accommodation, transport depots, truck depots, vehicle body repair workshops, vehicle repair stations, vehicle sales or hire premises, warehouse or distribution centres, waste or resource management facilities and wholesale supplies.*

- C79** Where significant amounts of traffic are likely to be generated which could affect residential areas or residential zoned land, schedules of vehicle movements and their routes must be provided and may be regulated in any conditions of consent.

### 5.3.1.3 *Environmental protection*

This section addresses the potential for pollution (including odour) from developments and seeks to minimise any adverse environmental effects from the development. Council seeks to reduce pollution through best practices in pollution management, such as the utilisation of machinery to minimise emissions.

Restricting the hours of operation may assist in reducing emissions to an acceptable level. Council may also request an odour assessment report as part of a development application for any uses deemed to be likely to cause adverse odour impacts on nearby residential land uses.

#### Objectives

- O50** To ensure development takes account of and minimises any adverse effects upon the environment.
- O51** To minimise air (including odour), groundwater, soil and surface water pollution caused by new development.

#### Controls

- C80** All development must comply with the provisions of the relevant air quality acts and regulations.

*The Clean Air Act 1961 associated regulations and the Protection of the Environment Operations Act 1997 provide air quality standards to be met by various activities.*

- C81** Commercial or light industrial developments likely to emit air pollutants (including odour) must demonstrate the best practicable means of control of air pollutants (and odour) that will be applied to the proposed development. The applicant must outline the type, quantity and quality of air pollutants likely to be emitted, the collection and treatment proposed prior to discharge and methods to be employed to minimise fugitive emissions.



- C82** Commercial or light industrial land uses that may handle significant quantities of potential pollutants are to develop clean-up procedures in case the materials escape from the site.
- C83** Operators and occupants are to train staff in clean-up procedures.
- C84** Machinery and operations are to be designed to minimise the emissions of air impurities, including minimising vehicular movements to and from the site.

#### **5.3.1.4 Hours of operation**

Where residential and commercial or light industrial uses are located in close proximity, there is potential for activities associated with the uses to have a detrimental impact on the amenity of the neighbouring residents.

The determination of suitable hours of operation will depend on the type of uses proposed, its location in relation to residential properties and the impact of operating hours on the occupiers of those properties.

Council will seek to ensure that proposed hours of operation are compatible with the type of activities carried out on the premises and the relationship with neighbouring residential occupiers. Council may issue trial periods for operating hours as a condition of consent where ongoing review is deemed necessary.

Some applicants may seek approval for trading hours outside of traditional hours of operation. Council needs to ensure that the potential impacts of these proposals are considered, particularly where sites are located in proximity to residential land uses. This applies to both new applications seeking approvals outside of traditional trading hours, as well as existing uses seeking to extend their approved trading hours.

Such applications should ensure that all details of operations are provided within its Plan of Management for the use, including security measures for patrons and staff, proposed lighting plan, proposed measures to control noise within the site, including management of patrons entering or exiting premises.

#### **Objectives**

- O52** To ensure the operations of the proposed development will not cause nuisance to residents during opening hours.

#### **Controls**

- C85** Hours of operation for the use of a site will be restricted by Council if it is likely that the use will cause an impact on any nearby residential or other sensitive use.
- C86** Applications for uses outside of traditional trading hours must demonstrate the proposed development will not unreasonably affect the amenity of residential land uses.
- C87** Uses proposed to extend beyond traditional hours of operation must not negatively impact on nearby residential land uses by way of noise or

vibration, including from patrons and staff, foot or vehicular traffic movements, excessive lighting, on-site music or entertainment or security measures.

- C88** All excavation, demolition, construction and deliveries to the site necessary for the carrying out of the development is to be restricted to between 7.00am to 5.30 Mondays to Saturdays, excluding Public Holidays. Notwithstanding the above no work is to be carried out on any Saturday that falls adjacent to a Public Holiday.





## 5.4 Design Guidelines

*This design guidance is intended to assist the design/assessment of development, but does not form part of the adopted DCP.*

### 5.4.1 Corner shops

#### 5.4.1.1 Periods

Victorian (c1840 – c1890) and Federation (c1890 – c1915)

#### 5.4.1.2 Characteristics

1. The primary defining elements, as illustrated in Figure 9, are:
  - i. Awnings and awning posts where these are characteristic (A);
  - ii. Open balconies and balustrade detailing (B);
  - iii. Shopfront windows (C);
  - iv. Corner entries (D);
  - v. Upper floor windows, French doors to balconies (E); and
  - vi. Parapets, chimneys and pitched roof forms (F).

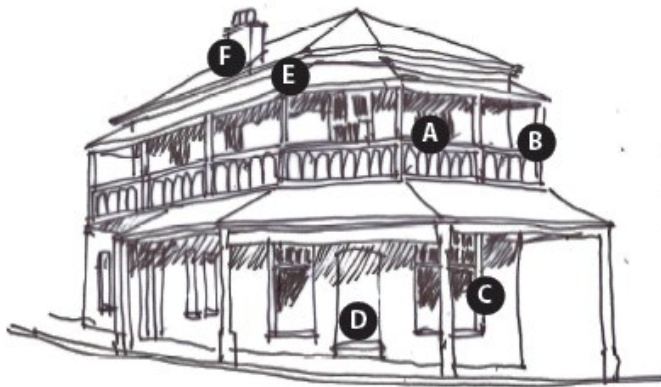


Figure 9

2. Architectural styles vary: Victorian Italianate and Federation Arts and Crafts are well represented, whereas other types are quite plain with limited decoration.
3. Buildings are most commonly two storeys, though single storey examples are located throughout the LGA. They are located in residential areas, either single or in a group at an intersection and sometimes terminate a row of terrace houses with similar scale and proportions.
4. Upper floors were traditionally the shopkeeper's residence.
5. There is a mix of corner shop uses: some remain in retail use, others have been converted to offices and others to residential use.
6. Corner shops are built to both street boundaries with awnings or upper floor balconies over the footpath - some cantilevered, others supported by timber posts. Converted shops sometimes have awnings removed.
7. Parapet roof forms are most common. There are some examples with pitched hip roofs in corrugated iron and tile.



Victorian Georgian Style



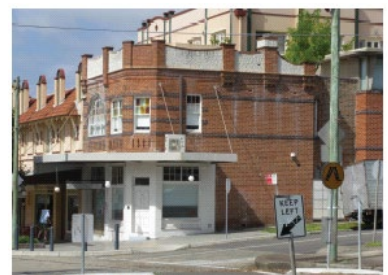
Simple Victorian Parapet Style



Victorian Parapet Style



Federation Arts & Crafts Style



Federation Arts & Crafts Style

8. Shop windows are an important and symbolic element.

### 5.4.1.3 *Design guidelines*

Design should:

1. Enable corner shops to remain as retail, serving local communities;
2. Encourage the use of upper floors for commercial or residential uses to support retention of ground floor retail;
3. Retain the characteristic solid to void ratio of wall to window and proportions of openings on both facades. Retain shop front windows and maintain smaller window openings and/or recessed balconies above awning level (C, D and E). Avoid alteration to create larger, wider windows;
4. Retain characteristic architectural elements and, where possible and appropriate, restore or reconstruct intrusive alterations or missing elements to original forms, details and finishes. Externally this may include:
  - i. Pressed metal and patterned awning soffits;
  - ii. Awnings, balconies and verandahs;
  - iii. Doors and windows, larger at ground floor;
  - iv. Wall tiles;
  - v. Traditional signs, applied or painted; and
  - vi. Decorative render and joinery;

Internally, this may include:

- i. Ceiling details;
  - ii. Tiles;
  - iii. Fittings and joinery;
  - iv. Original stairway details;
  - v. Doors, flooring, architraves, skirtings, picture rails; and
  - vi. Light fittings.
5. Re-open infilled verandahs and balconies wherever possible;
6. Avoid alterations or additions to the street elevations of intact corner shops, unless demonstrated to have negligible impact;
7. Avoid dormers which are not characteristic of this type of building;
8. Ensure alterations and additions do not detract from the architectural character and building form;
9. Use translucent or frosted glass to achieve privacy at shopfront windows if required for a change of use;
10. For additions in the form of a rear or side wing, retain the dominance of the main (shop) part of the building, and use a comparatively simple design to suit their back of house function;
11. Avoid residential uses on the ground floor as these are less compatible with the retention of important characteristics of corner shops than commercial or continuing retail use;
12. For corner shops exposed on two frontages and with a footprint that leaves little or no open space at the rear, avoid adding more accommodation and make only minor changes. Where there is unused site area to the rear or side, an addition to one side is acceptable provided it complements the form and architectural character of the corner shop and allows the original building to be predominant (G, Figure 10);



13. Ensure the junction of old and new fabric on a main wall is either seamless, in the same plane and same material, or articulated by a recess (H) and where appropriate utilise contrasting light weight materials as a light linking structure between solid walls; and
14. Where development will result in the long term exposure of a side boundary wall from surrounding streets, give design consideration to how this element presents to the streetscape. Avoid cheap or temporary materials and finishes. Where appropriate the introduction of texture, surface pattern, stepped building planes or lightwells can also alleviate the visual impact of a blank side wall.



Figure 10

- NB** *Design approaches are indicative only and do not represent all possible acceptable solutions.*
- NB** *Design solutions will be assessed against other planning controls and must satisfy amenity (privacy and solar access) density, building line and setback, height and bulk controls and guidelines for the relevant building type.*

## 5.4.2 Row of shops

### 5.4.2.1 Periods

Late Victorian (c1880 – c1890), Federation (c1890 – c1915) and Inter-War (c1915 – c1940)

### 5.4.2.2 Characteristics

1. The primary defining elements, as illustrated in Figure 11, are:
  - i. Parapets profiles and details (F);
  - ii. Window patterns, proportions and details (D1);
  - iii. Bay windows (D2);
  - iv. Recessed balconies (C);
  - v. Awning alignment, stays, fascias and soffits (G); and
  - vi. Shopfronts (E).



Figure 11

2. Victorian types usually have a parapet form with Italianate details or are relatively plain. Federations examples are Freestyle, Arts and Craft or sometimes plain. In the Inter-War period Art Deco style was popular.
3. They are commonly two storeys and located in main shopping centres along major roads such as:
  - i. King Street and Enmore Road, Newtown;
  - ii. Marrickville Road and Illawarra Road, Marrickville;
  - iii. New Canterbury Road, Petersham;
  - iv. Percival Street, Stanmore;
  - v. Marrickville Road and New Canterbury Road Dulwich Hill; and
  - vi. Parramatta Road.
4. They typically have attached shopfront buildings that are built up to the front and side boundaries, with large display windows and doors opening direct to footpath or are slightly recessed into the shopfront and set under continuous awnings. Shops traditionally supported residential or commercial above (underutilised in some cases).



Simplified Victorian Parapet Type



Victorian Parapet Type



Federation Freestyle



Inter War Art Deco Style





5. Often development occurred in a row as one building with consistent materials and details and a unifying parapet design creating a strong silhouette against the sky.
6. Individual shops are distinguished by vertically proportioned bays marked by pilasters, rainwater heads and projecting architectural features.
7. Window openings above ground level are vertically proportioned; some shop row types have recessed balconies – often infilled later.
8. Service wings to the rear are usually lower scaled and have a breezeway or laneway.
9. The most common roof form is a skillion pitched back from a high parapet. Some shops away from the major streets have pitched roofs including on Palace Street, Petersham.

#### **5.4.2.3 Design guidelines**

Design should:

1. Avoid amalgamating sites that would affect interpretation of the existing subdivision of shop premises;
2. Retain the prevailing street wall height, distinctive parapet patterns or ridgelines against the sky;
3. Maintain the retail shop character and fine urban grain;
4. Maintain and enhance pedestrian amenity;
5. Encourage active use of upper floors for commercial or residential uses;
6. Retain the characteristic solid to void ratio of wall to window and proportions of openings. Retain shop front windows and maintain smaller window openings and/or recessed balconies above awning level (C, D1, D2 and E). Avoid alteration to create larger, wider windows;
7. Retain characteristic architectural elements and, where possible and appropriate, restore or reconstruct intrusive alterations or missing elements to original forms, details and finishes. Externally this may include:
  - i. Pressed metal and patterned awning soffits;
  - ii. Awnings, balconies and verandahs;
  - iii. Doors and windows, larger at ground floor;
  - iv. Wall tiles;
  - v. Traditional signs, applied or painted; and
  - vi. Decorative render and joinery;Internally, this may include:
  - i. Ceiling details;
  - ii. Tiles;
  - iii. Fittings and joinery;
  - iv. Original stairway details;
  - v. Doors, flooring, architraves, skirtings, picture rails; and
  - vi. Light fittings.
8. Retain continuous awnings across shop frontages (G);
9. Retain opal sphere under awning lights (J);
10. Re-open infilled verandahs and balconies wherever possible;
11. Avoid alterations or additions to the street elevations of intact buildings, unless demonstrated to have negligible impact;
12. Ensure alterations and additions do not compromise the consistency and integrity of a row of buildings;

13. Maintain the building alignment to the street boundary and only recess entry doors where the recess is a characteristic of the row. Recessed entry doors can assist in achieving access for disabled persons;
14. Retain the horizontal and vertical pattern created by parapet lines, cornices, string courses, awnings, lot boundaries, pilasters, rainwater heads and downpipes that establish facade bays;
15. Use coordinated paint schemes and signs for a shop row building that reflect the style and period of the building; and
16. Where development will result in the long term exposure of a side boundary wall from surrounding streets, give design consideration to how this element presents to the streetscape. Avoid cheap or temporary materials and finishes. Where appropriate the introduction of texture, surface pattern, stepped building planes or lightwells can also alleviate the visual impact of a blank side wall.

**NB** *Design approaches are indicative only and do not represent all possible acceptable solutions.*

**NB** *Design solutions will be assessed against other Inner West Council planning controls and must satisfy amenity (privacy and solar access) density, building line and setback, height and bulk controls and guidelines for the relevant building type.*



### 5.4.3 Row of shops - frontages retained on sites where four or five storey development is permissible

#### 5.4.3.1 Periods

Late Victorian (c1880 – c1890), Federation (c1890 – c1915) and Inter-War (c1915 – c1940)

#### 5.4.3.2 Characteristics

1. The primary defining elements, as illustrated in Figure 12, are:
  - i. Parapets profiles and details (F);
  - ii. Window patterns, proportions and details (D1);
  - iii. Bay windows (D2);
  - iv. Recessed balconies C;
  - v. Awning alignment, stays, fascias and soffits (G); and
  - vi. Shopfronts (E).



Figure 12

2. Victorian types usually have a parapet form with Italianate details or are relatively plain. Federations examples are Freestyle, Arts and Craft or sometimes plain. In the Inter-War period Art Deco style was popular.
3. They are commonly two storeys and located in main shopping centres along major roads such as:
  - i. Marrickville Road and Illawarra Road, Marrickville;
  - ii. New Canterbury Road, Petersham; and
  - iii. Marrickville Road and New Canterbury Road Dulwich Hill.
4. They typically have attached shopfront buildings that are built up to the front and side boundaries, with large display windows and doors opening direct to footpath or are slightly recessed into the shopfront and set under continuous awnings.
5. Shops traditionally supported residential or commercial above (underutilised in some cases).



Simplified Victorian Parapet Type



Victorian Parapet Type



Federation Freestyle



Inter War Art Deco Style



6. Often development occurred in a row as one building with consistent materials and details and a unifying parapet design creating a strong silhouette against the sky.
7. Individual shops are distinguished by vertically proportioned bays marked by pilasters, rainwater heads and projecting architectural features.
8. Window openings above ground level are vertically proportioned; some shop row types have recessed balconies – often infilled later.
9. Service wings to the rear are usually lower scaled and have a breezeway or laneway.
10. The most common roof form is a skillion pitched back from a high parapet. Some shops away from the major streets have pitched roofs.

### **5.4.3.3**      *Design guidelines*

Design should:

1. Retain the prevailing street wall height and distinctive parapet patterns;
2. Maintain the retail shop character and fine urban grain;
3. Maintain and enhance pedestrian amenity;
4. Encourage active use of upper floors for commercial or residential uses;
5. Retain the characteristic solid to void ratio of wall to window and proportions of openings. Retain shop front windows and maintain smaller window openings and/or recessed balconies above awning level (C, D1, D2 and E). Avoid alteration to create larger, wider windows;
6. Retain characteristic architectural elements and, where possible and appropriate, restore or reconstruct intrusive alterations or missing elements to original forms, details and finishes. Externally this may include:
  - i. Pressed metal and patterned awning soffits;
  - ii. Awnings, balconies and verandahs;
  - iii. Doors and windows, larger at ground floor;
  - iv. Wall tiles;
  - v. Traditional signs, applied or painted; and
  - vi. Decorative render and joinery;Internally, this may include:
  - i. Ceiling details;
  - ii. Tiles;
  - iii. Fittings and joinery;
  - iv. Original stairway details;
  - v. Doors, flooring, architraves, skirtings, picture rails; and
  - vi. Light fittings.
7. Retain continuous awnings across shop frontages (G);
8. Retain opal sphere under awning lights (J);
9. Re-open infilled verandahs and balconies wherever possible;
10. Avoid alterations or additions to the street elevations of intact shops, unless demonstrated to have negligible impact;
11. Ensure alterations and additions do not compromise the consistency and integrity of a row of buildings;
12. Maintain the building alignment to the street boundary and only recess entry doors where the recess is a characteristic of the row. Recessed entry doors can assist in achieving access for disabled persons;



13. Retain the horizontal and vertical pattern created by parapet lines, cornices, string courses, awnings, lot boundaries, pilasters, rainwater heads and downpipes that establish facade bays;
14. Use coordinated paint schemes and signs for a shop row building that reflect the style and period of the building;
15. Enable interpretation of the existing subdivision pattern of shop premises (K);
16. When only the front portion of the existing building is retained as part of a major external alterations and additions type of development, protect the integrity of the retained front portion by incorporating a light linking structure between the retained front portion and the new work, constructed to minimise damage to the original fabric;
17. The setback of four or five storey high additions behind retained commercial building frontages reduces its dominance (A);
18. Ensure the retained front portion reads as the principal streetscape element, while new rear additions are subservient and read as a complementary backdrop so they do not compete with or obstruct the architectural characteristics of the original structure. Methods to achieve this could include rear additions utilising contrasting light weight framing and glazing or using uniform shading screens;
19. Where development will result in the long term exposure of a side boundary wall from surrounding streets, e.g. oblique views of four or five storey structure set behind the street frontage, give design consideration to how this element presents to the streetscape. Avoid cheap or temporary materials and finishes and introduce texture or surface pattern to alleviate the appearance of a blank side wall (B and L). Incorporating stepped building planes or lightwells can also relieve the visual impact of a blank side wall (F);
20. Ensure the forms, details and building materials in new rear additions complement but do not copy the architectural style and colours of the streetscape; and
21. Where the first additional floor is seen behind the parapet, the use of deeply recessed glazed areas can create an articulation zone allowing the retained parapet to be more strongly defined (H).



Figure 13

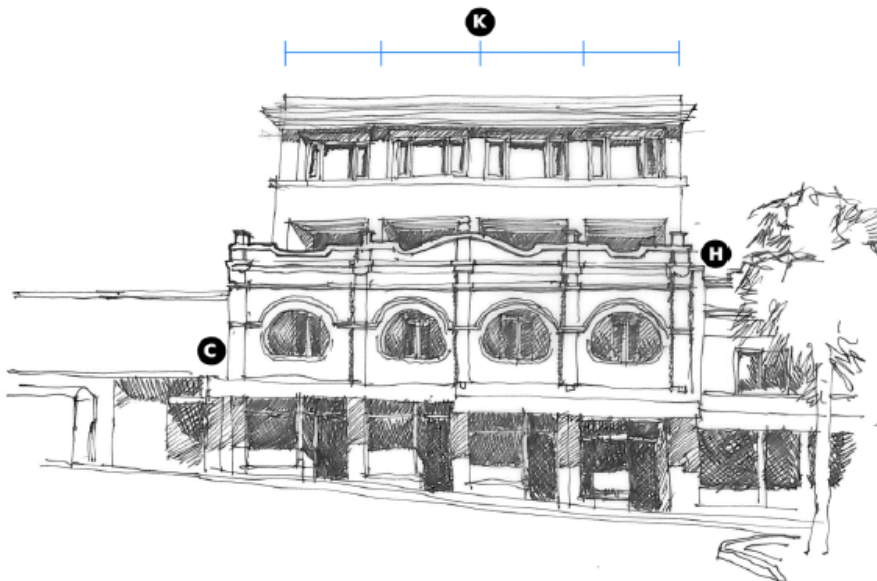


Figure 14



## 5.4.4 Corner hotels

### 5.4.4.1 Periods

Victorian – (c1840 - c1890), Federation (c1890 - c1915) and Inter-War (c1915 - c1940)

### 5.4.4.2 Characteristics

1. Buildings are most commonly two to three storeys.
2. Hotels traditionally occupy corner sites and can be prominent in street vistas. They are generally larger in scale than corner shops and extend further along each street from the corner and over a larger footprint.
3. Corner hotels can have an imposing presence through their additional height, distinctive parapet profiles and strongly modelled facades with ornate architectural features.
4. Victorian examples are typically rendered brick with Italianate decoration. Federation period hotels are more typically face brick with render or stone detailing. Early examples sometimes conservatively reflect Victorian stylistic elements and later exhibit Arts and Crafts features. Inter-War period hotels experimented with imported styles: Art Deco and Functionalist streamlining were popular; stripped classical styles is less common.
5. Awnings run the length of both streets to protect multiple entries, some lined with pressed metal ceilings.
6. A consistent feature of hotels from the late Victorian period onwards is the decorative tiling below awning level. Many hotels have the original tiles stripped off or replaced.
7. Traditional hotel signs and product advertising impart a character specific to this building type, in particular the painted glass panels advertising original beer brands.

### 5.4.4.3 Design guidelines

Design should:

1. Ensure the continuing use of corner hotels as hotels;
2. Maintain the important function of corner hotels as place markers that help to orient and locate people;
3. Maintain the prominence of parapets and roof lines against the sky;
4. Enable interpretation of the original internal layout and architectural features;
5. Encourage upper floor uses that are compatible with retention of the character and original spatial arrangements;
6. Retain the massing, scale, facade modulation and proportion of openings;
7. Retain characteristic architectural elements and, where possible and appropriate, restore or reconstruct intrusive alterations or missing elements to original forms, details and finishes. Externally this may include:
  - i. Pressed metal and patterned awning soffits;
  - ii. Awnings, balconies and verandahs;
  - iii. Doors and windows, larger at ground floor;
  - iv. Wall tiles;
  - v. Traditional signs, applied (hotel name) or painted (beer advertising); and
  - vi. Decorative render and joinery;
 Internally, this may include:



Victorian Italianate Style



Inter War Art Deco Style



Inter War Stripped Classical Style



Federation Period

- i. Bars;
  - ii. Ceiling details;
  - iii. Tiles;
  - iv. Fittings and joinery;
  - v. Original stairway details;
  - vi. Doors, flooring, architraves, skirtings, picture rails;
  - vii. Light fittings; and
  - viii. Traditional signs and advertising;
8. Ensure face brick and tiles are not painted over, rendered or retiled;
  9. Avoid additional floors that impact on the skyline profile of hotels;
  10. Ensure the junction of old and new fabric on a main wall is either seamless, in the same plane and same material, or articulated by a recess and where appropriate utilise contrasting light weight materials as a light linking structure between solid walls; and
  11. Where development will result in the long term exposure of a side boundary wall from surrounding streets, give design consideration to how this element presents to the streetscape. Avoid cheap or temporary materials and finishes. Where appropriate the introduction of texture, surface pattern, stepped building planes or lightwells can also alleviate the visual impact of a blank side wall.

**NB** *Design approaches are indicative only and do not represent all possible acceptable solutions.*

**NB** *Design solutions will be assessed against other planning controls and must satisfy amenity (privacy and solar access) density, building line and setback, height and bulk controls and guidelines for the relevant building type.*

# Part 6

## INDUSTRIAL DEVELOPMENT









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## Part 6 Industrial Development

### 6.1 General Industrial Controls

This part of the DCP supports Inner West Local Environmental Plan 2022 (Inner West LEP 2022) by providing additional objectives and development controls to enhance the function and appearance of the industrial zones. This part generally applies to all land within the IN1 General Industrial zone, IN2 Light Industrial zone and some commercial zones, where industrial activities are permissible, under the provisions of Inner West LEP 2022.

*Change of use development applications and development applications for alterations and additions to existing buildings may not comply with all the requirements of Part 6 and requirements elsewhere in this DCP. Those development applications will be considered on their merits.*

#### 6.1.1 General objectives

- 01 To implement the objectives of Inner West LEP 2022.
- 02 To ensure that industrial development does not unreasonably impact on residential amenity.
- 03 To encourage energy efficiency and energy conservation in all forms of industrial development.
- 04 To ensure that the effects of development upon drainage, water quality and stormwater management are considered.
- 05 To encourage design that is sustainable and environmentally responsible, and takes into account its social impact on environmental amenity.
- 06 To encourage design that is of a type, scale, height, bulk and character that is compatible with, and will enhance, the streetscape characteristics of the surrounding area.
- 07 To improve the environmental and aesthetic amenity of industrial areas for those who visit and/or work in the areas.
- 08 To encourage the development of cleaner, well-landscaped industrial zoned areas with well maintained industrial buildings and sites.

#### 6.1.2 Built form and character

##### 6.1.2.1 Land title

Land title is important where a number of developments and uses are located over a number of allotments.

##### Objective

- 09 To ensure site development is consistent with land ownership and to prevent disposal of part of any property that may be integral to the effective functioning of a development and the continued compliance with conditions of consent.

### Controls

- C1** Where development or use of a number of existing lots is proposed, the lots must be consolidated into one parcel, and the plan of consolidation lodged with the relevant authority.
- C2** No part of any site is to be separately leased from the remainder of the property for the purpose of a separate occupation or operation from an approved use except where the prior development consent of Council has been sought and obtained to any such lease, occupation or operation.

*Council will generally impose a condition of consent requiring the plan of consolidation to be lodged with the Land and Property Information before issue of the Construction Certificate and written notification as to the registration of the plan of consolidation at the Land and Property Information to be received by Council prior to the occupation of the premises or use of the site.*

- C3** Where there is to be a strata plan of subdivision, any space for parking or other purposes forming a part of a sole occupancy unit must be included in the same strata lot as the unit. All landscaped and access areas and directory board signs not forming part of an individual unit must be included in any strata plan of subdivision as common property.

**NB** Refer to Part 3 (Subdivision, Amalgamation and Movement Networks) of this DCP for relevant controls involving the subdivision of land.

### 6.1.2.2 Site area and frontage

Development must provide adequate area so that all operations can be conducted on site and that any impacts are contained to the site.

### Objectives

- O10** To ensure sites for new industrial developments are of a sufficient size to provide a functional and efficient area for building(s), vehicle parking and movement, landscaping and the storage of raw materials, finished products, trade waste and recycling bins.
- O11** To ensure all loading and unloading, turning movements, queuing and parking of vehicles, including delivery vehicles associated with the new development, occurs wholly within the site.
- O12** To encourage the consolidation of small-sized allotments in the established industrial areas so that they can achieve objectives O11 and O12.

### Controls

- C4** Allotments to be developed for industrial purposes other than light industries must have a minimum frontage of 20 metres.
- C5** Frontages of allotments to be developed for light industrial purposes (in zones where light industry is a permissible land use under Inner West LEP 2022) will be assessed on factors such as location of the site, access to the site, streetscape and surrounding development.
- C6** Detailed site plans for development for any industrial purpose must demonstrate how the proposed industry, including parking, landscaping and other ancillary facilities, will be wholly accommodated within the site boundaries.



### 6.1.2.3 Site layout and amenities

The site must provide for a functional, efficient and attractive working environment.

#### Objectives

- O13** To achieve a coherent site layout that provides a functional, efficient and attractive working environment.
- O14** To minimise any adverse environmental effects on surrounding land uses through planning of the site's layout.
- O15** To ensure that the development is compatible with the streetscape and addresses the public domain.
- O16** To ensure good amenity for people working in those industrial buildings.

#### Controls

- C7** A site and context analysis plan must be submitted with the development application in accordance with Section 2.3 (Site and Context Analysis) of this DCP.
  - C8** The layout of the site must:
    - i. Consider the site's context, constraints and opportunities;
    - ii. Provide for all the operations of a use wholly on the site;
    - iii. Include landscaped pockets at suitable locations to break any large span of paved surfaces and driveways to improve the aesthetic amenity of the site and streetscape;
    - iv. Prevent emission of odour and noise to adjoining properties;
    - v. Adopt energy efficiency principles; and
    - vi. Consider the width of the road reserve and scale and location of adjoining building forms.
  - C9** Industrial buildings must have an adequate number of openings at each level to allow natural light and ventilation.
  - C10** Each industrial unit within an industrial complex must have a reasonable size window at each level to allow natural light and ventilation.
  - C11** Each industrial building must provide for basic amenities including a designated staff room or area that is:
    - i. Of a reasonable area depending on the size, nature and staffing level of the proposed industry;
    - ii. Adequately furnished for staff; and
    - iii. Provided with attached kitchen/kitchenette with a fridge, microwave, sink and tea/coffee making facilities.
- NB** *Provision of a staff room is generally voluntary for small industries where less than five people work during normal working days.*

### 6.1.2.4 Building height

Building height plays an important role in the streetscape and can ensure infill development enhances the streetscape.

#### Objectives

- O17** To ensure new development recognises the environmental constraints of the site and the locality.

- O18** To ensure the form, scale, design and nature of the development enhances the streetscape and visual quality of the industrial area generally.
- O19** To ensure developments do not adversely affect air safety of Sydney Airport.

### Controls

- C12** The maximum height of an industrial building must be consistent with the height of other industrial buildings in the immediate vicinity.
- C13** The maximum height of an industrial building must comply with other controls in this DCP relating to urban design, solar access, privacy and residential to industrial interface.
- C14** Parts of the Inner West Local Government Area are affected by obstacle limitation surface (OLS) restrictions as imposed by Air Services Australia. Under Clause 6.6 of MLEP 2011 Council is required to refer development applications for proposed developments which it considers will penetrate the OLS to Air Services Australia. An applicant may choose to contact Air Services Australia directly for their opinion prior to lodging a development application.
- C15** Where the overall heights (including any rooftop or exposed structures in excess of 1.5 metres) of a proposed development are higher than surrounding development, a submission must be lodged with the development application supporting the proposed height. Unless proper planning reasons are presented, heights above those existing in the locality will not be supported by Council.
- C16** All rooftop or exposed structures including lift motor rooms, plant rooms, air-conditioning, ventilation or exhaust systems must be suitably screened and integrated with the building. If the site adjoins residential premises the facilities must be located away from the residential boundary.

### **6.1.2.5** *Building design and appearance*

The types of businesses operating within the industrial areas on where the DCP applies have undergone significant change in recent years, with a decrease in traditional industries such as manufacturing, and an increase in the advanced professional services sector, such as wholesale trades and transport and storage industries.

It is essential to modernise older industrial built stock for wider uses, as spatial needs change. Much of the industrial land in the LGA requires renewal and revitalisation to adequately respond to current trends. Newer buildings should be of superior architectural quality, introducing contemporary design that utilises a variety of materials and decorative colours and finishes. However, where an existing building has significant heritage or character the period industrial building guidelines will apply. Refer to Section 6.7 (Period Industrial Buildings).

### Objectives

- O20** To achieve a high standard of development both in terms of design and finish.
- O21** To achieve developments which enhance the streetscape of the locality.
- O22** To encourage adaptive reuse of Federation and Inter-War warehouse and factory buildings.



## Controls

- C17** Major interventions in the scale and form of warehouses or factories identified as having a high level of heritage significance are not permitted.
- C18** All development applications involving external building works must be accompanied by a schedule of finishes and a detailed colour scheme for all external walls.
- C19** New buildings must be designed to:
- Address the street and highlight any non-industrial aspects (such as the office section) of the development;
  - Avoid long blank walls facing the street and long continuous roof lines;
  - Provide regular modulation to the facade or division of massing;
  - Architecturally express the structure of the building by variation and minimal use of reflective glass;
  - Visually reinforce entrances, office components and stair wells of units to create rhythm on long facades and reduce perceived scale;
  - Introduce variation in unit design within building works;
  - Introduce solid surfaces, preferably masonry, and incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations;
  - Address the street to which it presents, with suitable architectural elements;
  - Avoid long expanses of roofs; and
  - Avoid bulky roof forms or extensive blank facades in a single material or colour.
- C20** Where blank walls on street frontages are unavoidable in new construction they must be screened by landscaping or treated as sculptural elements incorporating murals reflecting modern architectural design. They must be finished to a high standard and minimise the potential for graffiti or other vandalism.
- C21** External finishes must be robust and graffiti resistant. An anti-graffiti coating may be required where buildings adjoin a public place or accessible from an open area that is not secured by fences.
- C22** New development on corner sites must address both street frontages in terms of facade treatment and articulation of elevations.
- C23** Consideration must be given to the likely impacts of proposed height and configuration of buildings on adjacent sites. Sensitivity to the resultant character of the street must be addressed at the design stage of proposed developments and addressed in the site and context analysis plan. Refer to Section 2.3 (Site and Context Analysis) of this DCP for more details.
- C24** Walls of new development must make use of non reflective colours and materials to avoid glare.
- C25** Where industrial development adjoins any land zoned for residential purposes or any premises used for residential purposes, the external walls abutting such development must be constructed in 230mm or 280mm cavity brickwork. Where such walls adjoin land zoned for residential purposes, construction must be in face brickwork.
- C26** All elevations of a building fronting a public place, or visible from a rail line, public place or proposed road, must be constructed of face



brickwork or other decorative facade treatment to Council's satisfaction. Consideration must be given to installing windows or false windows in the facade to enable surveillance of the adjoining area or to engender a feeling that it is being overlooked.

- C27** All external walls, where located less than 900mm from a side boundary, must be of masonry construction.
- C28** No service plumbing pipes, other than downpipes for the conveyance of roof water, must be external to the building or visible to any public place.

### 6.1.2.6 Setbacks

Setback defines the overall footprint of a building and the outer extremities of that building in relation to the front, side and rear boundaries. Setbacks enable landscaping and buffers to be provided.

#### Objectives

- O23** To minimise the impact of development and buildings on the surrounding area.
- O24** To create a pleasant environment within and external to the site.

#### Controls

- C29** Front setbacks must be consistent with:
- Predominant front setbacks of adjoining industrial buildings;
  - Where a predominant front setback of adjoining industrial buildings cannot be established, 3 metres from the front boundary; or
  - On corner lots, a minimum 1.5 metres setback must be maintained along the secondary frontage.

**NB** *A predominant front setback is established by checking the existing front setback of a minimum two adjoining industrial properties on either side of the subject property. Where the two adjoining properties are used for non-industrial purposes or they have inconsistent front setbacks, the minimum front setback of the subject property must be 3 metres.*

- C30** Setbacks on corner blocks must enable sufficient sightlines for traffic in accordance with relevant Australian Standards.

*Australian Standard AS2890.1- Off street car parking provides standards for such sightlines.*

- C31** Where an industrial lot adjoins residential building(s), Council encourages the following design principles to be incorporated into the design of the building:
- A reasonable buffer zone is required between the proposed industrial building and adjoining residential properties. Such a buffer zone may be used for non trafficable landscaped area or other passive uses where it will not compromise the residential amenity of adjoining properties.
  - Any setbacks between the development and adjoining residential properties must be proportionately increased relative to the height of the development to reduce bulk and any overbearance on adjoining properties.



- iii. The internal layout of the buildings must encourage, where possible, noisy activities to be located away from residential properties.

**C32** Setbacks for creative industries and residential uses in specified employment areas (live/work) must respond to the specific site context and the streetscape. In general there will be no setback to the primary street frontage to encourage active ground floor uses. Adaptive reuse of buildings will typically retain existing setbacks; however, where there is a mix of residential buildings with front setbacks there may be a case to setback new development. See the relevant Planning Precinct statement and refer to Section 6.5 (Creative Industries), Section 2.1 (Urban Design) and Section 2.3 (Site and Context Analysis) of this DCP.

### 6.1.3 Site facilities

Site facilities include mailboxes, waste storage and garbage collection areas, general storage areas, gatehouses, substations, staff recreational facilities, telecommunications, fire hydrants or booster valves and water storage or recycling tanks.

#### Objectives

- O25** To ensure site facilities are designed as part of the overall development.
- O26** To achieve the safe and aesthetic provision of services.
- O27** To ensure open storage areas are properly screened to minimise adverse visual effects of the development.

#### Controls

- C33** New site facilities must be designed and/or sited to enhance the development.
- C34** New site facilities must be situated to allow satisfactory vehicular access.
- C35** Development must not be carried out until arrangements satisfactory to Sydney Water have been made for the provision of water and sewerage services.

*Proponent s of developments that will affect Sydney Water's water and wastewater systems are required to obtain a Section 73 Compliance Certificate from Sydney Water before development can proceed.*

*Adjustments to existing Sydney Water systems resulting from developer activity will be charged to the particular developer. Developers are encouraged to engage the services of a water servicing coordinator to obtain the Section 73 Certificate and manage the servicing aspects of their projects.*

*Details are available from any Sydney Water Customer Centre on 13 20 92 or [www.sydneywater.com.au](http://www.sydneywater.com.au).*

- C36** New utility services associated with the development of the site - such as fire hydrant booster valves, substations, water storage tanks and so on - must not be incorporated into proposed landscaping works.
- C37** Any open storage areas must be delineated to be screened effectively, harmonise with existing or proposed landscaping and prevent the land being viewed from a public road, nearby public reserve or adjoining

residential property. Specific details of the materials to be stored external to the building must be lodged with the development application. The storage areas must not be located within the landscaped areas.



## 6.2 Industrial/Residential Interface

The area on where the DCP applies contains a variety of land uses. In some cases, the historical development of land has led to residential and industrial uses occurring in close proximity to each other.

Assessing the impacts of industrial activities on nearby residential land uses in the area forms an essential part of Council's consideration of any development application for industrial development. Failure to identify and mitigate potential amenity impacts can lead to ongoing conflict between industrial and residential land users.

Interface amenity controls are important for the operational aspects of industrial developments. They apply to all new development and impose a high standard of control to protect the amenity of residential and other sensitive land uses.

In assessing the impacts of industrial development on nearby residential amenity Council will take into account a number of considerations including the following:

- Proposed hours of operation;
- Type of uses proposed on site to enable an assessment of the potential of the development to cause noise, vibration or pollution which may affect residential areas, and any mitigation measures proposed;
- Traffic movements to and from the proposed development site, including all proposed deliveries;
- Proposed use of parking areas, for example for customers and staff, to ensure the proposed development does not unduly impact on off-street parking demand in nearby residential areas;
- Proposed measures for garbage collection, including location of bins, frequency of collection and timing of collection; and
- Security and safety measures for example, in the case of an emergency on site.

Details will need to be provided within a Plan of Management (POM) required for any premises which have the potential to negatively impact on the amenity of nearby residential properties. More detail regarding POMs is provided below.

### 6.2.1 Plan of Management

For the purpose of this DCP, a Plan of Management is a written document which describes how the ongoing operation of industrial premises will be managed to reduce its impact upon the amenity of surrounding properties.

A POM is generally required for premises that, if poorly managed, may have an unacceptably adverse impact upon the amenity of surrounding properties.

A POM allows Council to exercise control over the ongoing operation of a premises by requiring, as a condition of consent, that the premises operate in accordance with the POM. A condition of consent may require that a POM be regularly revised and submitted to Council.

Additional information on potential amenity issues for industrial land uses can be found in the following sections.

**NB** Refer to A.2.6 (Plan of Management) in the Development Application Guidelines Section of this DCP for further information regarding requirements for Plans of Management.

### Objectives

- O28** To ensure industrial premises operate in the most efficient way without unreasonable amenity impacts on nearby residential land uses.

### Controls

- C38** A POM will be required when an industrial activity, is proposed in proximity of a residential land use.

**NB** For the purpose of this control 'in proximity' may include sites adjoining, abutting or adjacent to residential land use, or as determined by Council.

**NB** For the purpose of this control a residential land use may include a dwelling house, a residential flat building, seniors housing, a boarding house and the like.

- C39** A POM must provide all details relevant to the operation of the premises. As a minimum the following must be included in a POM:

- i. Title;
- ii. Objectives;
- iii. Operational details;
- iv. Hours of operation;
- v. Staffing details;
- vi. Guidelines for staff for using the site facilities and equipment;
- vii. Deliveries and loading/unloading;
- viii. Managing customers or patrons;
- ix. Security details;
- x. Complaint recording and handling process;
- xi. Clean-up procedures, and proposed training for staff in procedures, for situations where pollutants may escape from the site for industries likely to handle significant quantities of potential pollutants;
- xii. The review process to continuously improve the POM; and
- xiii. Any other matters specified by Council.

- C40** The traffic movements, hours of deliveries, use of parking areas and garbage collection must be managed through the POM where industrial sites are close to residential premises.

- C41** Loading and unloading must not detract from the amenity of nearby residential areas or residentially zoned land. Where loading and unloading movements are likely to affect residential areas or residentially zoned land, schedules of vehicle movements and their routes must be provided in the POM and may be regulated through conditions of consent.

### 6.2.2 Noise and vibration generation

The quality of life enjoyed by residents and people engaged in business and community pursuits must not be hampered by excessively noisy activities.



Logical design of efficient business premises can minimise the use of equipment, movements per site and number of vehicle movements per site per day.

Developments can incorporate sound proofing for machinery or activities considered likely to create a noise nuisance during the design of the development.

The noise and vibration impact of transport operations can be ameliorated by using appropriate paving or track mounting and installing acoustic barriers as required to meet the EPA standards on neighbouring uses.

## Objectives

- O29** To reduce, if not eliminate, land use conflicts and anomalies between industrial areas and residential areas.
- O30** To minimise the impact of noise and vibration of proposed operations with the subject development and on surrounding developments.

*The NSW Government has set standards in relation to acceptable noise levels for all operations and land uses through the Environment Protection Authority's Environmental Noise Control Manual. Those standards apply in all cases.*

## Controls

- C42** All development must comply with the relevant noise control guidelines.

*The Environmental Noise Control Manual sets out the acceptable noise levels for different kinds of uses in different areas and takes account of background noise and its measurement. A qualified acoustics consultant may be required to verify techniques and the methodology for assessing the proposal's possible noise generation and compliance with the Manual.*

- C43** New development must be designed so that noise producing activity is remote from the interface boundary.
- C44** Where sites adjoin a residential area, the number of hours and times at which mechanical plant and equipment is used should be limited in conjunction with sound proofing measures.
- C45** Other sources of noise such as garbage collection, deliveries, parking areas and air-conditioning plants are to be sited away from adjoining properties, where practicable, and be screened by walls or other acoustic treatment if necessary.
- C46** Sites with a road frontage to residential areas should locate any new offices to the residential areas with restricted access points onto the residential fronted road. Similarly, the warehouse/factory functions of the new development must be located away from residential areas.
- C47** All applications for noise generating uses adjacent to or located in a building containing a residential use must be accompanied by documentation from a qualified acoustic engineer certifying that the acoustic standard can be met.

*The following land uses are generally associated with excessive noise: amusement centres, animal boarding or training establishments, specialised retail premises, car parks, community facilities, freight transport facilities, function centres, heavy industries, industries, light industries, markets, nightclubs, passenger transport facilities, place of public entertainment, place of public worship, recreation facilities (indoor and outdoor), registered clubs, resource recovery facilities, retail premises, service stations, swimming pools, tourist and visitor accommodation, transport depots, truck depots, vehicle body repair workshops, vehicle repair stations, vehicle sales or hire premises, warehouse or distribution centres, waste or resource management facilities and wholesale supplies.*

- C48** Where significant amounts of traffic are likely to be generated which could affect residential areas or residential zoned land, schedules of vehicle movements and their routes must be provided and may be regulated in any conditions of consent.

### 6.2.3 Environmental protection

This section addresses the potential for pollution (including odour) from development and seeks to minimise any adverse environmental effects of development. Council seeks to reduce industrial pollution through best practice in developing processes and the use of machinery that minimises it.

Restricting the hours of operation may assist in reducing emissions to an acceptable level.

#### Objectives

- O31** To ensure development takes account of and minimises any adverse effects upon the environment.
- O32** To minimise air (including odour), groundwater, soil and surface water pollution caused by new development.

#### Controls

- C49** All development must comply with the provisions of the relevant air quality acts and regulations.

*The Clean Air Act 1961 associated regulations and the Protection of the Environment Operations Act 1997 provide air quality standards to be met by various activities.*

- C50** Industrial developments likely to emit air pollutants (including odour) must demonstrate the best practicable means of control of air pollutants (and odour) that will be applied to the proposed development. The applicant must outline the type, quantity and quality of air pollutants likely to be emitted, the collection and treatment proposed prior to discharge and methods to be employed to minimise fugitive emissions.

*For best management practices for odour control refer to the NSW EPA's Draft Policy Assessment and Management of Odour from Stationary Sources in NSW (January 2001).*

- C51** Industrial land uses that may handle significant quantities of potential pollutants are to develop clean-up procedures in case the materials escape from the site.





- C52** Operators and occupiers are to train staff in clean-up procedures.
- C53** Machinery and operations are to be designed to minimise the emission of air impurities, including minimising vehicular movements to and from the site.

#### **6.2.4 Hours of operation**

Where residential and industrial uses are located in close proximity, there is potential for activities associated with the industrial and business uses to have a detrimental impact on the amenity of the neighbouring residents.

The determination of suitable hours of operation will depend on the type of uses proposed, its location in relation to residential properties and the impact of operating hours on the occupiers of those properties.

Council will seek to ensure that the hours of operation of businesses, places of work, commercial premises and industrial premises are compatible with the type of activities carried out on the premises and the relationship with neighbouring residential occupiers.

#### **Objective**

- O33** To ensure the operations of the proposed development will not cause nuisance to residents during opening hours.

#### **Controls**

- C54** Hours of operation for the use of a site will be restricted by Council if it is likely that the use will cause an impact on any nearby residential or other sensitive use.
- C55** All excavation, demolition, construction and deliveries to the site necessary for the carrying out of the development is to be restricted to between 7.00am to 5.30 Mondays to Saturdays, excluding Public Holidays. Notwithstanding the above no work is to be carried out on any Saturday that falls adjacent to a Public Holiday.

### 6.3 Multi Unit Industrial Development

This section of the DCP provides additional guidelines and controls for new multi-unit industrial development containing two or more industrial units. All multi-unit industrial development must comply with the following controls as well as the relevant controls in Sections 6.1, 6.2, 6.4 and 6.5.

#### Objectives

- O34** To ensure industrial unit development has a consistent character and built form within the estate.
- O35** To introduce genuine architectural interest within the built form which responds to the position and form of the buildings on adjoining sites and to the topography and position of the site within the estate and the locality.
- O36** To ensure the size and shape of the industrial unit is appropriate for the range of industrial uses permissible in the zone.

#### 6.3.1 Building form and finishes

***The following design guidelines are intended to assist the design/assessment of development, but do not form part of the adopted DCP.***

##### Design guidelines

1. *Each building within the estate, whether positioned on its own site or within a multi-unit development, must be provided with a clearly delineated entry way to make it clear where the exact location of the entrance to each building is.*
2. *Each building within the estate must be designed to address the public or private road to which it presents, with suitable architectural elements.*
3. *Corner allotments must contain buildings which also address the corner of the site with an accentuated building form to help denote the entry to the estate.*
4. *Large expansive walls with no architectural interest or relief will not be permitted. Architectural elements or variations to colours, textures and or materials must be utilised in these circumstances.*
5. *The bulk of large expansive buildings must have their bulk visually reduced by variations to the placement of the vertical walls of the buildings. Minor modulations to the height of the buildings may also reduce visual bulk.*
6. *Consideration must be given to the proposed likely height and configuration of buildings on adjacent sites. Sensitivity to the resultant character of the street must be addressed at the design stage of each development proposal.*

#### 6.3.2 Setbacks

##### Design guidelines

1. *In addition to the setback requirements contained in Section 6.1.2.7 of this DCP, individual site proposals should be designed with regard to the actual or likely positioning of buildings on rear and side boundaries to ensure optimal utilisation of manoeuvring and landscaping areas occurs within the estate, for example:*
  - i. *To obtain access to a landscaped area located at the rear of the site it would be appropriate to have a reasonable side boundary setback on at least one side of the site.*



- ii. *To share a proposed vehicular turning area, it may be appropriate to have a zero side setback between two industrial buildings within the estate.*

### 6.3.3 Paving

#### Controls

- C56** Large expanses of bland concrete paving are not permitted. A contrast of paving materials – such as, unit paver and concrete - must be provided throughout the development.
- C57** Council may require the majority of car spaces to be paved with interlocking unit pavers.
- C58** Extensive use of asphalt is not permitted.

### 6.3.4 Size of industrial units

#### Controls

- C59** Industrial units must be of a size to accommodate uses permissible within the zoning. Council may require evidence of market demand and the type of potential industrial uses where sizes of proposed units are less than 100m<sup>2</sup>.
- C60** The applicant must demonstrate that the potential use and associated operations, including the storage of raw materials, finished products, trade wastes and recycling bins, are contained wholly within the industrial unit.
- C61** The applicant must demonstrate that all vehicle parking and loading and unloading, including movements, can be contained within the site.

### 6.4 Controls for Specific Land Uses

In addition to the generic controls in this DCP, the following land use based controls are applicable to specific land uses.

#### 6.4.1 Vehicle body repair workshops and vehicle repair stations

##### Objectives

- O37** To minimise any environmental problems, including the emission of odours, noise, material storage, overspray and liquid spillage.
- O38** To ensure adequate provision for employee and customer car parking and vehicle storage requirements.
- O39** To adopt best environmental practices.

##### Controls

- C62** No vehicles waiting to be serviced, repaired or collected must stand, or otherwise be stored, on any adjoining road.
- C63** Where spray painting is proposed, spray painting booths must be provided in accordance with the relevant Australian Standards.
- C64** Spray painting must be exhaust-ventilated to avoid odour.

**NB** A development application is required for any spray booth.

*Australian Standards AS 4114 Spray painting booths, designated spray painting areas and paint mixing rooms provides relevant standards and controls for spray painting.*

*Prior to the construction and installation of a spray booth, the approval of the Workcover Authority must be obtained.*

**NB** A spray painting booth is classified as a workbay for the purposes of calculating car parking provision.

*The EPA's Guidelines for Spray Booths – EPA – Environment Protection Manual for Authorised Officers Spray Painting and Surface Coating (December 1995) states: "Spray with solvent-based coating should be done at the premises at least 100 metres away from sensitive receptors (such as private homes, schools, kindergartens and hospitals) and should be located in a special trades or general zone."*

- C65** Storage bins for scrap body panels and motor parts must be provided and must be fully screened from public view. Documentation must demonstrate that the bins will be regularly emptied.
- C66** All work must be confined to within the building. No work is to be carried out on cars in the car parking spaces or in the street.
- C67** Dangerous goods storage for paints and other items must be provided on site in accordance with the relevant Australian Standards.
- C68** When tow vehicles operate outside normal business hours, adequate on-site facilities must be provided for the storage of damaged vehicles.



- C69** Vehicles, including tow trucks, must enter and leave the site in a forward direction so as not to disrupt the flow of on-street traffic.
- C70** Appropriate oil spill equipment must be kept on the premises and maintained at all times.

## 6.4.2 Freight transport facilities

### Objective

- O40** To ensure container terminals and other freight transport facilities are compatible with the surrounding land uses and cause minimum disruption to local traffic.

### Controls

- C71** The details submitted with a development application for a container terminal must include:
- Areas clearly marked for storage of containers, vehicular circulation areas, loading/unloading zones, administration areas and other site facilities;
  - The number of containers to be stacked on top of each other including maximum height above finished surface level;
  - Details of surface treatment; and
  - A site management plan describing means for suppression of dust and noise and protection of all paved areas.

**NB** *All driveways and storage areas must be sealed.*

- C72** A traffic report must accompany all applications for container terminals and must include full details of the proposed operation, proposed vehicular access, parking, vehicular movement and manoeuvrability, truck routes to and from the site, and the effects on traffic and the road system.

## 6.4.3 Conversion of existing non-residential buildings in residential zones

### Objectives

- O41** To provide for the adaptive reuse of existing industrial buildings and warehouse buildings to residential flat buildings, multi dwelling housing, business premises, office premises, restaurants or cafes, shops, small bars, or take away food and drink premises.
- O42** To ensure that the impact of the conversion on the amenity of existing and future residents is considered in assessing the development.

### Controls

- C73** Before granting consent for development referred to in this section Council must take into consideration such of the following matters as are of relevance to the proposed development:

**NB** *Other sections of this DCP provide more details and controls to assist in achieving compliance with the following controls.*

- i. The impact of the proposal on the scale and streetscape of the surrounding locality;
- ii. The impact on surrounding properties, particularly in respect to overshadowing, loss of privacy, and visual intrusion;
- iii. The impact on the future residents of the building, caused by surrounding properties, from dust, odour and noise;
- iv. Noise attenuation of the building to comply with the relevant Australian Standards;
- v. The appropriateness of requiring, as a condition of any consent, provision of landscaping or a private recreation area in the form of balconies and terraces;
- vi. The heritage aspects of the existing building;
- vii. Sources of potential contamination;
- viii. The building's suitability for conversion;
- ix. The structural adequacy of the retained factory or warehouse building and the impacts of any demolition works proposed, and any engineering works required during demolition and construction to ensure the retention of the retained sections of the building;
- x. The proximity and accessibility of the building to public transport;
- xi. The degree of modification of the footprint, facade and height of the building;
- xii. The impact on employment opportunities in the area;
- xiii. The size and mix of dwellings; and
- xiv. The impact on traffic and parking and the nature of the surrounding streets.



## 6.5 Creative Industries

A key direction of the *Our Inner West 2036* is to support creative and innovative industries in the LGA which have the potential to increase local employment opportunities.

'Creative industries' include the visual and performing arts, new media or multimedia including film and television, broadcasting, computer animation, web design and music. They also comprise other sectors like architecture and urban design, industrial design, designer fashion, writing and publishing.

Those industries are often micro businesses or small to medium sized enterprises that focus on local markets. They are best understood as businesses focused on individual creativity, skill and talent. They have the potential to generate sustained wealth and job creation through the generation, use and commercialisation of their intellectual property.<sup>1</sup>

The development of creative industries can counteract declining industrial sectors. Around the world such areas are undergoing large scale redevelopment into creative industry precincts while others are developing in a grassroots fashion encouraged by land use zoning.<sup>2</sup>

Creative industries can help revitalise the areas in which they are permitted, encourage live-work enterprises in specified areas, maintain active street frontages and where possible adaptively reuse existing buildings.

Creative industries are an appropriate land use buffer between industrial and residential development and are suited to light industrial areas in the LGA. Managing external impacts such as noise, traffic and parking remain relevant considerations.

Inner West LEP 2022 has provided an opportunity for underused industrial space to be used for creative industries by permitting business and office uses in the IN2 - Light Industrial zone. Inner West LEP 2022 also permits creative industries as part of live/work developments within the B7 Business Park zone. To promote the emerging arts, graphic and design culture in the LGA, the types of business and office uses permitted in the IN2 - Light Industrial zone and B7 - Business Park zone are only those that fit the definition of creative industries.

### Objectives

- O43** To support creative industries in the area where this DCP applies.
- O44** To clarify the types of uses most suited to the light industrial areas.
- O45** To encourage the adaptive reuse of existing character buildings wherever possible.
- O46** To manage mixed use activities and their impacts so as to minimise land use conflicts.
- O47** To encourage active streetscapes by promoting ground floor employment generating uses and new public domain works.
- O48** To provide a buffer between traditional industrial land uses and residential zones.

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<sup>1</sup> Marrickville Employment Lands Study 2008

<sup>2</sup> 'ibid'



### 6.5.1 Creative industries definition

Inner West LEP 2022 makes permissible, in the IN2 Light Industrial zone and B7 Business Park zone, small scale business and office premises for certain creative industries. Additionally, Inner West LEP 2022 also makes those uses permissible as part of a mixed use development that include business premises or office premises on the ground floor. The broad definition of creativity enables a wide spread of potential uses under the broad categories of the arts, technology, production and design sectors.

Table 1 below, and the following list indicate the types of uses which may be labelled "creative industries":

1. Audiovisual, media and digital media;
2. Advertising;
3. Craft, visual arts and indigenous arts;
4. Design (including architecture, fashion, and graphic, urban, industrial and interior design);
5. Film and television;
6. Music;
7. Publishing;
8. Performing arts; or
9. Cultural heritage institutions.

Creative industries are attracted to a variety of spaces, especially if affordable and accessible. The retention of the IN2 Light Industrial zone with a mix of building types and activities may attract and retain creative industries and provide clusters of activity. The permissibility of creative industries with limited residential development in the B7 - Business Park zone aims to encourage and provide for live/work opportunities within suitable areas of the Inner West LGA.

Table 1 is a guide to creative industries supported in the Marrickville LGA and is not exhaustive.



Table 1: Guide to creative industries

<b>Creative sector</b>	<b>LEP definitions that could apply</b>	<b>Range of potential creative activities<sup>3</sup></b>
Design	Office, business, light industry	Studios or offices for specialised design services such as architecture, landscape architect, fashion, visual arts, graphic design, jewellery design, urban design, illustrating, interior design, industrial design. Other sectors are advertising, marketing, writing and media.
Art	Office, business, light industry	Painting, sculpting or pottery, welding, craft, visual arts and Indigenous art artist studios, photography (but not a photographic shop).
Technology	Office, business, light industry	Computers and software, digital technology (including content), radio broadcasting, audiovisual, media and digital media (including games developers), visual effects creators, web designers and components for the film and television production and post production activity.
Production	Entertainment facility, theatre, cinema, music, concert or dance studio	Performing arts, dance, music performance, human circus, experimental theatre, drama. Writing, printing and publishing, film or theatre set production, computer assembly, music composition, production and publishing (includes studios), reproduction of recorded media.
	Filming	TV, film and video production and broadcasting.
	Light industry	Any industry, not hazardous or offensive and not interfering with the amenity of the neighbourhood, including antiques and collectables restoration; manufacture of jewellery, clothing, music, sport, electronic or photographic equipment.
	Industrial retail outlets	Used in conjunction with an industry and for the sale or display of only those goods manufactured on the land on which the industry is located. Not a warehouse or distribution centre.
	Educational establishments	Music, arts and dance teaching (only those that fit the definition of educational establishment), research and development.
	Markets	Intermittent or occasional activity by independent stall holders.

To ensure those areas do not compete with businesses in established business zones and retail or shopping centres, direct and regular service to day to day customers, such as the financial (banking, taxation or financial planning services), business (real estates, accountant or lawyers) or government sectors are not considered creative industries.

<sup>3</sup> This list was compiled using two primary sources – The 2005 report into Creative Industries in South Australia and the ARC Centre of Excellence for Creative Industries and Innovation (CCI) Technical Report, 2007 Australia's creative economy: Basic evidence on size, growth, income and employment.

## PART 6: INDUSTRIAL DEVELOPMENT

There is need for improvements in the public realm for industrial areas generally throughout the LGA. Good urban design will be employed to improve streetscapes, pedestrian and public spaces.

**NB** *This section does not contain all the relevant controls for development. Refer to other sections of the DCP which maybe applicable such as car parking, access or landscaping.*

### Controls

- C74** The types of office and business uses that can be undertaken in the IN2 - Light Industrial and B7 - Business Park zones are only those in the arts, technology, production and design sectors.
- C75** Development must respond to the character of the area with a bulk, scale and height that responds to the desired future character of the area and minimises impacts on residents.
- C76** The area of the premises used for small scale creative industries must not exceed 300m<sup>2</sup> of gross floor area.
- C77** Where smaller artist studios/workshops are provided close to public transport more sustainable parking options must be considered in accordance with Council's car parking policy. The design of work spaces must provide for an on-site common delivery/loading or service vehicle area.
- C78** To maintain active street frontages and streetscape design, vehicle access points must be:
  - i. Provided from rear lanes in the first instance or where they do not exist; and
  - ii. Designed as narrow as possible (width of driveway must not exceed 6 metres) on street frontages.
- C79** Buildings must be retained and reused wherever possible and practical. This may result in flexible spaces to accommodate varying uses.
- C80** Development must improve pedestrian amenity by incorporating awnings, street furniture or art in any design concept. Blending of the private and public domain at the street interface is encouraged to create a vibrant and accessible place.
- C81** The display of creative industry products and services is encouraged.
- C82** To promote the creative industries hours of operation may be varied to accommodate quarterly forums or exhibition openings that may occur in the evening.

Office and business uses (such as banks, real estate agents, accountants, lawyers and the like) and that are typically located in a retail strip are not supported within the light industrial zone.

Currently, retail and standalone bars or cafes are not permitted in the IN2 - Light Industrial zone where creative uses are being fostered. However, industrial retail outlets which comply with the definition in MLEP 2011 and the area controls of Clause 5.4(4) of Inner West LEP 2022 are permissible with consent.

It is likely that a growing mix of land uses over the years will help to diversify the economic base of the area. Managing development within a range of land uses must create a liveable environment with good urban form and public domain works.



Development proposals should refer to the desired future character located with the relevant planning precinct, where completed.

### 6.6 Residential Uses in Specified Employment Areas (Live/work)

Inner West LEP 2022 provides for genuine small-scale live/work enterprises to help revitalise certain business zones by encouraging residential development in conjunction with ground floor employment uses that activate the street.

The B7 - Business Park zone has been applied to those locations identified for live/work opportunities. These areas of former light industrial land are limited and in many cases provide a buffer between industrial/business uses and residential uses.

#### 6.6.1 Residential development and employment uses

Inner West LEP 2022 permits limited residential development in the B7 Business Park zone provided it is carried out in association with ground floor permissible uses. These residences may also fit well with certain creative industries (see Section 6.5 (Creative Industries)).

Specific ownership and subdivision controls protect light industrial activity from potential residential conflict and promote genuine small scale live/work enterprises by requiring the residential dwelling/s to be in the same ownership as the commercial/industrial use most commonly occurring at ground floor level.

Subdivision, including strata and community title schemes, is not permitted. This restriction promotes the reuse and redevelopment of the small lots in the subject areas while avoiding the construction of larger buildings which would function predominantly as residential flat buildings. This restriction also enables better management of mixed uses.

Council supports the recycling of buildings and their adaptive reuse. The existing dwelling houses or redundant industrial sites in these specified areas could provide a more active, attractive frontage to revitalise the areas while providing on-site employment opportunities for home owners close to similar activities.

The development could take several forms, for example:

1. Employment/industry uses at ground floor with a residence above;
2. Employment/industry uses at ground floor with live/work studios above with a clearly delineated area for creative industries with living space incorporated; or
3. Creative or employment/industry and residential or live/work at ground floor for single storey buildings.

Given the restriction on subdivision it is likely only one or two residences may be created above a ground floor employment generating permissible use (in accordance with the zone), while a greater number of live/work studios could be provided. In all cases residential accommodation is not the primary use of the land.

Notwithstanding this, all development must consider:

1. Whether existing buildings can be adaptively reused;
2. The incorporation of suitable measures to control noise and vibration from activities permissible in the zone;
3. The provision of active street frontages at the ground floor level; and



4. The design and configuration of the ground floor to support ongoing employment uses and mitigate against its replacement by residential functions.

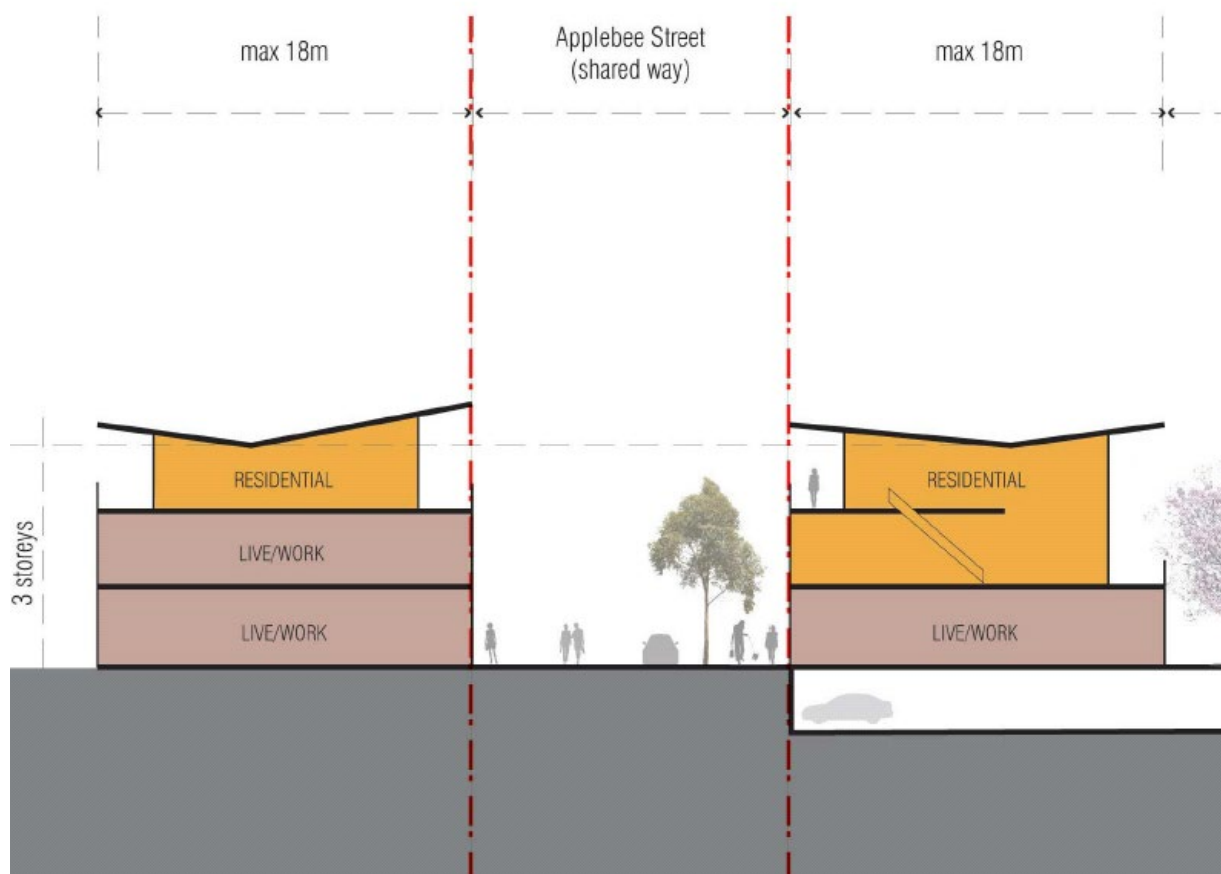
**NB** *This section does not contain all the relevant controls for development. Refer to other parts and sections of the DCP such as car parking or waste management that may be applicable.*

### Objectives

- O49** To encourage well designed residential development in conjunction with permissible ground floor uses to support employment.
- O50** To minimise and manage land use conflict to provide a safe and liveable urban environment.
- O51** To support limited residential development within the B7 - Business Park zone for genuine small-scale live/work enterprises.

### Controls

- C83** A site and context analysis must be undertaken in accordance with Section 2.3 Site and Context Analysis of this DCP and the future character/context of the locality identified in the relevant planning precinct statement.
  - C84** Land in these former industrial areas must be assessed for contamination from past or present uses (Refer to Section 2.24 Contaminated Land). Where land is contaminated a preliminary site investigation report must be prepared as part of the development application.
  - C85** Dwellings (including live/work studios) must not be an individual lot in a strata plan or community title scheme.
  - C86** A minimum of 60% of the total gross floor area must be used for non-residential purposes.
  - C87** The design and configuration of the ground floor must support ongoing employment activities and mitigate against their replacement by residential functions.
- NB** *In adapting existing industrial buildings with large openings, the ongoing use of roller/shutter doors necessary for the operation of the business are permitted with a general preference for these to remain open during business hours to present an active frontage to the street.*
- C88** Heights of new development must generally be up to three storeys or to fit the site's constraints and the desired future character of the precinct as a mixed use area.
  - C89** Development must be consistent with the FSR controls on the Inner West LEP 2022 Floor Space Ratio Map.



- C90** Developments must have minimum ceiling heights, measured from finished floor level to finished ceiling level, of:
- i. 3.3 metre minimum for ground floor;
  - ii. for any other floors incorporating residential accommodation:
    - a. in general, 2.7 metre minimum for all habitable rooms on all floors, 2.4 metres is the preferred minimum for all non-habitable rooms, however 2.25 metres is permitted;
    - b. for two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights;
    - c. for two-storey units with a two storey void space, 2.4 metre minimum ceiling heights
    - d. attic spaces, 1.5 metre minimum wall height at edge of room with a 30 degree minimum ceiling slope.

**NB** *These are minimums only and do not preclude higher ceilings, if desired.*

**C91** Buildings must be retained and reused wherever possible. This may result in flexible live/work spaces that provide separate kitchens, bathrooms and stores, with open plan working and living/sleeping areas. As a guide, live/work spaces or studios can vary between 45m<sup>2</sup> and 90m<sup>2</sup>.

**C92** Suitable visual and acoustic privacy measures must be incorporated to protect the amenity of neighbours and residents.

**C93** Ground floor uses must provide an open, active building/shop front during the day to provide interest and activity within the locality.





- C94** The building must have at least one entrance and at least one door or window on the front building facade.
- C95** To maintain active street frontages and streetscape design, vehicle access points must be provided from rear lanes in the first instance or, where they do not exist, designed to be as narrow as possible (width of driveway should not exceed 6 metres) on street frontages.
- C96** Consideration must be given to the provision of a loading or unloading bay (depending on type and size of operation) and its shared use by all employment occupancies in the building.
- C97** A Plan of Management detailing how the business/industry will operate and manage its impacts particularly on residential uses must be submitted with the development application.
- C98** Where residential occupancies exist in a building, hours of operation will generally be limited to 8.30am to 5.30pm Mondays to Fridays and 8.30am to 1.00pm Saturdays. Allowance can be made for longer hours where there will be no impact or where there are no sensitive land uses. Some uses which are periodic, for example, an exhibition or gallery opening, may be permitted at times most suited to the event (such as evening openings).
- NB** *Sale of goods produced on the premises is permitted where consent is obtained for an industrial retail outlet. Size restrictions apply and are set out in Clause 5.4 (4) of MLEP 2011.*
- NB** *Given the area is a mix of industrial, creative and residential uses the exhibition of works is encouraged, including incorporation of art work into the public domain.*

### 6.7 Period Industrial Buildings

The industrial heritage of parts of Inner West LGA is well represented by warehouses and factories, markedly contrasting in scale compared to the residential development. Some, like the Globe Worsted Mills, are large enough to occupy a whole street block. Manufacturing and wholesaling activities have moved further out into the metropolitan area leaving these robust structures vacant. With large floor areas and multiple levels up to five or six storeys, several of these buildings have been adapted for residential use and are also adaptable to use as commercial offices.

#### 6.7.1 Period

Victorian (c1840 - c1890), Federation (c1890 - c1915) and Inter War (c1915 - c1940).

#### 6.7.2 Characteristics

1. Buildings generally range from two storeys to five storeys with high floor to ceiling heights and open floor plans. Traditional warehouses, on residentially zoned land, have been, and can be, converted to residential use. Commercial office use is also compatible with the characteristics of this building type.
2. Building forms are simple and rectangular, often built up to property boundaries.
3. Buildings are predominantly face brick walls with large rectangular window openings and limited ornamentation, usually confined to brickwork detailing at openings and structural bays expressed by attached piers.
4. Roofs are either hidden behind a masonry parapet or simple gable forms or sawtooth in corrugated iron or corrugated asbestos.

#### Objectives

- O52** To ensure alterations and additions to warehouse/factory buildings do not compromise their structural integrity or robust architectural character.
- O53** To retain significant fabric and some ability to interpret original spatial qualities (for example, at the entrance area and in wider than usual circulation spaces).
- O54** To maintain the contribution warehouses and factories make to an area's character through their characteristic form, massing, scale, proportions and materials.

#### Controls

- C99** In the case of warehouses or factories of lower levels of heritage significance, lightweight balconies, canopies and sun shading devices may be affixed to the facades as long as there is a clear distinction between the original solid masonry fabric, the contemporary attachment and the robust masonry character, and the regular pattern of openings remains dominant.
- C100** Major warehouses or factories not assessed as having heritage significance can accept a greater degree of physical intervention internally and externally.
- C101** The rhythm of openings must be respected. For main entries and vertical circulation it may be possible to combine two smaller openings with careful design so long as there is no removal of, or awkward relationships with, original significant fabric and structure.



Federation period warehouse



Federation period warehouse



- C102** Vertical additions are only possible for flat roofed buildings, set behind a parapet and with a horizontal profile in keeping with the simple building form and strong parapet line. Decorative elements that would undermine the strong horizontal parapet line must not be used. Sawtooth roof profiles must not be altered.
- C103** Existing floor levels must be maintained except where:
- Floor to ceiling heights allow for mezzanine or loft levels to be inserted;
  - Additional floors can be inserted into the building envelope while preserving the original facade proportions which do not adversely impact on windows (new floor plates must not be visible from the street or external spaces); and
  - New floor construction satisfies the above conditions and complies with the Building Code of Australia.
- C104** Large gable spaces may accommodate mezzanine or loft spaces provided the roof trusses remain visible and the main roof structure is not altered. Light and air may be admitted through the use of shallow type dormers or skylights in the roof plane spaced well apart so they do not become dominant elements in the roof form.
- C105** Existing painted signs that enable interpretation of the building's historic use and contribute to the streetscape character must be retained.
- C106** Exterior face brick walls and decorative details must not be painted.
- C107** Whenever possible original timber frame windows must be retained.
- C108** Car parking or garage areas at sub-basement or lower ground floor levels must be designed to minimise adverse visual and amenity impacts (from fumes, noise and lights) to the footpath or open spaces. Car parking visible through original openings is discouraged.
- C109** Older buildings must not be imitated in new structures as this draws attention away from the older buildings' architectural value and obscures interpretation of their historic meaning.

### 6.7.3 Design guidelines

***These design guidelines are intended to assist the design/assessment of development, but do not form part of the adopted DCP.***

The diagrams in Figure 1 represent possible design solutions for works to a period industrial building in the LGA.

- New enlarged openings may be made sparingly and must respect the rhythm and horizontal datum lines of existing openings in the building (that is, their width must be equal to two windows plus the space between them (A) and the overall solidity of the building must be reinforced, as there is still a high proportion of solid wall to openings). Wider window openings may be adapted as recessed balconies.
- Small scale lightweight balconies may be added to the sides and rear of a warehouse building when it is adapted for residential or commercial uses, so long as the original overall form of the building is dominant and its important structural and facade elements can be readily seen (B).
- Subject to the level of heritage significance, windows may be converted to recessed balconies provided at least two thirds of all windows in the facade are retained (C). Louvre screens can be used to provide sun control and privacy at

recessed balconies. An additional penthouse level set well back from the parapet provides a unique form of residential accommodation with generous terraces (D) whilst preserving the effect of the solid masonry mass of the building and the skyline of the parapet as seen from the street.

4. A Juliet balcony may be introduced at existing openings for moving goods.
5. Large gabled roof spaces may accommodate a loft or mezzanine floor to apartments. The integrity of the roof form and surface is important but could accommodate simple skillion dormers set well below the ridge line and subsidiary in scale or roof lights in the plane of the roof. New spaces within roof volumes should be set between trusses and trusses should remain visible as an interior feature.

*Any encroachment over the road, for example by adding a new balcony would require an airspace lease under Section 149 of the Roads Act and an approval by the Secretary of the Department of Planning and Environment.*

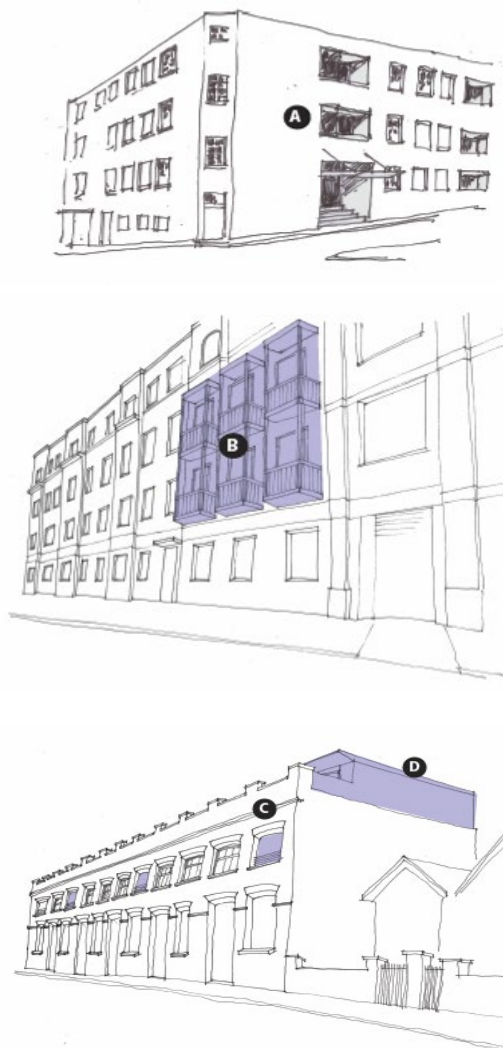


Figure 1: Possible design solutions for works to a period industrial building.

# 7.1

## MISCELLANEOUS DEVELOPMENT CHILD CARE CENTRES







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## Part 7 **Miscellaneous Development**

### **7.1 Child Care Centres**

#### **7.1.1 Objectives**

- 01** To accommodate the demand for children's education and care in the land where this DCP applies, particularly where there is a geographical or aged related undersupply.
- 02** To provide a range of children's services that are safe, provide good quality education and care, and that accommodate children with special needs and those from culturally and linguistically diverse communities.
- 03** To ensure that child care centres are compatible with the context, particularly the residential context, in terms of built form, building design and the amount of landscaped area provided.
- 04** To enhance the amenity of neighbours and avoid detrimental impact from the operation of child care centres.
- 05** To ensure that child care centres have adequate, convenient and safe parking.

#### **7.1.2 Application**

Under Inner West LEP 2022 child care centres are permitted with consent in the following zones:

- R1 - General Residential;
- R2 - Low Density Residential;
- R3 - Medium Density Residential;
- R4 - High Density Residential;
- B1 - Neighbourhood Centre;
- B2 - Local Centre;
- B4 - Mixed Use;
- B5 - Business Development;
- B7 - Business Park;
- IN2 - Light Industrial;
- RE1 Public Recreation; and
- RE2 - Private Recreation.

For the purpose of this DCP, child care centres provide education and care (whether on an occasional or long day care basis) for 0 - 6 year old children not attending a school.

This section does not apply to family day care or a home based child care (in a home that provides care for fewer than five children), or to a regular child minding service provided in connection with a recreational or commercial facility (such as a gymnasium).

## National Quality Framework

From 1 January 2012 most education and care services for children (called children's services) are regulated under the National Quality Framework. The framework provides guidelines and performance standards for the quality of education and care in child care centres, and the standards of space and design that need to be complied with under the Education and Care Services National Law 2011 and Regulation 2011. The MDCP 2011 controls are in addition to the National Quality Framework and indicate how a child care centre should fit in with the context and surrounding land uses.

## Compliance with licensing requirements

Before submitting a development application applicants are required to refer to the National Quality Framework to determine the requirements for licensing, so that these can be incorporated into the design of the child care centre. Applicants are required to lodge a statement with the development application that the proposal will comply with the Education and Care Services National Law 2011 and Regulation 2011, and the National Quality Standard.

## Planning context

Council's strategic direction is to achieve child care centres that support the desirable physical and social characteristics of the area by:

1. Conserving the physical character where relatively intact and of good quality;
2. Maintaining the traditionally diverse population and housing mix; and
3. Ensuring new development is in context with surrounding development and has minimum adverse impact on environmental quality or residential amenity.

**NB** *Refer to Section 2.1 (Urban Design) for principles of urban design and other guidelines).*

**NB** *Development applications for child care centres in the R2 – Low Density Residential Zone will be assessed in accordance with the relevant controls in Section 4.1 of this DCP relating to low density residential development and the relevant objectives and controls in Section 7.1.*

**NB** *Development applications for child care centres in the R1 – General Residential Zone, R3 – Medium Density Residential Zone, R4 – High Density Residential Zone, RE1- Public Recreation and RE2 – Private Recreation Zone will be assessed in accordance with the relevant controls in Section 4.2 of this DCP relating to multi dwelling housing and residential flat buildings and the relevant objectives and controls in Section 7.1.*

**NB** *Development applications for child care centres in the B1 - Neighbourhood Centre Zone, B2 - Local Centre Zone, B4 - Mixed Use Zone, B5 - Business Development Zone and B7 - Business Park Zone will be assessed in accordance with the relevant controls in Section 5 of this DCP relating to commercial and mixed use development and the relevant objectives and controls in Section 7.1.*

**NB** *Development applications for child care centres in the IN2 – Light Industrial Zone will be assessed in accordance with the relevant controls in Section 6 of this DCP relating to industrial development and the relevant objectives and controls in Section 7.1.*



- NB** *Minimum access requirements for child care centres are detailed in Section 2.5.10.*
- NB** *Acoustic and visual privacy requirements for child care centres are detailed in Section 2.6.*
- NB** *Car parking requirements for child care centres are detailed in Section 2.10.*
- NB** *Where a child care centre is on the site of a heritage item or within a heritage conservation area, the proposal will also need to comply with the relevant heritage controls contained in Part 8 of this DCP.*
- NB** *Child care centre proposals also need to comply with the relevant precinct controls contained in Part 9 of this DCP.*

## Controls

### Minimum requirements

- C1** Child care centres in two storeys, or more, buildings must have at least one lift access to all floors, including to any basement parking.
- C2** Locate any lift adjacent to the entry (or main entry if more than one) and adjacent to drop off area and parking that parents will use.

### Access for children and their parents

- C3** Locate the main entry and sign on area as close as possible to the drop off area or parking that parents will use.

### Residential zones

- C4** The premises should remain residential in external appearance and finishes and be consistent with the nearby residential streetscape and landscape.
- C5** Child care centres in a residential zone will be assessed for impact on residential amenity.
- C6** Child care centres in a residential zone will only be acceptable where adverse impacts on the amenity of residents in the neighbourhood can be avoided or minimised to an acceptable level.
- C7** Potential impacts to be considered include, but are not limited to, traffic generation and parking demand, privacy, solar access, and noise.

### Safety and wellbeing

- C8** Do not locate a child care centre on a state road.
- C9** Lodge supporting documentation (prepared by a suitably qualified person) with the application to demonstrate there will not be negative impact on the health and wellbeing of children and staff of the child care centre in relation to:
- Air quality;
  - Soil quality;
  - Lead and other metals;
  - Dust, fumes and chemicals;
  - Traffic; and
  - Nearby land uses (such as industrial, telecommunications, sex services premises).

### ***Aircraft noise***

- C10** Do not locate a child care centre on that is in an ANEF contour of 25 or greater.
- C11** Where appropriate provide noise attenuation in accordance with the Association of Australian Acoustical Consultants document Guideline for Child Care Centre Acoustic Assessment (September 2010). The following maximum noise levels are appropriate:
- i. **Road, Rail Traffic and Industry**
    - a. The noise level Leq,1 hr from road, rail traffic or industry at any location within the outdoor play or activity area during the hours when the child care centre is operating must not exceed 55 dB(A); and
    - b. The noise level Leq,1 hr from road, rail traffic or industry at any location within the indoor play or sleeping areas of the child care centre during the hours when the centre is operating must not exceed 40dB(A).
  - ii. **Aircraft**
    - a. The Lmax, slow noise level from aircraft at any location within the indoor play or sleeping areas of the child care centre during the hours when the centre is operating must not exceed 50 dB(A) in accordance with AS2021.

### ***Clustering***

- C12** If within 200 metres of another child care centre demonstrate:
- i. The concentration will not have an adverse impact with respect to noise, loss of privacy, traffic generation and on street parking, and
  - ii. The need for additional children's places in the location, supported by demographic and statistical analysis.

### ***Open space***

- C13** Take advantage of existing site conditions, identifying both desirable and undesirable elements, and emphasise the natural or garden environment.
- C14** Ensure that the external areas are free from lead contamination.
- C15** Do not locate between the front alignment of the building and the street, or in a side set back.

### ***Visual and acoustic privacy***

- C16** Lodge an acoustic report (prepared by a suitably qualified acoustic consultant) with the application that demonstrates:
- i. That noise from any source will not adversely impact on the occupants of the child care centre, and
  - ii. That noise generated by the child care centre will not impact on occupiers of nearby premises or land.
- C17** Incorporate measures to minimise noise impacts on neighbouring properties, such as:





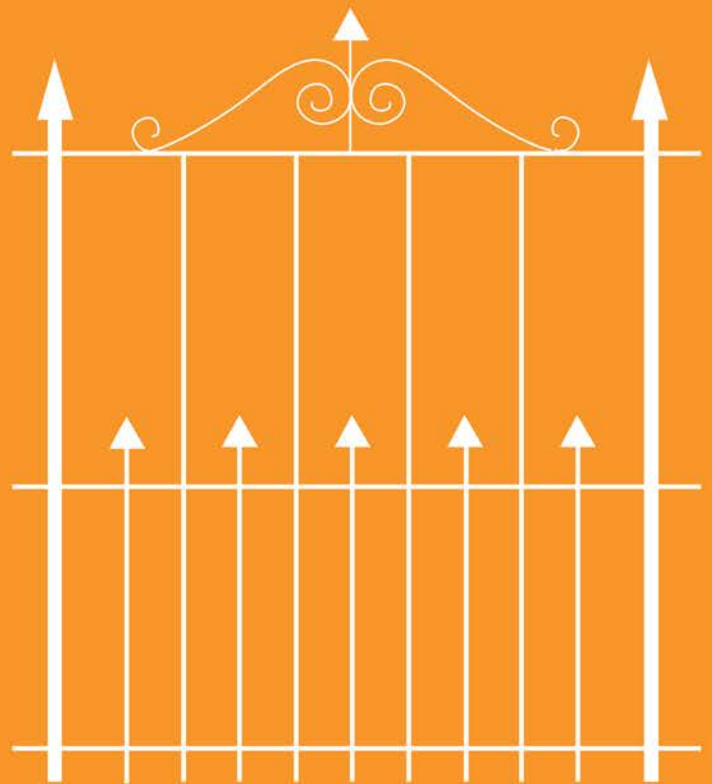
- i. Orientating the facility with regard to neighbouring property layout, including locating playgrounds and playroom windows and doorways away from neighbouring bedrooms;
- ii. Using double-glazing where necessary;
- iii. Fencing that minimises noise transmission and loss of privacy (such as lapped and capped timber fencing, cement block, brick).

**C18**

Do not increase building bulk or detrimentally affect building appearance through use of privacy screens or other impact reduction measures.

# Part 8

## HERITAGE







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## Part 8 Heritage

### 8.1 Introduction

Part 8 of this DCP is to be used for any proposed development or works affecting heritage cultural resources. It incorporates basic principles which assist in maintaining and enhancing the integrity of heritage in the Marrickville Local Government Area (LGA).

Part 8 applies to heritage items, heritage conservation areas (HCAs), archaeological sites and Aboriginal heritage.

The main aim of identifying heritage items and HCAs is to recognise and maintain the significance of those items and areas. This does not mean development is necessarily limited or cannot occur, but means any changes should respect the existing built environment and any identified heritage significance. In many cases development consent will be required unless the work is identified as minor under the controls of Part 8 of this DCP or is exempt development.

The Marrickville LGA is fortunate to retain a large number of heritage buildings which help to define its character. The most significant of these are registered on the State Heritage Inventory while others such as local items are controlled by the provisions of Marrickville Local Environmental Plan 2011 (MLEP 2011).

#### 8.1.1 Objectives

- 01 To conserve heritage items and maintain appropriate setting and views.
- 02 To retain evidence of historic themes of development evident in the Marrickville LGA, through the proper care and maintenance of individual heritage items, HCAs and period buildings.
- 03 To provide guidelines for alterations and additions which complement and do not detract from the heritage significance of individually listed heritage items, HCAs and period buildings.
- 04 To protect those items, areas and buildings of value to the local community.
- 05 To encourage new development which complements existing heritage items and heritage conservation areas in a modern context.

#### 8.1.2 Heritage Items

A heritage item can be any part of the environment which has been identified as having heritage significance or value to the local area, the region or the State.

Where items are identified as heritage items, it is not always their architectural value which is important. Places, buildings, structures and other works can be identified as having heritage significance as they are:

- Associated with people, events or phases of history of great importance;
- Rare;
- Constructed with unusual technical skill; or
- Excellent examples of a valuable group of items.

Heritage items are:

- Places of outstanding value on either a local, State or national level that can occur within or outside any nominated HCAs, that may have one or a range of values including, historical, architectural, aesthetic, scientific or social values and that may also be rare or representatives of a type; or
- An element or elements of a place that warrant retention even though the remainder of a place does not have particular heritage value including archaeological elements or landscape items; or
- A place that demonstrates the development of the Marrickville LGA and relates to the themes established in the *Marrickville Heritage Study* (1986), and *Review of Marrickville's Heritage Provisions* (2009).

Identified heritage items must be retained in a manner where their heritage significance is preserved and the public can interpret that significance without confusion as to its actual age or function.

### 8.1.3 Heritage Conservation Areas

Heritage conservation areas (HCAs) are significant for their streetscape character and are of value due to the collective nature of buildings and elements in that area.

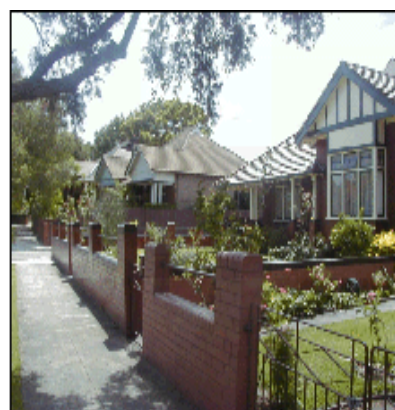
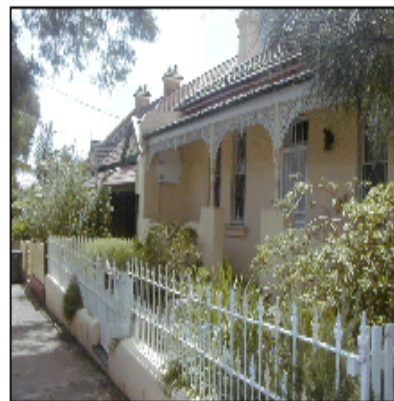
The significance of many HCAs depends on how the built and natural elements, both public and private, come together to demonstrate the evolution of Sydney's Inner West, with the principles of early colonial estates, later 19th century villas or the broad acre subdivision of the late 19th and 20th centuries all remaining legible in the existing built cultural landscape.

The aesthetic values of those areas are evident in the way the elements work together and are often enhanced by consistency of built form, setbacks, materials and architectural period. The qualities of the public domain are integral to the aesthetic values of Marrickville LGA's Heritage Conservation Areas, particularly where they reinforce a cohesiveness between the built elements through materials, curbing, guttering, paving and street tree planting.

The quality of the public domain in those areas is generally high, with original sandstone kerbs, sometimes guttering and high-quality street tree planting in places. Perhaps the most impressive element of Marrickville LGA's public domain, however, are the extensive areas of brick paving to footpaths in many places throughout the former Petersham LGA. The brick paving was laid as part of a Depression era employment relief scheme which is important in a historical context. Where undisturbed by services, these have remained in excellent condition adding and important textural quality to the footpath. Paving of this extent and quality is rare in NSW today.

Prior to MLEP 2011, the Marrickville LGA had two gazetted HCAs - The Abergeldie Estate Heritage Conservation Area and the King Street/Enmore Road Heritage Conservation Area. Thirty new residential areas and three new commercial centres of Dulwich Hill, Petersham and Parramatta Road were identified as HCAs as part of the work for MLEP 2011. A further three HCAs have been included since the adoption of MLEP 2011.

The heritage significance of those HCAs and the elements that contribute and detract from this significance are detailed in *Marrickville Review of Potential Heritage Conservation Areas Part 2: Heritage Assessment Reports* (August 2009) prepared by Paul Davis Pty Ltd and *Hoskins Park, Davis Street Dulwich Hill Heritage Assessment* (September 2012) prepared by Tanner Architects, *Heritage Assessment: 89A-89E and*



The arrangement of front fences, gardens, front and side boundary walls, pavement and trees are important stylistic features in HCAs.



91 Camden Street and 11-19 James Street, Enmore (June 2015) prepared by NBRS + Partners; *Marrickville Southern Area Heritage Review* (April 2015) prepared by Paul Davies Pty Ltd and *Marrickville Contributory & Period Building Assessment & Mapping Project for 6 Select Commercial Centres* (April 2015) by Paul Davies Pty Ltd which are available on Council's website. Inventory forms for each HCA have been prepared in accordance with the State Heritage Inventory format to facilitate their inclusion in the NSW Office of Environment & Heritage's State Heritage Inventory.

Specific controls for each HCA have been developed to ensure their ongoing conservation while still allowing a reasonable amount of adaptation and change to meet contemporary living needs. Those controls and guidelines are contained in Section 8.2 and Section 8.3 of this DCP.

The methodology and planning context for the HCA work is documented in the *Marrickville Review of Potential Heritage Conservation Areas 2009* (Part 1).

### 8.1.4 Contributory and period buildings

The Marrickville local government area is fortunate to retain a large number of historical buildings which help to define its character. Some of those buildings are located within heritage conservation areas, whilst others are not located within heritage conservation areas.

Heritage conservation areas (HCAs) are significant for their streetscape character and are of value due to the collective nature of buildings and elements in that area.

For the purposes of this DCP, the following terminology has been used to distinguish those buildings:

- **Contributory buildings** are those buildings located within a heritage conservation area;
- **Period buildings** are those buildings not located within a heritage conservation area.

Those terms mean as follows:

**Contributory buildings** are buildings, not listed as heritage items, that are located within a heritage conservation area that make an important and significant contribution to the character and significance of that heritage conservation area. They are buildings that have a reasonable to high degree of integrity and date from a key development period of significance of the heritage conservation area. Contributory buildings are buildings from a key period of development that are either:

- highly or substantially intact; or
- altered, yet recognisable.

**Period buildings** are buildings, not listed as heritage items, which are not located within a heritage conservation area, which are generally intact that make a positive and valuable contribution to the character of the streetscape and broader townscape.

Planning controls for heritage items, period buildings and properties within heritage conservation areas are contained throughout this DCP generally as follows:

- **Part 4 (Residential Development)** contains development controls and design guidelines for residential buildings including design guidelines for common residential period building typologies.

- **Part 5 (Commercial and Mixed Use Development)** contains development controls and design guidelines for commercial buildings including design guidelines for common commercial period building typologies.
- **Part 6 (Industrial Development)** contains development controls and design guidelines for industrial buildings including design guidelines for common industrial period building typologies.
- **Part 8 (Heritage)** contains information for each Heritage Conservation Area within the Marrickville LGA including relevant Statements of Significance. Section 8.4.2 contains maps of identified contributory and period buildings for select commercial centres within the Marrickville LGA and should be read in conjunction with Part 5. Section 8.5 contains style sheets for each type of heritage conservation area based its predominant era of construction.

### 8.1.5 Development consent

Works to a heritage item or a development activity in a heritage conservation area generally requires development consent. Under MLEP 2011 (Clause 5.10(2)) development consent is required for:

- i. Demolishing or moving or altering the exterior of a heritage item, an Aboriginal object, or a building, work, relic or tree within a heritage conservation area;
- ii. Altering a heritage item or a building, work, relic or place within a heritage conservation area, including (in the case of a building) making changes to the detail, fabric, finish or appearance of its exterior;
- iii. Altering a heritage item that is a building by making structural changes to its interior;
- iv. Disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed;
- v. Disturbing or excavating a heritage conservation area that is a place of Aboriginal heritage significance;
- vi. Erecting a building on land on which a heritage item is located or that is within a heritage conservation area; or
- vii. Subdividing land on which a heritage item is located or that is within a heritage conservation area.

To assist in determining the development application, Council will require certain additional information to be submitted with the development application as detailed in Section 8.1.7.

For heritage items a heritage impact statement (HIS) must accompany any development application submitted to Council.

Council's Heritage and Urban Design Advisor can advise whether a HIS or a heritage conservation management plan (CMP) is necessary.

### 8.1.6 When consent is not required

There are circumstances when consent is not required for certain development (Clause 5.10(3) of MLEP 2011). These are where:

- i. The applicant has notified Council of the proposed development and Council has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:



- a. Is of a minor nature, or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site, or a building, work, relic, tree or place within a heritage conservation area; and
- b. Would not adversely affect the significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area; or
- ii. The development is in a cemetery or burial ground and the proposed development:
  - a. Is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and
  - b. Would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance; or
- iii. The development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property; or
- iv. The development is exempt development.

*Under State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (the Codes SEPP), certain works may be undertaken as exempt development to heritage items (excluding an item that is listed on the State Heritage Register under the [Heritage Act 1977](#) or that is subject to an interim heritage order under the [Heritage Act 1977](#)) and within heritage conservation areas subject to certain criteria.*

*State Environmental Planning Policy (Infrastructure) 2007 permits various works to heritage items (including items of State significance) and within heritage conservation areas as exempt development when carried out by or on behalf of a public authority and which involve no more than minimal impact on the heritage significance of the item or area.*

*Other legislation may permit works to heritage items or within heritage conservation areas without consent.*

**NB** Works related to trees in a heritage conservation area or on land that is a heritage item are described in Section 2.20 (Tree Management) of this DCP.

Works that may be undertaken within a heritage conservation area or to a heritage item after obtaining approval in writing (known as minor works) from Council are:

- 1. The replacement of existing elements with like elements, but that are of a minor nature (usually maintenance carried out for protective care); or
- 2. The introduction of minor elements (for example, solar panels, satellite dishes or antennae) to roofs not visible from a public place.

Maintenance works must not alter the structure or fabric of a heritage item. Existing materials must be replaced with salvaged, second hand materials or materials that are the same as the existing, or which are compatible with the existing building architectural style. See Section 8.1.9 for details on what is a minor work.

### 8.1.7 Heritage Items

Heritage items are listed in Schedule 5 of MLEP 2011 and mapped on the Heritage Map of MLEP 2011. Those items have been individually identified as having cultural heritage significance.

The following controls encourage the retention of those items while enabling sympathetic change.

#### **8.1.7.1 General controls common to all development**

- C1 Heritage items must be conserved and new development must not diminish the significance of the item.
- C2 An experienced heritage architect or conservation specialist must be engaged for works to a heritage item.
- C3 Significant internal and external features of heritage items must be maintained in their original form.
- C4 Subdivision of a site containing a heritage item must leave an adequate curtilage to the heritage item.

**NB** *Before any changes to a heritage item are considered, the item should be fully understood. The applicant should examine its history, stages of development and its form and fabric. A statement of heritage significance encapsulating the findings, and a HIS must accompany any development application submitted to Council for a heritage item.*

Council's Heritage and Urban Design Advisor can advise whether a HIS or a CMP is necessary.

#### **8.1.7.2 Development in the vicinity of a heritage item**

- C5 New development need not seek to replicate period details of original buildings, but rather, demonstrate respect for the form and scale of the immediate area.

#### **8.1.7.3 Alterations and additions**

- C6 Alterations and additions must not adversely impact the significant features of the heritage item.
- C7 Changes must maintain the significant form, proportion, scale, details and materials of the item.
- C8 Extensions must not compete with the integrity, scale or character of the item. Extensions can best meet this requirement if:
  - i. Separation from the original building is maximised; and
  - ii. They are designed in a simple, unobtrusive style and size.
- C9 Alterations and additions must be located so as to reduce their visibility and prominence from any point in the street or adjoining streets, and the height must not be seen above the main ridgeline of the building.
- C10 New side additions may be permitted where:
  - i. They are sympathetic to the character and design of the existing building, having regard to the form, bulk, materials and details of





the existing building without attempting to reproduce exactly those elements and decorative details in particular;

- ii. They are not in front of or obscuring the street elevation of the existing building;
- iii. They are set back a greater distance from the street than the existing building;
- iv. They are lower or equal to the height of the majority of the existing building; and
- v. They are compatible with the existing building in terms of wall height proportions and roof form.

**C11** Ancillary buildings on the same site as an individual heritage item must be located in a place that does not obscure the significant elements.

**C12** Alterations to alleviate aircraft, rail or road noise must not detract from the streetscape values of individual buildings by removing or covering significant building fabric or details.

**C13** Solar water heater storage tanks, solar panels, ventilators, air-conditioning units, satellite dishes and antennae and the like must not be located on the principal roof elevations of heritage items including on the roof or awning.

**NB** *The installation of these items behind the ridgeline and out of view may be permissible as minor works (See Section 8.1.9 Minor Works in this DCP).*

#### **8.1.7.4 Building materials and details**

**C14** Any proposed changes to the external finishes (unless otherwise advised by Council) require development consent, including paint removal, re-skinning, painting unpainted brickwork or render of timber or of an unrendered surface.

**C15** Development must seek to reconstruct missing architectural detailing, such as bargeboards, finial trim, window awnings and front verandahs or balconies.

**C16** Re-painting of timber detailing and facades must use original period colours. Avoid the use of single colour solutions and attempt a complementary colour combination. Contemporary colours are not discouraged, but must be combined in a complementary way.

**C17** Where cement render can proceed, gain a proper understanding of the different types of cement render and how it was used in different architectural styles. Rough cast, pebbledash and smooth render have been used in different ways and applied to different architectural elements. The appropriate material must be consistent with the building form and style.

**C18** Do not paint or render face brick; the original wall treatment must be retained.

**C19** When new windows are to be inserted into the existing fabric, the proportion of those windows must respect the form and scale of the architectural style period.

### **8.1.8 Requirement for a HIS or CMP**

In assessing a development application, Council will consider the effect of the proposed development on the heritage significance of the heritage item or heritage conservation area concerned.

Before granting consent to any development on land on which a heritage item is situated, or within a heritage conservation area, or within the vicinity of a heritage item or heritage conservation area, Council will require a HIS that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

In addition to a HIS, Council may require, after considering the significance of a heritage item and the extent of changes proposed to it, the submission of a CMP before granting consent.

Council may request an assessment by a suitably qualified heritage consultant of the heritage and/or architectural significance of identified period buildings within commercial centres as part of development proposals for total or substantial demolition.

The circumstances in which a HIS or CMP may be required will vary depending on the works proposed and the likely impact they will have on the heritage significance of the item or HCA. As a general rule, a CMP would only be required for a heritage item while a HIS will be required for a heritage item or for development within a heritage conservation area. Discussion with Council officers or Council's Heritage and Urban Design Advisor is recommended to determine what may be needed to assist in assessing the application.

### **8.1.8.1 HIS**

A HIS conveys what the impact or impacts of a proposal would be and helps Council make an informed decision on whether to allow the development to proceed. A HIS need not be large or difficult and will depend on the extent of changes or complexity of the proposed development.

*A Statement of Heritage Impact (SOHI) identifies the heritage significance of the item, place or HCA, the impacts of any changes being proposed to it and how any impacts arising from the changes will be mitigated.*

*A SOHI must:*

- *Identify why the item, place or area is of heritage significance (the statement of heritage significance);*
- *Describe the works, change of use and any physical changes to the place;*
- *Identify the impact or impacts the proposed changes to the heritage item or HCA will have on its heritage significance;*
- *Identify and describe any measures being proposed to lessen negative impacts of the proposed changes; and*
- *Identify why more sympathetic solutions to those being proposed are not viable.*

*In circumstances where the proposed changes are likely to have a detrimental effect on the item, place or HCA's heritage significance the SOHI must:*

- *Clearly identify any change or changes that will have a negative impact on the heritage significance of the item, place or area;*
- *State why the impact or impacts cannot be avoided; and*
- *State the steps being taken to minimise their effect or effects.*

*The SOHI must include a statement of heritage significance and an analysis of heritage significance and proposed conservation policies. Physical condition reports and any consultant's reports should be included where they exist and are relevant to the application.*



*The length of the SOHI will vary depending on the scale and complexity of the proposal. A brief one to two page account included in the Statement of Environmental Effects (SEE) may be sufficient for minor work that will have little impact. A more extensive report would be required for more complex proposals or those that will have a major impact.*

*The SOHI must address the site of the item or place in its entirety. Features of the item and site including configuration, layout, setting, buildings and other structures; landscape features such as gardens, trees, paths and walls; archaeological features such as wells; and views in and out of the site must be identified where the proposal affects those features. For example, where the proposed change is minor and restricted to the interior of a building, the significance of that interior must be highlighted in the SOHI.*

*Source: Local Government Heritage Guidelines*

For more information, please refer to "Assessing Heritage Significance" and "Statements of Heritage Impact" within the *NSW Heritage Manual* (1996) prepared by the NSW Heritage Office and the Department of Planning and Environment (DP&E).

#### **8.1.8.2 CMP**

A CMP details why a heritage item is considered to be of heritage significance and outlines ways to retain this significance while allowing economic re-use, possible future development and ongoing management and maintenance.

A model brief to engage a suitable consultant is found in the *Conservation Management Documents* guideline prepared by the NSW Heritage Office and the DP&E.

In the early stages of preparing a development proposal for a heritage item, it is recommended the proposal be discussed with Council's Heritage and Urban Design Advisor to determine whether a CMP is needed.

#### **8.1.9 Minor works**

Before commencing any building work to a heritage item or within a heritage conservation area for minor works a minor works request must be submitted to Council.

While ultimately what constitutes minor works will be at the discretion of Council's Heritage and Urban Design Advisor the following types of maintenance work have been identified for heritage items and buildings within HCAs as minor works, provided there is no impact on the heritage significance of the site, and that no more than 30% of the building component is replaced.

- i. Repair, replacement, restoration or reconstruction of front fences;
- ii. Repair, replacement, restoration or reconstruction of paths;
- iii. Repair or replacement of roofing;
- iv. Repair, replacement or repainting of damaged guttering;
- v. Repair, replacement or repainting of damaged pointing, tuck pointing or roughcast rendering;
- vi. Repair, replacement or repainting of handrails;
- vii. Repair, replacement or repainting of steps;

- viii. Repair of existing tiling to balconies, verandahs, front steps or pathways;
- ix. Repair, replacement or repainting of timber windows, external doors or joinery;
- x. Repair or repainting of chimneys;
- xi. Replacement or maintenance of gardens with compatible plants, trees, shrubs and lawns (unless the tree is a heritage item);
- xii. Repainting external surfaces that are already painted in the same colours;
- xiii. Repair or repainting of verandahs, balcony balustrades and valences;
- xiv. Utility installation such as gas meters, satellite dish, antenna, television aerials, meter boxes, water heaters, water tanks (excluding solar panels) that are not visible from a public place;
- xv. Repair or replacement of letter boxes;
- xvi. Repair or replacement of decks; and
- xvii. Painting or rendering unpainted exterior surfaces.

In the above cases, the applicant must submit, to Council, a Minor Works Request, and receive a written response in the affirmative, from Council, prior to commencing any work. Failure to undertake the works in accordance with Council's response may amount to 'unauthorised work', and may necessitate any of the following: demolition, rectification and/or an application for development approval.

### ***8.1.9.1 Other works – Council notification as minor work not required***

Other works that do not require the notification of Council are:

- i. Replacing of screws and bolts to ensure fixtures are securely held in place;
- ii. Re-hinging doors or gates;
- iii. Replacing of plumbing and/or wiring;
- iv. Repairing, sanding, polishing or oiling of floor boards;
- v. Maintaining or upgrading non-original kitchens, bathrooms or laundry fixtures and fittings;
- vi. Removing or replacing non-original floor coverings, built in cupboards or wardrobes;
- vii. Removing or replacing non-original internal light fittings; and
- viii. Internal painting that does not affect the significant features.

### **8.1.10 Archaeological sites**

Archaeological sites provide evidence of the lives of Australia's previous generations. This evidence includes objects and artefacts of everyday life such as crockery, bottles, tools and the remains of early buildings and structures. This section deals only with non-Aboriginal archaeology.

All known and potential archaeological relics in NSW are protected under the *NSW Heritage Act 1977* (as amended). When intending to disturb or excavate land where archaeological relics have been identified or are considered likely to occur, it is the responsibility of the property owner to seek relevant approvals. Either an excavation permit under Section 140 of the *Heritage Act 1977* or an exception under Section 139(4) of the *Heritage Act 1977* will be required.

*Application forms and more information can be obtained from [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au) or by contacting the NSW Heritage Branch.*



Generally it is an offence to excavate or disturb any relic on a site without a permit (whether or not the site or the relic is listed or identified). If a relic is discovered in the course of any excavation it should be reported to the NSW Heritage Branch.

Given the historical development of the Marrickville LGA there will be sites with archaeological potential despite there currently being no listed archaeological sites in MLEP 2011. The location of the footprint of Annandale Farm House, its outbuilding, the formal garden, and the family burial vault were identified during research into the Annandale Farm Estate. This information is noted in the inventory sheet to the HCA of Annandale Farm (Stanmore). Known sites of high archaeological potential in Stanmore which were the location of Annandale Farm outbuildings have been mapped to alert property owners of the legislative requirements relating to archaeological potential. This map is in Section 8.2.8 Annandale Farm Heritage Conservation Area - HCA 6 of the DCP.

The extent, nature and significance of archaeological features cannot be fully determined until excavation has occurred. In the event of an archaeological discovery in the Annandale Farm area or in other areas of the LGA an archaeological investigation may need to occur and the results documented. Generally, an appropriate methodology needs to be developed and approved by relevant authorities before physical investigations begin. It is recommended that proponents talk to Council or the NSW Heritage Branch to determine the best course of action as the requirements will vary on a case by case basis.

## Controls

- C20** Where in the course of building works any archaeological resources are found or considered may be found, the proponent must inform the NSW Heritage Branch and obtain necessary approval.
- C21** Where significant archaeological resources are found, alterations and additions in the vicinity must be designed to care for significant fabric and other features of the place.
- C22** The depth and extent of excavations to the ground surface surrounding heritage items or a known archaeological site must be minimised.

### 8.1.11 Places of Aboriginal heritage significance

The traditional Aboriginal groups of the inner Sydney/Marrickville region are the Cadigal Wangal clans of the Eora nation who moved through the area and lived along the Cooks River for thousands of years prior to European arrival.

Aboriginal people continued to live in the area around the Cooks River after the arrival of Europeans. Clan members from other areas such as the NSW south coast moved into Sydney, transforming the makeup of the traditional groups living in the Marrickville LGA.

Places of Aboriginal heritage significance and Aboriginal objects are an important part of Australia's cultural heritage.

Aboriginal heritage in New South Wales is protected by the *National Parks and Wildlife Act 1974* and the *Environmental Planning and Assessment Act 1979* and further approvals may be required under those Acts.

Places of Aboriginal heritage significance or an Aboriginal object must be considered by Council before granting consent. Specifically Clause 5.10(8) of MLEP 2011 states that Council must:

- i. Consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place; and
- ii. Notify the local Aboriginal communities (in such a way as Council thinks appropriate) about the application and take into consideration any response received within 28 days after the notice is sent.

An Aboriginal Site Survey has identified places of Aboriginal heritage significance within the Marrickville LGA. In 2009 the Marrickville Aboriginal Consultative Committee advised that the management of Aboriginal heritage should not occur by listing items in MLEP 2011. The sensitive management of those sites through Council procedures was preferred and is an accepted and common practice in NSW for protecting Aboriginal heritage.

While it remains the duty of the applicant to consider Aboriginal heritage, Council will, where necessary, provide advice on known Aboriginal heritage items or Places of Aboriginal Heritage Significance within the vicinity of a proposed development. This advice may be provided in a general sense or more specifically depending on the nature of the place or object.

### Controls

- C23** Known and potential Aboriginal places and objects must be preserved and protected when development occurs.
- C24** No excavation of ground surfaces can occur in areas surrounding a known or potential Aboriginal site.
- C25** Building or landscaping works, paths and driveways must be located away from Aboriginal sites to allow for in-situ preservation of artefacts.

#### ***8.1.11.1 Other legislation relating to Aboriginal cultural heritage***

The National Parks and Wildlife Service is responsible for the protection and preservation of all Aboriginal relics and places in NSW. It is an offence under the *National Parks and Wildlife Act 1974* (NP&W Act) to knowingly destroy, deface or damage, or knowingly cause or permit the destruction or defacement of or damage to, an Aboriginal object or Aboriginal place without first obtaining the consent of the Director General of the Department of Environment, Climate Change and Water (DECCW).

*Works which will damage or destroy a site of Aboriginal cultural heritage must first obtain an Aboriginal Heritage Impact Permit under the NP&W Act 1974.*

Further, it is an offence under the NPWS Act for a person who is aware of the location of an Aboriginal object to fail to notify the Director General of DECCW. Therefore, there is an obligation for all landowners under the NPWS Act to notify the nominated correct government authority should they locate an Aboriginal object on their land, regardless of an absence of previous knowledge regarding the object.



### 8.1.12 Items of State significance

Heritage items listed as being of State significance in Schedule 5 of MLEP 2011 are those listed on the State Heritage Register. Any works to those items (including demolition) require approval under the *Heritage Act 1977*.

When a development application is lodged with Council for demolition or development of any type for a State Heritage Register listed item, the integrated development application process commences and Council will, as part of that process, refer the application to the Heritage Council for concurrence.

The concurrence of the Heritage Council is not required where the applicant has already obtained a Section 63 approval under the *Heritage Act 1977* from the Heritage Council and has submitted that approval to Council with the development application documentation.

Council must consider any response received from the Heritage Council within 28 days after the notice is sent, before granting consent.

### 8.1.13 Heritage conservation incentives

Council may grant consent to development for any use of a building that is a heritage item, or of the land on which such a building is erected, even though development for that purpose would otherwise not be permitted by MLEP 2011, if Council is satisfied that:

1. The conservation of the heritage item is facilitated by the granting of consent, and
2. The proposed development is in accordance with a heritage management document that has been approved by the consent authority, and
3. The consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and
4. The proposed development would not adversely affect the heritage significance of the heritage item, including its setting, and
5. The proposed development would not have any significant adverse effect on the amenity of the surrounding area.

### 8.1.14 Advisory notes

Council has adopted the principles of the ICOMOS Australian Burra Charter to guide its considerations of all applications involving any change to listed heritage items.

#### 8.1.14.1 Recommended reference books

Apperley, R. Irving, R. and Reynolds, P. (1989) *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, North Ryde: Angus & Robertson.

The Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance 1999.

Butler, G. (1992) *Californian Bungalow in Australia*, Melbourne: Lothian.

Moore, R. (1989) *Australian Cottages*, Port Melbourne: Hamlyn Australia.

Cuffley, P. (1989) *Houses of the '20s and '30s*, Fitzroy: Five Mile Press.

Department of Planning (1989) *Getting the Details Right: Restoring Australian Houses 1890s–1920s*, Sydney: DOP.



Department of Planning (1994) *Rising Damp, Heritage Council Technical Information Sheet No. 1 in the Maintenance of Heritage Assets*, Sydney: DOP.

Evans, I. (1986) *The Federation House: A Restoration Guide*, Glebe: Flannel Flower Press.

Evans, I. (1988) *Caring for Old Houses*, Glebe: Flannel Flower Press.

Evans, I., Lucas, C., & Stapleton, I. (1984) *Colour Schemes for old Australian Houses*, Glebe: Flannel Flower Press.

Evans, I. (1992) *More Colour Schemes for Old Australian Houses*, Sydney: Flannel Flower Press.

Evans, I. (1983) *Restoring Old Houses: A Guide to Authentic Restoration*, South Melbourne: Sun Books.

Fraser H. & Joyce, R. (1986) *The Federation House: Australia's Own Style*, Sydney: Lansdowne, 1986.

Heritage Council & Royal Australian Institute of Architects, (1988) *Infill: Guidelines for the Design of Infill Buildings*, Sydney: HC/RAIA.

Howells, T. & Nicholson, M. (1989) *Towards the Dawn: Federation Architecture in Australia, 1890–1915*, Sydney: Hale & Iremonger.

Jean, M. (1991) [\*Lighting: a complete guide\*](#), Milson's Point: Random House.

National Committee on Rationalized Building (NCRB), (1985) *Glossary of Australian Building Terms: An illustrated compendium of definitions of terms used in building, engineering and planning*, 3<sup>rd</sup> Edition, Sydney: Sydney Building & Information Centre.

Peterson, R. (1988) *Fences and Gates: c. 1840–1925*, Australian Council of National Trusts Technical Bulletin No. 8, Melbourne: National Trust (Vic).

NSW Heritage Office and the Royal Australian Institute of Architects (RAIA), (2005) *Design in Context: Guidelines for Infill Development in the Historic Environment*, Parramatta: NSW Heritage Office.

Stapleton, I. (1983) *How to Restore the Old Aussie House*, Sydney: Flannel Flower Press.

### 8.2 Heritage Conservation Areas directions and controls

#### 8.2.1 Development principles for HCAs

Most of the land in Marrickville's HCAs was developed between 80 and 150 years ago. Buildings within those areas have had many generations of owners who have made minor and some major changes. Not all properties within a HCA are equally significant or intact and change and adaptation of buildings has taken place and continues to be proposed to meet contemporary needs.

A HCA is different to an individually listed heritage item and requires a different approach in terms of development control.

In the case of the Marrickville LGA, HCAs all are significant for their streetscape value - that is, how the different elements such as houses, shops, factories, outbuildings, streets, footpaths, street trees, garages, fences and the like all work together to create a place with aesthetic, historic, social or technical values which are special or representative of the development of the Marrickville LGA.

This includes places and areas that some may consider old fashioned or even ugly. These places are important to the community because through their buildings, public spaces or other historical evidence inform current and future generations about the people and the way of life in the Marrickville LGA in the past.

The focus of development controls for Marrickville LGA's HCAs is the consideration of the impact of development on each HCA's overall value. Most development controls are limited to control changes to the exterior of buildings or outbuildings where the proposed changes would be visible from the street or a public place. Some seemingly minor changes to the exterior of buildings, such as cement rendering of brickwork, have the potential to cause permanent harm to the fabric of buildings, both in terms of impact on the streetscape appearance, and through problems such as rising damp in walls, which can affect the building fabric.

Many development proposals, including internal changes such as new kitchens or bathrooms, and external works such as ground floor extensions to the rear of houses, may not require rigorous heritage consideration and assessment.

Major external alterations such as demolition and construction of buildings, the construction of large additions or changes to the roof forms, will require careful consideration by Council with regard to potential adverse heritage impacts.

There is no requirement to restore a house within an HCA, though conservation and maintenance work to buildings is always encouraged. New work should be respectful to the early fabric of the building, and proposals should not result in wholesale destruction of the fabric or character of older buildings.

Council's planning controls set out that additions to older buildings should, rather than replicate or mimic existing forms, be modern and complementary and not overwhelm the original form and fabric.

*Many publications available from the NSW Heritage Branch assist property owners with specific issues related to older and heritage properties (see "publications and forms" under [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au)).*

### 8.2.2 Using these controls

These development controls aim to ensure future development within HCAs, including changes to and adaptation of buildings, will respect and not harm the significance of each HCA. A map showing the location of all HCAs is in Appendix 1.

Controls identify the core elements of buildings and streetscapes of the HCAs that need to be protected and outline how protection of those elements will be achieved. Detailed controls have been prepared for each HCA in the Marrickville LGA and include ideas for appropriate development types (bearing in mind that development must also satisfy other planning controls).

The Abergeldie Estate HCA 1 and the King Street and Enmore Road HCA 2 were existing HCAs when MLEP 2011 and MDCP 2011 were prepared. The controls from those HCAs have been retained and reproduced in this section.

The 36 other HCAs comprise the following types:

1. Detached and semi-detached residential HCAs - Type A (Section 8.3);
2. Mixed residential streetscape HCAs (this refers to a mix of terrace, detached and semi-detached housing) – Type B (Section 8.3); and
3. Retail streetscape HCAs (Section 8.4).

These detailed controls form the basis for the development controls for each area, and Council will use them to determine whether or not a proposed development will have an adverse impact on the heritage significance of a HCA.

In addition, Style Sheets (Section 8.5) have been prepared for the following architectural styles of buildings which make up the majority of buildings within Marrickville LGA's HCAs:

1. Victorian Italianate/Victorian Filigree;
2. Federation;
3. Inter-War; and
4. Inter-War Art Deco residential flat buildings.

Those Style Sheets will assist in identifying key characteristics of those buildings and objectives for their retention and management.

Owners of buildings within HCAs are strongly advised to discuss development ideas with Council's Heritage and Urban Design Advisor prior to finalising plans to receive advice on how to undertake changes which retain the heritage significance of each HCA.



### 8.2.3 The Abergeldie Estate Heritage Conservation Area – HCA 1

The Abergeldie Estate Heritage Conservation Area was a gazetted HCA prior to MLEP 2011 and MDCP 2011. The objectives, controls and preferred design guidelines and standards for development within The Abergeldie Estate HCA have come directly from the former Marrickville Development Control Plan No. 17 – Abergeldie Estate. These should be read in conjunction with other development standards contained in the MLEP 2011 and MDCP 2011 relating to privacy, sunlight, bulk and scale.

Section 8.2.3 of the DCP applies to the area shown in Figure 1 being The Abergeldie Estate HCA 1.



Figure 1: The Abergeldie Estate Heritage Conservation Area - HCA 1

#### Objectives for The Abergeldie Estate HCA

- 01 To conserve the existing character and heritage significance of The Abergeldie Estate HCA.
- 02 To guide any alterations and additions to the buildings and their settings so as to minimise any impact on the streetscapes of The Abergeldie Estate HCA.

- 03 To ensure changes are carefully designed and sympathetic to the original character of The Abergeldie Estate HCA and have no adverse impacts on adjoining development, the buildings and their settings.
- 04 To promote an understanding of the importance of conserving the fabric of existing buildings and halt the progressive loss of original fabric which collectively contributes to the impact on the integrity of the area.

### 8.2.3.1 History

The Abergeldie Estate was purchased by Dr Edwin Chisholm from Dr Renwick in 1879 and later purchased by Sir Hugh Dixon in 1885. Abergeldie House was set in 22.5 acres of gardens which contained exotic botanical species, a conservatory, a small piggery, dairy and large garages.

Following Sir Hugh Dixon's death in 1926 the property was left to his children who proposed to demolish the building, subdivide the land and eventually auction the house contents.

In response, the local community formed the Abergeldie Garden Campaign Committee who together with local leaders requested the government to resume the property as a National Park.

The request was refused. In 1928 a total of 127 lots of land were offered for auction. Over the next ten years with the exception of two properties, the lots were purchased and double brick residences constructed.

### 8.2.3.2 Statement of significance

The Abergeldie Estate is a fine example of a late 1920s and 1930s suburban subdivision development. Although many of the homes were built for builders and their colleagues, a number of builders had a substantial investment in the area and were forced to sell during the Depression.

The Depression had a marked effect on the character of the Estate, which can roughly be divided into the early 1928 and 1929 houses, which are of an earlier traditional bungalow design, and the later 1933 to 1937 homes which show some influences of Art Deco, Moderne, Neo Georgian and the English Norman styles.

The uniformity of scale, form, setback, density, height and materials is offset by a great variety of detailing and mixture of brick colours and textures. The housing is substantially intact with a remarkable diversity in detailing representative of the fashion at the time.

The Abergeldie Estate Heritage Conservation Area is significant for the following reasons:

- i. The character of the area relies on a collection of original single storey freestanding houses on medium sized allotments which are fine examples of late 1920s to 1930s suburban subdivision development.
- ii. The housing stock exhibits a variety of approaches to design, the identity and individuality of each house being a major priority within quite rigid constraints of regularity and integrity.
- iii. The variety of detailing expressed in fencing, verandahs, gable ends, windows and door joinery, stained glass work, leadlights, contrasting materials and use of multi-coloured bricks, roof tiling, verandah tiling and other decorative features is outstanding and representative of the fashion at the time.





- iv. The area is well defined being built on the site of the former Abergeldie House and its 22.5 acres.



*An example of a dwelling with original front facade*



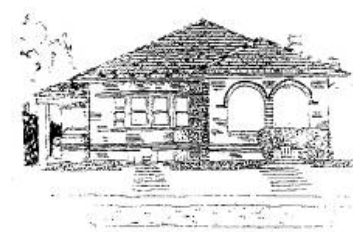
*An example of 1928-1929 housing*

### **8.2.3.3 The streetscape**

The Abergeldie Estate HCA is distinctive because of the relative intactness of its streetscape; the spatial hierarchy within the public domain formed by the verges, pavements, street planting, fences, front setbacks and gardens, verandahs and porches, front facades and roof silhouettes.

#### **Objectives**

- O5 To encourage full and proper consideration of the visual and environmental context of the setting of the HCA (and immediate surrounds) by understanding the likely impact of the proposed works on the streetscape.
- O6 To ensure alterations and additions fit the established and distinctive character of this residential HCA.



*An example of 1933-1937 housing*

#### **Controls**

- C1 The existing pattern and rhythm of the built up edge to the street formed by fences, gardens, front facade and roofs must be maintained without the introduction of other elements such as carports which might reduce the view of those facades.
- C2 Retention of all original fabric is encouraged through regular maintenance.
- C3 Reinstatement of lost detail is encouraged.

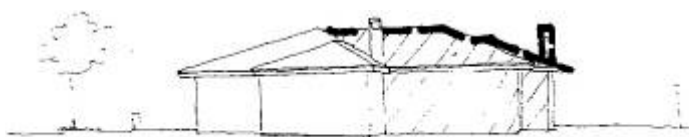
### **8.2.3.4 Forms and facades**

#### **Objective**

- O7 To retain the original design of the front elevations of buildings and their settings when viewed from the street.

#### **Controls**

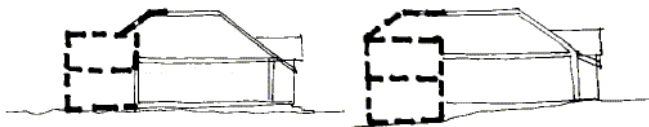
- C4 In general, all additions must be single storey and be located to the rear of the property. However, Council may consider an application on merit for an additional floor where it is possible to design a proposal which can comply with Council's stated objectives for additions.



*Recommended : Location of additions proposed at the rear of existing buildings*



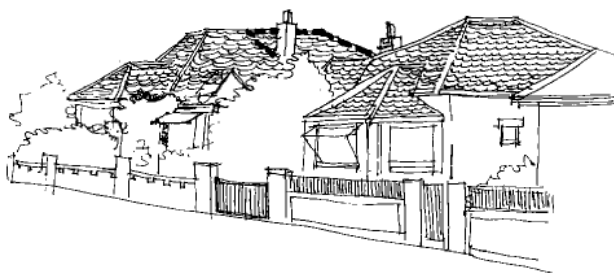
The limited headroom in the roof space of the lower pitched 'standard' Californian bungalow and the later 1930s bungalow generally precludes additions within the existing roof envelope. Roof additions should generally be confined to the rear of the existing building and must not alter the essential form and character of the existing single storey building.



*Comment : Generally this type of addition is only successful when the ground slopes away from the front of the property or where the floor to ceiling height is reduced from the original.*

### 8.2.3.5 Rear addition

- C5 Proposals for additions to an existing building should generally be designed to be located at the rear of properties in order to maintain the original front setback alignment.



*Recommended : A preferred rear addition set at or below the existing ridge line using matching tiles and eaves details.*

To assist in the protection of the streetscape and the preservation and restoration of the front of dwellings, rear building lines maybe altered to achieve complementary and sustainable design outcomes. These alterations are subject to other controls of this DCP such as privacy, overshadowing and landscaping.

### 8.2.3.6 Side addition

- C6 Additions to the side of buildings must be designed so that they set back as far as possible from the front building line, with a minimum setback of 900mm from the side boundary. Proposals must be designed in sympathy with the original architectural style of buildings maintaining original roof pitch, eaves detail and width.



*Recommended : A side addition visible from the street which is designed sympathetically to the original dwelling*





### 8.2.3.7 Roof line

- C7 Proposals must retain the original main roof line of buildings.



**Recommended :** Only where the addition is not visible from the street.



**Not Recommended :** 'Piggy back' style of additions which copy the main gables detract from the original character of the building by bringing the bulk too far forward.

### 8.2.3.8 Skylights and solar panels

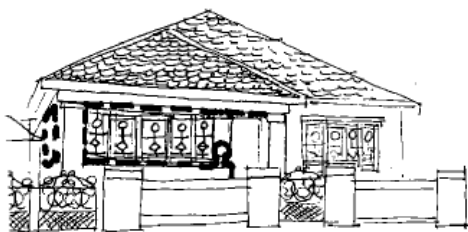
- C8 Skylights and solar panels are not permitted on the front roof plane and if on the side elevation must be to the rear of the property and not visible from the street frontage.

### 8.2.3.9 Enclosure of verandahs

- C9 Partial enclosure of the end walls to an open verandah by traditional glazing panels may be considered if the design is sympathetic with the original details.



**Recommended :** Retention of original details, e.g. verandah columns, balustrading is encouraged.



**Not Recommended :** The infill of all open walls to a verandah, especially that facing the street is not recommended.

## 8.2.3.10 Garages and carports

### Objective

- O8 To encourage garage and carport development which complements and does not detract from the original architectural style of buildings.

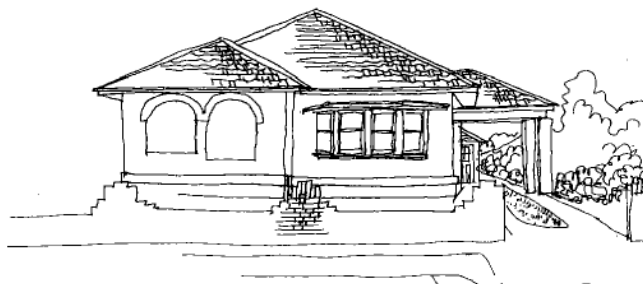
### Controls

- C10 Garages and carports must be located only in traditional areas; that is, at the side, rear or basement of the dwelling.
- C11 New garages and carports located at the side of the dwelling must be set back as far as possible from the existing front building line.
- C12 Garages and carports located in front of the building line are not permitted.



*Original location of garages at the rear of the property at the end of a long side driveway behind two side gates*

- C13 New garages and carports must be designed in sympathy with the original architectural style of the building.



**Recommended :** Original design of a garage and a side entry "porte cochere" - carport adjoining the main entrance door which is located at the side of the dwelling



*Other traditional garage styles*



- NB As the continuity in the HCA is so visible there are examples of appropriate garaging, carports and hardstand areas to assist with design and location.

- C14 Council may consider applications for basement garages where they are designed to complement the architectural features of the building and such development is not constrained.



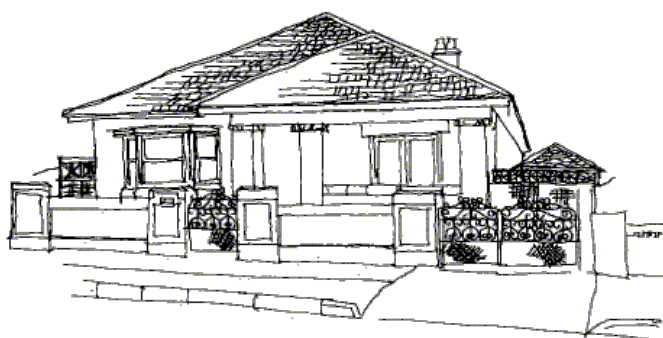
**Recommended :** Example of an original basement garage



**NB** Basement garaging occurs in relatively few places in the HCA and is not encouraged otherwise.

### **8.2.3.11 Gardens and front fences**

- O9** To ensure all dwellings have boundary fences that reflect the style of the dwelling.



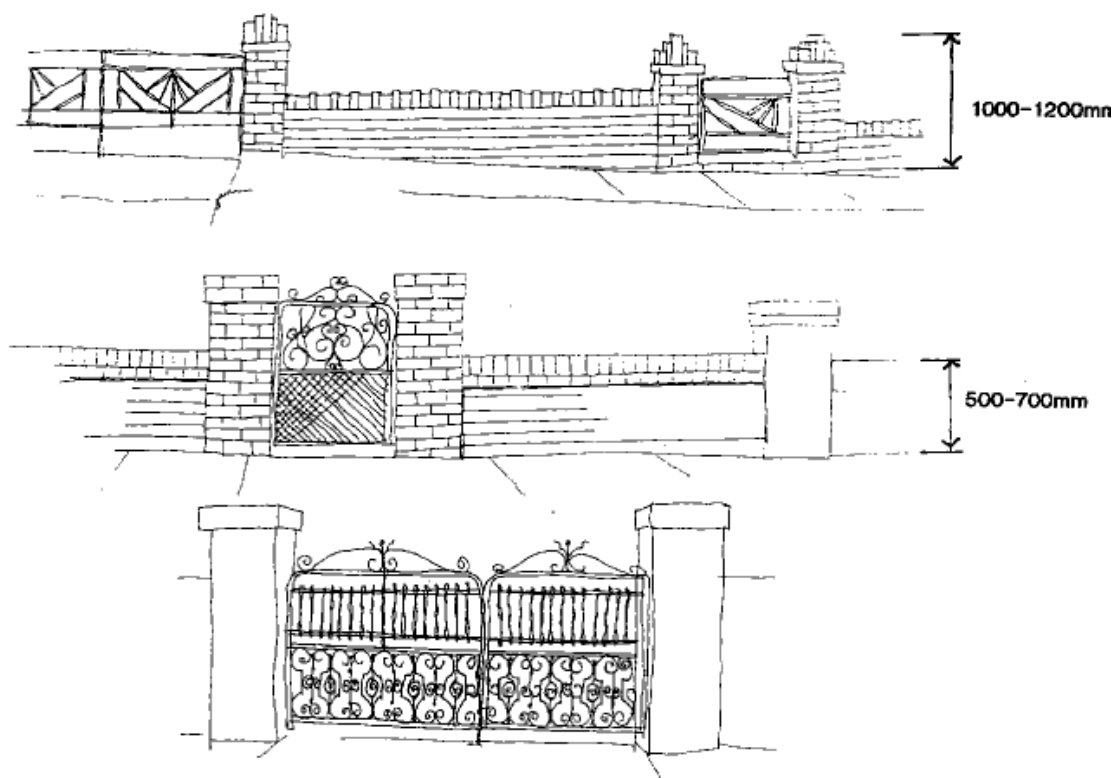
*An example of an original low front fence and gate and side boundary fences and gates. Corner blocks traditionally had timber paling fences increasing in height from behind the front building line.*

- C15** Proposals for front fences must be designed in face brick to complement the original fencing and housing within the HCA and must be designed with brick piers no more than 1200mm high, set at regular intervals.



*View of streetscape showing original brick front fence design*

- C16** Front fences must not be less than 600mm and not more than 1200mm high.



### 8.2.3.12 Gardens

- C17** Front gardens must retain original design elements and must be predominantly landscaped. Traditional gardens featured lawns with centralised or curved front pathways with shaped garden beds, often lined with feature plantings of roses under planted with annuals.

### 8.2.3.13 Repairs, maintenance and restoration

#### Objectives

- O10** To encourage the conservation of original materials and design details in relation to the built environment within the HCA by promoting an understanding of the importance of maintenance.
- O11** To encourage the reconstruction of original details based on accurate evidence.
- O12** To identify the different concepts of conservation as being:
- Preservation* – maintaining the existing fabric of a place in its existing state and retarding deterioration;
  - Restoration* – returning the existing fabric to a known earlier state by removing accretions or by reassembling the existing components without the introduction of new materials; and

**NB** *Accretions are usually small lean to additions to the original building, often in a different style.*

- Reconstruction* – reinstating missing elements based on documentary or physical evidence by introducing new or old materials.



## Controls

### Retention of original fabric

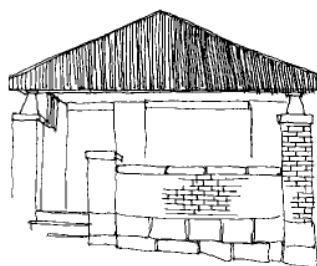
- C18** The following original details must be conserved:
- Face brickwork, sandstone and patterned brickwork;
  - Roof pitch, form, tiles, ridge capping and eaves;
  - Timber joinery, windows, doors, barge boards and gables;
  - Stained glass panes or lead light windows;
  - Traditional paint colours;
  - Verandahs including tessellated tiles;
  - Front window design, especially original metal windows;
  - Entrance steps and pathway tiling;
  - Chimneys;
  - Fences and gates;
  - Gardens; and
  - Traditional garages including doors.

### Irreversible changes

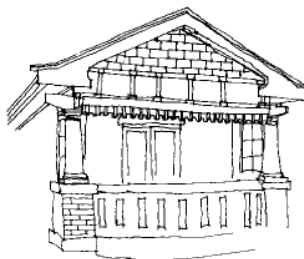
- C19** Irreversible changes to the external finish or appearance of the building are not permitted. These changes include, but are not limited to:
- The removal of the outer skin of brickwork;
  - The removal of original stucco (or render) on brickwork;
  - The removal of decorative plaster detailing to the visible elevations;
  - The application of cement render or paint to unrendered or unpainted surfaces;
  - The removal of original timber windows, doors or decorative joinery or replacement with aluminium or modern timber or steel profile sections;
  - The removal of original metal windows or replacement with aluminium or modern steel profiles; or
  - The removal of front bay windows, verandahs, decorative glass or roof elements and replacement with modern design elements.

### Brickwork repairs

- C20** Proposals which involve face brick work must ensure re-pointing materials, colours and design are compatible.
- C21** Elements that can be proven to be structurally unsound must be rebuilt according to the original design with the approval of Council.
- C22** Original bricks must be cleaned and re-used wherever possible, and especially in all face brickwork.



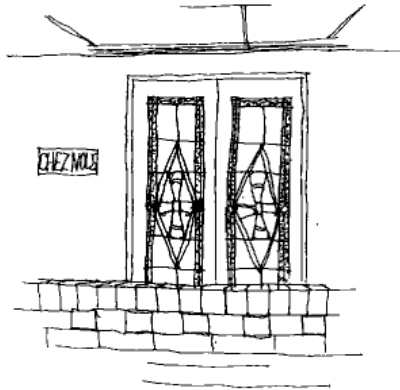
**Not recommended :** Modernising original details and introduction of new modern materials



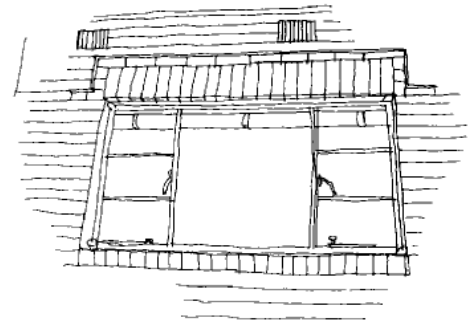
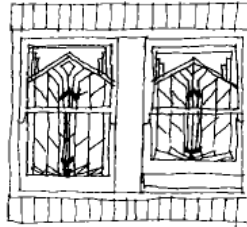
**Recommended :** Retention of existing materials and detailing

### Original windows

**C23** Proposals must retain the original front window and door design.



*Original stained glass or leadlight windows should be retained*



*Original metal windows should be retained*





## 8.2.4 King Street and Enmore Road Heritage Conservation Area – HCA 2

Section 8.2.4 of this DCP applies to the area shown in Figure 1.

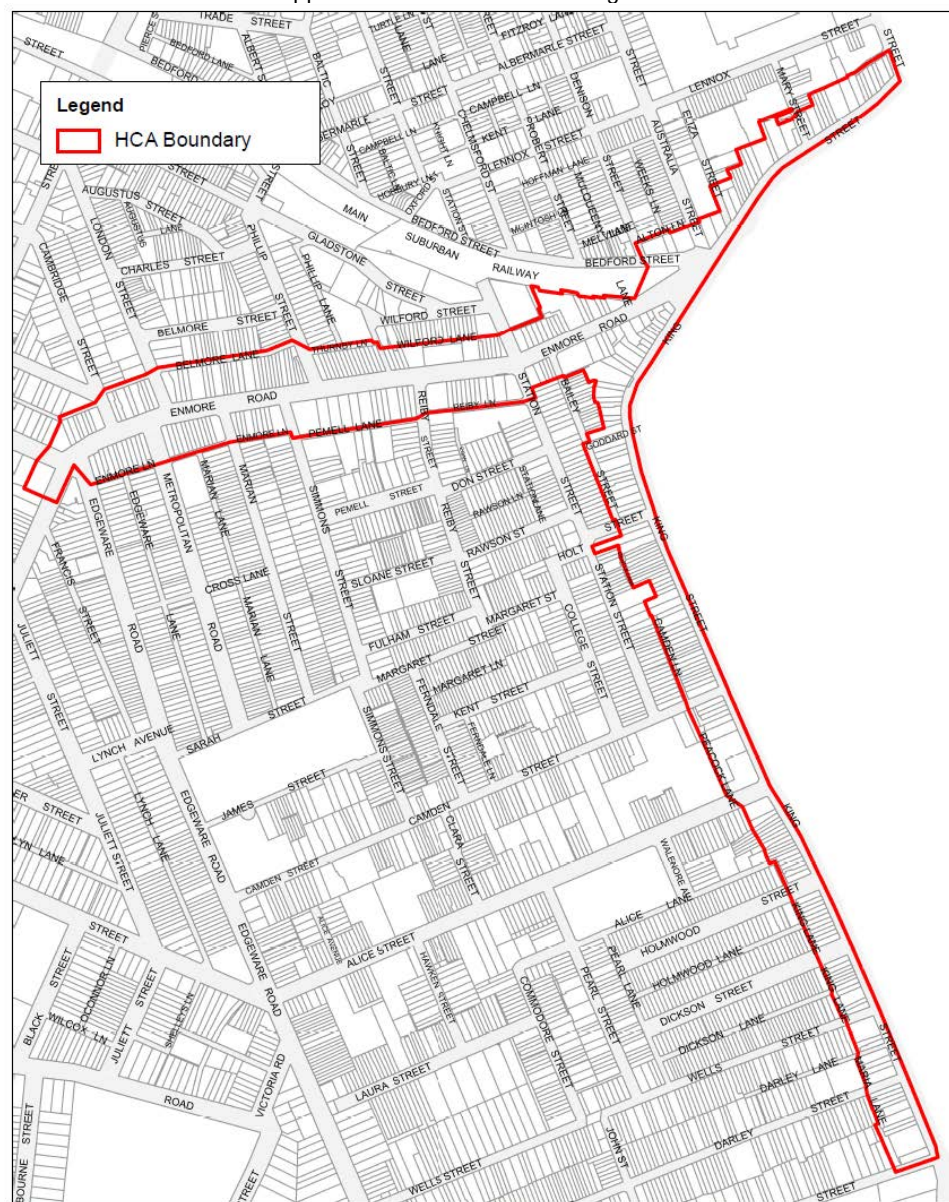


Figure 1: King Street and Enmore Road Heritage Conservation Area - HCA 2

The King Street and Enmore Road Heritage Conservation Area was an existing HCA when the comprehensive MLEP 2011 and MDCP 2011 were prepared.

The King Street and Enmore Road retail strip is a remarkably intact area dating from the late 19th and early 20th centuries, where the relationship between topography and street grid provides a variety of corners and landmarks, vistas and framed features. Collectively, the groups of two to three storey terraces which line both sides of the curving ridge roads create a sense of unity, coherence and visual enclosure. This coherence is strengthened by the prominence of the retail frontages, the survival of most suspended awnings, and the under-awning 'string of pearls' lighting which links the shops all along the streets. While of compatible height and scale, the buildings also display a diversity of architectural and decorative features. The streetscape has a unique and very attractive visual quality which should be preserved and enhanced.



Section 8.2.4 addresses the function of buildings along King Street and Enmore Road as well as their architectural qualities. It acknowledges that the retail strip is characterised by a variety of lifestyle and building uses, and by innovation and creativity in retail offerings. It aims to encourage mixed uses where they can enliven the area. However, it first aims to protect and encourage the retail function which has persisted since the shopping streets were laid out in the 19th century, and which gives the area its unique character.

This section applies to infill development, to alterations and additions and to new buildings. The main objective is to retain and enhance the existing heritage items and contributory buildings and to ensure they retain their visual prominence. It is not the intention, however, to encourage a form of contemporary design which simply mimics the elements and details of historical styles. Rather, contemporary design should use sympathetic contemporary materials, finishes and techniques that respond positively to the main patterns and themes of the HCA.

Contemporary design has a role in this HCA. King Street and Enmore Road need to grow and adapt to change. Good contemporary design will be part of that process of historical layering but must not overwhelm the setting or any of its individual contributory elements.

The Contributory Buildings Map for the King Street and Enmore Road commercial centre is available within the 'Contributory and Period Buildings' section (Section 8.4.2) of this DCP (also refer to *"Marrickville Contributory and Period Building Assessment and Mapping Project for 6 Select Commercial Centres (Paul Davies Pty Ltd)"* available on the Heritage and Conservation page of Council's website.

### **8.2.4.1 Statement of heritage significance**

1. The King Street and Enmore Road retail strip provides an evocative physical record of significant historical phases which shaped the "New Town" from the 19th to the early 20th century.
2. The retail strip provides evidence of the working class residential boom of the late 1870/80s, as evidenced by the rail station and surviving tramsheds.
3. The quality and quantity of the late Victorian period building stock exemplifies the economic boom of the late 19th century. Many of the buildings are impressive reminders of the area's role as a civic, retail and entertainment hub.
4. The continuous two and three storey stucco facades and the general uniformity of scale in the area create a distinct visual impression and outstanding townscape qualities, particularly in the central King Street area.
5. The consistency and relative intactness of the late 19th to early 20th century building stock is unique in the Sydney metropolitan area and NSW.
6. A large number of Art Deco and Inter-War period hotels demonstrate the highly populated, working class nature of the suburb in the early part of the 20th century.
7. The streetscape has high aesthetic values which are enhanced by the closed vistas created by the street curves and by the views over the surrounding areas afforded by the alignment following the ridgeline.
8. Mixed retail uses, including delicatessens, and changes to shopfronts dating from the 1950s and 1960s reflect the strong influence of post-war migrants on the area.
9. The area has social significance to the local and broader community, demonstrated through the involvement of the local community in the management of the area and its recognition by the National Trust and the Australian Heritage Commission.



#### **8.2.4.2 Summary of core heritage values and elements**

- i. The HCA contains streetscapes of 19<sup>th</sup> and early 20<sup>th</sup> century 2 to 3 storey retail buildings that provide a physical record of the development of the “New Town” from the 19<sup>th</sup> to the 20<sup>th</sup> centuries.
- ii. The retail streetscapes of King Street and Enmore Road were developed from the mid 19<sup>th</sup> century through to the mid 20<sup>th</sup> century as one of Sydney’s premier retail “high streets”. Shops and buildings dating from throughout this period remain and contribute to the aesthetic and historical values of the HCA. Architectural styles represented within the HCA include: Victorian Italianate, Victorian Filigree, Victorian Mannerist, Victorian Georgian, Federation Free Style, Federation Filigree, Federation Warehouse, Inter-War Functionalist, and Inter-War Art Deco.
- iii. The King Street/Enmore Road HCA is recognised as one of Sydney’s premier retail “high streets” with a wide range of restaurants, entertainment venues and specialist shops.
- iv. The retail streetscapes are remarkably intact at a State level (with the exception of loss of most post-supported verandahs and balconies from facades), including many heritage items, retaining early subdivision patterns, and shops as original narrow bays with glazed shopfronts with direct access to the public footpath. Upper levels are used for commercial or residential purposes.
- v. Pairs and groups of shops, and corner hotels demonstrate high streetscape and individual architectural qualities.
- vi. The aesthetic values of the streetscapes are strongly enhanced by the enclosed vistas created by street curves, and views over surrounding areas due to the high ridgeline alignment of buildings.

#### **8.2.4.3 Management policy**

Having regard to the heritage significance of the King Street and Enmore Road HCA, the following policy statement encapsulates an agreed approach to the development and care of the HCA:

- In recognition of the heritage significance of the King Street and Enmore Road HCA and its heritage items and contributory buildings, the impact of proposed development on individual buildings as well as the character of the streetscape and the overall significance of the area must be considered as part of the assessment of all development applications in the area. A HIS must accompany all development applications involving changes to the external appearance of properties within the area, unless these are deemed to be of a minor nature and to not result in adverse heritage impacts.
- Evidence of the history of the area must be retained, including evidence of historical phases of development and historical uses. Former theatres, garages and hotels are of particular interest.
- Development must respect the low scale and modest Victorian period character of the area.
- Heritage items and buildings identified as ‘contributory’ must be retained and conserved.
- Significant and contributory shopfronts must be retained and conserved. Other shopfronts may either be retained or replaced unless intrusive to the heritage conservation area in which case, replacement is the preferred option.
- Potential heritage items must be afforded protection pending detailed assessment of their heritage significance.

- Heritage items and contributory buildings which have been structurally altered should be reinstated to their original appearance, if possible.
- The original form, scale and detail of heritage items and contributory buildings must be retained and enhanced, where possible. Vertical additions to those buildings should generally not be visible from King Street or Enmore Road, unless in accordance with this DCP.
- Alterations and additions to existing buildings must be carefully controlled to retain the intactness and consistency of the streetscapes.
- Additions should generally be at the rear and have regard to their potential impact on the character of the rear lanes. Additions must not result in major changes to the scale, form or bulk of existing buildings, unless this does not affect the streetscape, including rear lanes.
- Infill development must respond to, and not obscure, the topography of the area.
- Infill development must be fine-grained and fit its context.
- The characteristic palette of materials and colours must be used in additions and alterations and sympathetic materials and colours must be used in infill development.
- Off-street car parking must only be provided at the rear of properties, accessed from rear lanes, unless already existing.
- Significant streetscape elements such as sandstone, trachyte and bluestone kerbs and gutters, must be retained and enhanced, where possible.
- The reinstatement of post-supported balconies to buildings which are heritage items or contributory buildings is strongly encouraged, providing the design of proposed post-supported balconies is based on factual evidence – from building fabric analysis, historical photographs, or a combination of these.
- The re-opening and restoration of enclosed or altered recessed balconies behind 1<sup>st</sup> or 2<sup>nd</sup> floor facades of heritage items and contributory buildings and the restoration of facades is strongly encouraged.
- Where facades of buildings have been identified as contributory (but not the buildings behind) the retention and conservation of those facades is required and is to include sympathetic colour schemes designed to enhance the streetscape.
- The ongoing repair and retouching of the “I Have a Dream” mural (305 King Street, Newtown) by the community (without the need for development consent) is encouraged.
- The activation of the street frontage of No. 8 Mary Street, Newtown (currently Telstra) which faces into the plaza is encouraged, as is the owner/lessee co-operating with Council to remove clutter from within the plaza (centrally placed bins, planter bed and metal pergola at the back of the plaza) to enhance the setting of the mural. Retain the “We have the dreaming” mural as part of this process.

#### **8.2.4.4 General controls**

#### **8.2.4.5 Signage**

Signage can clearly indicate retail and commercial uses and contribute to a lively, active retail strip. Too much signage creates visual clutter, detracts from the streetscape quality and reduces the effectiveness advertising. The King Street and Enmore Road retail strip is characterised by a variety of signage, including some remnants of traditional painted signs.

New commercial signage which is appropriate to the building form, its geometry and architectural features, will help preserve the building character, while public art may



enhance the artistic qualities, creativity and vibrancy of the area. Signage which obscures large areas of street level window glass is not in keeping with this DCP's intention to make shopfronts as visually open as possible. Rooftop signage, which compromises the integrity of the existing King Street and Enmore Road silhouette, is also intrusive and inappropriate.

Lighting must have regard to and highlight the decorative features - their silhouette, projections, recesses and openings of buildings. Illumination within or of the facade must enhance visual appreciation of neighbouring heritage items and contributory buildings.

General signage controls are in Section 2.12 of this DCP (Signs and Advertising Structures). However, in the event of any inconsistency the conservation orientated controls of this section take precedent.

## Objectives

- O1 To ensure signage is sympathetic to and complements the building form and detailing along King Street and Enmore Road.
- O2 To ensure signage does not dominate or detract from the architectural features of the buildings and from the white-way lighting.
- O3 To ensure signage retains the visual prominence and integrity of roof and silhouette.

## Controls

- C1 Signage must be located within bays created by facade articulation, and be compatible with the geometry and proportion of those bays.
- C2 Signage must not obscure important architectural features.
- C3 Signage must not be located above the cornice line of the parapet.
- C4 Neon style signage is not permitted.
- C5 Rooftop signage is not permitted.
- C6 Signage must not extend into the corridor of the white-way lights under awnings and be no closer than 700mm to the light fixture.
- C7 Projecting wall signs and illuminated signage above the awning is not permitted.
- C8 The number of signs on the building facade, excluding signs hanging from suspended awnings, is limited to one per lessee/owner.
- C9 Hanging or bracketed signs are limited to one below the awning per lessee/owner.
- C10 One sign is permitted on a side wall. This may be floodlit but not illuminated.
- C11 Where the building is face brick, a sign may not be painted directly onto the brickwork. A face plate of maximum thickness 5mm must be used.
- C12 Signage which is part of a unique work of art must contribute to the artistic qualities, creativity and vibrancy of the area.
- C13 Signage which is part of a unique work of art must not incorporate direct advertising and/or products or services sold. Ongoing maintenance of the sign is a condition of Council consent.
- C14 Colours used for signs must complement the Heritage Colour Scheme.

- C15** Painted signs in a traditional form to awning fascias, below the cornice line of parapets, and to windows or door glazing (for example gold painted lettering on windows or door glazing) is encouraged.

### **8.2.4.6 Access and pedestrian amenity**

The King Street and Enmore Road retail strip is an intense development, generally with shopfronts running the full length of blocks, opening directly onto the footpath and uninterrupted by recesses or entries to other uses. There is a characteristically clear and direct relationship between the pavement and the shops, where visual openness and direct access to the retail outlets encourage promenading as well as shopping. Despite the large volume of vehicle traffic on these roads, it is the pedestrian experience which enlivens the area and on which its economic viability depends. Pedestrian amenity and safety are therefore important considerations. This DCP ensures that the sequence of retail frontages, and therefore their attractiveness and accessibility, is well connected by pedestrian through site links or by vehicular access from side streets, service lanes or driveways.

The King Street and Enmore Road shopping strip is on a Council designated and promoted Accessible Pathway.

### **8.2.4.7 Pedestrian access – through site links**

King Street and Enmore Road block lengths are typically 60 metres – 100 metres. Pedestrian access to roads and lanes off the main retail streets is therefore generally adequate. The existing pattern is of shops ranged along a whole block, with all frontages directly onto the street and no access through to the rear. Allowing access through at mid-block would be inappropriate to this pattern and would detract from the quality of the streetscape and the existing area character. Through site links are only permitted where they both improve access and amenity for local residents by connecting to existing road and lane systems, and where they do not detract from the area's character.

## **Objectives**

- O4** To balance the need for improved access to the retail centre with the need to minimise the impact of the centre on adjacent residential areas.
- O5** To balance improved access to retail uses at ground level with the need to retain and reinstate contributory shopfronts where possible.

## **Controls**

- C16** Universal access to retail ground level uses must be provided.
- C17** For heritage items and contributory buildings, disabled access must be provided with minimal intrusion in the building fabric. The removal of early shopfronts is not permitted.
- C18** Pedestrian access and address must be provided at the rear or side of the building in accordance with the established pedestrian access and circulation network (i.e. where rear car parking is provided or exists in the vicinity).
- C19** Appropriate tactile treatment must be provided to the footpath to delineate any obstructions to blind or visually impaired pedestrians.
- C20** Any vehicular entrances across the footpath to King Street and Enmore Road must be constructed to reinforce pedestrian priority in King Street and Enmore Road.



- C21 Appropriate measures must be provided within the development to warn drivers of the presence of pedestrians, provide adequate site distance along the footpath and restrict the speed of vehicles.
- C22 Pedestrian access through sites is not encouraged, except in locations where site links are desirable because they connect to the road and laneway system of adjacent residential areas.

#### **8.2.4.8 Vehicle access**

Vehicle access to King Street and Enmore Road is controlled by one-way restrictions and road and lane closures where pedestrian access is still possible. Those restrictions are designed to limit traffic volume and the number of traffic movements on what is a major arterial route. The safety and amenity of pedestrians, and quality of the streetscape given by uninterrupted active retail frontages along the length of blocks, must be protected. Vehicle access must not dominate side or rear building frontages at the access points to protect pedestrians.

#### **Objective**

- O6 To balance the need for access to new developments with the need to minimise impact on adjacent buildings and residential areas and the desire to retain active retail street frontages.

#### **Controls**

- C23 Access onto King Street and Enmore Road from side streets and rear lanes, parking areas, or for service vehicles is only permitted under certain conditions regarding distance to corner, width of carriageway, traffic impact, safety and noise.
- C24 Vehicle access from King Street and Enmore Road onto a new development site is only permitted at established car access points (for example, existing or past garage or service station sites).
- C25 Council may require the dedication of corner splays where they do not currently exist. Council's current requirement is 3 metres along each boundary. However, the extent of land to be dedicated will be determined by the particular circumstances of each site.

#### **8.2.4.9 Conservation Controls**

##### **8.2.4.10 Specific elements**

The HCA also contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present must be retained in any new development.

##### **8.2.4.11 Subdivision and public domain elements**

- i. Street alignments are curving and follow the ridgelines;
- ii. High urban density of predominantly 2 to 3 storey Victorian to Federation period terraced shops, often in pairs or groups, creating consistent architectural qualities;
- iii. Architectural quality of elaborate Victorian period to Inter-War period facades;
- iv. Intricate 'skyline' views of elaborate decorative parapets;
- v. Retail shops predominantly built to the street alignment with direct access to the footpath with no setbacks or arcades;



- vi. Awnings over footpaths and originally a high number of post-supported verandahs and balconies; and
- vii. Street tree plantings confined to specific plazas or parks (Telstra Plaza south of 293 King Street; closed off plaza at the King Street end of Australia Street and Bedford Street; park on the corner of Alice Street and King Street).

### ***8.2.4.12 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Retail character demonstrated by 2-3 storey 19<sup>th</sup> century to Inter-War period terraced shops which demonstrate 19<sup>th</sup> century to Inter-War retail typologies;
- ii. Building typologies which reinforce the tight urban grain:
  - a. Pairs, groups and runs of terrace shops demonstrate strong streetscape qualities which includes cohesiveness of form, scale, rhythm, material and detail;
  - b. High quality elaborate detailing to facades of intact and substantially intact shops and commercial buildings;
  - c. Large numbers of heritage items; and
  - d. Increasing simplification of scale and detailing towards the rear – including window sizes, bulk and visual prominence in views from rear lanes and side streets.
- iii. Roof forms appropriate to typology and period of construction:
  - a. Predominantly consistent parapet lines with elaborate and detailed skyline elements;
  - b. Predominantly primary ridgelines of roofs hidden behind parapets;
  - c. Predominant intactness of parapets and roof forms visible from the public domain;
  - d. Intact or substantially intact built elements;
  - e. Intact or substantially intact facades (with the exception of loss of post-supported verandahs and balconies); and
  - f. Sympathetic minor additions to built form unobtrusive within the streetscape context (e.g. dormer windows).
- iv. Building heights appropriate to typology and period of construction (predominantly 2-3 storeys); and
- v. Detailing and finishes appropriate to typology and period of construction:
  - a. Window and door openings appropriate for architectural type;
  - b. Timber framed windows and doors (with the exception of Inter-War to mid 20<sup>th</sup> century detailing, where steel-framing may be appropriate);
  - c. Use of appropriate colour schemes for detailing (refer to King Street/Enmore Road colour scheme); and
  - d. Discrete traditional signage as per General section above.

### ***8.2.4.13 Applicable conservation controls***

The core period of heritage significance for King Street/Enmore Road HCA is 1850 to 1950. Any buildings or significant elements of building fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:





- Retail streetscapes. See Section 8.4. See also contributory and period building mapping at Section 8.4.2 of this DCP.

Primary relevant historic architectural style. See Section 8.5 (Note: other styles will exist for some buildings in the area):

- Victorian Italianate;
- Victorian Filigree;
- Victorian Mannerist;
- Federation Free Style;
- Federation Filigree;
- Federation Warehouse;
- Inter-War Functionalist; and
- Inter-War Art Deco.

#### **8.2.4.14 Roofs and parapets**

An important characteristic of the King Street and Enmore Road retail strip is the consistency of the roofing forms and roof silhouettes. The relative consistency of their height, and the uniformity of the buildings, creates a sense of enclosure within street walls which enhances the cohesiveness of the retail strip as one place. Within this cohesiveness, a range of parapet and cornice treatments lend variety and interest to the skyline. This combination of unity and variety is key to the unique character of the area, and should be acknowledged and emulated. New development should respect the rhythm of the traditional building facades by fitting in with the pitch and shape of adjoining roofs, the prevailing parapet height, and the parapet features of neighbouring buildings.

#### **Objectives**

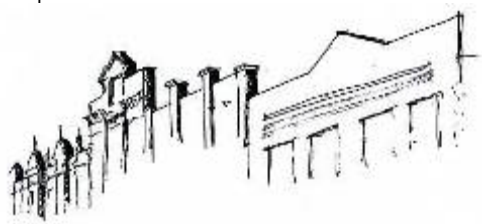
- O7** To retain the prominence of the building form and character given by the roofs, parapets and architectural features of heritage items and contributory buildings.
- O8** To ensure new development does not detract but rather contributes to the streetscape in a sympathetic manner.
- O9** To provide guidelines that enable contemporary architectural interpretation of the key patterns and character-giving elements of the area.
- O10** To encourage different cornice treatments and edges for visual interest and variety.
- O11** To ensure the placement and design of roof fixtures does not detract from the appreciation of the significant features of heritage items and contributory buildings.

#### **Controls**

- C26** Roof forms and pitches must be restricted to those prevalent in heritage items and contributory buildings which are flat or skillion roofs behind parapet street walls or pitched roofs. Curved or butterfly roofs visible from the street are not permitted.
- C27** The angle of roofs is approximately 25-30 degrees to avoid visual intrusion.
- C28** Dormer windows in roofs to the street frontage must comply with control contained with Section 4.1.9 of this DCP.
- C29** Parapet height is limited; for example, to a proportion of the facade or by the height of its neighbours.

- C30** Any masonry parapet features must have a wall thickness similar to prevailing buildings of the late 19th and early 20th century.
- C31** The parapets of buildings whose height increases as a result of development may be retained and repositioned to the new parapet height.
- C32** Roof fixtures (such as roof vents, chimneys, aerials, solar collectors, mobile phone transmitters or satellite dishes) must not be located on heritage items or contributory buildings where they are visible from the street.
- C33** Rooftop signage is not permitted.

Parapet treatments



In this example this parapet is too thin

### **8.2.4.15 Awnings and verandahs**

Awnings in the area are consistently of a suspended type, characteristic of late 19th and early 20th century retail buildings in Sydney. There is some variation in height and width (following the topography) but overall unity is given by the awning type, and under-awning lighting known as the white-way lighting. Where awnings have been lost or altered, the area's integrity and visual cohesiveness has suffered. There were formerly some posted verandahs on King Street, lost when the road was widened and the footpaths narrowed.

Those structures also enrich the streetscape and increase pedestrian amenity. Preservation and/or reinstatement of awnings, verandahs and verandah posts would contribute to the historic character and visual appeal of King Street and Enmore Road. The reinstatement of missing awnings, post-supported verandahs and balconies, based on detail from historical photographs and/or fabric analysis of heritage items and contributory buildings is strongly encouraged.

### **Objectives**

- O12** To ensure new development maintains a pedestrian scale and provides weather protection at street level.
- O13** To reinstate awnings and verandahs to heritage items.

### **Controls**

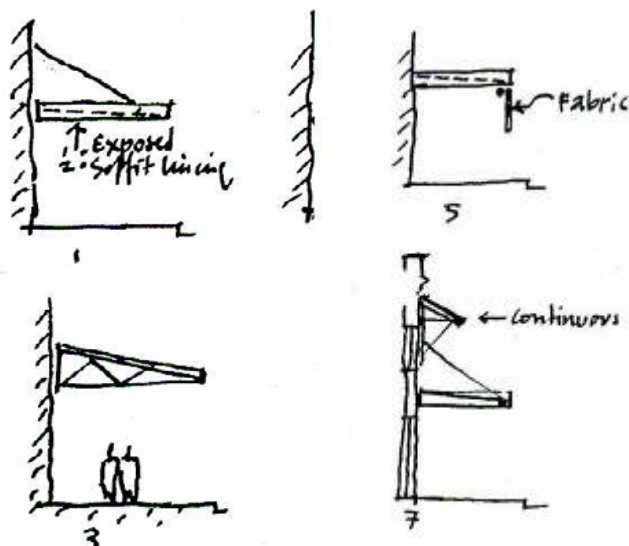
- C34** Awnings and under-awning lighting must be provided for visual continuity and pedestrian safety and comfort.
- C35** Existing white-way lighting must be maintained by the proponent during development.
- C36** Missing sections of white-way lighting must be extended at the proponent's cost including the cost of design by the electricity provider.
- C37** White-way lighting extensions must be designed in sympathy with the adjoining and nearby white-way lighting.



- C38** Existing switch panels for white-way lighting located within the shop must be relocated to the building frontage under the awning in a suitable vandal-proof enclosure.
  - C39** Awnings on corner buildings must wrap around into side streets to promote a safer and more welcoming environment.
  - C40** Diversity of design and decoration within an overall consistency is encouraged.
  - C41** Awnings must be in the height range of 3.6 metres to 4 metres and no higher (or lower by more than 600mm) than neighbouring awnings, for continuity.
  - C42** Awnings must be flat or near-flat in keeping with the context.
  - C43** Eaves and fascias must be a maximum of 300mm high and in keeping with the scale and character of the building.
  - C44** Awnings must be opaque to provide shade, shelter and consistency with streetscape.
  - C45** Awnings must be set back 600mm from the kerbface. Where post supported awnings and verandahs are proposed they must also be set back 600mm from the kerbface and be designed to be self supporting in the case of vehicle impact with the posts.
- NB** *Awnings should retain any original features such as, pressed metal soffits. Verandahs and verandah posts are also encouraged whether a reinstatement (for heritage buildings) or contemporary interpretation.*



Example of historic first storey verandah



Range of awning structure and appearance to which new development must relate

## 8.2.4.16 Retail frontages

Few original shopfronts exist throughout the retail area, but where they do they often exhibit interesting detailing and rich materials. Direct, easy and level access from the footpath to the shop draws the street into the shop and provides equal access opportunities for all in the community.

Active frontages contribute to the area's character and its ongoing vibrancy and commercial vitality. The shopfront to new developments must relate in proportion and scale to the building it belongs to and to adjoining buildings. For example, retaining or reinstating traditional fascia lines integrates a new development with original shopfronts and can significantly improve the appearance of a grouping of shops.

### Objectives

- O14 To provide a diversity of active street frontages which are compatible with the scale and character and architectural treatment of the building as a whole.
- O15 To preserve the surviving heritage character of whole shop frontages and elements.
- O16 To encourage a variety of relationships and openings between the shop and the street.
- O17 To ensure shops are accessible for everyone.

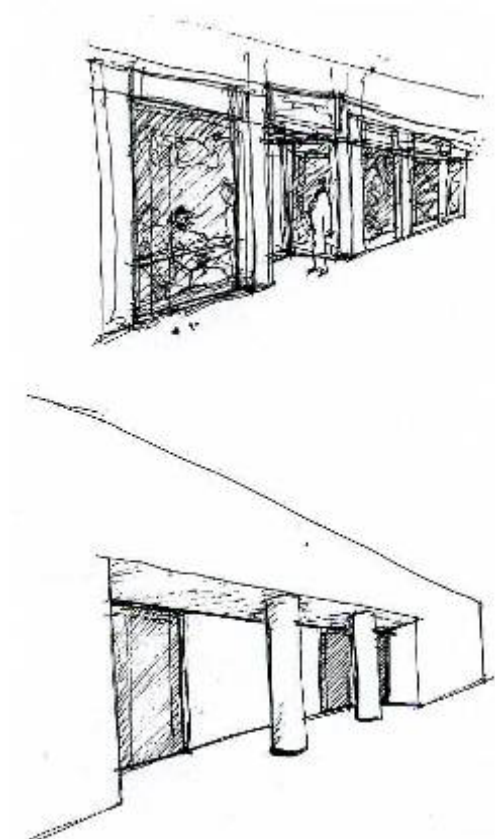
### Controls

- C46 Direct level access must be provided between the footpath and the shop to facilitate an accessible entrance.
- C47 The pattern of shopfront windows and openings must be sympathetic with the overall proportion of the building and the division of the building into bays.
- C48 Recessed shop frontages are only permitted where the recess provides useable space and is sympathetic to the character of the building.
- C49 Open grilles or transparent screens are preferred. If shutters are required, they must be visually permeable (70% permeability) to allow viewing of windows and spill lighting of the footpath.



- C50** Block out style roller shutters are not permitted.
- C51** Shop frontages or elements with heritage character must be preserved and/or repaired or restored.

Desired active street frontage



Unsympathetic 'dead' street frontage.

- NB** *Cafe and restaurant design should consider window seating configurations which provide the effect of outdoor café seating in a confined area and helps to activate the street.*

### 8.2.4.17 Non-retail frontage

Traditional retail building frontages to King Street and Enmore Road contribute to the HCA's architectural and functional character. The streetscape qualities of openness, visual permeability and direct access which characterise the retail strip should be applied to the design of non-retail frontages. Access to other uses should not interrupt or break up the active retail frontages.

#### Objectives

- O18 To retain and reinforce the prevailing retail character and continuity of retail activity along the street.
- O19 To ensure other uses (and their entries) do not dominate the streetscape or detract from the retail environment, and yet provide a clear, visible and secure address.
- O20 To encourage direct and easy access for all pedestrians.

#### Controls

- C52 Blank walls and dark or obscure glass are not permitted.
- C53 The amount of blank frontage for commercial uses must be limited to 20% of the building's width (or 3 metres).
- C54 Solid fences for residential uses are not permitted. Street setback, verandahs or visually permeable fencing (such as palisade or picket fencing) is preferred.
- C55 Access to non-retail uses must provide entry from side street and rear lane where possible. However, access to non-retail uses may combine the entry with the entry to a retail use or may recess the entry and provide a central court.
- C56 Access and address to upper level uses must be a maximum of 3 metres and a minimum of 1.5 metres wide.
- C57 Porte cochere and vehicle setdown and pick up are not permitted along the King Street frontage.

Existing active residential frontages



### 8.2.4.18 Materials and finishes

A limited palette of materials, finishes and colours of rendered masonry, dark brick, and tiled or rendered feature panels originally characterised the heritage buildings of King Street and Enmore Road.

This limited palette contributed to a unified streetscape. The range of colours and finishes now available can result in the loss of a cohesive overall appearance, particularly where there is piecemeal development of single properties within an



architecturally unified row building. The selection of materials, finishes and colours for a new development should ensure some unity while allowing for diversity.

## Objectives

- O21 To ensure buildings are sympathetic to characteristic materials, finishes and colours.
- O22 To ensure the selection of feature colours for relief elements does not detract from, but rather reinforces, the appreciation of the proportion of the facade articulation.

## Controls

- C58 Materials must be sympathetic to the characteristic rendered masonry, dark brick and tiled or rendered feature panels of heritage and contributory buildings.
- C59 Colours are generally to be selected from the Heritage Paint Scheme, *King Street/Enmore Road Main Street Study Heritage Paint Scheme* 1991, Rod Howard/Neustein Associates available for viewing at <http://www.marrickville.nsw.gov.au/en/development/heritage-and-conservation/>
- C60 The palette of contemporary materials must be sympathetic to the prevailing colour and texture and must not include, for example, large areas of polished metal or curtain walls.
- C61 Existing external brick finishes must not be painted or rendered.
- C62 New face brickwork must be sympathetic to the prevailing colour and finish of existing brickwork, that is, smooth-faced and of dark brown/red colour. The use of patterned and mottled brickwork is not permitted.
- C63 Repair or replacement of wall tiles must be in keeping with the style, colour, dimensions and texture of the original tiling.
- C64 Colours for large areas of building must be predominantly pastel and earth shades.
- C65 Colour schemes for a property which, with other properties, makes up one building must have regard for the whole building.
- C66 Colour used to highlight features and trims must be selected from the Heritage Paint Scheme.
- C67 Highlighting must be used in a way which enhances rather than detracts from the architectural proportions of the building, any heritage features, and the vertical proportions which contribute to the street pattern.
- C68 Development proposals which depart from the Heritage Paint Scheme will be considered and assessed on merit, and must satisfy the following criteria:
  - i. The intensity of colour, tones, hues selected must not detract from appreciation of the streetscape as a whole; and
  - ii. The colour scheme proposed must be unique (not part of a corporate colour scheme for a chain of commercial enterprises).

Refer to: *King Street/Enmore Road Main Street Study Heritage Paint Scheme* 1991, Rod Howard/Neustein Associates.





Inappropriate paint schemes on adjacent lots comprising part of a row building detract from appreciation of the buildings' unity.

### **8.2.4.19 Land use**

The King Street and Enmore Road area has been providing retail services continuously for over 100 years. Still predominantly retail, with some commercial uses at ground level and residential above, the area draws a large number of visitors, and provides for the local community. King Street and Enmore Road operate as a hub for Newtown, Enmore, Stanmore, Camperdown and Erskineville. The area is lively and bustling, in part due to the large number of retail and food outlets open until late at night. It is well served by public transport and has seen an upgrading of the building stock in recent years with the increasing demand for housing convenient to the city, the university, and improved amenities and services.

### **Objectives**

- O23** To ensure the retail strip continues to provide a range of retail services with varied and interesting active frontages to the street.
- O24** To encourage a range of uses above ground level which complement the role of the retail strip.
- O25** To encourage the use of rear lane frontages for residential studios and/or commercial services.

### **Controls**

- C69** A range of uses must be provided to engage with and activate the street, with retail at ground level in keeping with the area's character.
- C70** The above ground level must be mixed use, and may include commercial/residential, tourist accommodation and retail, subject to conditions.
- C71** Residential and non-retail commercial uses may be allowed at ground level where it is a continuation of the existing use and when it provides a relationship to the street which is similar to the frontage of existing terrace houses.



#### **8.2.4.20 New infill development controls**

There are limited opportunities for new development opportunities within the HCA. Heritage items and contributory buildings (refer to contributory buildings map) must be retained and conserved.

Note some sites are marked “Contributory – façade only” on the Contributory Buildings map. In these cases, façade retention is envisaged; however some redevelopment of such sites may be appropriate behind the retained and conserved facades. The non-contributory buildings within the HCA may also present redevelopment opportunities.

#### **8.2.4.21 Building form and character**

The character of the King Street and Enmore Road retail strip is formed by a unique relationship between the topography, the street layout, the subdivision pattern, and building form.

The combination of those four factors makes the shapes of buildings in relation to the street highly visible. It gives a quality to the streetscape experience of being able to see into shops at an angle while walking along the pavement, and of seeing all the parapets and rooflines in relation to each other rather than if they were viewed side on. The treatment of the building envelope, how high it is, how far set back from the road, its general bulk and massing, and its roofline is critical. Facade treatment and detailing are also very important contributors to streetscape character.

Continuity of awnings and the generally vertical building proportions tie the buildings into cohesive groups along the street, while the variety of facade decoration adds visual interest and creates diversity within that overall cohesiveness.

#### **8.2.4.22 Subdivision**

While site amalgamation may be possible, new development must reflect the original narrow subdivision pattern in the form and detailing of streetscape presentation.

#### **8.2.4.23 Building massing**

##### **Objectives**

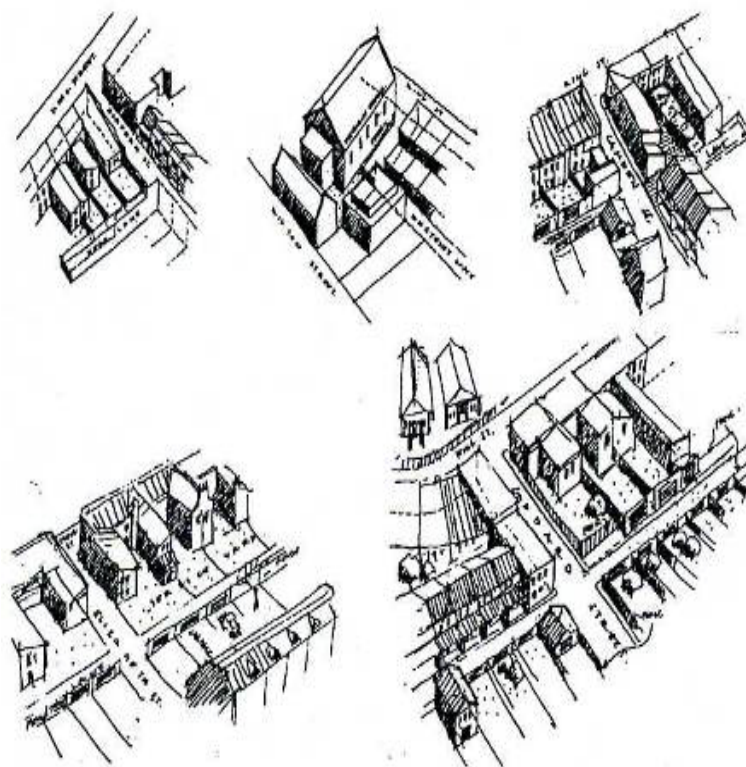
- O26** To preserve the prevailing pattern of buildings built to the front boundary and massed to their full height at the street frontage.
- O27** To reinforce the topography of King Street and Enmore Road as ridge roads, visible at their highest points to adjacent uses and neighbourhoods.

##### **Control**

- C72** Buildings must be massed towards the street frontage, stepping down to the rear.

Buildings along King Street and Enmore Road are generally massed up to two to three storeys at the street, with shop frontages of 8 metres to 15 metres. They are lower at the rear, typically for terrace houses and turn of the century retail uses. The buildings along the retail strip reinforce the ridge topography, contributing to the visual appreciation of the area. New development can help preserve the visual quality of the retail strip.

New development must respond to this building pattern by stepping down rather than up towards the rear of the property, and building massing must be in keeping with the simplicity of the prevailing building forms and roof shapes. Generous floor-to-floor levels in the older buildings offer an opportunity for new development to fit in more levels with lower ceiling heights, thus achieving greater density, while still keeping within an appropriate building envelope (refer to Density and Building Facade in this section of the DCP).



Typical building massing patterns in HCA 2

### **8.2.4.24 Building height**

Most buildings along King Street and Enmore Road are built to their maximum height at the street boundary (generally two to three storeys) and are characterised by ornate parapet features, providing a rich and varied silhouette. The purpose of these controls is to retain the prominence of heritage and contributory buildings and the street wall character and avoid envelopes that step up away from the street and clutter the streetscape silhouette.

In many instances, contributory buildings are lower than the prevalent height of neighbouring buildings, but a part of the integrity of a contributory building is its scale. In contributory items visible vertical additions are therefore inappropriate.

### **Objectives**

- O28** To retain the visual prominence of heritage streetscapes and the prevailing street wall height.
- O29** To reinforce the built form and topography characterised by taller buildings along the retail strip following the ridge and stepping down to the residential development on the adjacent slopes and plains.



## Controls

**C73** The height of buildings at the street boundary must be determined by the prevalent height of adjacent and neighbouring contributory buildings' parapets.

**NB** *Building to the prevalent height of neighbouring heritage items and contributory buildings is not to be considered 'as of right'.*

**C74** Buildings can only be stepped at the street frontage where:

- i. The new building is adjacent to a heritage item or contributing building which is lower than the prevalent height in that block, and where the higher setback portion helps to retain the prominence of parapet and cornice and corner details of the adjacent contributory building; or
- ii. The new building is to the rear of a heritage item or contributory building which is lower than the prevailing height in that block and is conditional on consideration being given to the visual setting of the heritage item and/or contributing building.

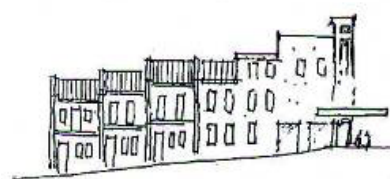
**C75** At the street frontage, only minor features such as parapets can project above the building height limit, and only to a maximum of 50% of the parapet width.

**C76** Building height on rear lanes:

- i. The rear building envelope must be contained within the combination of the rear boundary plane and a 45 degree sloping plane from a point 7.5 metres vertically above the lane ground level, measured at the rear boundary, and contain a maximum of two storeys on the rear most building plane;
- ii. Notwithstanding point i., building envelopes may exceed the above building envelope control where it can be demonstrated that any rear massing that penetrates above the envelope control will not cause significant visual bulk or amenity impacts on neighbouring properties to the rear;
- iii. The rear building envelope must contribute positively to the visual amenity of the laneway, and encourage rear laneway activation through measures such as providing appropriate lighting and opportunities for passive surveillance.

**C77** Building height where rear boundary is a common boundary between properties:

- i. The rear building envelope must be contained within the combination of the rear boundary plane and a 45 degree sloping plane from a point 5 metres vertically above the ground level of the property being developed, measured at the rear boundary, and contain a maximum of one storey on the rear most building plane;
- ii. Notwithstanding point i., building envelopes may exceed the above building envelope control where it can be demonstrated that any rear massing that penetrates above the envelope control will not cause significant visual bulk or amenity impacts on neighbouring properties to the rear.



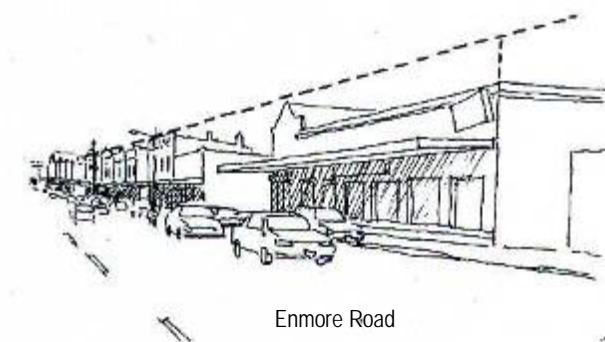
Building heights and topography



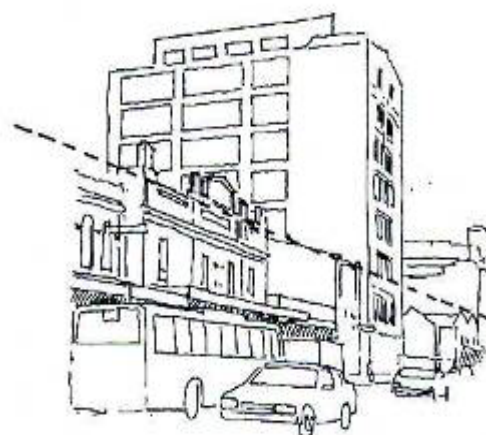
King Street South  
Hoadley's Building NOT indicative of prevalent street wall height.



King Street



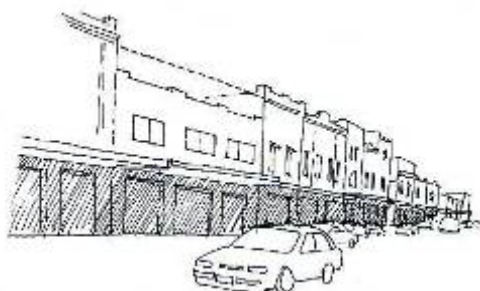
Enmore Road



King Street North. Alpha House is the exception to the prevailing street wall height.

Heights determined by contributory buildings

The following images depict options for vertical additions to buildings along King Street and Enmore Road.



Existing building and prevailing street wall height

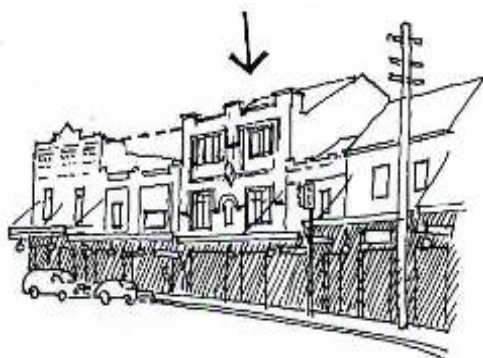


Parapet of single storey building raised to allow for second storey addition

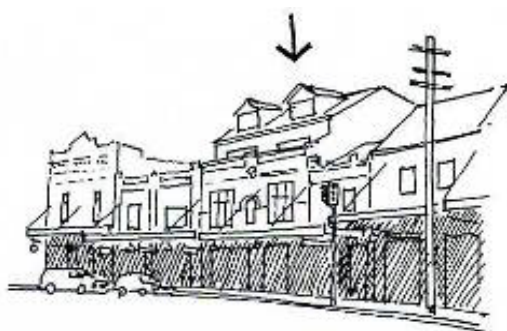




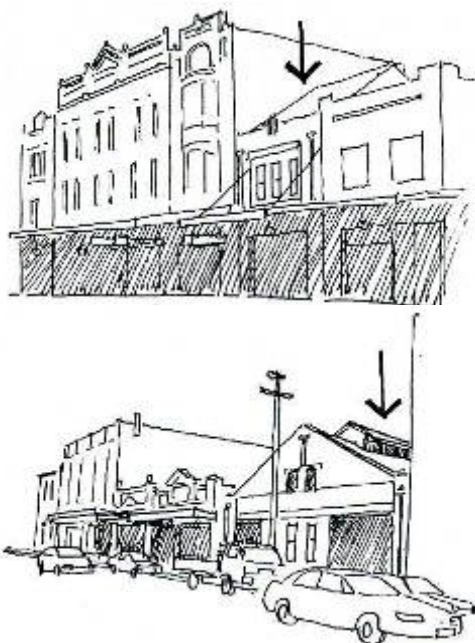
Parapet becomes balustrade for upper storey



Preferred option  
Build third level to street boundary, retaining proportion of bays and windows.



Not permitted



Preferred vertical addition options

### 8.2.4.25 Setbacks

The prevailing streetscape pattern for King Street and Enmore Road is for no setbacks. Buildings are built to front and side boundaries, creating the continuous retail strip opening directly onto the footpath. This pattern is functional in terms of pedestrian amenity, weather protection, intensity of retail development and commercial viability, and is vital for active shop frontages. Setbacks in the rear must respond to the issues affecting amenity for other uses above retail and protect the amenity of neighbouring residential development.

### Objective

- O30** To retain and enhance the prevailing character given by buildings built to street and side boundaries.

### Controls

#### Side setbacks

- C78** Side setbacks are not permitted where new development matches an existing or concurrently proposed adjoining building.
- C79** Side setbacks are required to the rear of the 'street wall' part of the building (this means those spaces behind the continuous retail strip opening onto the footpath). Side setbacks must ensure natural light and solar access to neighbouring properties, to the same standard as existing or to allow two hours sunlight between 9.00am and 3.00pm in mid-winter, and subject to considerations regarding privacy and overlooking.

#### Setbacks to the street

- C80** Setbacks to the street are only permitted where:
- The existing footpath is narrow and there is a need to provide additional pedestrian space. The setback is to be continuous and connected at its ends to adjoining footpaths.
  - The established pattern is set back, for example residential building, garage or institutional building. Conditions apply to the





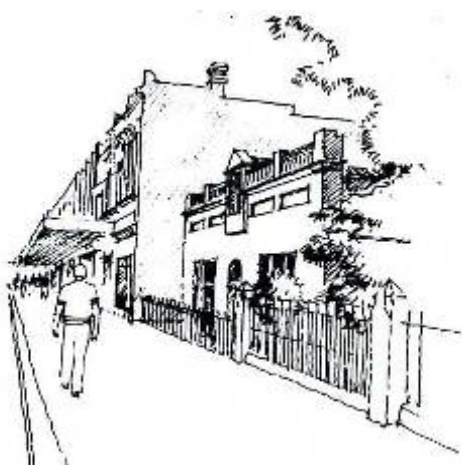
design treatment of setback building frontage and space (refer to Section 8.2.4.16 Retail Frontages).

- iii. The setback enhances visual appreciation of adjacent heritage item/s (in this instance it can be an alternative to height reduction).
- iv. There is a significant small-scale frontage which would be overshadowed by a built-to-boundary development. The setback may need to be as great as 8 metres -10 metres.
- v. The setback reveals an important parapet corner return on an adjacent building. Here the building may be set back at the upper level but lower floors are to be built to the street boundary.
- vi. The new development has a non-retail frontage (such as a terrace) and provides a transition between public and private realms.
- vii. The setback is not visible from the street and does not interfere with the visual appreciation of existing parapets and rooflines.

#### C81

Buildings may be built to rear lane boundaries subject to preserving or enhancing:

- i. The amenity of neighbouring residential uses; and
- ii. The amenity of the laneway; for example, in providing opportunities for overlooking or casual visual surveillance.



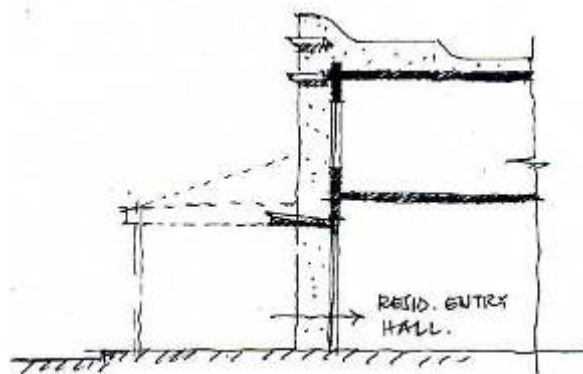
Non-retail building setback



Development adjacent to important parapet corner return  
Option 1- infill building with pitched roof to retain existing building's visibility.



Option 2 - Development height at street to full height of existing building, with setback to reveal adjacent parapet corner.



Section showing parapet detailing.

### 8.2.4.26 Corners

Corner buildings act as markers along the way. The varied street pattern of this area has contributed to a variety of corner shapes. Because those buildings address two streets, they have an important streetscape function which can be enhanced by extra height. Corner buildings may therefore be higher than other buildings in the street, as long as in doing so they contribute positively to the streetscape and satisfy other criteria for building form and detailing.

#### Objective

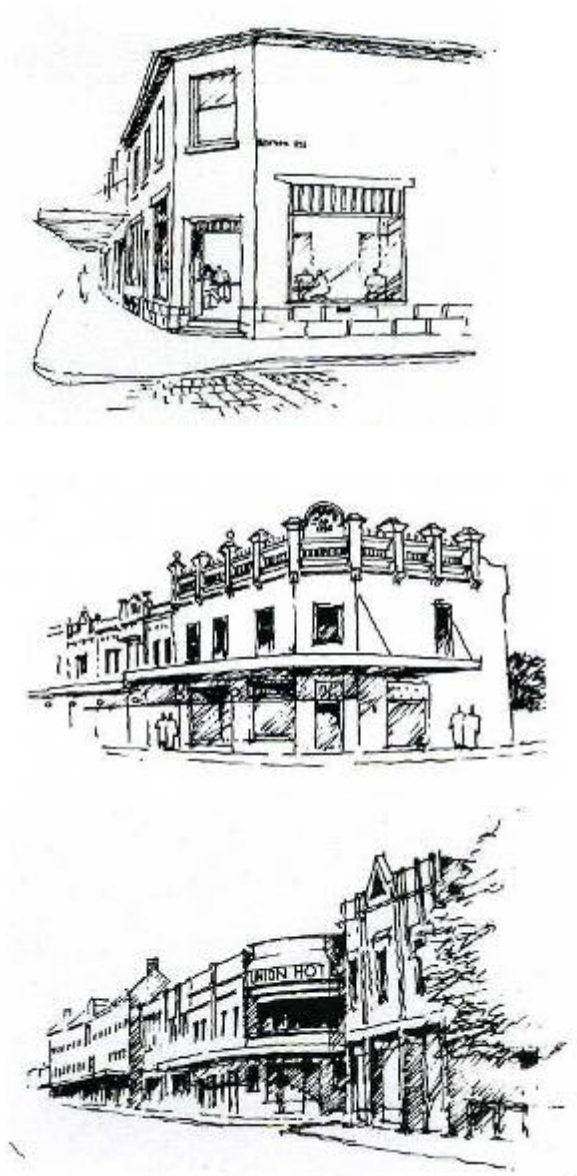
- O31** To encourage new corner developments which respond to the visually interesting corner buildings characterising King Street and Enmore Road.

#### Controls

- C82** New corners must preserve the landmark quality of street corners and provide a contemporary interpretation subject to satisfying criteria regarding building facade proportions.
- C83** Buildings on corners are permitted some variation in height and setback for corner features along the building frontage on both streets, to a maximum of 5 metres from the corner, subject to a satisfactory resolution of the form in terms of scale, proportion, materials and finishes.



- C84** Corner buildings must wrap around the corner into the side street to provide more active street frontage.



Corner treatment examples

#### **8.2.4.27 Building facades**

The general pattern of vertical and horizontal division of the buildings along King Street and Enmore Road consists of buildings divided horizontally into top (parapet), middle, and base (up to awning height) and divided vertically by bays.

The street wall is characteristically formed by groups of two to five lots creating a sequence of 'whole' buildings of different widths, even though they are divided into comparably sized individual properties. The overall massing silhouette is characterised by a variety of parapet and roof forms, particularly along the street frontage.

Windows and openings are generally vertical in proportion and located within building bays. The typical bay proportion (width:height) ranges from 1:1.7 to 1:2.3 and is extremely important to the appearance of the individual buildings and to the uniformity of the streetscape as a whole.

“Facadism” is discouraged. New development must not simply mimic the style and appearance of older buildings; contemporary design should use sympathetic contemporary materials, finishes and techniques that respond positively to the patterns and themes of the precinct.

### Objectives

- O32** To reinforce the prevailing pattern characterised by simple, rectilinear building forms, full height at street frontage, and variation in roof parapet, chimney, roof eaves, details and other features.
- O33** To encourage new development characterised by predominantly vertical proportions for bays, openings and windows.
- O34** To ensure openings and windows are sympathetic with the overall proportion of the building and its division into bays.

### Controls

- C85** Block out style roller shutters to ground level shop fronts and windows above the awning level are prohibited.
- C86** Air-conditioning units or fans must not be visible from King Street, Enmore Road or any other major side street.

**NB** *The following provides advice on how development can relate to the vertical and horizontal division of the buildings along King Street and Enmore Road.*

#### The building's façade:

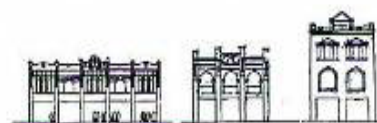
- Is divided vertically into bottom, middle and top;
- Is divided longitudinally by property lines (street wall made up of separate but adjoining buildings), with bays defined by attached piers and the pattern of openings; and
- Is to give prominence to the vertical bays created by attached piers and feature panels rather than to the expression of floor levels, particularly where new development results in lower floor to floor heights.

#### Windows and openings:

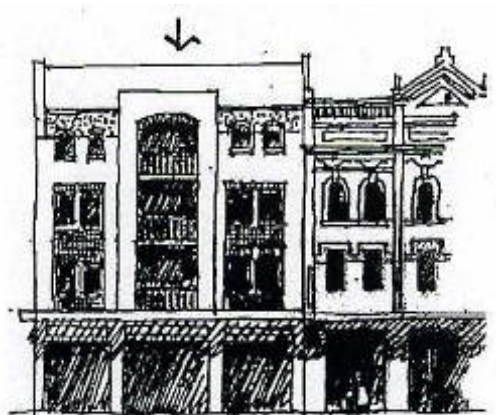
- Are generally in a vertical proportion and are located within vertical bays;
- If not themselves in a vertical proportion, are framed by a window treatment which accentuates the vertical proportion of the bay in which they are located; and
- In a development where more floors built within an original building envelope result in lower floor-to-floor heights must relate to bay proportions rather than to the floor levels.

#### Shutters and grilles:

- Are sympathetic to the architectural style and the required modelling of the facade.



Relationship of windows and openings to bay proportions.

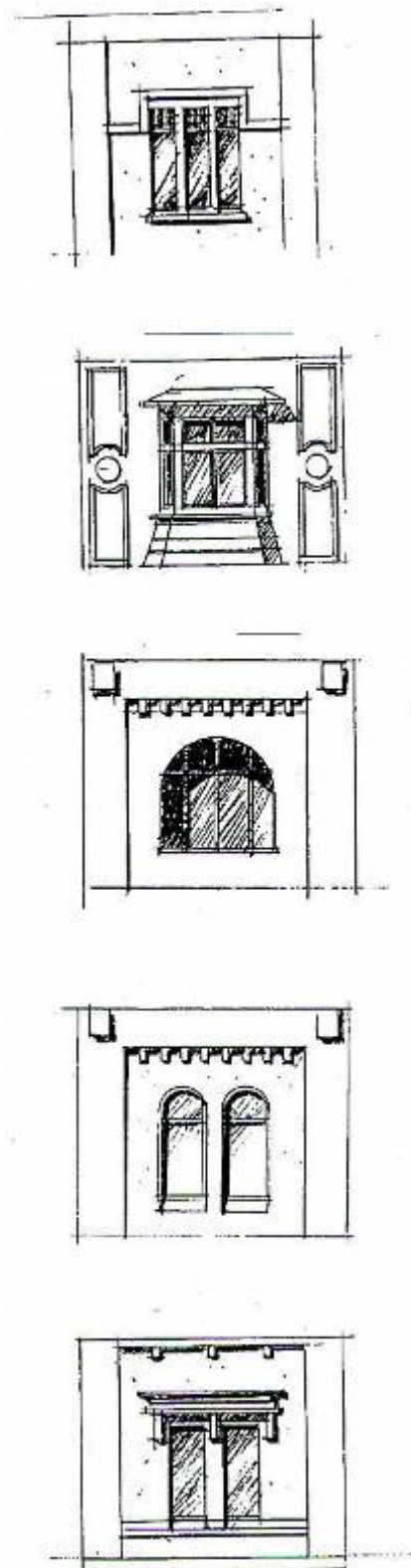


A new four storey development relates to the existing bay proportions of an adjacent three storey building.



Three storey infill within two storey street wall height, providing vertical proportions with contemporary design features.

Image showing facade treatments



Existing window treatments, showing variations possible within equal sized bays



## 8.2.5 Petersham North Heritage Conservation Area – HCA 3

Section 8.2.5 of this DCP applies to the Petersham North Heritage Conservation Area (HCA 3) (Figure 1).



Figure 1: Petersham North Heritage Conservation Area - HCA 3

### 8.2.5.1 Statement of heritage significance

The Petersham North Heritage Conservation Area is of historical significance as an area developed from the 1848 Petersham Estate subdivision, 1854 Sydenham Estate subdivision and later subdivisions into the early 20th century. The area's built environment reflects its layered subdivision history.

The Petersham North Heritage HCA is of aesthetic significance for its 19th century villas and their setting, 19th century houses (detached and semi-detached) and their setting, 19th and early 20th century terraces and houses (detached and semi-detached), groups and streetscapes containing 19th century villas, houses and terraces, and groups and streetscapes containing 20th century houses and terraces. The HCA contains the home of Percy Hordern, a member of the Hordern family retail dynasty and prominent residents of Sydney's inner west.

It is representative of the principal characteristics of the development of the Marrickville LGA from an early estate to an urban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

### 8.2.5.2 Summary of core heritage values and elements

- i. The range of high style and modest dwellings of typologies and densities found within the HCA represent the different phases of development within the Marrickville LGA.



- ii. The street and subdivision patterns provide evidence of the ways in which the layers of re-division and infill of parcels of land have increased density of development and decreased scale of buildings throughout the HCA.
- iii. The HCA provides evidence of the socio-topographic stratification of development in the earliest areas of the Marrickville LGA to be developed for intensive residential use, with substantial homes located on the highest parts of the area and modest housing for workers at the lowest.
- iv. The area demonstrates the principal characteristics of the development of the Marrickville LGA as a residential area in the 19th and early 20th centuries, including substantial Victorian Gentlemen's villas and terrace houses intended for the professional and commuting businessman; modest terraces and cottages on lower terrain and some detached residential development from the Victorian, Federation and Inter-War periods.
- v. The HCA features sandstone kerbing.
- vi. Street names are inserted in the footpath in red cement at corners.
- vii. Focal points are provided by public open spaces such as Petersham Park and Brighton Street Park.

### ***8.2.5.3 Specific elements***

The Petersham North HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but when present need to be retained in any new development.

### ***8.2.5.4 Significant subdivision and public domain elements***

- i. Street layout;
- ii. Petersham Park (including layout, plantings and infrastructure);
- iii. Brighton Street Park;
- iv. Street tree plantings;
- v. Street names set into footpath;
- vi. Sandstone block kerbing; and
- vii. Central placement of development within lot.

### ***8.2.5.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Groups and runs of buildings from key period of significance (1854-1920);
- ii. Original fabric;
- iii. Quality of streetscape patterns, rhythms and textures;
- iv. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality original detailing occurs to front elevation; and
  - c. Increasing simplification of scale and detailing occurs towards rear – including window size, bulk and visual prominence in view from street;
- v. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;



- b. Primary ridgelines of roofs aligned parallel to the street;
  - c. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - d. Lack of major alterations to roof form and volumes;
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - f. Original dormer windows - small and vertically proportioned;
- vi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vii. Building heights appropriate to typology and period of construction;
- viii. Detailing and finishes appropriate to the typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation;
  - d. Unpainted and unrendered face brickwork to 20th century fabric; and
  - e. Use of appropriate colour schemes for detailing;
- ix. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- x. Garden plantings in front of dwellings;
- xi. Garden settings of detached dwellings; and
- xii. Lack of car parking infrastructure.

#### **8.2.5.6 Applicable conservation controls**

The core period of heritage significance is 1854-1920. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

The relevant heritage conservation area DCP sections are:

- Mixed residential streetscapes (Type B). See Section 8.3; and
- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- i. Victorian Italianate/Victorian Filigree;
- ii. Federation styles;
- iii. Inter-War styles; and
- iv. Inter-War Art Deco residential flat buildings.

Additional area-specific controls:

- Nil

## 8.2.6 Railway Street (Petersham) Heritage Conservation Area – HCA 4

Section 8.2.6 of this DCP applies to the Railway Street (Petersham) Heritage Conservation Area (HCA 4) (Figure 1).

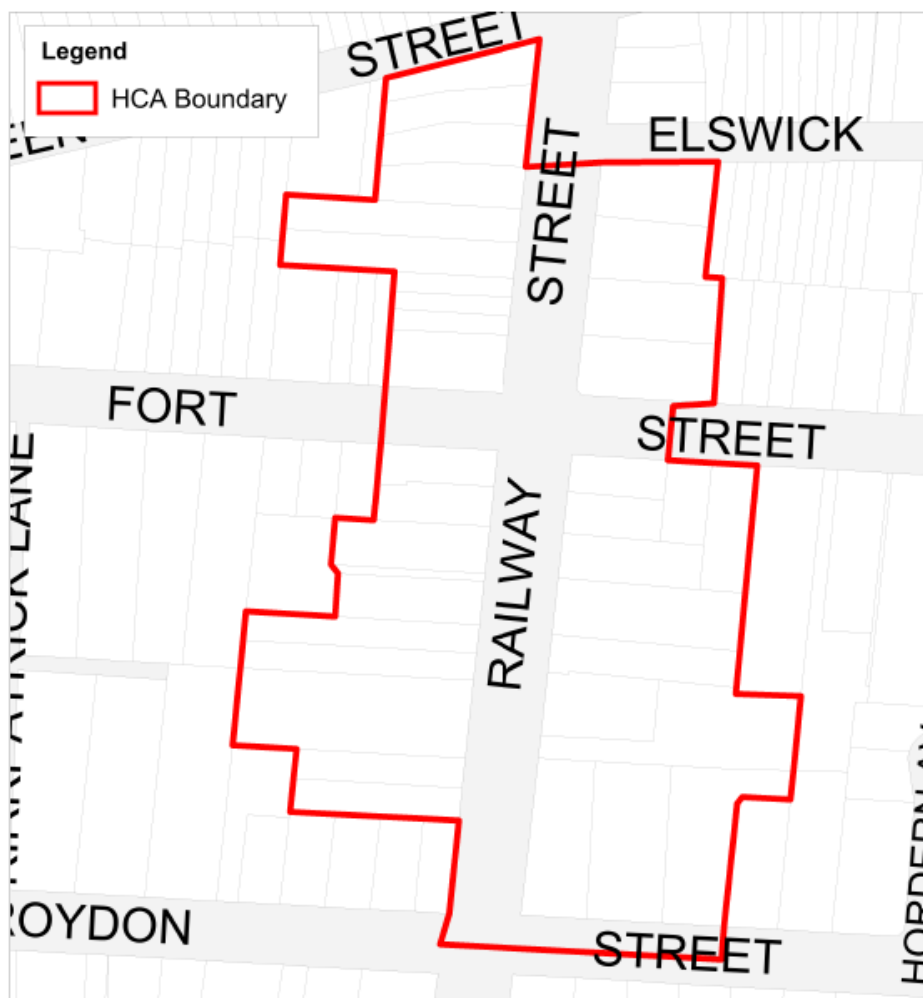


Figure 1: Railway Street (Petersham) Heritage Conservation Area – HCA 4

### 8.2.6.1 *Statement of heritage significance*

The Railway Street (Petersham) Heritage Conservation Area is of aesthetic significance as it demonstrates the evolutionary patterns of development in the Marrickville LGA including Federation cottages and Victorian Italianate villas. The diversity of buildings are of a high quality but individual architectural approaches built within a relatively short period demonstrates the range of housing options available to property owners who had the resources to build a bespoke home. This contrasts with the speculative nature of most of the development within the Marrickville LGA.

The HCA reflects the history of subdivision and development in the former Petersham Municipality in the period 1854 to 1940.

### 8.2.6.2 *Summary of core heritage values and elements*

- i. The HCA demonstrates the evolutionary pattern of Marrickville LGA's development between 1854 and 1940.



- ii. It includes a range of terrace and 19th/early 20th century built forms including good examples of architectural periods and typologies.
- iii. It includes architectural styles rare in the Marrickville LGA (for example Spanish Mission and high-style Federation).
- iv. Although located adjacent to the busy Parramatta Road corridor the HCA demonstrates residential streetscape qualities and land use patterns.

### ***8.2.6.3 Specific elements***

The Railway Street (Petersham) HCA also contains many details or fine-grained elements that are found throughout the LGA on buildings of different styles and types that contribute to the integrity and heritage significance of the LGA. The elements are not found on all buildings, but where present must be retained in any new development.

### ***8.2.6.4 Significant subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings;
- iii. Street names set into footpath;
- iv. Sandstone block kerbing;
- v. Consistent setbacks appropriate to period and architectural typology; and
- vi. Central placement of development within lot.

### ***8.2.6.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Groups and runs of buildings from a key period of significance (1854-1940);
- ii. Original fabric;
- iii. Quality of streetscape patterns, rhythms and textures;
- iv. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality original detailing occurs to front elevations; and
  - c. Increasing simplification of scale and detailing occurs towards the rear – including window size, bulk and visual prominence in view from street;
- v. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;
  - b. Primary ridgelines of roofs aligned parallel to the street;
  - c. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - d. Lack of major alterations to roof form and volumes;
  - e. Original chimneys that contribute to the quality and visual interest of roofs; and
  - f. Original dormer windows - small and vertically proportioned;
- vi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and

- b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vii. Building heights appropriate to typology and period of construction;
- viii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation;
  - d. Unpainted and unrendered face brickwork to 20th century fabric; and
  - e. Use of appropriate colour schemes for detailing;
- ix. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- x. Garden plantings in front of dwellings;
- xi. Garden settings of detached dwellings; and
- xii. Lack of car parking infrastructure.

### **8.2.6.6 Applicable conservation controls**

The core period of heritage significance is 1854-1940. Any buildings or significant elements of the fabric from this period must be retained and maintained.

The relevant heritage conservation area DCP section is:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural styles. See Section 8.5:

- Victorian Italianate/Victorian Filigree;
- Federation styles;
- Inter-War Styles; and
- Inter-War Art Deco residential flat buildings.

Additional area-specific controls:

- Nil

## 8.2.7 Parramatta Road Commercial Precinct Heritage Conservation Area – HCA 5

Section 8.2.7 of this DCP applies to the Parramatta Road Commercial Precinct Heritage Conservation Area (HCA 5) (Figure 1).

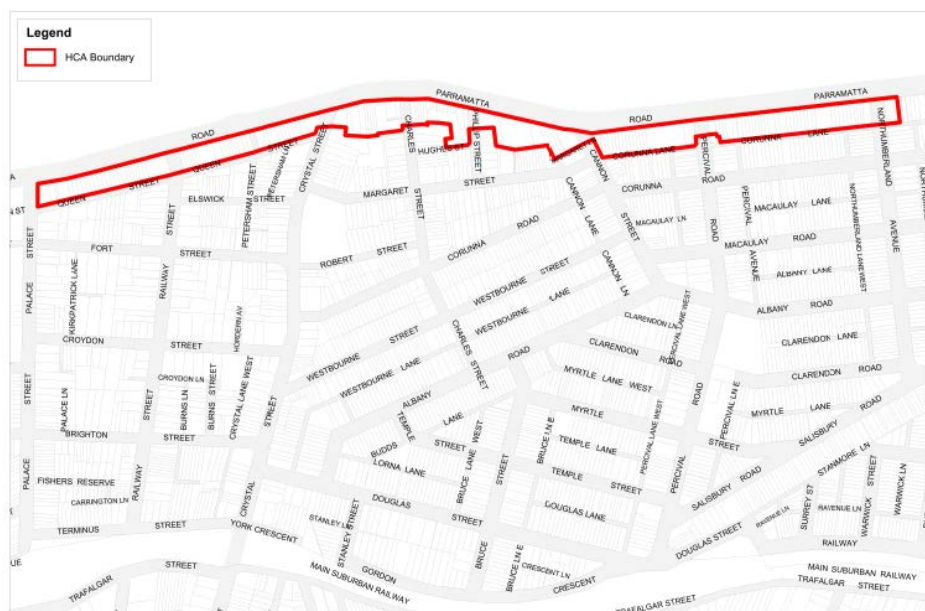


Figure 1: Parramatta Road Commercial Precinct Heritage Conservation Area – HCA 5

### 8.2.7.1 Statement of heritage significance

The Parramatta Road Commercial Precinct Heritage Conservation Area is of historical significance as it demonstrates the changing role and expectations of retail and commercial development of land adjoining Sydney's main arterial corridors since Colonial settlement. The HCA includes a variety of retail and commercial built forms, some of which – such as the former drive-under petrol station – are now rare in the Sydney Metropolitan area. Its built form provides evidence of the final subdivision of the South Annandale Estate in 1906 as well as evidence of the effect of later road widening on the built environment.

The aesthetic significance of the Parramatta Road Commercial Precinct HCA is derived from its ability to demonstrate the changing role of retail centres along major arterial roads and the ability of the fabric of those buildings to adapt to the changing needs and commercial imperatives. The buildings are predominantly representative of the period 1906 to 1940 and include some rare examples of their type. The streetscape of shops has retained its original configuration with individual bays presenting glazed shopfronts with direct access to the public footpath. Upper levels are used for commercial or residential purposes although high levels of traffic noise and pollution have affected the desirability of premises.

### 8.2.7.2 Summary of core heritage values

- i. The HCA demonstrates a historical continuity of retail and commercial land uses lining one of the most important transport corridors in NSW. Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic and social values of the HCA.
- ii. The HCA provides very clearly expressed examples of the retail shopping strip typology through its built form, streetscapes and public domain improvements

developed since the first release of land for development from the Annandale and Petersham Estates in the mid-late 19th century and early 20th century.

- iii. Streetscape rhythms are modulated by regular structural bays derived from traditional shopfronts.
- iv. Several pairs and groups of shops demonstrate high streetscape and individual architectural qualities.
- v. Rare and highly intact individual examples of retail premises include the Olympia Milk Bar located near the former entry to Annandale Farm at Stanmore.
- vi. Views to the skyline above the line of parapets contribute strongly to the aesthetic values of the streetscape.
- vii. The aesthetic value of the streetscape is defined and enhanced by the streetscape wall as it follows the changing alignment of Parramatta Road.

### ***8.2.7.3 Specific elements***

The HCA also contains many details or fine-grained elements found throughout the LGA on buildings of different styles and types that contribute to the integrity and heritage significance of the LGA. The elements are not found on all buildings, but where present need to be retained in any new development.

### ***8.2.7.4 Subdivision and public domain elements***

- i. Alignment of Parramatta Road;
- ii. Street names set into footpath (where present); and
- iii. Continuity of retail/commercial uses.

### ***8.2.7.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Commercial land uses;
- ii. Active street frontage at ground level;
- iii. Zero setback from street frontage and side boundaries;
- iv. Two storey parapet to street frontage;
- v. Integrity of skyline view and of parapet detailing against the sky from northern footpath and important oblique views;
- vi. Presentation of street elevation formed by regularly spaced bays reflecting historic lot widths;
- vii. Orientation of active uses to Parramatta Road;
- viii. Traditional shoptop of late 19th century commercial design;
- ix. Surviving original land uses, including the Olympia Milk Bar at Stanmore;
- x. Surviving original shopfronts;
- xi. Vertical separation of land use with retail at ground floor and commercial/residential above;
- xii. Individual shops with high quality detailing including arched openings to verandahs and high quality detailing to brickwork and quoining;
- xiii. Division of larger buildings into vertically proportioned bays;
- xiv. Vertically proportioned windows at upper levels;
- xv. Detailed building typology appropriate to architectural type; and
- xvi. Signage appropriate in scale, materials, location and content related to business.





### 8.2.7.6 *Applicable conservation controls*

The core period of heritage significance is the late 18<sup>th</sup> Century to 1940. Any buildings or significant elements of the fabric from this period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree;
- Federation Styles; and
- Inter-War Art Deco residential flat buildings.

Additional area-specific controls:

- Conserve remaining original façade detailing (both to ground and upper levels) to include façade repairs and retention of face brickwork facades without rendering or painting.
- Original façade detailing to be used as a template for façade reinstatements within rows.
- Where no evidence remains of original ground floor shopfronts and the existing modern shopfront detracts from the appearance of the building, encourage the shop window replacement with a more sympathetic modern shopfront (for example consisting of timber framed glazed bifold doors with timber framed fanlights above).
- Reinstatement of post-supported balconies to shopfronts where there is physical or historical evidence of their existence is encouraged.
- Reinstatement of original arched recessed balconies is encouraged. Due to the noise impacts of Parramatta Road it is considered reasonable to allow sympathetically designed enclosure of recessed balcony openings (such as glazing with minimal framing or timber-framed windows) provided that unsympathetic alterations (such as brickwork infill of original arched balcony openings) are removed concurrently.
- Retention of suspended awnings is required.
- Any future redevelopment of Nos. 266-310 and 230-264 Parramatta Road must ensure they are complementary to the character of HCA 5 in terms of scale, height, form and façade detail.
- Contributory buildings within the HCA have been identified and mapped. Refer to Section 8.4.2 of this DCP for details.

## 8.2.8 Annandale Farm Heritage Conservation Area – HCA 6

Section 8.2.8 of this DCP applies to the Annandale Farm Heritage Conservation Area (HCA 6) (Figure 1).



Figure 1: Annandale Farm Heritage Conservation Area - HCA 6

### 8.2.8.1 Statement of heritage significance

The Annandale Farm Heritage Conservation Area is of historical significance as a distinctive area developed 1884 to 1910 from the last subdivisions (1884 to 1906) of the Annandale Farm Estate, an important early colonial estate. The association with Annandale Farm remains through discernible elements in the landscape (such as street alignments) following the original Farm boundaries and the potential gatehouse lodge now relocated to the rear garden of 96 Corunna Road.

The Annandale Farm HCA is a representative residential area of late Victorian and Federation period housing, corner shops and retailing and includes some high quality examples from the different architectural periods. Streetscapes are highly cohesive and roofscapes rhythmical due to the staged subdivision release and the development of many groups and runs of houses of a single pattern.

It is distinguished from surrounding areas by its later development and predominance of late Victorian and Federation period housing, wide streets, and by its most substantial housing being Railway Villas located at a low point purposely to attract affluent potential purchasers to the subdivision.

The Annandale Farm HCA is considered locally rare (a heritage criteria) as an area, which retains discernible elements in the landscape (such as street alignments), which relate to an early Colonial estate.

The HCA also has the potential to demonstrate significant archaeological relics in the vicinity of the former farmhouse, outbuildings, garden areas and burial ground.



### **8.2.8.2 Summary of core heritage values and elements**

- i. The HCA enjoys very high associative historic heritage values due to George Johnston's Annandale Farm, one of the most important locations in the early days of the Colony and the centre of a vast pastoral empire.
- ii. There is high archaeological potential relating to deposits from Annandale Farm's layers of development.
- iii. The range of development types includes high quality railway mansions and villas to modest single-fronted row houses.
- iv. The local shopping centre is high quality and substantially intact.
- v. Speculative development patterns are evident in built forms.
- vi. The HCA includes groups of high quality and substantially intact late 19th century and early 20th century houses, terraces and semi-detached cottages.
- vii. Cohesive streetscapes continue to demonstrate original development patterns.
- viii. The strong and regular streetscape rhythm is a result of regular subdivision patterns and prevalence of speculative development practices.

### **8.2.8.3 Specific elements**

The Annandale Farm HCA also contains many details or fine-grained elements found throughout the area on buildings of different styles and types that contribute to the integrity and heritage significance of the LGA. The elements are not found on all buildings but where present must be retained in any new development.

### **8.2.8.4 Subdivision and public domain elements**

- i. Street layout – including alignment of streets to 'fit into' the oblique rectangular space of the original grant;
- ii. Plantings and design in Weekley Park;
- iii. Street tree plantings;
- iv. Street names set into footpath; and
- v. Sandstone block kerbing.

### **8.2.8.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)**

- i. Good groups of substantially intact late Victorian and Federation freestanding houses and cottages interspersed with terraces and groups of identical but detached houses from key period of significance;
- ii. Predominantly single storey building heights with sections of streetscape dominated by two storey buildings;
- iii. Prevailing character modest in scale with high quality detailing;
- iv. Consistent setbacks with minimal side and front setbacks;
- v. Central placement of development within lot;
- vi. Quality streetscape patterns, rhythms and textures;
- vii. Prominent and high quality stepped roofscapes created by consistent building height and form following variations in topography;
- viii. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;

- b. High quality original detailing occurs to front elevations; and
  - c. Increasing simplification of scale and detailing occurs towards rear – including window size, bulk and visual prominence in view from street;
- ix. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;
  - b. Primary ridgelines of roofs aligned consistently by type and style of building;
  - c. Traditional gabled roofs to terraces with ridge running parallel to the street alignment;
  - d. Federation period terraces and houses with prominent gable to street;
  - e. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - f. Lack of major alterations to roof form and volumes; and
  - g. Original chimneys that contribute to the quality and visual interest of roofscapes;
- x. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain that are of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- xi. Building heights appropriate to typology and period of construction;
- xii. Detailing and finishes appropriate to typology and period of construction:
  - a. Vertical proportions to windows;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber framed windows to main bay of front elevation;
  - e. Unpainted and unrendered face brickwork to 20th century fabric; and
  - f. Use of appropriate colour schemes for detailing;
- xiii. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences set into stone bases;
- xiv. Garden plantings in front of dwellings;
- xv. Lack of car parking infrastructure; and
- xvi. Vehicular access provided from rear lane, with no driveway crossovers to principal frontage.

### **8.2.8.6 Applicable conservation controls**

The core period of heritage significance is 1883 -1920. Any buildings or archaeological evidence or significant elements of the fabric from this or any earlier period (and, in particular, the period of occupation as Annandale Farm (1788-1883)) must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3; and
- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and



- Federation.

Additional area-specific controls:

- C1 Contributory buildings within the HCA have been identified and mapped. Refer to Section 8.4.2 of this DCP for details.
- C2 The existing street and subdivision pattern must be retained as it is expressed on the ground. Any site amalgamation and development must read as terrace houses with separate and direct access to the street frontage.
- C3 Building envelopes must not be manipulated to achieve additional storeys (for example, fitting three storeys into the volume traditionally occupied by two).
- C4 Properties shown on Figure 2 (located between Percival Road and Northumberland Avenue and north of Albany Road) are considered to have archaeological potential for footings of early Annandale Farm outbuildings.

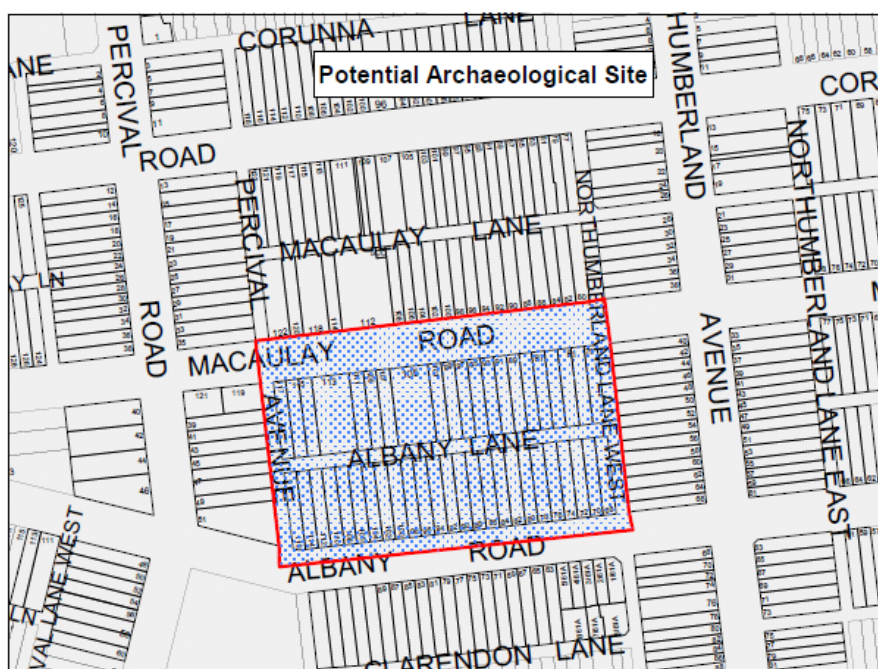


Figure 2: Map showing sites with archaeological potential relating to former Annandale Farm outbuildings

It is proposed to include the following statement (or similar) in Section 149 certificates issued for those properties in order to alert property owners to this archaeological potential:

"This property is considered to be a potential archaeological site. All known and potential archaeological relics in New South Wales are protected under the *Heritage Act 1977*. This means that it is the responsibility of the property owner to seek either an excavation permit under Section 140 of the Act or an Exception under Section 139(4) of the Act when intending to disturb or excavate land where archaeological relics have been identified or are considered likely to occur. Application forms and more information can be obtained from the NSW Heritage Branch website or by contacting the NSW Heritage Branch. Council can require evidence that a permit or exception under the Act has been sought and obtained, as part of a development consent relating to this property".



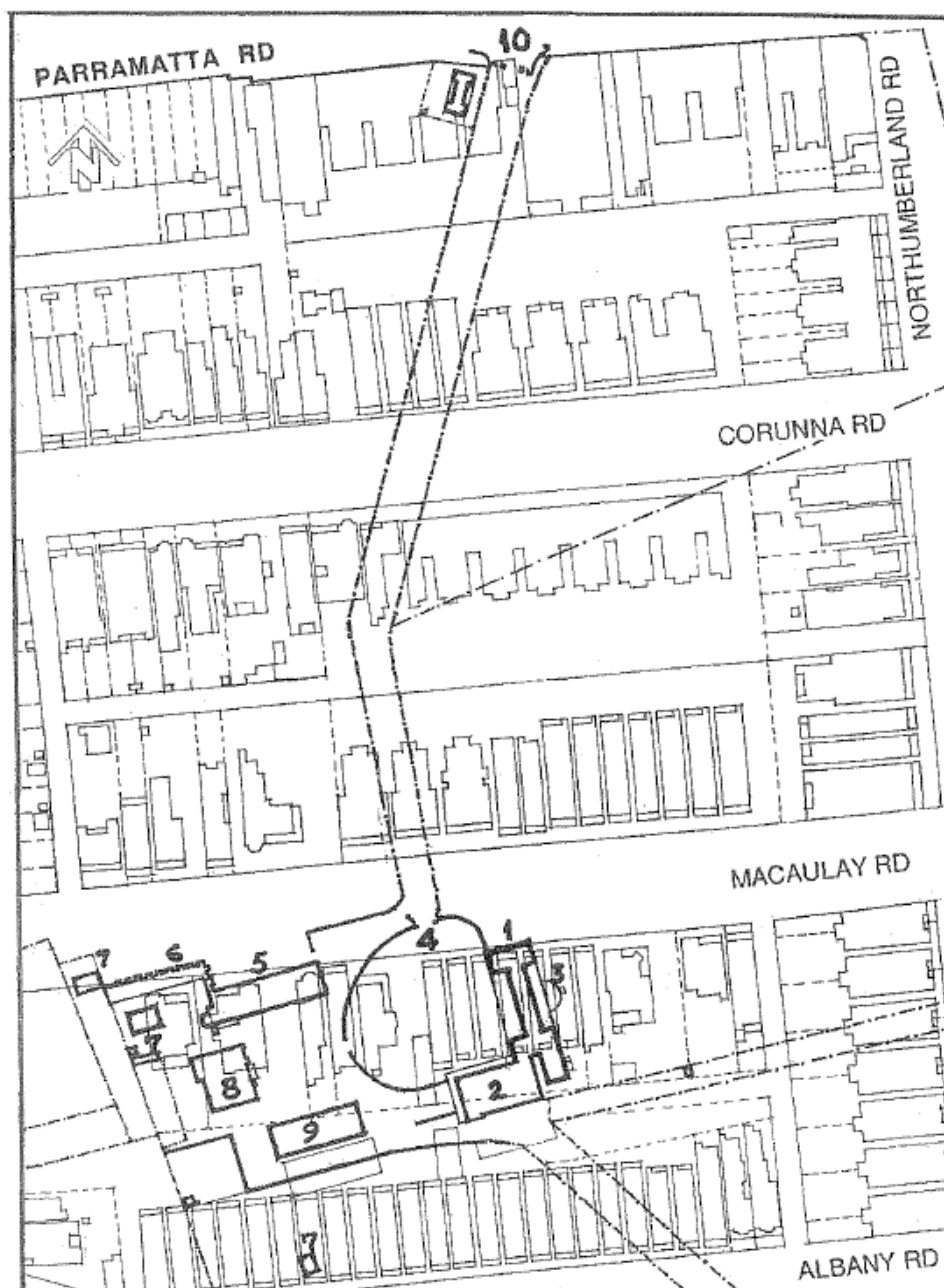


Figure 3: Actual locations of Annandale Farm outbuildings (other than the main house)

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1	The main house
2	Kitchen block
3	The piazza
4	Entry to the carriage loop
5	Barracks
6	Buttressed sheds
7	Outbuilding of various functions
8	Outbuilding of various functions
9	Barracks
0	Gates and gatehouse at Parramatta Road

Ref: Map p.179. drawing by Peter Reynolds in Roberts, Alan. 2008. *Marine Officer, Convict Wife: the Johnstons of Annandale*. Annandale Urban Research Association, Balmain in association with Barbara Beckett Publishing, Paddington.



## 8.2.9 Kingston West Heritage Conservation Area – HCA 7

Section 8.2.9 of this DCP applies to the Kingston West Heritage Conservation Area (HCA 7) (Figure 1).

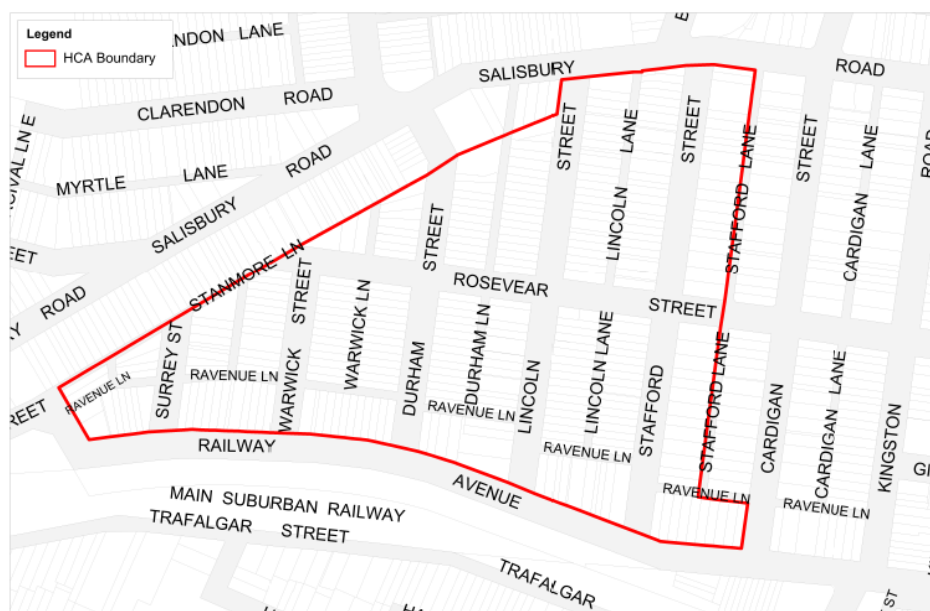


Figure 1: Kingston West Heritage Conservation Area – HCA 7

### 8.2.9.1 *Statement of heritage significance*

The Kingston West Heritage Conservation Area represents the development of the 1887 and 1893 subdivisions of the West Kingston Estate. The area's short release period led to a consistency of the residential built forms and typologies in the area with the only exception being a highly contributory shop; and for its modestly scaled (predominantly single storey) but finely detailed and well proportioned examples of terraces and cottages intended for the aspirational middle classes.

Building materials of dwellings built during the Federation period are consistent with the predominant typologies of that period, with dark and duochrome brickwork, timber framed vertically proportioned sash windows and slate/Marseilles pattern terracotta tiled roofs.

The contribution of the public domain to the streetscapes of the HCA is simple and limited to sandstone kerbing and a variety of late 20th century native street tree planting, most of which obscures the elevation of houses from public view but does not contribute to the historic aesthetic qualities of the HCA.

The streetscape quality of the primary cross street within the area, Rosevear Street, is derived from the opportunity afforded to overlook and appreciate the roofscapes of the rear of properties as they step up and down the hillside and the contribution of the traditionally configured side elevations of properties adjoining the street.

The Kingston West HCA clearly represents late 19th and early 20th century residential development.



### **8.2.9.2 Summary of core heritage values**

- i. Strong aesthetic values come from regular subdivision pattern and terrace house forms responding to the local topography that steps up and down the hill.
- ii. The strong and regular streetscape rhythm is a result of regular bay width to terraces.
- iii. Some high quality examples exist of terraces and modest detached houses set on small lots.
- iv. A good range of terrace and 19th or early 20th century built forms exist within a generally cohesive streetscape.
- v. The HCA demonstrates a variety of contemporary approaches to the management of the historic urban cultural landscape.
- vi. The HCA includes a rare single storey posted verandah corner shop.
- vii. The boundary follows the alignment of the Kingston Estate - an important early estate in the Marrickville LGA – demonstrated through the edges of the area and the internal subdivision patterns.

### **8.2.9.3 Specific elements**

The Kingston West HCA also contains many details or fine-grained elements found throughout the area on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but should be retained where present.

### **8.2.9.4 Subdivision and public domain elements**

- i. Street layout – including alignment of streets to fit into the triangular space of the original grant and without direct links to streets in the Annandale Farm HCA;
- ii. Street tree plantings;
- iii. Street names set into footpath; and
- iv. Sandstone block kerbing.

### **8.2.9.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)**

- i. Good groups of substantially intact late Victorian and Federation freestanding cottages interspersed with a small proportion of terraces from the key period of significance (1887-1915);
- ii. Prevailing character modest with high-quality detailing;
- iii. Original fabric;
- iv. Consistent setbacks;
- v. No side setbacks;
- vi. Predominantly single storey building heights;
- vii. Quality of streetscape patterns, rhythms and textures;
- viii. Prominent and high quality stepped roofscapes created by consistent building height and form following variations in topography;
- ix. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality original detailing occurs to front elevations; and



- c. Increasing simplification of scale and detailing occur towards rear – including window size, bulk and visual prominence in view from street;
- x. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;
  - b. Primary ridgelines of roofs aligned parallel to the street;
  - c. Gabled roofs to terraces with ridge running parallel to the street alignment;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes;
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - g. Original dormer windows - small and vertically proportioned;
- xi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- xii. Building heights appropriate to typology and period of construction;
- xiii. Detailing and finishes appropriate to typology and period of construction:
  - a. Vertical proportions to windows from early 20th century;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber framed windows to main bay of front elevation;
  - e. Unpainted and unrendered face brickwork to 20th century fabric; and
  - f. Use of appropriate colour schemes for detailing;
- xiv. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- xv. Garden plantings in front of dwellings;
- xvi. Lack of car parking infrastructure; and
- xvii. Vehicular access provided from rear lane - lack of driveway crossovers to principal frontage.

#### **8.2.9.6 Applicable conservation controls**

The core period of heritage significance is 1893-1915. Any buildings or significant elements of the fabric from this or any earlier period are to be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Nil

## 8.2.10 Cardigan Street Heritage Conservation Area – HCA 8

Section 8.2.10 of this DCP applies to the Cardigan Street Heritage Conservation Area (HCA 8) (Figure 1).

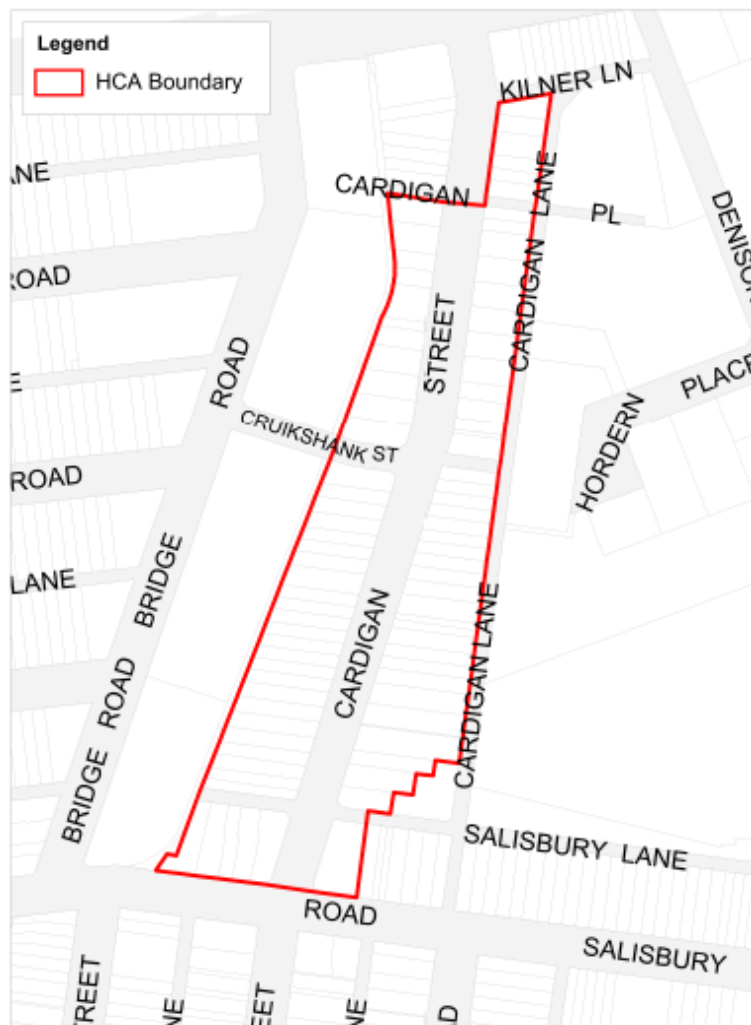


Figure 1: Cardigan Street Heritage Conservation Area – HCA 8

### 8.2.10.1 Statement of heritage significance

The Cardigan Street Heritage Conservation Area is historically significant for demonstrating the pattern of development in the LGA from early land grants to densely settled urban landscapes. The area was developed later than much of the surrounding area and within a relatively short time frame (1902 to 1915) leading to a notable consistency of the primary built forms and typologies in the area. The HCA occupies part of the Kingston Estate, one of the most important of the early estates in the Marrickville LGA.

The Cardigan Street HCA is of aesthetic significance for its modestly scaled (predominantly single storey) but finely detailed and well proportioned Federation period cottages and semi-detached dwellings from 1902 to 1915 (with some built in the late Victorian style). Building materials of dwellings built during the Federation period are consistent with the predominant typologies of that period, with dark and polychrome brickwork, timber framed vertically proportioned sash windows and Marseilles pattern terracotta tiled roofs.



### ***8.2.10.2 Summary of core heritage values***

- i. The HCA was developed later than much of the surrounding area and within a relatively short time frame which has led to a notable consistency of the primary built forms and typologies.
- ii. The aesthetic qualities of the streetscape are enhanced by the mature and high quality street tree planting including Jacaranda and Brush Box.
- iii. The HCA demonstrates high quality and cohesive streetscape values with good individual examples of modestly scaled (predominantly single storey) but finely detailed and well proportioned examples of cottages and semi-detached dwellings.
- iv. The strong and regular streetscape rhythm is a result of regular lot sizes and consistency of built forms.
- v. Aesthetically pleasing serrated roofscapes are created by consistent building height and form aligned to side boundaries set obliquely to the street.
- vi. Public domain elements include sandstone kerbing and street names set into the footpath and a rare example announcing the boundary of the former Petersham Municipality.

### ***8.2.10.3 Specific elements***

The Cardigan Street HCA also contains many details or fine-grained elements found throughout the area on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present need to be retained in any new development.

### ***8.2.10.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Mature street trees creating avenue quality to streetscape;
- iii. Street and Municipal names set into the footpath;
- iv. Sandstone block kerbing and guttering; and
- v. Low-density and modestly scaled residential character.

### ***8.2.10.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Good groups of substantially intact late Victorian and Federation freestanding cottages (1902-1915);
- ii. Prevailing character modest with high quality detailing;
- iii. Original fabric;
- iv. Consistent setbacks;
- v. Setbacks aligned to side boundaries creating stepped streetscape due to oblique lot frontage;
- vi. Predominantly single storey building heights;
- vii. Quality of streetscape patterns, rhythms and textures;
- viii. Aesthetically pleasing serrated roofscapes created by consistent building height and form aligned to side boundaries set obliquely to the street;
- ix. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces that demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;

- b. High quality original detailing to front elevation; and
  - c. Increasing simplification of scale and detailing towards the rear – including window size, bulk and visual prominence in view from street;
- x. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;
  - b. Primary ridgelines of roofs aligned parallel to the street;
  - c. Gabled roofs to terraces with ridge running parallel to the street alignment;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes;
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - g. Original dormer windows - small and vertically proportioned;
- xi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- xii. Building heights appropriate to typology and period of construction;
- xiii. Detailing and finishes appropriate to typology and period of construction:
  - a. Vertical proportions to windows from the early 20th century;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber framed windows to main bay of front elevation;
  - e. Unpainted and unrendered face brickwork to 20th century fabric; and
  - f. Use of appropriate colour schemes for detailing;
- xiv. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- xv. Vehicular access provided from rear lane (eastern side) with a lack of driveway crossovers to principal frontage emphasised by retaining walls to street elevation;
- xvi. Lack of car parking infrastructure forward of the building line; and
- xvii. Garden plantings in front of dwellings.

### **8.2.10.6 Applicable conservation controls**

The core period of heritage significance is 1902-1915. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls: Nil



## 8.2.11 Hopetoun-Roberts-Federation Streets Heritage Conservation Area – HCA 9

Section 8.2.11 of the DCP applies to the Hopetoun-Roberts-Federation Streets Heritage Conservation Area (HCA 9) (Figure 1).

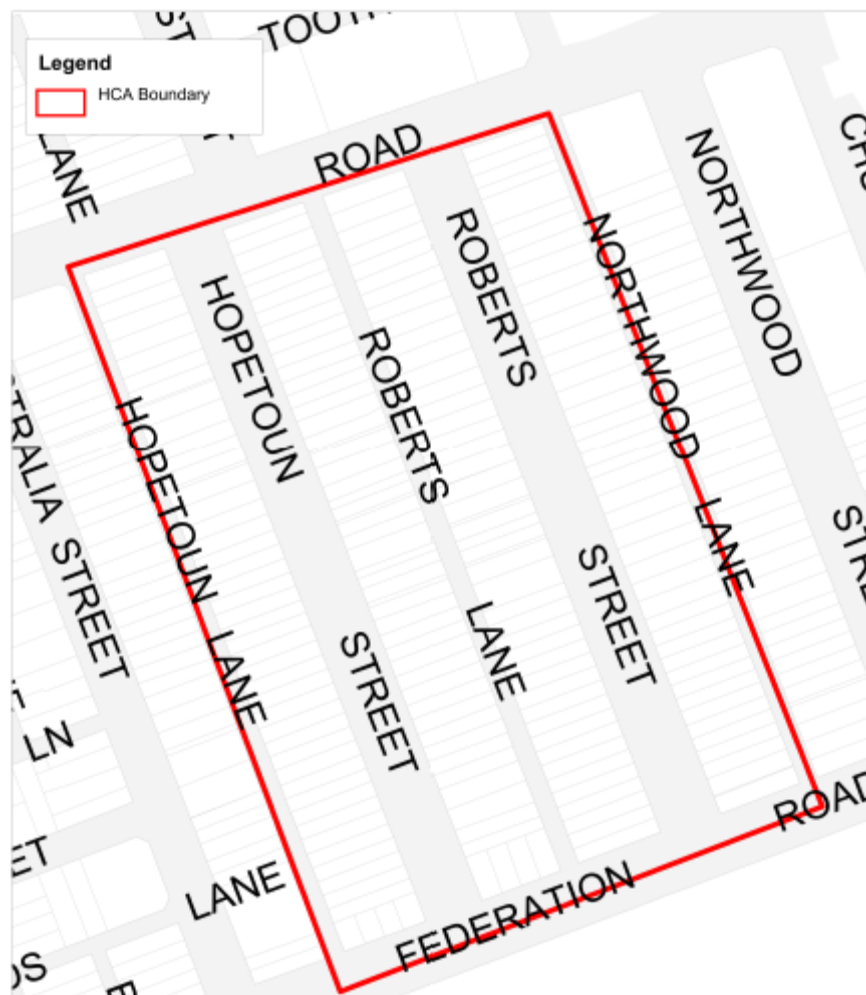


Figure 1: Hopetoun-Roberts-Federation Streets Heritage Conservation Area – HCA 9

### 8.2.11.1 Statement of heritage significance

The Hopetoun-Roberts-Federation Streets Heritage Conservation Area was one of the last areas of Newtown to be subdivided for residential development. The area was developed from 1900 and through its street names it celebrates Australian nationalism during early Federation. Although developed at the beginning of the period of suburban boom the HCA demonstrates the continuity of use of urban densities and development patterns traditional to the Camperdown area.

The HCA occupies part of the Kingston Estate, one of the most important of the early estates in the Marrickville LGA. The HCA is of aesthetic significance for its 19th and early 20th century terraces and houses (detached and semi-detached) and their setting. The rows of attached terraces in particular are of a high quality for their type and the gabled forms demonstrate an unusual variation that contributes strongly to the rhythms of the streetscape. The predominantly single storey scale of the buildings in the HCA reinforces the modest role of the original cottages and terraces as housing for those of limited means.

### ***8.2.11.2 Summary of core heritage values and elements***

- i. The HCA forms part of one of the most important and longest settled parts of the Marrickville LGA.
- ii. A range of terrace, detached and semi-detached dwellings from the late 19th to early 20th centuries sit within a generally cohesive streetscape.
- iii. Good groups of substantially intact late Victorian and Federation freestanding cottages are interspersed with a small proportion of terraces from 1900 to 1915.
- iv. Rows of attached terraces of a high quality for their type, with gabled forms, demonstrate an unusual variation that contributes strongly to the rhythms of the streetscape.
- v. The consistency of the original streetscape is due to a regular subdivision pattern and development within relatively short time frame.
- vi. The predominantly single scale of the buildings in the area reinforces the modest purpose of the original cottages and terraces.
- vii. A close visual and physical relationship exists with the Camperdown Memorial Rest Park and the spire of St Stephen's Church.

### ***8.2.11.3 Specific elements***

The Hopetoun-Roberts-Federation Streets HCA also contains many details or fine-grained elements found throughout the LGA on buildings of different styles and types that contribute to the integrity and heritage significance of the LGA. The elements are not found on all buildings, but where present they must be retained in any new development.

### ***8.2.11.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings; and
- iii. Sandstone block kerbing.

### ***8.2.11.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Good groups of substantially intact late Victorian and Federation freestanding cottages interspersed with a small proportion of terraces from 1900 to 1915;
- ii. Modest prevailing character;
- iii. Original fabric;
- iv. Consistent setbacks;
- v. No side setbacks;
- vi. Predominantly single storey building heights;
- vii. Quality of streetscape patterns, rhythms and textures;
- viii. Prominent and high-quality stepped roofscapes created by consistent building height and form following variations in topography;
- ix. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality original detailing occurs to front elevations; and





- c. Increasing simplification of scale and detailing occurs towards the rear – including window size, bulk and visual prominence in view from street;
- x. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;
  - b. Primary ridgelines of roofs align parallel to the street;
  - c. Gabled roofs to terraces with ridges run parallel to the street alignment;
  - d. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - e. Lack of major alterations exist to roof form and volumes;
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - g. Original dormer windows - small and vertically proportioned;
- xi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- xii. Building heights appropriate to typology and period of construction;
- xiii. Detailing and finishes appropriate to typology and period of construction:
  - a. Vertical proportions to windows from early 20th century;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber framed windows to main bay of front elevation;
  - e. Unpainted and unrendered face brickwork to 20th century fabric; and
  - f. Use of appropriate colour schemes for detailing;
- xiv. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- xv. Small garden plantings in front of dwellings;
- xvi. Lack of car parking infrastructure; and
- xvii. Vehicular access provided from rear lane - lack of driveway crossovers to principal frontage.

#### **8.2.11.6 Applicable conservation controls**

The core period of heritage significance is 1900-1915. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Nil

## 8.2.12 Camperdown Park Heritage Conservation Area – HCA 10

Section 8.2.12 of the DCP applies to the Camperdown Park Heritage Conservation Area (HCA 10) (Figure 1).

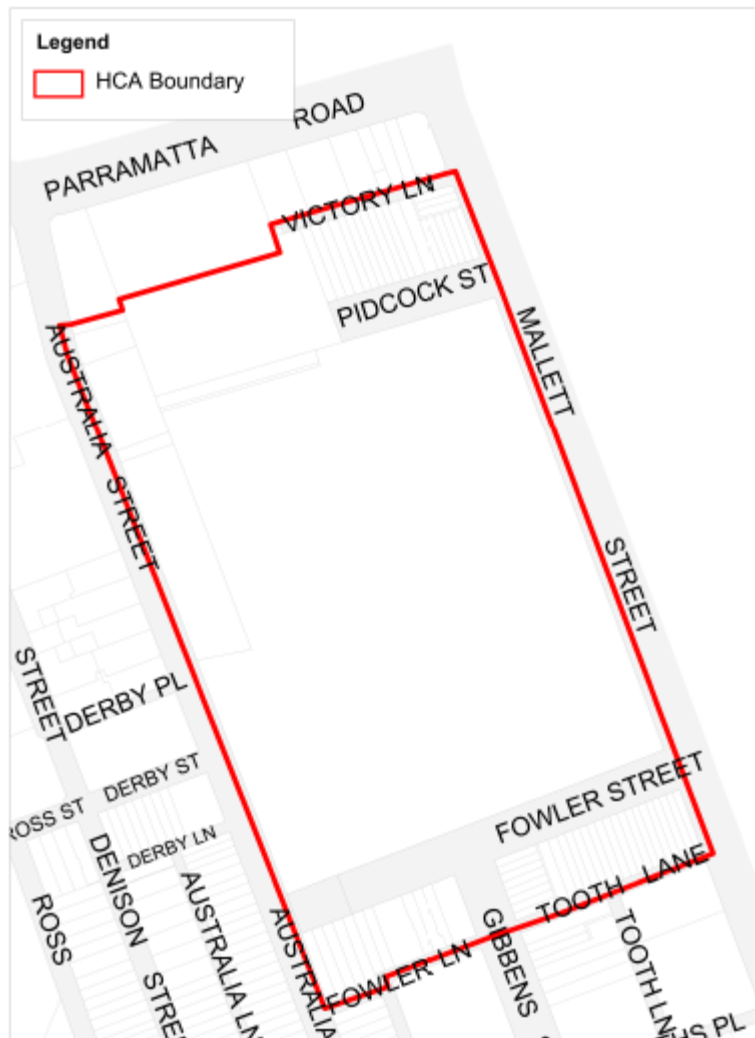


Figure 1: Camperdown Park Heritage Conservation Area – HCA 10

### 8.2.12.1 Statement of heritage significance

The Camperdown Park Estate Heritage Conservation Area demonstrates the pattern and growth of the terrace-house typology in Sydney during the mid to late 19th century with a small group of shops integrated into the terrace group near the intersection of Gibbens and Fowler Streets.

Camperdown Park was formerly part of the Fowlers Pottery works and provides evidence of the adaptive re-use of industrial sites for civic beautification. The contemporary park demonstrates high aesthetic values within the context of the local area and demonstrates the principles of early 20th century urban park design, including separate areas for specialised recreational activities. The horse and dog watering trough is rare surviving evidence of 19th century infrastructure, as is sandstone kerbing and guttering.



The HCA represents the principal characteristics of the development of the Marrickville LGA from an early estate to urban cultural landscape. The HCA provides valuable evidence of substantially intact and differently detailed groups of terrace housing in an unusual setting overlooking a major park, which allows them to be read as a whole.

### ***8.2.12.2 Summary of core heritage values***

- i. The HCA shows evidence of historic integration of industrial and residential land uses.
- ii. The HCA shows evidence of adaptive re-use of obsolete former industrial sites for civic purposes.
- iii. Consistent groups of two storey terraces are set in a cohesive streetscape.
- iv. Significant plantings exist in parks and streetscapes.
- v. Significant details and elements include the water trough.
- vi. The strong and regular streetscape rhythm is a result of regular bay width to terraces and stepping down hillside.

### ***8.2.12.3 Specific elements***

The Camperdown Park HCA contains many details or fine-grained elements found on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present must be retained in any new development.

### ***8.2.12.4 Subdivision and public domain elements***

- i. Camperdown Park – layout, plantings and elements;
- ii. Street tree plantings, particularly the mature plantings near the intersection of Fowler and Gibbens Streets which create a strong focal point to the group;
- iii. The Sullivan RSPCA water trough;
- iv. Sandstone block kerbing; and
- v. Consistent subdivision pattern oriented towards the park.

### ***8.2.12.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Continuous streetwall created by rows of terraces of same scale and bulk;
- ii. Prominent and high quality stepped roofscapes and rhythms created by consistent building height and form following variations in topography;
- iii. Building typologies that reinforce the tight urban grain:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing occurs to the front elevation of intact and substantially intact terraces; and
  - c. Increasing simplification of scale and detailing occurs towards the rear – including window size, bulk and visual prominence in view from street;
- iv. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs aligned parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - c. No major alterations to roof form and volumes;

- d. Original chimneys that contribute to the quality and visual interest of roofscapes – NB: group with centrally placed chimneys; and
  - e. Original dormer windows – small and vertically proportioned;
- v. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vi. Building heights appropriate to typology and period of construction (predominantly two storey);
- vii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation; and
  - d. Use of appropriate colour schemes for detailing; and
- viii. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences.

### ***8.2.12.6 Applicable conservation controls***

The core period of heritage significance is 1889-1910. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree.

Additional area-specific controls:

- Nil



## 8.2.13 North Kingston Estate Heritage Conservation Area – HCA 11

Section 8.2.13 of the DCP applies to the North Kingston Estate Heritage Conservation Area (HCA 11) (Figure 1).

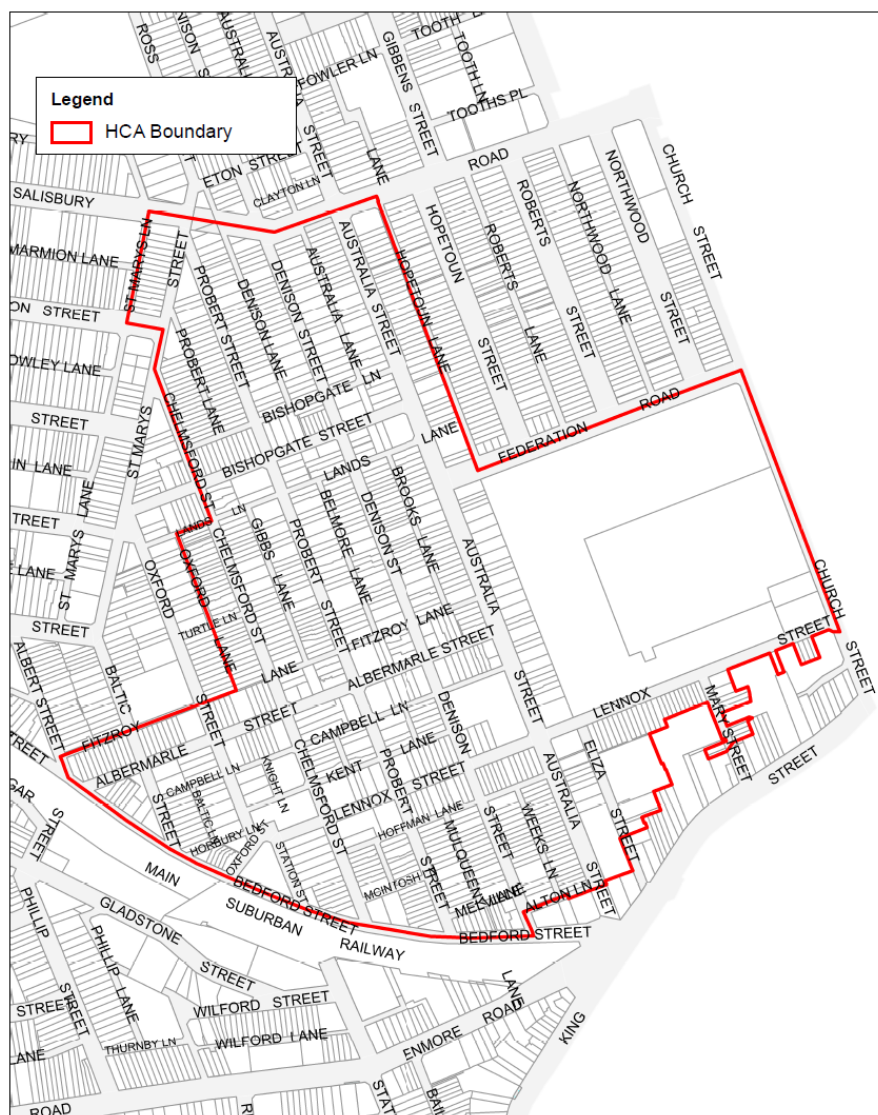


Figure 1: North Kingston Estate Heritage Conservation Area – HCA 11

### 8.2.13.1 Statement of heritage significance

The North Kingston Estate Heritage Conservation Area demonstrates the pattern of development in the LGA from early land grants to densely settled urban landscape. This can be seen through the range of high style and modest dwellings of typologies and densities found in the area, which demonstrate the different phases of development and options for housing available to the worker of the 19th century.

It occupies land within the Kingston Farm Estate, one of the most important of Marrickville LGA's early estates. The subdivision pattern and distribution of development throughout the HCA provides the earliest example found in the Marrickville LGA of the socio-topographic patterns of land use, with the ridgeline of Albemarle Street notable for its early and grander houses and the remainder of the

area notable for its modest workers' cottages. The street layout was formed in the original subdivision of 190 acres.

The North Kingston Estate HCA is of aesthetic significance for its 19th century houses (detached and semi-detached) and their settings, 19th and early 20th century terraces and houses (detached and semi-detached) including several highly cohesive groups, 19th century corner shops, the local shopping precinct and a small amount of industrial development found throughout the area. The modest scale of the original cottages and terraces in the area reinforces their original purpose as workers' housing and are representative of the range of building types and forms available to the working and lower middle classes.

### ***8.2.13.2 Summary of core heritage values and elements***

- i. Streetscapes of densely settled mid to late 19th century workers' cottages and terraces are integrated with retail activities including corner shops and small precinct shopping groups.
- ii. The historic and aesthetic values of the core of the HCA, focused on Albermarle Street and St Stephen's Church, demonstrate perfectly the pattern of Sydney's early expansion in association with the development of the main western rail line.
- iii. St Stephen's Church and Camperdown Memorial Rest Park provide a strong focal point for the area – particularly looking to the east from Albermarle Street.
- iv. High urban density, narrow streets and frequency of attached dwellings creates an intimate streetscape quality.
- v. The subdivision pattern and distribution of development throughout the HCA provides the earliest example in Marrickville LGA of the socio-topographic patterns of land use, with the ridgeline of Albermarle Street notable for its early and grander houses surrounded by modest workers' cottages on the lower slopes.
- vi. Good rows, groups and sets of terraces from different architectural periods include styles rare in the Marrickville LGA including Colonial Regency.
- vii. Rare surviving modest workers' cottages include those of weatherboard construction.

### ***8.2.13.3 Specific elements***

The North Kingston HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present they must be retained in any new development.

### ***8.2.13.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Narrow lots oriented at 90 degrees to the street alignment;
- iii. Street tree plantings;
- iv. St Stephen's Church, steeple and axial vista from Albermarle Street; and
- v. Sandstone block kerbing.

### ***8.2.13.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. High urban density, narrow streets and frequency of attached dwellings, creating an intimate streetscape quality;





- ii. Residential character demonstrated through a diversity of architectural styles within the single and two storey 19th century and Federation period terrace housing typologies;
- iii. High incidence of substantial private and public buildings, demonstrating individual heritage values and providing a focal point for the development of the first phase of Sydney's expansion beyond the inner city core;
- iv. Minimal setbacks from the street alignment consistent within building groups and visual catchments;
- v. Building typologies reinforce the tight urban grain:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing occurs at to front elevations of intact and substantially intact houses and terraces; and
  - c. Increasing simplification of scale and detailing towards the rear including window size, bulk and visual prominence in view from street;
- vi. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs aligned parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - c. Lack of major alterations to roof form and volumes.
  - d. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - e. Original dormer windows that are small and vertically proportioned;
- vii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- viii. Building heights appropriate to typology and period of construction;
- ix. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation; and
  - d. Use of appropriate colour schemes for detailing; and
- x. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls.

### **8.2.13.6 Applicable conservation controls**

The core period of heritage significance is 1855-1920. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP sections:

- Mixed residential streetscapes (Type B). See Section 8.3;
- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and



- Federation.

Additional area-specific controls:

- C1** The axial vista from Albermarle Street towards St Stephen's Church must be protected:
- i. New development must not obscure any existing view towards St Stephen's Church or the Camperdown Memorial Rest Park.
  - ii. New development must not introduce elements that may distract from the prominence of the spire of St Stephen's Church or its setting in any vista towards the spire, including into the foreground or background of those vistas.
  - iii. Street trees planted in Albermarle Street must allow the spire to remain the most prominent element in the vista. Canopy-forming trees are not appropriate in Albermarle Street.
- C2** The curtilage of St Stephen's Church and Camperdown Memorial Rest Park must be protected.
- i. Development in the vicinity of St Stephen's Church and the Park must respect the setting of the Church by not introducing buildings or elements that will conflict with the traditional setting of the Church.

## 8.2.14 Enmore-Newtown Heritage Conservation Area – HCA 12

Section 8.2.14 of the DCP applies to the Enmore-Newtown Heritage Conservation Area (HCA 12) (Figure 1).

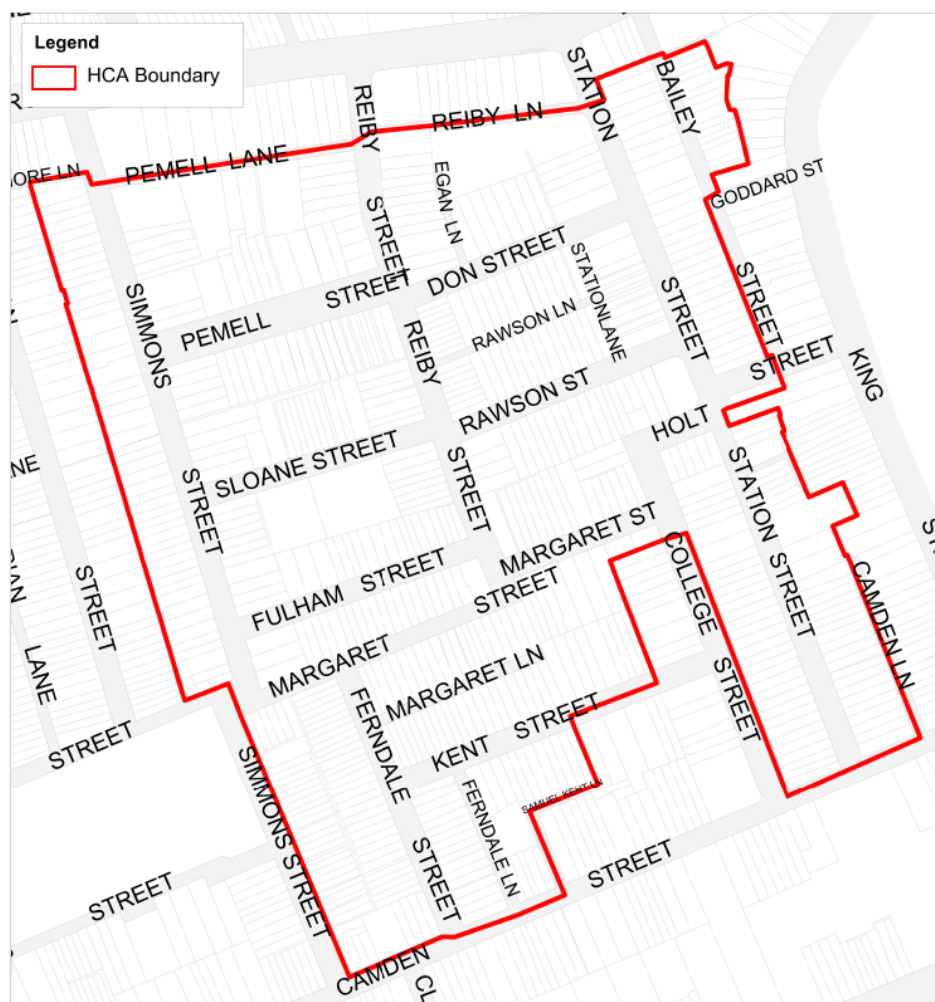


Figure 1: Enmore-Newtown Heritage Conservation Area – HCA 12

### 8.2.14.1 Statement of heritage significance

The Enmore-Newtown Heritage Conservation Area is historically significant for its streetscapes which demonstrate the pattern and growth of the terrace house typology in Sydney during the mid to late 19th century.

The HCA demonstrates a range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terrace house. It represents the principal characteristics of the development of the Marrickville LGA from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs including small parks, sandstone kerbing and guttering and street tree planting of the late 20th century.

Early land grants were of 30 acres and were made to emancipists and small settlers, a significant contrast to the large holdings of the estates north of Enmore and Stanmore Roads. Their value for speculative purposes is shown through their rapid re-

subdivision and amalgamation into a series of estates with substantial houses that exploited the good views to the south, and then re-subdivision into smaller parcels that formed the basis of today's street alignments. Major development within the HCA commenced with the arrival of the rail line in the mid 1850s and continued through successive releases of land over the next 50 years, with the final subdivision made in 1902. The prevailing form of development was the terrace house, and the stylistic development of the type during the second half of the 19th century can be seen in the style and form of the groups within the HCA. Federation period terraces represent the culmination of the medium density typology, superseded by the rise of suburbia in the 20th century.

The area is historically significant for its association with Mary Reiby an early land owner who built a villa at the north-eastern corner bounded by Enmore Road, Station Street, Holt Street and Reiby Street. It was subdivided after her death, and the house survived until 1966 when it was demolished by Sydney City Council to erect the high-rise development on the site today.

The area demonstrates many important variations upon the typology of the modest terrace house, including single and two storey versions and some very early examples of the genre built under a single hipped roof span, and the most utilitarian design of the type. The HCA is socially significant for the prominent location of community facilities at the northern end of the area close to Enmore Road including Reiby Hall, the Masonic Temple and Hall, and the former church at 60 Reiby Street (now in community use).

### ***8.2.14.2 Summary of core heritage values and elements***

- i. The area is characterised by mid to late Victorian terraces and cottages on narrow lots.
- ii. Good groups, runs and sets of terraces and detached cottages include unusual variations and details rare in the Marrickville LGA, including Station Street, Bailey Street, Simmons Street and Sloane Street.
- iii. The HCA provides valuable evidence of the range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terrace house.
- iv. The HCA demonstrates the pattern of development in the Enmore-Newtown area including the evolution of the terrace typology. The Federation period terraces represent the culmination of the typology which was superseded by the rise of suburbia in the 20th century.
- v. The historic pattern of successive re-subdivision of land has resulted in a maze-like street pattern, with internal views tightly described by the street walls and terminating vistas. Streetscapes are narrow and the density of development establishes a tightly described street wall, which creates a sense of intimacy and privacy within the area.
- vi. The HCA demonstrates socio-topographical distribution of housing with many larger terraces on higher parts and the surrounding lower areas dominated by modest, single storey terraces.
- vii. The high urban density, narrow streets and frequency of attached dwellings creates an intimate streetscape quality.
- viii. Setbacks from the street alignment are minimal but consistent within building groups and visual catchments.
- ix. Residential character is demonstrated through diversity of architectural styles within the single and two storey 19th century and Federation period terrace housing typologies.



- x. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, rhythm and materials.

#### ***8.2.14.3 Specific elements***

The Enmore-Newtown HCA contains details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained in any new development.

#### ***8.2.14.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Narrow lots oriented at 90 degrees to the street alignment;
- iii. Street tree plantings; and
- iv. Sandstone block kerbing.

#### ***8.2.14.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. High urban density, narrow streets and frequency of attached dwellings that creates an intimate streetscape quality;
- ii. Minimal setbacks from the street alignment consistent within building groups and visual catchments;
- iii. Residential character demonstrated through diversity of architectural style within the single and two storey 19th century and Federation period terrace housing typologies;
- iv. Groups and runs of terraces that demonstrate strong streetscape qualities including cohesiveness of form, rhythm and materials;
- v. Building typologies that reinforce the tight urban grain:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing occurs to the front elevation of intact and substantially intact houses and terraces; and
  - c. An increasing simplification of scale and detailing towards the rear includes window size, bulk and visual prominence in view from street;
- vi. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs align parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - c. A lack of major alterations to roof form and volumes;
  - d. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - e. Original dormer windows that are small and vertically proportioned;
- vii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- viii. Building heights appropriate to typology and period of construction;

- ix. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of the front elevation; and
  - d. Use of appropriate colour schemes for detailing; and
- x. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls.

### ***8.2.14.6 Applicable conservation controls***

The core period of heritage significance is 1850-1915. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Nil



## 8.2.15 Enmore House Estate Heritage Conservation Area – HCA 13

Section 8.2.15 of the DCP applies to the Enmore House Estate Heritage Conservation Area (HCA 13) (Figure 1).



Figure 1: Enmore House Estate Heritage Conservation Area – HCA 13

### 8.2.15.1 *Statement of heritage significance*

The Enmore House Estate Heritage Conservation Area is of historical significance as the development of the 1883 subdivision of the grounds and former site of Enmore House, which was demolished at that time. The HCA's aesthetic values are derived from the terrace house form and the regularity of the streetscapes it creates and reinforces.

The HCA includes high quality examples of the terrace house form intended for the middle classes. It provides valuable evidence of the building types and forms available

to the Victorian worker, including the detached cottage, semi-detached pair and terrace housing.

The HCA represents the principal characteristics of the development of the Marrickville LGA from an early estate to a suburban cultural landscape and contains quality streetscapes and public domain elements representative of civic improvement programs.

### ***8.2.15.2 Summary of core heritage values and elements***

- i. The HCA's residential character demonstrates the culmination of the terrace typology as the standard housing form in urban areas.
- ii. The historic pattern of development is demonstrated through the substantial villas from the Victorian period, single and two storey 19th century and Federation period terraces and detached housing.
- iii. The consistent subdivision and streetscape pattern shows little evidence of re-subdivision and/or redevelopment after the main period of development.
- iv. Building forms and streetscape rhythms are substantially intact and provide evidence of the original terrace and villa typologies.
- v. Groups and runs of terraces and houses emphasise the local topography through roof ridges, facades and fences, and create a high quality and distinctive streetscape.
- vi. There is evidence of socio-topographic stratification with more substantial development on higher parts of area and more modest workers' terraces and cottages to lower areas.
- vii. Consistent built forms within the terrace and small-lot house typologies include:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses and terraces; and
  - c. Increasing simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street.
- viii. The high urban density, narrow streets and frequency of attached buildings creates an enclosed, intimate streetscape quality (except Edgeware Road which has an open, panoramic quality).
- ix. The HCA benefits from original Iron Palisade fences.
- x. There is a low incidence of major alterations, additions or infill development.

### ***8.2.15.3 Specific elements***

The Enmore House HCA contains details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. While not found on all buildings the elements must be retained in any new development.

### ***8.2.15.4 Subdivision and public domain elements:***

- i. Street layout;
- ii. Street tree plantings; and
- iii. Sandstone block kerbing.





### ***8.2.15.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. High urban density, narrow streets and frequency of attached buildings that creates an enclosed, intimate streetscape quality (except Edgeware Road);
- ii. Topography that influences the open streetscape of Edgeware Road;
- iii. Narrow lots oriented at 90 degrees to the street alignment;
- iv. Minimal setbacks from the street alignment consistent within building groups and visual catchments;
- v. Residential character demonstrated through consistency of architectural style within streetscapes - single and two storey 19th century terrace housing plus large two storey 19th century villas to Edgeware Road;
- vi. Residential character demonstrated through the single and two storey 19th century and Federation period terrace housing typologies;
- vii. Building typologies that reinforce the tight urban grain:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing occurs to the front elevation of intact and substantially intact houses and terraces; and
  - c. Increasing simplification of scale and detailing occurs towards the rear, including window size, bulk and visual prominence in view from street;
- viii. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs align parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - c. Lack of major alterations to roof form and volumes; and
  - d. Original chimneys contribute to the quality and visual interest of roofscapes;
- ix. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes;
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- x. Building heights appropriate to typology and period of construction;
- xi. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation; and
  - d. Use of appropriate colour schemes for detailing; and
- xii. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls.

### ***8.2.15.6 Applicable conservation controls***

The core period of heritage significance is 1883-1915. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Nil



## 8.2.16 Llewellyn Estate Heritage Conservation Area – HCA 14

Section 8.2.16 of the DCP applies to the Llewellyn Estate Heritage Conservation Area (HCA 14) (Figure 1).

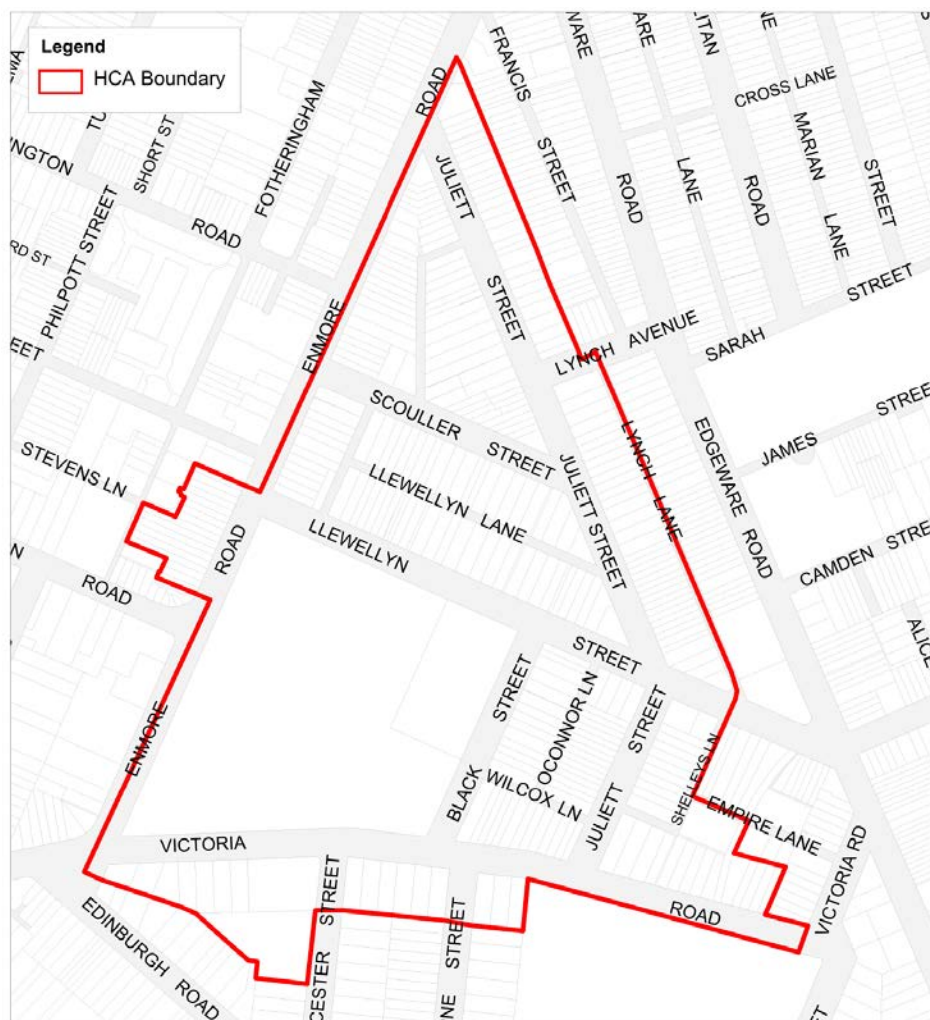


Figure 1: Llewellyn Estate Heritage Conservation Area – HCA 14

### 8.2.16.1 Statement of heritage significance

The Llewellyn Estate Heritage Conservation Area was developed in 1894 around the 1850s Waterloo Villa (later known as Frankfort Villa, Frankfort House, Bethesda and Stead House) as the Llewellyn Estate subdivision. The HCA retains the original (albeit altered) 1850s villa, which is listed as an individual heritage item.

The HCA demonstrates the pattern of development in the LGA from early land grants to suburban cultural landscape. The pattern of subdivision has responded to the patterns of smaller colonial land grants made south of Enmore Road. The layers of occupation are demonstrated through the street and subdivision pattern, the form of development, recent layers of migration (1950-2000), and gentrification (from c1980).

The pattern of development provides evidence of the historical process of small-scale speculative development and the rise of housing choice for the middle classes. The HCA demonstrates the transition in built forms accompanying the decline of the

densely developed terrace house model of urban development to the beginning of the low density suburban patterns and social principles of 20th century suburbia.

The Llewellyn Estate HCA is of aesthetic significance for its substantially intact collections (built forms) of early 20th century single storey domestic design covering a range of typologies. It is significant for the individual responses to the triangular street layout, resulting in adapted built forms to accommodate irregular lots near intersections, which allows a range of views over houses not normally available from the public domain. It is also significant for the many substantially intact individual examples of the Federation period bungalow, including original timber joinery, window hoods and detailing to gables and verandahs.

The HCA represents the principal characteristics of the development of the Marrickville LGA from a rural estate to residential area. It provides valuable evidence of the range of building types and forms available to the middle class from the late 19th and early 20th century, including the detached cottage, semi-detached pair and terrace house.

### ***8.2.16.2 Summary of core heritage values and elements***

- i. The HCA provides evidence of the growth of the Australian suburban ideal at the beginning of the Federation period – through the patterns of subdivision, detached architectural forms and fine detailing of houses.
- ii. The triangular alignment of the streets has resulted in innovative and individual adaptation of otherwise standard built forms to accommodate the unusual lot shapes near intersections which allow unusual views over the normally hidden rear/utilitarian of houses. Many have retained their original Federation form and stepping down hierarchy.
- iii. The subdivision includes a network of rear lanes typical of 19th century developments which demonstrate the final phase of this subdivision element.
- iv. The spacious suburban landscape is emphasised by the wide streets and footpaths; detached, single storey dwellings; and the scale and mature plantings of Enmore Park.
- v. Detached residential character is demonstrated through a range of typologies of early suburban residential development - from high quality to modest.
- vi. Notable groups and sets of houses built to a matching pattern create particularly distinctive and unified streetscapes.
- vii. The HCA provides high quality evidence of the increasing interest of the middle classes in the expression of individuality in housing choice through the variety of facades and detailing in the area – although a standard design is common behind the facade.
- viii. The high quality public domain includes avenues of mature Brush Box street trees, high-quality Depression era brick paving to footpaths and sandstone block kerbing and guttering with bored drainage holes.
- ix. A high proportion of original forms and fabric to elevations are visible from the street or public domain.
- x. High quality and substantially intact roofscapes include original chimneys and detailing.
- xi. There is a relatively low incidence of major alterations, additions or infill development.
- xii. There is a high incidence of cultural layering, although most is primarily cosmetic – visible building envelopes are substantially intact.



### ***8.2.16.3 Specific elements***

The Llewellyn Estate HCA contains details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but where present must be retained in any new development.

### ***8.2.16.4 Subdivision and public domain elements***

- i. Street layout based on triangular blocks;
- ii. Irregular lot shapes near intersections;
- iii. Forms of buildings at intersections show adaptation to accommodate lot shape;
- iv. Streetscape rhythms of staggered facades created by irregular lots;
- v. Open character to the streetscape due to wide streets, footpaths, setbacks and single storey built forms;
- vi. Hand laid brick paving to wide footpaths;
- vii. Brush Box street tree planting; and
- viii. Sandstone block kerbing and guttering.

### ***8.2.16.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. A prevailing low density suburban character;
- ii. Single storey built forms throughout the area;
- iii. Good groups of substantially intact late Victorian and Federation bungalows, semi-detached cottages and terraces;
- iv. Individual properties of high aesthetic value;
- v. Building forms appropriate to architectural type (Federation bungalow):
  - a. High quality detailing to front elevation of intact and substantially intact Federation period houses; and
  - b. Increased simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street;
- vi. High proportion of intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vii. Building heights appropriate to typology and period of construction:
  - a. Original single storey developments with exceptions of shops and existing terraces and Inter-War residential flat development oriented to Enmore Road;
- viii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of the front elevation; and
  - d. Use of appropriate colour schemes for detailing;
- ix. Roof forms appropriate to typology and period of construction:
  - a. Prominence of Federation (tall and narrow) chimneys in roofscape views;
  - b. Lack of major alterations to roof form and volumes;
  - c. Slate roofs; and

- d. Unglazed terracotta tile roofs;
- x. Fences appropriate to typology and period of principal building:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- xi. Lack of car parking infrastructure accessed from the primary street frontage; and
- xii. Garden plantings in front of dwellings.

### **8.2.16.6 Applicable conservation controls**

The core period of heritage significance is 1886-1915. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- C1** Retain, protect and plan for ongoing maintenance and viability of the significant street tree plantings (particularly Brush Box).
- C2** To retain triangular street layout, development must not require the amalgamation of lots into the development site. Existing views of oblique intersections must be preserved and not obscured by new development.
- C3** Development at atypical (non-90 degree) intersections must present a primary facade to one elevation only and respond to the shape of the lot through the built form.



## 8.2.17 Holmwood Estate Heritage Conservation Area – HCA 15

Section 8.2.17 of the DCP applies to the Holmwood Estate Heritage Conservation Area (HCA 15) (Figure 1).



Figure 1: Holmwood Estate Heritage Conservation Area – HCA 15

### 8.2.17.1 *Statement of heritage significance*

The Holmwood Estate Heritage Conservation Area is of historical significance as the subdivision of the last remaining grounds of the site of the 1837 "Holmwood" house (aka Bello Retiro), which led to development of distinctive late 19th to early 20th century residential streetscapes.

The HCA contains fine examples of single and two storey terraces set in a highly cohesive streetscape with good street tree planting and other streetscape qualities. It is aesthetically significant for its narrow and dense development, which establishes a tightly described street wall, creating a sense of intimacy and privacy. It is also significant for its 19th and early 20th century terraces, cottages and houses (detached and semi-detached), which include several highly cohesive groups.

The built form reflects the interruption to development throughout NSW caused by the 1890s depression, as many lots were still undeveloped in 1910 and now read as being "non-original" when they are, in fact, original development.



The Holmwood Estate HCA has historical association with Josiah Gentle, owner of the Bedford Brickworks (now Sydney Park) who purchased the site of "Holmwood", in addition to other blocks within the subdivision, and developed 15 Dickson Street in 1896 as his own residence, as well as the terraces at 17-23 Dickson Street in circa 1900.

### ***8.2.17.2 Summary of core heritage values and elements***

- i. The streetscapes demonstrate the pattern of division of larger properties and the growth of the terrace typology for both middle and working classes.
- ii. The residential character demonstrates the culmination of the terrace typology as the standard housing form in urban areas.
- iii. The consistent subdivision and streetscape pattern show little evidence of re-subdivision and/or redevelopment after the main period of development.
- iv. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials.
- v. Streetscapes are narrow and the density of development establishes a tightly described street wall, which creates a sense of intimacy and privacy within the area.
- vi. High quality detailing occurs to the front elevation of intact and substantially intact houses and terraces.
- vii. Building forms and streetscape rhythms are substantially intact and provide evidence of the original terrace typologies.
- viii. High quality and substantially intact roofscapes include surviving original chimneys and detailing.
- ix. There is a low incidence of major alterations, additions or infill development.
- x. There exists a high incidence of cultural layering, although most is primarily cosmetic – visible building envelopes are substantially intact.

### ***8.2.17.3 Specific elements***

The Holmwood Estate HCA also contains many details or fine-grained elements on buildings of different styles and types that contribute to the HCA's integrity and heritage. The elements are not found on all buildings; but where present they must be retained in any new development.

### ***8.2.17.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings;
- iii. Sandstone block kerbing and guttering;
- iv. Minimal setbacks from the street alignment consistent within building groups and visual catchments; and
- v. High urban density, narrow streets and predominantly attached dwellings creating an intimate streetscape quality.

### ***8.2.17.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the single and two storey 19th century and Federation period terrace housing typologies;
- ii. Building typologies that reinforce the tight urban grain:



- a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, rhythm and materials;
  - b. High quality detailing occurs to the front elevation of intact and substantially intact houses and terraces; and
  - c. Increased simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs aligned parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - c. Few major alterations to roof form and volumes;
  - d. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - e. Original dormer windows that are small and vertically proportioned;
- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to the main bay of front elevation; and
  - d. Use of appropriate colour schemes for detailing; and
- vii. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls.

#### **8.2.17.6 Applicable conservation controls**

The core period of heritage significance is 1887-1930. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Nil

## 8.2.18 Goodsell Estate Heritage Conservation Area – HCA 16

Section 8.2.18 of this DCP applies to the Goodsell Estate Heritage Conservation Area (HCA 16) (Figure 1).

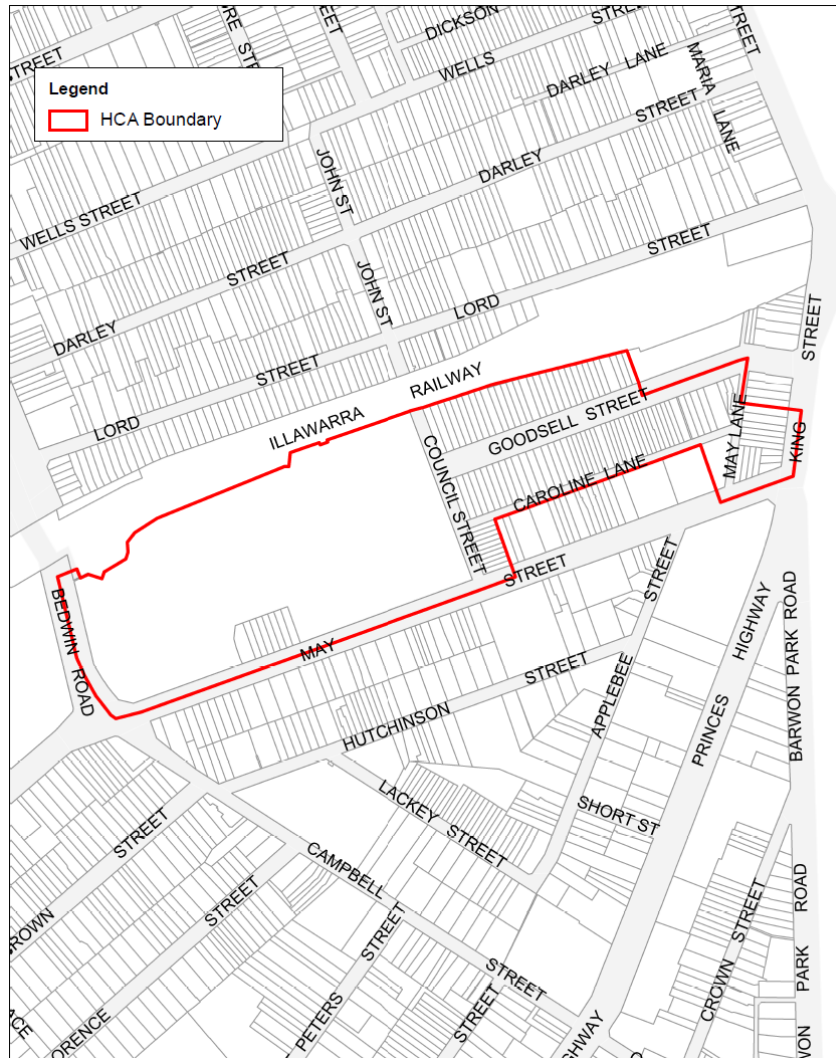


Figure 1: Goodsell Estate Heritage Conservation Area – HCA 16

### 8.2.18.1 Statement of heritage significance

The Goodsell Estate Heritage Conservation Area demonstrates the principles and patterns of Marrickville LGA's development from Colonial to contemporary eras.

The Marrickville LGA contained many brick and pottery works but Frederick Goodsell's Steam Brick Factory and pit was Sydney's first full steam-powered brickworks and the leading producer from 1869 onwards. The footprint of Camdenville Park overlays the site of the brickworks and the surviving terrace facing May Street was built by Goodsell and occupied by brickmakers. The HCA also includes a property at 665 Princes Highway which predates the Goodsell Estate subdivision. It also contains a small collection of Victorian shops located at 9 May Street and along the Princes Highway.

The HCA is historically significant for the pattern of the built forms that responded to the progressive release of land for development. They demonstrate the patterns of subdivision and development in the Marrickville LGA.



The HCA is aesthetically significant for its narrow and dense streetscape development of 19th and early 20th century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. These establish a tightly described street wall which creates a sense of intimacy and privacy, emphasised by the mature fig trees at the eastern end of the streetscape. This contributes positively to the aesthetic values of the area.

The HCA demonstrates a range of modest housing available to the Victorian worker and contributes to the evidence of the evolution of the terrace typology in the Marrickville LGA throughout the second half of the 19th century to its final form before being superseded by the suburban cultural landscape.

#### ***8.2.18.2 Summary of core heritage values and elements***

- i. The HCA shows strong physical evidence of the earlier use of the site as a brick pit and manufacturing works.
- ii. The HCA contains what was on-site workers' housing.
- iii. The HCA contains the increasingly rare evidence of very modest speculative workers' housing.
- iv. High quality street trees contribute to the aesthetic values of the streetscape.
- v. The consistent subdivision and streetscape pattern shows little evidence of re-subdivision and/or redevelopment after the main period of development.
- vi. Terraces in Council Street emphasise the local topography through stepping of roof ridges, facades and fences, creating a highly patterned and distinctive streetscape.
- vii. Building forms and streetscape rhythms are substantially intact and provide evidence of the original terrace and villa typologies.
- viii. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials.
- ix. High urban density, narrow streets and predominance of attached buildings create an enclosed, intimate streetscape quality focused on Camdenville Park.
- x. Original buildings design for commercial purposes to support and service local populations.
- xi. A high proportion of original form and fabric to elevations are visible from the street or public domain.
- xii. There is a low incidence of major alterations, additions or infill development.
- xiii. There is a high incidence of cultural layering, although most is primarily cosmetic – visible building envelopes are substantially intact.

#### ***8.2.18.3 Specific elements***

The Goodsell Estate HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings; but where present must be retained in any new development.

#### ***8.2.18.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings;
- iii. Sandstone block kerbing and guttering;

- iv. Minimal setbacks from the street alignment consistent within building groups and visual catchments; and
- v. High urban density, narrow streets and predominantly attached dwellings creates an intimate streetscape quality.

### ***8.2.18.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the single and two storey 19th century and Federation period terrace housing typologies;
- ii. Victorian commercial properties including two storey corner shops;
- iii. Building typologies that reinforce the tight urban grain:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, rhythm and materials;
  - b. Simple detailing occurs to the front elevation of intact and substantially intact houses and terraces; and
  - c. Increasing simplification of scale and detailing towards the rear includes window size, bulk and visual prominence in view from street;
- iv. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs align parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - c. Few major alterations to roof form and volumes;
  - d. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - e. Original dormer windows that are small and vertically proportioned;
- v. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vi. Building heights appropriate to typology and period of construction;
- vii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation; and
  - d. Appropriate colour schemes used for detailing;
- viii. Fences appropriate to typology and period of construction.

### ***8.2.18.6 Applicable conservation controls***

The core period of heritage significance is 1869-1957 but development of the residential component was substantially completed by 1920. Any buildings or significant elements of the fabric from 1920 or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):



- Victorian Italianate; and
- Federation.

Additional area-specific controls:

**C1** Camdenville Park must be retained as open space.

## 8.2.19 Kingston South Heritage Conservation Area – HCA 17

Section 8.2.19 of the DCP applies to the Kingston South Heritage Conservation Area (HCA 17) (Figure 1).

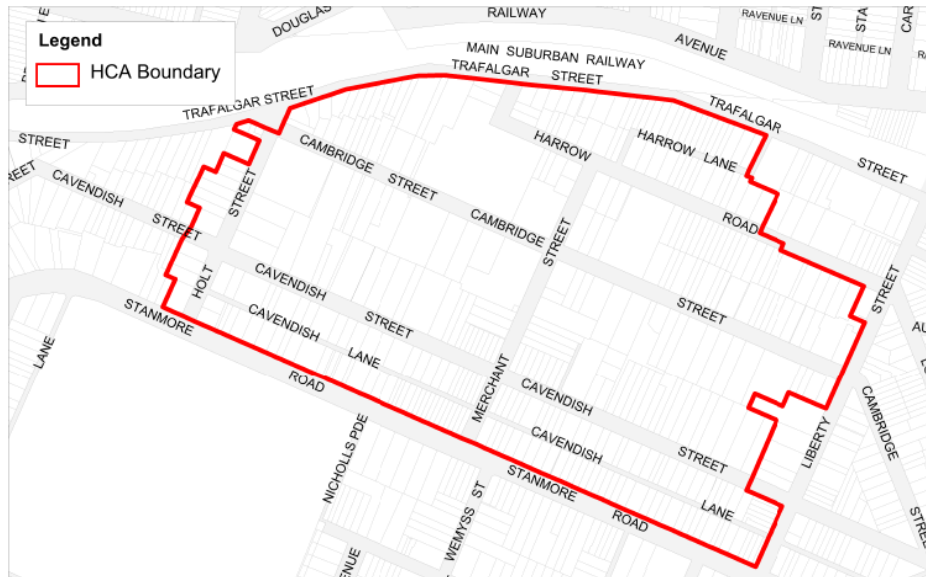


Figure 1: Kingston South Heritage Conservation Area – HCA 17

### 8.2.19.1 Statement of heritage significance

The Kingston South Heritage Conservation Area was part of the December 1863 “Holt, Smart and Mort’s Subdivision of South Kingston”, Deposited Plan 1 under the Torrens Title System still in use in NSW. The area developed in the late 1860s and 1870s as a highly desirable residential precinct for entrepreneurs and the middle class.

The HCA is aesthetically significant for its examples of late 19th century to mid 20th century development including 19th century villas and their garden setting, 19th century houses (detached and semi-detached) and their garden setting, 19th and early 20th century terraces and houses (detached and semi-detached), and a group of Inter-War residential flat buildings in Holt Street. The HCA represents the rich variety of built forms, collectively represent of the cultural needs and aspirations of the community that built and occupied them between 1854-1940.

### 8.2.19.2 Summary of core heritage values and elements

- i. The HCA is the most intact part of the first subdivision made under the Torrens Title System in 1863 and has retained its original subdivision pattern and 16 intact lots and the original house on the property.
- ii. The HCA contains a variety of land uses including residential, educational, institutional and commercial set within large properties and reflecting the generous lot sizes of the original subdivision.
- iii. The HCA contains high quality examples of a range of architectural styles and typologies from 1863 to 1960 and a variety of built forms including early Victorian vernacular houses; substantial Victorian Gentleman’s villas and semi-detached mansions; rare three storey terraces; modest single storey workers’ terraces; high quality Inter-War residential flat buildings; and a rare Marrickville LGA example of





a mid 20th century modern house. It also contains good representative examples of late 20th century residential flat buildings.

- iv. The HCA shows evidence of 19th century socio-topographic stratification with larger dwellings at higher parts of area and very modest single storey terraces in lower areas.
- v. There is a consistency of built forms within the terrace and small lot house typologies, including groups and runs of terraces that demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials.
- vi. The HCA contains high quality detailing to the front elevation of intact and substantially intact houses and terraces.
- vii. Public domain elements include sandstone kerbing and street names set in red cement into footpaths.

### ***8.2.19.3 Specific elements***

The Kingston South HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present must be retained in any new development.

### ***8.2.19.4 Subdivision and public domain elements***

- i. Street layout – including alignment of Stanmore Road;
- ii. Surviving Deposited Plan 1 allotments and structures on those lots from the key period of significance (1854-1940);
- iii. Street tree plantings;
- iv. Montague Gardens – including mature vegetation and remnants of original fabric (fence);
- v. Street names set into footpath; and
- vi. Sandstone block kerbing.

### ***8.2.19.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Imposing street presence of dwellings regardless of typology;
- ii. Groups and runs of buildings from 1854 to 1940;
- iii. Residential character demonstrated through the single and two storey 19th century and Federation period terrace housing typologies;
- iv. Building typologies that reinforce the tight urban grain:
  - a. Groups and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing occurs to the front elevation of intact and substantially intact houses and terraces; and
  - c. Increased simplification of scale and detailing towards the rear includes window size, bulk and visual prominence in view from street;
- v. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs align parallel to the street;
  - b. Roof forms of groups or runs of buildings demonstrate consistent pitch and rhythm;
  - c. A lack of major alterations to roof form and volumes;
  - d. Original chimneys that contribute to the quality and visual interest of roofscapes; and

- e. Original dormer windows are small and vertically proportioned;
- vi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vii. Building heights appropriate to typology and period of construction;
- viii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation; and
  - d. Use of appropriate colour schemes for detailing;
- ix. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls.

### ***8.2.19.6 Applicable conservation controls***

The core period of heritage significance is 1854-1920. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate; and
- Federation.

Additional area-specific controls:

- C1** The further subdivision of lots titled under Deposited Plan 1 is not permitted.

Figure 2 locates those lots where further subdivision is not permitted. Advice is provided on Section 149 (5) Certificates issued by Council for those properties to alert prospective owners.

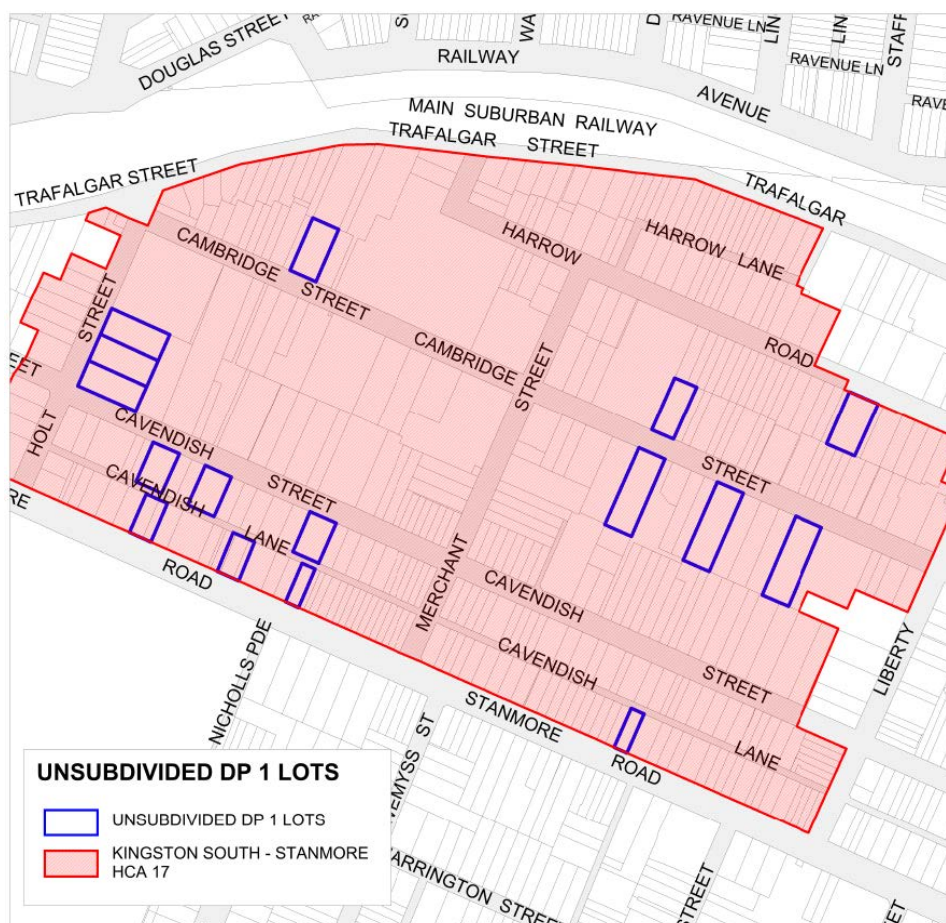


Figure 2: Lots (outlined in blue) within the Kingston South Heritage Conservation Area (HCA 17) where further subdivision is not permitted.

## 8.2.20 Petersham South (Norwood Estate) Heritage Conservation Area – HCA 18

Section 8.2.20 of the DCP applies to the Petersham South (Norwood Estate) Heritage Conservation Area (HCA 18) (Figure 1).

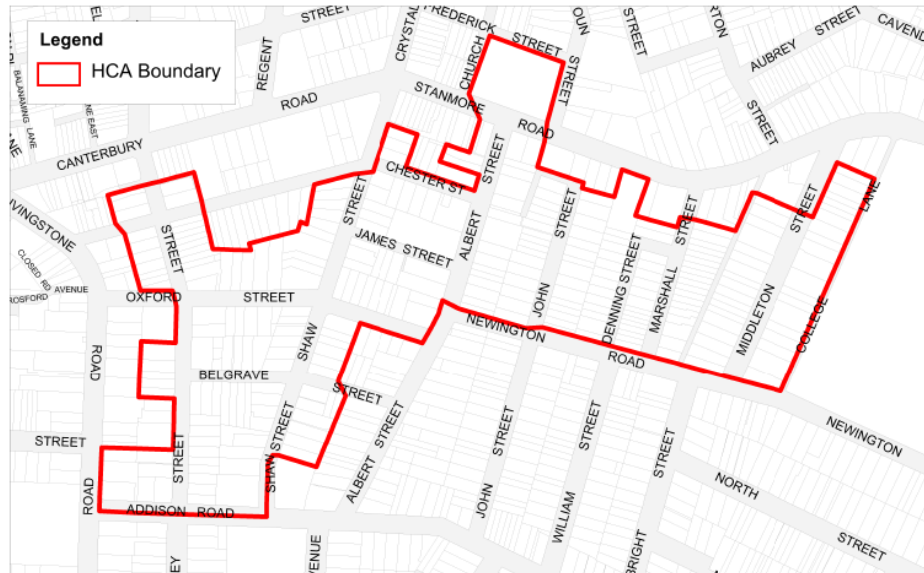


Figure 1: Petersham South (Norwood Estate) Heritage Conservation Area – HCA 18

### 8.2.20.1 Statement of heritage significance

The Petersham South (Norwood Estate) Heritage Conservation Area is of historical significance as an area developed from the 1854 Norwood Estate subdivision and an extension to George Johnston's Annandale Farm. The HCA is of aesthetic significance for its diverse range of development which demonstrates the ongoing process of speculative development and re-subdivision of land.

The HCA has a fine range of housing from the late 19th century through to the mid 20th century including 19th century villas and their garden setting, 19th century houses (detached and semi-detached) and their garden setting, 20th century houses (cottages, bungalows and two storey), and 19th and early 20th century terraces and houses.

The streetscape of Middleton Street is rare in the Marrickville LGA, with substantial houses set high above the road and supported by sandstone terraces rising in tiers from a retaining wall at street level. Development on the eastern side of the road is set at or below ground level, which provides space for a basement level.

The HCA is a representative area of late 19th century and mid 20th century period housing ranging from substantial Victorian Gentlemen's villas to modest detached residential development.

### 8.2.20.2 Summary of core heritage values and elements

- i. The HCA contains predominantly residential land uses set within large properties, which provide evidence of re-subdivision of the earlier villa allotments.



- ii. The HCA contains a rich variety of built forms from substantial Victorian Gentleman's villas to modest, single storey workers' terraces in close juxtaposition.
- iii. The HCA contains high quality examples of a range of architectural styles and typologies from 1863 to 1940.
- iv. Rare examples (within the Marrickville LGA) exist of adaptation of built form to topography and use of terracing.
- v. Evidence exists of 19th century socio-topographic stratification with larger dwellings located at higher parts of the area and modest single storey terraces to lower areas, although later layers of infill development are evident in higher areas.
- vi. The consistency of built forms within the terrace and small lot house typologies includes groups and runs of terraces that demonstrate strong streetscape qualities such as cohesiveness of form, scale, rhythm and materials.
- vii. High quality detailing to the front elevation of intact and substantially intact houses and terraces show increasing simplification of scale and detailing towards rear – including window size, bulk and visual prominence in view from the street.

### ***8.2.20.3 Specific elements***

The Petersham South (Norwood Estate) HCA contains details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where present.

### ***8.2.20.4 Subdivision and public domain elements***

- i. Street layout – including alignment of Stanmore Road;
- ii. Street tree plantings;
- iii. Marr Playground and Maundrell Park – including mature vegetation and civic improvements;
- iv. Street names set into footpath (where present); and
- v. Sandstone block kerbing.

### ***8.2.20.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Groups and runs of buildings from key period of significance (1854-1940);
- ii. Variety of periods, styles and typologies of built form;
- iii. Original fabric;
- iv. Quality of streetscape patterns, rhythms and textures;
- v. Building typologies that reinforce the urban grain:
  - a. Groups of similar types and runs of terraces demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality original detailing occurs to the front elevation; and
  - c. Increasing simplification of scale and detailing occurs towards the rear, including window size, bulk and visual prominence in view from street;
- vi. Roof forms appropriate to typology and period of construction:
  - a. Intact roof forms;
  - b. Primary ridgelines of roofs that align parallel to the street;
  - c. Roof forms of groups or runs of buildings that demonstrate consistent pitch and rhythm;

- d. Few major alterations to roof form and volumes;
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes; and
  - f. Original dormer windows - small and vertically proportioned;
- vii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- viii. Building heights appropriate to typology and period of construction;
- ix. Detailing and finishes appropriate to typology and period of construction:
  - a. Vertical proportions to windows pre mid 20th century;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber framed windows to main bay of front elevation;
  - e. Unpainted and unrendered face brickwork to 20th century fabric; and
  - f. Use of appropriate colour schemes for detailing;
- x. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- xi. Garden plantings in front of dwellings;
- xii. Garden settings of detached dwellings; and
- xiii. Lack of car parking infrastructure visible from the street.

### ***8.2.20.6 Applicable conservation controls***

The core period of heritage significance is 1854-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation styles.

Additional area-specific controls:

- Nil





## 8.2.21 Norwood Park Estate Heritage Conservation Area – HCA 19

Section 8.2.21 of the DCP applies to the Norwood Park Estate Heritage Conservation Area (HCA 19) (Figure 1).



Figure 1: Norwood Park Estate Heritage Conservation Area – HCA 19

### 8.2.21.1 Statement of heritage significance

The Norwood Park Estate Heritage Conservation Area is of historical significance as an area developed within a short timeframe within the Federation period (1905-1915) from the 1905 Norwood Park Estate subdivision. This was probably the last portion of the Norwood Park Dairy, which ceased operating in 1905.

The Norwood Park Estate HCA is of aesthetic significance for its high quality streetscape and many high quality examples of Federation bungalows that include original timber joinery and detailing to verandahs. This quality is derived from the consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces of the elements of the group. The public domain is simply designed and detailed.

It is representative of the principal characteristics of the development of the Marrickville LGA from a rural estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20th century.

### 8.2.21.2 Summary of core heritage values and elements

- i. The HCA has a consistent subdivision pattern.
- ii. A late use of laneways is evident in the HCA.
- iii. There is a suburban character to streetscape.



- iv. The HCA contains strong examples of Federation Queen Anne domestic architecture.
- v. The high quality streetscape is derived from the consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing and garden spaces.
- vi. The public domain is simply designed and detailed.
- vii. The composition is terminated by the small group of substantially intact early 20th century shops located on the northern side of Addison Road.
- viii. High quality detailing is evident through the HCA.

### ***8.2.21.3 Specific elements***

The Norwood Park Estate HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings; but where present need to be retained in any new development.

### ***8.2.21.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings;
- iii. Sandstone block kerbs and gutters;
- iv. Setbacks from the street alignment consistent and sufficient to allow a small front garden to be planted;
- v. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms; and
- vi. Low brick front fences appropriate to the period of the house and following a consistent vertical height of approximately 500mm to 600mm.

### ***8.2.21.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology (Federation and Californian (Sydney) variants);
- ii. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing occurs to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and
  - c. Increased simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Slate roofs;
  - b. Primary plane of roofs parallel to the street (Federation);
  - c. Primary plane of roofs aligned parallel to the side boundary with prominent multi-gable elevation to street (Inter-War/Californian bungalows);
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Few major alterations to roof form and volumes; and
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes;



- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to the main bay of front elevation (Federation);
  - d. Paired double-hung timber sash windows to Inter-War buildings; and
  - e. Use of appropriate colour schemes for detailing; and
- vii. Fences appropriate to typology and period of construction:
  - a. Original low face-brick (not rendered or painted) walls.

#### **8.2.21.6 Applicable conservation controls**

The core period of heritage significance is 1905-1915. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3; and
- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles; and
- Inter-War styles (particularly Inter-War Californian bungalow).

Additional area-specific controls:

- Nil

## 8.2.22 Audley Street South (Bayswater Estate) Heritage Conservation Area – HCA 20

Section 8.2.22 of the DCP applies to the Audley Street South (Bayswater Estate) Heritage Conservation Area (HCA 20) (Figure 1).

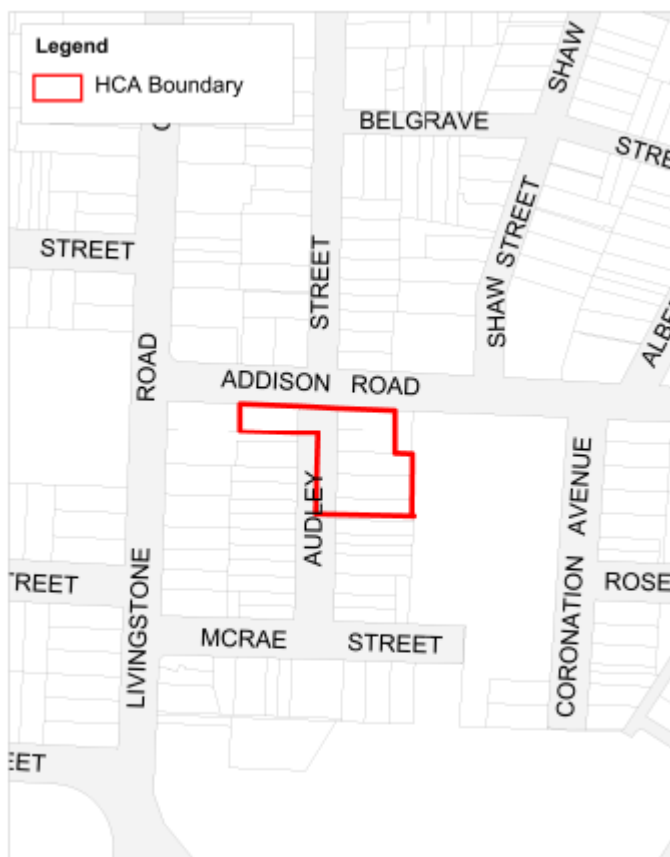


Figure 1: Audley Street South (Bayswater Estate) Heritage Conservation Area - HCA 20

### 8.2.22.1 Statement of heritage significance

The Audley Street South (Bayswater Estate) Heritage Conservation Area is of historical significance as a largely intact built environment resulting from the 1893 subdivision of part of the Norwood Estate. The HCA represents the Federation period of residential development in the Marrickville LGA.

The HCA is of aesthetic significance for its strong patterns created by the consistently expressed built forms and survival of much original detailing from the HCA's key period of significance, represented by detached Federation double fronted bungalows set centrally on their lots.

### 8.2.22.2 Summary of core heritage values and elements

- i. The HCA shows a consistent subdivision pattern.
- ii. There is a suburban character to the streetscape.
- iii. High quality examples of Federation Queen Anne domestic architecture feature in the HCA.
- iv. The high quality streetscape is derived from the consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing and garden spaces.



- v. The public domain is simply designed and detailed.
- vi. High quality detailing exists throughout the HCA.

### ***8.2.22.3 Specific elements***

The Audley Street South (Bayswater Estate) HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but where present must be retained in any new development.

### ***8.2.22.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings;
- iii. Sandstone block kerbs and gutters;
- iv. Setbacks from the street alignment consistent and sufficient to allow a small front garden to be planted; and
- v. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms.

### ***8.2.22.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology (Federation and Californian (Sydney) variants);
- ii. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Slate roofs;
  - b. Primary plane of roofs parallel to the street (Federation);
  - c. Primary plane of roofs parallel to the side boundary with prominent multi-gable elevation to street;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes; and
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes;
- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;

- c. Complex timber framed windows to main bay of front elevation (Federation);
  - d. Groups of timber casement windows to front elevation and main room visible on side elevation (Californian/Sydney);
  - e. Paired double-hung timber sash windows (Inter-War); and
  - f. Use of appropriate colour schemes for detailing; and
- vii. Fences appropriate to typology and period of construction:
  - a. Original low face-brick (not rendered or painted) walls.

### ***8.2.22.6 Applicable conservation controls***

The core period of heritage significance is 1905-1915. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles.

Additional area-specific controls:

- Nil



## 8.2.23 Rathlin Estate Heritage Conservation Area – HCA 21

Section 8.2.23 of the DCP applies to the Rathlin Estate Heritage Conservation Area (HCA 21) (Figure 1).

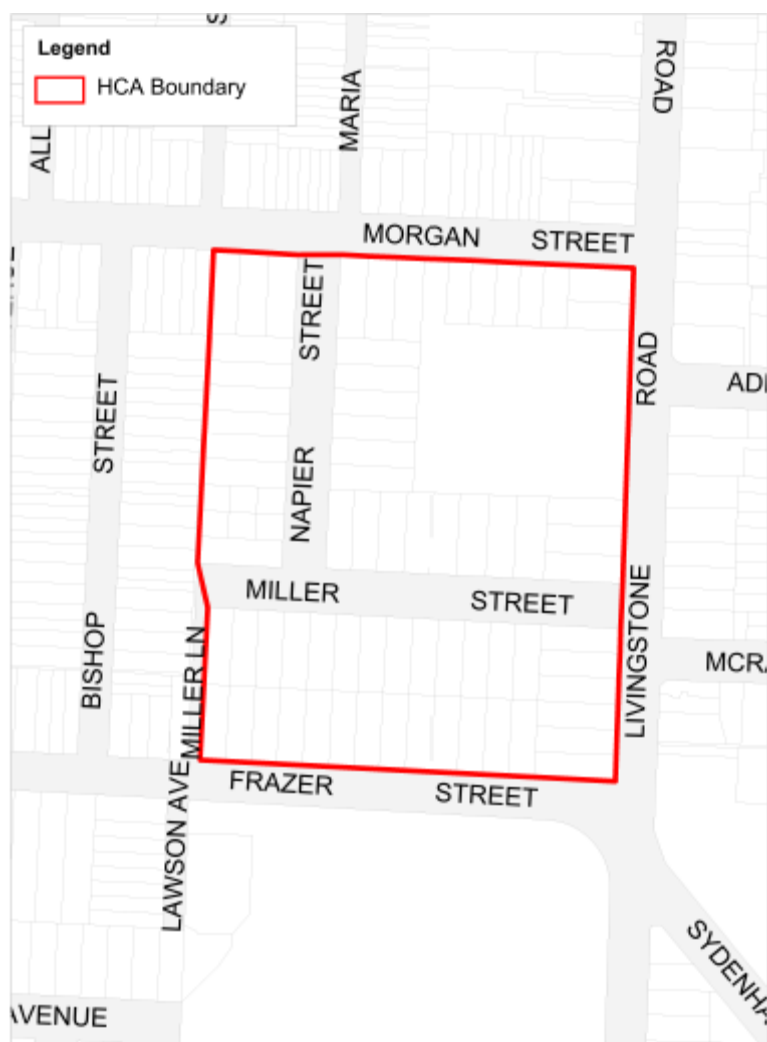


Figure 1: Rathlin Estate Heritage Conservation Area – HCA 21

### 8.2.23.1 *Statement of heritage significance*

The Rathlin Estate Heritage Conservation Area is of historical significance as an area that was a notable grand estate of the Victorian period. The HCA forms the final subdivision of the Rathlin Estate which was subdivided from the Petersham Estate, one of the largest early Estates in the LGA. Rathlin was an important early villa estate acquired by the Salvation Army as their major training college and now demonstrates significant historic, aesthetic and social values.

The HCA demonstrates the early implementation of the suburban ideal through residential development consisting of detached Federation period houses on wide lots with side driveways.

The HCA demonstrates aesthetic significance through its Federation period bungalows and quality streetscape setting that exhibits a consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces.

It demonstrates the principal characteristics of the development of the Marrickville LGA from a rural estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20th century.

### ***8.2.23.2 Summary of core heritage values and elements***

- i. The HCA has a consistent subdivision pattern.
- ii. There is a suburban character to streetscape.
- iii. High quality examples of Federation and Federation Queen Anne domestic architecture exists in the HCA.
- iv. The high quality streetscape is derived from the consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing and garden spaces.
- v. The public domain is simply designed and detailed.

### ***8.2.23.3 Specific elements***

The Rathlin Estate HCA also contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. Where present, those elements must be retained in any new development.

### ***8.2.23.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Subdivision layout;
- iii. Grass verges with street tree planting;
- iv. Sandstone block kerbing;
- v. Scale and proportion of highly intact lots;
- vi. Setbacks from the street alignment consistent and sufficient to allow a small front garden to be planted; and
- vii. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms.

### ***8.2.23.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the Federation bungalow typology;
- ii. Imposing street presence of intact and substantially intact Federation period dwellings;
- iii. Individual dwellings of high aesthetic value;
- iv. Substantially intact groups demonstrating key elements (scale, form and detailing) of the Federation period bungalow style;
- v. Building typologies that reinforce the suburban grain:
  - a. Houses that demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing that occurs to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and





- c. Increasing simplification of scale and detailing evident towards the rear, including window size, bulk and visual prominence in view from street;
- vi. Roof forms appropriate to typology and period of construction:
  - a. Slate roofs;
  - b. Primary plane of roofs aligned parallel to the street;
  - c. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - d. Lack of major alterations to roof form and volumes; and
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes.
- vii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- viii. Building heights appropriate to typology and period of construction;
- ix. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation;
  - d. Paired double-hung timber sash windows to Inter-War; and
  - e. Use of appropriate colour schemes for detailing.
- x. Fences appropriate to typology and period of construction;
  - a. Original low face-brick (not rendered or painted) walls
- xi. Garden plantings in front of dwellings; and
- xii. Lack of car parking infrastructure accessed from the primary street frontage.

#### **8.2.23.6 Applicable conservation controls**

The core period of heritage significance is 1909-1919. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles.

Additional area-specific controls:

- Nil

## 8.2.24 Morgan Street Heritage Conservation Area – HCA 22

Section 8.2.24 of the DCP applies to the Morgan Street Heritage Conservation Area (HCA 22) (Figure 1).



Figure 1: Morgan Street Heritage Conservation Area – HCA 22

### 8.2.24.1 Statement of heritage significance

The Morgan Street Heritage Conservation Area represents residential development from 1890 to 1904 including modest terraces in Federation style built as rental housing. The area is of historical significance as part of the 1890 Alexander Estate subdivision, which has historical association with builder Alexander Ducros who built a number of terraces in the area from 1900 to 1904.

The Morgan Street HCA is of aesthetic significance for its modest Federation period terrace architecture and intact roofscape.

### 8.2.24.2 Summary of core heritage values and elements

- i. The HCA's imposing street presence is due to the minimal setback of the terrace and its highly consistent built form, including a prominently gabled roofscape.
- ii. This substantially intact group demonstrates key elements (scale, form and detailing) of the modest terrace in the Federation period.
- iii. The separate cottage demonstrates unusual built form for the Marrickville LGA being an 'L' shape footprint with wing projecting towards street.



### **8.2.24.3 Specific elements**

The Morgan Street HCA is highly cohesive and contains many details or fine-grained elements that contribute to the integrity and heritage significance of the area. The single cottage at the southern end is characterised by different elements.

### **8.2.24.4 Subdivision and public domain elements**

- i. Subdivision layout;
- ii. Narrow grass verges with street tree planting;
- iii. Sandstone block kerbing; and
- iv. Scale and proportion of lots – highly intact.

### **8.2.24.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)**

- i. Imposing street presence due to minimal setback of the terrace and highly consistent built form, including a prominently gabled roofscape;
- ii. Substantially intact group demonstrating key elements (scale, form and detailing) of the modest terrace in the Federation period;
- iii. Separate cottage demonstrating unusual built form for the Marrickville LGA being an L shape footprint with wing projecting towards street;
- iv. Building typologies that reinforce the urban grain:
  - a. Simple and strongly expressed structural rhythm to the front elevation;
  - b. A group that demonstrates strong streetscape qualities including cohesiveness of form, scale, rhythm and materials; and
  - c. Increasing simplification of scale and detailing occurs towards the rear, including window size, bulk and visual prominence in view from street;
- v. Roof forms appropriate to typology and period of construction:
  - a. Composition being a single roof covering the whole terrace with prominent gables marking individual dwelling bays;
  - b. Intact roof forms;
  - c. Gabled roofs to terraces with primary ridgeline parallel to the street alignment;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes; and
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes;
- vi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vii. Building heights appropriate to typology and period of construction;
- viii. Detailing and finishes appropriate to typology and period of construction:
  - a. Vertical proportions to windows from early 20th century;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows; and
  - d. Use of appropriate colour schemes for detailing;

- ix. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences a variant on standard design with centre-opening gate; and
- x. Lack of car parking infrastructure.

### ***8.2.24.6 Applicable conservation controls***

The core period of heritage significance is 1890-1904. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Nil



## 8.2.25 Jarvie Avenue Heritage Conservation Area – HCA 23

Section 8.2.25 of the DCP applies to the Jarvie Avenue Heritage Conservation Area (HCA 23) (Figure 1).

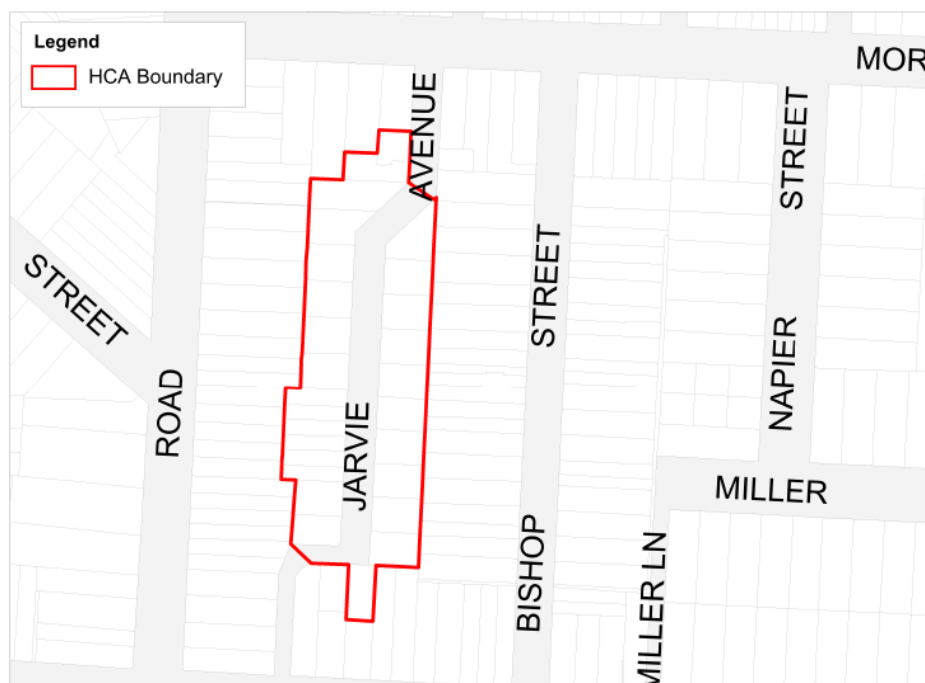


Figure 1: Jarvie Avenue Heritage Conservation Area – HCA 23

### 8.2.25.1 Statement of heritage significance

The Jarvie Avenue Heritage Conservation Area is of historical significance as a 1930s subdivision by John Jarvie and is one of the last substantial residential subdivisions in the Marrickville LGA.

The HCA is of aesthetic significance for its very good examples of modest Inter-War bungalows and semi-detached cottages, the strong patterns created by the consistently expressed built forms and survival of much original detailing.

The HCA retains narrow grass verges with street tree plantings and narrow, centrally located concrete footpaths; low solid fencing constructed of brick to match the house with decorative brickwork detailing that adds texture to the streetscape, building style, scale and forms; a prominent roofscape composed of forms characteristic of the Inter-War period; minimal setbacks from all boundaries; one side sufficient to allow vehicular access; wide building frontage; configuration of facades; high quality face brickwork; and minimal garden spaces.

### 8.2.25.2 Summary of core heritage values and elements

- i. The HCA's enclosed streetscape contains hidden entry points, narrow street width and a close street wall.
- ii. The residential character is demonstrated through the consistency of the bungalow typology.

- iii. The HCA's substantially intact group demonstrates key elements (scale, form and detailing) of the Inter-War period Californian and Georgian Revival bungalow styles.
- iv. A range of stylistic variation exists within a highly consistent overall built form.
- v. Individual dwellings are of high aesthetic value.

### ***8.2.25.3 Specific elements***

The Jarvie Avenue HCA also contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present must be retained in any new development.

### ***8.2.25.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Subdivision configuration;
- iii. Grass verges with street tree planting and narrow, centrally located footpath;
- iv. Front setback - garden or soft surface; and
- v. Detached, low density character (semi-detached dwellings read as a single dwelling on first inspection).

### ***8.2.25.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology;
- ii. Substantially intact group demonstrating key elements (scale, form and detailing) of the Inter-War Californian bungalow and Georgian Revival style period bungalow style;
- iii. Range of stylistic variation within a highly consistent overall built form;
- iv. Individual dwellings of high aesthetic value;
- v. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing occurs towards the rear, including window size, bulk and visual prominence in view from street;
- vi. Building forms appropriate to architectural type (Inter-War Californian and Georgian Revival bungalows);
- vii. Roof forms appropriate to typology and period of construction:
  - a. Good quality roofscape views;
  - b. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - c. Intact roof forms and volumes;
  - d. Where original roof cladding has been replaced, unglazed dark terracotta tile has been used; and
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes;
- viii. Intact or substantially intact built elements:



- a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- ix. Building heights appropriate to architectural type (Inter-War bungalows of Californian and Georgian Revival styles);
- x. High quality detailing to front elevation (appropriate to architectural type including Inter War bungalows of Californian and Georgian Revival styles):
  - a. Unpainted and unrendered face brickwork;
- xi. Timber framed casement windows set in groups (some pairs with double hung sashes):
  - a. Original Art Deco style lead lighting to windows facing street;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Paired double-hung timber sash windows; and
  - e. Use of appropriate colour schemes for detailing.
- xii. Fences appropriate to typology and period of construction:
  - a. Low brick fences to street elevation constructed of finely detailed face brick to match the house; and
- xiii. General lack of car parking infrastructure forward of the building line (some significant exceptions).

#### ***8.2.25.6 Applicable conservation controls***

The core period of heritage significance is 1930-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Inter-War styles (in particular Californian bungalow and Georgian Revival).

Additional area-specific controls:

- C1** The existing subdivision and development pattern must be preserved in any development. Site amalgamation is not permitted.



## 8.2.26 Porter's Brickworks Estate Heritage Conservation Area – HCA 24

Section 8.2.26 of the DCP applies to the Porter's Brickworks Estate Heritage Conservation Area (HCA 24) (Figure 1).

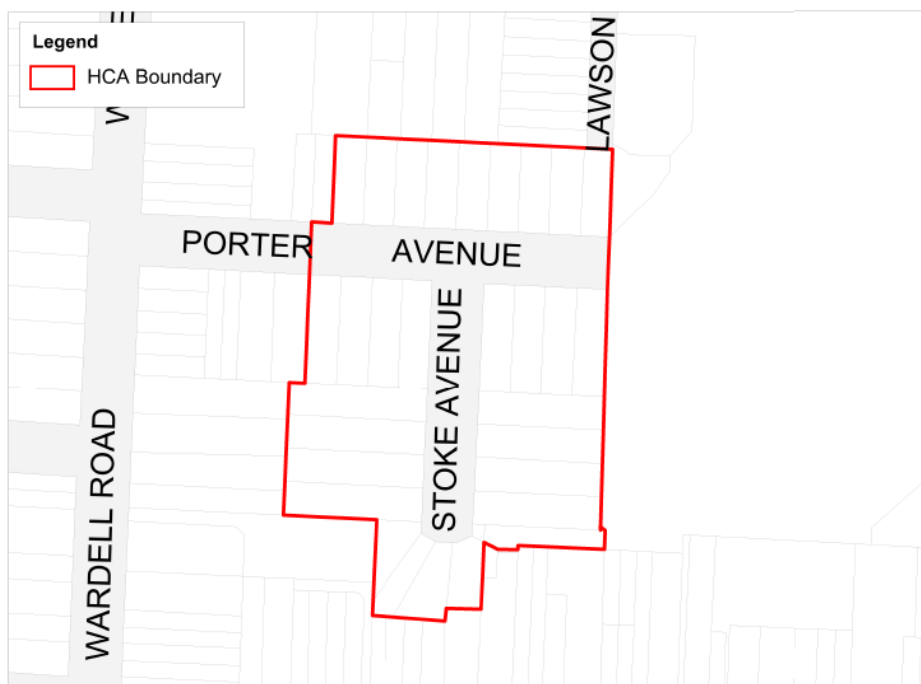


Figure 1: Porter's Brickworks Estate Heritage Conservation Area – HCA 24

### 8.2.26.1 Statement of heritage significance

The Porter's Brickworks Estate Heritage Conservation Area is of historical significance as an area developed from the 1928 subdivision of a portion of what had been Porter's Brickworks. By this time virtually all vacant land in the area had been subdivided, so the HCA represents the final period of major residential development in the Marrickville LGA from 1928 to 1935.

The HCA is of aesthetic significance for its good quality individual examples and small groups of post Federation and Inter-War period bungalows that retain original timber joinery, window hoods and detailing to gables and verandas. Its streetscape is of significance for the surviving camellia street plantings, which are rare in the Marrickville LGA.

### 8.2.26.2 Summary of core heritage values and elements

- i. The principles of the growing Australian suburban ideal in the post Federation period are expressed through the HCA's patterns of subdivision, architectural form and finely grained detailing of the original Federation and Inter-War bungalows.
- ii. The low density suburban character of the streetscape is due to street widths, wide verges, setbacks and single storey built forms.
- iii. Setbacks from the street alignment are consistent and sufficient to allow a small front garden to be planted.
- iv. The residential character is demonstrated through the consistency of the bungalow typology (Federation and Inter-War Californian).



- v. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials.
- vi. High quality detailing to front elevation of intact and substantially intact houses is appropriate to the period and style of dwellings.
- vii. Roof forms are appropriate to the typology and period of construction.
- viii. Building heights are appropriate to the typology and period of construction.
- ix. Detailing and finishes are appropriate to the typology and period of construction.
- x. Low fences are constructed of face-brick (not rendered or painted).
- xi. The HCA contains street tree plantings of camellias and eucalypts.
- xii. Street views terminate at Marrickville Park.

### ***8.2.26.3 Specific elements***

The HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the HCA's integrity and heritage significance. The elements are not found on all buildings but must be retained in new development where present.

### ***8.2.26.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings (camellias and eucalypts);
- iii. Setbacks from the street alignment consistent and sufficient to allow a small front garden to be planted; and
- iv. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms.

### ***8.2.26.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology (Federation and Californian (Sydney) variants);
- ii. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing occurs towards the rear, including window size, bulk and visual prominence in view from street;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Slate roofs;
  - b. Primary plane of roofs parallel to the street (Federation);
  - c. Primary plane of roofs parallel to the side boundary with prominent multi-gable elevation to street;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes; and
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes;
- iv. Intact or substantially intact built elements:

- a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation (Federation);
  - d. Groups of timber casement windows to the front elevation and main room visible on side elevation (Californian/Sydney);
  - e. Paired double-hung timber sash windows (Inter-War); and
  - f. Use of appropriate colour schemes for detailing;
- vii. Fences appropriate to typology and period of construction:
  - a. Original low face-brick (not rendered or painted) walls.

### ***8.2.26.6 Applicable conservation controls***

The core period of heritage significance is 1928-1935. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles; and
- Inter-War styles (in particular Californian bungalow).

Additional area-specific controls:

- C1** Camellia street plantings must be maintained.



## 8.2.27 Petersham Commercial Precinct Heritage Conservation Area – HCA 25

Section 8.2.27 of the DCP applies to the Petersham Commercial Precinct Heritage Conservation Area (HCA 25) (Figure 1).

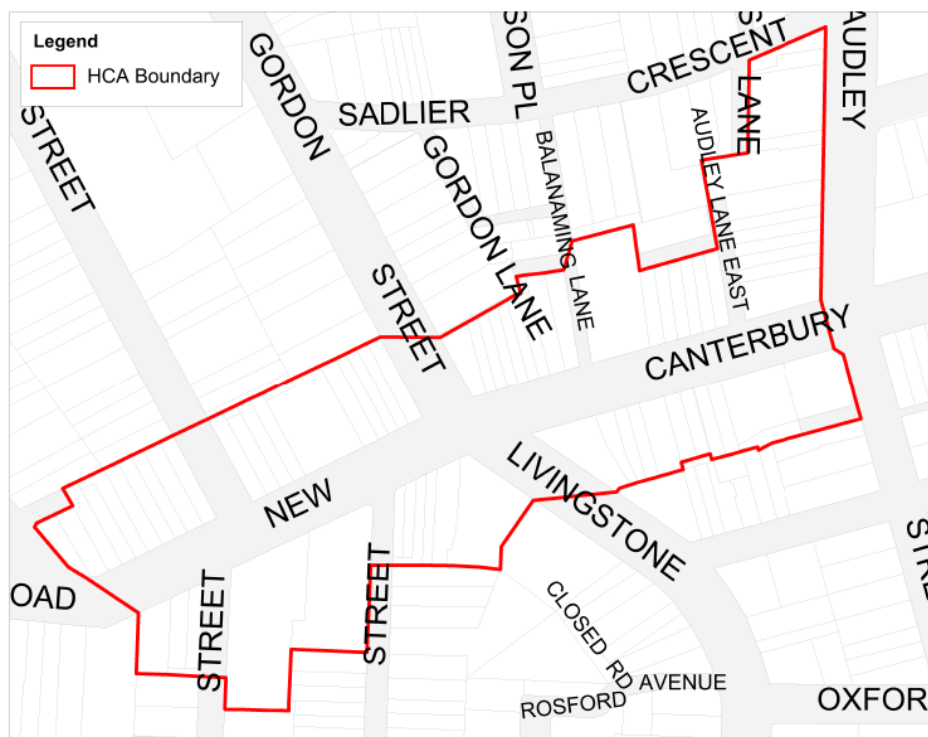


Figure 1: Petersham Commercial Precinct Heritage Conservation Area – HCA 25

### 8.2.27.1 Summary of heritage significance

The Petersham Commercial Precinct Heritage Conservation Area demonstrates the development of a major suburban shopping precinct over more than 70 years. Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic and social values of Petersham and the Marrickville LGA.

The streetscapes are of aesthetic significance because they encompass a substantially intact mid to late 19th century retail precinct, which includes notable examples of the Federation Freestyle retail development, such as the group at 65-77 New Canterbury Road, recognised as an exemplar of its style. The aesthetic value of the area is enhanced by the undulating alignment of New Canterbury Road, which provides a fine series of evolving views and vistas.

The commercial and retail buildings within the HCA demonstrate the principal characteristics of the traditional suburban shopping area with narrow shopfronts and clearly defined structural bays providing physical evidence of the regularity of the underlying subdivision pattern. First floor facades are generally intact. Although many original ground floor shopfronts have been substantially altered, the streetscape at pedestrian level remains cohesive due to the regular spacing of the original shopfronts and the 1920s hanging ball white-way lights under the awnings which creates a distinctive aesthetic quality to the streetscape and accentuates the curvature of the facade as it follows the alignment of New Canterbury Road.

The group demonstrates strong aesthetic qualities also through the consistency of the parapeted and enclosing street wall, with its finely worked detailing creating a high quality and strongly defined skyline view from the opposing footpath and when travelling through the area.

### ***8.2.27.2 Summary of core heritage values and elements***

- i. The HCA provides very clearly expressed examples of the retail shopping strip typology through its built forms, streetscapes and public domain improvements that provide physical evidence of historic role as a focal point for the local community.
- ii. The current streetscape was developed over 70 years following the arrival of the rail line in the mid 19th century. Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic, and social values of the HCA.
- iii. The Petersham commercial precinct has become recognised as Sydney's 'Little Portugal' and provides a focus for supplies, food and entertainment.
- iv. The streetscapes of shops have retained their original configuration as individual bays with glazed shopfronts with direct access to the public footpath. Upper levels are used for commercial or residential purposes.
- v. Hanging white-way lighting under awnings has survived from the 1920s and establishes a unifying and identifying element to the streetscape.
- vi. Several pairs and groups of shops demonstrate high streetscape and individual architectural qualities.
- vii. Views to the skyline above the line of parapets contribute strongly to aesthetic values.
- viii. The aesthetic value of the streetscape is defined and enhanced by the streetscape wall following the curved alignment of New Canterbury Road.

### ***8.2.27.3 Specific elements***

The HCA also contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings, but where present must be retained in any new development.

### ***8.2.27.4 Subdivision and public domain elements***

- ix. Street alignment follows the ridgeline;
- x. Street tree plantings work with footway dining areas in Audley Street;
- xi. High urban density, winding road and attached shopfronts with a consistent parapet creates an intimate and high quality streetscape;
- xii. Intricate 'skyline' views above early decorative parapets; and
- xiii. Retail shops accessed directly from the footpath with no setbacks or arcades.

### ***8.2.27.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- xiv. Commercial character demonstrated through the single and two storey 19th century and Federation period retail typologies;
- xv. Building typologies that reinforce the tight urban grain:
  - a. Groups and runs of shops demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;



- b. High quality detailing occurs to front elevation of intact and substantially intact shops and commercial buildings; and
  - c. Increasing simplification of scale and detailing occurs towards rear – including window size, bulk and visual prominence in view from rear lanes and side streets;
- xvi. Roof forms appropriate to typology and period of construction:
  - a. Consistent parapet lines with detailed skyline elements;
  - b. Primary ridgelines of roofs hidden behind the parapet;
  - c. Lack of alterations to roof form and volumes visible from the public domain;
  - d. Intact or substantially intact built elements;
  - e. Intact or substantially intact shopfronts;
  - f. Consistency of form and detailing to facades; and
  - g. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- xvii. Building heights appropriate to typology and period of construction; and
- xviii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Use of appropriate colour schemes for detailing; and
  - d. Advertising signage does not intrude in streetscape view.

#### **8.2.27.6 Applicable conservation controls**

The core period of heritage significance is 1861-1935. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree; and
- Federation.

Additional area-specific controls:

- Contributory buildings within the HCA have been identified and mapped. Refer to Section 8.4.2 of this DCP for details.

**NB** *A design guide for shops is in Part 5 Commercial and Mixed Use Development of this DCP.*



## 8.2.28 Lewisham Estate Heritage Conservation Area – HCA 26

Section 8.2.28 of the DCP applies to the Lewisham Estate Heritage Conservation Area (HCA 26) (Figure 1).

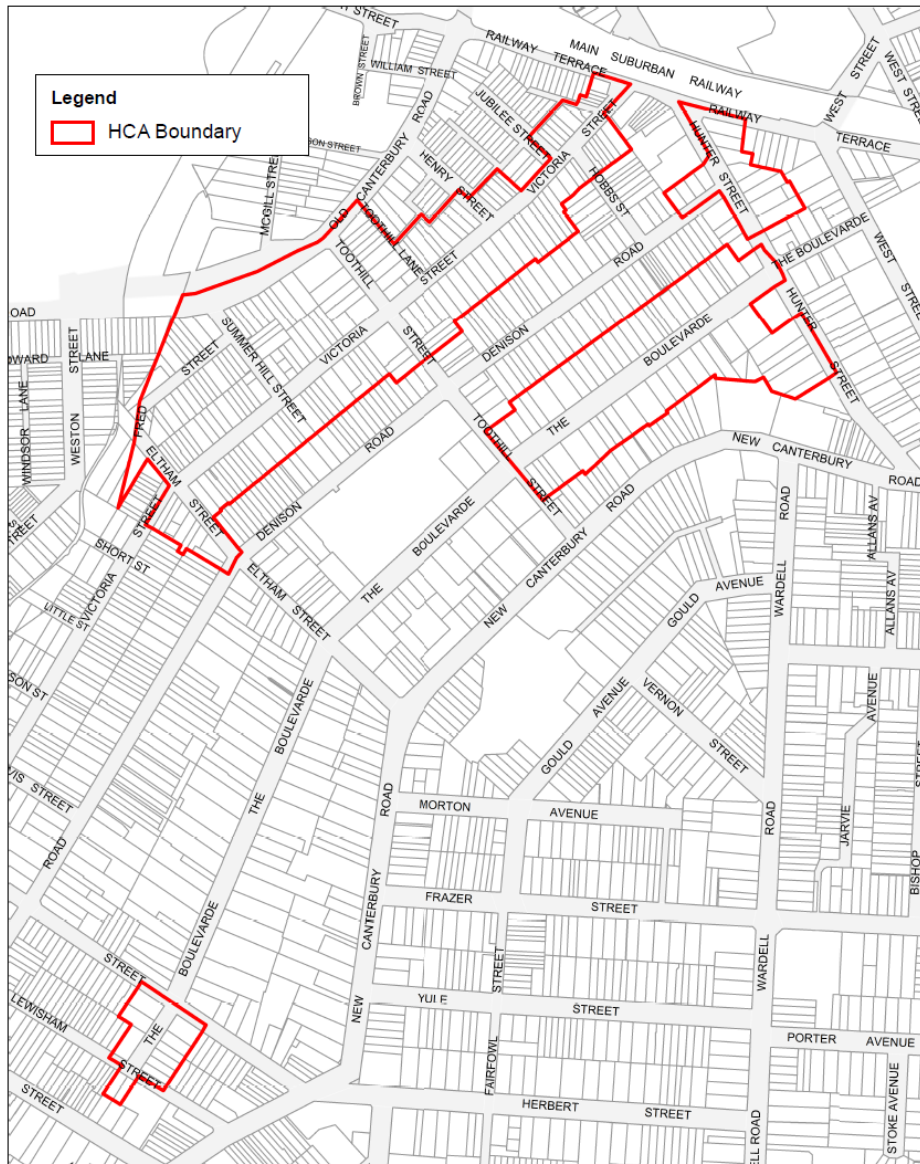


Figure 1: Lewisham Estate Heritage Conservation Area – HCA 26

### 8.2.28.1 Statement of heritage significance

The Lewisham Estate Heritage Conservation Area was developed from a series of subdivisions from the early 1880s to 1898, beginning with the Lewisham Estate subdivision prior to 1882.

The HCA is of aesthetic significance because it contains a range of housing typologies (late 19th to early 20th century) including finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples, including Federation cottages, terraces and Queen Anne houses in Hunter Street and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.





The Lewisham Estate HCA is socially significant for demonstrating physical evidence of the late 19th century community through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist church (The Boulevarde) and memorial scout hall (The Boulevarde - South end) and 20th century Depression relief work programs (the stone wall to Old Canterbury Road).

The HCA is representative of the range of building types and forms available to the community in the late 19th to early 20th centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

#### ***8.2.28.2 Summary of core heritage values and elements***

- i. The HCA demonstrates a range of substantially intact high style and modest dwellings and corner shops that demonstrate the different phases of development and options for housing available in the 19th century.
- ii. Evidence exists of the application and adaptation of the 19th century residential forms to the larger lots of the 20th century 'suburban dream' with space for off-street parking at the rear of the property and a good garden to provide an aesthetically pleasing setting for most houses.
- iii. The HCA contains evidence of the social and cultural values of the late 19th century community demonstrated through the prominent location of community facilities at the northern (Baptist church) and southern ends (memorial scout hall) of the HCA.
- iv. The HCA enjoys high quality street tree planting.
- v. Sandstone kerbing, guttering and public infrastructure is seen throughout the HCA.
- vi. The prevailing low density character is due to large lot sizes and garden spaces in front of buildings.
- vii. There is a mix of single and two storey buildings.
- viii. The HCA contains good groups of substantially intact late Victorian and Federation villas, houses, bungalows, semi-detached cottages and terraces.
- ix. Individual properties are of high aesthetic value.
- x. There are a high proportion of intact or substantially intact built elements.
- xi. Building heights are appropriate to architectural style and period of construction.
- xii. Detailing and finishes are appropriate to the typology and period of construction.
- xiii. Roof forms are appropriate to the typology and period of construction.
- xiv. Federation (tall and narrow) chimneys are prominent in roofscape views.
- xv. Fences are appropriate to the typology and period of principal building.

#### ***8.2.28.3 Specific elements***

The Lewisham Estate HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where present.

#### ***8.2.28.4 Subdivision and public domain elements***

- i. Regular subdivision patterns;
- ii. Open character to the streetscape due to wide streets, footpaths, large lot sizes and generous suburban scaled building setbacks;

- iii. Brush Box and other formal street tree planting at maturity and density to form a good avenue/act as street wall; and
- iv. Sandstone block kerbing and guttering.

### ***8.2.28.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Prevailing low density character due to large lot sizes and front garden spaces;
- ii. Mixture of single and two storey buildings;
- iii. Good groups of substantially intact late Victorian and Federation villas, houses, bungalows, semi-detached cottages and terraces;
- iv. Individual properties of high aesthetic value:
  - a. Building forms appropriate to architectural type;
  - b. High quality detailing to the front elevation; and
  - c. Increasing simplification of scale and detailing towards the rear, including window size, detail and proportion;
- v. High proportion of intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- vi. Building heights appropriate to typology and period of construction:
  - a. Original development mixes one and two storey depending on the conventions of the architectural style;
- vii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural style;
  - b. Timber framed windows;
  - c. Complex timber joinery windows to main bay of the front elevation (Federation); and
  - d. Use of appropriate colour schemes for detailing;
- viii. Roof forms appropriate to typology and period of construction:
  - a. Prominence of Federation (tall and narrow) chimneys in roofscape views;
  - b. Lack of major alterations to roof form and volumes;
  - c. Slate roofs; and
  - d. Unglazed or low glazed dark red terracotta tile roofs;
- ix. Fences appropriate to typology and period of principal building:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls;
- x. Lack of car parking infrastructure accessed from the primary street frontage; and
- xi. Garden plantings in front of dwellings.

### ***8.2.28.6 Applicable conservation controls***

The core period of heritage significance is 1880-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:



- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree;
- Federation styles; and
- Inter-War styles (in particular Californian bungalow).

Additional area-specific controls:

- Nil

## 8.2.29 Hordern Avenue Heritage Conservation Area – HCA 27

Section 8.2.29 of the DCP applies to the Hordern Avenue Heritage Conservation Area (HCA 27) (Figure 1).



Figure 1: Hordern Avenue Heritage Conservation Area – HCA 27

### 8.2.29.1 Statement of heritage significance

The Hordern Avenue Heritage Conservation Area demonstrates important and rare historic and aesthetic values through its highly intact and cohesive streetscape, achieved through the use of consistent forms, materials and detailing.

The HCA's subdivision qualities demonstrate the principles of infill development as understood and implemented in the Inter-War period, with the current layer of development being at least the third known to have occurred on the site.

The design and detailing of the group of Inter-War semi-detached bungalows and adjacent residential flat buildings is high quality and includes decorative brickwork and unusual details such as flattened-arched lintels to door openings, which together with



the attached and linear built forms and minimal site setbacks establishes an intimate aesthetic quality to the buildings in the group.

The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

### ***8.2.29.2 Summary of core heritage values and elements***

- i. The HCA contains an intact Inter-War streetscape;
- ii. The HCA is a good example of small-scale speculative development by a single builder as seen through the characteristics of the built form (architectural style, scale, materials, detailing and subdivision pattern) which are both uniform within the HCA and distinctly different from those of the surrounding area.
- iii. The built forms represents a specific sub-group within the LGA in the early years of the 20th century as it transformed from a dense urban to detached suburban cultural landscape, and then adapted the suburban form to a higher density and more austere built form.
- iv. Detached Inter-War period semi-detached bungalows and residential flat buildings demonstrate elements of both the Inter-War Art Deco and Inter-War Georgian Revival architectural typologies with hipped roofs and intrinsic detailing stylistic details of simple housing at a time of significant austerity.
- v. The subdivision pattern is significant because of its configuration as a narrow central road flanked by shallow lots, demonstrating the profit-motivated principles of speculative subdivision and urban redevelopment.
- vi. The scale of development is modest and intended for residents of limited means but each property was provided with access to off-street car garaging.
- vii. The HCA contains strongly expressed design elements.
- viii. There is a symmetrical design of buildings at the entry to Hordern Avenue.
- ix. There is consistency of design throughout the HCA.
- x. High quality face brickwork includes decorative monochrome and polychrome detailing.
- xi. Prominent use of decorative brickwork to facades includes mottled, coloured and wire-scraped brickwork laid to create textural interest.
- xii. Arched headers to recessed porch entries feature on houses in Hordern Avenue.
- xiii. Soldier-header brick courses above windows are used more than the usual concrete lintel, demonstrating attention to detail and quality of craftsmanship.
- xiv. Low solid fencing constructed of brick match the buildings with decorative brickwork detailing that adds texture to the streetscape.
- xv. There is a consistent building style, scale and forms.
- xvi. A simple but highly consistent roofscape is composed of hipped roof forms characteristic of the Inter-War period with tall, narrow brick chimneys.
- xvii. Minimal setbacks exist from all boundaries other than provision for side driveway to garage at rear with no significant garden space.
- xviii. The HCA features wide frontage of buildings to the street and a configuration of facades.
- xix. Street names are set into the footpath.

### ***8.2.29.3 Specific elements***

The Hordern Avenue HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of

the area. The elements are not found on all buildings, but if present must be retained in any new development.

### ***8.2.29.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Subdivision configuration;
- iii. Minimal front setback - garden or soft surface;
- iv. Detached, low density character with strong street wall established by semi-detached dwellings aligned to maximise width of street presentation;
- v. Street names set into footpath; and
- vi. Provision for driveways to parking/garages at rear of lots.

### ***8.2.29.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the Inter-War stripped Art Deco/Georgian Revival inspired semi-detached housing typology expressed as a single bungalow;
- ii. Substantially intact group demonstrating key elements (scale, form and detailing) of the Inter-War stripped Art Deco and Georgian Revival styles period bungalow style;
- iii. Range of stylistic variation and detailing using manipulation of fabric (not applied details) within a highly consistent overall built form;
- iv. Individual dwellings of high aesthetic value:
  - a. High quality detailing to the front elevation using manipulation of materials such as brickwork to create subtle yet distinctive aesthetic values and qualities; and
  - b. Unpainted and unrendered face brickwork;
- v. Building typologies that reinforce the suburban grain:
  - a. Houses that demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses are appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street;
- vi. Building forms appropriate to architectural type and density;
- vii. Roof forms appropriate to typology and period of construction:
  - a. Roofscape a prominent in the streetscape – particularly the long, low roof forms at the entrance to, and within, Hordern Avenue;
  - b. Roof forms of groups or runs of buildings that demonstrate consistent pitch and rhythm;
  - c. Intact roof forms and volumes;
  - d. Intact roofing materials - unglazed dark terracotta tile; and
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes;
- viii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and



- b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- ix. Building heights appropriate to architectural type (all semi-detached cottages are single storey; all residential flat buildings are two storey);
- x. Timber framed casement windows set in groups (mainly pairs of double hung sashes):
  - a. Original Art Deco style lead lighting to main windows facing street (flats);
  - b. Window openings appropriate for architectural type (not reconfigured);
  - c. Timber framed windows;
  - d. Paired double-hung timber sash windows;
  - e. Rare horizontal/brick pattern glazing bars; and
  - f. Use of appropriate colour schemes for detailing;
- xi. Fences appropriate to typology and period of construction:
  - a. Low brick fences to street elevation, constructed of finely detailed face brick to match the house with castellated capping; and
- xii. General lack of car parking infrastructure forward of the building line.

#### **8.2.29.6 Applicable conservation controls**

The core period of heritage significance is 1937-1945. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Inter-War styles (in particular Inter-War Art Deco).

Additional area-specific controls:

- Nil



## 8.2.30 Dulwich Hill Commercial Precinct Heritage Conservation Area – HCA 28

Section 8.2.30 of the DCP applies to the Dulwich Hill Commercial Precinct Heritage Conservation Area (HCA 28) (Figure 1).



Figure 1: Dulwich Hill Commercial Precinct Heritage Conservation Area – HCA 28

### 8.2.30.1 Statement of heritage significance

The Dulwich Hill Commercial Precinct Heritage Conservation Area is of aesthetic significance as a largely intact retailing precinct of the period 1890 to 1938, retaining original parapeted roof forms, recessed shopfronts, generally intact first floor shop facades and some representative examples of Inter-War residential flat buildings. It demonstrates the development of a major suburban shopping precinct following the extension of the tramline from Marrickville to Dulwich Hill along Marrickville Road in 1889, later tramline extension in 1913 and the opening of the Dulwich Hill rail station in 1895.

Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic, and social values of Dulwich Hill and the Marrickville LGA.

The HCA's streetscapes are of aesthetic significance because they encompass a substantially intact mid to late 19th century retail precinct. The aesthetic value of the area is enhanced by the undulating alignment of New Canterbury Road, which provides a fine series of evolving views and vistas including at the intersection with Marrickville Road.



The commercial and retail buildings demonstrate the principal characteristics of the traditional suburban shopping area with narrow shopfronts and clearly defined structural bays providing physical evidence of the regularity of the underlying subdivision pattern. Although evidence of most original shopfronts has been lost, the streetscape at pedestrian level remains cohesive due to regular spacing of the original shopfronts and the 1920s hanging white-way lights under the awnings, creating a distinctive aesthetic quality to the streetscape and accentuating the curvature of the facade as it follows the alignment of New Canterbury Road.

The consistency of the parapeted and enclosing street wall, with its finely worked detailing, creates a high quality and strongly defined skyline view from the opposing footpath and when travelling through the area.

### ***8.2.30.2 Summary of core heritage values and elements***

- i. The HCA provides clearly expressed examples of the retail shopping strip typology through its built forms, streetscapes and public domain improvements, showing physical evidence of its historic role as a community hub.
- ii. The current streetscape was developed over 50 years following the extension of the tramline from Marrickville Road and the creation of Dulwich Hill rail station, further emphasising the HCA's community role.
- iii. Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic, and social values of the HCA.
- iv. The streetscapes of shops have retained their original configuration as individual bays with glazed shopfronts with direct access to the public footpath. Upper levels are used for commercial or residential purposes.
- v. Hanging white-way lighting under awnings has survived from the 1920s and establishes a unifying and identifying element to the streetscape.
- vi. Several pairs and groups of shops demonstrate high streetscape and individual architectural qualities, including the simple but aesthetically important row of angled hoods over the upper level windows on the northern side of Marrickville Road.
- vii. Views to the skyline above the line of parapets contribute strongly to the aesthetic values of the precinct.
- viii. The aesthetic value of the streetscape is defined and enhanced by the streetscape wall following the curved alignment of New Canterbury Road and the termination of the Marrickville Road retail activity at the former tram terminus.

### ***8.2.30.3 Specific elements***

The HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the HCA. Elements are not found on all buildings but where present must be retained in any new development.

### ***8.2.30.4 Subdivision and public domain elements***

- i. Street alignment creating an interesting and changing streetscape;
- ii. Intricate skyline views above early decorative parapets; and
- iii. High urban density, winding road and attached shopfronts with consistent parapet creating an intimate and high quality streetscape.

### ***8.2.30.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Commercial character demonstrated through the single and two storey 19th century and Federation period retail typologies;
- ii. Building typologies reinforce the tight urban grain:
  - a. Groups and runs of shops demonstrate strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact shops and commercial buildings; and
  - c. Increasing simplification of scale and detailing towards the rear including window size, bulk and visual prominence from rear lanes and side streets;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Primary ridgelines of roofs hidden behind the parapet;
  - b. Lack of alterations to roof form and volumes visible from the public domain;
  - c. Intact or substantially intact built elements;
  - d. Intact or substantially intact shopfronts; and
  - e. Consistency of form and detailing to facades; and
  - f. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- iv. Building heights appropriate to typology and period of construction;
- v. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Simple hoods to windows in group forming strong streetscape pattern;
  - c. Timber framed windows;
  - d. Appropriate colour schemes for detailing; and
  - e. Advertising signage does not intrude in the streetscape view.

### ***8.2.30.6 Applicable conservation controls***

The core period of heritage significance is 1890-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Retail streetscapes. See Section 8.4.

Primary relevant historic architectural style (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree;
- Federation; and
- Inter-War styles.

Additional area-specific controls:

- Contributory buildings within the HCA have been identified and mapped. Refer to Section 8.4.2 of this DCP for details

**NB** A design guide for shops is in Part 5 Commercial and Mixed Use Development.



## 8.2.31 South Dulwich Hill Heritage Conservation Area – HCA 29

Section 8.2.31 of the DCP applies to the South Dulwich Hill Heritage Conservation Area (HCA 29) (Figure 1).



Figure 1: South Dulwich Hill Heritage Conservation Area – HCA 29

### 8.2.31.1 Statement of heritage significance

The South Dulwich Hill Heritage Conservation Area was developed in the Federation period as a series of c1910 subdivisions around the Wardell Road (now Dulwich Hill) rail station, which opened in 1895. The HCA is of aesthetic significance for its many high quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandahs to a quality and consistency rare in the Marrickville LGA. The HCA includes excellent examples of the Iron Palisade fence, particularly in Cannonbury Grove.

The HCA contains a collection of a locally significant variation of the standard Federation bungalow design with a low ridgeline set parallel to the street alignment, as well as high quality streetscapes derived from the consistency of subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms represent the Marrickville LGA in the early 20th century as it transformed from a

dense urban to detached suburban cultural landscape with detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for a side driveway in later development.

The HCA also contains a collection of relatively intact early 20<sup>th</sup> century shops along Wardell Road from the Federation and Inter-War period.

### ***8.2.31.2 Summary of core heritage values and elements***

- i. The principles of the growing Australian suburban ideal in the post Federation period are expressed through the patterns of subdivision, the architectural form and finely grained detailing of the HCA's original Federation and Inter-War bungalows and residential flat buildings.
- ii. The built forms represent the Marrickville LGA in the early years of the 20<sup>th</sup> century as it transformed to detached suburban cultural landscape.
- iii. The HCA contains detached late Federation and Inter-War (Californian bungalows).
- iv. Inter-War residential flat buildings include representative and important variations on the style.
- v. Cluster of commercial buildings to support the needs of local populations.
- vi. The speculative nature of suburban development is demonstrated by groups of houses built to a pattern; the subtleties of design and detailing within each group differ from the other groups in the LGA.
- vii. The aesthetic values of the HCA and its component streetscapes are derived from the strong patterns created by the consistently expressed built forms and survival of much original detailing.
- viii. The HCA includes quality individual examples and small groups of the Federation bungalow, including original timber joinery, window hoods and detailing to gables and verandahs to a quality and consistency rare in the LGA.
- ix. The area includes excellent examples of the Iron Palisade fence, particularly in Cannonbury Grove.
- x. The area contains a locally significant variation of the standard Federation bungalow design with a low ridgeline set parallel to the street alignment.
- xi. Residential character is demonstrated through the consistency of the simple form yet well detailed Federation bungalow typology.
- xii. The spatial planning and layout of lots demonstrates the community's interpretation of the ideals of the suburban movement within the context of modest middle class areas.
- xiii. The HCA features street tree planting of Brush Box (Cannonbury Grove – within the road reservation) and Ficus (Margaret Street within the wide verge area).
- xiv. Brick paved footpaths constructed during the Depression vary within the HCA. Some streets are fully paved, whilst others are paved adjacent to the property boundary with a grass verge to the gutter.
- xv. The asymmetrical placement of later houses on their lots allowed car access to the rear of the property, demonstrating the increasing importance of cars in the early 20<sup>th</sup> century. Many earlier houses (based on the external evidence of the fabric) were placed centrally with no space for a side driveway.

### ***8.2.31.3 Specific elements***

The South Dulwich Hill HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage





significance of the area. The elements are not found on all buildings but where present must be retained in any new development.

#### ***8.2.31.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings (Brush Box and Ficus);
- iii. Brick paving to footpaths laid in the Depression;
- iv. Setbacks from the street alignment consistent and sufficient to allow a small front garden;
- v. Zero setback from the street alignment for commercial properties;
- vi. Asymmetrical placement of houses on lots to allow a side driveway; and
- vii. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms.

#### ***8.2.31.5 Elements that contribute to the consistency of the streetscape visible from the public domain***

- i. Residential character demonstrated through the consistency of the simple form yet well detailed Federation bungalow typology;
- ii. Commercial typologies demonstrated through consistency of form, zero setbacks, parapets, window openings and awnings;
- iii. Significant local variation on the standard Federation bungalow form (with low ridge parallel to the road alignment);
- iv. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses are appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing towards the rear includes window size, bulk and visual prominence in view from street;
- v. Roof forms appropriate to typology and period of construction:
  - a. Simple Federation roof forms on most properties, although some contributory roofs are more complex in form;
  - b. Parapets to commercial properties, both single and two storey;
  - c. Slate roofs;
  - d. Delicate terracotta ridge capping to original slate roofs;
  - e. Original dark red (not orange) unglazed or low glazed terracotta tiles;
  - f. Primary plane of roofs parallel to the street;
  - g. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - h. Lack of major alterations to roof form and volumes; and
  - i. Original chimneys that contribute to the quality and visual interest of roofscapes;
- vi. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and

- b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- vii. Building heights appropriate to typology and period of construction;
- viii. Detailing and finishes appropriate to typology and period of construction:
  - a. Unpainted dark face brick to main facade and commons to sides;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber joinery windows to main bay of front elevation or timber framed casement windows set in groups to front elevation;
  - e. Lack of elaborate lead lighting; and
  - f. Use of appropriate colour schemes for detailing;
- ix. Fences appropriate to typology and period of construction:
  - a. Original Iron Palisade fences; and
  - b. Original low face-brick (not rendered or painted) walls.

### **8.2.31.6 Applicable conservation controls**

The core period of heritage significance is 1901-1920. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.
- Retail streetscapes. See Section 8.4

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles; and
- Inter-War styles (in particular Californian bungalow).

Additional area-specific controls:

- C1** The form of the characteristic roofs must be retained in any new development.



## 8.2.32 Civic Precinct Heritage Conservation Area – HCA 30

Section 8.2.32 applies to the Civic Precinct Heritage Conservation Area (HCA 30) (Figure 1).



Figure 1: Civic Precinct Heritage Conservation Area – HCA 30

### 8.2.32.1 Statement of heritage significance

The Civic Precinct Heritage Conservation Area is a high quality and substantially intact example of the local civic precinct from 1895 to 1940. It is historically significant as the traditional centre of the Marrickville LGA and defined by its strongly expressed and imposing civic and community buildings including the former town hall, one of the most substantial fire stations in NSW, two major churches, a local hospital and many ancillary buildings. It also extends into the adjacent Marrickville Road shopping centre streetscape as the two functions developed concurrently, facilitated by the opening of the 1889 tramway from Dulwich Hill to Marrickville which ran along Marrickville Road.

The HCA is of aesthetic significance for its important buildings. The two churches are excellent examples of the Inter-War Romanesque and Victorian/Federation Gothic styles. The fire station and main ward block of the former Marrickville Hospital demonstrate the Federation Free Classical style. The town hall is an example of the Inter-War Free Classical style and the modest medical centre at 342 Marrickville Road is an example of the Inter-War Georgian Revival style. The setting of each building is generous, allowing most of the main buildings to be viewed in the round, reflecting their important role in the historic development of the local area.

The HCA is socially significant for its rich range of community services and functions, including St Brigid's Catholic Church and St Clement's Church of England, the former Marrickville Hospital and medical consulting rooms in the area, the former town hall and current library, and the fire station.

### ***8.2.32.2 Summary of core heritage values and elements***

- i. The imposing scale and street presence of major civic buildings establish a strong focal point with lesser scale to ancillary and supporting buildings.
- ii. Civic and social functions continue through the main buildings in the HCA.
- iii. St Brigid's Church and the former Marrickville Hospital complex are set back from Marrickville Road with vegetated settings addressing each other.
- iv. St Brigid's Church and St Clement's Church are imposing local church buildings with towers that bracket the east and west extents of the area.
- v. The HCA contains individually outstanding designs of individual civic and public buildings.
- vi. The town hall, fire station and St Clement's Church are aligned to provide a semi-formal forecourt setting to allow scale of buildings and their relationship to each other to be appreciated.

### ***8.2.32.3 Specific elements***

The retail section of the HCA contributes to the setting and integrity of the civic streetscape through its continuing use as a retail/commercial area and through its consistent parapet heights, which contribute to the HCA's aesthetic values by directing the eye to the churches and focal points at the western end. The retail precinct also contains some good examples of late 19th/early 20th century retail shops with residential accommodation above. Other individual shops contribute minimal aesthetic value to the area and are significant primarily for their ongoing retail/commercial role.

The HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where present.

### ***8.2.32.4 Subdivision and public domain elements***

- i. Boundaries of the former villa estates occupied by Lilydale and Shrublands Nurseries;
- ii. Civic and spatial relationships between:
  - a. St Brigid's Church and the former Marrickville Hospital complex (both set back from Marrickville Road with vegetated settings addressing each other);
  - b. St Brigid's Church and St Clement's Church (both imposing local church buildings with towers that bracket the east and west extents of the area); and
  - c. Alignment of town hall, fire station and St Clement's to provide semi-formal forecourt setting to allow scale of buildings and their relationship to each other to be appreciated;
- iii. Sandstone block kerbing; and
- iv. Street tree planting and public domain improvements to retail area.



### **8.2.32.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)**

- i. High incidence of substantial private and public buildings demonstrate individual heritage value and contribute to the integrity of the HCA as a focal point for the development of Marrickville LGA's expansion as a suburban area;
- ii. Generous setbacks from the street alignment for the LGA consistent within building groups and visual catchments;
- iii. Building typologies that reinforce the civic functions of the area:
  - a. High quality examples of a range of architectural styles from the period of construction;
  - b. Groups of buildings demonstrating strong streetscape qualities including cohesiveness of form, scale, rhythm and materials;
  - c. High quality detailing to the front elevation of intact and substantially intact houses and terraces; and
  - d. Major buildings designed to be read in the round;
- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original buildings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Building heights that emphasise the hierarchy of civic purpose in the group; and
- vii. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. High quality brickwork and attention to detail in finishes; and
  - d. Original brickwork to Federation period buildings remains unpainted.

### **8.2.32.6 Applicable conservation controls**

The core period of heritage significance is 1895-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Retail streetscapes (for the retail area at the eastern end of the HCA). Refer to Section 8.4 of this DCP.

Primary relevant historic architectural style Sheets (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree;
- Federation; and
- Inter-War styles.

Additional area-specific controls:

- Contributory buildings within the HCA have been identified and mapped. Refer to Section 8.4.2 of this DCP for details.

**NB** *A design guide for shops is in Part 5 Commercial and Mixed Use Development of this DCP.*

### 8.2.33 David Street Heritage Conservation Area – HCA 31

Section 8.2.33 of the DCP applies to the David Street Heritage Conservation Area (HCA 31) (Figure 1).

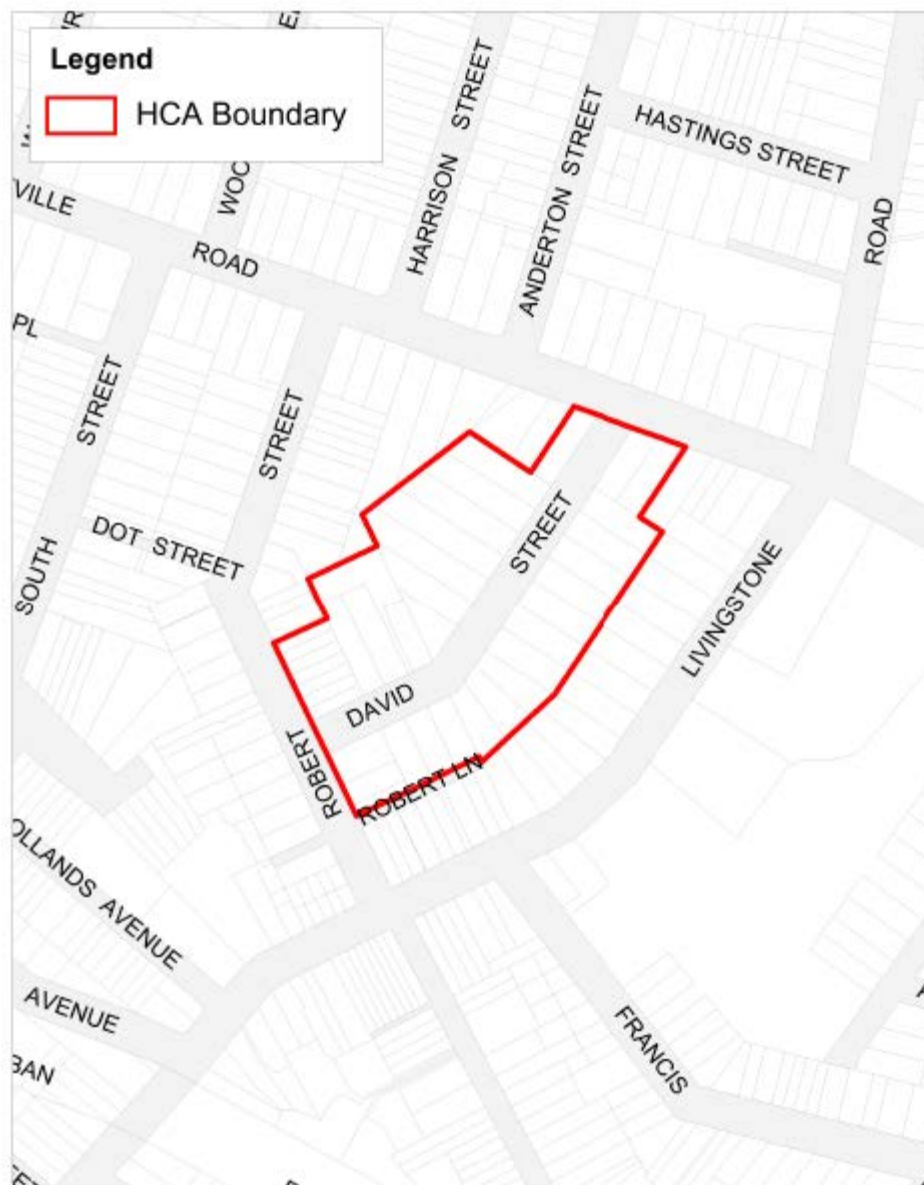


Figure 1: David Street Heritage Conservation Area – HCA 31

#### **8.2.33.1 Statement of heritage significance**

The David Street Heritage Conservation Area is a rare and distinctive enclave of substantial Federation period detached houses, gardens and street plantings. It was designed and detailed to be attractive to local industrialists, businessmen and other wealthy members of the community.

The David Street HCA is historically significant as an area developed within a short timeframe from 1890 to 1915, and featuring many houses built for entrepreneurs such as Gateshead at 400 Marrickville Road, Marsden at 14 David Street, and Chandos at 9 David Street.



The David Street HCA is of aesthetic significance for its substantial Federation detached housing within generous gardens and mature Brush Box street planting planted early (shown as fully grown in 1943 aerial photos), giving the appearance of a Federation period garden suburb (though built on more than one subdivision). The Robert Street Federation semi-detached housing, with asymmetrical frontages designed to resemble single houses, is also significant for its adaptation of fashionable Federation designs to provide more modest housing and the continuation of the Brush Box planting into this more modest streetscape.

### ***8.2.33.2 Summary of core heritage values and elements***

- i. The aesthetic values of the HCA and its component streetscapes are derived from the high quality of Federation design and detailing in houses and their settings and the consistency of subdivision pattern, setbacks, built forms, roof volumes, materials, detailing and garden spaces.
- ii. The Brush Box street trees form a streetscape of enclosed and intimate quality enhanced by the connections with individual properties and the garden setting and plantings of properties.
- iii. The HCA includes quality individual examples of the Federation bungalow, including return verandahs, original timber joinery, and window hoods and detailing to gables and verandahs to a quality and consistency rare in the LGA.
- iv. The HCA includes excellent examples of brick fences with original iron infill panels which are rare in the LGA.
- v. The importance of asymmetry as a principle in domestic Federation design was facilitated by the provision of side driveways to houses and asymmetrical semi-detached cottages in Robert Street.

### ***8.2.33.3 Specific elements***

The David Street HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where present.

### ***8.2.33.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Street tree plantings (Brush Box) in the road reservation;
- iii. Bend in road alignment, enclosing and revealing the streetscape;
- iv. Setbacks from the street alignment consistent and sufficient to allow a small front garden to be planted (eastern side and Robert Street properties) and generous (for the LGA) gardens to the western side of David Street;
- v. Mature trees in the rear gardens of homes visible above ridgelines of properties;
- vi. Asymmetrical placement of house on lot to allow side driveway; and
- vii. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms.

### ***8.2.33.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the high quality and well detailed Federation bungalow typology;
- ii. Significant local variation on the standard Federation bungalow form (with complex roof forms, return verandahs and more sophisticated detailing);

- iii. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing towards the rear include window size, bulk and visual prominence in view from street;
- iv. Roof forms appropriate to typology and period of construction:
  - a. Complex Federation roof forms on most properties, although some contributory roofs are simpler;
  - b. Slate roofs;
  - c. Terracotta ridge capping tiles;
  - d. Original dark red (not orange) unglazed or low glazed terracotta tiles;
  - e. Primary plane of roofs that slope away from the street elevation;
  - f. Verandah roofs continuous to the main roof plane;
  - g. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - h. Lack of major alterations to roof form and volumes; and
  - i. Original chimneys that contribute to the quality and visual interest of roofscapes;
- v. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- vi. Building heights appropriate to typology and period of construction;
- vii. Detailing and finishes appropriate to typology and period of construction:
  - a. Unpainted dark face brick to main facade and return verandah elevation and commons to other elevations;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;
  - d. Complex timber joinery windows to the main bay of the front elevation, windows to verandah and to the bay adjacent to return on the side elevation (where present);
  - e. Lack of elaborate lead lighting; and
  - f. Use of appropriate colour schemes for detailing;
- viii. Fences appropriate to typology and period of construction:
  - a. Original wrought iron panels set into low face-brick (not rendered or painted) walls; and
- ix. Large rear garden areas with mature plantings.

### ***8.2.33.6 Applicable conservation controls***

The core period of heritage significance is 1890-1915. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.



Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles; and
- Inter-War styles (particularly Inter-War Californian bungalow).

Additional area-specific controls:

- Nil



## 8.2.34 Collins Street Heritage Conservation Area – HCA 32

Section 8.2.34 of the DCP applies to the Collins Street Heritage Conservation Area (HCA 32) (Figure 1).

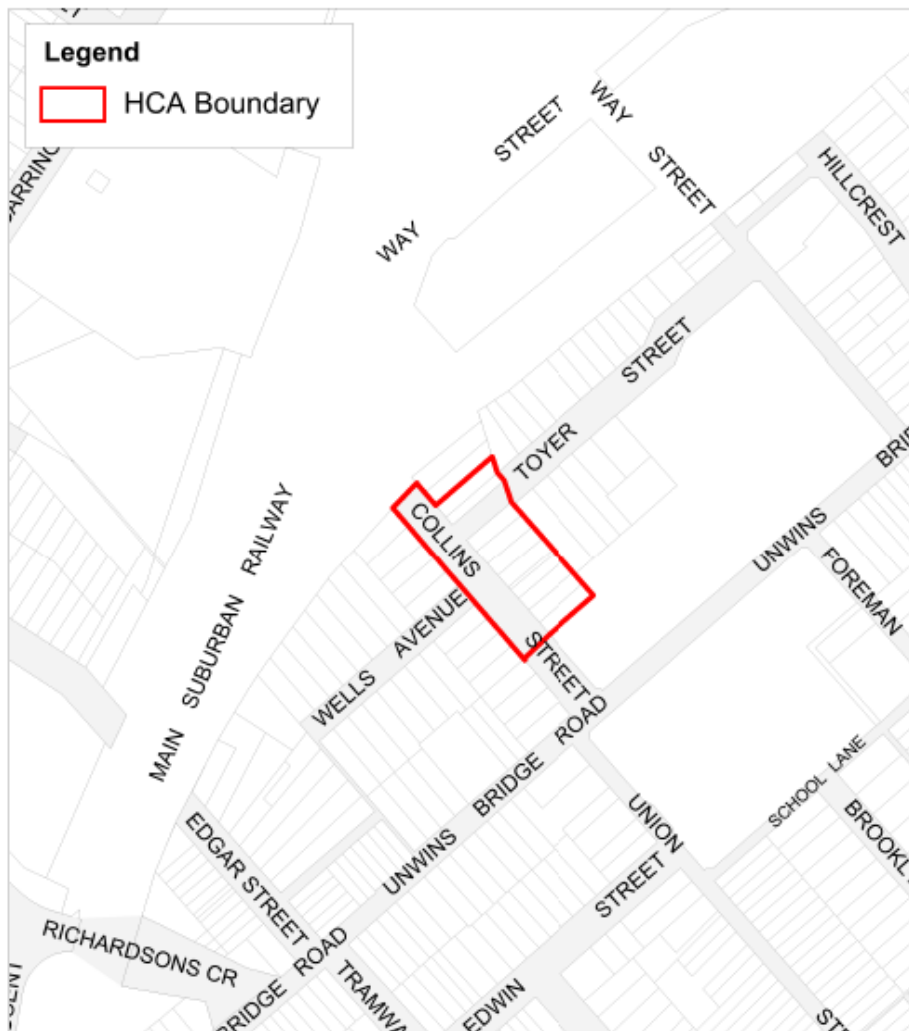


Figure 1: Collins Street Heritage Conservation Area – HCA 32

### 8.2.34.1 Statement of heritage significance

The Collins Street Heritage Conservation Area demonstrates historic and high quality aesthetic values as sandstone is its primary building material. Most contributory buildings were constructed between 1870 and 1930, and the use of sandstone from the adjacent quarry and subsequent occupation by stonemasons reveals a connection between employment and housing.

The buildings demonstrate a high level of craftsmanship through the construction detailing of the stonework and although the houses are relatively modest, they form a streetscape group of high aesthetic quality as they step down the hillside, particularly the late Victorian sandstone cottages at 1-3 and 11-13 Collins Street. The area also includes excellent examples of Iron Palisade fences with sandstone pillars and capping.



The area contains a 1930s freestanding shop – possibly a butcher’s shop with ceramic and glass tiles to the exterior, which is one of the last of its type. The small park at the corner of Collins Street and Toyer Street is good example of a ‘pocket park’ created on single lots of undeveloped land in the area.

The built forms are rare in their use of sandstone as a primary construction material in the second half of the 19th century. It also demonstrates rare aesthetic qualities due to the quality and details of construction.

#### ***8.2.34.2 Summary of core heritage values and elements***

- i. The built forms of the HCA represent the close association between local industry and residential development demonstrated by the use of sandstone as a primary construction material during a period when it had passed from common use for residential dwellings.
- ii. The HCA contains rare and high quality detailing.
- iii. The HCA contains one of the last examples of freestanding retail shop of a non-milk bar type in the Marrickville LGA.
- iv. The clear differentiation in the age and architectural style of the houses between the northern and southern sides of Collins Street demonstrates the sequential development of the individual lots within Sydenham Farms.
- v. One property (9 Collins Street) demonstrates brickwork and brick type which is aesthetically rare in the Marrickville LGA.

#### ***8.2.34.3 Specific elements***

The Collins Street HCA contains details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where they exist.

#### ***8.2.34.4 Subdivision and public domain elements***

- i. Consistent setbacks from the street alignment;
- ii. Minimal setbacks from the street alignment sufficient to allow a small front garden; and
- iii. Low density suburban character of streetscape due to street widths, wide verges, setbacks and single storey built forms.

#### ***8.2.34.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Sandstone construction of houses, fences, retaining walls and detailing;
- ii. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. Consistency and streetscape value is reinforced by the stepping down of roofs to follow the fall of the topography;
  - c. High quality detailing to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling;
  - d. High quality detailing to the side elevation used where forming street wall (13 Collins Street); and

- e. Increasing simplification of scale and detailing occurs towards the rear, including window size, bulk and visual prominence in view from street;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Simple Victorian roof forms on most properties, although some contributory roofs are more complex in form;
  - b. Original dark red (not orange) unglazed or low glazed terracotta tiles;
  - c. Primary plane of roofs sloping away from the street elevation;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes; and
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes;
- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Detailing and finishes appropriate to typology and period of construction:
  - a. Unpainted sandstone walls;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed sash windows;
  - d. Lack of elaborate lead lighting; and
  - e. Use of appropriate colour schemes for detailing; and
- vii. Fences appropriate to typology and period of construction:
  - a. Iron Palisade set in sandstone base with sandstone pillars.

### **8.2.34.6 Applicable conservation controls**

The core period of heritage significance is 1870-1930. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Filigree;
- Federation styles; and
- Inter-War styles (in particular Californian bungalow).

Additional area-specific controls:

- Nil



## 8.2.35 Wells Avenue Heritage Conservation Area – HCA 33

Section 8.2.35 of the DCP applies to the Wells Avenue Heritage Conservation Area (HCA 33) (Figure 1).



Figure 1: Wells Avenue Heritage Conservation Area – HCA 33

### 8.2.35.1 Statement of heritage significance

The Wells Avenue Heritage Conservation Area was developed from the 1924 Moulden's Estate subdivision, with most houses built in 1925 and 1926. Housing in the area represents the adaptation of a fashionable housing style to suit the budget of working and lower middle classes prior to the Depression.

The subdivision relates to the nearby tram depot, as tram employees purchased a number of the properties shortly after the 1924 subdivision. The HCA is of aesthetic significance for its strong patterns created by the consistently expressed built forms

that follow the fall of the land and demonstrate a strongly expressed and aesthetically prominent and cohesive streetscape group.

Detached Inter-War double fronted bungalows with side entry door and no central hallway demonstrate the adaptation of the Californian bungalow into a smaller and simpler form for the lower, middle and working classes. The HCA demonstrates the survival of much original detailing, including highly consistent building style, scale and forms, prominent roofscape (from both front and rear/oblique) characteristic of the Inter-War period.

### ***8.2.35.2 Summary of core heritage values and elements***

- i. The clear differentiation in the age and architectural style of the houses between the northern and southern sides of Collins Street demonstrates the sequential development of the individual lots within Sydenham Farms.
- ii. Houses are of consistent scale, form, style and detailing, and demonstrate the mature form of suburban development found in the Marrickville LGA.
- iii. Although the built forms are highly consistent and demonstrate construction by a single builder, subtle differences in detailing within groups of houses demonstrate their sequential construction and sale.
- iv. Detached Inter-War double fronted bungalows with side entry door and no central hallway demonstrate the adaptation of the Californian bungalow for lower, middle and working classes.
- v. Low brick fences are consistent with the built form.
- vi. Fences are constructed of water-pipe and woven mesh wire, with unevenly opening gates to allow pedestrian access via the driveway rather than a separate pathway.
- vii. The HCA contains a pair of single storey local shops, one of which has retained its original shopfront form and detailing (although hidden by paint). This demonstrates the form and distribution of local retaining in the 1930s and 1940s.
- viii. Split level streetscape responds to the steep local topography and creates a distinctive streetscape quality.
- ix. Bullnose brick kerbing exists on Collins Street and Wells Avenue.
- x. Face brick footpath paving to Wells Avenue was laid during the Depression as an unemployment relief scheme.

### ***8.2.35.3 Specific elements***

The HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where they exist.

### ***8.2.35.4 Subdivision and public domain elements***

- i. Responses to topography;
- ii. Street layout – split levels and sandstone retaining wall;
- iii. Regular subdivision configuration;
- iv. Brick-paved footpaths with bullnosed coping to kerbs;
- v. Front setback - garden or soft surface;
- vi. Detached, low density character;
- vii. Consistent roofscapes from viewpoints, including over the rear elevations (including intact chimneys); and
- viii. Driveways constructed of two wheel tracks with central grass strip.



### ***8.2.35.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology;
- ii. Substantially intact group demonstrating key elements (scale, form and detailing) of the modest Californian bungalow style;
- iii. Range of fine-grained stylistic variations within a highly consistent overall built form;
- iv. Individual dwellings of highly intact original aesthetic value;
- v. Building typologies that reinforce the suburban grain:
  - a. Houses that demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing towards the rear, including window size, bulk and visual prominence in view from street;
- vi. Roof forms appropriate to typology and period of construction:
  - a. Good quality roofscape views, including over rear roofs due to topography;
  - b. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - c. Intact roof forms and volumes mainly include low-pitch roof to porch with some third gable to porch;
  - d. Where original roof cladding has been replaced, low-glazed dark red or brown terracotta tile (not orange unglazed) used; and
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes;
- vii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- viii. Building heights appropriate to architectural type and responding to local topography;
- ix. Original detailing to elevations consistent with the simple and rustic qualities of the Californian bungalow in Sydney:
  - a. Unpainted and unrendered face brickwork;
  - b. Light painted roughcast above eyelevel to front facade;
  - c. Main front door inset on side (driveway) elevation;
  - d. Porch access via door from front room to side; and
  - e. Heavy splayed roughcast cement columns supporting porch;
- x. Timber framed casement windows set in groups of three:
  - a. Glazing bars configured consistently throughout the HCA;
  - b. Timber framed windows;
  - c. Original Art Deco style lead lighting to windows facing street; and
  - d. Use of appropriate colour schemes for detailing;

- xi. Fences appropriate to typology and period of construction:
  - a. Low brick fences to street elevation constructed of finely detailed face brick with dentilation/castellation to match the house; and
  - b. Fences constructed of water-pipe and woven wire with asymmetrical gate to driveway to create a 'pedestrian' entry; and
- xii. Lack of car parking infrastructure forward of the building line.

### **8.2.35.6 Applicable conservation controls**

The core period of heritage significance is 1920-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles; and
- Inter-War styles (in particular Californian bungalow).

Additional area-specific controls:

- Nil

**NB** *The laneway was added to the HCA following a 9 February 2011 resolution of Council and additional heritage research.*





## 8.2.36 Stanley Street Heritage Conservation Area – HCA 34

Section 8.2.36 of the DCP applies to the Stanley Street Heritage Conservation Area (HCA 34) (Figure 1).

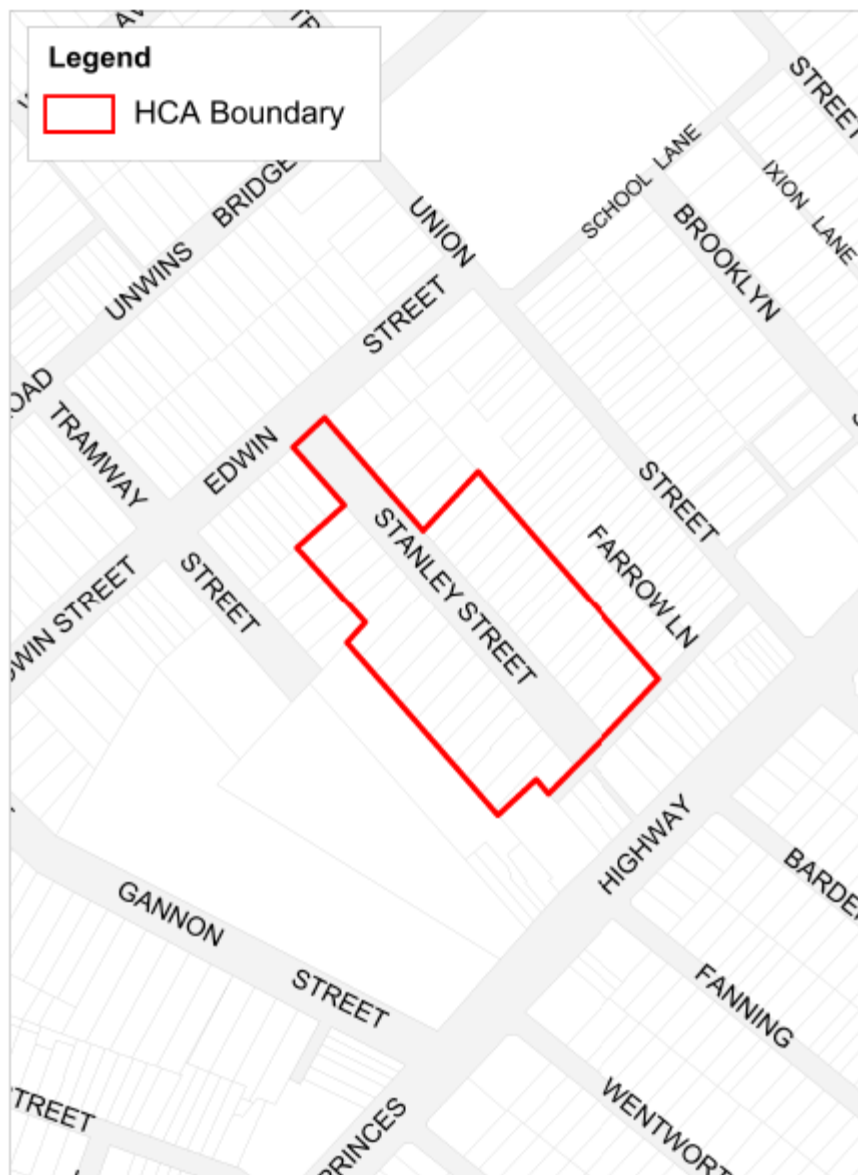


Figure 1: Stanley Street Heritage Conservation Area – HCA 34

### 8.2.36.1 *Statement of heritage significance*

The Stanley Street Heritage Conservation Area is a cohesive and aesthetically distinctive residential precinct demonstrating the primary aesthetic principles of modest bungalow and semi-detached cottage design in the Inter-War period.

The streetscape includes a substantially intact and highly consistent group of detached Inter-War double fronted bungalows with side entry door and no central hallway, including some rare single fronted variations which continue the streetscape rhythms on the southern side and a group of semi-detached cottages with Art Deco detailing, also with side entrances and enclosed front porches on the northern.

The streetscape is notable for the consistency of the original low brick fences in materials matching the house and the rare survival of the water-pipe and woven mesh wire gates which utilise unevenly opening gates to allow pedestrian access via the driveway rather than a separate pathway. This was an economical yet practical solution that also demonstrates the increasing importance being given to the car over the pedestrian in the context of the evolving 20th century suburban landscape.

### ***8.2.36.2 Summary of core heritage values and elements***

- i. Houses include two groups of consistent scale, form, style and detailing, each built by different speculative builders - one who built detached bungalows and the other semi-detached cottages. They show the mature form of suburban development in the LGA.
- ii. The aesthetic values of the HCA and its streetscape are derived from the strong patterns created by the consistently expressed built forms and regular building footprint and setbacks which create a strongly expressed and aesthetically cohesive streetscape group enhanced by the survival of much original fabric.
- iii. Detached Inter-War double fronted bungalows with side entry door and no central hallway demonstrate the adaptation of the Californian bungalow for lower, middle and working classes.
- iv. The half-gabled roof form demonstrated by many houses is an uncommon variation to the unusual bungalow roof configuration. The single fronted version is particularly rare in the Marrickville LGA.
- v. The rhythmic nature of the facades in the streetscape views is enhanced by the oblique alignment of the street and orientation of buildings to the side boundaries, creating a staggered effect.
- vi. Semi-detached cottages with Art Deco detailing provide a more affordable housing option.
- vii. Low brick fences consistent with the built form and constructed of water-pipe and woven mesh wire were an economical and practical solution (of unevenly opening gates) to allow pedestrian access via the driveway rather than a separate pathway.
- viii. Setbacks and front garden spaces are highly consistent within the streetscape group, featuring medium setbacks from all boundaries with one side sufficient to allow vehicular access.

### ***8.2.36.3 Specific elements***

The Stanley Street HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings but must be retained where present.

### ***8.2.36.4 Subdivision and public domain elements***

- i. Regular subdivision configuration;
- ii. Oblique alignment of Stanley Street and orientation of properties to side boundaries, creating a staggered streetscape;
- iii. Wide verges with bullnosed coping and narrow concrete footpaths;
- iv. Front setback – gardens well planted;
- v. Detached, low density character (semi-detached dwellings read as a single dwelling on first inspection);
- vi. Consistent roofscapes from viewpoints – including over the rear elevations (including intact chimneys); and



- vii. Driveways constructed of two wheel tracks with central grass strip.

#### ***8.2.36.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology;
- ii. Substantially intact group demonstrating key elements (scale, form and detailing) of the modest Californian bungalow style, including a highly cohesive group with half-gabled roof forms;
- iii. Range of fine-grained stylistic variation within a highly consistent overall built form;
- iv. Individual dwellings of highly intact original aesthetic value;
- v. Building typologies that reinforce the suburban grain:
  - a. Houses that demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing towards rear, including window size, bulk and visual prominence in view from street;
- vi. Roof forms appropriate to typology and period of construction:
  - a. Good quality roofscape views and in particular oblique streetscape views;
  - b. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - c. Intact roof forms and volumes including half-gabled single and triple variants;
  - d. Where original roof cladding has been replaced, low-glazed dark red or brown terracotta tile (not glazed dark grey/black) used; and
  - e. Original chimneys that contribute to the quality and visual interest of roofscapes;
- vii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings, roofscapes and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- viii. Building heights appropriate to architectural type;
- ix. Original detailing to elevations consistent with the simple and rustic qualities of the Californian bungalow:
  - a. Unpainted and unrendered face brickwork;
  - b. Main front door inset on side (driveway) elevation;
  - c. Porch access via door from front room to side; and
  - d. Brick columns supporting porch;
- x. Timber framed sash windows set in pairs:
  - a. Timber framed sash windows unusual for Californian bungalows;
  - b. Original Art Deco style lead lighting to windows facing street (semi-detached cottages); and
  - c. Use of appropriate colour schemes for detailing;

- xi. Fences appropriate to typology and period of construction:
  - a. Low brick fences to street elevation – constructed of finely detailed face brick with dentilation/castellation to match the house and very low and visually lightweight ribbon-pattern infill panels set within pillars approximately six courses high and two bricks wide; and
  - b. Asymmetrical metal wire gate to driveway to create a ‘pedestrian’ entry; and
- xii. Lack of car parking infrastructure forward of the building line.

### ***8.2.36.6 Applicable conservation controls***

The core period of heritage significance is 1920-1940. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Inter-War styles (in particular Californian bungalow and Art Deco); and
- Inter-War Art Deco residential flat buildings.

Additional area-specific controls:

- Nil



## 8.2.37 Inter-War Group Heritage Conservation Area – HCA 35

Section 8.2.37 of the DCP applies to the Inter-War Group Heritage Conservation Area (HCA 35) (Figure 1).

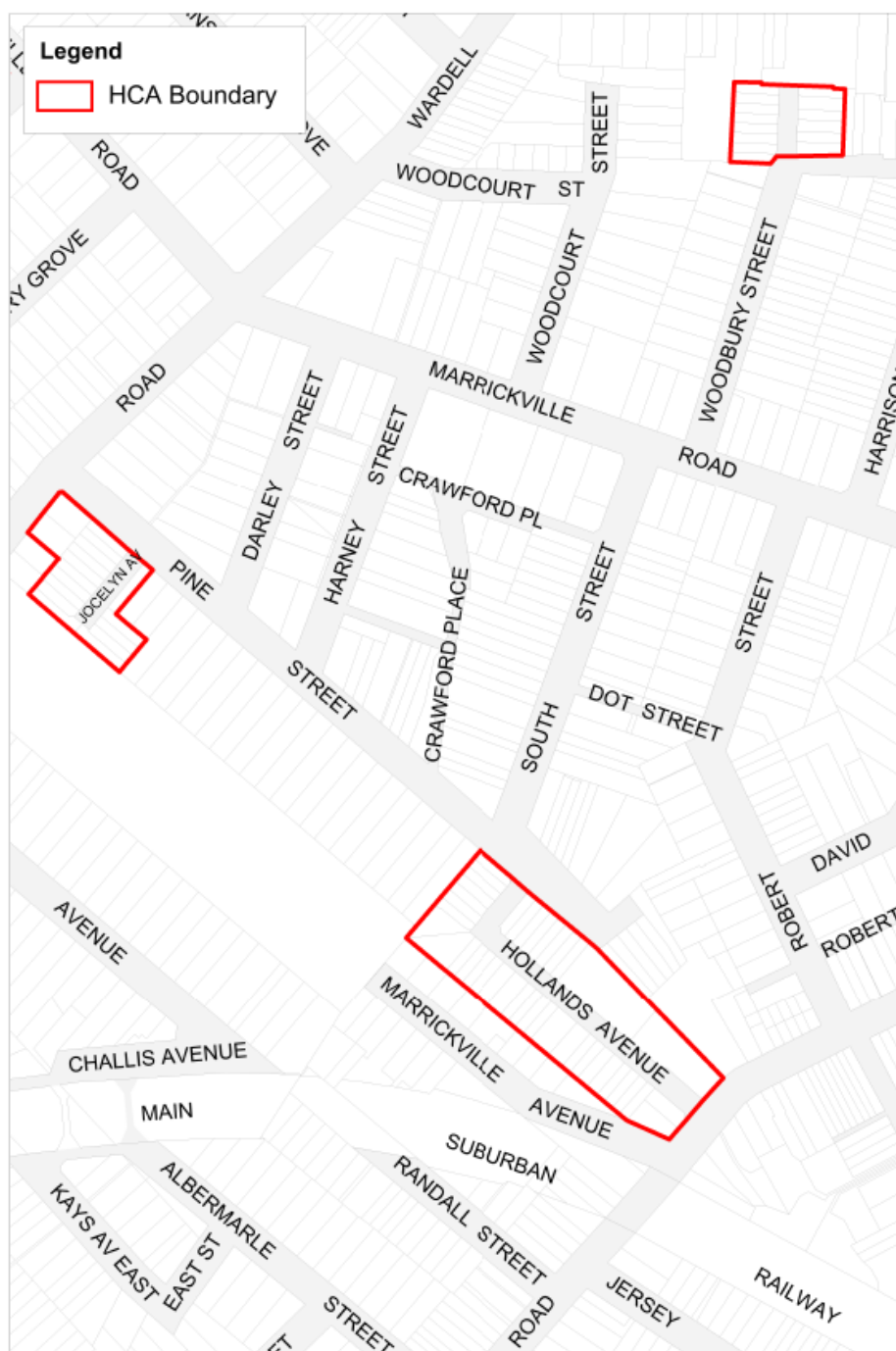


Figure 1: Inter-War Group Heritage Conservation Area – HCA 35

### 8.2.37.1 Statement of heritage significance

The Inter-War Group Heritage Conservation Area demonstrates important and rare historic and aesthetic values. The group of buildings in the HCA form highly intact and cohesive streetscapes through consistent forms, materials and detailing, reflecting their construction by a single builder between 1936 and 1943.

Each precinct within the HCA demonstrates the principles of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being created through the redevelopment of earlier holdings. The resultant built forms reflect this process of incrementally tighter urban grain and denser development within an overriding suburban development context.

The design and detailing of the groups of Inter-War semi-detached bungalows and adjacent residential flat buildings is consistent throughout the LGA. It is high in quality and includes coloured and decorative brickwork laid to create integrated textural interest in a design that is normally very simple.

The consistent single storey built scale with maximised lot coverage and minimal setbacks from all boundaries establishes an intimate aesthetic quality to the buildings. The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The Jocelyn Avenue precinct includes two Inter-War residential flat buildings in a pattern representative of that used by the Inter-War speculative builder.

### ***8.2.37.2 Summary of core heritage values and elements***

- i. Each development is sited within and responds to the constraints imposed by the re-subdivision of a larger late 19th century allotment.
- ii. Internal subdivisions of each development maximise the developable area, with a central street, minimal setbacks and small allotments.
- iii. Development is consistent in its stylistic period and architectural typology.
- iv. The HCA's aesthetic values are derived from the strong patterns created by consistent built forms and original detailing, including:
  - a. Narrow grass verges with street tree planting and narrow, centrally located concrete footpath/full width footpath;
  - b. Prominent roofscapes composed of hipped roof forms characteristic of the Inter-War period;
  - c. Minimal setbacks from all boundaries with no significant garden space or vehicular access;
  - d. Wide frontage of buildings to street and configuration of facades with side-entry doors;
  - e. Use of materials including high quality face brickwork utilising decorative monochrome and duochrome detailing to achieve textural effects to the facade; and
  - f. Low solid fencing constructed of brick to match the house with decorative brickwork detailing that adds texture to the streetscape.

### ***8.2.37.3 Specific elements***

The Inter-War Group HCAs contain many details or fine-grained elements on buildings of different styles and types that contribute to the integrity and heritage significance of the area. The elements are not found on all buildings and must be retained, where present.

### ***8.2.37.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Subdivision configuration;



- iii. Grass verges with street tree planting and narrow, centrally located footpath;
- iv. Minimal front setback - garden or soft surface; and
- v. Detached, low density character (semi-detached dwellings read as a single dwelling on first inspection).

#### ***8.2.37.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the Inter-War Art Deco bungalow typology;
- ii. Substantially intact group demonstrating key elements (scale, form and detailing) of the Inter-War stripped Art Deco and Georgian Revival bungalow;
- iii. Range of stylistic variation and detailing using manipulation of fabric (not applied details) within a highly consistent overall built form;
- iv. Individual dwellings of high aesthetic value:
  - a. High quality detailing to the front elevation using manipulation of materials such as brickwork to create subtle yet distinctive aesthetic values and qualities; and
  - b. Unpainted and unrendered face brickwork;
- v. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing occurs towards the rear – including window size, bulk and visual prominence in view from street;
- vi. Building forms appropriate to architectural type (Inter-War Art Deco cottages and semi-detached Californian and Georgian Revival bungalows);
- vii. Roof forms appropriate to typology and period of construction:
  - a. Good quality roofscape views;
  - b. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - c. Intact roof forms and volumes with almost all hipped (exceptions being Californian bungalows in Hollands Avenue);
  - d. Where original roof cladding replaced, unglazed dark terracotta tile used; and
  - e. Original chimneys contribute to the quality and visual interest of roofscapes;
- viii. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect original built form and are unobtrusive in the context of the streetscape;
- ix. Building heights appropriate to architectural type (all single storey);
- x. Timber framed casement windows set in groups (some pairs of double hung sashes):
  - a. Original Art Deco style lead lighting to windows facing the street;
  - b. Window openings appropriate for architectural type;
  - c. Timber framed windows;



- d. Paired double-hung timber sash windows; and
  - e. Use of appropriate colour schemes for detailing;
- xi. Fences appropriate to typology and period of construction:
  - a. Low brick fences to street elevation constructed of finely detailed face brick to match the house; and
- xii. General lack of car parking infrastructure forward of the building line (significant exceptions).

### ***8.2.37.6 Applicable conservation controls***

The core period of heritage significance is 1936-1943. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Inter-War Art Deco residential flat buildings.

Additional area-specific controls:

- Nil



## 8.2.38 Hoskins Park & Environs Heritage Conservation Area – HCA 36

Section 8.2.38 of the DCP applies to the Hoskins Park & Environs Heritage Conservation Area (HCA 36) (Figure 1).

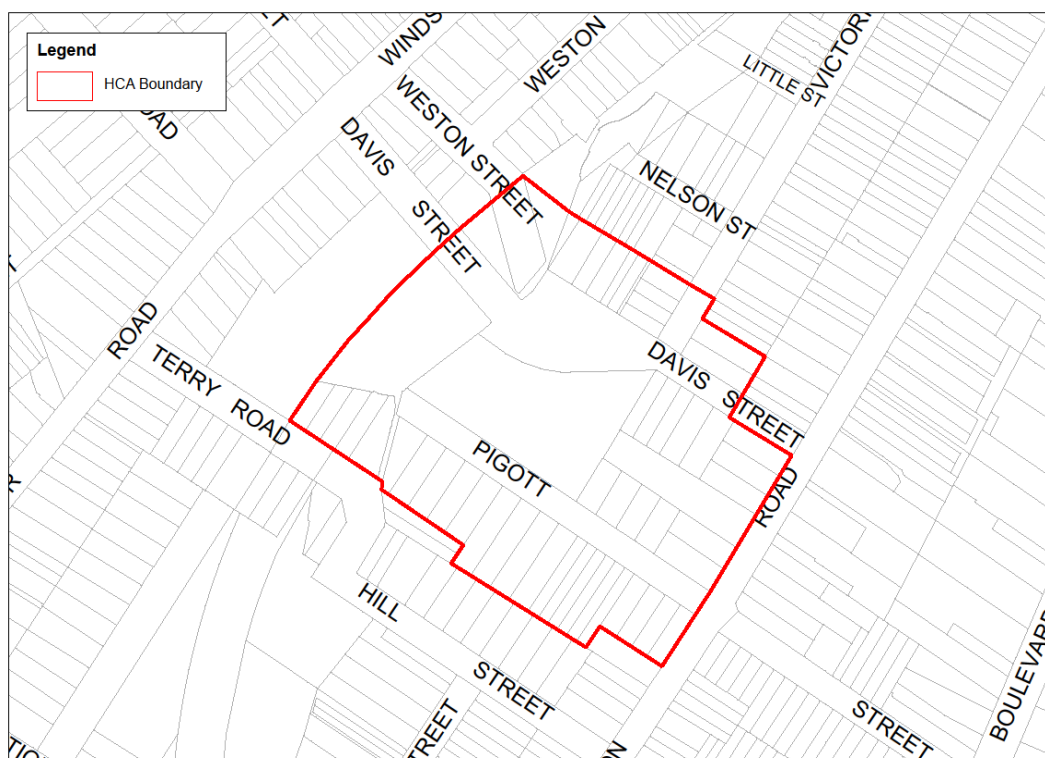


Figure 1: Hoskins Park & Environs Heritage Conservation Area – HCA 36

### 8.2.38.1 Statement of heritage significance

The area comprising the Hoskins Park & Environs Heritage Conservation Area was developed during the late nineteenth and early twentieth centuries. It is largely the result of the construction of the Wardell Road-Darling Island Railway Line and the formation of Hoskins Park which was put onto separate title in 1911. The unusual configuration of Davis Street reflects the construction of the Wardell Road-Darling Island Railway Line and provides evidence of its impacts on the physical fabric of the Marrickville local government area.

The Hoskins Park & Environs HCA is of historical significance as an area providing evidence of early twentieth century urban consolidation in Dulwich Hill, both by the provision of public parks and by the consistent residential development on Davis and Pigott Streets. The character of the Hoskins Park & Environs HCA derives from a combination of several features including site configuration and topography, mature trees and landscaping, and smaller detail elements from the 1920s, along with its important visual relationship with late nineteenth and early twentieth century housing along Davis and Pigott Streets.

The aesthetic significance of the Hoskins Park & Environs HCA is due to the physical character of Hoskins Park along with the inter-relationship of the park and residential development around it. The aesthetic quality of the HCA is reinforced by the retention of original setbacks, garden spaces and street planting along Davis and Pigott Streets. The HCA has retained the early pattern of subdivision and contains Victorian dwellings along with late Federation and Inter-War era bungalow style houses that reflect the different periods of residential development and subdivision

in the locality. Although some individual buildings have been unsympathetically modified, the overall form of most houses is intact and contributes to the character of the streetscape.

Hoskins Park is representative of the parks initiated by the Municipality of Petersham in the early part of the 20<sup>th</sup> century and shares several features with other parks from the inter-war period also managed by the Municipality of Petersham.

### ***8.2.38.2 Summary of core heritage values and elements***

- i. The principles of the growing Australian suburban ideal in the post Federation period are expressed through the HCA's patterns of subdivision, architectural form and finely grained detailing of the original Federation and Inter-War bungalows, and their relationship to Hoskins Park.
- ii. Hoskins Park & Environs HCA demonstrates the development of the local area, including the physical impacts of the Wardell Road-Darling Island goods line which impacted on the resultant shape of Hoskins Park and the resultant alignment of Davis Street.
- iii. The low density suburban character of the streetscapes surrounding Hoskins Park is due to predominantly consistent setbacks and single storey built forms.
- iv. Setbacks from the street alignment are consistent and sufficient to allow a small front garden to be planted.
- v. The residential character is demonstrated through the consistency of the bungalow typology (Federation and Inter War Californian) and predominantly modest scale Victorian cottages.
- vi. Residential development on the northern side of Davis Street is predominantly 19<sup>th</sup> century in character, though on the southern side they were constructed in the early twentieth century on residual land between Hoskins Park and Denison Street.
- vii. Houses on the northern side of Pigott Street were also constructed in the early 20<sup>th</sup> century, though those on the southern side were constructed between circa 1910 and 1935.
- viii. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials, despite some unsympathetic modifications.
- ix. High quality detailing remains to some front elevations of intact and substantially intact houses, appropriate to the period and style of dwellings.
- x. Roof forms are mostly appropriate to the typology and period of construction.
- xi. Building heights are mostly appropriate to the typology and period of construction.
- xii. Detailing and finishes are mostly appropriate to the typology and period of construction.
- xiii. Low fences are constructed of face-brick, with some rendered and painted. Several wooden picket fences also exist.
- xiv. The mature tree planting of Hoskins Park contribute to the amenity of the HCA, particularly those located on the southern edge of the park along Pigott Street.
- xv. The Hoskins Park & Environs HCA maintains a strong visual link to the former Waratah Flour Mills site, now a residential development located on the western edge of the park with the railway line separating the park from the former mill buildings.

### ***8.2.38.3 Specific elements***

The HCA contains many details or fine-grained elements on buildings of different styles and types that contribute to the HCA's integrity and heritage significance. The elements are not found on all buildings but must be retained in new development where present.

### ***8.2.38.4 Subdivision and public domain elements***

- i. Street layout, including remnant sandstone kerb and guttering;
- ii. Setbacks from the street alignment consistent and sufficient to allow a small front garden to be planted; and



- iii. Low density suburban character of streetscape due to street widths, wide verges, setbacks and predominantly single storey built forms.

#### ***8.2.38.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the consistency of the bungalow typology (Federation and Californian (Sydney) variants);
- ii. Building typologies that reinforce the suburban grain:
  - a. Houses demonstrate strong streetscape qualities through cohesiveness of built form, scale, rhythm and materials;
  - b. High quality detailing to the front elevation of intact and substantially intact houses is appropriate to the period and style of the dwelling; and
  - c. Increasing simplification of scale and detailing occurs towards rear, including window size, bulk and visual prominence in view from street;
- iii. Roof forms appropriate to typology and period of construction:
  - a. Slate roofs;
  - b. Primary plane of roofs parallel to the street (Federation);
  - c. Primary plane of roofs parallel to the side boundary with prominent multi-gable elevation to street;
  - d. Roof forms of groups or runs of buildings demonstrating consistent pitch and rhythm;
  - e. Lack of major alterations to roof form and volumes; and
  - f. Original chimneys that contribute to the quality and visual interest of roofscapes;
- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes; and
  - b. Any additions visible from the public domain of a minor scale respect the original built form and are unobtrusive in the context of the streetscape;
- v. Building heights appropriate to typology and period of construction;
- vi. Detailing and finishes appropriate to typology and period of construction:
  - a. Window openings appropriate for architectural type;
  - b. Timber framed windows;
  - c. Complex timber framed windows to main bay of front elevation (Federation);
  - d. Groups of timber casement windows to the front elevation and main room visible on side elevation (Californian/Sydney);
  - e. Paired double-hung timber sash windows (Inter-War); and
  - f. Use of appropriate colour schemes for detailing;
- vii. Fences appropriate to typology and period of construction:
  - a. Original low face-brick (not rendered or painted) walls.

#### ***8.2.38.6 Applicable conservation controls***

The core period of heritage significance is 1880-1935. Any buildings or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Residential detached and semi-detached streetscapes (Type A). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Federation styles; and
- Inter-War styles (in particular Californian bungalow).

Additional area-specific controls:

- Nil



## 8.2.39 Lackey Street & Simpson Park, St Peters Heritage Conservation Area – HCA 37

Section 8.2.39 of the DCP applies to the Lackey Street & Simpson Park, St Peters Heritage Conservation Area (HCA 37) (Figure 1).

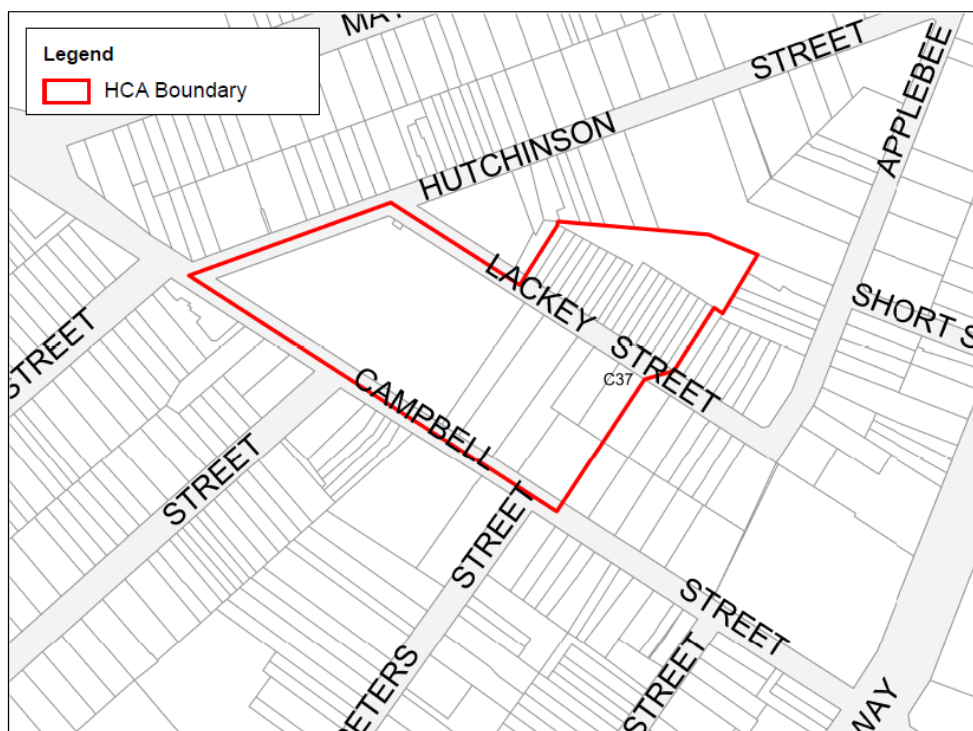


Figure 1: Lackey Street & Simpson Park, St Peters Heritage Conservation Area – HCA 37

### 8.2.39.1 Statement of heritage significance

The Lackey Street/Simpson Park, St Peters, Heritage Conservation Area is of local historical significance for its late Victorian period (1880s) subdivision pattern, which was constrained by the pattern of the earlier 1862 subdivision 'The Brompton Estate', and for its long row of terraces (19-53 Lackey Street) built 1882-1884 by local builder William Salisbury Baker as working class housing.

The Lackey Street terraces are of aesthetic significance as local representative examples of late 19th century working-class Victorian Filigree style terrace housing, of particular aesthetic interest for their open space setting at both the front and rear (with Simpson Park at the front and public open space at the rear), and as a long continuous row of identical terraces interrupted only by the access lane to the open space at the rear.

As Lackey Street is narrow, the terraces are built with verandahs and balconies to the street alignment, and the Ficus trees along the street frontage of Simpson Park overhang the street, Lackey Street presents a distinctive streetscape.

The Heritage Conservation Area is considered locally rare as an unusually long row of late 19th century terraces with open space to both front (Simpson Park) and rear. Simpson Park, created in 1924, is considered a relatively rare example of a park resulting from local community action to provide open space in a working class area in the early 20th century.

### ***8.2.39.2 Summary of core heritage values and elements***

- i. The HCA contains a visually distinctive pocket of 19th century terrace housing streetscape which represents increasingly rare local evidence of modest late 19<sup>th</sup> century speculative worker's housing development (terrace row at 19-53 Lackey Street).
- ii. Simpson Park and the public open space at the rear of the terrace row at 19-53 Lackey Street (accessed via a laneway between terraces at 35 and 37 Lackey Street) provides a rare and distinctive open space setting for the terrace housing, with the Ficus trees around the boundaries of Simpson Park demonstrating landscaping techniques in the latter half of the 20th century.
- iii. The terrace row at 19-53 Lackey Street, is an unusually long uniform terrace row within a narrow streetscape with Simpson Park opposite, providing consistent and uniform terrace facades and parapets built to the street alignment which are a prominent element in the streetscape.
- iv. The area contains remnants of an early subdivision pattern.
- v. A high proportion of original detail to the Lackey Street terraces street elevations remains.

### ***8.2.39.3 Specific elements***

The terrace row at 19-53 Lackey Street – a continuous long uniform row of late 19<sup>th</sup> century terraces – contains specific elements that contribute to the integrity of the front elevations of the row including:

- Parapet with urns.
- Terrace row built with verandahs/balconies to the street alignment.
- Cast iron palisade front fences to front verandahs.
- Cast iron lace balustrades to first floor balconies.
- Fin walls with decorative elements between terraces.
- Consistent and uniform fenestration pattern to terrace facades: Ground floor: single narrow timber-framed window, timber panelled front door with fanlight above; First floor: pair of glazed timber panelled French doors with fanlight above.
- The Ficus tree boundary planting to Simpson Park is the defining element of the Park.

### ***8.2.39.4 Subdivision and public domain elements***

- i. Street layout;
- ii. Plantings in Simpson Park, particularly Ficus tree boundary planting;
- iii. Terraces built with verandahs/balconies to the street alignment of Lackey Street;
- iv. Narrow street width of Lackey Street; and
- v. Open space at rear of terraces.

### ***8.2.39.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. Residential character demonstrated through the continuous uniform long row of Lackey Street late 19th century terrace houses built with verandahs/balconies to the street alignment.





- ii. Ficus tree plantings to Simpson Park street frontages.
- iii. Long parapet to terrace row along Lackey Street.
- iv. Intact or substantially intact built elements:
  - a. Consistency of form and detailing to Lackey Street terraces parapet to terrace row; and
  - b. Any additions visible from the street or public domain are of a minor scale, reversible or unobtrusive
- v. Consistent parapet height to terrace row in Lackey Street; and
- vi. Detailing and finishes are appropriate to the building typology and period of construction (Lackey Street terrace row).

#### **8.2.39.6 Applicable conservation controls**

The core period of significance for the terrace housing in Lackey Street is late 19th century (1880-1900).

Relevant heritage conservation area DCP section:

- Residential Type B (See Section 8.3)

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Filigree

Additional area-specific controls:

- Simpson Park must be retained as open space
- The public open space to the rear of the terraces (accessed via a laneway between terraces at 35 and 37 Lackey Street) must be retained as open space.

## 8.2.40 Camden Street & James Street, Enmore Heritage Conservation Area – HCA 38

Section 8.2.40 of the DCP applies to the Camden Street & James Street, Enmore Heritage Conservation Area (HCA 38) (Figure 1).



Figure 1: Camden Street & James Street, Enmore Heritage Conservation Area – HCA 38

### 8.2.40.1 Statement of heritage significance

The eleven property group of Victorian period dwellings at Nos. 89A-89E and No. 91 Camden Street, and Nos. 11-19 James Street, Enmore, has historical significance associated with the subdivision of the Enmore Estate and residential development in Enmore between the 1840s and 1880s. No. 91 Camden Street, a Victorian Georgian brick cottage with slate roof, dates to the earlier development phase, while the two rows of five single-storey terraces at Nos. 11-19 James Street and Nos. 89A-89E Camden Street were constructed as speculative residential development around 1880-81. John Garsed, a notorious builder and developer in Sydney in the late-nineteenth century was owner and developer of the group. Collectively, the eleven Victorian properties of cottage and row houses, set within narrow streets and laneways, retain the form, features and characteristics of modest housing types in Enmore in the second half of the 19<sup>th</sup> century.

The group has an unusual streetscape quality that reflects the subdivision phases. The residential group conserves its cultural significance as a group of modest dwellings within a small conservation area.



### **8.2.40.2 Summary of core heritage values and elements**

- i. The area forms part of the Village of Enmore Estate subdivided as lots dating from the 1840s.
- ii. The group of residential buildings provides a chronology of subdivision patterns in the Village of Enmore Estate, and residential typologies that evolved in the suburb of Enmore throughout the second half of the 19<sup>th</sup> century to provide for a greater density of living as the population of inner Sydney suburbs increased.
- iii. All buildings in the group have association with John Garsed, a notorious builder and developer living in Sydney in the second half of the 19<sup>th</sup> century.
- iv. The two rows of Victorian single storey attached cottages (Nos. 89A-89E Camden Street and 11-19 James Street) are good examples of Victorian style row houses built in the 1880s to accommodate the expanding population of Enmore.
- v. Generally, original fabric and features of the principal elevations of the terrace rows have been maintained.
- vi. The single-storey freestanding Victorian Georgian cottage (No. 91 Camden Street) has retained much of its original fabric and character of its style and demonstrates the distinctive aesthetic attributes of the Victorian Georgian form and composition.

### **8.2.40.3 Specific elements**

No. 91 Camden Street – a single-storey, freestanding Victorian Georgian cottage contains specific elements that contribute to the integrity of the group including:

- Hipped slate roof
- Timber-framed, double-hung sash windows

Nos. 89A-89E Camden Street

- Hipped roofs with intact rendered chimneys
- Small front gardens contained within their setbacks
- Timber framed double-hung sash windows
- Original form and character

Nos. 11-19 James Street

- Hipped roofs
- Some intact brick chimneys with terracotta pots
- Double-hung sash windows
- Original form and character

### **8.2.40.4 Subdivision and public domain elements**

- i. The site layout of the terrace group at Nos. 89A-89E Camden Street, together with its right of way leading to the rear of No. 91 Camden Street, is unusual within the local area and has unique streetscape quality associated with speculative development in the Victorian era.
- ii. The group of residential buildings provides a chronology of subdivision patterns in the Village of Enmore Estate and the residential typologies that evolved in the suburb of Enmore throughout the second half of the nineteenth century to provide for a greater density of living as the population of the inner Sydney suburbs increased.

### ***8.2.40.5 Elements that contribute to the consistency of the streetscape (visible from the public domain)***

- i. High urban density, narrow streets and frequency of attached buildings that creates an enclosed, intimate streetscape quality;
- ii. Minimal setbacks from the street alignment consistent within building groups and visual catchments;
- iii. Building typologies that reinforce the tight urban grain;
- iv. Roof forms appropriate to typology and period of construction:
  - a. Detailing and finishes appropriate to typology and period of construction;
  - b. Window openings appropriate for architectural type; and
  - c. Timber framed windows.

### ***8.2.40.6 Applicable conservation controls***

The core period of heritage significance is 1840-1880s. Any buildings, archaeological evidence or significant elements of the fabric from this or any earlier period must be retained and maintained.

Relevant heritage conservation area DCP section:

- Mixed residential streetscapes (Type B). See Section 8.3.

Primary relevant historic architectural style. See Section 8.5 (note: other styles will exist for some buildings in the area):

- Victorian Italianate/Victorian Filigree.

### 8.3 Controls for residential Heritage Conservation Areas

The following sections provide more specific controls for areas based on their principal built character. While areas are included for their identifiable heritage values there is considerable variation across some areas in building styles, periods and levels of intactness.

#### 8.3.1 Defining the residential HCAs

There are two types of residential HCAs.

**TYPE A Residential detached and semi-detached HCAs** where detached and semi-detached housing is predominant and terrace housing is either absent or rare.

This includes:

- HCA 1 The Abergeldie Estate
- HCA 8 Cardigan Street
- HCA 14 Llewellyn Estate
- HCA 19 Norwood Park Estate
- HCA 20 Audley Street South (Bayswater Estate)
- HCA 21 Rathlin Estate
- HCA 23 Jarvie Avenue
- HCA 24 Porter's Brickworks Estate
- HCA 27 Hordern Avenue
- HCA 29 South Dulwich Hill
- HCA 31 David Street
- HCA 32 Collins Street
- HCA 33 Wells Avenue
- HCA 34 Stanley Street
- HCA 35 Inter-War Group
- HCA 36 Hoskins Park & Environs

**TYPE B Mixed residential HCAs** where there is a mix of terrace housing, detached and semi-detached housing. This includes:

- HCA 3 Petersham North
- HCA 4 Railway Street (Petersham)
- HCA 6 Annandale Farm
- HCA 7 Kingston West
- HCA 9 Hopetoun-Roberts-Federation Streets
- HCA 10 Camperdown Park
- HCA 11 North Kingston Estate
- HCA 12 Enmore-Newtown
- HCA 13 Enmore House Estate
- HCA 15 Holmwood Estate
- HCA 16 Goodsell Estate
- HCA 17 Kingston South
- HCA 18 Petersham South (Norwood Estate)
- HCA 22 Morgan Street
- HCA 26 Lewisham Estate
- HCA 37 Lackey Street & Simpson Park, St Peters
- HCA 38 Camden Street & James Street, Enmore

The DCP controls can conserve heritage significance by encouraging new works to respect that significance. This is achieved by:

- i. Protecting elements that contribute to heritage significance;
- ii. Minimising or, where possible, reversing the impact of existing non-contributory elements; and
- iii. Preventing new works that will adversely affect or compromise heritage significance.

The DCP focuses on the management of streetscape changes and major additions to the rear of properties that may adversely affect the cumulative significance of a group of buildings or a particular significant streetscape.

The streetscape is defined as:

- **Street attributes** being the combination of elements within a street which create the urban form of that street. It includes such elements as building forms and styles, landscaping, street furniture and pavements; and
- **Properties** adjoining and adjacent on either side of the subject site, fronting the same street, and the corresponding range of properties opposite. In most instances it is appropriate to consider up to ten allotments on either side of the subject site.

In effect, properties located in the immediate vicinity of the subject site form part of the streetscape context.

Minor additions not visible from the street are not subject to special heritage controls, nor are internal alterations (unless on a heritage item).

The DCP applies to each HCA; however, where relevant, an additional sub-control relevant only to a particular style or area is included and identified as applying to a specific area type. In this regard, the common controls apply to any development in all the HCAs with additional controls provided for the different types (A and B) and/or area specific requirements.

Information sheets about the main characteristics of each style of building likely to be found in the HCAs are in Section 8.5 and ideas for extensions likely to be appropriate to that building style can be found in the residential period housing design guide in Part 4 of this DCP.

### 8.3.2 Residential HCA controls

This section lists the characteristics and controls for the residential HCAs. These need to be read in conjunction with the specific relevant HCA in Section 8.2 and its Statement of Heritage Significance which incorporates the elements that contribute to the consistency of the streetscape. The information in Section 8.2 supports the controls in this section and will be considered by Council in assessing a development application.

#### Controls common to all residential HCAs

- C1** New development must be consistent with the recorded elements that contribute to the consistency of the streetscape in HCAs (refer to the relevant HCA sheet in Section 8.2).

##### *8.3.2.1 Public domain elements*

**General characteristics of the significant period of development**

- i. Street tree plantings in roadway and on verges (Brush Box or Ficus); and



- ii. Solid sandstone blocks to kerbs.

#### **Residential Type A characteristics**

- i. Brick paving to footpaths laid in the Depression using dark red-brown face bricks;
- ii. Bull-nosed brick paving to kerbs; and
- iii. Grass verges.

#### **Residential Type B characteristics**

- i. Street names inlaid in footpaths using red cement (in the former Petersham LGA);
- ii. Formal public parks;
- iii. Brick paving to footpaths laid in the Depression using dark red-brown face bricks; and
- iv. Concrete footpaths.

#### **Controls common to all residential HCAs**

- C2** Disturbance to paving, planting or kerbing for the provision of services must be minimised.
- C3** Existing sandstone and brick kerbing, guttering or drainage must be maintained or repaired in preference to replacement. Sandstone kerb blocks or brick footpaths must not be removed to provide concrete vehicular cross-overs.
- C4** Any dislodged bricks must be re-laid promptly and neatly by a qualified paver/bricklayer.

#### **Additional Controls for Residential Type A**

- Nil

#### **Additional Controls for Residential Type B**

- C5** Concrete panels with inlaid street names must be retained in-situ for a distance of at least 500mm from the lettering.
- C6** Brick paving must be maintained and weeded to ensure bricks are not dislodged by growth.

#### **Area-specific additional requirements**

- Nil

#### **Encouraged**

- i. Proactive planting to ensure long term viability of avenue plantings; and
- ii. Ongoing health and viability of individual trees by providing adequate space for trunk growth and water penetration to roots.

#### **8.3.2.2 Subdivision**

##### **General characteristics of the significant period of development**

- i. Street layouts reflect the historical development of the HCA and are generally regular;
- ii. Consistent lot sizes and proportions; and
- iii. Lots oriented at 90 degrees to the street (narrow side to street frontage).

#### **Controls common to all residential HCAs**

- C7** Existing street layouts must be retained.



- C8** New lots must be oriented at 90 degrees to the street alignment with the narrow side to the street.
- C9** Any re-subdivision must be consistent with the traditional pattern in the area.
- C10** Site amalgamation and/or interrupting the visual rhythms of the streetscape by building over former boundary alignments are not supported.

### Area-specific additional requirements

- C11** HCA 14 Llewellyn Estate: Oblique lot configuration near intersections must be retained.
- C12** HCA 31 David Street: The original long, narrow lots must not be re-subdivided.
- C13** HCA 17 Kingston South: Surviving un-subdivided lots from Deposited Plan 1 made under the Torrens Title System must not be subdivided.

### 8.3.2.3 Building setbacks

**NB** See also *Car parking* in this section of the DCP.

#### General characteristics of the significant period of development

- Nil

#### Residential Type A characteristics

- i. Consistent setbacks to frontages within groups of similar houses in streets;
- ii. Strong roofscape rhythms due in part to consistent setbacks from front and side boundaries within a group;
- iii. Houses generally placed asymmetrically on lots to allow space on one side for a side driveway giving access to the rear of the property (often to a rear garage) and on the other an access path; and
- iv. Setbacks provide for front garden space.

#### Residential Type B characteristics

- i. Consistent setbacks within groups and runs of terraces and dwellings in the streetscapes within a limited range;
- ii. Strong roofscape patterns due to attached/terraced built forms with no side setbacks;
- iii. Detached dwellings and buildings placed symmetrically on their lot;
- iv. Setback spaces allow a small front garden space to some properties; and
- v. Access to off-street parking provided via rear lanes.

### Controls common to all residential HCAs

- C14** Original front building setbacks must be retained from front boundaries and to side boundaries.
- C15** New construction including carports and garages must not be built between the original building line and the street boundary.
- C16** Driveway-width setbacks beside the house must not be built over unless there is no pattern of side setbacks within the street group or where rear lane access is available for vehicles to the back garden. Extensions over existing driveways must not be used to justify the erection of garages or carports on driveway setbacks adjacent to buildings.



### Additional controls for Residential Type A

- Nil

### Additional controls for Residential Type B

**C17** Existing patterns of building setback must be retained and matched by any new development within the group or terrace.

**C18** All vehicular access must be provided from rear lanes.

**NB** *Requests for vehicular access from the principal street are unlikely to be permitted due to the overriding streetscape elements of the HCA. (See Section 8.2 for a description of the elements that contribute to the consistency of the streetscape and its heritage significance).*

### Area-specific additional requirements

- Nil

### Encouraged

- Planting of front garden spaces using traditional species from the early 20th century, including camellias, azaleas and hydrangeas; and
- Driveways of twin concrete wheel tracks with a central grass strip.

#### 8.3.2.4 Building heights

##### General characteristics of the significant period of development

- Nil

##### Residential Type A characteristics

- Single storey dwellings without attic forms.

##### Residential Type B characteristics

- Prevailing height of original dwellings is one to two storeys.
- Some examples of original three storey terraces and dwellings can be found.
- Habitable attic rooms with dormers or other windows to the front plane of roofs are not common.

### Controls common to all residential HCAs

**C19** New development (including extensions to the rear) that will be visible from the street must be no higher than the existing roof form or height of the building and must not overwhelm the existing built form.

**C20** Terraces, decks, staircases or other elements must not be accessible from roof or attic spaces.

### Area-specific additional requirements

- Nil

### Encouraged

- Nil

#### 8.3.2.5 Building form

The following sections cover the form and detailing of new work in HCAs. If there is no specific reference to a special control this section applies to all styles of house in the HCA.

A design guide for period houses is provided in Sections 4.1.9 - 4.1.22 of this DCP for dwelling houses on different sized lots. Applicants must consider the design approaches and the principles established in that section to assist in designing alterations and additions. However, in the event of an inconsistency, this section prevails.

### General characteristics of the significant period of development

- i. Building forms are characteristic of their individual architectural style.
- ii. Most buildings are modest and based on standardised floor plans.
- iii. The scale and level of detailing decreases towards the rear of properties. Windows to side elevations also reduce in scale (but retain proportions) behind the main rooms (which can be in the middle of the main house) and towards the rear of properties.
- iv. Most houses were originally built with an open front verandah or porch (depending on style). Many front porches have been enclosed mainly by lightweight materials, usually with the original form still able to be appreciated.
- v. Buildings are essentially rectangular or L shaped with early extensions at the rear taking a typical form of full width sunrooms under a skillion or a series of rooms set behind each other at one side. More recent extensions to the rear often have a large family/kitchen room used as the main living space with access to rear garden areas.
- vi. Extensions to the front of houses, other than to enclose a verandah or porch, are rare, leading to a high degree of consistency to most streetscapes in the HCAs.

### Residential Type A characteristics

- i. The traditional configuration of rooms either side of a central hallway is common, often with one room being pushed forward under a gabled roof with an adjacent porch or verandah across the remainder of the front elevation.
- ii. Particularly common in Inter-War houses is a side main entry door, with internal access only to front porches. This is also seen in some other housing styles.

### Residential Type B characteristics

- i. Almost all dwelling types were built originally with an open front verandah, balcony or porch (depending on style).

### Controls common to all residential HCAs

- C21** Extensions and alterations visible from the street must be consistent with the overall massing and form of the property (refer to the specific style sheets) and must not dominate the existing building form.

### Area-specific additional requirements

- Nil

### Encouraged

- i. The plan form of additions to the rear of buildings to relate to the traditional pattern of development of the house.

#### **8.3.2.6 Roof form**

### General characteristics of the significant period of development

- i. Visually prominent roof forms in the streetscape are key to maintaining the heritage values of each HCA;



- ii. Original chimneys contribute to the quality and visual interest of roofscapes from the first half of the 20th century; and
- iii. No areas characterised by original roof windows (dormers, skillion or any other form).

#### **Residential Type A characteristics**

- i. Many areas contain significant groups, runs and sets of houses built to identical patterns that result in consistent forms of roofscape that contribute to the distinctive streetscape values of those areas. Even when not identical in form, the majority of houses have roof forms typical of their style and this consistency of form, scale and setbacks results in highly cohesive and visually distinctive roofscapes.
- ii. The orientation of the main roof planes is an important element in each streetscape and relates to the architectural style of the house. Federation roofs are characterised by a prominent plane facing the street often with decorative gables over a projecting room. Californian bungalow roofs are characterised by multiple gables and often roof planes oriented to side boundaries. Other Inter-War styles feature lower pitched and hipped roofs. Refer to the style sheets for more details in Section 8.5 of this DCP.
- iii. Original roofing materials in residential detached and semi-detached areas include slate in many of the highest quality houses although dark red or dark brown semi-glazed terracotta in the Marseilles pattern is more common. Some properties demonstrate high quality and finely worked terracotta ridge capping to slate roofs. Rolled (corrugated) iron was not applied to visible elevations in Marrickville LGA's residential detached and semi-detached HCAs, although it was used almost universally to skillion roofs over the utility areas and sometimes on the rear-facing roof plane.

#### **Residential Type B characteristics**

- i. Even when not identical the majority of buildings have roof forms typical of their period and this consistency of form, scale and setbacks has resulted in a highly cohesive and visually distinctive roofscape in most areas.
- ii. The orientation of the main roof planes is an important element in the streetscape and varies in accordance with the architectural style of the property. Nineteenth century roofs are usually gabled or hipped and oriented with their main ridge parallel to the road alignment. Some 19th century roofs consist of a skillion roof behind a parapeted front facade. Victorian Italianate and Federation roofs are characterised by a prominent plane facing the street and a decorative bay or gable to the protruding room, whereas Californian bungalow roofs are identified by their multiple gables and lack of roof planes facing the street. Other Inter-War styles have lower pitched and hipped roofs. Refer to the style sheets for more details in Section 8.5 of this DCP.
- iii. The most prevalent roof form in these HCAs is the simple gable of the terraced house. Those roofs are highly consistent within a small range and establish a strong streetscape pattern due to their form reflecting the regularly divided terrace bays, regular punctuation by firewalls and chimneys and constancy of pitch and height. Their aesthetic qualities are enhanced by their close response to the local topography as the terraces step to follow the slope of the landscape.
- iv. Original roof forms are significantly simpler in their scale and form towards the rear of the property. Nineteenth century houses and terraces are characterised by skillion or hipped roofs above the rear rooms, with the more complex 20th century bungalow roofs being a simple hip towards the rear with the original utility rooms such as kitchen, laundry and original porch/sleepout under a simple corrugated iron skillion roof.

- v. In some areas, such as the North Kingston Estate, the roofs of many properties have been altered, often with adverse impact on the quality of the streetscape.
- vi. Original roofing materials include slate to many of the highest quality houses and terraces, with rolled corrugated iron common to the more modest 19th century terraces and cottages. Dark red or dark brown semi-glazed terracotta roof tiles in the Marseilles pattern is common to 20th century houses and terraces.
- vii. Some properties demonstrate high quality and finely worked terracotta ridge capping to slate roofs.
- viii. Original dormers are not common, but where found are narrow in their proportions, with simple roof form and weatherboard side boards laid parallel to the roof plane.
- ix. Rolled corrugated iron was used almost universally for verandah and balcony roofs in the Victorian and early Federation period and for skillion roofs over the utility areas and sometimes on the rear facing roof plane for all periods.
- x. A high proportion of roofs have been re-clad. The presence of original roof materials, especially slate, is rare and adds significantly to the integrity and aesthetic qualities of the property and streetscape.

### Controls common to all residential HCAs

- C22** Existing original roof forms (and, where possible, materials) must be retained to the front elevation and for the length of the main roof to the side elevations.
- C23** If replacement of roof covering is required the new roof covering must match that of the original roof, if known. If the house is part of an identical pattern group and other houses have retained their original roof, this must be matched. Where the original covering is not known or unavailable the new roof must be dark red-brown semi-glazed Marseilles pattern tiles.
- C24** Existing chimneys must be retained (even if the fireplace has been removed).
- C25** Elements such as decorative finials or gargoyles must not be added unless matching a known earlier element.
- C26** Solar panels must not be fitted to the front roof plane and if on the side elevation must be towards the rear of the property and not be visible from the street frontage.

### Additional controls for Residential Type A

- Nil

### Additional controls for Residential Type B

- C27** Exposed party or firewalls between terraces must be retained (or reinstated if missing).
- C28** The scale and form of dormers must comply with Section 4.1.8 (Dormer windows) of this DCP.
- C29** The number of dormers to the rear of Victorian period terraces and Victorian period cottages is limited to one per roof plane for roofs of 6 metres width or less (measured from the inside of the firewall) and two per plane for roofs of greater width than this.
- C30** Arched profile roofs must not be used for dormers unless the ground floor windows have arched headers or there is fabric or documentary evidence of an original arched form.



- C31** Dormers must be well proportioned but detailed simply and not include finials or other decorative elements unless based on fabric or documentary evidence.
- C32** The reinstatement of a dormer located on a terrace within a row containing original dormers must match the existing scale, proportions, positioning, materials and detailing of the original dormers.
- C33** Dormers must be positioned to minimise interruption of skyline views of chimneys and other original roof features when viewed from the street.
- C34** Flat cement or imitation slate tiles and unglazed orange terracotta tiles are not consistent with the aesthetic heritage values of the Marrickville LGA's HCAs and must not be used.

### Area-specific additional requirements

- C35** HCA 29 South Dulwich Hill: The form of the characteristic roofs must be retained in any new development.

### Encouraged

- i. The retention of original roof materials and detailing where feasible; and
- ii. If attic spaces are proposed, in-plane skylights to rear elevations.

#### **8.3.2.7 Building facades**

##### General characteristics

- Nil

##### Residential Type A characteristics

- i. The consistency of facade scales, proportion, materials and detailing contributes strongly to the cohesiveness of the streetscape and its aesthetic value in the residential detached and semi-detached HCAs.

##### Residential Type B characteristics

- i. The facades of terraces and Victorian houses are characterised by their highly structured and geometric street elevation.
- ii. The proportions are highly consistent for each style of housing in the LGA, and identical when the house is part of a group. This consistency is apparent even when a streetscape contains a range of forms and building scales due to the disciplined approach to the design of buildings in the 19th and early 20th centuries. The consistency of facade scales, proportions, materials and detailing in each HCA contributes strongly to the cohesiveness of the streetscape and its aesthetic value.

### Controls common to all residential HCAs

- C36** The original scale, proportion, materials and detailing of street facades must be retained.

### Area-specific additional requirements

- Nil

#### **8.3.2.8 Verandahs and porches**

##### General characteristics

- i. Verandahs and porches are a key feature of residential facades in the Marrickville LGA. They provide shade and are a transitional space between the public and private domain. They are also important to the visual quality of the streetscape through the rhythms created by their regular spacing and depth.
- ii. Each architectural style is characterised by different verandah designs and detailing. Refer to the style sheets for details in Section 8.5 of this DCP.
- iii. Many verandahs or porches have been progressively infilled.

### Controls common to all residential HCAs

- C37** Original verandahs and porches to the front and visible side elevations must be retained.
- C38** Enclosure to front verandahs and porches will only be considered where the property is located on a main road and the enclosure is consistent with the style of the building.
- C39** Verandahs must not be enclosed by security grilles.
- C40** Original window awnings and hoods must be retained to their original detail.

### Area-specific additional requirements

- Nil

#### *8.3.2.9 Windows and doors*

##### General characteristics

- i. Front doors were traditionally provided to the main elevation in most houses although some HCAs (Wells Avenue, Stanley Street and Inter-War Group) are characterised by side entries.
- ii. The appearance of windows is one of the most distinctive elements of each architectural style and there is considerable variety between styles in patterns of fenestration. Refer to style sheets for details in Section 8.5 of this DCP.
- iii. Original windows are usually timber framed.
- iv. Few houses in the LGA had decorative leadlight glazing to windows although there are some notable examples. Small panes of coloured glass with larger panes of clear glass were common.
- v. Original awnings and window hoods are an important detail to many houses, particularly from the Federation period providing visual interest and shade. They contribute to the aesthetic quality of streetscapes.

### Controls common to all residential HCAs

- C41** Front doors must be retained in their original position.
- C42** New windows to visible facades must be appropriate in form and material for the style of the house (based on original fabric or photographic evidence or on the evidence of original houses of the same style in the streetscape).
- C43** The size and location of existing original window openings to the principal facade must not be altered.
- C44** If sound amelioration is required, any double glazing must be applied to the internal face of windows.

### Area-specific additional requirements

- Nil





### 8.3.2.10 Facade materials

#### General characteristics

- i. Federation houses were built mostly of dark red brick although other colours can be found. The use of darker bricks to create bands or other decorative effects was popular. Tuck-pointing was relatively uncommon, although it is still found in places. As the style moved towards the Inter-War, other colours such as dark brown, liver and blue-black (manganese) bricks became common. Roughcast render was sometimes used above eyeline. The Art Deco period saw the introduction of further colours, including red-yellow and red-green which were used as feature bricks. Texture was introduced in the Art Deco period through the use of different brick finishes and glazing levels laid to create a pattern in the facade.
- ii. Sandstone is rare as a facade material, with the notable exception of the Collins Street HCA 32. If used, it was usually rock faced.
- iii. Common bricks were often used to side and rear elevations.
- iv. Houses built in the early 20th century were built of face brick and not rendered. Rendering and/or painting those walls has in recent years become a fashionable alteration which has serious implications for the long term survival of the fabric as well as creating potentially expensive maintenance obligations for owners. Both render and paint can be difficult or impossible to remove from bricks without causing permanent damage. Coating bricks in cement mortar or plastic-based products prevents the brickwork breathing, causing damp to rise up the wall, decay to the bricks and eventual failure. Painted surfaces require regular re-painting and washing to keep clean. Painted and rendered walls attract graffiti.
- v. Colour schemes to timber and other facade elements are an ephemeral element in the streetscape (except where face brick has been painted or rendered). Most houses in the LGA have used traditional early 20th century colour schemes which contribute to a harmonious streetscape quality.

#### Residential Type A characteristics

- Nil

#### Residential Type B characteristics

- i. Surviving 19th century construction in the Mixed Streetscapes HCAs is predominantly solid brick or stone. Few timber buildings have survived (although some can be found in Petersham, Newtown-Camperdown and Enmore). Most brickwork and some stonework was rendered in lime mortar and painted.

#### Controls common to all residential HCAs

- |            |  |
|------------|--|
| <b>C45</b> | Original unpainted brick or stone facades visible from the street must not be rendered, coated or painted.   |
| <b>C46</b> | Original render must not be removed. If repair or replacement is necessary it must be achieved using lime mortar or matching traditional materials and techniques.   |
| <b>C47</b> | New materials to principal facades must be compatible with the colour, texture, finishes and proportions of the existing materials of the property and the materials of original properties within a matching group. |
| <b>C48</b> | Common bricks must be used on side elevations unless the existing front door is situated on that elevation, when face bricks to match any original face bricks must be used.   |

- C49** Colour schemes to visible elevations (including from rear lanes) must be appropriate to the architectural style and period of the house and based on historical evidence if available.

### Additional controls for Residential Type A

- Nil

### Additional controls for Residential Type B

- C50** Surviving 19th century timber buildings must be conserved and retained.
- C51** Rendered and painted finish to 19th century facades must be retained or repaired.
- C52** Original painted signs on walls must not be painted over or damaged.

### Area-specific additional requirements

- Nil

#### **8.3.2.11 Security**

##### General characteristics

- Many houses have visible security devices such as window and door meshes, grilles and bars. These can be intrusive in the streetscape particularly if painted in a light colour and/or of an opacity which prevents the window or door behind being seen.
- Enclosure of verandahs by bars or mesh has an adverse impact on the aesthetic value of the streetscape.
- High walls and security fences are rare in front of the building line which has helped to retain the integrity of many streetscapes.

### Controls common to all residential HCAs

- C53** Security bars to visible elevations must be painted a dark, non-reflective colour.
- C54** Security mesh must not be used to visible elevations.
- C55** Security roller shutters must not be used to visible elevations.

### Area-specific additional requirements

- Nil

### Encouraged

- The reconstruction of altered or removed original features and elements to principal facades;
- Removal of intrusive changes such as window bars, infilling to verandahs;
- Existing rendered or painted facades visible from the street are to be painted a dark, neutral colour in low gloss paint; and
- Use of clear security films affixed to internal face of glazing in preference to security bars.

#### **8.3.2.12 Fences**

Fences can complement traditional houses and provide a unifying element in the streetscape. General DCP controls relating to fences are also in Section 2.11 of this DCP.



### General characteristics of the significant period of development

- i. Original fences were Iron Palisade; brick with worked iron panels or low walls of face brick to match the houses. Other styles of fences, including picket fences, were rare. Side fences in front of the building line were usually of the same materials and height as the front fence.
- ii. High fences and walls were not part of the original fabric of the Marrickville LGA.
- iii. Fences behind the front building line were generally 6ft (approximately 1800mm) high timber paling.
- iv. Earlier Federation houses were built with Iron Palisade fences, often with both a formal pedestrian entry close to the centre of the lot and a tradesman's gate adjacent to the side boundary for deliveries. Later Federation houses also provided for vehicular width gates although car ownership was still rare at that time.

### Residential Type A characteristics

- i. Driveway gates became more common in the Marrickville LGA with the construction of low density development and the rising popularity of the private cars. They were often asymmetrically split to provide a pedestrian-width gate within the wider opening.

### Residential Type B characteristics

- i. Walls extending between the gutter line and fence height were common to separate and provide privacy between terraces. They were often finished on the diagonal or ogee-profiled.
- ii. Side fences in front of the building line were usually of the same materials and height as the front fence.
- iii. Driveway gates allowed access from the private open space at the rear of the property although most have now been replaced by roller shutters.

### Controls common to all residential HCAs

- |            |  |
|------------|--|
| <b>C56</b> | Original fences and gates must be retained and repaired. The height of original fences must not be altered.  |
| <b>C57</b> | Where the property is one of a group of houses that otherwise feature original fences, a new fence must match the original design, including height, spacing of bars/elements, density/transparency and materials in accordance with the relevant type. See Section 2.11 of this DCP on Fencing. |
| <b>C58</b> | For new infill development where there is otherwise adjoining consistent fencing, the overall style of the fence must relate to the adjacent fencing; however, details are to be simple and contemporary.  |
| <b>C59</b> | Any other new fence forward of the building line must be appropriate to the architectural style and period of construction of the house with regard to the scale and form of adjoining fences.   |
| <b>C60</b> | Iron Palisade fences must be set into individual sockets in the base and not set above on a base-plate.  |
| <b>C61</b> | Swimming pool style safety fences and sheet metal fences must not be used where visible from the street.   |
| <b>C62</b> | Brick or sandstone fences must not be rendered or painted.   |

### Area-specific additional requirements

- Nil

### Encouraged

- i. The use of unpainted or stained timber paling fences behind the building line; and
- ii. The removal of unsympathetic fences and construction of fences to match original fences in a streetscape.

#### **8.3.2.13 Car parking**

Cars are a part of the residential detached and semi-detached landscape and need to be planned for in development. Many Federation subdivisions provided space for the car by offsetting the house on the lot to allow a car to access the rear garden. By the Inter-War period this practice was common. Refer to Section 8.3.2.3 (Building Setbacks) in this DCP for additional controls on car access and structures.

#### **General characteristics of the significant period of development**

- Nil

#### **Residential Type A characteristics**

- i. Early Federation development did not always provide access to the rear of the property from the main street elevation. In some areas access was still provided via a network of rear lanes.
- ii. In some areas where houses are centrally located and no lanes are provided, car access has been provided by the removal of dividing fences between properties (for example, in HCA 20 Audley Street South (Bayswater Estate)).
- iii. Later Federation and Inter-War development commonly limited the width of houses and offset them on their lots to provide a side driveway to a garage at the rear of the property.
- iv. Driveways were predominantly constructed of two wheel tracks with a central grass strip that minimises water run-off from the driveway and reduces the impact of the drive on the aesthetic quality of the streetscape.

#### **Residential Type B characteristics**

- i. Off-street access to private property is available primarily from the network of rear lanes in those areas.
- ii. Off-street car parking to the main, or street, elevation of 19th century properties is limited to the very substantial, generally freestanding, Victorian villas or in the few locations where the facade is set far enough back to allow a vehicle to access the space. Where the latter situation has occurred the streetscape quality is significantly reduced.
- iii. Later Federation and Inter-War development commonly limited the width of houses and sometimes offset them on their lots to provide a side driveway to a garage at the rear of the property.

### Controls common to all residential HCAs

- |            |   |
|------------|---|
| <b>C63</b> | Access to the rear garden area via existing driveways or rear laneways must be retained.  |
| <b>C64</b> | No structures associated with car parking or similar (for example, boat, caravan or trailer parking) must be built forward of the rear building line on an existing driveway. |
| <b>C65</b> | Additional hardstand areas for vehicles must not be provided in front garden areas.   |
| <b>C66</b> | Finishes to new or refurbished driveways must match original driveway finishes or are to be simple grey concrete. Bright white, painted,                                      |



coloured, terracotta pavers or aggregate surfaces or patterned concrete must not be used.

### **Additional controls for Residential Type A**

- Nil

### **Additional controls for Residential Type B**

**C67** No new driveway cross-overs must be constructed except to rear lanes.

### **Area-specific additional requirements**

**C68** HCA 20 – Audley Street South (Bayswater Estate): The removal of side fences to provide access between properties to the rear garden areas is an established practice that could continue to provide access.

### **Encouraged**

#### **Residential Type A**

- Laying of real bricks as paving rather than bright white concrete;
- Driveways constructed of two wheel tracks with grass or other planting between the tracks; and
- Retention of rear garages.

#### **Residential Type B**

- Car parking located at the rear of the property is visually recessive and accessed from the rear lane network.

## 8.4 Controls for retail streetscapes in Heritage Conservation Areas

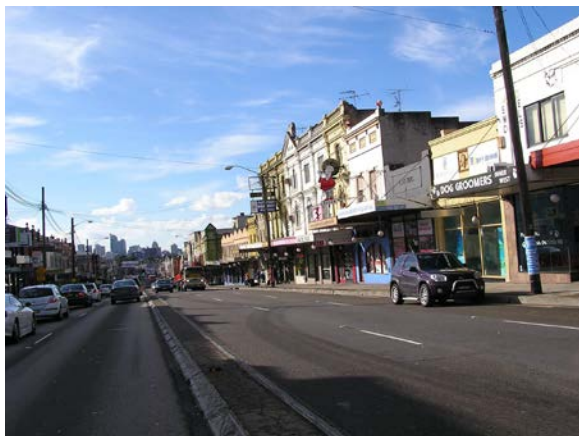


Figure 1. Examples of buildings within Marrickville's Retail Streetscape HCAs

**Retail streetscapes** are streetscapes of traditional retail shop buildings, usually built to the street alignment (with no setback) and generally of two storeys, with retail spaces, shopfronts and awnings to the ground floor, and traditionally residences to the first floor (often converted to either office space or storage).

There are four commercial HCAs (refer to Section 8.2) to which these controls apply:

- HCA 2 Enmore and King Street;
- HCA 5 Parramatta Road Commercial Precinct;
- HCA 25 Petersham Commercial Precinct; and
- HCA 28 Dulwich Hill Commercial Precinct.

The King Street and Enmore Road HCA 2 existed as a HCA when MLEP 2011 and MDCP 2011 were prepared. Specific controls relevant to King Street and Enmore Road precinct previously prepared are included in Section 8.2.4.

Other HCAs contain retail streetscapes (for example, Stanmore shops within the Annandale Farm HCA 6 and small shops within the Civic Precinct HCA 30) whilst other HCAs contain corner shops. The controls in this section also apply to those buildings.

The controls aim to conserve the heritage significance of the commercial HCAs, smaller shopping areas and corner shops within larger HCAs by encouraging new work that respects heritage significance by:

- i. Protecting elements that contribute to the heritage significance of the HCA;
- ii. Minimising the impact of existing non-contributory elements; and
- iii. Preventing new layers that will harm or compromise heritage significance.

This section focuses on the management of streetscape changes and major additions to the rear of properties that may adversely affect the cumulative significance of a group of buildings or a particular significant streetscape.

The streetscape comprises:

- **street attributes** which are defined as the combination of elements within a street which create the urban form of that street. It includes such elements as building forms and styles, landscaping, street furniture and pavements; and



- **properties** which are those adjoining and adjacent on either side of the subject site, fronting the same street, and the corresponding range of properties opposite. In most instances it is appropriate to consider up to ten allotments on either side of the subject site.

Buildings considered to represent a significant historical period layer within a commercial area which are either substantially intact or have reversible alterations are known as “contributory buildings” (within a HCA) or “period buildings” (outside of a HCA) have been mapped for 6 commercial centres in the Marrickville LGA. Those maps are contained within Part 8.4.2 of MDCP 2011.

Minor additions not visible from the street are not subject to these heritage controls. Internal alterations to properties in HCAs are also not subject to these heritage controls.

This section of the DCP applies to each HCA; however, where relevant, a sub-control is included and identified as applying to a specific area type.

Information sheets about the main characteristics of each style of building likely to be found in each area and ideas for extensions likely to be appropriate to that style can be found in Part 5 (Commercial and Mixed Use Development) of this DCP.

#### **8.4.1.1 Public domain elements**

##### **Characteristics of the significant period of development**

- Street tree plantings; and
- Concrete footpaths.

##### **Controls common to all retail HCAs**

- C1** Concrete footpaths must be retained.
- C2** Street tree plantings must not impact shop awnings.

##### **Area-specific additional requirements**

- Nil

##### **Encouraged**

- Ongoing health and viability of individual street trees by providing adequate space for trunk growth and water penetration to roots.

#### **8.4.1.2 Subdivision**

##### **Characteristics of the significant period of development**

- Subdivision layouts reflecting the historical development of these areas and generally regular within the boundary of 19th century subdivisions;
- Generally consistent lot sizes; and
- Lots oriented at 90 degrees to the street (narrow side to street frontage).

##### **Controls common to all retail HCAs**

- C3** Existing subdivision layouts must be retained, or where amalgamation of lots for the purpose of new development is allowed, new development must be articulated to reflect original subdivision patterns.
- C4** New lots must be oriented at 90 degrees to the street alignment with the narrow side to the street.



- C5 Any re-subdivision must be consistent with the traditional pattern in the area.
- C6 Site amalgamation that interrupts the visual rhythms of the streetscape by introducing large unarticulated building frontages to the street is not supported.

### Area-specific additional requirements

- Nil

#### 8.4.1.3 Setbacks

### Characteristics of the significant period of development

- Buildings constructed to the front and side boundaries on almost all lots; and
- Rear setbacks vary.

### Control common to all retail HCAs

- C7 Existing patterns of building setback must be retained and matched by any new development within groups, generally resulting in buildings to be built to front and side boundaries.

### Area-specific additional requirements

- Nil

#### 8.4.1.4 Building heights

### Characteristics of the significant period of development

- Prevailing height of original buildings is two storeys.

### Controls common to all retail HCAs

- C8 Alterations and additions to existing buildings must retain a minimum of 6 metres of the front bay of the building and be designed to minimise visibility of rear extensions as seen from the public domain at eye height at the front property boundary on the opposite side of the street.
- C9 First floor extensions to an existing building must be set back behind the parapet in a way that the new extension is not visible from the public domain.

NB *These controls assume the retention of the front bay for a minimum of 6 metres for contributory and period buildings and do not apply to infill buildings. Contributory and period buildings are identified in a series of maps in Section 8.4.2.*

### Area-specific additional requirements

- Nil

#### 8.4.1.5 Building form

This section of the controls covers the form and detailing of new work in those HCAs.

### Characteristics of the significant period of development

- Building forms are characteristic of their individual architectural style.
- Most are modest in form and based on a standardised floor plan with corner sites often having a greater level of design detail.



- iii. Retail buildings originally frequently included timber framed or copper framed ground floor glazed shopfronts with recessed tiled entries, often accessed via steps, and with shop windows featuring top highlight windows. Ground floor shopfronts have frequently been heavily altered. Where original features exist they must be retained.
- iv. Retail building types were frequently originally built with an open front balcony to the first floor. Many front balconies have been enclosed, mainly with lightweight materials. In most cases, original form can still be appreciated and enclosures are reversible.
- v. Building forms are essentially rectangular or L-shaped with early extensions at the rear.
- vi. Alterations to the front of properties other than to enclose the balconies are rare at first floor level, leading to a high degree of consistency to most first floor level streetscapes.
- vii. Traditionally, signage consisted of lettering, often gold, painted onto windows (both to ground floor and first floor), signage painted along the awning fascia to the ground floor level, and signs hanging below the awning.

### Controls common to all retail HCAs

- C10 Remaining early shopfronts must be retained.
- C11 Signage to first floor facades is not permitted, other than painted signage to windows.
- C12 Existing open balconies to the front elevation must not be enclosed.
- C13 Rear extensions must not be visible from the front street.

### Area-specific additional requirements

- Nil

### Encouraged

- i. The removal of layers and infill that obscure original facade elements (such as enclosed balconies) to reveal surviving original fabric; and
- ii. Reinstatement of original shopfront form and detailing (where known) or original shopfront forms (where detailing is not known).

#### 8.4.1.6 Roof form

### Characteristics of the significant period of development

- i. Many commercial areas contain significant groups or sets of retail buildings built to a consistent pattern. The extensive use of parapet forms to the street frontage contribute to the distinctive streetscape values of those areas.
- ii. Most roofs are not visible from the main street as they are behind parapets. Typically they are mono-pitch metal roofs sloping towards the rear of the property. Those roof forms are, however, visible from surrounding streets and rear lanes.
- iii. Individually prominent buildings such as corner locations feature particular roof forms using a range of materials including slate, unglazed terracotta and corrugated iron.
- iv. Corrugated iron was used almost universally to roofs over balconies and on roofs behind parapets.

### Controls common to all retail HCAs

- C14 Significant original roof forms, where visible from the street, must be retained. If replacement of roof covering is required it must use the

material of the original roof if known. If the building is part of an identical pattern group and other buildings in the group have retained their original roof then this must be matched.

**C15** Solar panels must not be fitted to roofs that are visible from the principal street.

**C16** Dormer and roof windows are generally not suitable on retail buildings and will be assessed in accordance with the identified heritage values of the heritage conservation area and controls contained within Section 4.1.8 of this DCP.

### Area-specific additional requirements

- Nil

### Encouraged

- Nil

#### **8.4.1.7 Building facades**

##### **Characteristics of the significant period of development**

- The facades of retail buildings are characterised by their consistent street elevations, in some places featuring traditional timber or copper framed and clad and glazed shopfronts, awnings and with first floor facades frequently with balconies.
- The facade proportions, where the retail building is part of a group, are usually highly consistent and often identical.
- This consistency is apparent even when a streetscape contains a range of forms and building scales due to the design approach towards retail buildings in the 19th and early 20th centuries.
- The consistency of facade scales, proportions, materials and detailing in each HCA contributes strongly to the cohesiveness of the streetscape and its aesthetic value.
- Balconies to the first floor are a key element of the facade design and visual appearance in each of Marrickville's retail streetscape HCAs. They provide depth, shade and interest to the first floor facades.
- Each architectural style is characterised by variations in design and detailing of balconies. Refer to the style sheets in Section 8.5 for details.
- Windows (first floor) and French doors (first floor, opening onto balconies) to retail buildings are generally simple timber framed double hung or casement windows, or simple timber framed French doors.
- Original or early awnings are an important detail to many buildings. They provide both interest to the facade and shade to the shopfront and are highly contributory to the aesthetic quality of the streetscape.
- The predominant facade material is face or rendered brick (rendered to Victorian period buildings and face brick for Federation to 1930s buildings). Tiled shopfronts are found across the HCAs. A major change in appearance is the painting of former face brick shops and the application of painted signs.
- Common bricks were often used to rear elevations.
- Many buildings have been changed by the addition of security devices such as security grilles or roller doors to shopfronts and bars.



## Controls common to all retail HCAs

- C17** The original scale, proportion, materials and detailing of contributory buildings in the streetscape must be retained.
- C18** Shopfronts must not be covered by solid roller doors or security screens.
- C19** Original shop awnings must be retained and repaired.
- C20** Original shopfronts must be retained and repaired.
- C21** Original windows and French doors to upper levels must be retained in their original position and in operable condition.
- C22** New windows to principal facades must be appropriate for the style of the building (based on original fabric or photographic evidence, or on the evidence of original buildings of the same style in the streetscape). Generally they must be timber framed.
- C23** The size and location of existing original window openings on principal facades must not be altered.
- C24** If sound amelioration is required, double glazing must be applied to the internal face of windows.
- C25** Infilling of balconies with solid construction, glazing or security screens is not permitted.
- C26** Original rendered and painted finishes to 19th century facades must be retained.
- C27** Original face brick facades must be retained and original un-painted elements must not be painted.
- C28** Original render to 19th century buildings must not be removed. If repair or replacement is necessary it must be achieved using lime-based mortar or appropriate traditional materials and techniques. Cement based or other sealing finishes must not be used.
- C29** New materials must be compatible with the colour, texture, finishes and proportions of the existing materials of the property and, where appropriate, the materials of original properties within a matching group.
- C30** Colour schemes to principal elevations (including from rear lanes) must be appropriate to the architectural style and period of the retail building and based on historical evidence, if available. Paint schemes related to advertising or corporate colours will generally not be appropriate on contributory buildings.
- C31** Original painted signs on walls must not be painted over or damaged.
- C32** Security mesh must not be used to elevations visible from the street.
- C33** Roller shutters must not be used to elevations visible from the street.

## Area-specific additional requirements

- Nil

## Encouraged

- i. The removal of screening materials to re-open original balconies;
- ii. Reconstruction of lost balconies provided it is based on historic photographic or fabric evidence of the original form of the property or of matching properties in the vicinity;
- iii. If shade or privacy is required to balconies, timber or canvas blinds that can be removed without harm in the future;

- iv. Reconstruction of shopfronts based on evidence from other buildings in a group or from historic photographs;
- v. Reconstruction of removed or altered first floor facade windows where the building is part of a streetscape group where detailing can be matched from other buildings in the group (or where historic photographic evidence is available);
- vi. Reconstruction of removed timber window joinery including reinstatement of original configuration and glazing patterns;
- vii. The use of plain glass to shopfronts unless a known original glazing pattern is being reinstated;
- viii. Existing rendered or painted facades to 20th century buildings which are visible from the street painted a neutral colour to blend in with original materials in low-gloss paint;
- ix. Use of security grilles to shopfronts which allow view of shopfronts when closed; and
- x. Security bars to windows in visible elevations should be painted a dark, non-reflective colour.

### **8.4.1.8 Car parking**

Cars are not a feature of the original streetscapes in the retail streetscape HCAs. Vehicular access must always be obtained from rear lanes in those areas.

#### **Characteristics of the significant period of development:**

- i. Off-street access to private property is available from the network of rear lanes in these areas.

#### **Controls common to all retail HCAs**

- C34** Access to the rear private open space area via existing laneways must be retained.
- C35** No new driveway cross-overs must be constructed except to rear lanes.

#### **Area-specific additional requirements**

- Nil

#### **Encouraged**

- i. Car parking at the rear of the property, visually recessive and accessed from the rear lane network.



## 8.4.2 Contributory and period buildings mapping

- i. The maps referred to in this section identify those buildings within commercial centres within the Marrickville LGA which are:
- contributory buildings within an HCAs or
  - period buildings within a Planning Precinct

The following areas are mapped:

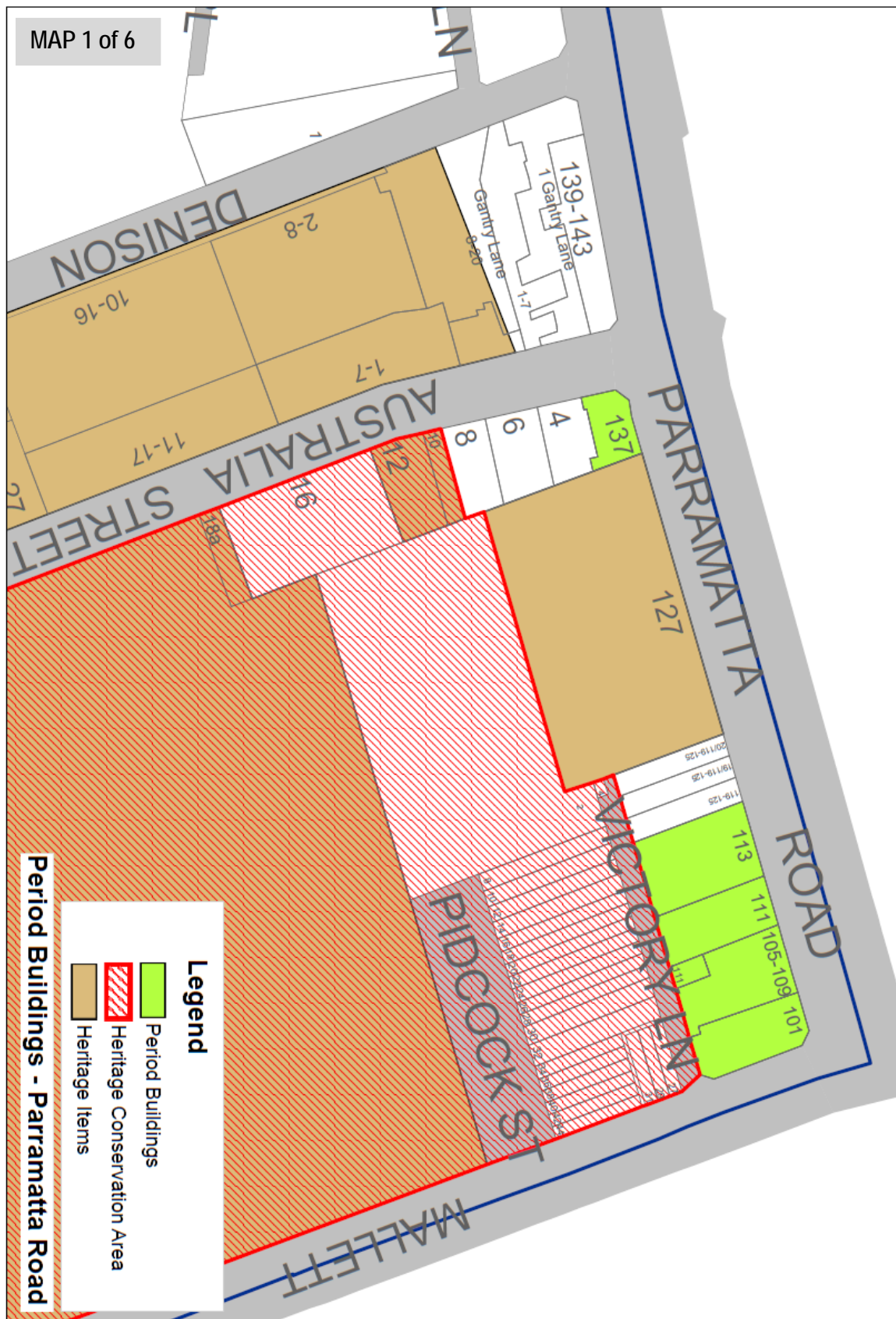
1. Parramatta Road Commercial Precinct HCA 5 and Parramatta Road Commercial Planning Precinct No. 35;
2. Annandale Farm HCA 6 and Stanmore North Planning Precinct No. 3 (relates to Percival Road, Stanmore);
3. King Street and Enmore Road HCA 2 and King Street and Enmore Road Commercial Precinct No. 37;
4. Petersham Commercial Precinct HCA 25 and Petersham Commercial Planning Precinct No. 36 (relates to New Canterbury Road, Petersham);
5. Dulwich Hill Commercial Precinct HCA 28 and Dulwich Hill Commercial Planning Precinct No. 38;
6. Dulwich Hill Station North Planning Precinct No. 18 (relates to Wardell Road, Dulwich Hill);
7. New Canterbury Road West Planning Precinct No. 17 (relates to New Canterbury Road, Dulwich Hill);
8. Marrickville Civic Precinct HCA 30 and part of Marrickville Town Centre Commercial Planning Precinct No. 40; and
9. Marrickville Town Centre Commercial Planning Precinct No. 40 (relates to Illawarra Road).

Heritage items are marked as such on these maps and are subject to other specific MLEP 2011 and DCP controls.

- ii. The maps in this section will provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and in some instances the applicable building height and floor space ratio controls (under Part 9 Strategic Context of the DCP).



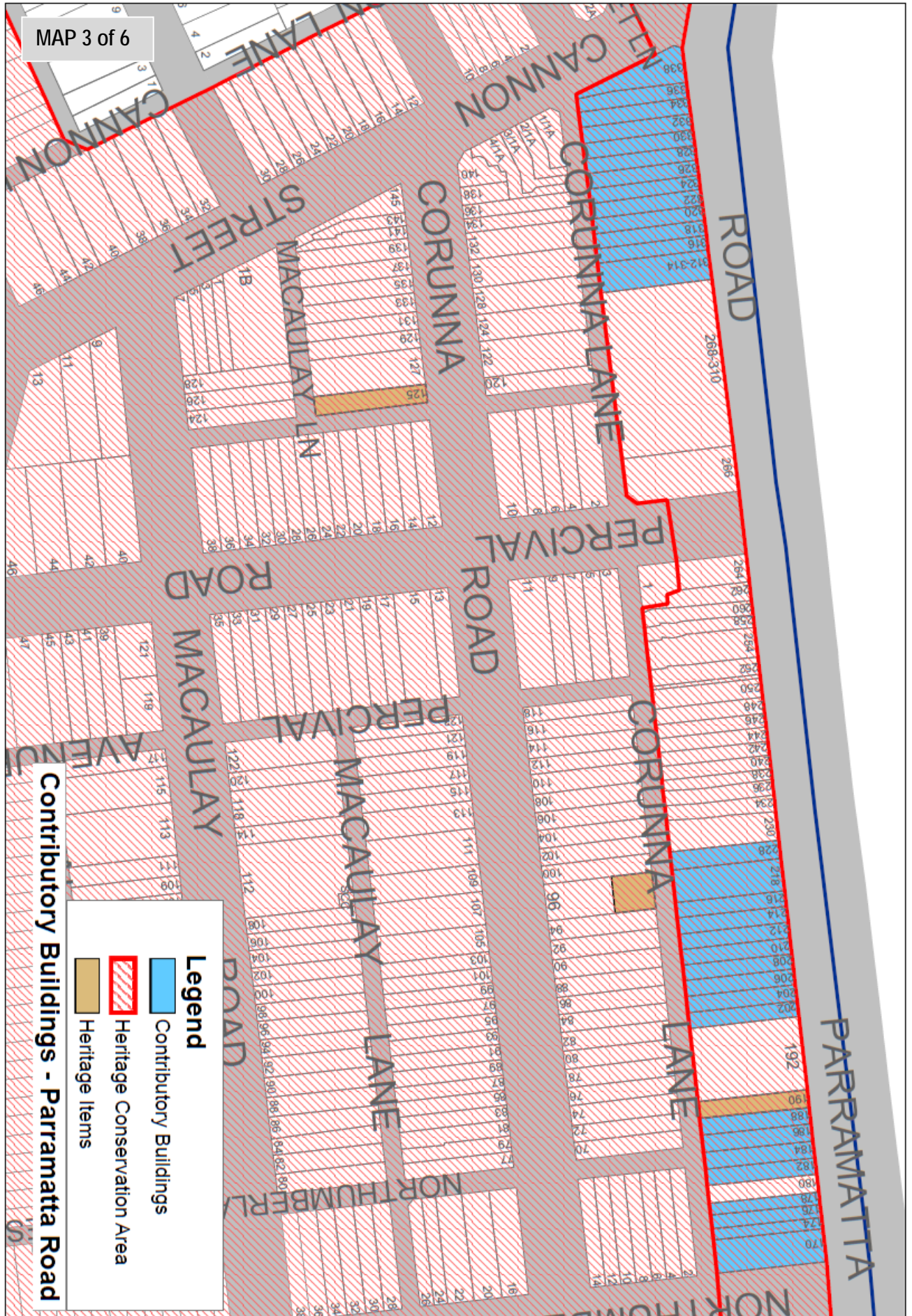
## 1. Parramatta Road Commercial Precinct HCA 5 and Parramatta Road Commercial Planning Precinct No. 35



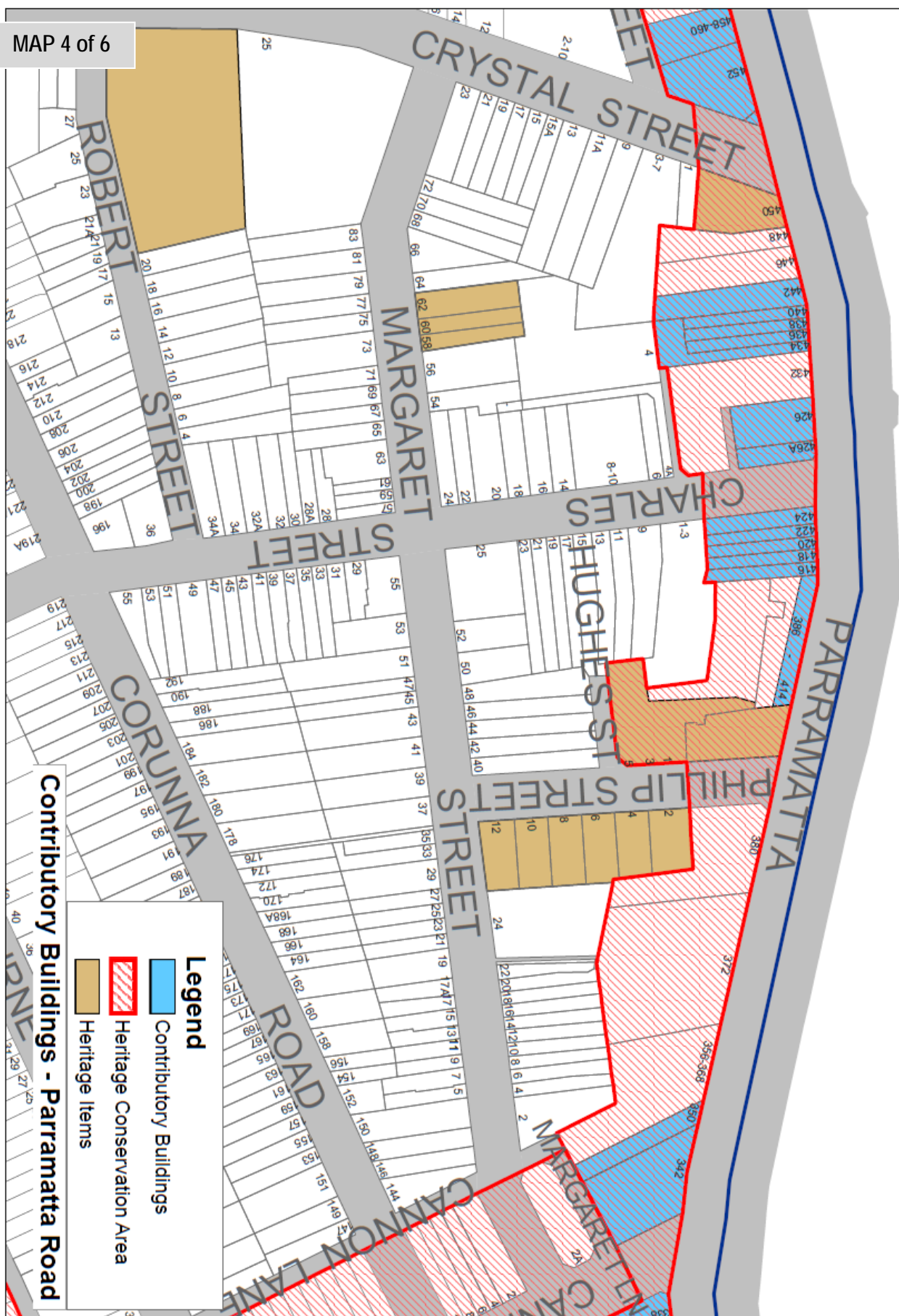




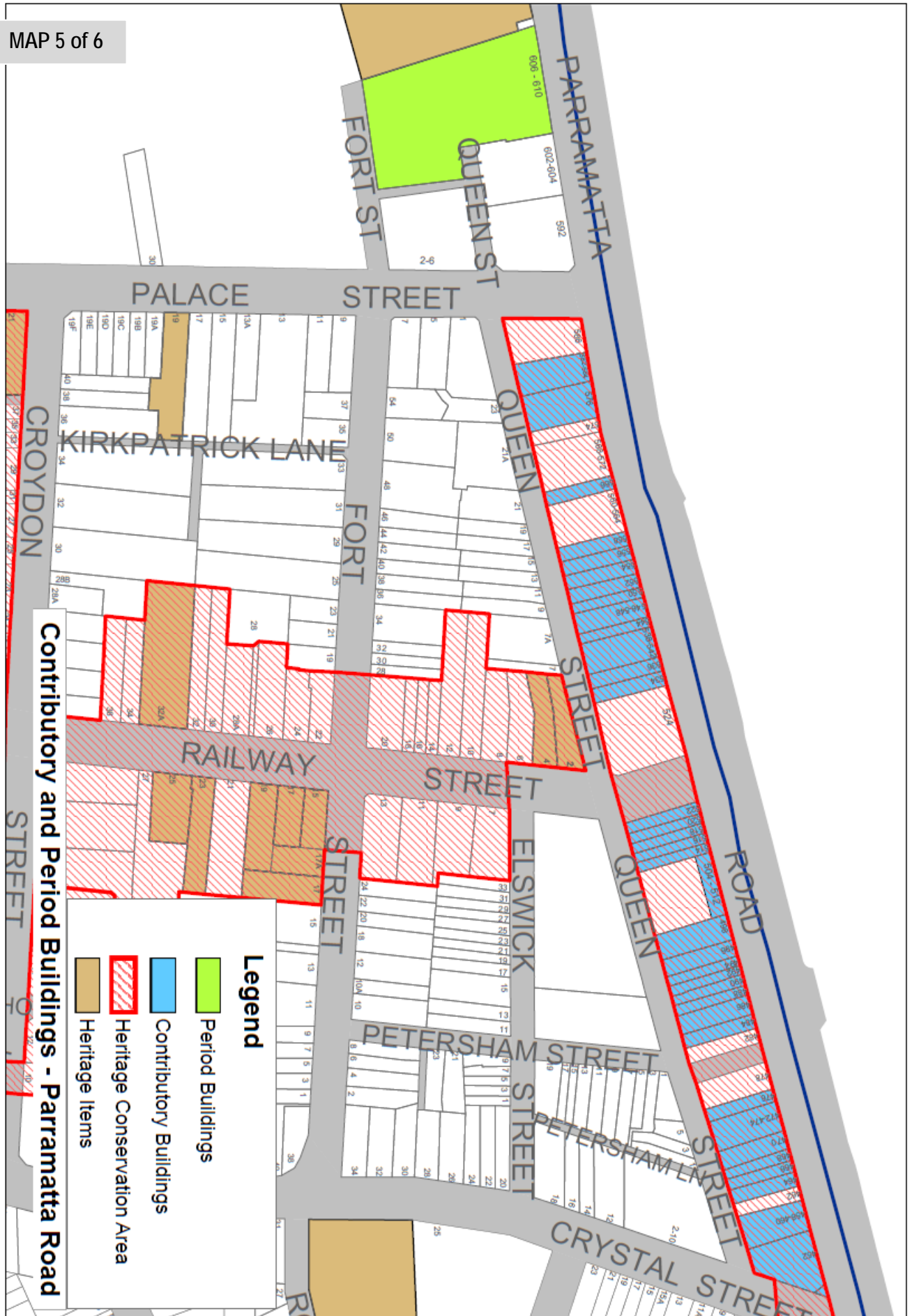








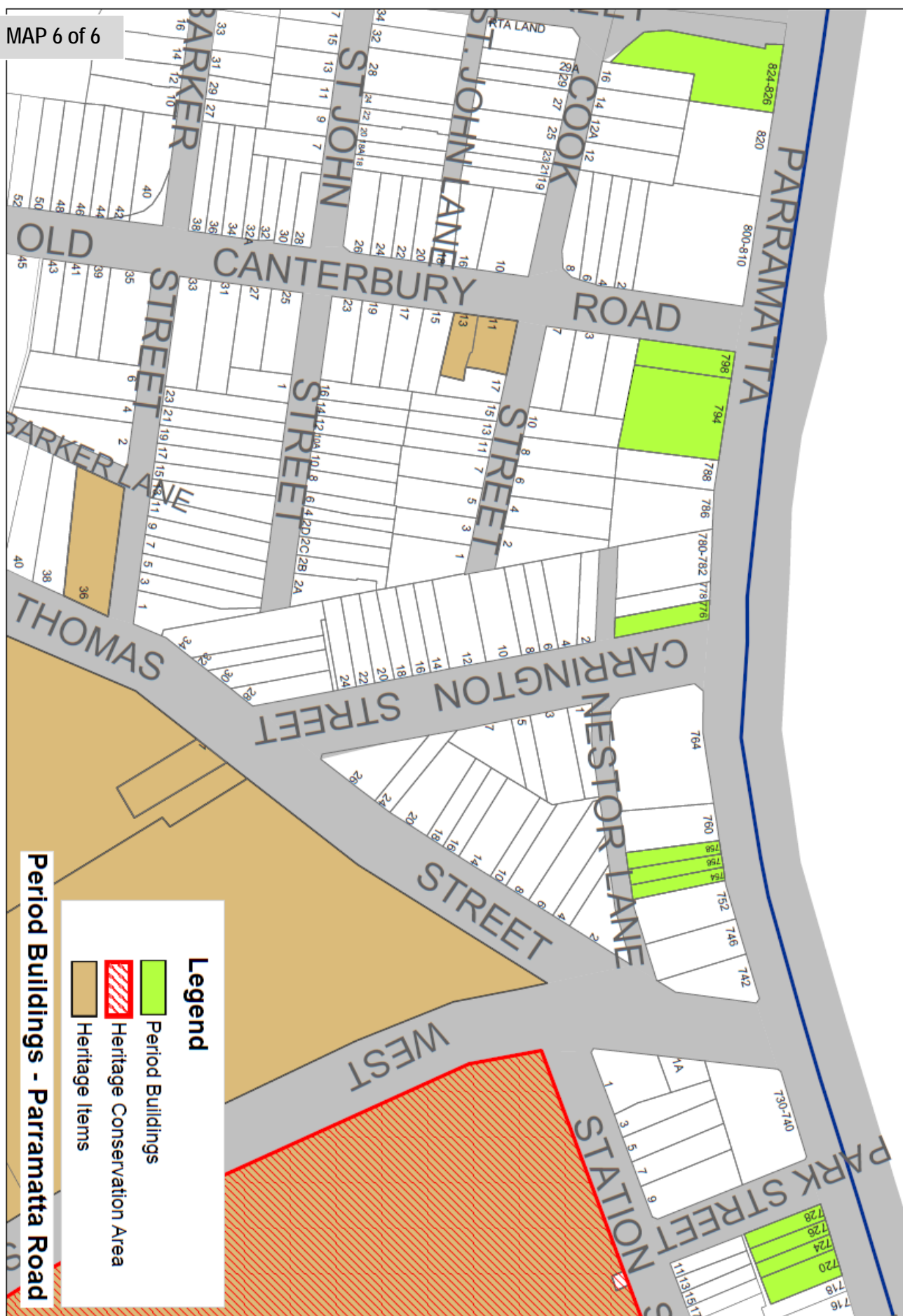
MAP 5 of 6





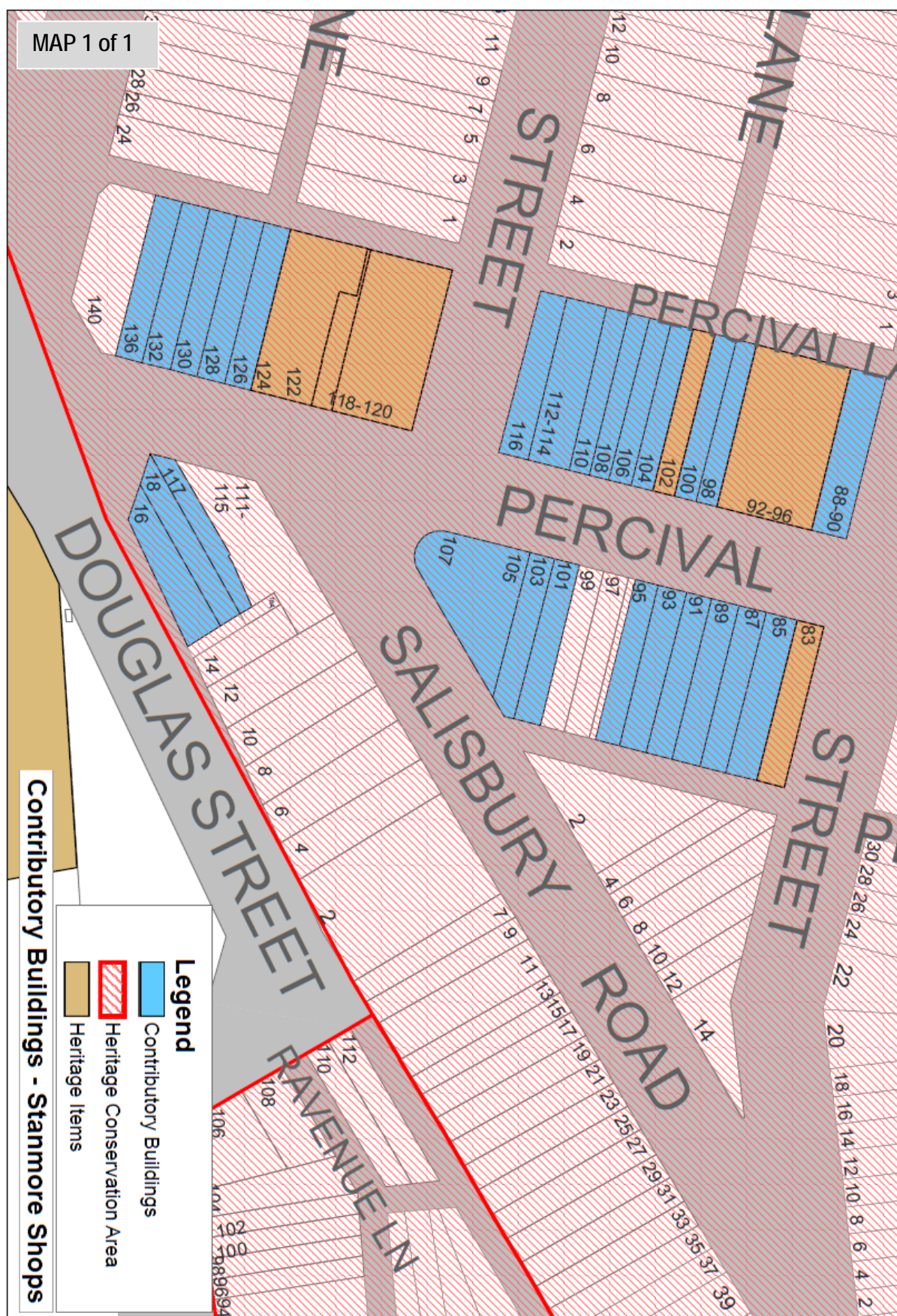


MAP 6 of 6





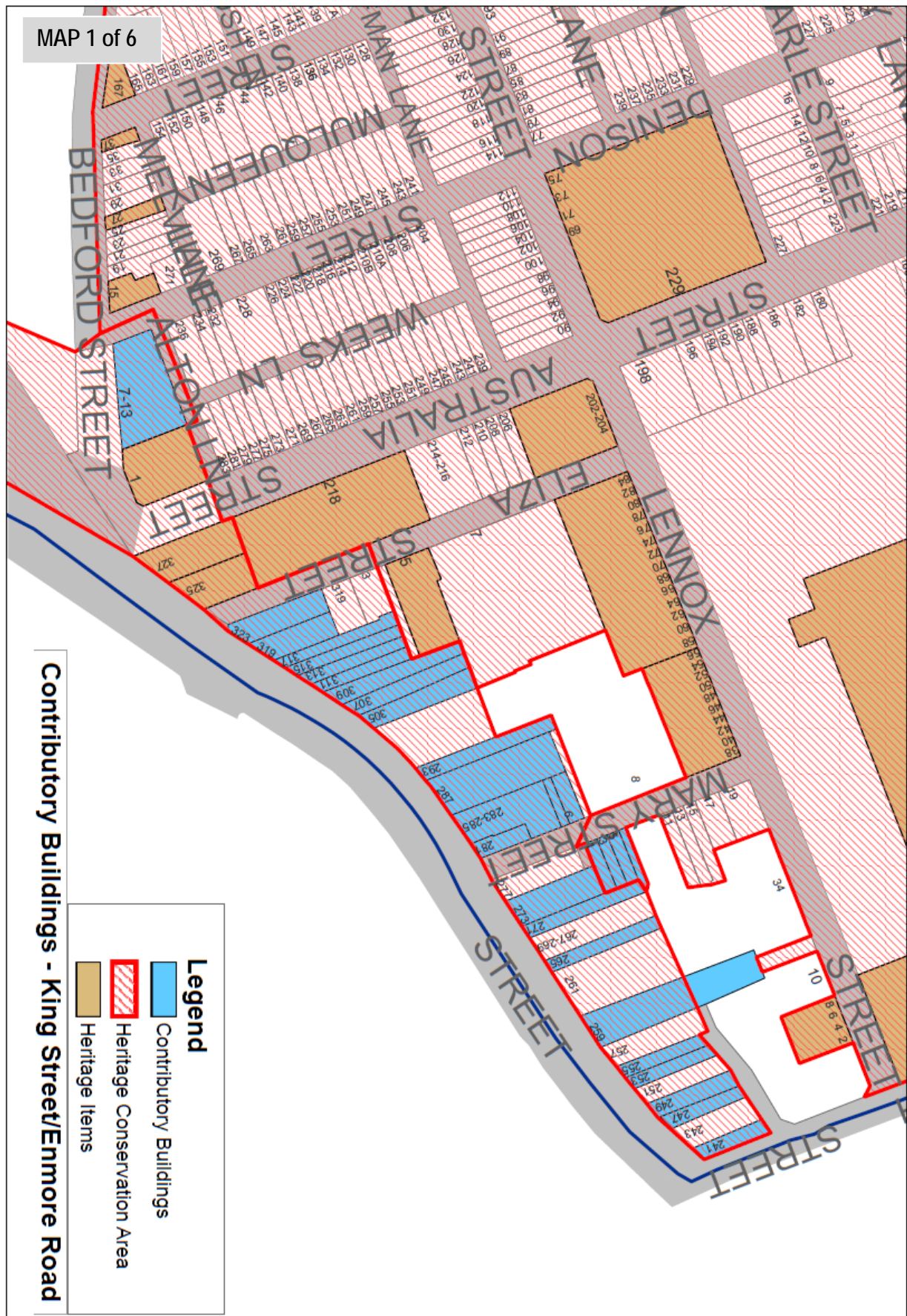
2. Annandale Farm HCA 6 and Stanmore North Planning Precinct No. 3  
(relates to Percival Road, Stanmore)



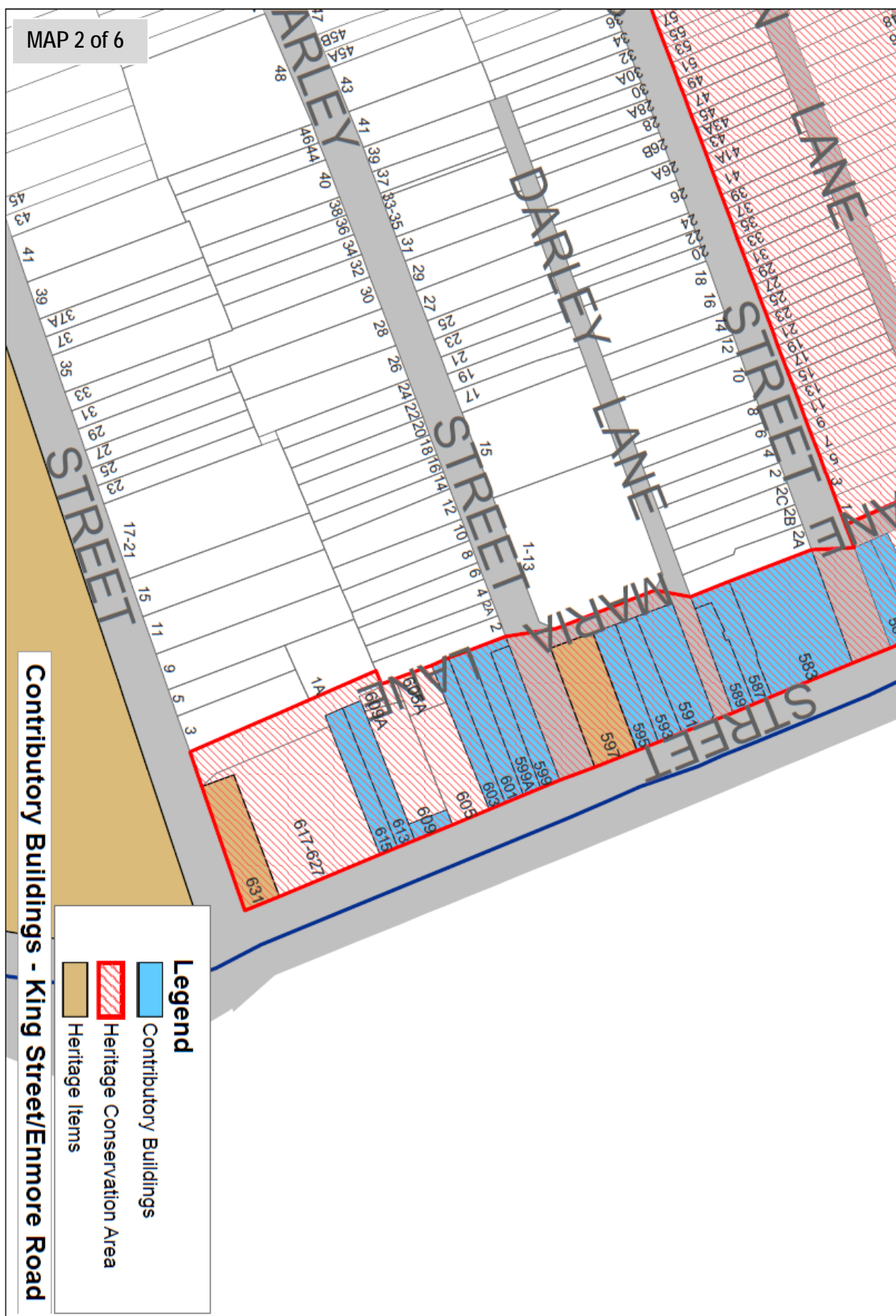


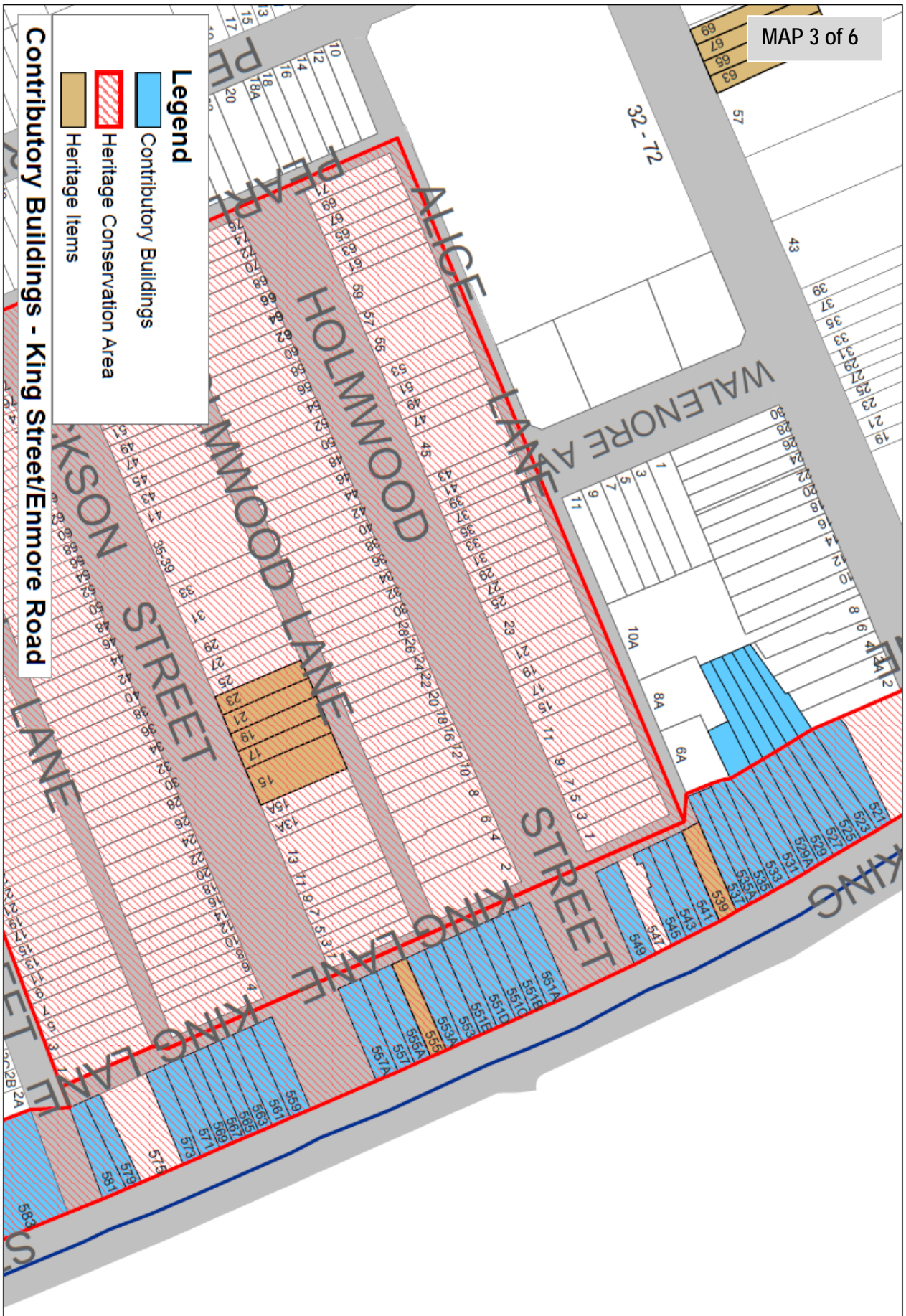


3. King Street and Enmore Road HCA 2 and King Street and Enmore Road Commercial Precinct No. 37

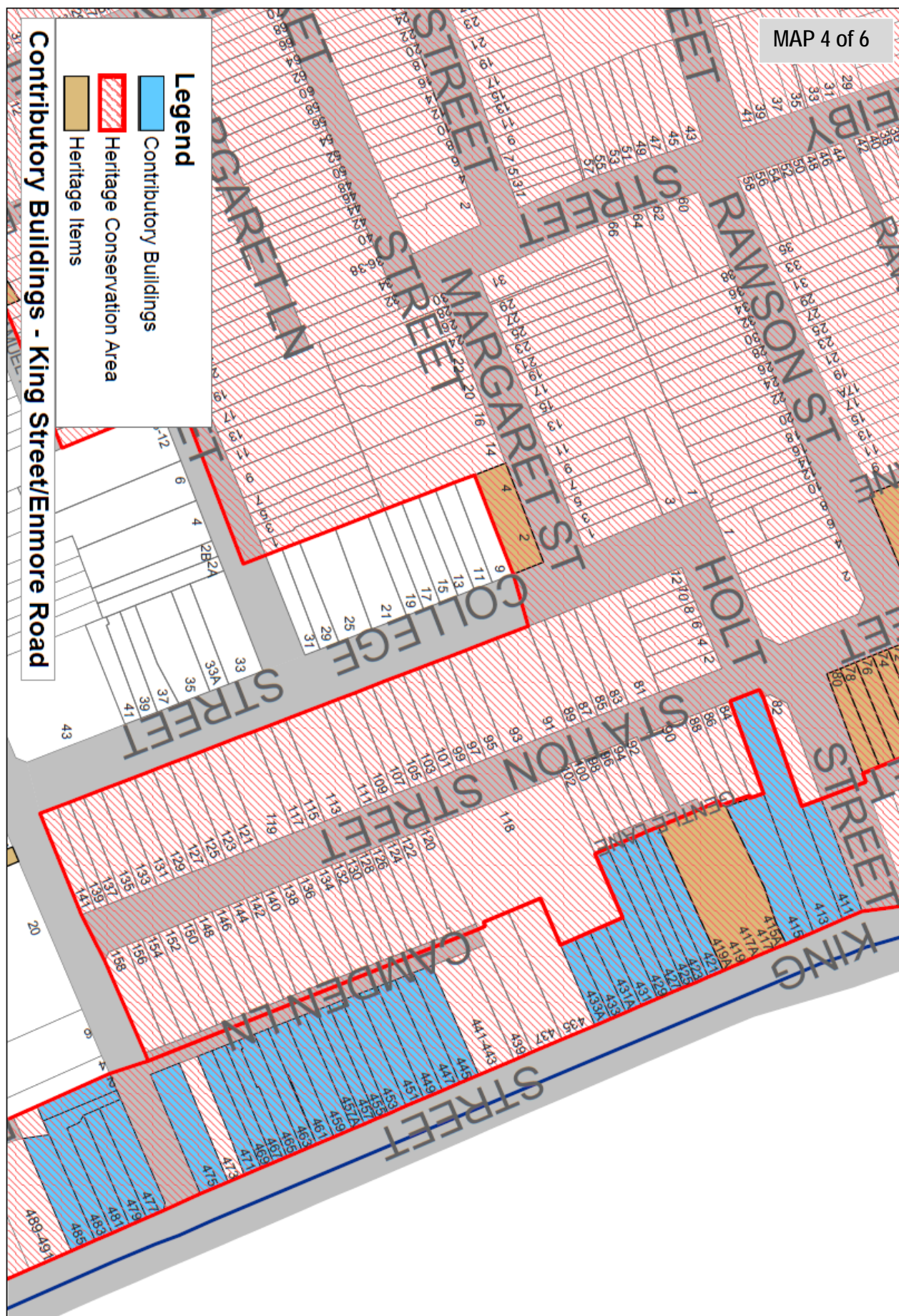




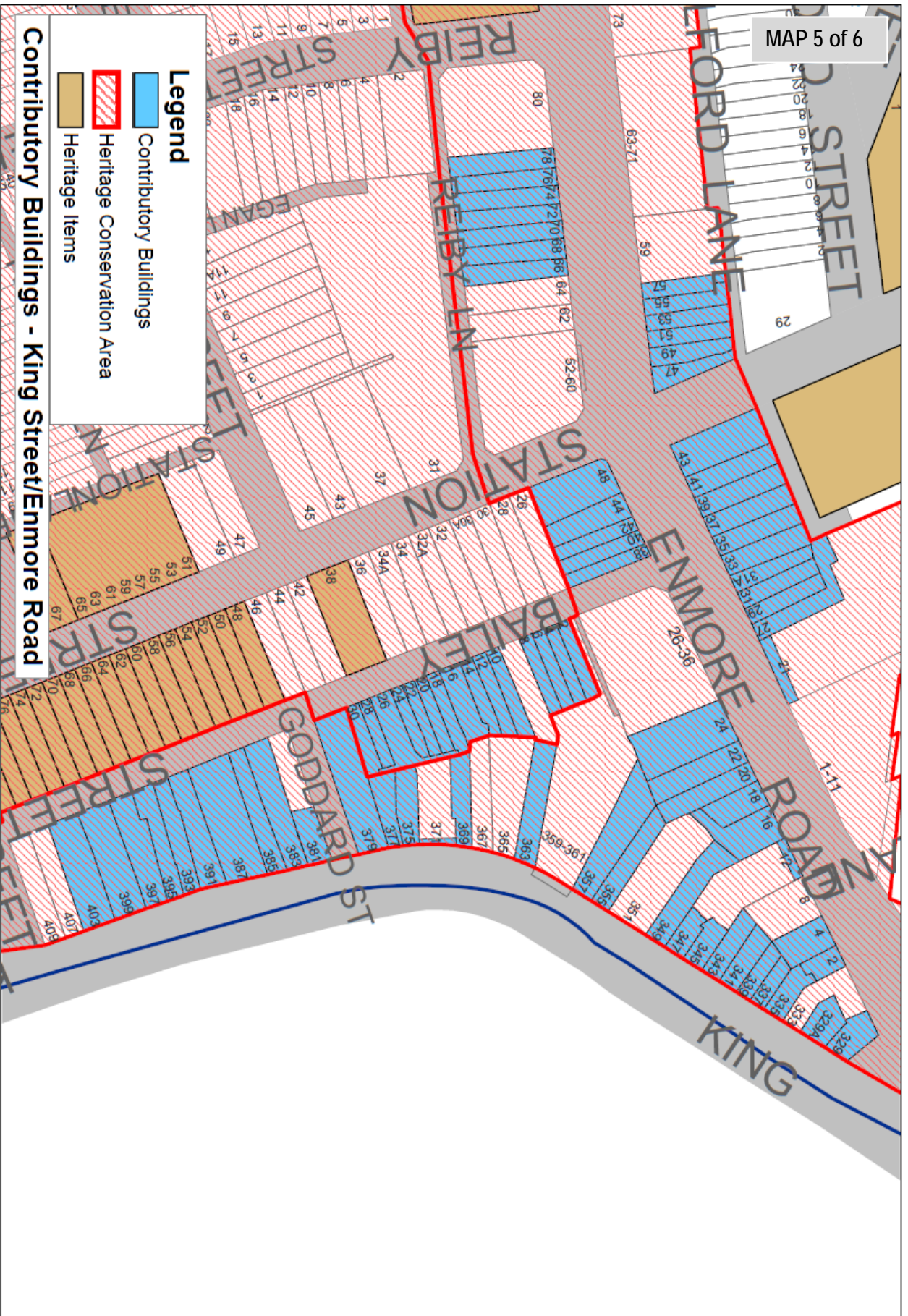




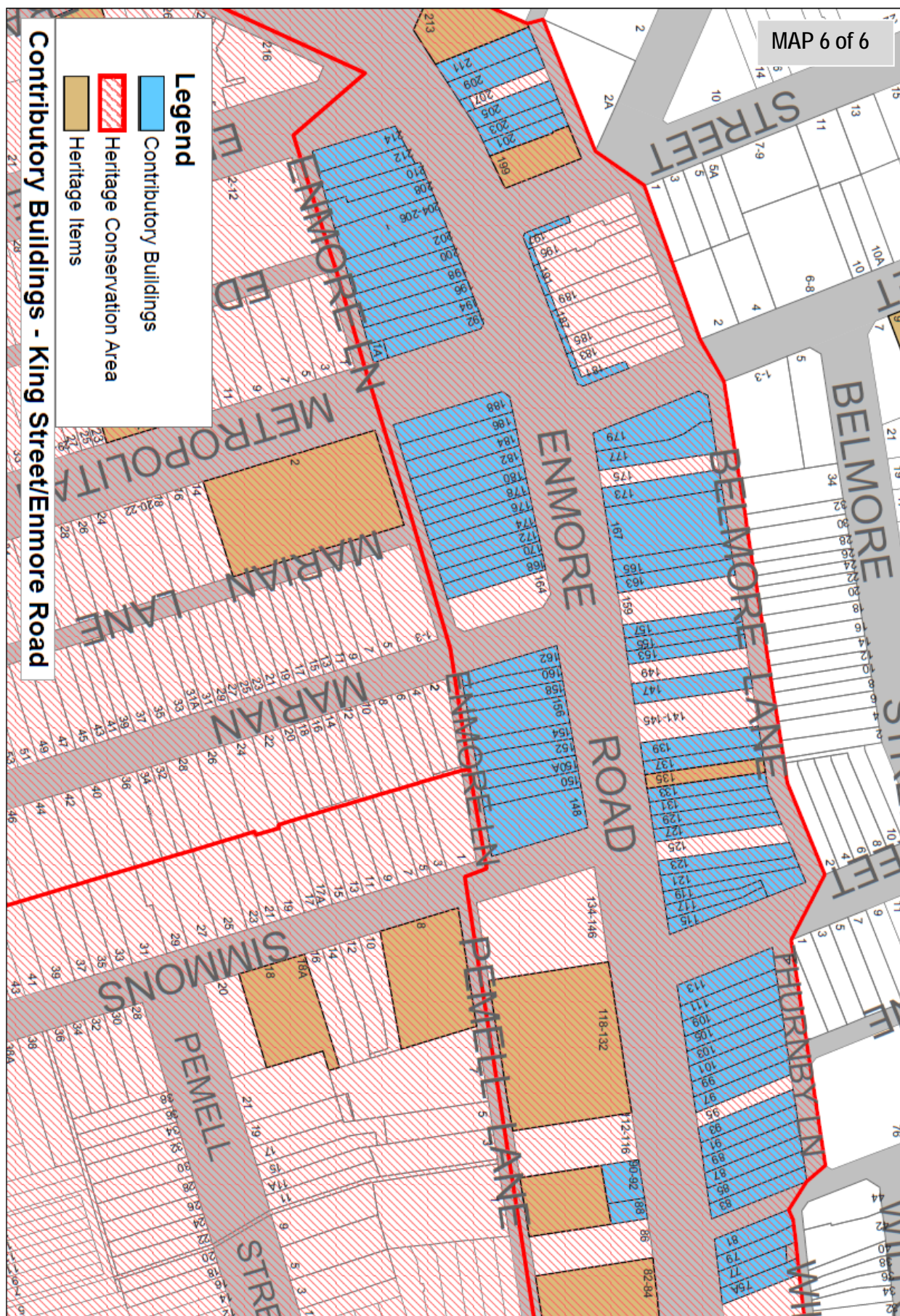








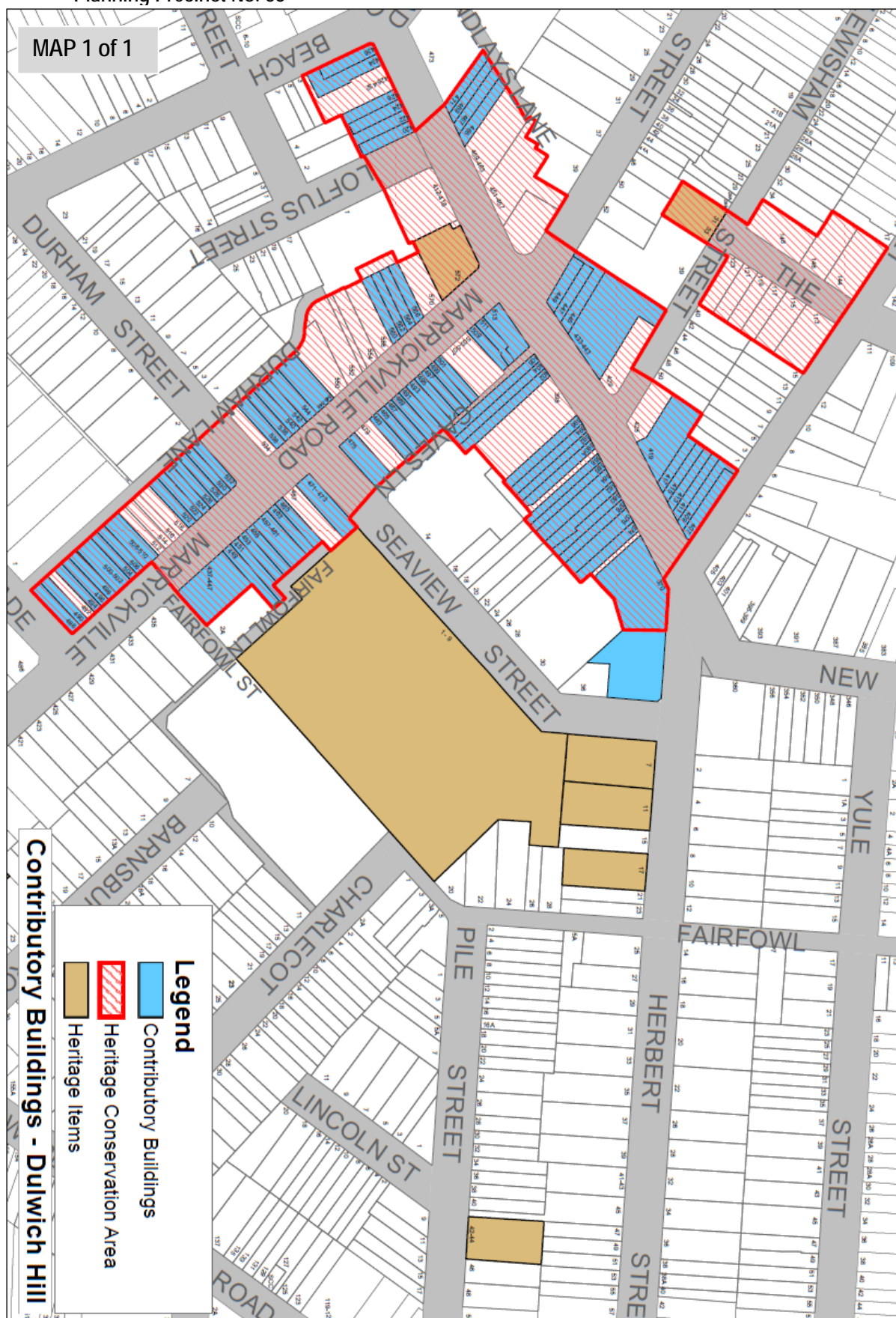






- MAP 1 of 1
- Contributory Buildings - Petersham**
- Legend**
- Contributory Buildings
  - Heritage Conservation Area
  - Heritage Items
-

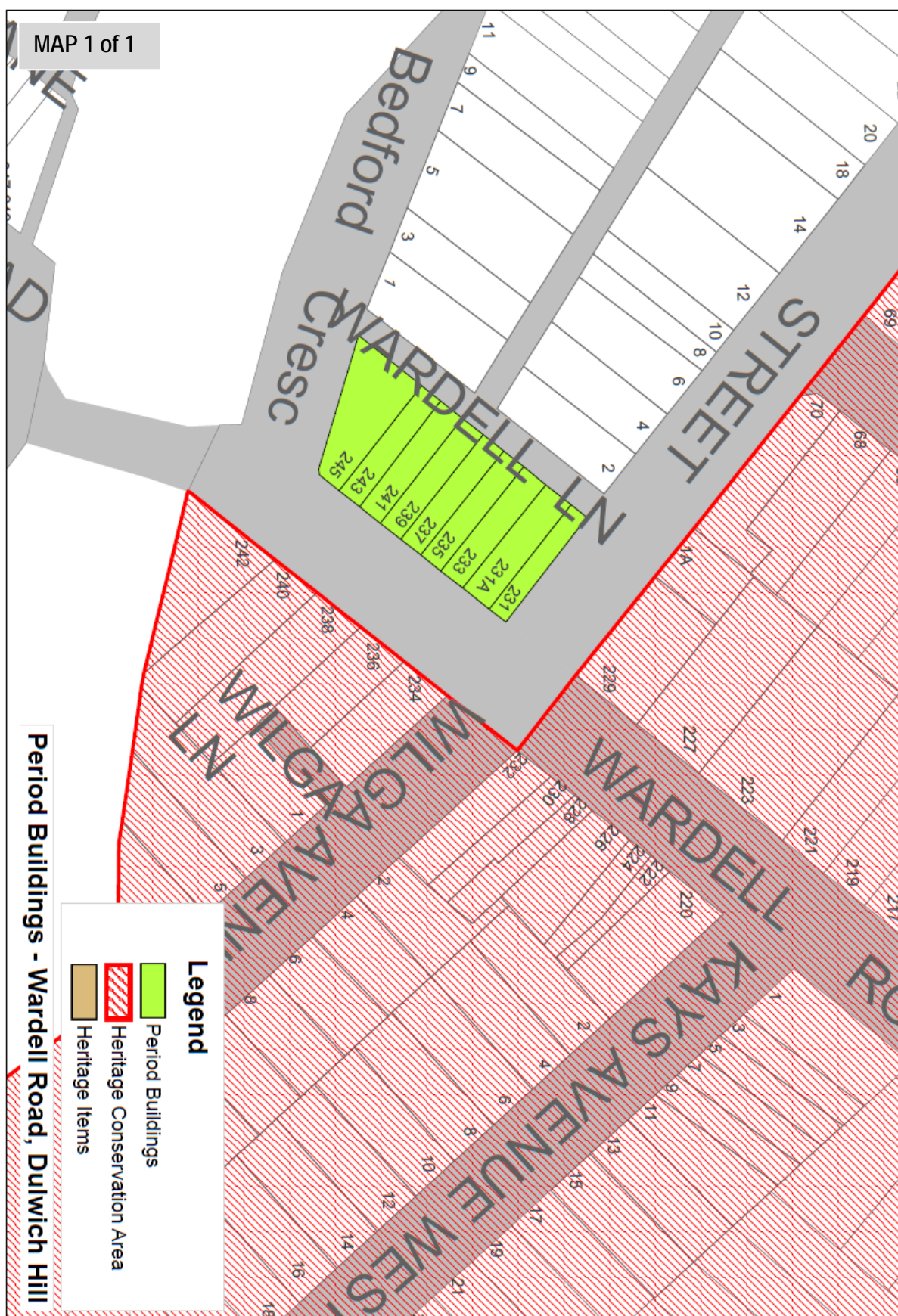
## 5. Dulwich Hill Commercial Precinct HCA 28 and Dulwich Hill Commercial Planning Precinct No. 38







6. Dulwich Hill Station North Planning Precinct No. 18 (relates to Wardell Road, Dulwich Hill)



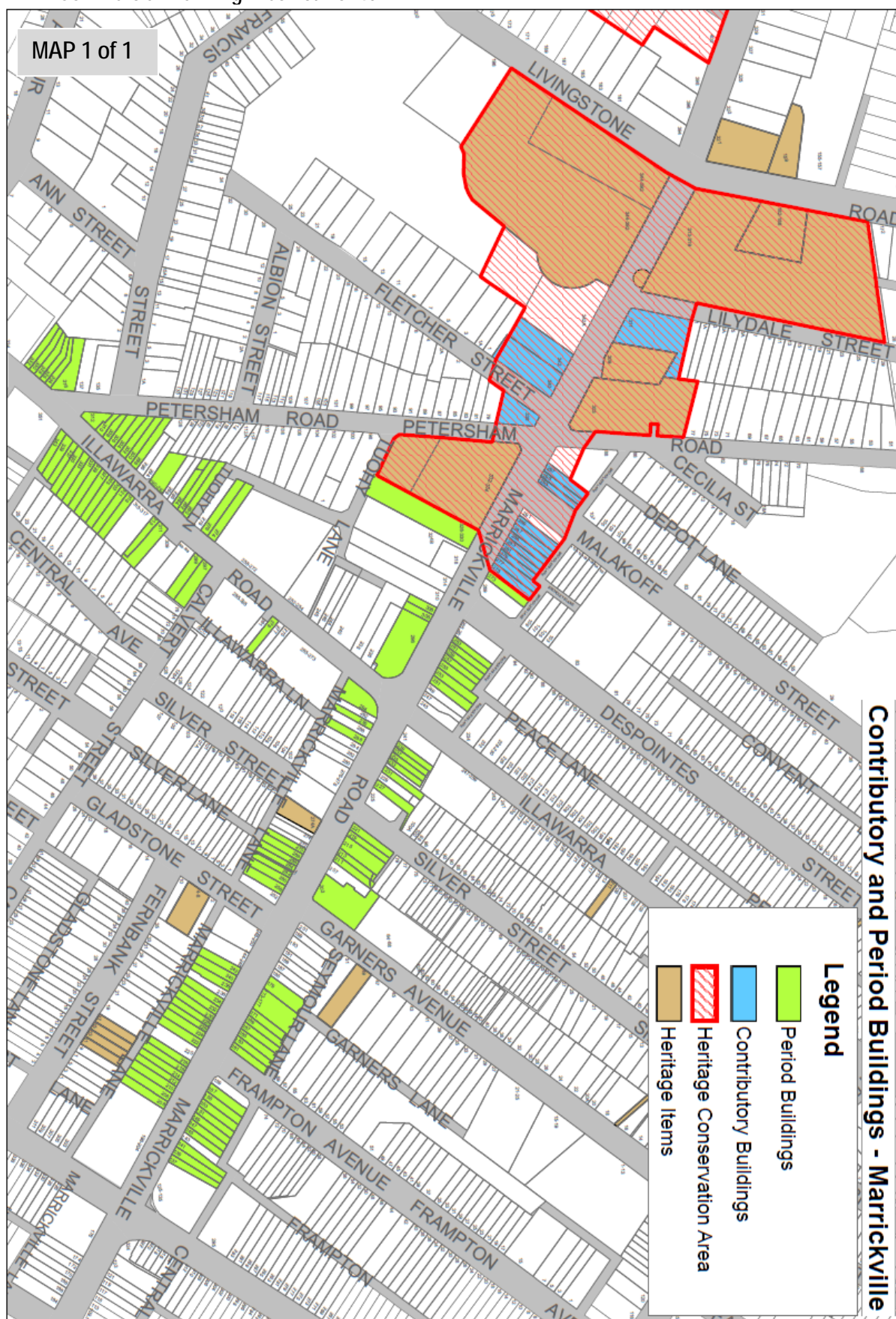
## 7. New Canterbury Road West Planning Precinct No. 17 (relates to New Canterbury Road, Dulwich Hill)



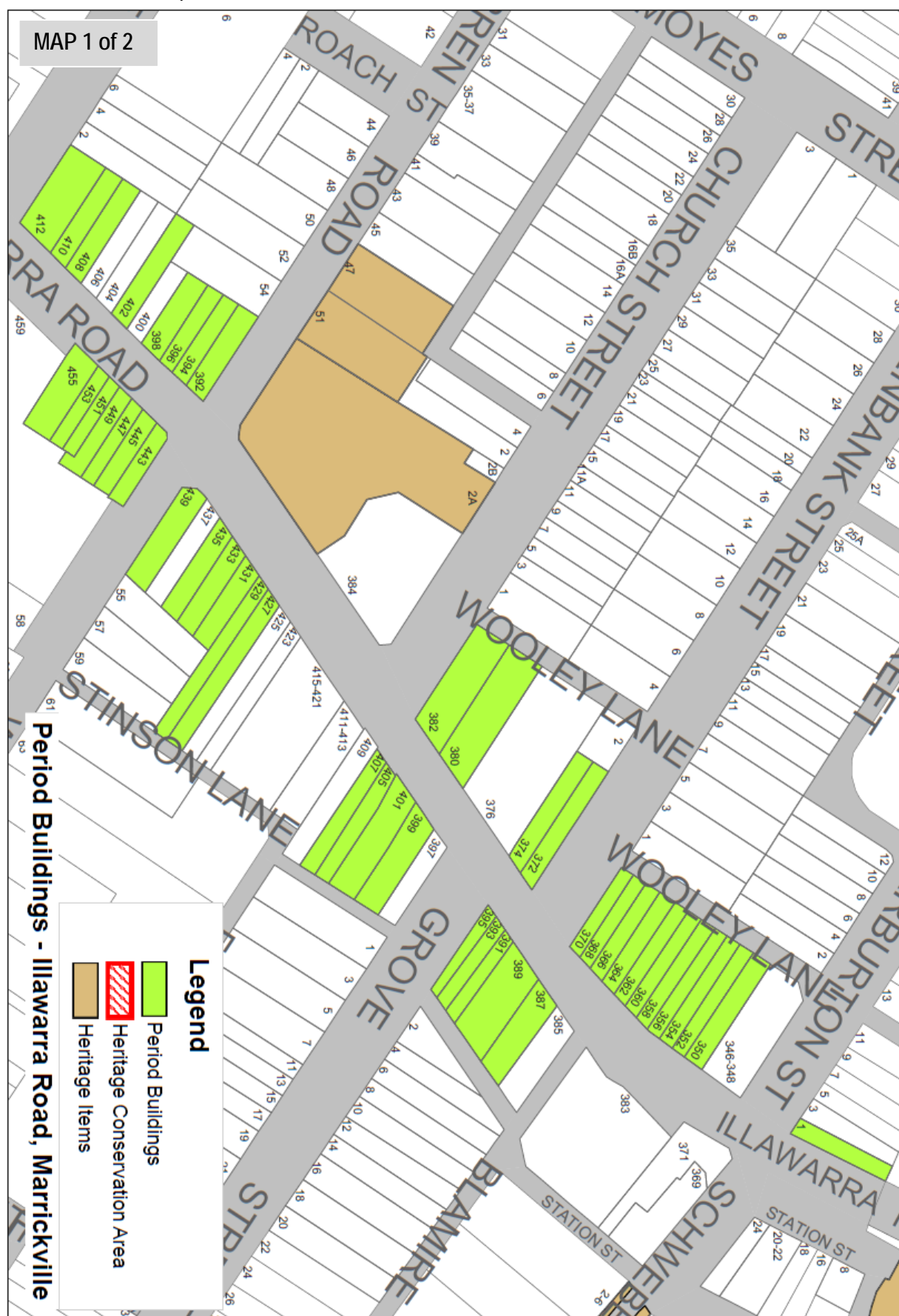




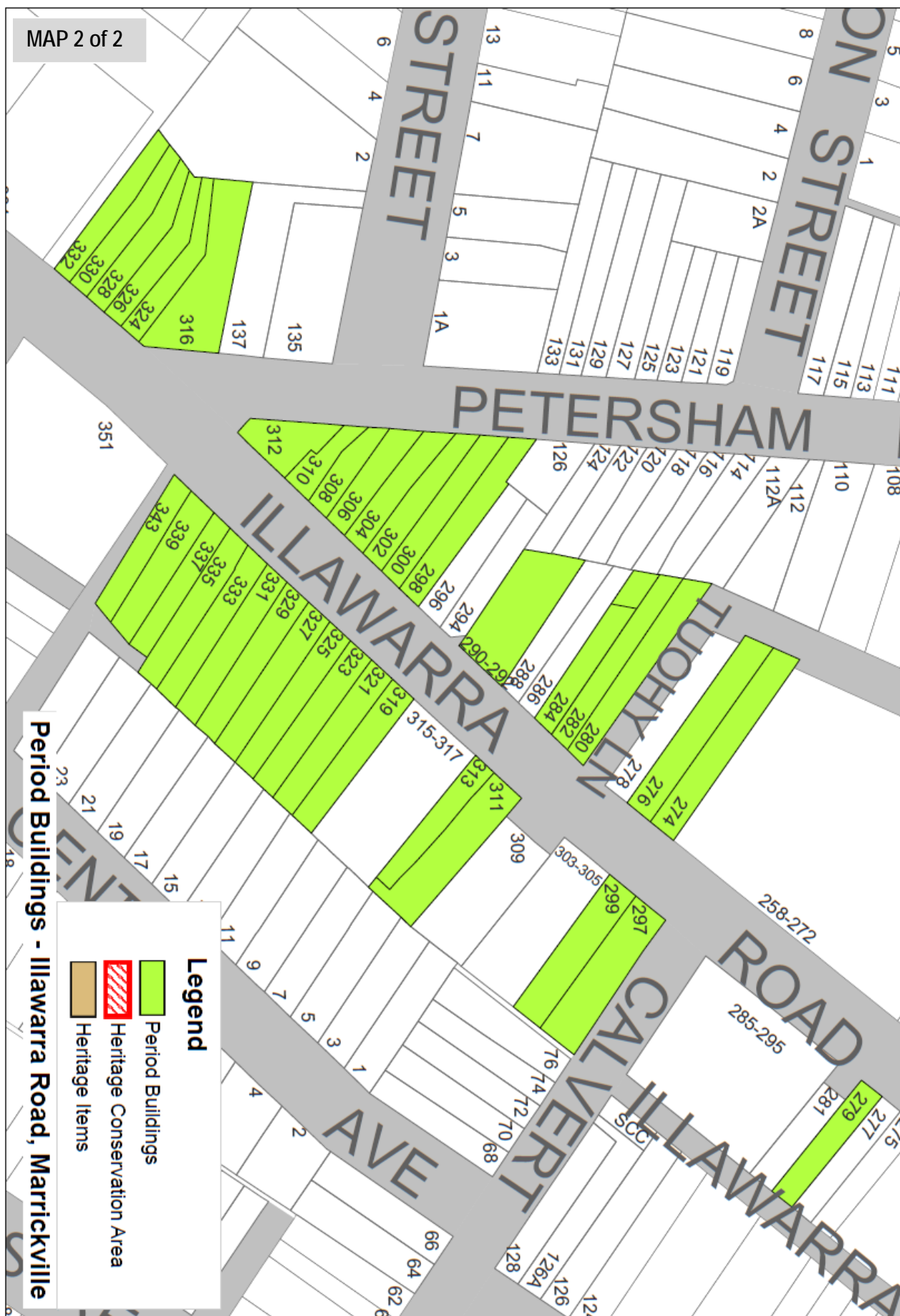
8. Marrickville Civic Precinct HCA 30 and part of Marrickville Town Centre  
Commercial Planning Precinct No. 40



## 9. Marrickville Town Centre Commercial Planning Precinct No. 40 (relates to Illawarra Road)











## 8.5 HCA Style Sheets

### 8.5.1 Victorian Italianate/Victorian Filigree



Figure 1: Examples of the Victorian Italianate, Filigree styles in the Marrickville LGA

This section provides details about managing change to Victorian Italianate/Victorian Filigree style houses in HCAs. They should be read in conjunction with the streetscape controls relevant to the HCA - see Section 8.2 (Heritage Conservation Areas).

The characteristics of the Victorian Italianate/Victorian Filigree style described here are those which are found frequently in Marrickville's LGA HCAs. Some properties demonstrate original features not described here, and others do not demonstrate all those features. The evidence of the fabric (including old photographs of the house) should be the main source of information about the original form of each property.

#### **8.5.1.1 Characteristics**

The characteristics described below reflect the findings of the fieldwork undertaken in the preparation of the HCAs. Marrickville LGA's buildings do not always fit the standard description of the Victorian Italianate or the Victorian Filigree styles shown in books and publications since those describe examples and elements found in other parts of Australia. Many Marrickville LGA houses represent a crossover of detailing from those two styles.

- These were the most popular styles in Marrickville in the late 19th century and are well represented throughout the LGA's HCAs from that period.
- Most Victorian Italianate style dwellings were built between 1880 and 1900.
- Most Victorian Filigree style dwellings were built between 1870 and 1900.
- Houses were generally sited centrally on their lot.
- The Victorian Italianate and Victorian Filigree styles were applied to detached and semi-detached houses (single and two storeys) and terraces.



- Almost all non-terrace examples were asymmetrical although semi-detached examples were a mirror-image of each other.
- Victorian Filigree style terraces and semi-detached residences usually featured one room width with an entry hall to one side, and full width verandahs and balconies with decorative cast iron columns and cast iron decorative balustrading ("iron lace"). Both styles often featured a decorative cast iron valance to verandahs and balconies.
- Most Victorian Italianate style dwellings were two rooms wide with one room projecting towards the street with a semi-hexagonal bay. Larger villas and mansions were wider.
- In the Victorian Italianate style where there was no window bay; a small square-sided turret was commonly found.
- Examples demonstrating both a turret and bay-front are rare in the Marrickville LGA.
- A single-fronted version of the Victorian Italianate style with a hallway on the side closest to the side boundary is also found.
- Verandahs at the front were either full width or next to the projecting bay.
- Verandahs and balconies had separate roofs – traditionally concave curved or bull-nosed corrugated iron (frequently altered later to a simple skillion roof).
- Gabled and hipped roof forms were usually asymmetrical, except for terraces. The integrity of the roof form in the streetscape is paramount for this building type.
- In terrace rows on sloping streets, the roof forms of the row stepped down the slope of the street.
- Roof materials included slate (most common) or Marseilles pattern tiles (less common on original roofs but common on re-roofed houses). Corrugated iron was not used to visible elevations but was used sometimes on the skillion section to the rear of the property. Tiles were not highly glazed and were usually dark red.
- Brackets under the eaves were common.
- Chimneys are prominent elements in the roofscape. Chimneys were located on side elevations.
- Dormers were not used on Victorian Italianate houses and cottages.
- Dormers were used occasionally on Victorian Italianate and Victorian Filigree terraces (more common on earlier terraces).
- Widow's walks with a cast-iron balustrade are found atop substantial two or more storey villas located at high points in the LGA.
- Wall materials included rendered masonry either smooth finish or rendered and ruled to imitate stone (imitation ashlar).
- Windows included a vertically proportioned sash opening. They were often arranged in pairs or groups of three (using two narrow windows to flank the main central window). Arched headers to windows on the front elevation were common. Ornate decorative moulding around windows, especially drip moulds above, were common. Decorative glazed ceramic tiles wall mounted as a feature panel near windows occur in some examples.
- Windows to side elevations were simple double-hung timber-framed sash windows reducing in size towards the rear of the property.
- Front fences were Iron Palisade set into a rolled-top sandstone base with matching gate. Fences stepped to follow the fall of the land. Gate posts



were constructed of sandstone block, rendered masonry or cast iron. See Section 2.11 Fencing in this DCP for detailed controls.

- The scale of the building and the level of detail reduced towards the rear of the property.
- Beyond the front section of the house under the main roof (usually two to three rooms deep), the rear rooms had a skillion roof full width or, where there was a rear wing and breezeway, the skillion was pitched across the wing.

#### **8.5.1.2 Objectives**

- O1 To retain and if possible enhance the contribution of the property to the streetscape.
- O2 To ensure any change in the HCA is sympathetic to the Victorian Italianate or Victorian Filigree style values of the property and its ability to contribute to the identified heritage values of the area.
- O3 To retain the curtilage and setting – including front setbacks - free of car parking.
- O4 To keep original roof forms and materials and the scale of the building as presenting to the street.
- O5 To retain or reinstate front facade proportions, materials and open verandahs and balconies.
- O6 To protect, maintain and recover original details of the house, front yard and fence.

#### **8.5.1.3 Principles for change and design approach**

The principles for change are detailed in the residential HCA controls in Sections 8.2 and 8.3 of this DCP. The design approaches set out in the design guide in Part 4 (Residential Development) of the DCP should be used to guide the preparation of plans for housing alterations and additions.

### 8.5.2 Federation



Figure 1: Examples of Federation housing styles in Marrickville LGA's HCAs

These controls provide details about managing change to Federation houses in HCAs. They should be read in conjunction with the streetscape controls relevant to the HCA.

The characteristics of the Federation style described here are found frequently in Marrickville LGA's HCAs. Some properties demonstrate original features not described here, and others do not demonstrate all of those features. The evidence of the fabric (including old photographs of the house) must be the main source of information about the original form of each property.

#### 8.5.2.1 Characteristics

The characteristics described below reflect the findings of the fieldwork undertaken for the HCAs in 2009. Marrickville LGA's HCAs contain many vernacular, simply designed and detailed examples from the period which include many of the features of the Federation style but were most likely builder-designed and built, giving the streetscapes a highly consistent form with rows of repeated roofs, bays and verandahs.

Few exemplary architect-designed examples have survived within the HCAs from the period.

Recognised Federation period styles found in the Marrickville LGA are the most common Federation Queen Anne style, but also include Federation bungalow, Filigree, Anglo-Dutch/Flemish and Arts and Crafts styles.

Some elements such as dormer windows are not characteristic of the Federation period buildings in Marrickville LGA's HCAs. Generally, non-characteristic elements should not be applied to buildings in the HCA unless replacing a known original element of that type.

- The Federation Queen Anne style was the most popular style in the Marrickville LGA in the early 20th century and is well represented throughout the HCAs from that period.
- The Federation period style was applied to detached and semi-detached houses (single and two storeys) and terraces.
- Most Federation dwellings were built between 1895 and 1920.
- Earlier examples were generally sited centrally on their lot.



- Later houses built in areas without rear laneways were often limited in their width and offset sufficiently to allow access to the rear of the block for a motor vehicle.
- Rough-carved sandstone block bases were used where land slopes sufficiently.
- Almost all examples were asymmetrical although semi-detached examples are usually a mirror-image of each other.
- Most were two rooms wide with one room projecting towards the street.
- Box bay windows featured in protruding front rooms.
- Some Federation elements including a 'candle snuffer' roof form are very rare in the Marrickville LGA.
- A very modest single-fronted version with a hallway on the side closest to the side boundary was common.
- The front verandah was either full width or next to a projecting bay. Some had return verandahs on the side of the wider setback.
- Verandahs had a continuous or detached roof often using the same materials as the main dwelling.
- Turned timber posts and timber brackets and/or spindle valance were used as the main decorative element to the facade – particularly applied as valance to front verandah.
- Some very early examples had iron filigree (lace) valance to the verandah edge.
- Gabled and hipped roof forms were usually asymmetrical (unless part of a semi-detached pair).
- The integrity of the roof form in the streetscape is paramount for this building type.
- Roof materials included slate or Marseilles pattern tiles.
- Decorative ridge capping tiles were used but do not feature gargoyles or fantastic elements.
- Tiles were not highly glazed and were usually a sienna-dark red.
- Corrugated iron was not used to visible elevations but was used sometimes on the skillion section to the rear of the property.
- Chimneys are prominent elements in the roofscape. Chimneys were located on side elevations and are tall and narrowly proportioned with simple pots.
- Dormers were not used on Federation houses and cottages in Marrickville LGA's HCAs.
- The scale of the building and level of detailing reduced towards the rear of the property.
- Beyond the front section of the house under the main roof (usually two to three rooms deep) the rear rooms had a skillion roof full width or, where there was a rear wing and breezeway, the skillion was pitched across the wing.
- Walls were of face brick and dark red-brown.
- Brickwork to front facade was often dichromatic with dark red brickwork and dark brown banding at eye height.
- Examples with an Arts and Crafts influence had rough-cast above eyeline level and to the chimney.
- Windows were vertically proportioned sash opening.

- Windows were prominent and important elements in the front facade. They were timber-framed and often included highly designed joinery, with arched headers and combinations of highlights and sidelights.
- Decorative leadlights are found but are not common elements in the HCAs.
- Windows to side elevations were simple double-hung sash windows reducing in size towards the rear of the property.
- Front fences were Iron Palisade set into a chamfer top sandstone base with matching main pedestrian and tradesman's gates, plus driveway gate if property included space for a driveway.
- Fences step to follow the fall of the land. Gate posts were constructed of sandstone block, rendered masonry or cast iron. See Section 2.11 (Fencing) in this DCP.

### **8.5.2.2 Objectives**

- O1 To retain and, if possible, enhance the contribution of the property to the streetscape.
- O2 To ensure any change in the HCA is sympathetic to the Federation period values of the property and its ability to contribute to the identified heritage values of the area.
- O3 To retain the curtilage and setting – including front setbacks - free of car parking.
- O4 To keep original roof forms and materials and the scale of the building as presenting to the street.
- O5 To retain or reinstate front facade proportions, materials and open verandahs.
- O6 To protect, maintain and recover original details of the house, front yard and fence.

### **8.5.2.3 Principles for change and design approach**

The principles for change are detailed in the residential HCA controls in Sections 8.2 and 8.3 of this DCP. The design approaches set out in the design guide in Part 4 (Residential Development) of this DCP should guide the preparation of plans for housing alterations and additions.





### 8.5.3 Inter-War



Figure 1: Examples of Inter-War period housing styles in Marrickville HCAs. Note use of matching brickwork for front fences. Both of these examples have side entries.

These controls provide details about managing change to Inter-War period houses in HCAs. They should be read in conjunction with the streetscape controls relevant to each HCA.

The characteristics of the Inter-War period styles described here are found frequently in Marrickville LGA's HCAs. Some properties demonstrate original features not described here and others do not demonstrate all of those features. The evidence of the fabric (including old photographs of the house) must always be the main source of information about the original form of each property.

#### 8.5.3.1 Characteristics

Marrickville LGA's HCAs contain many vernacular, simply designed and detailed examples from the period which include many of the features of Inter-War period styles but were most likely builder-designed and built, giving the streetscapes a highly consistent form with rows of repeated roofs, bays and verandahs.

Most examples of Inter-War period style housing in the Marrickville LGA are modest. Recognised Inter-War period styles are the most common Inter-War Californian bungalow style, but also include Inter-War Georgian Revival and Art Deco styles.

Inter-War period houses (as opposed to residential flat buildings) in Marrickville LGA's HCAs are universally single storey. First floor additions are therefore non-characteristic elements and must not be applied to such buildings in the HCAs.

The Inter-War Californian bungalow style was the most popular Inter-War period style in the Marrickville LGA in the 1920s and 1930s and is well represented throughout the HCAs from that period.

- The Inter-War period styles were applied predominantly to detached houses (single storey only).
- Most Inter-War period dwellings were built in the 1920s and 1930s, generally as the result of subdivision of Victorian period villa estates.
- Later examples were generally limited in width, are detached and feature side driveways to rear garages.



- Rough-carved sandstone block or brick base were used where the land slopes sufficiently.
- Almost all examples were asymmetrical, although semi-detached examples were usually a mirror-image of each other.
- Many examples featured side entries.
- Facades were generally asymmetrical, often featuring a projecting bay, porch or verandah across part of the width only.
- Bays, verandahs and porches frequently had flat roofs.
- Brick posts or a combination of brick and timber posts were used for verandahs and porches, often with a brick balustrade.
- Existing hipped, jerkin head and hipped and gabled roof forms were usually asymmetrical (unless part of a semi-detached pair).
- The integrity of the roof form in the streetscape is paramount for this building type.
- Roof materials included Marseilles pattern tiles (glazed and unglazed).
- Plain ridge capping tiles were used.
- Tiles were not highly glazed and were usually a sienna-dark red.
- Corrugated iron was not used to visible elevations but was used sometimes on the skillion section to the rear of the property.
- Chimneys are less prominent elements in the roofscape. Chimneys were located on side elevations and are often short with simple pots.
- Dormers were not used on Inter-War period houses.
- The scale of the building and level of detailing reduced towards the rear of the property.
- Beyond the front section of the house under the main roof (usually two to three rooms deep) the rear rooms had a skillion roof full width or, where there was a rear wing and breezeway, the skillion was pitched across the wing.
- Walls were of face brick – dark red-brown or dark brown “liver” brick (liver brick in the 1930s examples).
- Windows were vertically proportioned with either casements or timber framed double hung windows to the facade, sometimes with simple (such as diamond pattern) lead lighting. Timber-framed double hung windows sat to the side and rear elevations.
- Front fences were low brickwork (0.8 metres to 1.2 metres high) to match the house plus driveway gate if property included space for a driveway. Fences stepped to follow the fall of the land. Gate posts were constructed of brickwork (see Section 2.11 (Fencing) in this DCP for detailed controls).

### **8.5.3.2 Objectives**

- 01 To retain and, if possible, enhance the contribution of the property to the streetscape.
- 02 To ensure any change in the HCA is sympathetic to the Inter-War period values of the property and its ability to contribute to the identified heritage values of the area.
- 03 To retain the curtilage and setting – including front setbacks - free of car parking.
- 04 To keep original roof forms and materials and the scale of the building as presenting to the street.



- O5 To retain or reinstate front facade proportions, materials and open verandas or porches.
- O6 To protect, maintain and recover original details of the house, front yard and fence.

#### ***8.5.3.3 Principles for change***

The principles for change are detailed in the residential HCA controls in Sections 8.2 and 8.3 of this DCP. The design approaches set out in the design guide in Part 4 (Residential Development) of this DCP should be used to guide the preparation of plans for housing alterations and additions.

### 8.5.4 Inter-War Art Deco residential flat buildings



Figure 1: Example of an Inter-War Art Deco residential flat building, including front door detailing

These controls provide details about managing change to Inter-War Art Deco residential flat buildings in HCAs. They should be read in conjunction with the streetscape controls relevant to each HCA.

The characteristics of the Inter-War Art Deco residential flat buildings described here are found frequently in Marrickville LGA's HCAs. Some properties demonstrate original features not described here; and others do not demonstrate all these features. The evidence of the fabric (including old photographs of the building) must be the main source of information about the original form of each property.

#### 8.5.4.1 Characteristics

The characteristics reflect the findings of the fieldwork undertaken for MLEP 2011. Marrickville LGA's HCAs contain simply designed and detailed examples of this style which include features of other Inter-War period styles. All examples were most likely builder-designed and built, giving the streetscapes a highly consistent form with rows of repeated roofs and bays.

Most examples of Inter-War Art Deco residential flat buildings in the Marrickville LGA are modest. They are usually two storeys.

- The Inter-War Art Deco style was the most popular Inter-War period style for construction of residential flat buildings in the Marrickville LGA in the 1920s and 1930s and is well represented throughout the HCAs.
- Most Inter-War Art Deco residential flat buildings were built in the 1920s and 1930s, generally as the result of subdivision of Victorian period villa estates.
- Many examples feature side driveways to rear garages.
- Brick base were used where land slopes sufficiently.
- Almost all examples are symmetrical with central front doors.
- Some examples feature side entries.



- Facades were generally symmetrical, often featuring articulation through projecting bays, recessed entry porches, brick pilasters or engaged columns.
- The buildings featured hipped roof forms, usually symmetrical, and occasionally parapets with a hipped roof form behind.
- The integrity of the facades in the streetscape is paramount for this building type.
- Roof materials included Marseilles pattern tiles (glazed and unglazed).
- Plain ridge capping tiles were used not highly glazed and usually sienna-dark red.
- Corrugated iron was generally not used except for minor rear sections.
- This building type does not feature any chimneys.
- The scale of the building is usually consistent throughout.
- Facades featured articulation and decorative brick detailing.
- Walls were of face brick – dark red-brown or dark brown “liver” brick (liver brick in the 1930s examples), often with use of contrasting brickwork, particularly to the facade.
- Windows were vertically proportioned with either casements or timber framed double hung windows to the facade, sometimes with simple (such as diamond pattern) lead lighting. Timber-framed double hung windows sat to the side and rear elevations.
- Front fences were low brickwork (0.8 metres to 1.2 metres high maximum) to match the building plus driveway gate if property included space for a driveway. Fences stepped to follow the fall of the land. Gate posts were constructed of brickwork (see Section 2.11 (Fencing) of this DCP for detailed controls).
- Rear garaging, if present, was of brickwork with hipped terracotta tiled roofs to match the main building.

#### **8.5.4.2 Objectives**

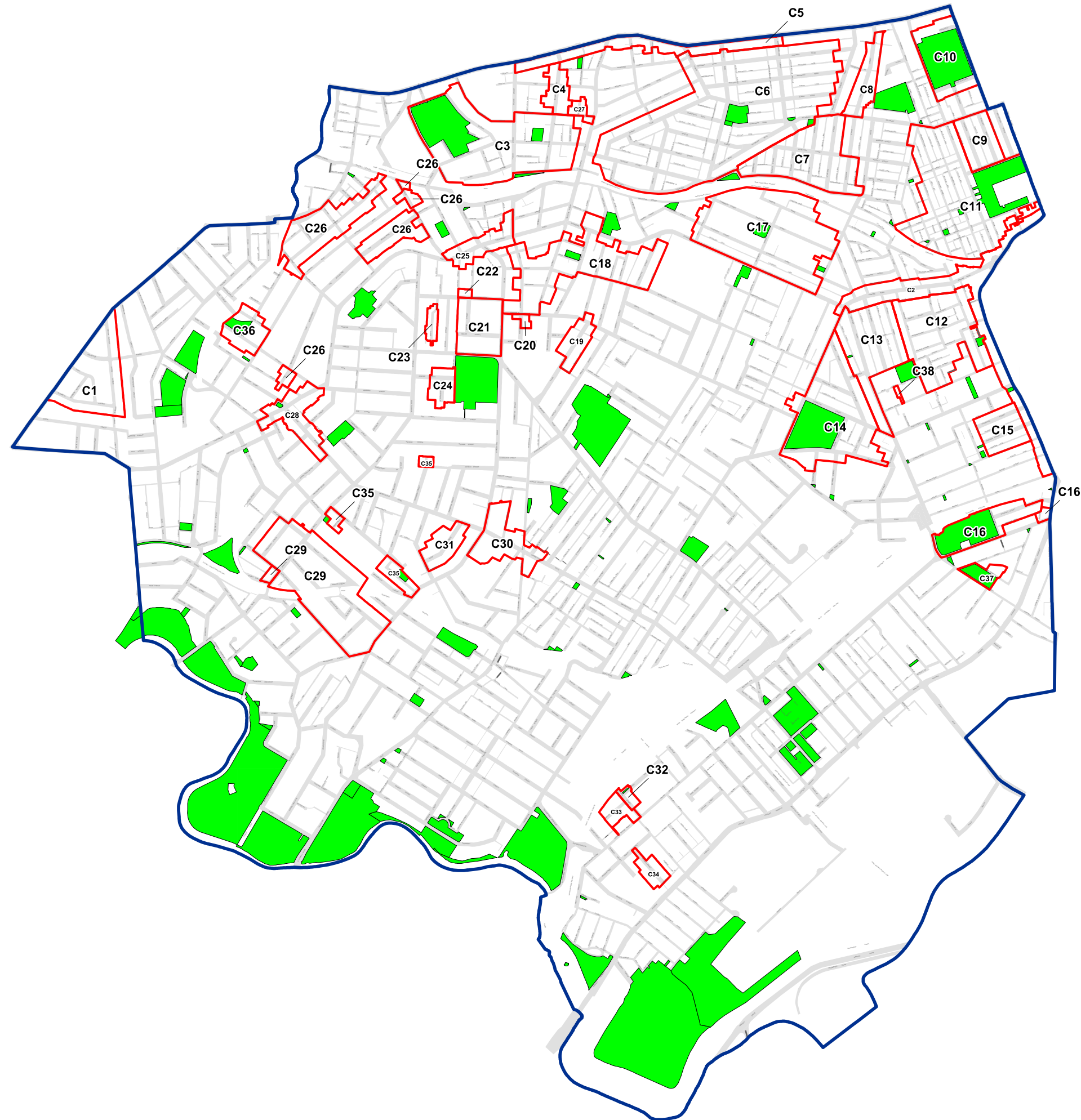
- |    |  |
|----|--|
| 01 | To retain and enhance the contribution of the property to the streetscape.   |
| 02 | To ensure any change in the HCA is sympathetic to the Inter-War period values of the property and its ability to contribute to identified heritage values. |
| 03 | To retain the curtilage and setting – including front setbacks - free of car parking.  |
| 04 | To keep original roof forms and materials and the scale of the building as presenting to the street.   |
| 05 | To retain or reinstate front facade proportions and materials including unpainted and unrendered brickwork.  |
| 06 | To protect, maintain and recover original details of facade, front garden and fence.   |

#### **8.5.4.3 Principles for change**

The principles for change are detailed in the residential HCA controls in Sections 8.2 and 8.3 of this DCP. The design approaches set out in the design guide in Part 4 (Residential Development) of the DCP guides the preparation of plans for alterations and additions to residential flat buildings.

### Appendix 1 - Heritage Conservation Areas Map

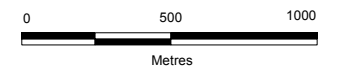
See the attached map.



## HERITAGE CONSERVATION AREAS



Map Scale 1:20,000 @ A3



Projection: Map Grid of Australia  
Datum: GDA 94

Production Date

06/06/2016

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### Legend

- Marrickville LGA Boundary
- 1 Conservation Area Number
- Heritage Conservation Areas
- Parks



# Part 9

## STRATEGIC CONTEXT





## Part 9 Strategic Context

### 9.0 Introduction

Part 9 of this DCP divides the land where this DCP applies into 47 planning precincts. Each planning precinct has its own distinct character and provides an important contextual basis for establishing appropriate types of development in association with other controls within the DCP. Each precinct has an existing and desired future character to guide development within the area. Planning controls and objectives have been applied to precinct-specific areas and site-specific areas (through masterplans) to assist in achieving the desired future character. Heritage conservation areas if located within a precinct are referenced.

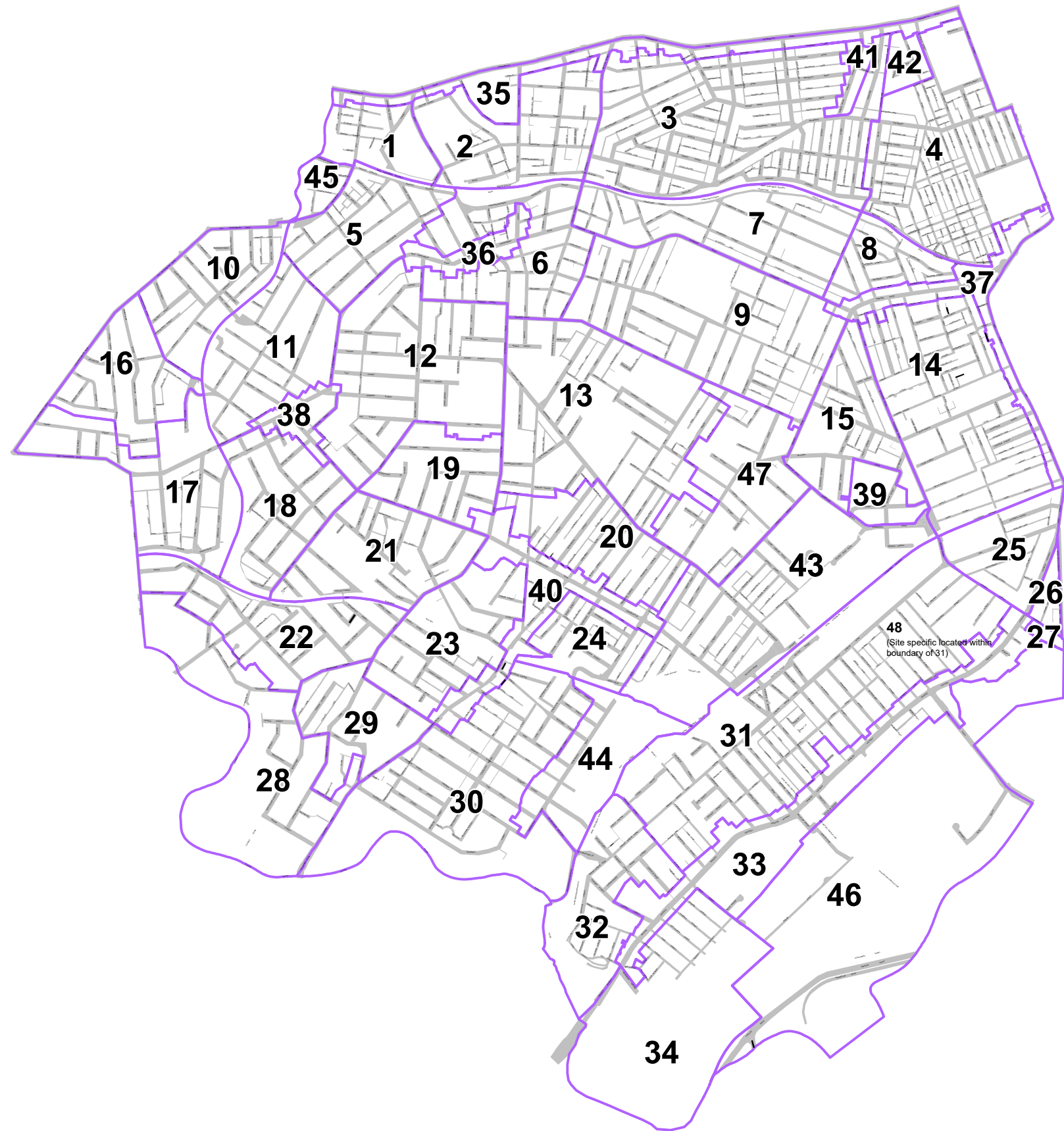
#### Planning Precincts

The following precincts are included within Part 9 of Marrickville DCP 2011:

- 9.1 Lewisham North (Precinct 1)
- 9.2 Petersham North (Precinct 2)
- 9.3 Stanmore North (Precinct 3)
- 9.4 Newtown North and Camperdown (Precinct 4)
- 9.5 Lewisham South (Precinct 5)
- 9.6 Petersham South (Precinct 6)
- 9.7 Stanmore South (Precinct 7)
- 9.8 Enmore North and Newtown Central (Precinct 8)
- 9.9 Newington (Precinct 9)
- 9.10 Dulwich Hill North (Precinct 10)
- 9.11 Hoskins Park (Precinct 11)
- 9.12 Marrickville Park and Morton Park (Precinct 12)
- 9.13 Henson Park (Precinct 13)
- 9.14 Camdenville (Precinct 14)
- 9.15 Enmore Park (Precinct 15)
- 9.16 Abergeldie Estate (Precinct 16)
- 9.17 New Canterbury Road West (Precinct 17)
- 9.18 Dulwich Hill Station North (Precinct 18)
- 9.19 Marrickville Road, Central (Precinct 19)
- 9.20 Marrickville Town Centre North (Precinct 20)
- 9.21 Ness Park (Precinct 21)
- 9.22 Dulwich Hill Station South (Precinct 22)
- 9.23 Marrickville Station West (Precinct 23)
- 9.24 Marrickville Town Centre South (Precinct 24)
- 9.25 St Peters Triangle (Precinct 25)
- 9.26 Barwon Park (Precinct 26)
- 9.27 Barwon Park South (Precinct 27)
- 9.28 Cooks River West (Precinct 28)
- 9.29 South Western Marrickville (Precinct 29)
- 9.30 The Warren (Precinct 30)
- 9.31 Unwins Bridge Road (Precinct 31)
- 9.32 Cooks River East (Precinct 32)
- 9.33 Princes Highway (Precinct 33)
- 9.34 Tempe Reserve (Precinct 34)
- 9.35 Parramatta Road (Commercial Precinct 35)
- 9.36 Petersham (Commercial Precinct 36)

- 9.37 King Street and Enmore Road (Commercial Precinct 37)
- 9.38 Dulwich Hill (Commercial Precinct 38)
- 9.39 Marrickville Metro (Precinct 39)
- 9.40 Marrickville Town Centre (Commercial Precinct 40)
- 9.41 Bridge Road (Precinct 41)
- 9.42 Camperdown North (Precinct 42)
- 9.43 Sydney Steel (Precinct 43)
- 9.44 Carrington Road (Precinct 44)
- 9.45 *McGill Street (Precinct 45)*
- 9.46 *Tempe Lands (Precinct 46)*
- 9.47 *Victoria Road (Precinct 47)*

The following map illustrates the location of all planning precincts within the Marrickville LGA.



**MARRICKVILLE**  
council

**MDCP 2011**  
**Planning Precincts**

Projection: Map Grid of Australia  
Datum: GDA 94

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**Planning Precincts**  
Precinct 1 - Lewisham North  
Precinct 2 - Petersham North  
Precinct 3 - Stanmore North  
Precinct 4 - Newtown North and Camperdown  
Precinct 5 - Lewisham South  
Precinct 6 - Petersham South  
Precinct 7 - Stanmore South  
Precinct 8 - Enmore North and Newtown Central  
Precinct 9 - Newington  
Precinct 10 - Dulwich Hill North  
Precinct 11 - Hoskins Park  
Precinct 12 - Marrickville Park and Morton Park  
Precinct 13 - Henson Park  
Precinct 14 - Camdensville  
Precinct 15 - Enmore Park  
Precinct 16 - Albergeldie Estate  
Precinct 17 - New Canterbury Road West  
Precinct 18 - Dulwich Hill Station North  
Precinct 19 - Marrickville Road, Central  
Precinct 20 - Marrickville Town Centre North  
Precinct 21 - Ness Park  
Precinct 22 - Dulwich Hill Station South  
Precinct 23 - Marrickville Station West  
Precinct 24 - Marrickville Town Centre South  
Precinct 25 - St Peters Triangle  
Precinct 26 - Barwon Park  
Precinct 27 - Barwon Park South  
Precinct 28 - Cooks River West  
Precinct 29 - South Western Marrickville  
Precinct 30 - The Warren  
Precinct 31 - Unwins Bridge Road  
Precinct 32 - Cooks River East  
Precinct 33 - Princes Highway  
Precinct 34 - Tempe Reserve  
Precinct 35 - Parramatta Road Commercial  
Precinct 36 - Petersham Commercial  
Precinct 37 - King Street and Enmore Road Commercial  
Precinct 38 - Dulwich Hill Commercial  
Precinct 39 - Marrickville Metro  
Precinct 40 - Marrickville Town Centre Commercial  
Precinct 41 - Bridge Road  
Precinct 42 - Camperdown North  
Precinct 43 - Sydney Steel  
Precinct 44 - Carrington Road  
Precinct 45 - McGill Street  
Precinct 46 - Tempe Lands  
Precinct 47 - Victoria Road  
Precinct 48 - Mary, Robert and Edith Street

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# 9.1

## STRATEGIC CONTEXT LEWISHAM NORTH









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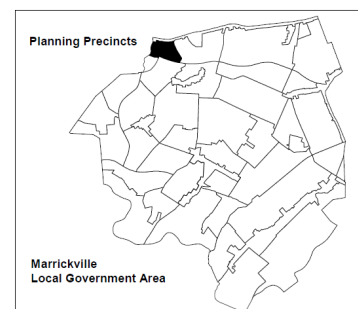
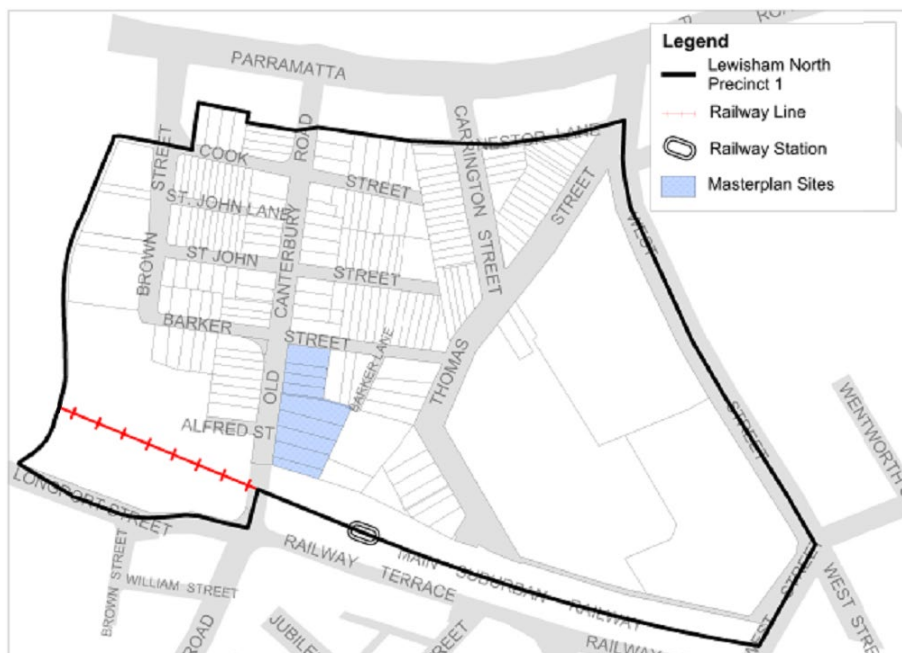




## Part 9 Strategic Context

### 9.1 Lewisham North (Precinct 1)

#### Map of precinct



#### 9.1.1 Existing character

This precinct is located in the north-western corner of the land where this DCP applies, in the northern part of the suburb of Lewisham. It predominantly consists of dwelling houses with the dominant non-residential use being retail shops.

The precinct is bounded to the south by the Western Rail Line, to the north by the Parramatta Road commercial/light industrial area, to the west by the Rozelle goods line/Hawthorne Canal and to the east by West Street, which borders Petersham Park. The land slopes gently down from the south-eastern corner to the north and west.

Old Canterbury Road and the western sides of Barker and Cook Streets connect to and from the Parramatta Road overpass and are the start/end of a major regional route originating to the north of this precinct at Parramatta Road, heading through Canterbury to Liverpool, as well as being part of the Port Botany to M2 route. An arterial road corridor runs through these properties to allow for a future enlarged road link.

Thomas Street was the original route of Old Canterbury Road, redirected when the Western Rail Line was constructed in the 1850s. A village named "Petersham" was established at this time between Parramatta Road and Old Canterbury Road and was associated with a cluster of early hotels established around the intersection of those two roads. West Street was, in the early part of the 1800s, the start of one of the early road links connecting Sydney to the south over the Cooks River. West Street is now used as an alternative truck route linking from Livingstone Road to Parramatta Road.

The regional roads in the precinct contain very high levels of traffic, including large trucks, which severely reduces the street amenity. In addition, properties near the Western Rail Line are subject to high train noise.

The street and lot pattern are generally cohesive, except for a few vacant RMS-owned lots, and dwellings are relatively unaltered and in a good state of repair. By contrast, the streets on the eastern side of Old Canterbury Road, Thomas Street and Carrington Street have low traffic and correspondingly higher street amenity. The Lewisham Rail Station has a northern tunnel entrance off the end of Thomas Street which provides a high amenity public access for surrounding residents.

Streets vary from narrow to wide. Narrow streets have thin verges with no or few small street trees, while wider streets have medium sized verges with nature strips and predominantly a mix of medium-sized exotic and native tree species, including the common *Callistemon* (Bottlebrush). Front setbacks are predominantly medium, usually accommodating planter beds and/or shrub landscaping. Lots vary in width, depth, area and shape but are predominantly small to medium.

The precinct mostly contains freestanding dwelling houses, but also a considerable amount of semi-detached and terrace housing types. The dwellings are from various periods, with considerable representations of mid to late Victorian, Federation and Inter War and occasional group of Early Victorian (Georgian style). Dwellings are predominantly single storey, with terracotta tiled pitched roofs, with an even mix of render/painted and face brick wall material. Front fencing is a mix of Iron Palisade, timber picket, brick, metal and combinations.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

On the eastern side of the precinct is a large area of land bounded by West Street, Thomas Street and the Western Rail Line. The land was established by the Catholic Church in the 1840s and evolved to provide various religious, educational, medical and senior housing uses. Two heritage item listings cover the whole site, which contains many large historic institutional buildings and landscape settings.

### 9.1.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified heritage items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.



4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To ensure that new development considers all potential impacts to biodiversity.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
8. To ensure that new development located on the GreenWay and Light Rail Corridor acknowledges and respects its environmental and social values; and adheres to the design principles and planning considerations for development fronting the GreenWay Corridor as detailed within 9.1.4 Precinct-specific planning controls.
9. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.

### 9.1.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas within the precinct. However, two significant heritage items within the precinct are St Thomas's Catholic Church, school and presbytery (to Thomas Street) and convent and the former Lewisham Hospital, Convent and grounds (to West Street). A conservation management plan prepared in 1990 and updated in 1999 exists for the West Street site (the former Lewisham Hospital).

### 9.1.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna;

and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.

### 9.1.5 Site-specific planning controls

#### 9.1.5.1 Masterplan Area (MA 1.1)

##### Masterplan location

- C7** Masterplan Area 1.1 relates to the allotments shaded in Figure (1.1a).

##### Site amalgamation

- C8** The redevelopment of allotments shaded in Figure (1.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (1.1b).
- C9** Amalgamation of allotments must not result in any 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.

##### Building height

- C10** The height of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The height is expressed in number of storeys.

##### Boundary setbacks

- C11** The boundary setbacks of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

- C12** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

- C13** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (1.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (1.1b) and (1.1c). The setbacks are expressed in metres.

##### Articulation zones

- C14** The envelope of buildings on the land shaded in Figure (1.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (1.1b) and (1.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C15** The envelope of buildings on the land shaded in Figure (1.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (1.1b) and (1.1c), may include deep articulations to the building form to break up the massing.





## Domain interface and structure

**C16** The redevelopment of the land shaded in Figure (1.1a) must conform to the control diagram in Figure (1.1b) in regards to:

- i. The location of active land uses and frontages at ground level;
- ii. The location of vehicular entries;
- iii. The location of publicly accessible and dedicated pedestrian links; and
- iv. The location and extent of public domain infrastructure.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 1.1a Location Diagram



Figure 1.1b Plan Diagram

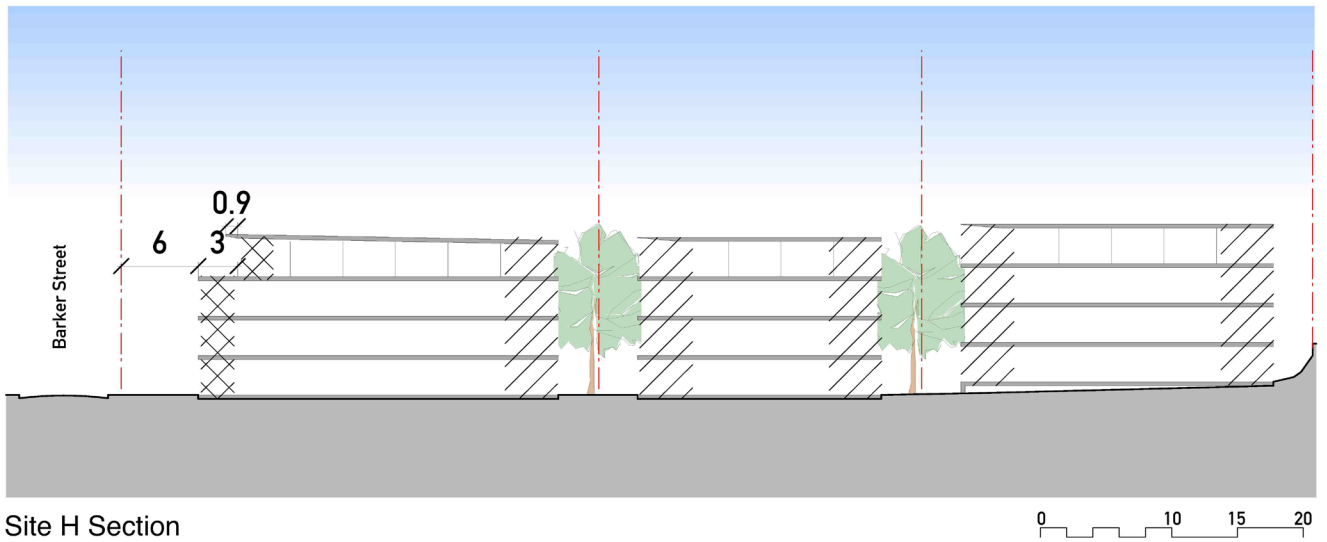


Figure 1.1c Section Diagram

# 9.2

## STRATEGIC CONTEXT PETERSHAM NORTH







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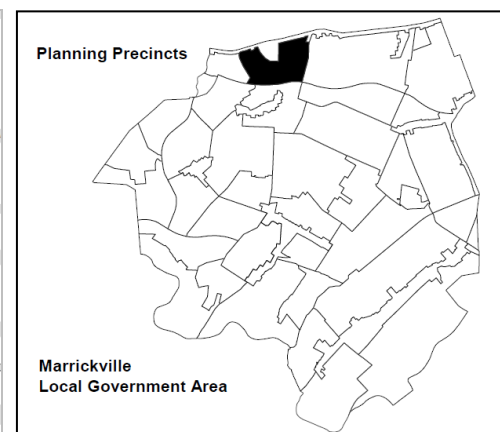
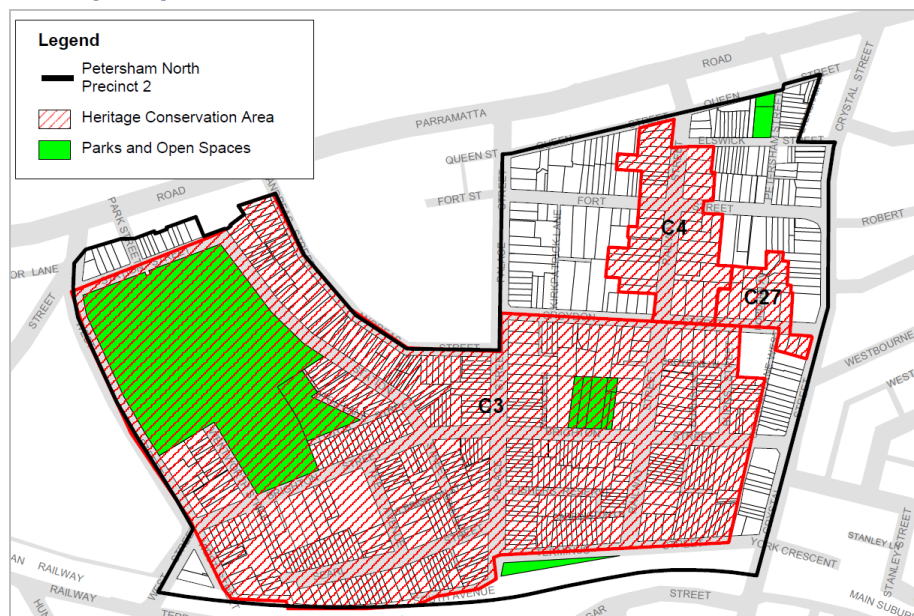




## Part 9 Strategic Context

## 9.2 Petersham North (Precinct 2)

## Map of precinct



### 9.2.1 Existing character

This precinct is located towards the north-western corner of the land where this DCP applies, and is generally bounded by Queen Street, Andreas Street the rear of properties fronting Parramatta Road, West Street, the Main Western rail line, and Crystal Street. It includes most of that part of Petersham which lies north of the railway line. West Street and Crystal Street are major arterial roads, and Brighton Street, which crosses the precinct from east to west, also carries a considerable amount of through-traffic.

The precinct is predominantly residential in character, but includes commercial development on the western side of Crystal Street, and a small number of commercial premises in other locations. The White Cockatoo Hotel is a substantial Victorian building located on the western corner of Terminus Street and Railway Street. Petersham train station, and its grand Victorian station building, is located on the southern edge of the precinct.

The street layout of the precinct is characterised by a fairly regular grid pattern east of Palace Street, with a small number of cul-de-sacs. West of Palace Street, the street pattern is less regular, to accommodate Fort Street High School and Petersham Park. The north-eastern part of the precinct, around the northern end of Railway Street, is quite elevated, and slopes south down towards the railway line, and west down towards Petersham Park. Local views are available southwards, down Railway Street and Palace Street.

Street widths vary from narrow to wide, with Palace Street and Railway Street being amongst the widest. Lots vary in width, depth, area and shape. There is a grouping of larger lots in the more elevated part of the precinct, particularly around Croydon Street.

Many streets have grassed nature strips and a mixture of small to medium street trees of both native and exotic species. A smaller number of large street trees are spread throughout the precinct. Front building setbacks are a mixture of mainly small setbacks of less than 2 metres, and medium setbacks of 2 metres to approximately 4 metres. Front setbacks generally contain small to medium shrubs and trees.

The precinct contains a mixture of detached dwellings, semi-detached dwellings and attached dwellings (terrace houses), with a smaller number of residential flat buildings, and occasional multi dwelling housing. The precinct contains predominantly Victorian buildings, a considerable number of Federation and Interwar buildings, and a smaller number of Post-War and contemporary buildings. The properties fronting Hordern Avenue are notable as a clearly defined, and very intact, example of Inter-War multi dwelling housing and semi-detached housing. Throughout the precinct, off-street car parking accessible from the front of buildings is uncommon. In some streets, properties have rear-lane vehicular access.

The precinct contains three Heritage Conservation Areas being the Petersham North Heritage Conservation Area, Railway Street (Petersham) Heritage Conservation Area and the Hordern Avenue Heritage Conservation Area.

Precinct 2 is relatively well served by open space, with Petersham Park being a large area of open space including a public swimming pool and a full-sized oval. Within Petersham Park, the avenue of mature trees extending north from Brighton Street, and adjacent to Wentworth Street, is particularly notable. Smaller parks are located in Brighton Street and Petersham Street, and the Petersham Bowling Club provides an area of privately owned open space which is open to the public. Aside from street access, pedestrian access to the southern side of the railway line is available, via stairs, at the Petersham station over-bridge, and via a tunnel to the west of the station.

Areas within the precinct have been identified as having high biodiversity. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

Taverner's Hill Public School is located in Queen Street, and Fort Street High School and the Crystal Street campus of Petersham TAFE are both located adjacent to the precinct. The precinct includes a childcare centre towards the eastern end of Brighton Street, and a kindergarten towards the western end of Brighton Street, adjacent to Petersham Park.

Most of the precinct is in the West Street sub-catchment, but a small part of the precinct is in the Whites Creek sub-catchment. Both of those sub-catchments drain northwards to Port Jackson.

### 9.2.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.



5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the mixed density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
10. To protect the identified values of the Petersham North Heritage Conservation Area, Railway Street (Petersham) Heritage Conservation Area and the Hordern Avenue Heritage Conservation Area.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.2.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 3 Petersham North Heritage Conservation Area, HCA 4 Railway Street (Petersham) Heritage Conservation Area and HCA 27 Hordern Avenue Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.2.3.1 HCA 3: Petersham North Heritage Conservation Area (C3)**

The Petersham North Heritage Conservation Area is of historical significance as an area developed from the 1848 Petersham Estate Subdivision, 1854 Sydenham Estate subdivision and later subdivisions into the early 20<sup>th</sup> century. The area's built environment reflects its layered subdivision history.

The Petersham North Heritage Conservation Area is of aesthetic significance for its 19<sup>th</sup> Century Villas and their setting, 19<sup>th</sup> Century houses (detached and semi-detached) and their setting, 19<sup>th</sup> and early 20<sup>th</sup> Century terraces and houses (detached and semi-detached), groups and streetscapes containing 19<sup>th</sup> Century villas, houses and terraces and 20<sup>th</sup> Century houses and terraces. The Area contains the home of Percy Hordern, member of the Hordern family retail dynasty and prominent resident of the inner western suburbs of Sydney. Percy Hordern was also a locally prominent resident.

It is representative of the principal characteristics of the development of the area from an early Estate to an urban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

The key period of significance for the Petersham North Heritage Conservation Area is 1854-1920.

### **9.2.3.2      *HCA 4: Railway Street (Petersham) Heritage Conservation Area (C4)***

The Railway Street Heritage Conservation Area is of aesthetic significance for its ability to demonstrate the evolutionary patterns of development in the area including Federation cottages and Victorian Italianate villas. The diversity of buildings are of a high quality but individual architectural approaches built within a relatively short period demonstrates the range of housing options available to property owners who had the resources to build a bespoke home. This contrasts with the speculative nature of most of the development within the area.

The Area reflects the history of subdivision and development in the former Petersham Municipality between the period 1854–1940.

The key period of significance for Railway Street (Petersham) Heritage Conservation Area is 1854-1940.

### **9.2.3.3      *HCA 27: Hordern Avenue Heritage Conservation Area (C27)***

The Hordern Avenue Heritage Conservation Area is significant because it demonstrates historic and aesthetic values which are important and rare in the area. The group of buildings in the area form a highly intact and cohesive streetscape through the use of consistent forms, materials and detailing.

The subdivision qualities of Hordern Avenue demonstrate the principles of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being at least the third known to have occurred on the site.

The design and detailing of the group of Inter-War semi-detached bungalows and adjacent residential flat buildings in the Area is high in quality and includes the use of decorative brickwork and unusual details such as flattened-arched lintels to door openings, which together with the attached and linear built forms and minimal site setbacks establishes an intimate aesthetic quality to the buildings in the group.

The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The key period of significance for the Hordern Avenue Heritage Conservation Area is 1937-1945.

## **9.2.4      Precinct-specific planning controls**

- C1**      To retain and protect historical shopfronts in the precinct, including the row of properties from Nos. 57 to 69 Palace Street, Petersham, which form a row of seven shopfronts, including large windows with clear glass and clearly defined entries, and the existing awnings which project from the front elevation over the footpath.
- C2**      HCA 3 Petersham North Heritage Conservation Area has been identified as containing the following streetscapes:
  - a.      Mixed Residential Streetscape (Type B). See Section 8.3 of this DCP for relevant controls.
  - b.      Retail Streetscapes. See Section 8.4 of this DCP for relevant controls.



Relevant Architectural Style Sheets for HCA 3 Petersham North Heritage Conservation Area include:

- c. Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- d. Federation styles. See Section 8.5.2 of this DCP for relevant controls.
- e. Inter-War styles. See Section 8.5.3 of this DCP for relevant controls.
- f. Inter-War Art Deco residential flat buildings. See Section 8.5.4 of this DCP for relevant controls.

**C3** HCA 4 Railway Street (Petersham) Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscape (Type B). See Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 4 Railway Street (Petersham) Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. See Section 8.5.2 of this DCP for relevant controls.
- d. Inter-War styles. See Section 8.5.3 of this DCP for relevant controls.
- e. Inter-War Art Deco residential flat buildings. See Section 8.5.4 of this DCP for relevant controls.

**C4** HCA 27 Hordern Avenue Heritage Conservation Area has been identified as:

- a. Residential detached and semi-detached streetscapes (Type A). See Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 27 Hordern Avenue Heritage Conservation Area include:

- b. Inter-War styles. See Section 8.5.3 of this DCP for relevant controls.

## 9.2.5 Site-specific planning controls

### 9.2.5.1 1-15 West Street & 96-98 Brighton Street, Petersham

- C5** In order for a development on Nos. 1-15 West Street to achieve the maximum built form controls contained in Inner West LEP 2022 the sites must be amalgamated.
- C6** The height of any building occupying the Brighton Street frontage must not be more than the ridge height of the highest terraces on the opposite corner of West Street and Brighton Street (125-127 Brighton Street).
- C7** The West Street façade must not be higher than the wall height of Block E on the former Lewisham Hospital site.
- C8** In order to protect the heritage significance of Petersham Park the height of future development must remain below the tree line at the interface with Petersham Park.
- C9** Development on the site must not obstruct views from Petersham Park to the former Lewisham Hospital and Grounds.
- C10** The upper levels of the development must be designed so as to prevent overlooking into the rear yards of dwellings fronting Wentworth Street

and design/screening measures must be used to prevent or minimise as far as practicable views into living areas of those dwellings.



# 9.3

## STRATEGIC CONTEXT STANMORE NORTH







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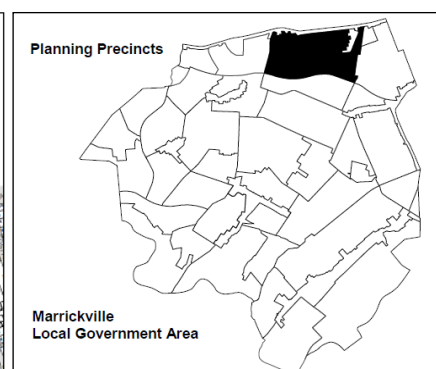
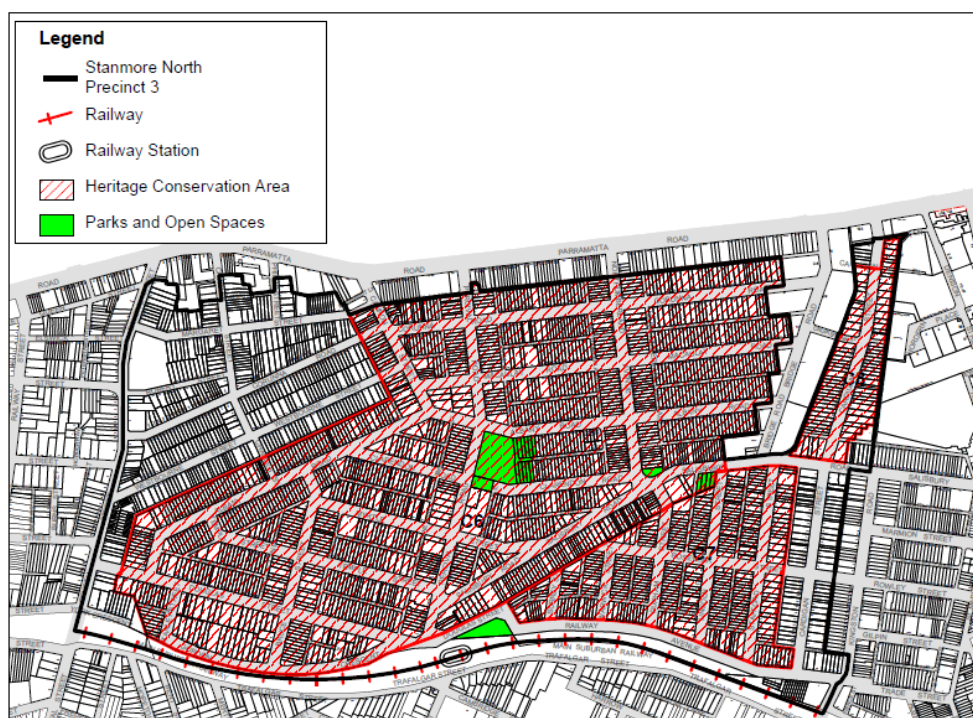




## Part 9 Strategic Context

### 9.3 Stanmore North (Precinct 3)

#### Map of precinct



#### 9.3.1 Existing character

This precinct is located in the northern section of the land where this DCP applies, in the northern part of the suburb of Stanmore and the eastern part of Petersham. The precinct predominantly consists of lower density residential development, with Stanmore Village and Stanmore Railway Station located at the central southern edge.

The precinct is bounded by the railway line to the south, Crystal Street to the west, the back of Parramatta Road/Corunna Lane to the north and Kingston Road/Cardigan Lane to the east. The topography is characterised by two spurs heading gently down from the southern end of Crystal Street to the north and north-east. Views towards Sydney City are available from the high points, with some of the grand villas incorporating viewing towers and rooftop platforms. Salisbury Road and the southern end of Cardigan Street follow the major creek tributaries converging into the Johnston Creek canal that heads north to Sydney Harbour.

The majority of the streets derived from the Annandale Estate subdivisions are consistently 20 metres wide, whilst the remainder of the streets are generally 15 metres in width. Footpaths, nature strips, on-street parking, kerbing and a mixed type of predominantly medium sized street trees are present on both sides of the streets. Landscaping in the medium sized front yards consists of planter beds, shrubs and sometimes small trees. Lots are predominantly small to medium in frontage and area, with generally rectilinear shape, but contain angled lots where oblique angled streets intersect. Double or sometimes triple width blocks accommodate larger fronted

dwelling throughout the precinct, such as along Temple, Myrtle and Bruce Streets. There are consistently larger lots on Douglas Street, Gordon Crescent, Stafford Street and Cardigan Street that contain large villas. This reflects the historical principal of locating grand homes within the highest parts of the local government area.

There are four open space areas in the precinct providing for passive recreation, the largest being the attractive Weekley Park with formal path layout, large established trees and playground, located in the centre of the precinct between Percival Road, Albany Road and Clarendon Road. The other three are small pocket parks, being Stanmore Reserve near Stanmore Station; Whiteley Park at the southern end of Northumberland Avenue and Bain Playground at the corner of Salisbury Road and Lincoln Street.

The precinct mostly contains dwelling houses, but also a considerable amount of semi-detached and terrace housing types. It is notable that there are very few residential flat buildings or multi-dwelling housing developments in this precinct, the main exception being a group of Art Deco style residential flat buildings in Phillip Street. The dwellings are mostly from the Late Victorian and Federation period. Most of the precinct has a high level of intactness in keeping with the original period styles of the buildings, however the north-west area is more heavily modified with unsympathetic alterations and additions. The eastern side of this precinct has a mixture of abandoned and operational shops, car repair station, industry, service station, Petersham TAFE, some larger residential flat buildings and an industrial to multiple dwellings conversion.

Dwellings are predominantly single storey with some continuous groups such as parts of Albany Road, but a considerable amount is also two storey. There is a mix of render/paint and face brick wall finish with predominantly terracotta tiled pitched roofs. There is a high proportion of iron palisade fencing but also timber picket, brick and brick/timber combinations as well. Very few dwellings have garage or hard stand parking at the front as most streets have rear lanes allowing for rear parking.

The precinct contains three Heritage Conservation Areas; being HCA 6 Annandale Farm Heritage Conservation Area, HCA 7 Kingston West Heritage Conservation Area and HCA 8 Cardigan Street Heritage Conservation Area.

The Stanmore Village is located at the southern end of Percival Road. It was predominantly developed in the Federation period, containing an attractive collection of high quality commercial buildings, including a number of intact period shop fronts as well as the imposing Salisbury Hotel and the prominent early style service station on the pointed intersection of Percival Road and Salisbury Road. There are also some contemporary infill mixed-use developments and rear dwelling additions with varying success at fitting into the streetscape.

### 9.3.2 Desired future character

The desired future character for this precinct is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.



6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Annandale Farm Heritage Conservation Area, the Kingston West Heritage Conservation Area and the Cardigan Street Heritage Conservation Area.

### 9.3.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 6 Annandale Farm Heritage Conservation Area, HCA 7 Kingston West Heritage Conservation Area and HCA 8 Cardigan Street Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.3.3.1 HCA 6: Annandale Farm Heritage Conservation Area (C6)**

The Annandale Farm Heritage Conservation Area is of historical significance as a distinctive area development 1884 to 1910 from the last subdivisions (1884 to 1906) of the Annandale Farm Estate, an important early Colonial estate which is historically associated with George Johnston, a significant figure in NSW colonial history. The association with Annandale Farm remains though discernable elements in the landscape (such as street alignments) following the original Farm boundaries and the potential gate house lodge now relocated to the rear garden of 96 Corunna Road.

The Annandale Farm Heritage Conservation Area is a representative residential area of late Victorian and Federation period housing, corner shops and retailing and includes some high quality examples from the different architectural periods. Streetscapes are highly cohesive and roofscapes rhythmical due to the staged subdivision release and the development of many groups and 'runs' of houses of a single pattern.

It is distinguished from surrounding areas by its later development and predominance of late Victorian and Federation period housing, wide streets, and by its most substantial housing being "Railway Villas" located at a low point purposely to attract affluent potential purchasers to the subdivision.

The Annandale Farm Heritage Conservation Area is considered locally rare as an area which retains discernable elements in the landscape (such as street alignments) which relate to an early colonial estate.

The Area also has the potential to demonstrate significant archaeological relics in the vicinity of the former farm house, outbuildings, garden areas and burial grounds.

The key period of significance for the Annandale Farm Heritage Conservation Area is 1883-1915.



### **9.3.3.2      *HCA 7: Kingston West Heritage Conservation Area (C7)***

The Kingston West Heritage Conservation Area is of historical significance as it represents the development of the 1887 and 1893 subdivisions of the “West Kingston Estate”.

The Area was released within a relatively short period (1887-1893) leading to a notable consistency of the primary built forms and typologies in the area. The Kingston West Heritage Conservation Area is of aesthetic significance for the notable consistency of the primary built forms and typologies in the area – being residential in character with the only exception being a highly contributory shop; and for its modestly scaled (predominantly single storey) but finely detailed and well proportioned examples of terraces and cottages intended for the aspirational middle classes.

Building materials of those dwellings built during the Federation era are consistent with the predominant typologies of the period, with dark and duochrome brickwork, timber framed vertically proportioned sash windows and slate/Marseilles pattern terracotta tiled roofs.

The contribution of the public domain to the streetscapes of this area is simple and limited to sandstone kerbing and a variety of late 20<sup>th</sup> Century native street tree planting, most of which obscures the elevation of houses from public view but does not contribute to the historic aesthetic qualities of the Area.

The streetscape quality of the primary cross street with the area, Rosevear Street, is derived from the opportunity afforded to overlook and appreciate the roofscapes of the rear properties as they step up and down the hillside and the contribution of the traditionally configured side elevations of properties adjoining the street.

The Kingston West Heritage Conservation Area is a representative area of late 19<sup>th</sup> and early 20<sup>th</sup> Century residential development.

The key period of significance for the Kingston West Heritage Conservation Area is 1887-1915.

### **9.3.3.3      *HCA 8: Cardigan Street Heritage Conservation Area (C8)***

The Cardigan Street Heritage Conservation Area is historically significant for demonstrating the pattern of development in the area from early land grants to densely settled urban landscapes. The area was developed later than much of the surrounding area and within a relatively short time frame (1902-1915) leading to a notable consistency of the primary built form and typologies in the area. The Area occupies part of the Kingston Estate; one of the most important of the early estates in the area.

The Cardigan Street Heritage Conservation Area is of aesthetic significance for its modestly scaled (predominantly single storey) but finely detailed and well proportioned Federation period cottages and semi detached dwellings from the period 1902-1915 (with some built in the late Victorian style). Building materials of those dwellings built during the Federation era are consistent with the predominant typologies of the period, with dark and polychrome brickwork, timber framed vertically proportioned sash windows and Marseilles pattern terracotta tiled roofs.

The key period of significance for the Cardigan Street Heritage Conservation Area is 1902-1915.



### 9.3.4 Precinct-specific planning controls

**C1** Sites exist within this precinct with archaeological potential relating to the former Annandale Farm outbuildings. See Section 8.2.8 of this DCP for relevant controls.

**C2** HCA 6 Annandale Farm Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). See Section 8.3 of this DCP for relevant controls.
- b. Retail streetscapes. See Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 6 Annandale Farm Heritage Conservation Area include:

- c. Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- d. Federation styles. See Section 8.5.2 of this DCP for relevant controls.

**C3** HCA 7 Kingston West Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). See section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 7 Kingston West Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. See Section 8.5.2 of this DCP for relevant controls.

**C4** HCA 8 Cardigan Street Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A). See Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 8 Cardigan Street Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. See Section 8.5.2 of this DCP for relevant controls.

### 9.3.5 Site-specific planning controls

Nil

# 9.4

## STRATEGIC CONTEXT NEWTOWN NORTH AND CAMPERDOWN







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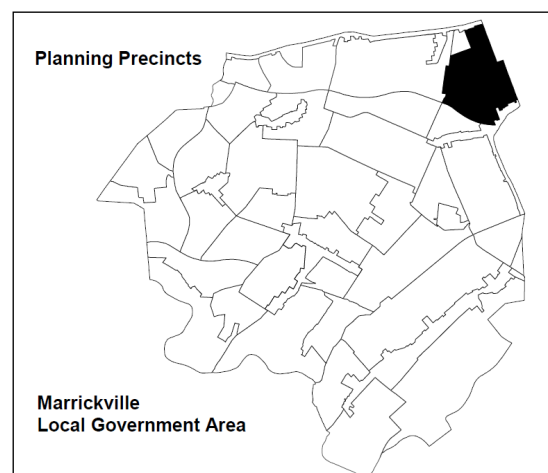
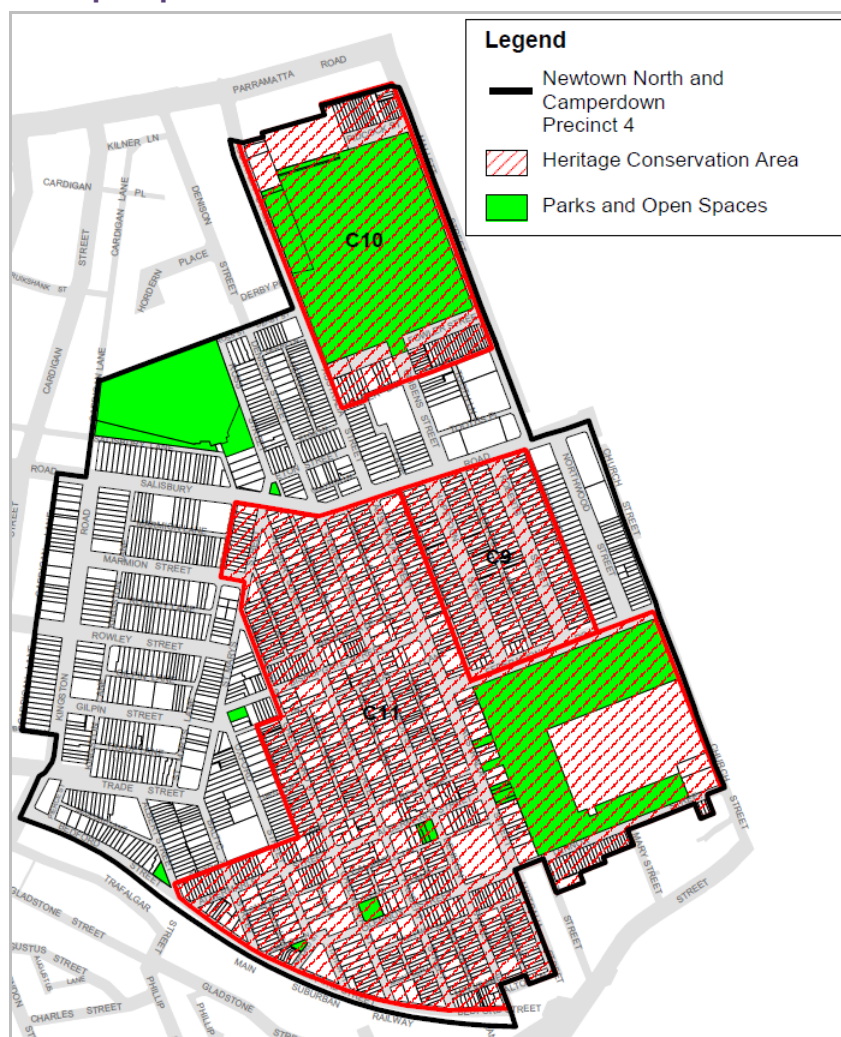




## Part 9 Strategic Context

### 9.4 Newtown North and Camperdown (Precinct 4)

#### Map of precinct



#### 9.4.1 Existing character

This precinct is located in the north-eastern corner of the land where this DCP applies in the northern part of the suburb of Newtown and western part of the Camperdown. The precinct predominantly consists of medium density residential development due to small lot sizes, but also includes some large early industrial buildings many of which have been converted to residential flat buildings. The majority of the precinct is part of the historic Kingston Farm Estate and the historic Camperdown Estate. Those Estates were two of the earliest land grants in Australia and earliest European settled areas in the area.

The precinct is bounded by the railway line to the south, Cardigan Lane to the west, the rear of properties fronting Parramatta Road to the north, Mallet and Church Streets to the east and the edge of the Newtown commercial centre to the south-east. The



topography is characterised by gently sloping ridges and creek lines heading down from the hill top at St Stephens Church. St Stephens Church spire provides a prominent landmark to the precinct, especially along an east-west ridge line viewed from Albermarle Street with dramatic axial views.

There is a small group of commercial buildings on Fowler Street facing out to Camperdown Park currently containing a café and a small cluster of commercial type buildings.

The streets in the central part of the precinct are noted for being narrow. The verge widths are correspondingly narrow containing only footpaths with no nature strip but random arrangement of mixed small to medium trees that indent into the footpath on both sides of the streets restricting footpath access. On-street parking is generally on both sides of the street, with the remaining carriageway being narrow single vehicle access. This, combined with the streets allowing two way access, makes this location one of the most constricted areas, with a very slow traffic movement and high pedestrian amenity. The western and eastern part of this precinct have wider 20 metre streets, good sized verges and footpaths, on-street parking, kerbing and a nature strip on each side of the street and medium and some large street trees. The trees in those areas are still mostly mixed in type and random in pattern except for Northwood Street where most of the street has an enclosed canopy of large Fig trees. In most of the precinct dwellings either have no front yards or very small front yards with either no front landscaping, pot plants, low garden bed plantings or sometimes small shrubs.

The precinct is well served by open space containing three large open space areas and six small pocket parks. Camperdown Memorial Rest Park (originally part of St Stephens Cemetery) wraps around St Stephens Church and graveyard, with a high boundary fence separating the two. It is partly open and partly covered in trees with a predominantly native theme. The Park accommodates passive recreation including a children's playground. Camperdown Park contains a combination of active uses, with the provision of the central oval, bowling greens, tennis courts and basketball courts and passive recreation space around the edge including the bandstand war memorial and trees around the edge including early plantings adjacent to Australia and Fowler Streets. It also contains an art gallery and community centre on the northern side. O'Dea Reserve is an established area of open space redeveloped from what was the former bicycle velodrome, providing for passive recreation with covered outdoor picnic area, children's playground and dog walking area. The pocket parks provide for shade, seating with some have children's play facilities.

The precinct mostly contains a mixture of dwelling houses, terraces and semi-detached housing of one and 2 storeys in height, however there are a considerable number of older industrial buildings, especially clustered in the area between Australia Street, Salisbury Road, Mallet Street and Fowler Street and the northern end of Northwood Street. Most have been converted and some significantly altered for use as residential flat buildings. These are high bulk buildings mostly built hard to the street boundaries and are 2-4 storeys in height. There are also a number of Inter-War, Post-War and contemporary purpose built residential flat buildings scattered throughout the precinct. The buildings are predominantly from the late Victorian period with rendered or painted brickwork finish, however there are a considerable amount that are from the Federation period with face brick finish.

The precinct contains a rich mixture of period and typology with many infill buildings from later periods and many later alterations and additions to early buildings, while still maintaining a unique small scaled Victorian streetscape character. The block between Hopetoun Lane, Salisbury Road, Church Street and Federation Road is an early Federation subdivision containing almost entirely single storey federation period semi-



detached or terrace dwellings with face brick finish, although some have been painted, and many having gabled fronts and some being timber construction cottages.

The precinct contains three Heritage Conservation Areas being the Camperdown Park Estate Heritage Conservation Area, North Kingston Estate Heritage Conservation Area and the Hopetoun-Roberts-Federation Streets Heritage Conservation Area.

There is a high proportion of iron palisade fencing but also a variety of timber picket, brick and brick/timber/metal combinations as well. Front setbacks are mostly 0-2 metres with many dwellings being built to the front boundary or only incorporating a 1.2 metre setback. Very few dwellings have a garage or hard stand parking at the front due to the narrow lot and dwelling frontage and that most streets have rear lanes allowing for rear parking where they can be accommodated or utilise on-street parking. The area is pedestrian focused with slow vehicle speeds and high pedestrian activity due to the relatively high population density and engaging built form.

## 9.4.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly medium density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Camperdown Park Estate Heritage Conservation Area, North Kingston Estate Heritage Conservation Area and the Hopetoun-Roberts-Federation Streets Heritage Conservation Area.

## 9.4.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas being HCA 10 Camperdown Park Heritage Conservation Area, HCA 11 North Kingston Estate Heritage Conservation Area and HCA 9 Hopetoun-Roberts-Federation Streets Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

### 9.4.3.1 *HCA 10: Camperdown Park Heritage Conservation Area (C10)*

The Camperdown Park Estate Heritage Conservation Area is of aesthetic significance for demonstrating the pattern and growth of the terrace-house typology in Sydney during the mid-late 19<sup>th</sup> Century with a small group of shops integrated into the terrace

group near the intersection of Gibbens and Fowler Streets. The Park was formerly part of the Fowlers Pottery works and provides evidence of the adaptive re-use of industrial sites for civic beautification. The contemporary Park demonstrates high aesthetic values within the context of the local area and it demonstrates the principles of early 20<sup>th</sup> Century urban park design, including the alienation of areas of the park for specialised recreational activities. The horse and dog watering trough is rare surviving evidence of 19<sup>th</sup> Century infrastructure, as is sandstone kerbing and guttering. It represents the principle characteristics of the development of the Marrickville Council area from an early Estate to urban cultural landscape. The Area provides valuable evidence of substantially intact and differently detailed groups of terrace housing in an unusual setting overlooking a major park which allows them to be appreciated as a group composition.

The key period of significance for the Camperdown Park Heritage Conservation Area is 1889-1910.

### **9.4.3.2      *HCA 11: North Kingston Estate Heritage Conservation Area (C11)***

The North Kingston Estate Heritage Conservation Area is of historical significance for demonstrating the pattern of development in the Council area from early land grants to densely settled urban landscape. This can be seen through the range of high style and modest dwellings of typologies and densities found in the area which demonstrate the different phases of development and options for housing available to the worker of the 19<sup>th</sup> Century.

It occupies land within the Kingston Farm Estate; one of the most important of the area's early Estates. The subdivision pattern and distribution of development throughout the precinct provides the earliest examples found in Marrickville of the socio-topographic patterns of land use; with the ridgeline of Albermarle Street notable for its early and grander houses and the remainder of the area notable for its modest workers' cottages. The street layout was formed in the original subdivision of 190 acres.

The North Kingston Estate Heritage Conservation Area is of aesthetic significance for its 19<sup>th</sup> Century houses (detached and semi-detached) and their settings, 19<sup>th</sup> and 20<sup>th</sup> Century terraces and houses (detached and semi-detached) including several highly cohesive groups, 19<sup>th</sup> Century corner shops, local shopping precinct and small amount of industrial development found throughout the area. The modest scale of the original cottages and terraces in the area reinforces their original purpose as worker's housing. The Area is representative of the range of building types and forms available to the working and lower middle classes including detached cottage, semi-detached pair and terrace housing.

The key period of significance for the North Kingston Estate Heritage Conservation Area is 1855-1920.

### **9.4.3.3      *HCA 9: Hopetoun-Roberts-Federation Streets Heritage Conservation Area (C9)***

The Hopetoun-Roberts-Federation Streets Heritage Conservation Area is of historical significance as one of the last areas of Newtown to be subdivided for residential development. The area was developed from 1900 and through its street names such as Federation Road (in celebration of the upcoming Federation of Australia) and Hopetoun Street (after Australia's first Governor General Lord Hopetoun), it celebrates the exuberance of Australian nationalism during the early Federation period. Although developed at the beginning of the period of the suburban boom the Area demonstrates



the continuity of use of urban densities and development patterns traditional to the Camperdown area.

The Area occupies part of the Kingston Estate; one of the most important of the early estates in the area. The Hopetoun-Roberts-Federation Streets Heritage Conservation Area is of aesthetic significance for its 19<sup>th</sup> and early 20<sup>th</sup> Century terraces and houses (detached and semi-detached) and their setting. The rows of attached terraces in particular are of high quality for their type and the gabled forms demonstrate an unusual variation that contributes strongly to the rhythms of the streetscape. The predominantly single-storey scale of the buildings in the area reinforces the modest role of the original cottages and terraces as housing for those of limited means.

The key period of significance for the Hopetoun-Roberts-Federation Streets Heritage Conservation Area is 1900-1915

#### 9.4.4 Precinct-specific planning controls

- C1** HCA 10 Camperdown Park Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 10 Camperdown Park Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- C2** HCA 11 North Kingston Estate Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls
  - Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 11 North Kingston Estate Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- C3** HCA 9 Hopetoun-Roberts-Federation Streets Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 9 Hopetoun-Roberts-Federation Streets Heritage Conservation Area include:
- Victorian Italianate/ Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls
  - Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

#### 9.4.5 Site-specific planning controls

Nil

# 9.5

## STRATEGIC CONTEXT LEWISHAM SOUTH







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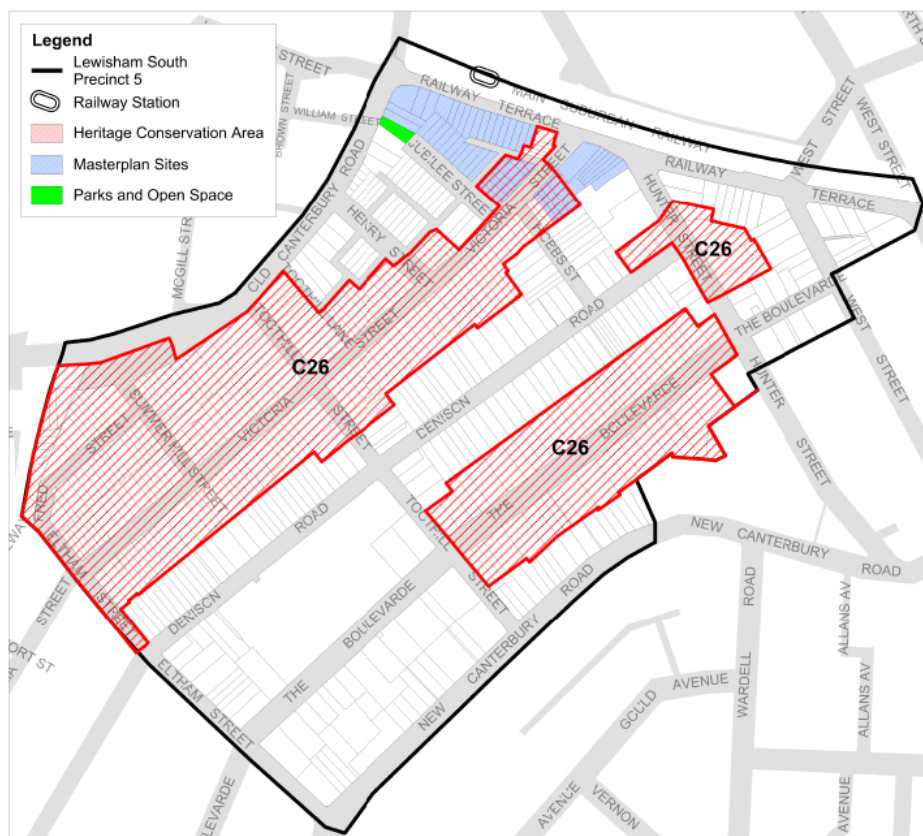




## Part 9 Strategic Context

### 9.5 Lewisham South (Precinct 5)

#### Map of precinct



#### 9.5.1 Existing character

This precinct is located towards the north-western corner of the the land where this DCP applies and contains much of the part of Lewisham located south of the Western Rail Line. The precinct is generally bounded by the rail line, Old Canterbury Road, Eltham Street, New Canterbury Road and the rear of properties on the southern side of The Boulevard.

Around the perimeter of the precinct, Old Canterbury Road, Railway Terrace and New Canterbury Road carry high volumes of traffic, with adverse impacts for residential amenity, especially along Railway Terrace. Toothill Street also carries a considerable volume of traffic.

The precinct is predominantly residential, but includes a small amount of commercial development to the south of Lewisham Rail Station in Victoria Street. A considerable number of shopfronts are used for residential purposes on Railway Terrace and in Victoria Street. The precinct includes two schools, namely Lewisham Public School and Christian Brothers' Lewisham High School, each of which occupy sites of more than one hectare.

The precinct contains Lewisham Rail Station, and is located close to Petersham Rail Station. The commercial centre of Petersham, focused upon New Canterbury Road and Audley Street, is a short distance to the east.

The street layout of the precinct is characterised by a fairly regular grid pattern. Denison Road and The Boulevarde offer long lengths of street without intersections. The Boulevarde is a wide street lined on both sides by mature and uniformly placed Brush Box trees. A series of irregular laneways and smaller street blocks around Jubilee Street and Henry Street give the area a different character to the rest of the precinct. Off-street car parking is minimal, and there are few street-facing garages and carports.

The residential development in the precinct is predominantly dwelling houses, with a smaller number of terrace houses, semi-detached dwellings and residential flat buildings. The residential development consists mainly of Victorian buildings, although Federation and Inter-War buildings are also present. Many of the residential flat buildings in the precinct are of an Inter-War style. The section of The Boulevarde between Toothill Street and Hunter Street contains a series of large, Victorian homes which continue to display intact external features.

The precinct contains the majority of the Lewisham Estate Heritage Conservation Area (HCA 26). This HCA contains four distinct areas, three of which are located within this planning precinct.

Most buildings are set back between 2 metres and 4 metres from the front property boundary. The front setbacks are landscaped with a mixture of native and exotic plantings. Front fences are of a variety of styles, but are generally low.

The precinct does not contain any areas of public open space, but Morton Park is located immediately to the south on New Canterbury Road. The precinct generally slopes to the west. It is located in the Hawthorne Canal sub-catchment, which drains northwards to Port Jackson. The rear property boundaries of properties located on Fred Street along the western edge of this precinct are located along the GreenWay and Light Rail Corridor. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the Greenway is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

### 9.5.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes within the precinct.



4. To protect significant streetscape and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To preserve the predominantly medium density residential character comprising terrace/row housing on individual allotments within the precinct.
6. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. To protect the identified values of the Lewisham Estate Heritage Conservation Area.
8. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
9. To ensure that new development located on the GreenWay and Light Rail Corridor acknowledges and respects its environmental and social values; and adheres to the design principles and planning considerations for development fronting the GreenWay Corridor as detailed within 9.5.4 Precinct-specific planning controls.
10. To ensure that new development considers all potential impacts to biodiversity.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.5.3 Heritage Conservation Areas (HCAs)

The majority of the Lewisham Estate Heritage Conservation Area is contained within the precinct. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.5.3.1 HCA 26: Lewisham Estate Heritage Conservation Area (C26)**

The Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the Lewisham Estate subdivision prior to 1882.

The HCA is of aesthetic significance because it contains a range of housing typologies (late 19th – early 20th century) including finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.

The Lewisham Estate Heritage Conservation Area is socially significant for providing evidence of the late 19th century community demonstrated through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevarde) and Depression relief work programs (including the stone wall to Old Canterbury Road).

The HCA is representative of the range of building types and forms available to the community in the late 19th to early 20th centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

The key period of significance for the Lewisham Estate Heritage Conservation Area is 1880 to 1940.

### 9.5.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7** HCA 26 Lewisham Estate Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.Relevant Architectural Style Sheets for HCA 26 Lewisham Estate Heritage Conservation Area include:
  - b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - d. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### 9.5.5 Site-specific planning controls

#### *9.5.5.1 Masterplan Area (MA 5.1)*

#### **Masterplan location**

- C8** Masterplan Area 5.1 relates to the allotments shaded in Figure (5.1a).



## Site amalgamation

- C9** The redevelopment of allotments shaded in Figure (5.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (5.1b).
- C10** Amalgamation of allotments must not result in any 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.

## Building height

- C11** The height of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The height is expressed in number of storeys.

## Boundary setbacks

- C12** The boundary setbacks of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The setbacks are expressed in metres.

## Sustainable envelopes and occupant amenity

- C13** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The dimensions are expressed in metres.

## Upper floor and roof setbacks

- C14** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (5.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (5.1b) and (5.1c). The setbacks are expressed in metres.

## Articulation zones

- C15** The envelope of buildings on the land shaded in Figure (5.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (5.1b) and (5.1c), must predominantly express a street fronting building edge with articulations to the building edge adding visual richness.
- C16** The envelope of buildings on the land shaded in Figure (5.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (5.1b) and (5.1c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C17** The redevelopment of the land shaded in Figure (5.1a) must conform to the control diagram in Figure (5.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

## Landmarks and gateways

**C18** The redevelopment of the land shaded in Figure (5.1a) must incorporate landmark features on the corner of Victoria Street and Railway Terrace.

**NB** If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.

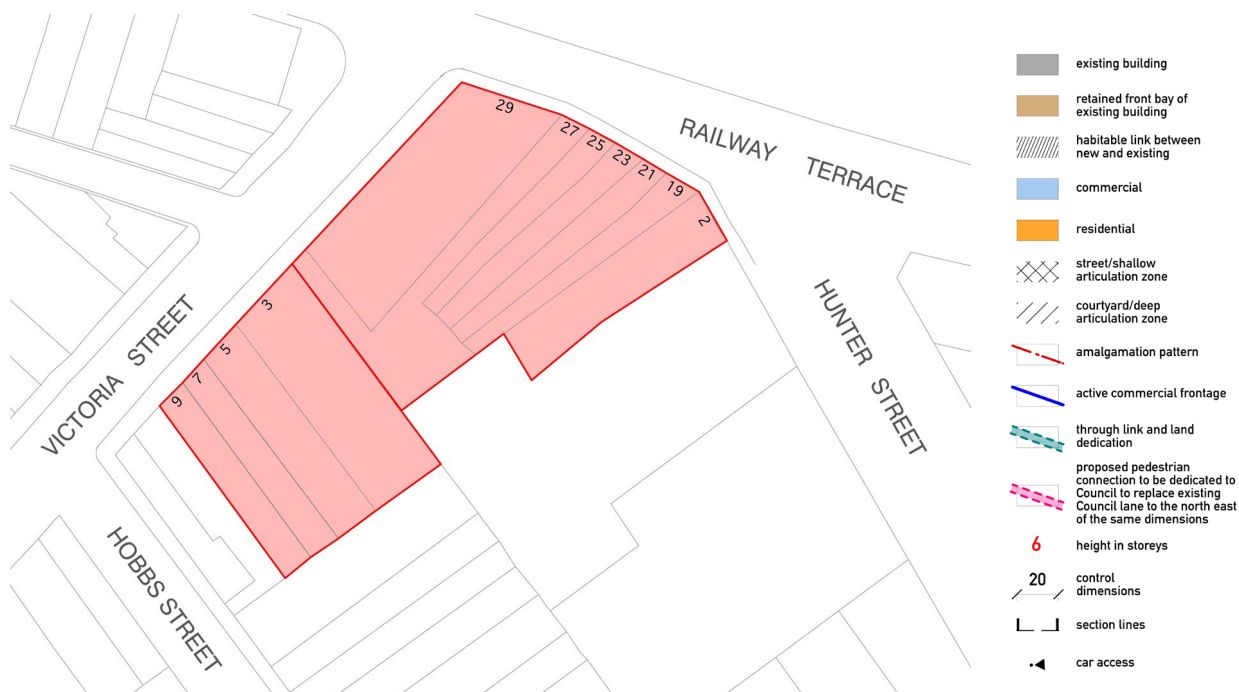


Figure 5.1a Location Diagram

Legend





Figure 5.1b Plan Diagram

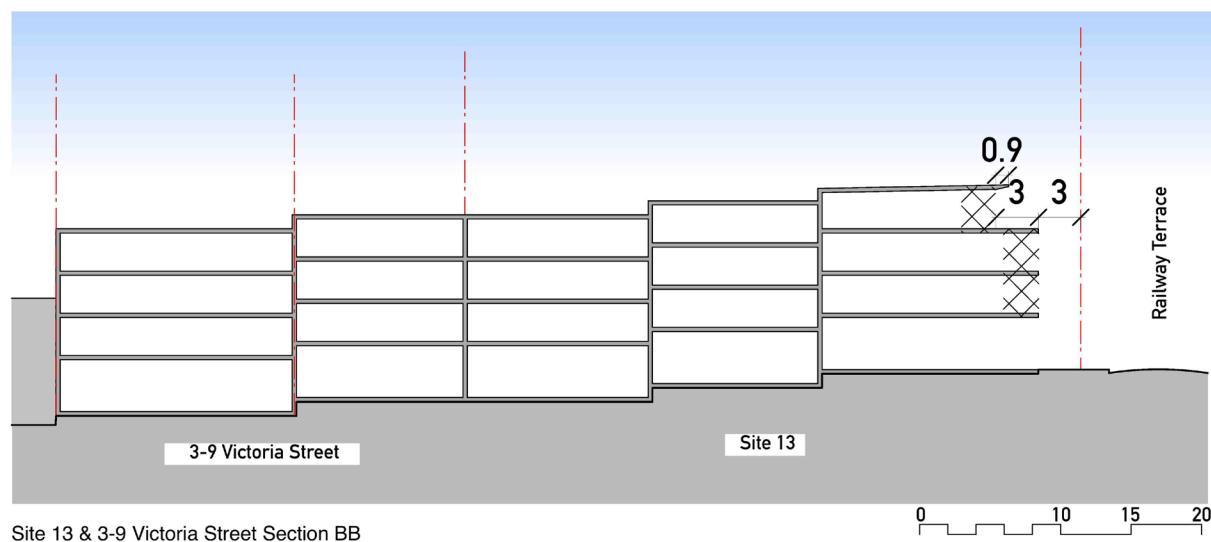
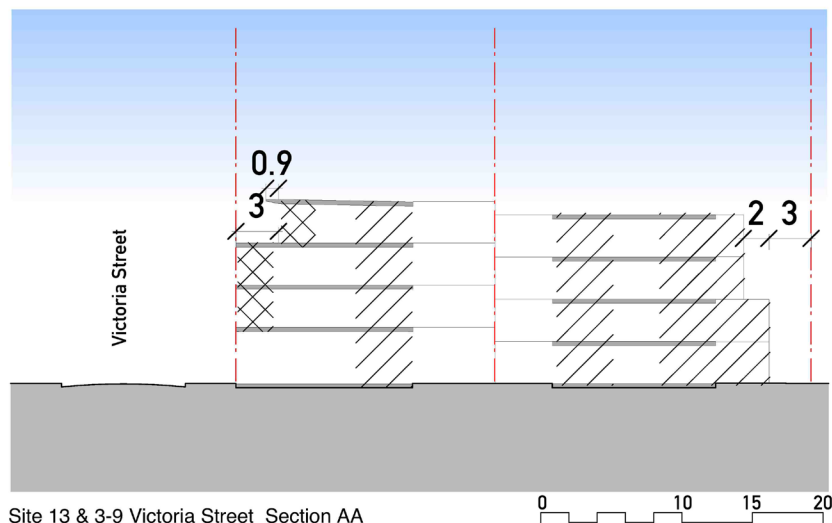


Figure 5.1c Section Diagrams

## 9.5.5.2 Masterplan Area (MA 5.2)

### Masterplan location

**C19** Masterplan Area 5.2 relates to the allotments shaded in Figure (5.2a).

### Site amalgamation

**C20** The redevelopment of allotments shaded in Figure (5.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (5.2b).

**C21** Amalgamation of allotments must not result in any 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.



## Building height

- C22** The height of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The height is expressed in number of storeys.

## Boundary setbacks

- C23** The boundary setbacks of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The setbacks are expressed in metres.

## Sustainable envelopes and occupant amenity

- C24** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The dimensions are expressed in metres.

## Upper floor and roof setbacks

- C25** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (5.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (5.2b) and (5.2c). The setbacks are expressed in metres.

## Articulation zones

- C26** The envelope of buildings on the land shaded in Figure (5.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (5.2b) and (5.2c), must predominantly express a street fronting building edge with articulations to the building edge adding visual richness.
- C27** The envelope of buildings on the land shaded in Figure (5.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (5.2b) and (5.2c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C28** The redevelopment of the land shaded in Figure (5.2a) must conform to the control diagram in Figure (5.2b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

## Landmarks and gateways

- C29** The redevelopment of the land shaded in Figure (5.2a) must incorporate landmark features on the corner of Old Canterbury Road and Railway Terrace.

- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 5.2a Location Diagram



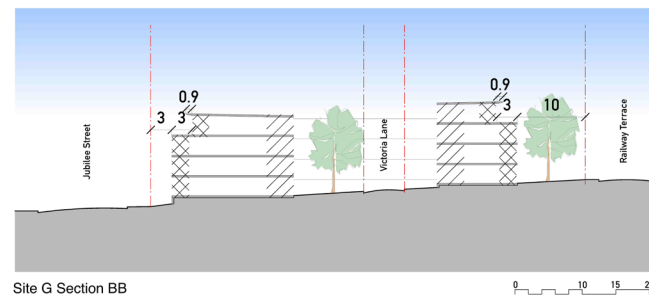
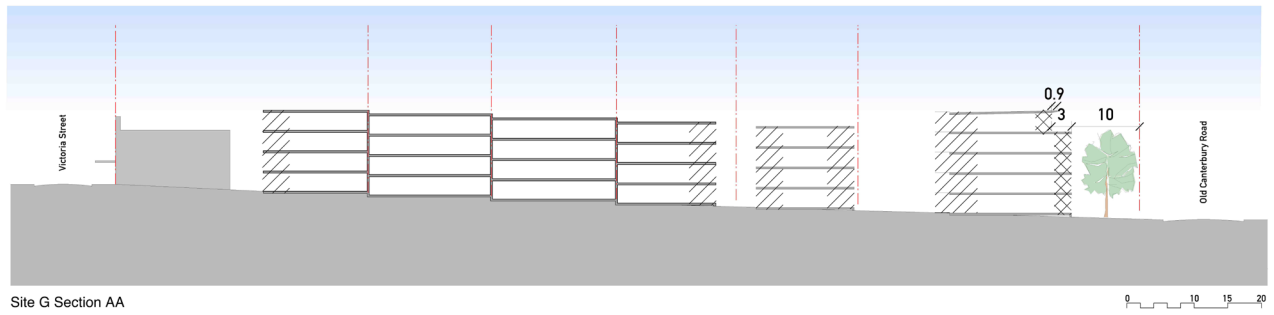


Figure 5.2c Section Diagrams

# 9.6

## STRATEGIC CONTEXT PETERSHAM SOUTH









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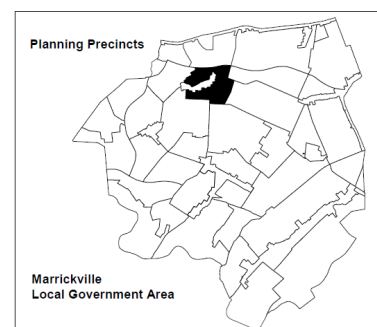
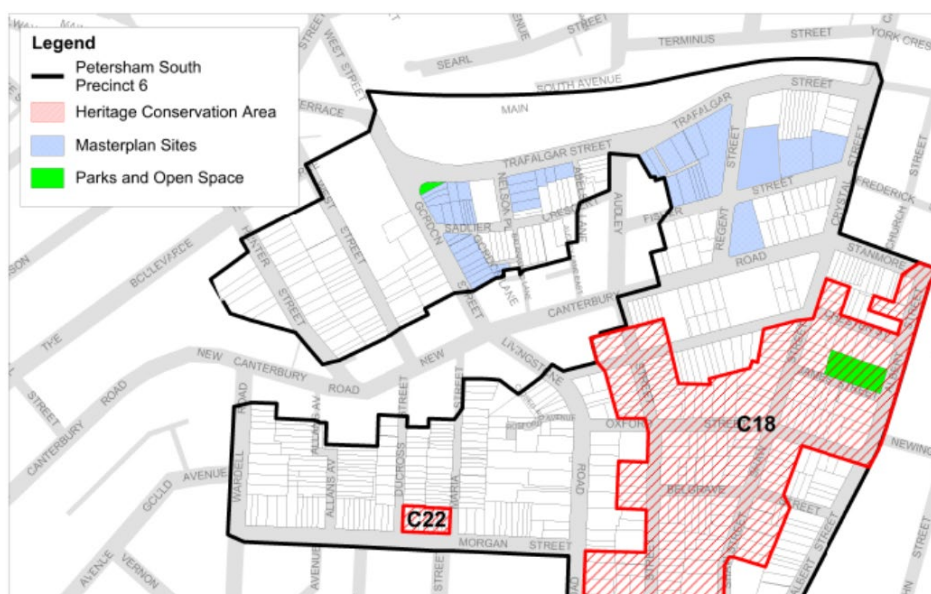




## Part 9 Strategic Context

### 9.6 Petersham South (Precinct 6)

#### Map of precinct



#### 9.6.1 Existing character

This precinct is located in the northern part of the land where this DCP applies and contains most of the southern part of the Petersham suburb (though not the Petersham commercial strip along New Canterbury Road and Audley Street) which is located in Precinct 36. The precinct has a wide mixture of land uses, typologies and building periods, creating a diverse character.

The precinct is bounded by the Western Rail Line to the north, Morgan Street and Addison Road to the south, Albert Street, Stanmore Road and Crystal Street to the east and Wardell Road, the back of Hunter Street and the back of New Canterbury Road and Audley Street to the west. There is one small but attractive park on the eastern edge of this precinct on the northern corner of Albert and James Streets.

New Canterbury Road runs through the precinct and is part of the Sydney City to Canterbury RMS classified route that follows the main ridge though the Inner West LGA along King Street, Enmore Road, Stanmore Road and New Canterbury Road, with the water tower being the highest point and a major landmark. To the north the water-shed drops down through a bowl to the north-west over the railway through to Petersham Park in Precinct 2 and onto Hawthorne Canal and Iron Cove. To the south the water-shed drops off the hill top to the south swinging around to the south-east draining to the Sydenham flat land and down to the Cooks River.

The streets roughly go either down or across the fall line. Some streets, especially those below the water tower, fall dramatically to the south with good distant views. The other RMS classified route running through the precinct is Gordon Street / Livingstone Road, part of the Port Botany to M2 route. The regional roads in this precinct contain

very high levels of traffic, including large trucks (especially on the Port Botany to M2 route), reducing street amenity.

Streets vary - narrow streets run off New Canterbury Road to Morgan Street and Sadlier Crescent with thin verges with no or few small street trees and small front setbacks with no or low scale landscaping. The predominant medium-width streets have medium-sized verges with nature strips, a random mix of mostly medium-sized natives and many exotic species, including Callistemon (Bottlebrush). Front setbacks are predominantly medium-sized, usually accommodating planter beds, shrubs and some tree landscaping. Lots vary in width, depth, area and shape from small narrow terrace lots to large lots containing large residential flat buildings or groups of them.

In terms of residential, the precinct predominantly contains single storey freestanding dwelling houses but also many single storey terraces. There are also many two, three and four storey residential flat buildings as well, with a notable cluster of large buildings along Livingstone Road. Residential development predominantly has terracotta tiled pitched roofs, with an even mix of render/painted and face brick wall material. Front fencing is a wide mix of Iron Palisade, timber picket, brick and combinations.

The precinct contains the Petersham South (Norwood Estate) and the Morgan Street Heritage Conservation Areas.

The precinct also contains nursing homes, educational establishments, places of public worship, commercial, institutional (hospital, council office, police station), industrial, infrastructure (water tower and pump stations), a club and associated car parks. Buildings are from a mix of periods, with considerable representations from the mid to late Victorian, Federation, Inter-War and Post-War periods.

Areas within the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas consider the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

### 9.6.2 Desired future character

The desired future character of the area is:

1. To protect, preserve and enhance contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
2. To protect the identified heritage items within the precinct.
3. To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns.
4. To maintain distinctly single storey streetscapes within the precinct.
5. To protect, preserve and enhance the existing character of the streetscapes, where only compatible development is permitted.
6. To protect the identified values of the Petersham South (Norwood Estate) and the Morgan Street Heritage Conservation Areas.
7. To facilitate urban renewal in appropriate locations (predominantly on masterplan sites), allowing substantial change to the streetscape character while resulting in a high quality public domain.
8. To allow and encourage a greater scale of development and increased residential density on masterplan sites that provides new dwellings near local shops,



- services and public transport, to meet the market demand, create the opportunity for high access housing choice and support sustainable living.
9. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
  10. To support excellence in contemporary design.
  11. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
  12. To ensure that the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties.
  13. To ensure that the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.
  14. To ensure that new development considers all potential impacts to biodiversity.

### 9.6.3 Heritage Conservation Areas (HCAs)

Part of the Petersham South (Norwood Estate) Heritage Conservation Area HCA 18 and the Morgan Street Heritage Conservation Area HCA 22 are located in the precinct. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.6.3.1 HCA 18: Petersham South (Norwood Estate) Heritage Conservation Area (C18)**

The Petersham South (Norwood Estate) Heritage Conservation Area is of historical significance as an area developed from the 1854 Norwood Estate subdivision and an extension to George Johnston's Annandale Farm. The HCA is of aesthetic significance for its diverse range of development which demonstrates the ongoing process of speculative development and re-subdivision of land.

The HCA has a fine range of housing from the late 19th century through to the mid 20th century including 19th century villas and their garden setting, 19th century houses (detached and semi-detached) and their garden setting, 20th century houses – including cottages, bungalows and two-storey houses, and 19th and early 20th century terraces and houses.

The HCA is a representative area of the late 19th century and mid 20th century period housing ranging from substantial Victorian Gentleman's villas to modest detached residential development.

The key period of significance for the Petersham South (Norwood Estate) Heritage Conservation Area is 1854 to 1940.

#### **9.6.3.2 HCA 22: Morgan Street Heritage Conservation Area (C22)**

The Morgan Street Heritage Conservation Area is a representative area of the 1890 to 1904 period of residential development including modest terraces in Federation style built as rental housing. The area is of historical significance as part of the 1890 Alexander Estate subdivision.

The HCA is of aesthetic significance for its modest Federation period terrace architecture and intact roofscape. Its key period of significance is 1890-1904.

### 9.6.4 Precinct specific planning controls

- C1** HCA 18 Petersham South (Norwood Estate) Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 18 Petersham South (Norwood Estate) include:
  - b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- C2** HCA 22 Morgan Street Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 22 Morgan Street Heritage Conservation Area include:
  - b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

### 9.6.5 Site-specific planning controls

#### *9.6.5.1 Masterplan Area (MA 6.1)*

#### **Masterplan location**

- C3** Masterplan Area 6.1 relates to the land shaded in Figure (6.1a) identified as Sites 1, 2 and 3.

#### **Site amalgamation**

- C4** All of the allotments comprising Site 3 identified in Figure (6.1a) must be amalgamated into 1 allotment.

#### **Building height**

- C5** The height of proposed buildings on the land shaded in Figure (6.1a) must conform to the control diagram(s) in Figures (6.1b) to (6.1m). The height is expressed in number of storeys.
- C6** Small breaches in the MLEP 2011 height (in metres) can be considered to accommodate lift overruns and architectural roof features.

#### **Boundary setbacks**

- C7** The boundary setbacks of proposed buildings on the land shaded in Figure (6.1a) must conform to the control diagram(s) in Figures (6.1b) to (6.1m). The setbacks are expressed in metres.

#### **Sustainable envelopes and occupant amenity**

- C8** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.1a) must conform to the control diagram(s) in Figures (6.1b), (6.1f) and (6.1j). The dimensions are expressed in metres.



- C9** Increase sustainability and amenity by achieving high environmental performance to the buildings by means of water efficiency targets equal to BASIX plus 20% and energy efficiency equal to BASIX plus 10%. The RSL club or non-residential uses shall achieve a minimum 5 stars NatHERS.

### Upper floor and roof setbacks

- C10** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.1b) to (6.1m). The setbacks are expressed in metres.

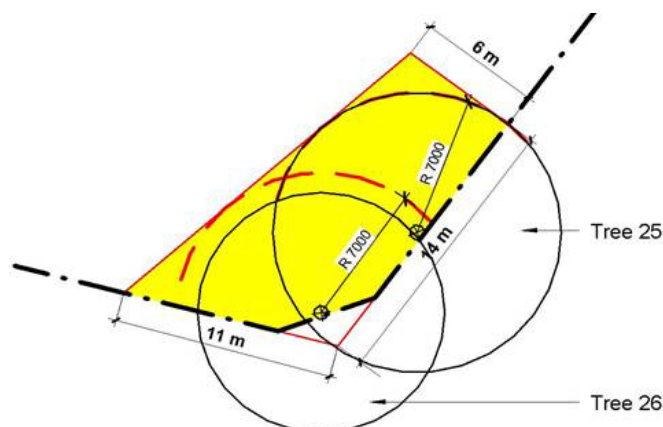
### Articulation zones

- C11** The envelope of buildings on the land shaded in Figure (6.1a), must be articulated as indicated in Figures (6.1b) to (6.1m) to express a street fronting building edge, with articulations to the building edge to add visual richness and break up building mass.
- C12** The primary architectural scale of the buildings must be consistent and street-wall-defining with a strong 2-storey horizontal façade datum to promote a generous human scale to the buildings at street level and entries.

### Domain interface and structure

- C13** The redevelopment on the land shaded in Figure (6.1a) must conform to the control diagram in Figures (6.1b), (6.1f) and (6.1j) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries; and
  - The location of publicly accessible and dedicated pedestrian links.
- C14** Awnings are required along Trafalgar Street and at the corner of Trafalgar Street and Regent Street, Petersham.
- C15** Any outdoor gaming areas for the Club must not front onto the footpaths of Trafalgar Street and Regent Street, Petersham.
- C16** A public domain plan is to be submitted to and approved by Council for public domain improvements in Regent, Trafalgar and Fisher Streets, New Canterbury Road and the publicly accessible open space area linking Regent Street to Fozzard Lane. The plan is to indicate the location and extent of public domain improvements, including replacement trees to compensate for any trees that are to be removed and to add to the existing tree canopy.
- C17** The residential units on the Ground Level must have separate mail boxes and direct pedestrian access from the adjacent streets or the pocket park.
- C18** Three separate residential lobbies shall be provided to Buildings A, B and C on Site 3 accessed from Trafalgar Street, Regent Street, Fisher Street and the pocket park.
- C19** The area required for the widening of Fozzard Lane being dedicated to Council, free of cost.
- C20** Significant trees on the corner of Fisher Street and Regent Street are to be retained and protected. A tree protection area has been identified to ensure the root zone and tree canopy are protected for these Lemon Scented Gums (Tree 25 & Tree 26) and no development occurs within the area as shown in **Figure XY** and **Figure (6.1j)**.





**Figure XY** Tree protection area with extent of tree canopy shown in dashed red lines. Refer to The ENTS Tree Consulting Report dated 20 November 2018 for more information on these trees.

**Figure XY** Tree protection area with extent of tree canopy shown in dashed red lines. Refer to The ENTS Tree Consulting Report dated 20 November 2018 for more information on these trees.

- C21** The large paper bark trees on the Regent Street verge are to be protected and new improved street works provided to increase ground water to the root system and enhance their longevity. Significant trees on the corner of Fisher Street and Regent Street are to be retained and protected.

### Vehicular access

- C22** Vehicular access to the land shaded in Figure (6.1a) must be located in accordance with the control diagram in Figure (6.1b), (6.1f) and (6.1j).
- C23** A 900mm wide median strip must be constructed in Trafalgar Street to restrict traffic movements to left-in/left-out at the vehicular access to Site 3 identified in Figure (6.1a) and Fozzard Lane in accordance with the requirements of NSW Roads & Maritime Services.
- C24** Any land required from the Trafalgar Street frontage to accommodate the raised concrete median to facilitate a left-in/left-out to the new Club/Site 3 will be required to be dedicated as public road at no cost to Council and Roads and Maritime Services.
- C25** Civil design for the median will need to be provided with any future DA for Site 3. The design will need to be in accordance with Austroads standards and will need to coordinate with Regional Route 7 bike plans impacting Trafalgar Street. Consultation with Sydney Trains is also required to ensure no impact to their access on the northern side of Trafalgar Street for large vehicles.

### Pocket Park and Pedestrian connection Regent Street to Fozzard Lane

- C26** A pocket park must be located through Site 3 identified in Figure (6.1j) to provide a publicly accessible pedestrian connection between Regent Street and Fozzard Lane and a high quality open space.
- C27** The pocket park must receive a minimum of 2hrs of sunlight in mid-winter between the hours of 9am to 3pm.



## Upgrade to Regent and Trafalgar Street intersection

- C28** Pedestrian movement, safety and amenity are to be facilitated by an upgrade to the intersection of Regent and Trafalgar Streets, Petersham. The details of such an upgrade are to be submitted with the development application for redevelopment of Sites 1, 2 or 3 which benefit from the Petersham RSL Planning Proposal. Discussion with Council's Strategic Community Project Officer - Access and Inclusion and Council's Coordinator Public Domain Planning are required in preparing the plans.
- C29** The pedestrian refuge islands on Regent Street and Trafalgar Street are to be upgraded as part of public domain improvement works. The future development may need to allow a setback (and potentially land dedication to Council) along the Trafalgar Street frontage to ensure adequate footpath widths for future pedestrian demands from the ultimate development can be provided and designed in accordance with Austroads requirements. Discussion with Council's Traffic Engineers is required in preparing these plans.

## Architectural expression

- C30** The architectural expression to the buildings shall be unique and informed by their context, including the selection of self-finished materials that are evident in nearby period buildings or heritage items, and façade intervals and articulation that respond to the fine grain character of existing industrial buildings on the site (approximately 20 metres façade intervals).
- C31** The brickwork and trusses of the warehouses to be demolished shall be salvaged and reused as recycled bricks and timber.

## Landmarks and gateways

- C32** The redevelopment of allotments shaded in Figure (6.1a) must incorporate landmark features on the corner of Regent Street and Fisher Street.

If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.



Figure 6.1a - Location Diagram

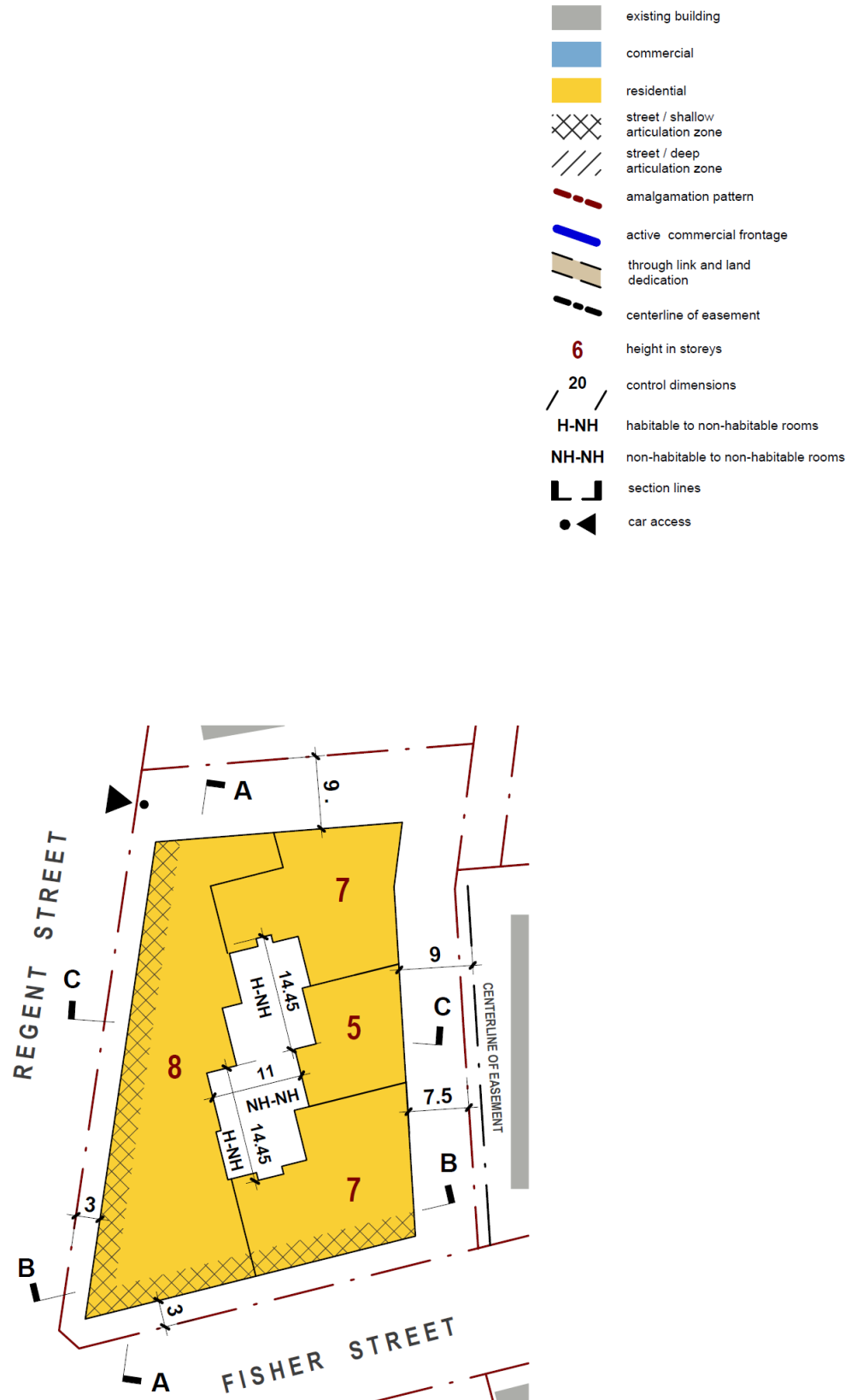
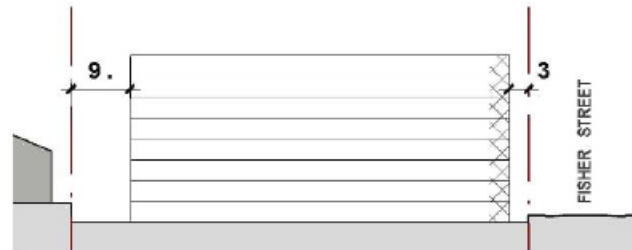


Figure 6.1b – Site 1 – Plan

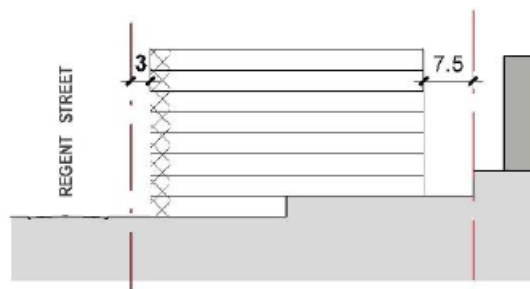
Figure (6.1c) – Site 1 – Regent Street Section



DCP\_Figure (6.1c) - Site 1 Section A

1 : 1000

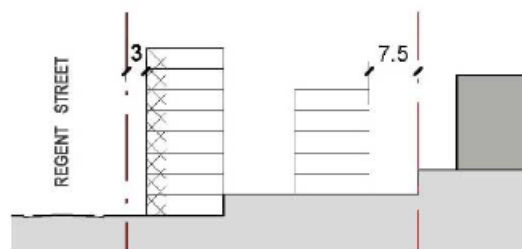
Figure (6.1d) – Site 1 – Fisher Street Section



DCP\_Figure (6.1d) - Site 1 Section B

1 : 1000

Figure (6.1e) – Site 1 – East-West Section



DCP\_Figure (6.1e) - Site 1 Section C

1 : 1000

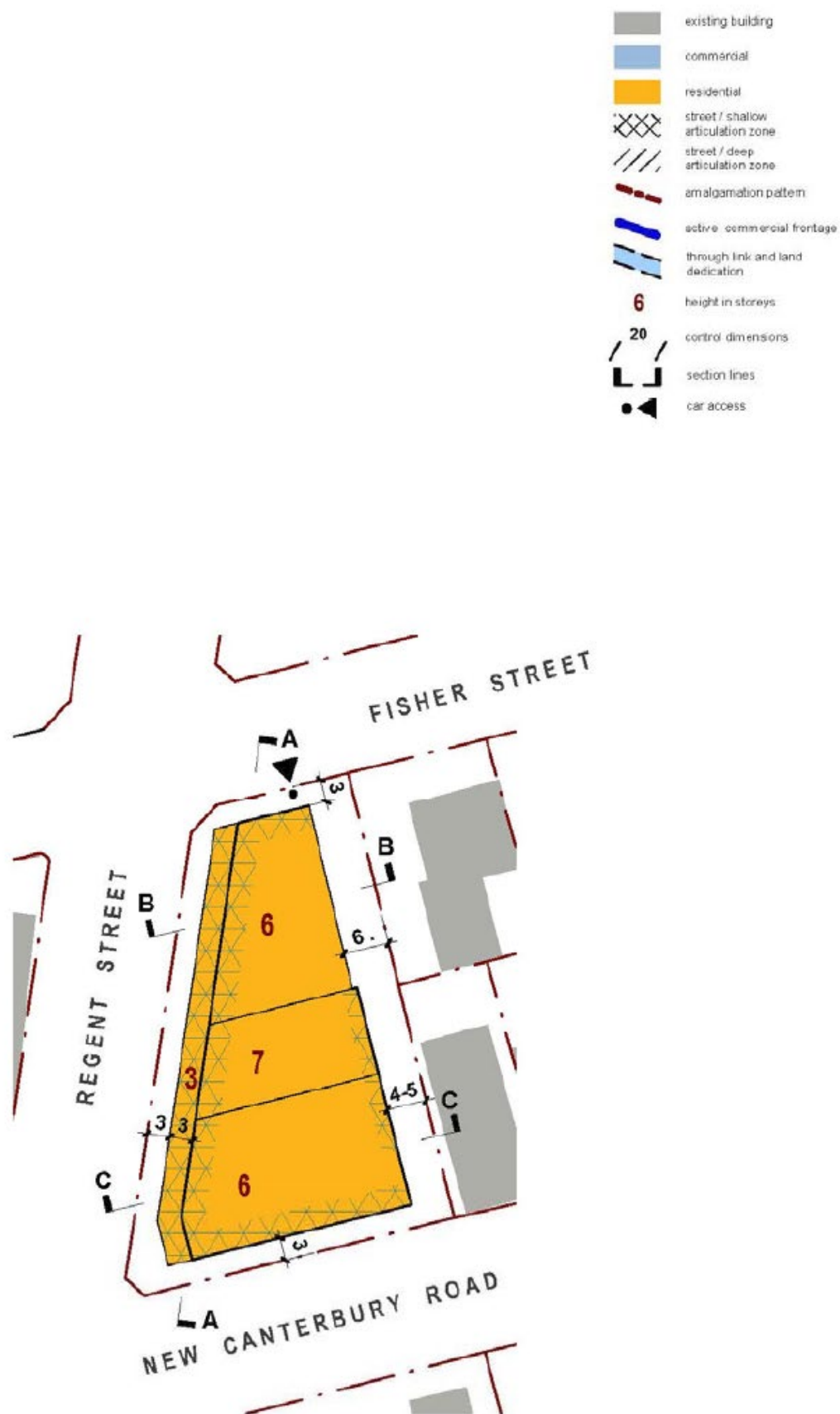
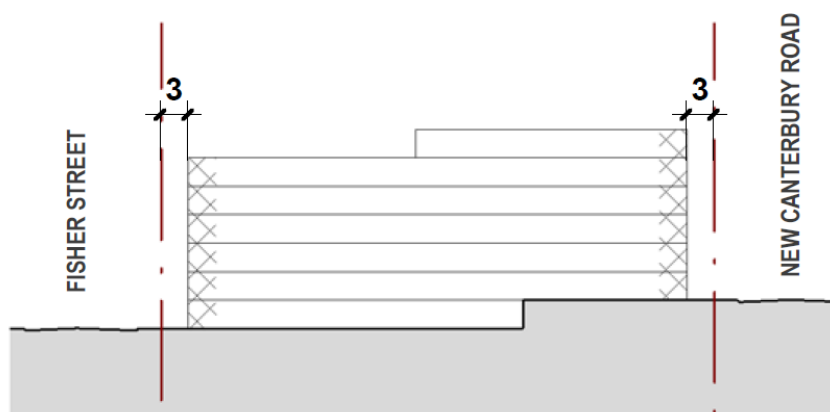
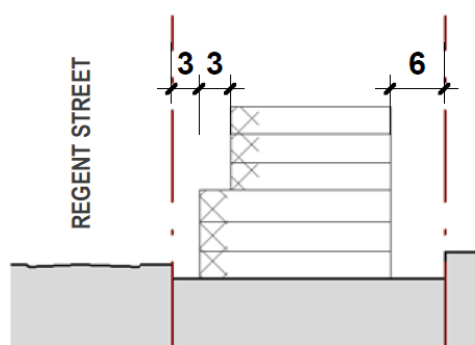


Figure 6.1f – Site 2 – Plan



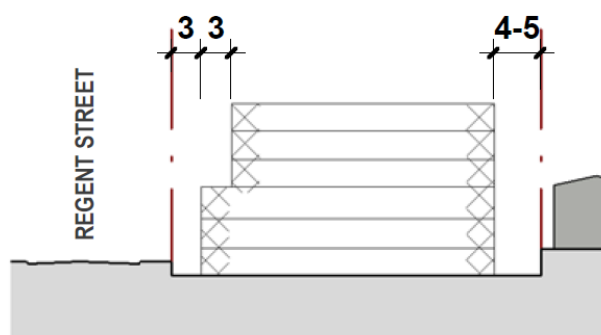
DCP\_Figure (6.1g) - Site 2 Section A

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DCP\_Figure (6.1h) - Site 2 Section B

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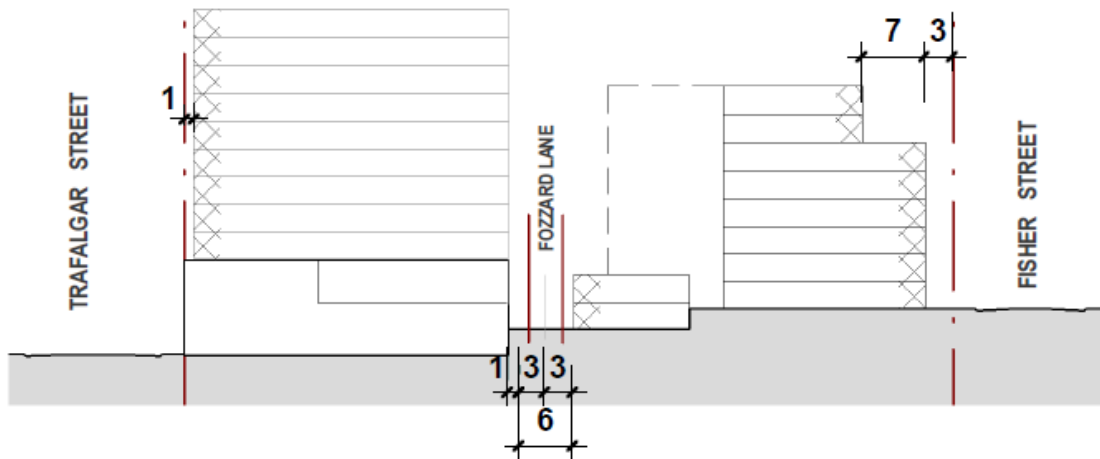
DCP\_Figure (6.1i) - Site 2 Section C

1 : 1000



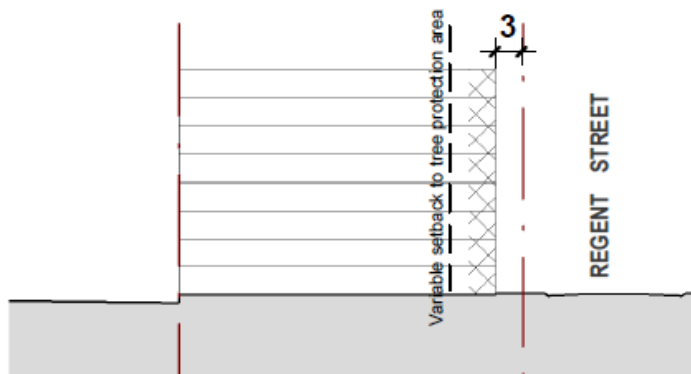


13



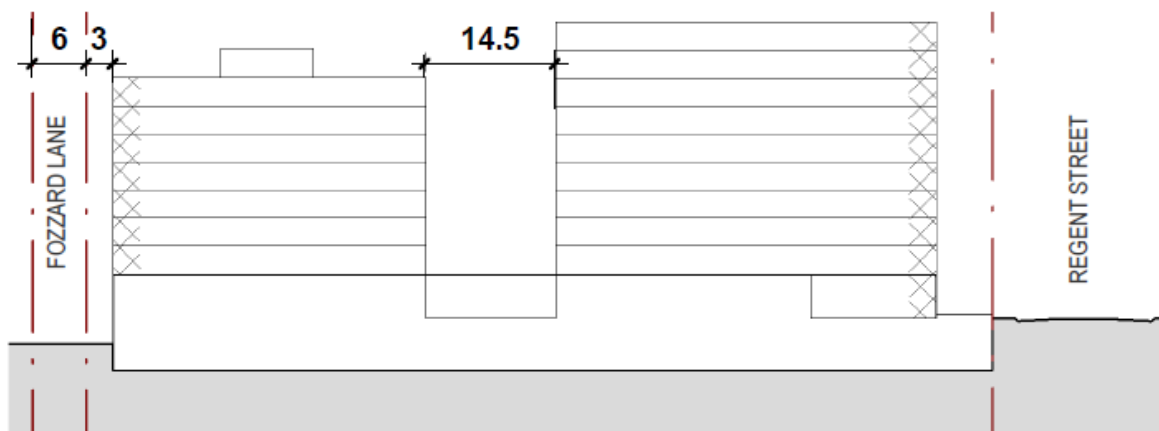
**Figure (6.1k) - Site 3 Section A**

1 : 1000



**Figure (6.1l) - Site 3 Section B**

1 : 1000



**Figure (6.1m) - Site 3 Section C**

1 : 1000



### 9.6.5.2 Masterplan Area (MA 6.2)

#### Masterplan location

- C33** Masterplan Area 6.2 relates to the land shaded in Figure (6.2a), but does not apply to the land at 287-309 Trafalgar Street and 16-20 Fisher Street, Petersham.

**Note:** The site specific planning controls relating to development on the land at 287-309 Trafalgar Street and 16-20 Fisher Street, Petersham are contained in Part 9.6.5.1 Masterplan Area (MA 6.1).

#### Site amalgamation

- C34** The redevelopment of allotments shaded in Figure (6.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.2b).
- C35** Amalgamation of allotments must not result in any 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.

#### Building height

- C36** The height of proposed buildings within the allotments shaded in Figure (6.2a) must conform to the control diagram(s) in Figures (6.2b) and (6.2c). The height is expressed in number of storeys.

#### Boundary setbacks

- C37** The boundary setbacks of proposed buildings within the allotments shaded in Figure (6.2a) must conform to the control diagram(s) in Figures (6.2b) and (6.2c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

- C38** The siting, orientation, depth and separation of proposed buildings within the allotments shaded in Figure (6.2a) must conform to the control diagram(s) in Figures (6.2b) and (6.2c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

- C39** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the allotments shaded in Figure (6.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.2b) and (6.2c). The setbacks are expressed in metres.

#### Articulation zones

- C40** The envelope of buildings on the land shaded in Figure (6.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.2b) and (6.2c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C41** The envelope of buildings on the land shaded in Figure (6.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.2b) and (6.2c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C42** The redevelopment of the land shaded in Figure (6.2a) must conform to the control diagram in Figure (6.2b) in regards to:
- i. The location of active land uses and frontages at ground level;
  - ii. The location of vehicular entries;
  - iii. The location of publicly accessible and dedicated pedestrian links;
  - iv. The location and extent of public domain infrastructure; and
  - v. The location and extent of road widening dedication.

### Landmarks and gateways

- C43** The redevelopment of the land shaded in Figure (6.2a) must incorporate landmark features on the corner of Regent Street and Fisher Street; on the corner of Regent Street and Trafalgar Street; and on the corner of Audley Street and Fisher Street.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



## 9.6 Petersham South (Precinct 6)

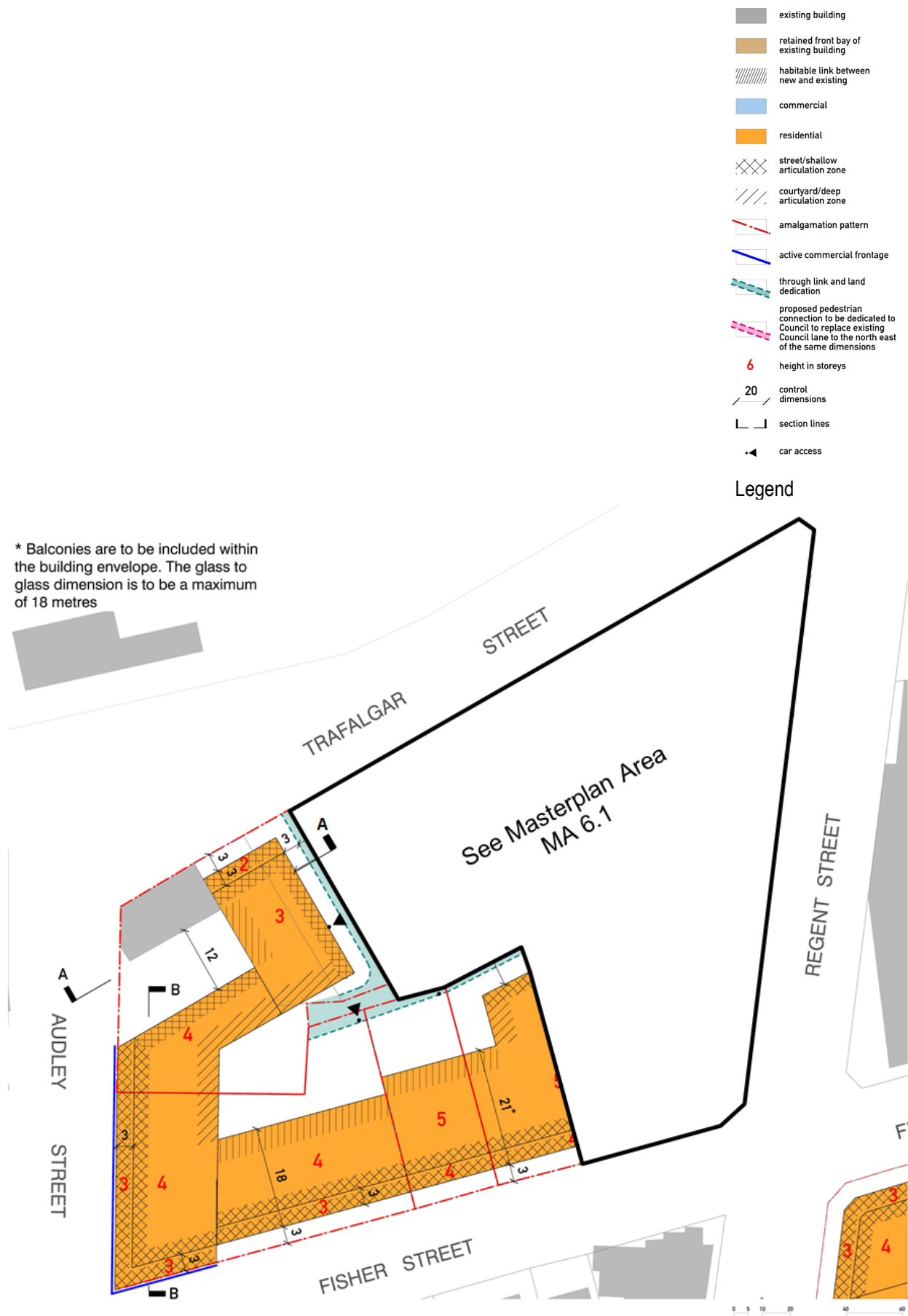


Figure 6.2b Plan Diagram

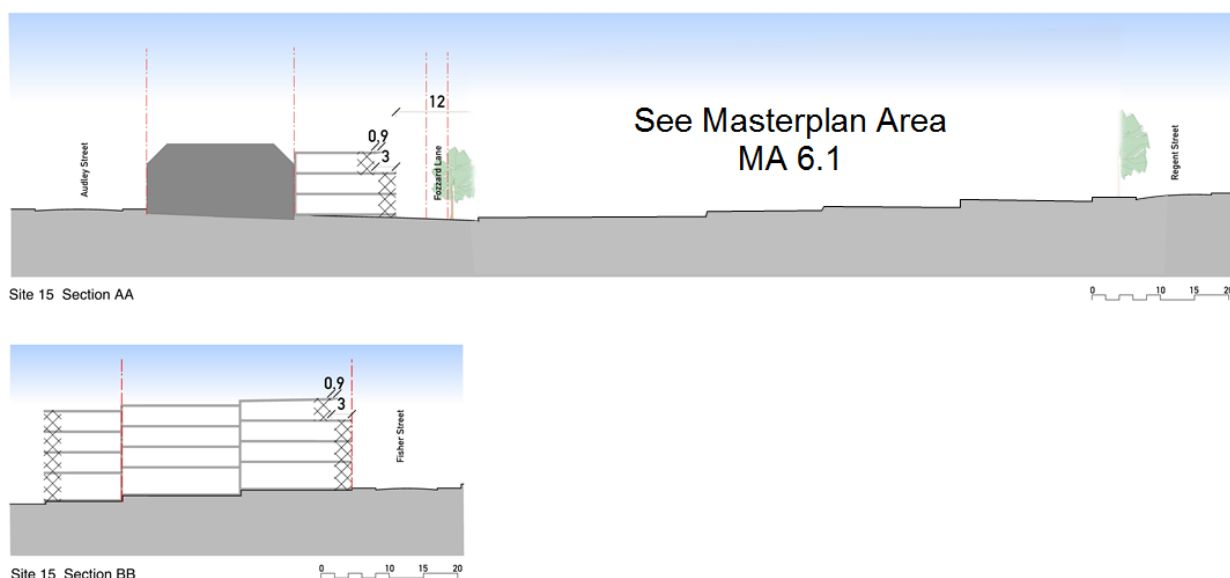


Figure 6.2c Section Diagrams

### 9.6.5.3 Masterplan Area (MA 6.3)

#### Masterplan location

**C44** Masterplan Area 6.3 relates to the allotments shaded in Figure (6.3a).

#### Site amalgamation

**C45** The redevelopment of the land shaded in Figure (6.3a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.3b).

**C46** Amalgamation of allotments must not result in any 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.

#### Building height

**C47** The height of proposed buildings on the land shaded in Figure (6.3a) must conform to the control diagram(s) in Figures (6.3b) and (6.3c). The height is expressed in number of storeys.

#### Boundary setbacks

**C48** The boundary setbacks of proposed buildings on the land shaded in Figure (6.3a) must conform to the control diagram(s) in Figures (6.3b) and (6.3c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

**C49** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.3a) must conform to the control diagram(s) in Figures (6.3b) and (6.3c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

**C50** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.3a) must be set back



from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.3b) and (6.3c). The setbacks are expressed in metres.

### Articulation zones

- C51** The envelope of buildings on the land shaded in Figure (6.3a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.3b) and (6.3c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C52** The envelope of buildings on the land shaded in Figure (6.3a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.3b) and (6.3c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C53** The redevelopment of the land shaded in Figure (6.3a) must conform to the control diagram in Figure (6.3b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

### Landmarks and gateways

- C54** The redevelopment of the land shaded in Figure (6.3a) must incorporate landmark features on the corner of Gordon Street and Trafalgar Street.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 6.3a Location Diagram



Figure 6.3b Plan Diagram

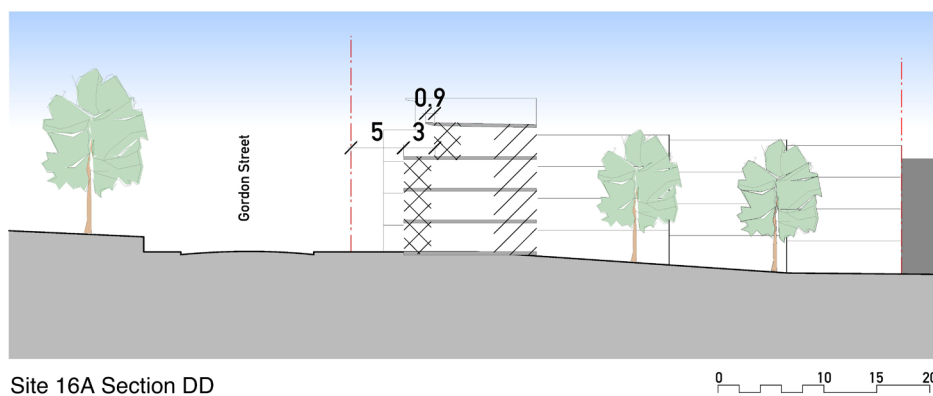
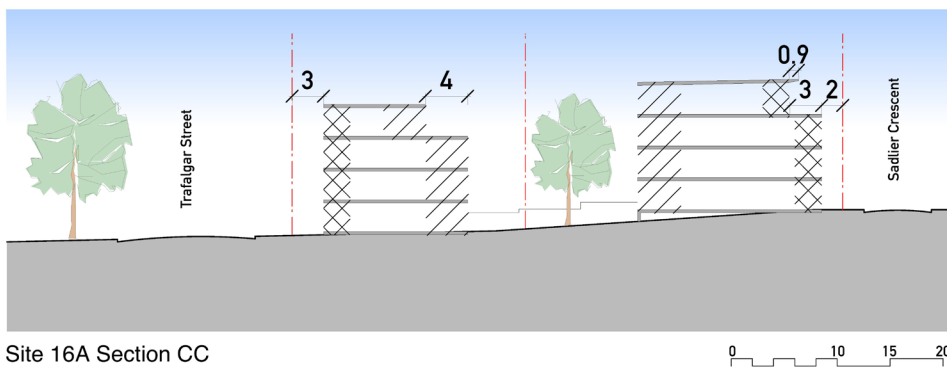
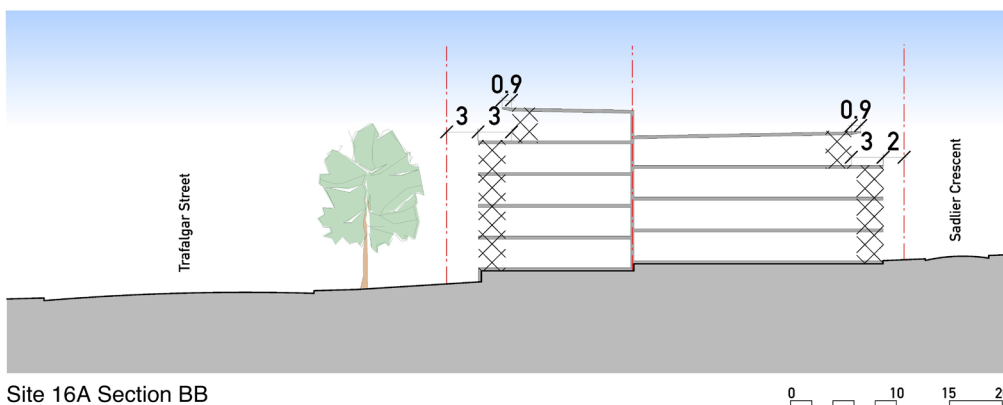
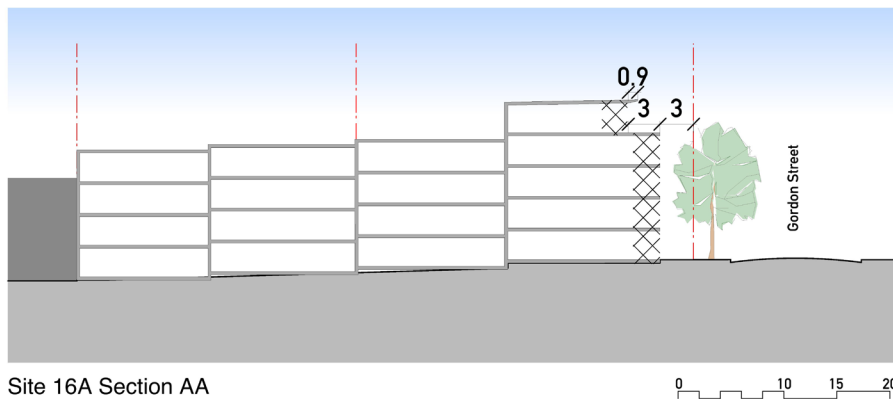


Figure 6.3c Section Diagrams



#### **9.6.5.4 Masterplan Area (MA 6.4)**

##### **Masterplan location**

- C55** Masterplan Area 6.4 relates to the allotments shaded in Figure (6.4a).

##### **Site amalgamation**

- C56** The redevelopment of the land shaded in Figure (6.4a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.4b).
- C57** Amalgamation of allotments must not result in any 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.

##### **Building height**

- C58** The height of proposed buildings on the land shaded in Figure (6.4a) must conform to the control diagram(s) in Figures (6.4b) and (6.4c). The height is expressed in number of storeys.

##### **Boundary setbacks**

- C59** The boundary setbacks of proposed buildings on the land shaded in Figure (6.4a) must conform to the control diagram(s) in Figures (6.4b) and (6.4c). The setbacks are expressed in metres.

##### **Sustainable envelopes and occupant amenity**

- C60** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.4a) must conform to the control diagram(s) in Figures (6.4b) and (6.4c). The dimensions are expressed in metres.

##### **Upper floor and roof setbacks**

- C61** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.4a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.4b) and (6.4c). The setbacks are expressed in metres.

##### **Articulation zones**

- C62** The envelope of buildings on the land shaded in Figure (6.4a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.4b) and (6.4c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C63** The envelope of buildings on the land shaded in Figure (6.4a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.4b) and (6.4c), may include deep articulations to the building form to break up the massing.

##### **Domain interface and structure**

- C64** The redevelopment of the land shaded in Figure (6.4a) must conform to the control diagram in Figure (6.4b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;

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- iii. The location of publicly accessible and dedicated pedestrian links;  
and
- iv. The location and extent of public domain infrastructure.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 6.4a Location Diagram



Figure 6.4b Plan Diagram

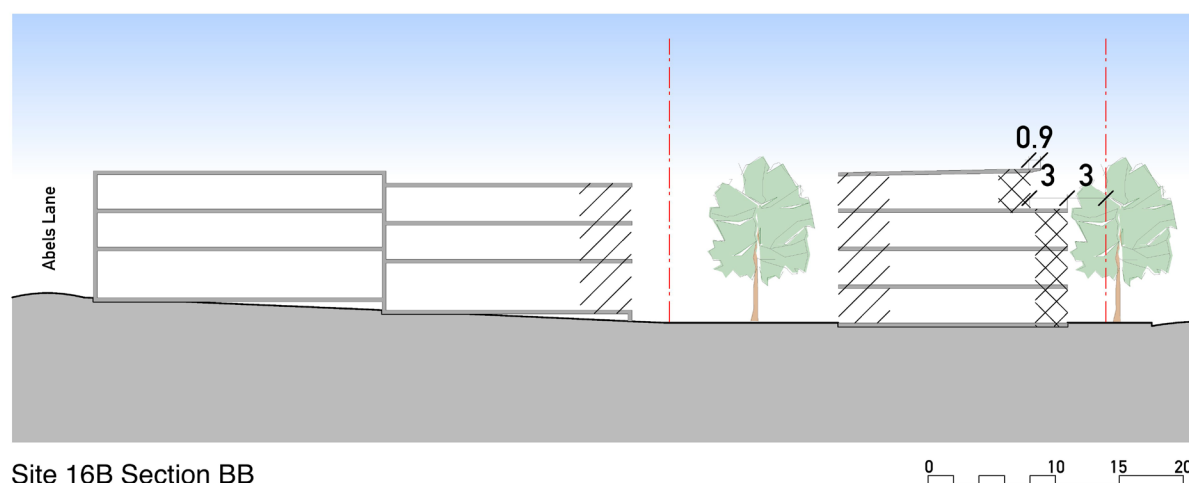
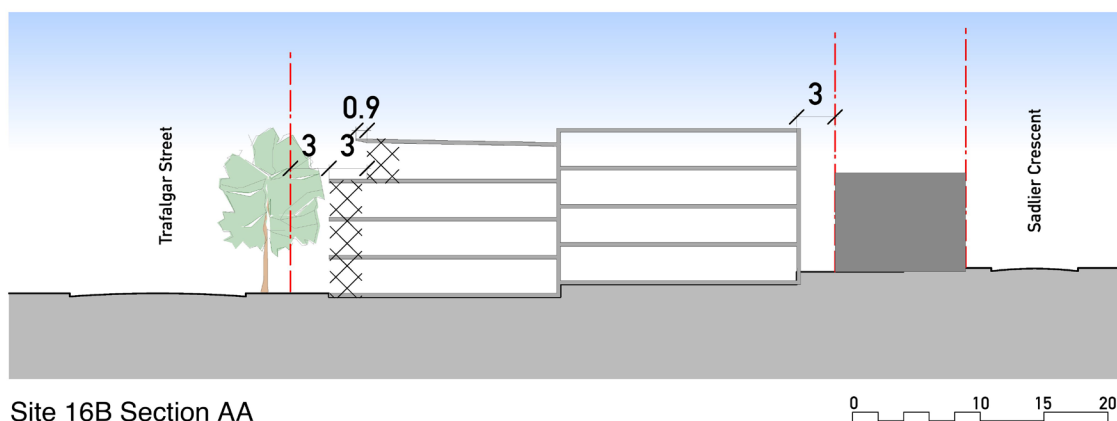


Figure 6.4c Section Diagrams

### 9.6.5.5 Masterplan Area (MA 6.5)

#### Masterplan location

**C65** Masterplan Area 6.5 relates to the allotments shaded in Figure (6.5a).

#### Site amalgamation

- C66** The redevelopment of the land shaded in Figure (6.5a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.5b).
- C67** Amalgamation of allotments must not result in any 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.

### Building height

- C68** The height of proposed buildings on the land shaded in Figure (6.5a) must conform to the control diagram(s) in Figures (6.5b) and (6.5c). The height is expressed in number of storeys.

### Boundary setbacks

- C69** The boundary setbacks of proposed buildings on the land shaded in Figure (6.5a) must conform to the control diagram(s) in Figures (6.5b) and (6.5c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

- C70** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.5a) must conform to the control diagram(s) in Figures (6.5b) and (6.5c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C71** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.5a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.5b) and (6.5c). The setbacks are expressed in metres.

### Articulation zones

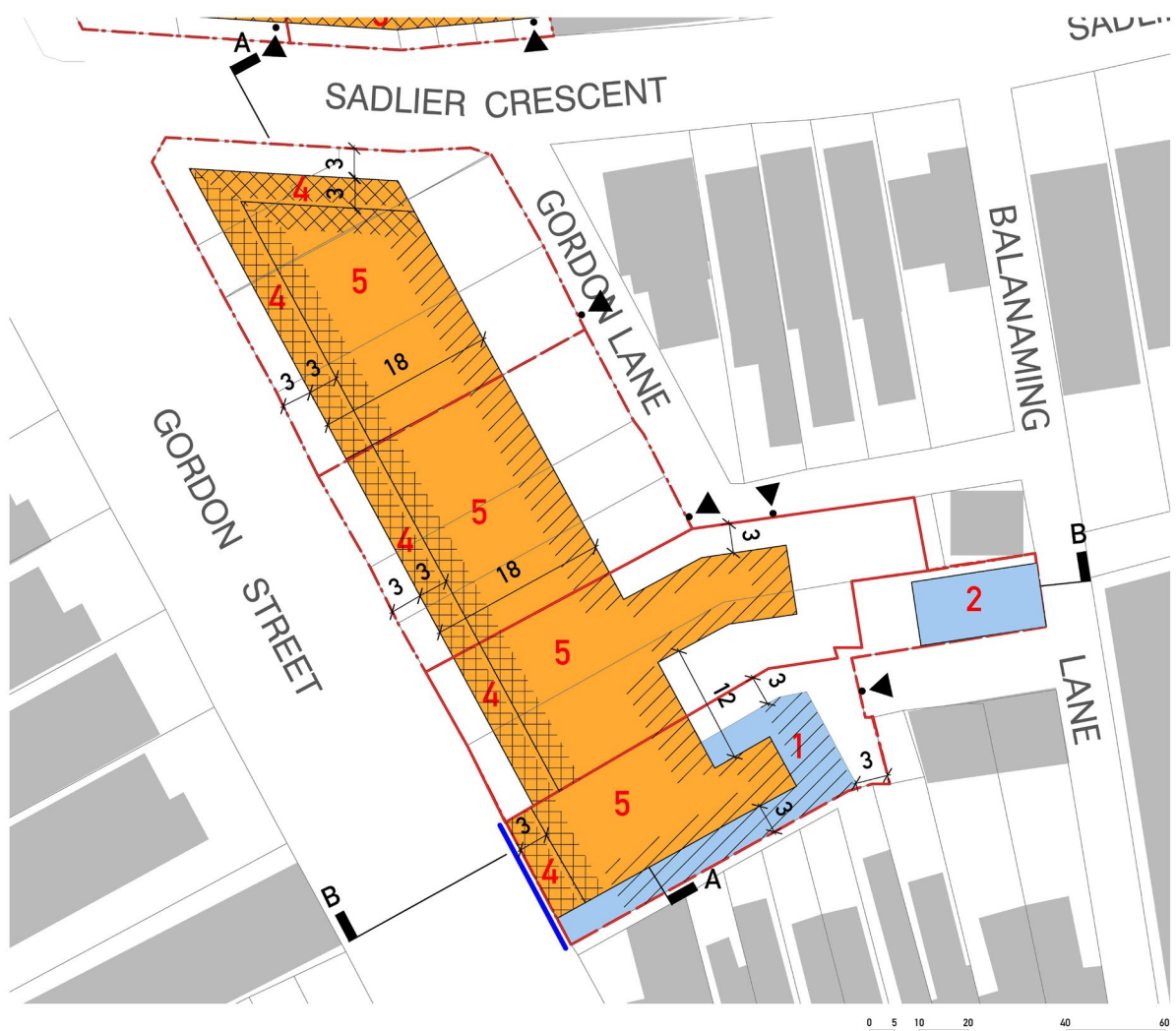
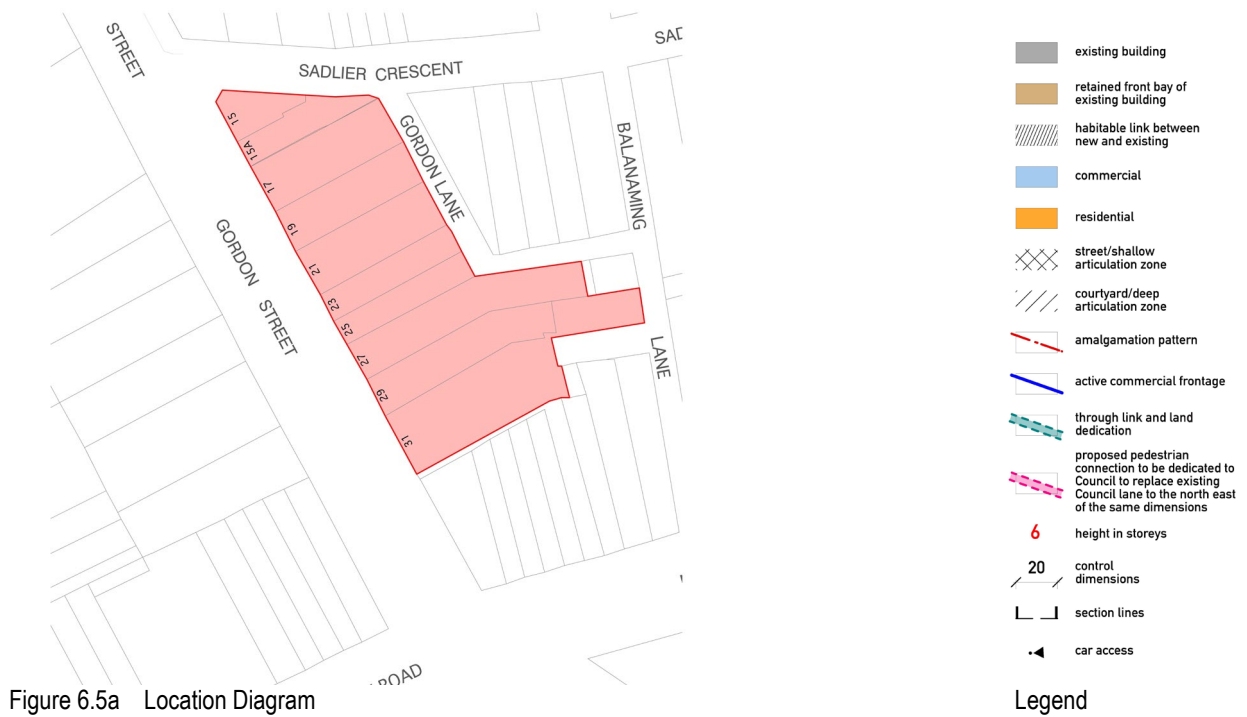
- C72** The envelope of buildings on the land shaded in Figure (6.5a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.5b) and (6.5c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C73** The envelope of buildings on the land shaded in Figure (6.5a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.5b) and (6.5c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C74** The redevelopment of the land shaded in Figure (6.5a) must conform to the control diagram in Figure (6.5b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*





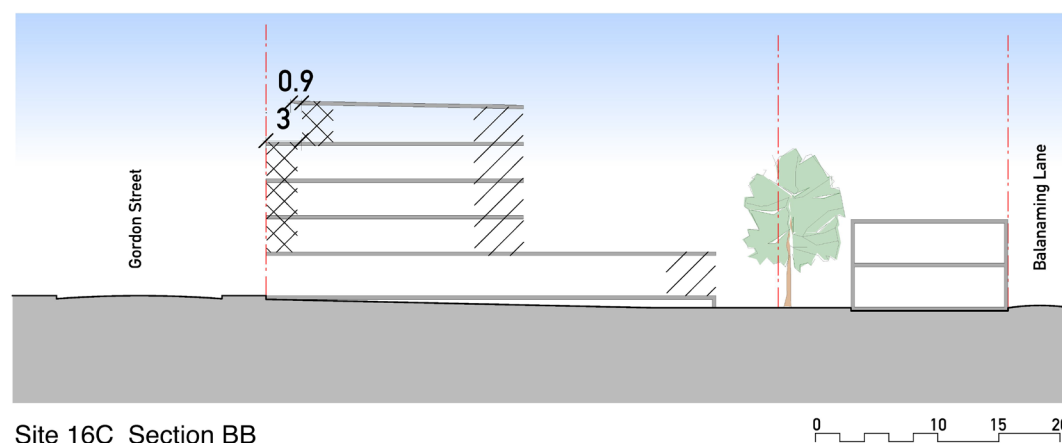
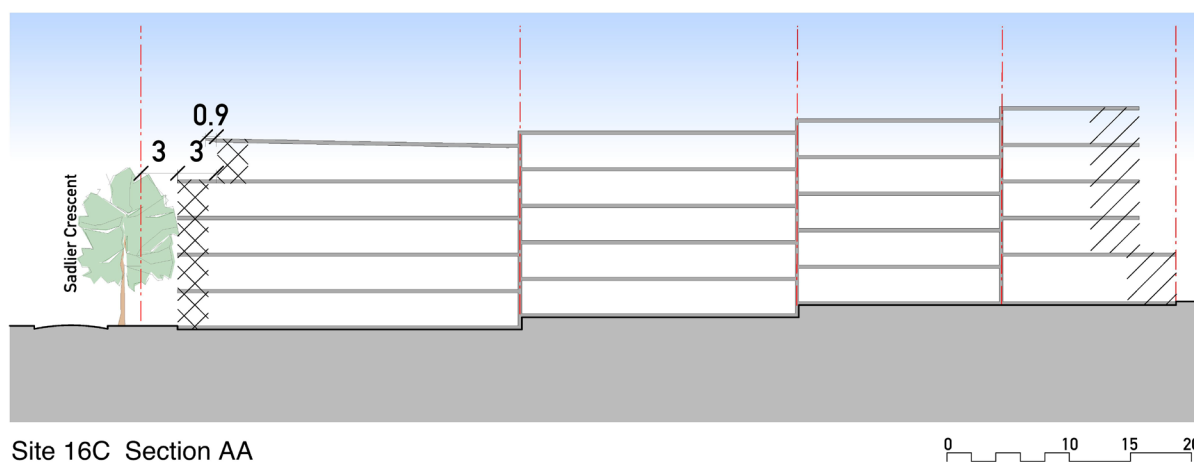


Figure 6.5c Section Diagrams

## 9.6.5.6 *Petersham Administration Centre Masterplan Area (MA 6.6)*

### General objectives

- 01 To offer the community a substantial commercial and residential development that revitalises the street edge with professional services on the lower levels and residential levels above.
- 02 To enable public administration functions on the site to continue whilst also allowing the building to be converted or demolished in the future for commercial, office, SOHO or residential uses.

### Controls

**C75** Building heights and setbacks:



- i. Future building heights must:
  - a. Respond to the scale of the heritage items around the site with transitional heights at the street edge; and
  - b. Maintain the height of the existing building within the centre of the site;
- ii. Building heights must:
  - a. Be a maximum of six storeys;
  - b. Have a maximum three storey street wall height to the Crystal Street frontage; and
  - c. Have a one to three storey street wall height fronting Fisher Street unless the existing building is not retained in which case the street wall height to Fisher Street may increase to three storeys;
- iii. Building setbacks must be:
  - a. First three storeys – 0 metres;
  - b. Upper three storeys – 3 metres;
  - c. Building separation – 12 metres; and
  - d. North setback - minimum 3 metres.

## Urban design

### Objectives

- O3** To achieve a sustainable and high quality commercial and residential development within Petersham Town Centre.
- O4** To achieve a human scale at the street edge with greater massing within the site.
- O5** To encourage adaptive reuse of the existing structure as integral part of the development strategy.
- O6** To encourage SOHO development for the site, contributing to the live/work opportunities for the area.
- O7** To contribute to the activity and interest of Fisher Street.
- O8** To revitalise and improve the image of Petersham Town Centre along Crystal Street.

### Controls

- C76** Site and streetscape
- i. Development on the site must not to impinge or adversely affect the view along Fisher Street to the Petersham Town Hall.
  - ii. New development on the site must enhance the existing street tree planting along the footpath using species agreed with Council.
  - iii. The massing of the development must achieve a height transition to Fisher Street and Crystal Street to maintain a human scale.
  - iv. All new and existing development must provide a strong and discernible address to the public streets.
  - v. In the event that the ground floor use is residential to Fisher Street a greater setback may be required to allow a front garden to the units.
  - vi. The ground level of the existing building and any new development must provide activity and surveillance of the street and adjoining pocket park. These uses can include commercial, SOHO

residential or showroom uses. Major retail tenancies must avoid conflict with the revitalisation of the Petersham main street area.

- vii. Given the site's proximity to a number of heritage items and cottages, the design of the street facades must respond to the finer grain of the existing subdivision pattern of Fisher and Crystal Streets.
- viii. Proportions and alignments must be sensitive to the scale and detail of these buildings.
- ix. Vehicle access must be from Fisher Street adjacent to the western boundary. The width of any driveways or vehicle ramps (in the event of demolition of the existing building) must be minimised.
- x. The driveway must service both buildings with any new car parking provided underground below the new development.
- xi. Building envelopes and setbacks must conform to the controls set out in built form design controls.
- xii. Building depth must be minimised to promote good solar access and natural light and ventilation.
- xiii. Side setbacks must allow adequate separation distances between buildings.
- xiv. Setback controls must comply with those set out in Figure 6.6a and are generally as follows:
  - a. Setback to Fisher Street is nil for the new building on the car park site for the first three levels. The levels above are set back 3 metres to reduce the perception of mass from the footpath.
  - b. Setback to Crystal Street is nil for podium levels and 3 metres for levels above to reduce the perception of mass from the footpath.
  - c. Setback to the northern boundary must be a minimum of 3 metres.
  - d. Rear setbacks for new development must be a minimum of 3 metres.
- xv. Maximum building depth is to be as per the Apartment Design Guide under State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development.

### C77

Development in the vicinity of heritage items must

- i. Respond to those heritage items through the street edge, scale and built form;
- ii. Integrate with the local character;
- iii. Be well mannered in its architecture and not seek to dominate the Town Hall if it is on Crystal Street; and
- iv. Ensure the street edge scale to Crystal and Fisher Streets responds to the scale of the existing heritage terraces directly across Fisher Street and across to the south-east of Crystal Street.

### C78

Landscaping works must

- i. Enhance the landscape quality on the site and to the streets;
- ii. Provide deep soil planting with sufficient soil depth for a mature landscape;
- iii. Achieve clear and consistent landscape treatment that celebrates and continues the character of the existing streets;



- iv. Enhance the landscape within the small urban park at the end of Fisher Street;
- v. Provide street trees to the verges of both Fisher and Crystal Streets and within the site and use a majority of endemic native planting;
- vi. Provide a minimum 3 metres boundary landscape planting to achieve privacy to the lots to the north; and
- vii. Provide a minimum of deep soil planting to northern boundary and between the buildings.

#### **C79**

Communal open space must

- i. Make up a minimum of 25% of the site area;
- ii. Allow for a minimum landscape buffer of 3 metres (which is to be deep soil planting) along the northern or rear boundary of the site to provide privacy to the adjoining existing residential dwellings;
- iii. Be provided centrally between the two buildings generally as shown on Figure 6.6a;
- iv. Use native species;
- v. Where landscaping is to be provided above underground car parking, provide a minimum depth of 1 metre for trees;
- vi. Provide a distinctive landscaped central space that will add to the quality and identity of the development with a minimum area of 650m<sup>2</sup>; and
- vii. Ensure a minimum of 25% of the open space area is a deep soil zone.

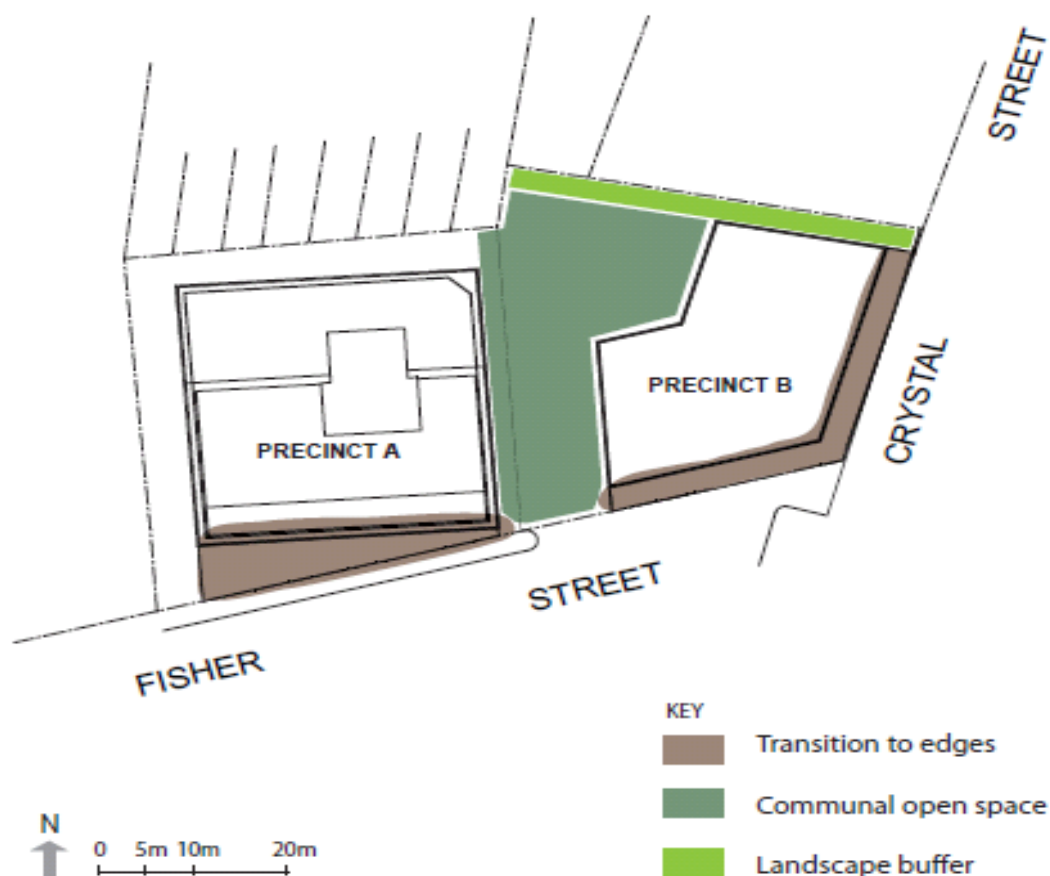


Figure 6.6a Open space and setbacks

## C80

Sustainability measures must ensure:

- A minimum of three hours sunlight between the hours of 9.00am and 3.00pm on 22 June to the living areas and balconies of a minimum of 70% of residential dwellings within the development;
- A minimum of 60% of all dwellings within the development are cross ventilated and achieve dual orientation; and
- A minimum of three hours solar access between 9.00am and 3.00pm on 22 June for all adjoining residential living areas or private open space.

## C81

Built form proposals must:

- Achieve an appropriate building articulation, amenity and privacy to all uses on site as well as transition to adjacent buildings;
- Adaptively reuse the existing Petersham Administration Centre building where possible;
- Respond to local character;
- Treat materials accessible at ground level for graffiti resistance;
- Ensure the setback to Fisher Street is nil for the new building on the car park site for the first three levels with levels above set back 3 metres to reduce the perception of mass from the footpath;
- Adaptively reuse the existing commercial building structure where possible, with residential uses within the existing structure designed to maximise the number of cross ventilated, dual aspect apartments - achieved by the use of corner and two storey units wherever possible;



- vii. Avoid single fronted units on the southern side of the building and along the western boundary overlooking the RSL site (while noting some single fronted units may be unavoidable);
- viii. Retain the existing side and rear setbacks of the existing buildings only if the building is reused;
- ix. If demolished, align to Fisher Street with a building depth as required under site design;
- x. Provide a lower scale to transition to heritage items across Fisher Street and residential lots located to the north;
- xi. Provide passive surveillance of the street;
- xii. Use high quality materials;
- xiii. Ensure development to Fisher Street activates the street frontage and relates to the finer grain and more residential character of the street; and
- xiv. Ensure development to Crystal Street provides a continuation of the street character north and south of the precinct with strong active edges at ground floor level.

## **C82**

Access and parking proposals must:

- i. Locate all new car parking underground;
- ii. Provide efficient site access which minimises the effects of traffic movement on pedestrians and residential amenity;
- iii. Provide adequate car parking to service the various uses on the site;
- iv. Ensure car parking and servicing numbers for the development comply with Section 2.10 (Parking) of this DCP;
- v. Assist with natural ventilation of underground car parking by locating the ceiling of the parking floor a maximum of 1 metre above ground level away from the street edge;
- vi. Retain the entry point for all car parking on Fisher Street adjacent to the western boundary;
- vii. Ensure any underground car parking is kept generally within the footprint of new buildings. Given the constraints imposed by the existing building it may be acceptable for a maximum of 75% of the communal open space to be above underground car parking;
- viii. Provide secure bicycle parking in the basement for residents and visitors;
- ix. Ensure vehicular access occurs as shown on the access and parking plan (Figure 6.6b) generally as follows:
  - a. Building A Existing Petersham Administration Centre:
    - 1. Vehicle access must be from Fisher Street via the main basement car park.
    - 2. Vehicle access is not permitted from Crystal Street.
  - b. Building B (New building to occupy car park):
    - 1. Vehicle access must be from Fisher Street via the main basement car park.
    - 2. Vehicle access is not permitted from Crystal Street.

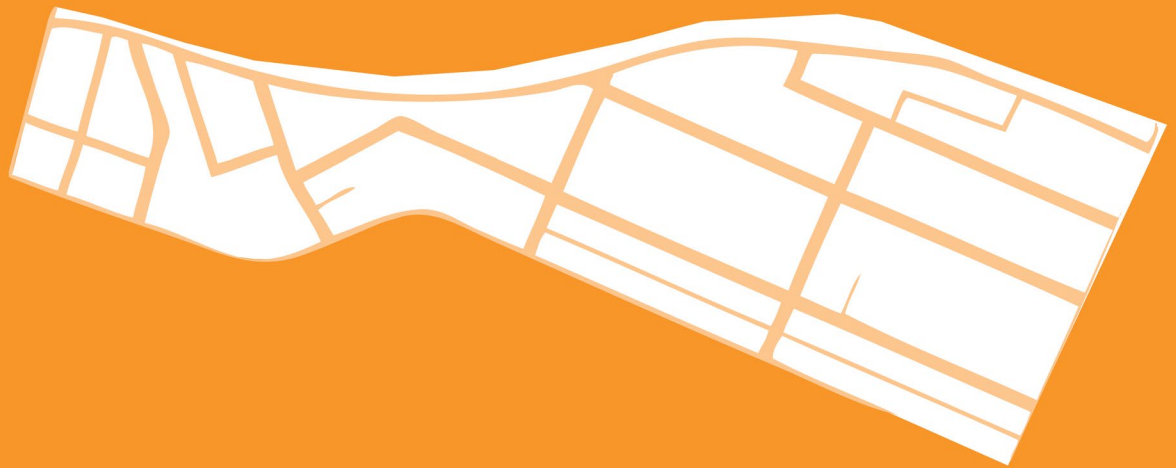




Figure 6.6b Parking and Access

# 9.7

## STRATEGIC CONTEXT STANMORE SOUTH







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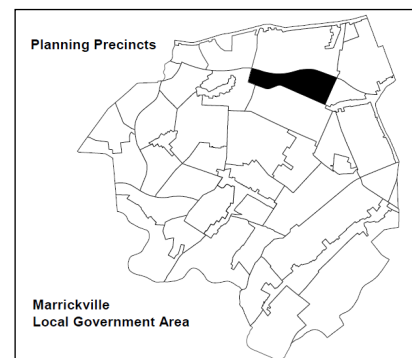
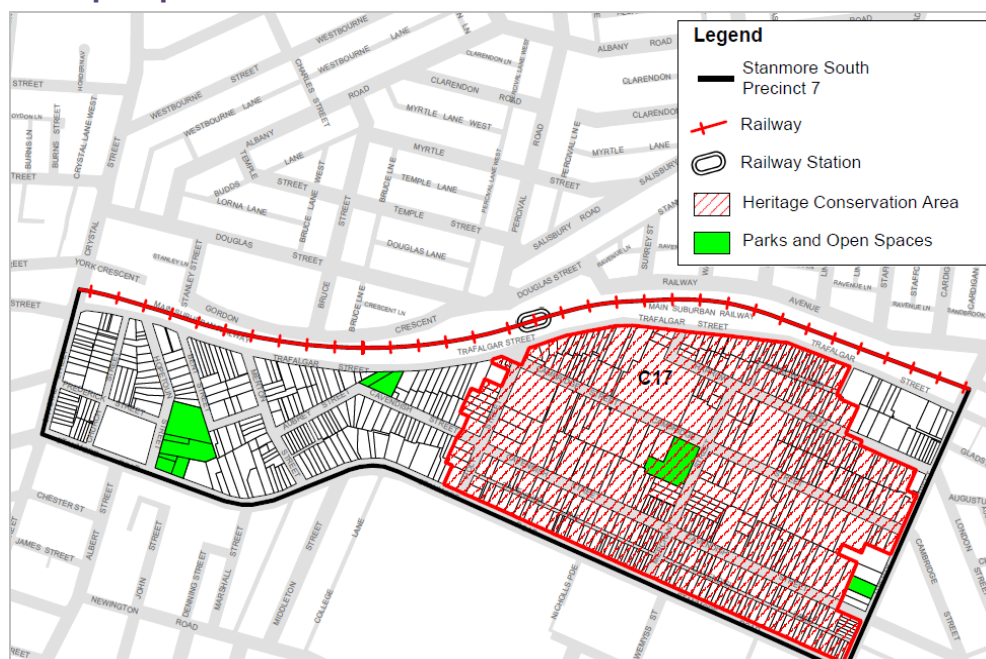




## Part 9 Strategic Context

### 9.7 Stanmore South (Precinct 7)

#### Map of precinct



#### 9.7.1 Existing character

This precinct is located towards the north-eastern corner of the the land where this DCP applies and contains most of that part of Stanmore which is located south of the Main Western rail line. West of Merton Street, the precinct includes part of Petersham. The precinct is predominantly residential in character, but includes the eastern end of the Petersham commercial centre on Stanmore Road, and a small commercial centre on the southern side of Stanmore railway station.

The precinct is bordered by busy roads. Crystal Street and Stanmore Road are major arterial roads, and Liberty Street and Trafalgar Street also carry a considerable volume of traffic. Stanmore railway station is located on the northern edge of the precinct.

The street layout of the precinct is characterised by a fairly regular grid pattern. West of Holt Street, the street layout is less regular, but still legible. Pedestrian and cycling access through Maundrell Park and Crammond Park help to provide a high level of connectivity.

The subdivision pattern is characterised by lots of varying sizes. Particularly large lots are located between Cambridge Street and Cavendish Street – and many of those have been redeveloped for residential flat developments. Relatively wide properties are probably the result of lots having been consolidated and redeveloped.

Areas of open space located in the precinct include Maundrell Park, Montague Gardens, and the smaller areas of Crammond Park and Eve Sharp Reserve. Stanmore Primary School and Newington Preparatory School are both located towards the

centre of the precinct. Cambridge Street includes a number of large sites which contain residential housing provided by institutions.

Residential development in the area consists predominantly of detached dwelling houses, but there are a considerable number of semi-detached dwellings, attached terrace houses and residential flat buildings. Although the majority of buildings are of a Victorian style, there are many Federation buildings, Inter-War buildings and Post-War buildings. There are a small number of contemporary buildings. Residential flat buildings include a mixture of relatively small Inter-War buildings, and larger blocks constructed since the 1970s. Building materials consist mainly of brick, and rendered or painted brick, and roofs are generally pitched and are mainly clad with tiles. Front fences include a mixture of brick, timber picket and iron palisade forms of differing heights and styles.

The precinct contains the Kingston South Heritage Conservation Area.

Within individual streets, the front setbacks of buildings are generally consistent, although the larger residential flat buildings sometimes break this pattern with more substantial setbacks. Front yards are landscaped with a mixture of native and exotic plants. Car parking forward of the front building line is limited, and off-street car parking is generally provided via rear lanes (where they exist). Some of the larger residential flat buildings have car-parking at ground level, either beneath or around the building.

The precinct is amongst the areas most affected by aircraft noise – and many of the buildings have been insulated to reduce its effects. In some cases, double glazing and external duct-work associated with air conditioning systems, are a visible sign of the insulation.

The precinct contains land within three sub-catchments: land within the Johnstons Creek West and Johnstons Creek South sub-catchments which drain northwards to Port Jackson; and land within the Eastern Channel One - West sub-catchment which drains southwards to the Cooks River. The fact that this precinct straddles the Port Jackson and Cooks River catchments relates to it being located along a ridge-line which generally runs in an east-west direction along a line between Stanmore Road and the railway line.

### 9.7.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the mixed density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Kingston South Heritage Conservation Area.





### 9.7.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 17 Kingston South Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.7.3.1 *HCA 17: Kingston South Heritage Conservation Area (C17)*

The Kingston South Heritage Conservation Area was part of the December 1863 “Holt, Smart and Mort’s Subdivision of South Kingston”, Deposited Plan 1 under the Torren Title System still in use in NSW. The area developed in the late 1860s and 1870s as a highly desirable residential precinct for entrepreneurs and the middle class.

The Kingston South Heritage Conservation Area is aesthetically significant for its example of late 19<sup>th</sup> century to mid 20<sup>th</sup> century development including 19<sup>th</sup> century villas and their garden setting, 19<sup>th</sup> century houses (detached and semi-detached) and their garden setting, 19<sup>th</sup> and early 20<sup>th</sup> century terraces and houses (detached and semi-detached), and a group of Inter-War residential flat buildings in Holt Street. The HCA represents the rich variety of built forms, collectively represent of the cultural needs and aspirations of the community that built and occupied them between 1854-1940.

The core period of heritage significance is 1854-1920.

### 9.7.4 Precinct-specific planning controls

- C1** HCA 17 Kingston South Heritage Conservation Area contains a number of lots which retain DP 1 legal title. Subdivision of those lots is not permitted. Refer to Section 8.2.19.6 of this DCP for additional information.
- C2** HCA 17 Kingston South Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 17 Kingston South Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - Federation style. Refer to Section 8.5.2 of this DCP for relevant controls.

### 9.7.5 Site-specific planning controls

Nil

# 9.8

## STRATEGIC CONTEXT ENMORE NORTH AND NEWTOWN CENTRAL



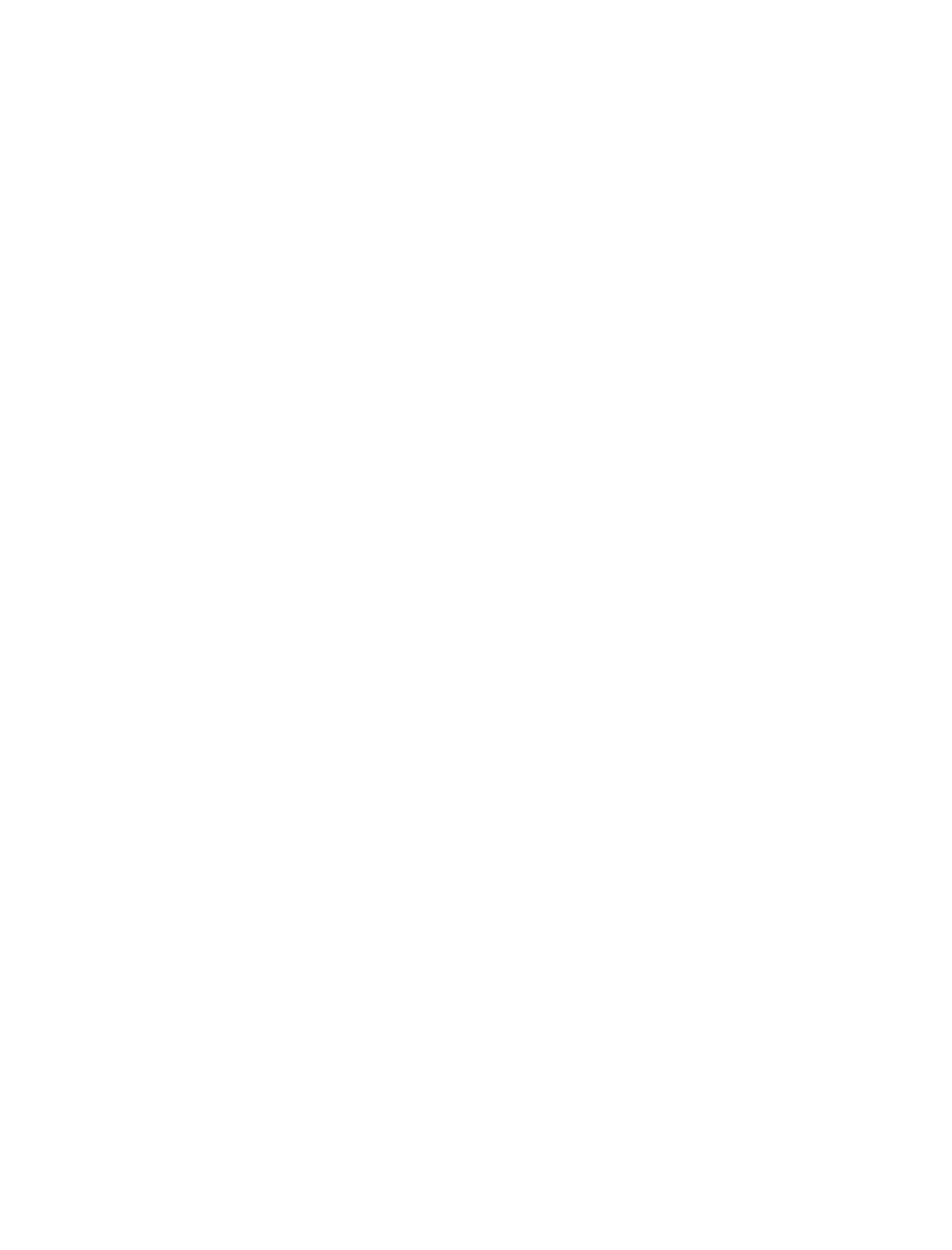




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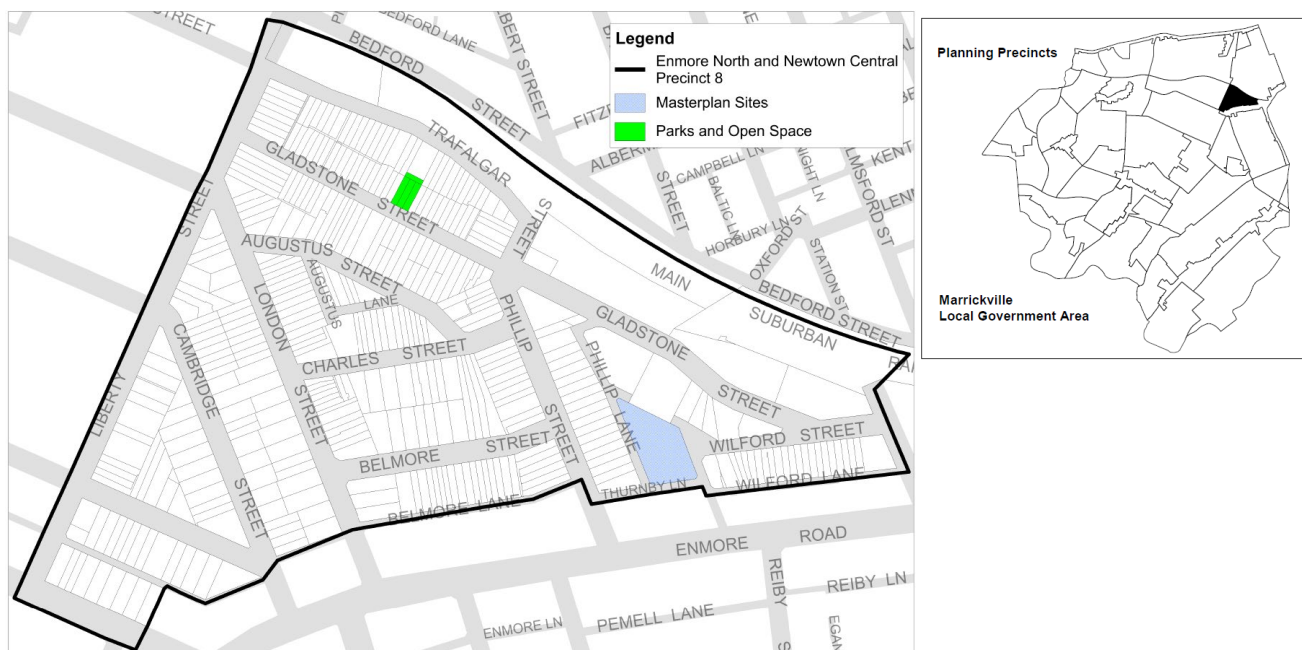




## Part 9 Strategic Context

### 9.8 Enmore North and Newtown Central (Precinct 8)

#### Map of precinct



#### 9.8.1 Existing character

This precinct is located in the north-eastern part of the land where this DCP applies, north of the Enmore Road. It contains the northern part of Enmore and the central part of Newtown. The precinct historically falls mostly within the Hartle Pitts Estate and partly within the Kingston Estate. It was mostly subdivided and developed in the late 1800s and early 1900s, predominantly for residential use, a significant proportion of which is intact. The precinct predominantly consists of medium density residential development due to small lot sizes and predominant terrace or semi-detached dwellings. The eastern side of the precinct also includes some industrial buildings that were associated with the rail line, some of which have been converted to other uses.

The precinct is bounded by Liberty Street to the west, the Western Rail Line to the north, Station Street to the east, the back of Enmore Road commercial properties and Stanmore Road to the south. The precinct slopes gently north from the Enmore Road ridgeline forming into one of the tributaries of Johnston Creek that converges into the Johnston Creek canal and then heads north to Blackwattle Bay.

The streets are relatively narrow. The verge widths are correspondingly narrow containing only narrow footpaths with no nature strip but mixed medium trees on both sides. On-street parking is generally on both sides of the street, with the remaining carriageway being vehicle access each way. The precinct predominantly contains small front yards and some medium sided front yards containing a mixture of paving, low garden bed plantings and small shrubs.

The precinct contains only one pocket park on Gladstone Street.

The precinct predominantly has a small scaled Victorian streetscape character but contains a rich mix of period and typology with many infill buildings from later periods and many later alterations and additions to early buildings. The precinct mostly contains a mix of dwelling houses, terraces and semi-detached housing of one and two storeys. A small number of two to four storey residential flat buildings are scattered throughout the precinct. The buildings are predominantly from the late Victorian period with rendered or painted brickwork finish, however there is a considerable amount from the Federation period with face brick finish and some Inter-War, Post-War and contemporary buildings. Roofs are mostly pitched in form, predominantly tiled but many have corrugated metal.

Of the small cluster of industrial buildings on Gladstone Street, Wilford Street and Station Street, the most significant are the former Crago Flour Mill buildings, with the six storey milling part being converted to commercial studios and the silos part being converted to a multi-storey residential flat building complex. These both create a prominent landmark in the precinct, especially the silos that are iconic within the Newtown and Enmore area. They also highlight the connection with the Western Rail Line to the north of the precinct that was constructed in the early 1850s (with Newtown Rail Station originally located adjacent to this site at the end of Station Street, before being relocated to the current site in 1878). The construction of the rail line and the opening of Newtown Rail Station was largely the reason for the development of many small lot residential subdivisions in Newtown and Enmore and the construction of small worker suburban housing close to Sydney CBD.

Fencing period, type and material is highly mixed. Front setbacks are mostly up to 2 metres, with a considerable number are up to 4 metres. Few dwellings have garage or hard stand parking to the street frontage and only a few streets have usable rear lanes to allow rear parking.

The small size of lots and closely spaced dwellings create relatively high densities. This, combined with fairly narrow, highly permeable streets; a mix of uses (being near the vibrant King Street and Enmore Road commercial strips); and its location near Newtown Rail Station and bus routes makes the area one of the most accessible in the LGA and conducive to walking. Correspondingly, car parking is limited and the protection of amenity is very important.

### 9.8.2 Desired future character

The desired future character of the area is:

1. To protect, preserve and enhance the identified period buildings within the precinct.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns.
4. To maintain distinctly single storey streetscapes within the precinct.
5. To protect, preserve and enhance the existing character of the streetscapes where only compatible development is permitted.
6. To facilitate urban renewal in appropriate locations.
7. To maintain non-retail employment as part of any mixed use redevelopment of former industrial land and reflect the existing industrial streetscape character in the design.





8. To ensure orderly development on the masterplan site in accordance with the principles of the masterplan vision and achieve an efficient and high quality built outcome.
9. To support excellence in contemporary design.
10. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
11. To ensure that the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties.
12. To promote sustainable transport (public transport, walking and cycling) by restricting the provision of off-street car parking, increasing provision of bicycle parking and car-sharing (off-street and on-street) and carefully managing general on-street car parking.
13. To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

### 9.8.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas in the precinct.

### 9.8.4 Precinct-specific planning controls

Nil

### 9.8.5 Site-specific planning controls

#### 9.8.5.1 76 Wilford Street, Newtown

#### Massing

- C1** Development must be massed as follows:
- i. Basement mass may cover the full site area.
  - ii. Building mass on the first and second storey must:
    - a. Generally be massed in a U shape, to the southern, eastern and northern side of the property, and open as a courtyard in the middle;
    - b. Be setback 1 metre from the southern boundary; 1 metre from the eastern boundary; 1 metre from the northern boundary (from the north-eastern corner to a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown); and 6 metres from the northern boundary (from a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown to the north-western corner of the first and second storey mass); and
    - c. Have approximately a 15 metre envelope depth.
  - iii. Building mass on the third storey must:
    - a. Generally be massed to the north-eastern side of the property, located partly on the eastern side for approximately a 25 metre length from the north-eastern corner towards the south; and partly on the northern side of the property for

- approximately a 27 metre length from the north-eastern corner towards the north-west;
  - b. Be setback 1 metre from the eastern boundary; 1 metre from the northern boundary (from the north-eastern corner to a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown); and 6 metres from the northern boundary (from a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown to the north-western corner of the third storey mass); and
  - c. Have approximately a 15 metres envelope depth.
- iv. Building mass on the fourth storey must:
  - a. Generally be massed to the north-eastern side of the property, located partly on the eastern side for approximately a 25 metre length from the north-eastern corner towards the south; and partly on the northern side of the property for approximately a 12 metre length from the north-eastern corner towards the north-west;
  - b. Be setback 1 metre from the eastern boundary and 1 metre from the northern boundary; and
  - c. Have approximately a 15 metre envelope depth.

### Building entries

- C2** Development must ensure:
- i. Any common building entries are accessed off Wilford Street;
  - ii. Commercial or residential occupancies oriented towards Wilford Street have separate entries for each occupancy off Wilford Street which may be in addition to entry from a common building entry;
  - iii. Commercial or residential occupancies oriented towards Thurnby Lane may have separate entries for each occupancy off Thurnby Lane, which may be in addition to entry from a common building entry;
  - iv. There is no commercial or residential entry off Phillip Lane or Gladstone Lane; and
  - v. Basement car parking has car access from either Phillip Lane or Thurnby Lane (on the south-western side of the site).

### Building frontages

- C3** Development must ensure:
- i. The Wilford Street building frontage (eastern side) has windows/doors to work spaces for commercial occupancies and/or windows/doors to habitable spaces for residential occupancies that are oriented towards Wilford Street in such a way to create street activation and street surveillance; and
  - ii. Orientation of windows/doors to work spaces and any terraces/balconies for commercial occupancies and/or windows/doors to habitable spaces and any terraces/balconies for residential occupancies towards Phillip Lane (western side) is minimised to reduce privacy impacts and solar loading.

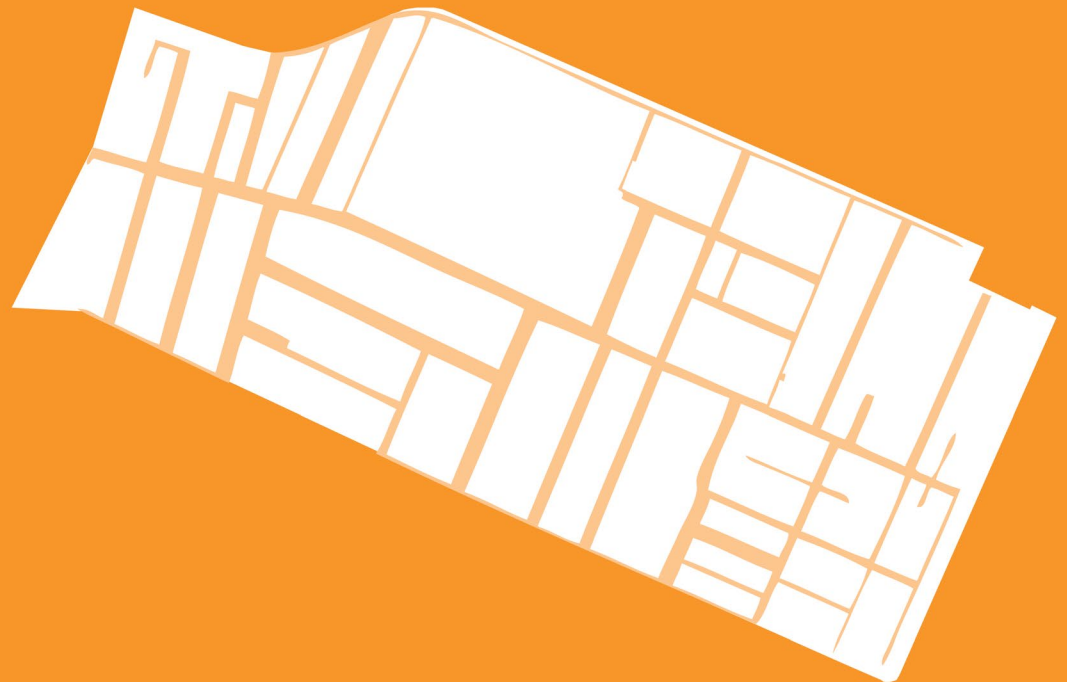


## Use

- C4** The residential component of the development must be no greater than 70 percent of the total gross floor area.

# 9.9

## STRATEGIC CONTEXT NEWINGTON







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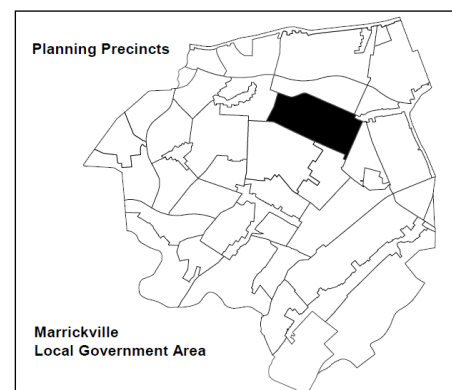




## Part 9 Strategic Context

### 9.9 Newington (Precinct 9)

#### Map of precinct



#### 9.9.1 Existing character

This precinct is bounded by Stanmore Road to the north, Enmore Road to the east, Albert Street to the west and Addison Road to the south. Newington Road runs through the middle of the precinct in an east west direction. The western section of the precinct is within the suburb of Petersham, the northern section is within Stanmore, the southern section is within Marrickville and north eastern section is within the suburb of Enmore. The precinct slopes in a general south easterly direction with individual streets having modest to steep slopes. Sections of Newington Road offer distant views of buildings in Wolli Creek to the south. Sections of Addison Road offer views to Enmore Park and a few other streets offer views to the landscaped areas and buildings of Newington College.

Heritage listed Newington College is roughly located in the middle of the precinct and has an approximate area of 9 hectares. Important public and private buildings within the precinct include a Greek Orthodox Childcare Centre, Newington College, several places of public worship, the Cyprus Club and the Enmore Child Care Centre.

The precinct contains no dedicated open space areas for active recreation and only includes a couple of small open space areas designed for passive recreation. The private open spaces within each dwelling house are therefore important and should be retained.

All main streets within the precinct with the exception of few narrow streets have standard width footpaths on both sides of the street, and generally unrestricted kerbside parking on both sides. The streets are generally lined with native trees however the overall street trees pattern is random and there is potential for a systematic street tree planting scheme to be initiated.

The predominant land use within the precinct is residential with single dwelling houses forming the majority of the building stock. Areas west of Wemyss Street can be characterised as low density residential, comprising mostly of Victorian and Federation style dwelling houses. However, parts of the precinct towards the east of Wemyss Street contain a considerable number of residential flat buildings and other forms of multi dwelling housing. The southern and western parts of the precinct, beyond Newington College, have a more consistent land use and subdivision pattern with wider roads compare to the eastern parts beyond Tupper and Perry Streets. However the subdivision pattern within individual streets is generally consistent.

The precinct contains part of the Petersham South (Norwood Estate) Heritage Conservation Area, and a very small portion of both the Norwood Park Estate and the Llewellyn Estate Heritage Conservation Areas.

Commercial areas are generally concentrated along Stanmore Road, Enmore Road and Addison Road frontages. The commercial strips along Addison Road generally take the form of Victorian era two storey mixed-use buildings. The industrial buildings within the precinct are generally from the Inter-War period.

### 9.9.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Petersham South (Norwood Estate) Heritage Conservation Area, Norwood Park Estate Heritage Conservation Area and the Llewellyn Estate Heritage Conservation Area.

### 9.9.3 Heritage Conservation Areas (HCAs)

The precinct contains parts of three Heritage Conservation Areas; being HCA 18 Petersham South (Norwood Estate) Heritage Conservation Area, a small portion of HCA 19 Norwood Park Estate Heritage Conservation Area and a small portion of HCA 14 Llewellyn Estate Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.



### **9.9.3.1 HCA 18: Petersham South (Norwood Estate) Heritage Conservation Area (C18)**

The Petersham South (Norwood Estate) Heritage Conservation Area is of historical significance as an area developed from the 1854 Norwood Estate subdivision and an extension to George Johnston's Annandale Farm. The Petersham South (Norwood Estate) Heritage Conservation Area is of aesthetic significance for its diverse range of development found within the Area, which demonstrate the ongoing process of speculative development and re-subdivision of land.

The Area has a fine range of housing from the late 19<sup>th</sup> Century through to the mid 20<sup>th</sup> Century including 19<sup>th</sup> Century Villas and their garden setting, 19<sup>th</sup> Century houses (detached and semi-detached) and their garden setting, 20<sup>th</sup> Century houses – cottages, bungalows and two-storey, 19<sup>th</sup> and early 20<sup>th</sup> Century terraces and houses.

The streetscape of Middleton Street is rare in the area, with substantial houses set high above the road and supported by sandstone terraces rising in tiers from a retaining wall at street level. Development on the eastern side of the road is set at or below ground level, which provides space for an undercroft.

The Area is a representative area of the late 19<sup>th</sup> Century and mid 20<sup>th</sup> Century period housing ranging from substantial Victorian gentleman's villas to modest detached residential development.

The key period of significance for the Petersham South (Norwood Estate) Heritage Conservation Area is 1854-1940.

### **9.9.3.2 HCA 19: Norwood Park Estate Heritage Conservation Area (C19)**

The Norwood Park Estate Heritage Conservation Area is a representative area of Federation period cottages built between 1905-1915. It is of historical significance as an area developed within a short timeframe within the Federation period (1905-1915) from the 1905 "Norwood Park Estate" subdivision. This was probably the last portion of the Norwood Park Dairy, which ceased operating in 1905.

The Norwood Park Estate Heritage Conservation Area is of aesthetic significance for its high quality streetscape and many high quality examples of Federation bungalows that include original timber joinery and detailing to verandahs. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces of the elements of the group. The public domain is simply designed and detailed.

It is representative of the principal characteristics of the development of Marrickville from a rural Estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20<sup>th</sup> Century.

The key period of significance for the Norwood Park Estate Heritage Conservation Area is 1905-1915.

### **9.9.3.3 HCA 14: Llewellyn Estate Heritage Conservation Area (C14)**

The Llewellyn Estate Heritage Conservation Area is of historical significance as an area developed around the 1850s "Waterloo Villa" (later known as Frankfort Villa, Frankfort House, Bethesda and Stead House) as the 1894 "Llewellyn Estate"

subdivision. The area is of high historical significance as it retains the original (albeit altered) 1850s villa, which is heritage listed as an individual heritage item.

The Area is of historical significance for demonstrating the pattern of development in the Council area from early land grants to suburban cultural landscape. The pattern of subdivision has responses to the patterns of smaller Colonial land grants made south of Enmore Road. The layers of occupation are demonstrated clearly through the street and subdivision pattern, the form of development and the more recent layers of occupation by migrants 1950-c2000; and gentrification (c1980-present).

The pattern of development in the area provides evidence of the historical process of small-scale speculative development and the rise of housing choice for the middle classes. The area demonstrates the transition in built forms accompanying the decline of the densely developed terrace house model of urban development to the beginning of the low-density suburban patterns and social principals of 20<sup>th</sup> century suburbia.

The Llewellyn Estate Heritage Conservation Area is of aesthetic significance for its substantially intact collections (built forms) of early 20<sup>th</sup> Century single-storey domestic design covering a range of typologies. It is significant for the individual responses to the triangular street layout, resulting in an interesting adaptation of built forms to accommodate irregular lots near intersections which allow a range of views over houses that are not normally available from the public domain. It is also significant for the many substantially intact individual examples of Federation period bungalows, including original timber joinery, window hoods and detailing to gables and verandas.

The Area represents the principal characteristics of the development of the area from a rural Estate to a residential area. The area provides valuable evidence of the range of building types and forms available to the middle class from the late 19<sup>th</sup> and early 20<sup>th</sup> Century, including the detached cottage, semi-detached pair and terrace house.

The key period of significance for the Llewellyn Estate Heritage Conservation Area is 1886-1915.

### 9.9.4 Precinct-specific planning controls

**C1** HCA 18 Petersham South (Norwood Estate) Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 18 Petersham South (Norwood Estate) Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** HCA 19 Norwood Park Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.
- b. Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 19 Norwood Park Estate Heritage Conservation Area include:



- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- d. Inter-War styles (particularly Inter War Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

**C3** HCA 14 Llewellyn Estate Heritage Conservation Area contains the following additional area-specific controls:

- a. Retain, protect and plan for ongoing maintenance and viability of the significant street tree plantings (particularly Brush Box).
- b. To retain triangular street layout, development must not require the amalgamation of streets into the development site. Existing views of oblique intersections must be preserved and not obscured by new development.
- c. Development at atypical (non-90 degree) intersections must present a primary façade to one elevation only and respond to the shape of the lot through the built form.

**C4** HCA 14 Llewellyn Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 14 Llewellyn Estate Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

### **9.9.5 Site-specific planning controls**

Nil

# 9.10

## STRATEGIC CONTEXT DULWICH HILL NORTH









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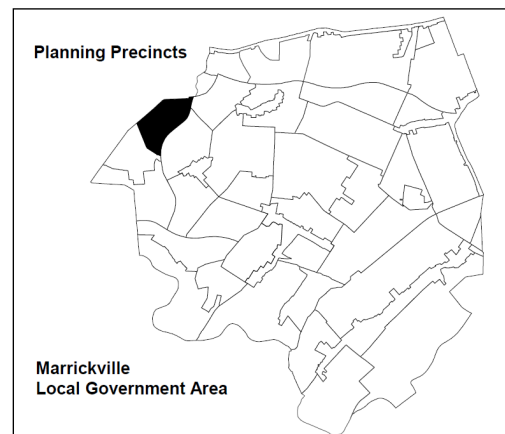
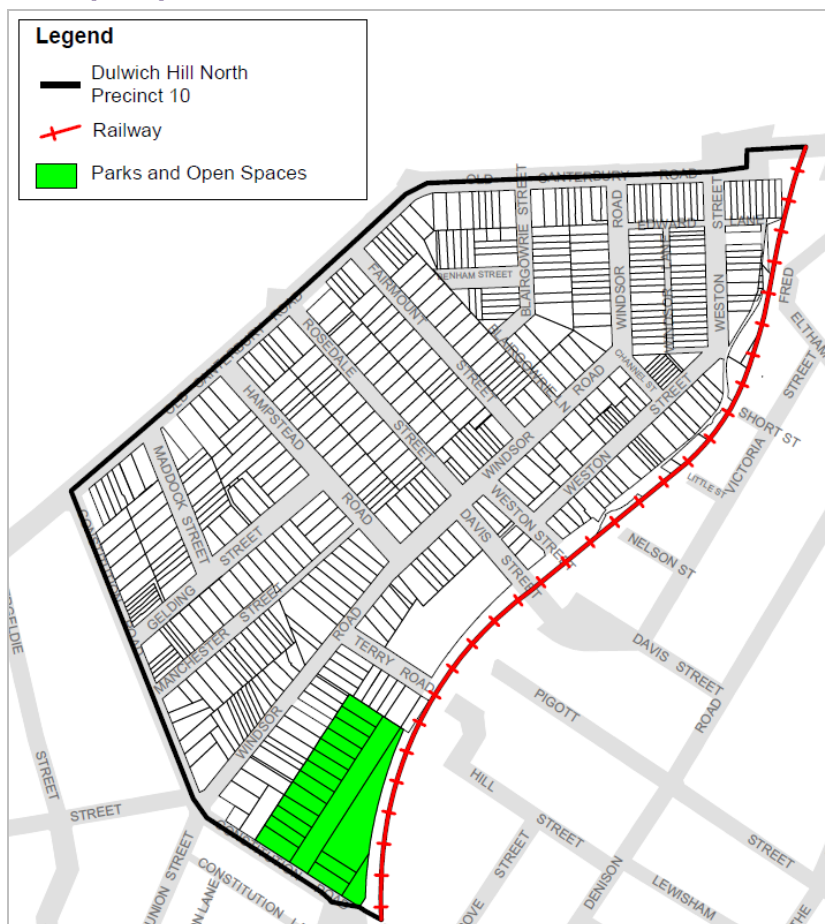




## Part 9 Strategic Context

### 9.10 Dulwich Hill North (Precinct 10)

#### Map of precinct



#### 9.10.1 Existing character

This precinct is located in the western part of the local government area in the suburb of Dulwich Hill. It is bounded by Old Canterbury Road, Constitution Road and the Railway line. The precinct is comprised exclusively of residential dwellings, Johnston Park and the redeveloped Waratah Mills site.

Major roads on the edge of this precinct are Old Canterbury Road and to a lesser extent Constitution Road. Windsor Road is an important link road providing an alternative route to Constitution Road and to Davis Street both providing access to the commercial centre of Dulwich Hill to the east.

The subdivision pattern of the area is characterised by fairly uniform lot sizes, with some smaller terrace lots. The streets are wide providing for on-street parking and easy traffic movement. Street trees are varied in size and species and all streets have footpaths and nature-strips with sandstone kerbing. A continuous row of large paper barks in Fairmount Street are a particularly notable element in the streetscape.

## PART 9: STRATEGIC CONTEXT

The topography of the precinct is relatively flat with a gentle fall towards the rail line which sits in the base of a small valley between the two high points of Dulwich Hill and Summer Hill. From the elevated part of the precinct, regional views of the Sydney city skyline are available. Local views include the former flour mills – the Waratah Mills and Petersham water tower.

The main area of open space in the precinct is Johnston Park located to the south eastern corner of the precinct and adjacent to the railway line. This park is characterised by both active and passive recreation areas, children's play ground, basketball court, cricket nets and open field for soccer or sports. Shaded barbeque areas are also provided. The park is well used and has pedestrian links to Constitution and Windsor Roads. Nearby are Arlington Recreation Grounds an active soccer field and Laxton Reserve, another park with play equipment and barbeques.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The precinct contains a heritage listed water board site in Weston Street which is substantially vacant except for a small brick building. The former Waratah flour mills and associated buildings (also heritage items) along the railway line are land mark buildings within this precinct and can be seen from a number of streets.

The land-use pattern of the precinct is predominantly low density residential areas with some medium density development. Buildings consist mainly of Victorian and Federation-era houses and semi-detached dwellings. There are some inter war and post war dwellings in the precinct with some streets presenting a considerable mix of architectural styles. A number of terrace rows, both single and double storey are located within the precinct. Several shops (scattered within precinct) have been converted to dwellings and another on the corner of Rosedale Street and Old Canterbury Road to a gallery.

There are no Heritage Conservation Areas contained within the precinct.

Front setbacks are generally consistent within each street despite the variety of buildings styles. A setback of 2 metres to 4 metres is the most common. Frequently this area is soft landscape although hard paving is common in some parts of the precinct. Front fences are generally low and comprise a wide variety of materials – brick, timber picket, metal, iron palisade, brick and metal.

In areas of the precinct where off street parking is provided it is most frequently a side drive to a hardstand/carport behind the building line. There are some rear garages. There are several areas where garaging is found forward of the building line, for example in Hampstead Street but this is not a predominant feature of the street. Both Manchester and Gelding Streets have rear garages within their street frontages as some of the properties run the length of the block.



### 9.10.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.

### 9.10.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.10.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.

- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7** The preferred access point for any new multi-dwelling housing development occurring along Old Canterbury Road is from Edward Lane.
- C8** Johnston Park is an attractive park with significant trees which enhances the Constitution Road boundary of this precinct and should be maintained to a high standard. Pedestrian pathways from Windsor Road to Johnston Park should be retained and embellished.
- C9** Encourage the removal of older style garages forwards of the front building line in Hampstead Road.

### 9.10.5 Site-specific planning controls

- C10** Nos. 2-10 Blairgowrie Street, 12-16 Blairgowrie Street and Nos. 26-32 Fairmont Street have a distinct and consistent single storey form and are good examples of period buildings. Their existing single storey form visible from their front elevations is to be retained.

# 9.11

## STRATEGIC CONTEXT HOSKINS PARK









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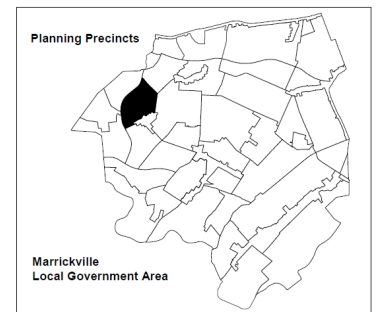
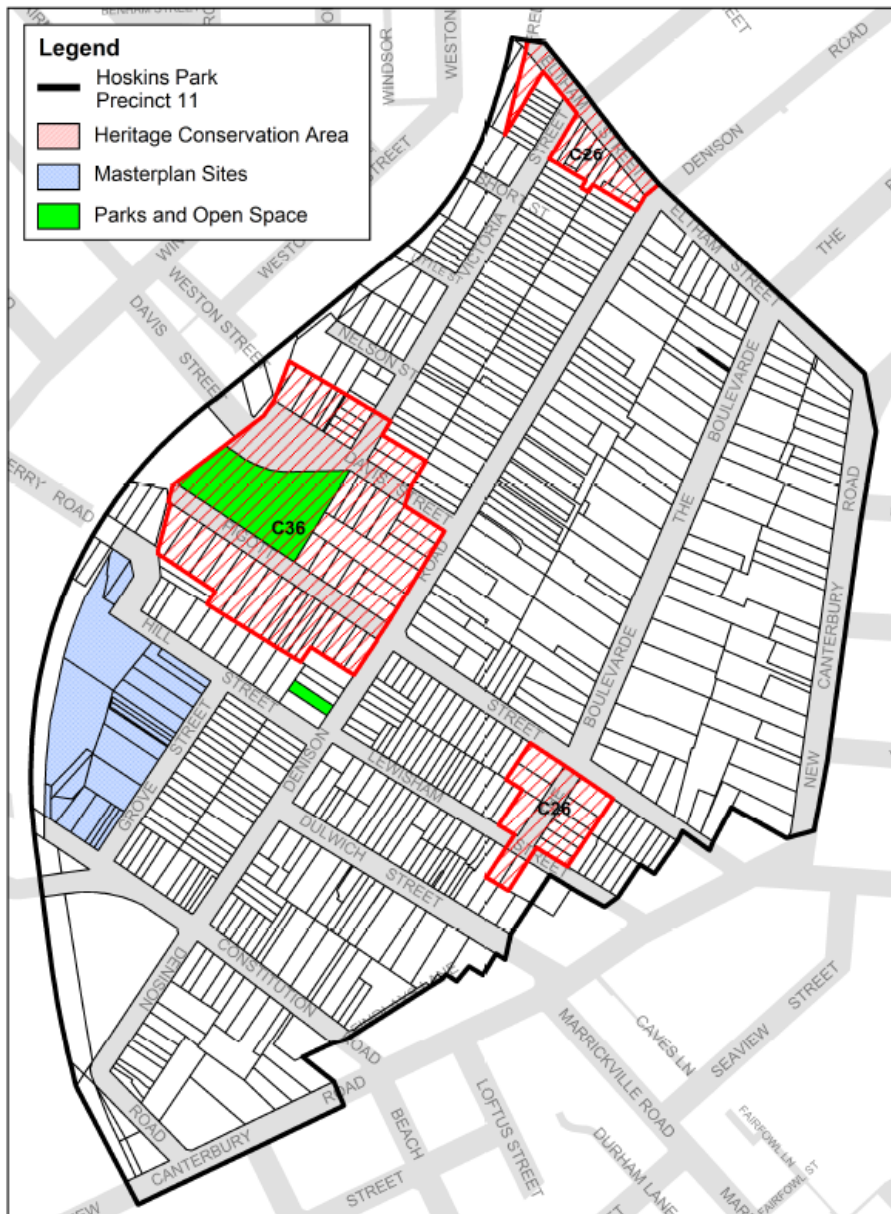




## Part 9 Strategic Context

### 9.11 Hoskins Park (Precinct 11)

#### Map of precinct



#### 9.11.1 Existing character

This precinct is located in the western part of the land where this DCP applies. It is bounded by the goods rail line to the west and New Canterbury Road to the east. The precinct is predominantly residential with several pockets of light industrial uses particularly near the rail line.

## PART 9: STRATEGIC CONTEXT

Denison Road and The Boulevarde are the main north-south roads in the precinct, with Constitution Road the only through road running east-west. A significant number of east-west streets end at the rail line. Both Denison and Constitution Roads are busy thoroughfares with roundabouts and speed bumps.

The subdivision pattern of the area is characterised by larger north-south blocks with smaller east-west blocks conducive to walking. Street widths vary with The Boulevarde being exceptionally wide, while Lewisham Street narrows such that it functions as a one-way street and remaining streets with on-street parking on both sides slowing vehicular movement.

Street trees are predominately mixed, medium sized, native trees. The Boulevarde is an exception with consistent, mature plantings of large street trees. Sandstone kerbing and guttering is common throughout the precinct with concrete repairs in some areas. All streets have footpaths but not necessarily a nature-strip. The Boulevarde has extra wide street verges incorporating off street parking and its (formulated) winding character is unique in the area.

The topography of the precinct is gently sloping from New Canterbury Road down to the goods line. From the elevated eastern part of the precinct, local views are to the Waratah Flour Mills redevelopment and to open space and trees at Johnston Park. From the west local views are to the commercial buildings of the Dulwich Hill shopping centre.

The main area of open space in the precinct is Hoskins Park located off Pigott and Davis Streets and adjacent to the rail line. It has playground equipment, seating and well maintained open grass areas. A small pocket park is also located on Denison Road near the corner shop on Hill Street. The western edge of the precinct is located along the GreenWay and Light Rail Corridor. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct contains a uniting church, several dwellings converted to business uses such as a pre-school and counselling centre, a disused scout hall and memorial building, large Salvation Army hall, small industrial buildings near the rail line and several scattered former shops converted to dwellings.

The land use pattern of the precinct consists mainly of detached single storey dwellings with a significant portion of semi-detached buildings. Dwellings consist mainly of Federation buildings. However, the precinct contains a wider variety of buildings styles, including Victorian houses and semi-detached dwellings, Inter-War houses and a number of residential flat buildings constructed since the 1960s. New contemporary residential development (one and two storey) is evident in pockets. Pitched terracotta roofs are most common with concrete, slate and tin evident.

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The precinct contains two small sections of the Lewisham Estate Heritage Conservation Area, being the sections located at the southern end of The Boulevarde



and to the south of Eltham Street. This precinct also contains the Hoskins Park & Environs Heritage Conservation Area.

Front setbacks are generally consistent within streets but varied across the precinct with some areas being 2 metres to 4 metres while others have a building setback of over 4 metres. With the exception of hard paving around several residential flat buildings, most setbacks had some soft landscaping. Most buildings are brick with a high proportion painted. Front fences are generally low with brick and timber being the predominant materials. However in some areas a variety of fence material is found.

A mix of light industrial uses exist in isolated pockets off Grove and Hill Streets with individual industrial/factory lots in Nelson and Little Streets, adjoining the rail line. Additional light industrial buildings are found in a narrow corner lot in Constitution Road and along Denison Road (south of Constitution Road) and fronting New Canterbury Road.

### 9.11.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To retain and maintain uniform and mature trees along The Boulevarde and views towards Johnston Park.
6. To ensure that any development considers all potential impacts to biodiversity.
7. To preserve the mixed character of the precinct.
8. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Lewisham Estate and Hoskins Park & Environs Heritage Conservation Areas.
10. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
11. To ensure that new development located on the GreenWay and Light Rail Corridor acknowledges and respects its environmental and social values; and adheres to the design principles and planning considerations for development fronting the GreenWay Corridor as detailed within 9.11.4 Precinct-specific planning controls.
12. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
13. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.11.3 Heritage Conservation Areas (HCAs)

The precinct contains two parts of the Lewisham Estate Heritage Conservation Area, around Eltham Street and at the southern end of The Boulevarde. It also contains the Hoskins Park & Environs Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

### **9.11.3.1      *HCA 26: Lewisham Estate Heritage Conservation Area (C26)***

The Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the Lewisham Estate subdivision prior to 1882.

The HCA is of aesthetic significance because it contains a range of housing typologies (late 19th – early 20th century) including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.

The HCA is socially significant for providing evidence of the late 19th century community through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevard) and 20th century Depression relief work programs (including the stone wall to Old Canterbury Road).

The HCA is representative of the range of building types and forms available to the community in the late 19th to early 20th centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

The key period of significance for the Lewisham Estate Heritage Conservation Area is 1880 to 1940.

### **9.11.3.2      *HCA 36: Hoskins Park & Environs Heritage Conservation Area (C36)***

The area comprising the Hoskins Park & Environs Heritage Conservation Area was developed during the late nineteenth and early twentieth centuries. It is largely the result of the construction of the Wardell Road-Darling Island Railway Line and the formation of Hoskins Park which was put onto separate title in 1911. The unusual configuration of Davis Street reflects the construction of the Wardell Road-Darling Island Railway Line and provides evidence of its impacts on the physical fabric of the area.

The Hoskins Park & Environs Heritage Conservation Area is of historical significance as an area providing evidence of early twentieth century urban consolidation in Dulwich Hill, both by the provision of public parks and by the consistent residential development on Davis and Pigott Streets. The character of Hoskins Park derives from a combination of several features including site configuration and topography, mature trees and landscaping, and smaller detail elements from the 1920s, along with its important visual relationship with late nineteenth and early twentieth century housing along Davis and Pigott Streets.

The aesthetic significance of the Hoskins Park & Environs Heritage Conservation Area is due to the physical character of Hoskins Park along with the inter-relationship of the park and residential development around it. The aesthetic quality of the HCA is reinforced by the retention of original setbacks, garden spaces and street planting





along Davis and Pigott Streets. The HCA has retained the early pattern of subdivision and contains Victorian dwellings along with late Federation and Inter-War era bungalow style houses that reflect the different periods of residential development and subdivision in the locality. Although some individual buildings have been unsympathetically modified, the overall form of most houses is intact and contributes to the character of the streetscape.

Hoskins Park is representative of the parks initiated by the Municipality of Petersham in the early part of the 20<sup>th</sup> century and shares several features with other parks from the interwar period also managed by the Municipality of Petersham.

The core period of heritage significance is 1880-1935.

#### **9.11.4 Precinct-specific planning controls**

- C1** Front yards currently being used as hard stand car parking areas should be reinstated.
- C2** Front fence heights must be retained to 600mm - 800mm.
- C3** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C4** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C5** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C6** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C7** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C8** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C9** HCA 26 Lewisham Estate Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.Relevant Architectural Style Sheets for HCA 26 Lewisham Estate Heritage Conservation Area include:
  - b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.

- c. Federation styles. See Section 8.5.2 of this DCP for relevant controls.
  - d. Inter War styles (in particular California bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.
- C10** HCA 36 Hoskins Park & Environs Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.Relevant Architectural Style Sheets for HCA 36 Hoskins Park & Environs Heritage Conservation Area include:
  - b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - c. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### 9.11.5 Site-specific planning controls

#### **9.11.5.1** *Miscellaneous sites within the precinct*

- C11** The existing factory buildings and residential lots fronting Little Street and Nelson Street and the properties 122 Victoria Street and 124 Victoria Street are suitable for redevelopment to achieve well designed town houses, terraces, semi-detached dwellings (multi dwelling housing) or two storey apartment buildings with improved residential amenity.
- C12** Chimneys to the group of Federation semi-detached dwellings on Pigott Street between The Boulevard and Denison Road must be retained.
- C13** The subdivision of 14-22 Dulwich Street could enable dwellings to be developed to the Lewisham Street frontage, with dual benefit of removing garages off the Lewisham Street frontage.

#### **9.11.5.2** *Masterplan Area (MA 11.1)*

##### **Masterplan location**

- C14** Masterplan Area 11.1 relates to the allotments shaded in Figure (11.1a).

##### **Site amalgamation**

- C15** The redevelopment of allotments shaded in Figure (11.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (11.1b).
- C16** Amalgamation of allotments must not result in any 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.

##### **Building height**

- C17** The height of proposed buildings on the land shaded in Figure (11.1a) must conform to the control diagram(s) in Figures (11.1b) and (11.1c). The height is expressed in number of storeys.

##### **Boundary setbacks**

- C18** The boundary setbacks of proposed buildings on the land shaded in Figure (11.1a) must conform to the control diagram(s) in Figures (11.1b) and (11.1c). The setbacks are expressed in metres.



## Sustainable envelopes and occupant amenity

- C19** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (11.1a) must conform to the control diagram(s) in Figures (11.1b) and (11.1c). The dimensions are expressed in metres.

## Upper floor and roof setbacks

- C20** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (11.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (11.1b) and (11.1c). The setbacks are expressed in metres.

## Articulation zones

- C21** The envelope of buildings on the land shaded in Figure (11.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (11.1b) and (11.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C22** The envelope of buildings on the land shaded in Figure (11.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (11.1b) and (11.1c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C23** The redevelopment of the land shaded in Figure (11.1a) must conform to the control diagram in Figure (11.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*





Figure 11.1b Plan Diagram



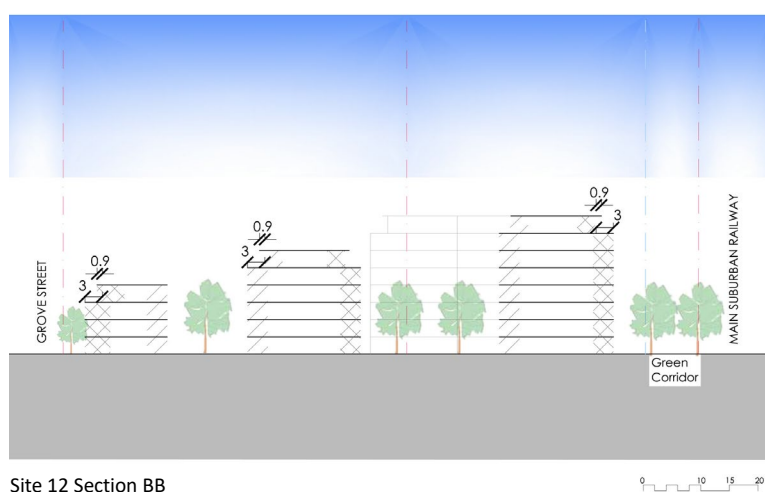
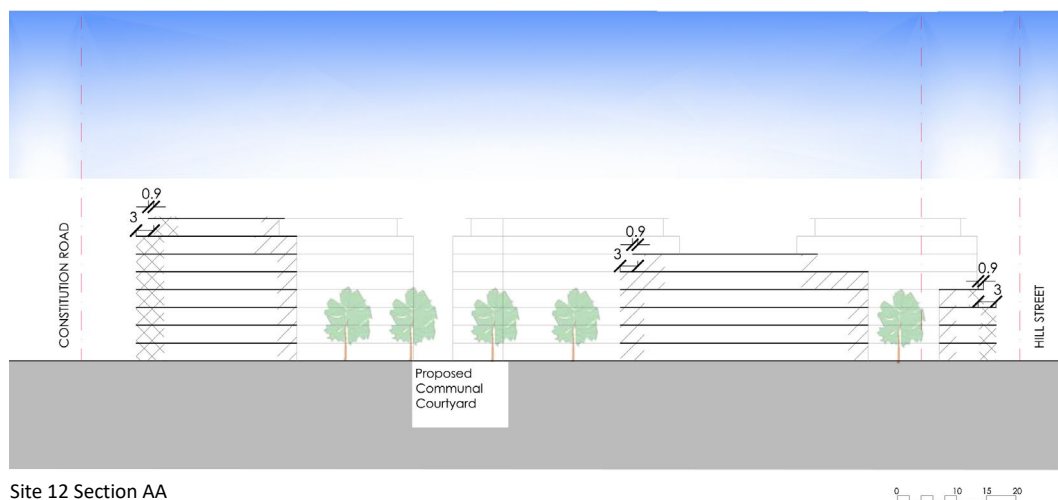


Figure 11.1c Section Diagrams

# 9.12

## STRATEGIC CONTEXT MARRICKVILLE PARK AND MORTON PARK









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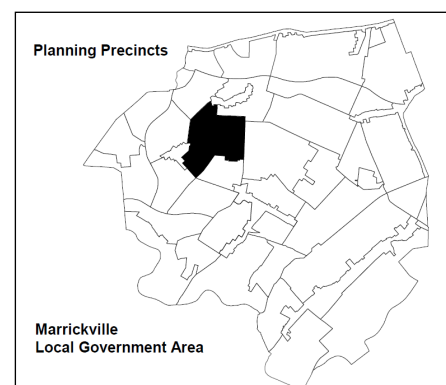
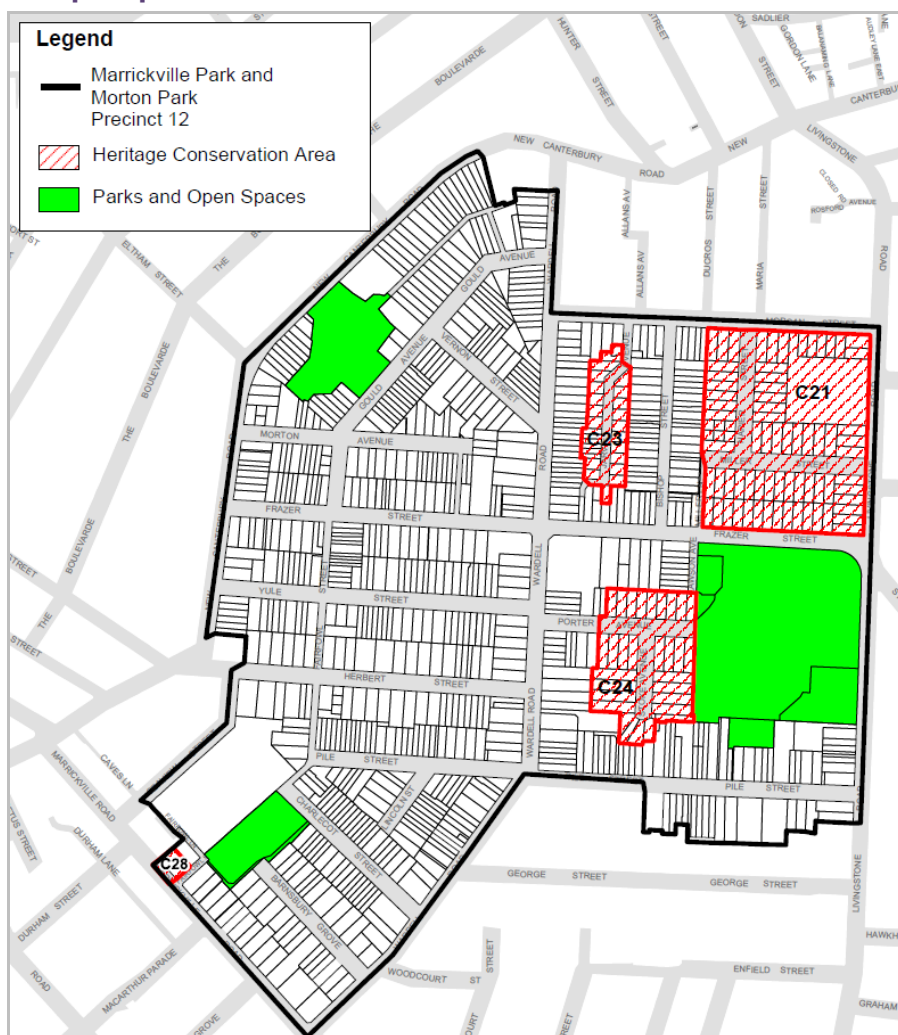




## Part 9 Strategic Context

### 9.12 Marrickville Park and Morton Park (Precinct 12)

#### Map of precinct



#### 9.12.1 Existing character

This precinct is a large, predominantly residential area containing properties within the suburbs of Petersham, Lewisham, Marrickville and Dulwich Hill. The precinct is generally bounded by Livingstone Road to the east, Morgan Street and New Canterbury Road to the north, New Canterbury Road and Seaview Street to the west and Marrickville Road and Pile Street to the south. The major roads within this precinct include Wardell Road, which acts as a north south link between New Canterbury Road and Marrickville Road, and Frazer Street, which acts as an east west link between New Canterbury Road and Livingstone Road.

The subdivision pattern varies throughout the precinct, with the area to the east of Wardell Road generally containing larger residential allotments. The area to the west of Wardell Road contains areas of smaller residential allotments. This section of the

precinct also contains a less regular subdivision pattern, as determined by the alignment of New Canterbury Road and Wardell Road.

The streets are generally fairly wide and generally all streets contain nature strips and standard footpaths. Some streets contain sandstone kerbing. The precinct generally has a flat typography though there is a slight fall from the northern end of the precinct to the south. There are few views available from the precinct, though buildings located near the two large parks in the precinct enjoy park views.

The main areas of open space are Marrickville Park and Morton Park. Both parks are substantial in size and add to the visual amenity of the precinct. Morton Park is a more passive open space area, possibly due to the fact that the land is not completely level. Marrickville Park is a more active recreation area, containing a cricket oval, tennis courts and play areas. Both parks are landscaped, well maintained and contain seating areas. Marrickville Park, in particular, adds to the visual amenity of the precinct due to its corner location along the thoroughfares of Livingstone Road and Frazer Street.

The land use pattern of the precinct mainly consists of low density residential area of dwelling houses, interspersed with some residential flat buildings. The residential flat buildings are more prevalent in the eastern part of the precinct, particularly along major roads such as New Canterbury Road, Wardell Road and Marrickville Road. Dulwich Hill High School is located within the western part of the precinct and adjoins Dulwich Hill shopping centre.

Dwellings within the precinct range in style and era, and include Victorian semis and terraces, grand Victorian villas, Federation semis and cottages, Inter-War residential flat buildings and dwelling houses, and post war residential flat buildings. Setbacks and streetscapes are generally consistent, however in some streets the introduction of post war residential flat buildings has disrupted their rhythm, particularly those out of scale and with inconsistent setbacks. Many of the Inter-War residential flat buildings are relatively modest in scale, and do not detract from the streetscape.

The precinct contains three Heritage Conservation Areas being the Porter's Brickworks Estate Heritage Conservation Area, Jarvie Avenue Heritage Conservation Area and the Rathlin Estate Heritage Conservation Area. This precinct also contains a small part of the HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area located on Marrickville Road.

The mix of styles and eras within the precinct results in the use of a range of materials, such as slate and terracotta roofs, face brick and rendered facades and varying roof forms. The precinct also contains a large residential development on Livingstone Road, which presents as a collection of residential flat buildings within a heritage listed site. However, despite its diversity, the majority of the area presents as a pleasing residential precinct.

### 9.12.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.



5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Porter's Brickworks Estate Heritage Conservation Area, the Jarvie Avenue Heritage Conservation Area, the Rathlin Estate Heritage Conservation Area and the Dulwich Hill Commercial Precinct Heritage Conservation Area.
10. To ensure that any development considers all potential impacts to biodiversity.

### 9.12.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 24 Porter's Brickworks Estate Heritage Conservation Area, HCA 23 Jarvie Avenue Heritage Conservation Area and HCA 21 Rathlin Estate Heritage Conservation Area. This precinct also contains a small part of HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area located on Marrickville Road.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.12.3.1 HCA 24: Porter's Brickworks Estate Heritage Conservation Area (C24)**

The Porter's Brickworks Estate Heritage Conservation Area is of historical significance as an area developed from the 1928 subdivision of a portion of what had been Porter's Brickworks. By this time virtually all vacant land in the area had been subdivided and the area is representative of the final period of major residential development in the area between 1928 and 1935.

The Porter's Brickworks Estate Heritage Conservation Area is of aesthetic significance for its good quality individual examples and small groups of Post Federation and Inter-War period bungalows that retain original timber joinery, window hoods and detailing to gables and verandas. Its streetscape is of significance for the surviving camellia street plantings which are rare in the area.

The key period of significance for the Porter's Brickworks Estate Heritage Conservation Area is 1928-1935.

#### **9.12.3.2 HCA 23: Jarvie Avenue Heritage Conservation Area (C23)**

The Jarvie Avenue Heritage Conservation Area is of historical significance as a 1930s subdivision by John Jarvie and as one of the last substantial subdivisions in the area.

The Jarvie Avenue Heritage Conservation Area is of aesthetic significance for its very good examples of modest Inter-War bungalows and semi-detached cottages, the strong patterns created by the consistently expressed built forms and survival of much original detailing.

The Area retains narrow grass verges with street tree plantings and narrow, centrally located concrete footpaths; low solid fencing constructed of brick to match the house with decorative brickwork detailing that adds texture to the streetscape, building style, scale and forms, prominent roofscape composed of forms characteristic of the Inter-War period, minimal setbacks from all boundaries; one side sufficient to allow vehicular access, wide frontage of buildings, configuration of facades, high quality face brickwork and minimal garden spaces.

The key period of significance for the Jarvie Avenue Heritage Conservation Area is 1930-1940.

### **9.12.3.3 HCA 21: Rathlin Estate Heritage Conservation Area (C21)**

The Rathlin Estate Heritage Conservation Area is of historical significance as an area that was a notable Grand Estate of the Victorian period. The Area forms the final subdivision of the Rathlin Estate which was subdivided from the Petersham Estate: one of the largest early Estates in Marrickville. Rathlin was an important early Villa Estate which was acquired by the Salvation Army as their major training college and now demonstrates significant historic, aesthetic and social values.

The Rathlin Estate Heritage Conservation Area is significant because it demonstrates the early implementation of the suburban ideal through residential development consisting of detached Federation period houses on wide lots with side driveways.

The Area demonstrates aesthetic significance through its Federation period bungalows and quality streetscape settings that exhibits a consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces.

It demonstrates the principal characteristics of the development of Marrickville from a rural Estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20<sup>th</sup> Century.

The key period of significance for the Rathlin Estate Heritage Conservation Area is 1909-1919.

### **9.12.4 Precinct-specific planning controls**

- C1** Camellia street plantings within HCA 24 Porter's Brickworks Estate Heritage Conservation Area must be maintained.
- C2** HCA 24 Porter's Brickworks Estate Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 24 Porter's Brickworks Estate Heritage Conservation Area include:
  - b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - c. Inter-War Styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.
- C3** The existing subdivision and development pattern within the Jarvie Avenue Heritage Conservation Area must be preserved in any development. Site amalgamation is not permitted.





**C4** HCA 23 Jarvie Avenue Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 23 Jarvie Avenue Heritage Conservation Area include:

- b. Inter-War Styles (in particular Californian bungalow and Georgian Revival). Refer to Section 8.5.3 of this DCP for relevant controls

**C5** HCA 21 Rathlin Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 21 Rathlin Estate Heritage Conservation Area include:

- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

### **9.12.5 Site-specific planning controls**

Nil

# 9.13

## STRATEGIC CONTEXT HENSON PARK







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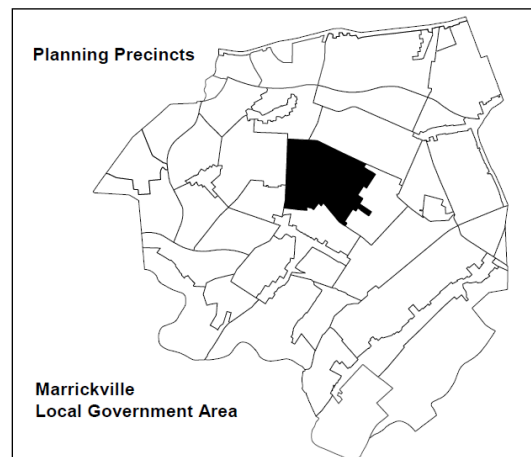
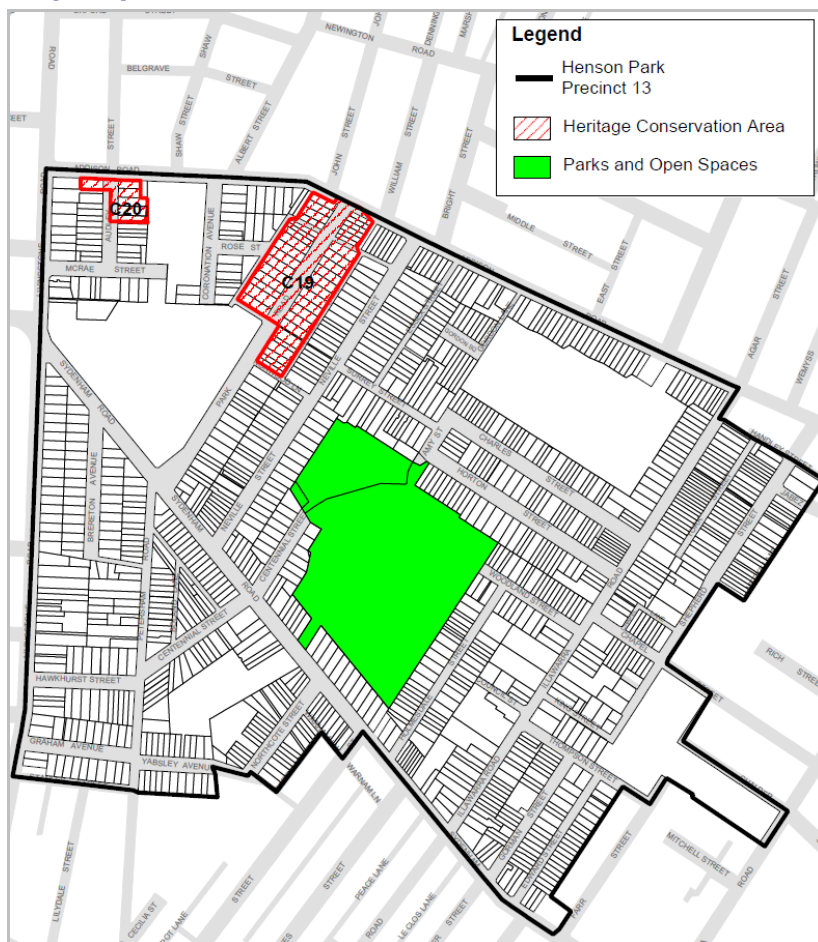




## Part 9 Strategic Context

### 9.13 Henson Park (Precinct 13)

#### Map of precinct



#### 9.13.1 Existing character

This precinct is located in the northern part of the suburb of Marrickville and generally slopes to the south east. The eastern edge of the precinct abuts the north western extent of the Marrickville industrial lands with the remainder of the precinct bounded by Addison, Livingstone and Sydenham Roads. Sydenham Road functions as an arterial connecting Parramatta Road and employment lands in southern Sydney and carries high volumes of heavy vehicle traffic which impacts on the amenity of sections of the precinct.

The subdivision pattern of the area is irregular with a range of lot depths and widths and streets of varying width. Few properties are serviced by rear lanes. The street system has been designed around the major community and open space uses in the precinct, particularly Henson Park at which a number of streets terminate. Road reserves within the precinct generally comprise footpaths and nature strips with landscaping predominantly of native species, generally random in pattern, although some streets feature planned planting schemes.

The topography rises in the vicinity of the Illawarra Road and Woodland Street intersection, with Henson Park forming a man made low point. The main area of open space in the precinct is Henson Park which is located towards the centre of the precinct on the site of the former Daley's brickpit. The Park comprises the main oval, grandstand and grassed hill surrounds. Prominent views and vistas within the precinct are principally along the main thoroughfares and cross connecting streets.

The land-use pattern is predominantly residential with interspersed shop top housing, corner shops; some still in operation and others converted to residential uses. Those uses are particularly evident on Illawarra Road where there are a number of former hotels and corner shops as well as the former Marrickville Town Hall building. The eastern end of the precinct has areas of mixed industrial and period housing along Shepherd, Chapel and King Streets. This precinct contains several schools and the Addison Road Community Centre.

Dwelling stock is predominantly one and two storey detached Victorian and Federation residential buildings, with occasional semi detached dwellings and residential flat buildings. However, there are also considerable examples of Inter-War and Post-War dwelling houses within the precinct. Several streets at the western end of the precinct are characterised by their single storey housing form. Those streets feature a mix of Federation and Inter-War period housing. There are also a number of streets that have very inconsistent streetscapes and built form with unsympathetic infill developments and alterations and additions to period houses. The industrial areas are characterised by Inter-War industrial buildings.

The precinct contains two Heritage Conservation Areas being the Audley Street South (Bayswater Estate) Heritage Conservation Area and the majority of the Norwood Park Estate Heritage Conservation Area.

Front setbacks are generally consistent within each street with a setback of 2 metres to 4 metres the most common. This area is predominantly soft landscaped. Front fences are generally low and are mainly brick and timber or metal or iron palisade. In areas of the precinct where off street parking is provided, it is most frequently at the rear of the property accessed by a rear lane or via a side driveway.

The precinct is within the Malakoff Street and Eastern Channel 1 North sub catchments which drain to the Cooks River.

### 9.13.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.





8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Audley Street South (Bayswater Estate) Heritage Conservation Area and the Norwood Park Estate Heritage Conservation Area.

### 9.13.3 Heritage Conservation Areas (HCAs)

The precinct contains two Heritage Conservation Areas being HCA 20 Audley Street South (Bayswater Estate) Heritage Conservation Area and the majority of HCA 19 Norwood Park Estate Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.13.3.1 HCA 20: Audley Street South (Bayswater Estate) Heritage Conservation Area (C20)**

The Audley Street South (Bayswater Estate) Heritage Conservation Area is of historical significance as a largely intact built environment resulting from the 1893 subdivision of part of the Norwood Estate. The area is representative of the Federation period of residential development in Marrickville.

The Audley Street South (Bayswater Estate) Heritage Conservation Area is of aesthetic significance for its strong patterns created by the consistently expressed built forms and survival of much original detailing from the area's key period of significance, represented by detached Federation period double fronted bungalows set centrally on their lots.

The key period of significance for the Audley Street South (Bayswater Estate) Heritage Conservation Area is 1905-1915.

#### **9.13.3.2 HCA 19: Norwood Park Estate Heritage Conservation Area (C19)**

The Norwood Park Estate Heritage Conservation Area is a representative area of Federation period cottages built between 1905-1915. It is of historical significance as an area development within a short timeframe within the Federation period (1905-1915) from the 1905 "Norwood Park Estate" subdivision. This was probably the last portion of the Norwood Park Dairy, which ceased operating in 1905.

The Norwood Park Estate Heritage Conservation Area is of aesthetic significance for its high quality streetscape and many high quality examples of Federation bungalows that include original timber joinery and detailing to verandahs. This quality is derived from the consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces of the elements of the group. The public domain is simply designed and detailed.

It is representative of the principal characteristics of the development of Marrickville from a rural Estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20<sup>th</sup> Century.

The key period of significance for the Norwood Park Estate Heritage Conservation Area is 1905-1915.

### 9.13.4 Precinct-specific planning controls

**C1** HCA 20 Audley Street South (Bayswater Estate) Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 20 Audley Street South (Bayswater Estate) Heritage Conservation Area include:

- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** HCA 19 Norwood Park Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential Detached and Semi-Detached Streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.
- b. Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 19 Norwood Park Estate Heritage Conservation Area include:

- c. Federation Styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- d. Inter-War Styles (particularly Inter War Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### 9.13.5 Site-specific planning controls

Nil

# 9.14

## STRATEGIC CONTEXT CAMDENVILLE







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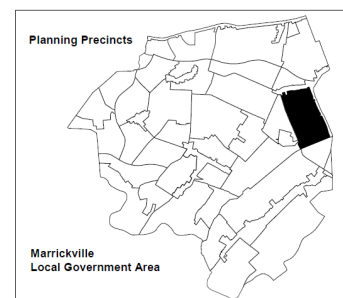
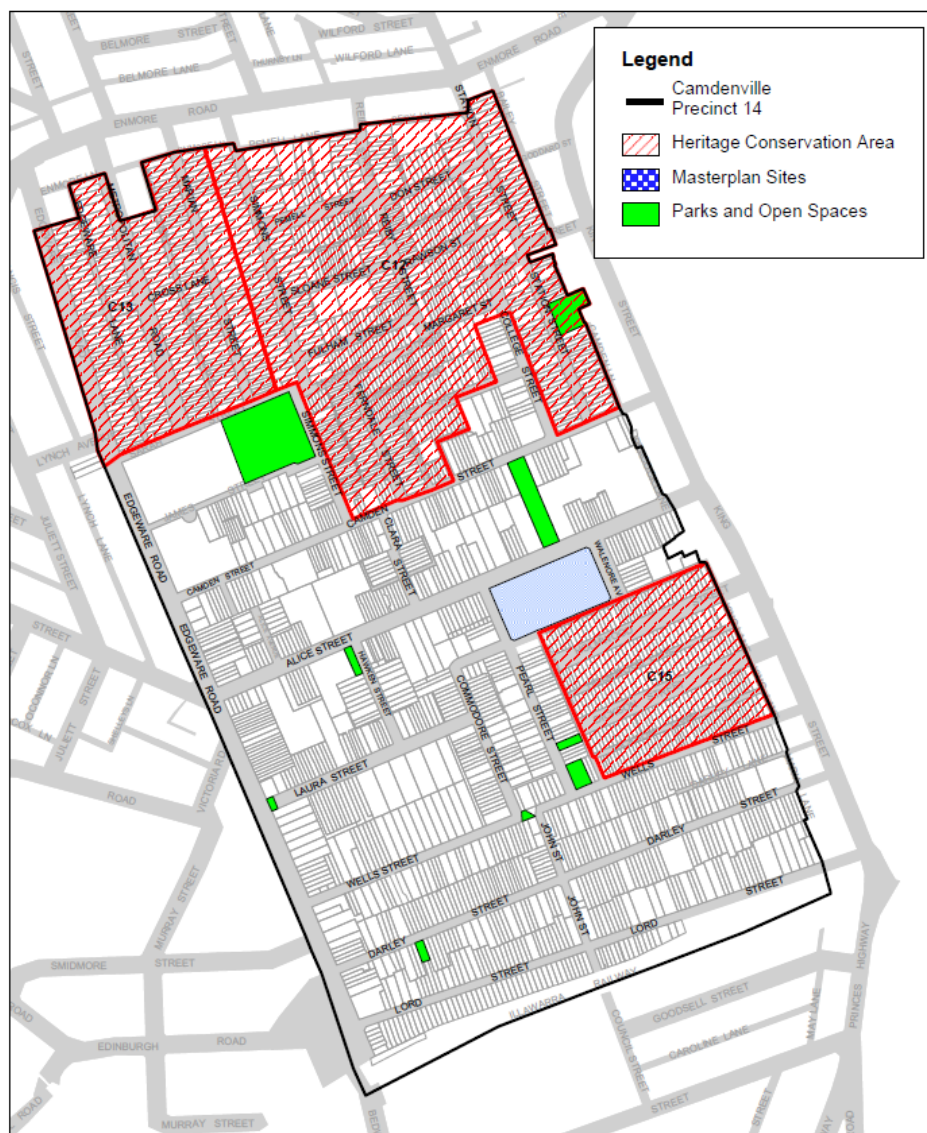




## Part 9 Strategic Context

### 9.14 Camdenville (Precinct 14)

#### Map of precinct



#### 9.14.1 Existing character

This precinct is located in the south western part of Newtown and aligns with the eastern boundary of the land where this DCP applies. A number of the streets within the precinct are one-way or contain road closures and are therefore only accessible from King Street or Edgeware Road, and in some instances Enmore Road. The precinct is bounded to the east by the rear of the properties fronting King Street, to the west by Edgeware Road, by Enmore Road to north and by the Illawarra Rail Line to the south. St Peters Rail Station is located at the south western tip of the precinct and Newtown Rail Station near the north eastern tip of the area.



## PART 9: STRATEGIC CONTEXT

The subdivision pattern is characterised by densely packed allotments, with some larger sites interspersed throughout the precinct accommodating educational institutions, parks, community facilities and churches. The southern part of the precinct is comprised of particularly narrow streets, which are generally one way and run in an east-west direction with the cross streets limited to John, Pearl and Commodore Streets located in the centre of this part of the precinct. Those streets contain limited foliage with no established pattern of street planting with the amount of trees lining each street becoming sparser closer to the rail line. In this part of the precinct the streets generally have regularly sized footpaths and do not contain nature strips.

The streets in the north-western part of the precinct, bounded by Edgeware and Enmore Roads, are wider with a greater amount of street planting and predominantly grand Victorian style terraces. In the north-eastern part of the precinct, bounded by Simmons, Station and Camden Streets, the streets run in both a north-south and east-west direction and contain particularly tight allotments. The north-eastern corner is the higher point in the precinct with streets generally running in an east-west direction divided through the middle by Reiby Street. The topography of the area is characterised by a gentle slope towards the rail line and the south-west.

Open space within the precinct is generally in the form of pocket parks. These include Hawken Street Playground, Collyer Playground and Matt Hogan Reserve. Those parks are relatively contained and are characterised by informal plantings and play equipment. Camdenville Park, the former site of one of the original brick pits in Sydney, is located immediately south of the precinct and is now used for recreational purposes.

The precinct contains Camdenville Public School, Enmore TAFE, Reiby Hall, a number of places of public worship and community halls and a former high school fronting Metropolitan Road.

The land use pattern of the precinct consists mainly of low and medium density residential areas, with larger allotments accommodating industrial (and former industrial) or commercial uses and some dispersed areas of open space. The dominant housing style is comprised of a combination of single and two storey Victorian and single storey Federation houses, the majority of which provide no off-street parking, unless accessible via a rear lane. For the majority of the precinct the housing styles are concentrated in rows or collections and hence, at any one point throughout the area, a consistency in front setbacks is demonstrated.

Within these styles and envelopes, the building and fencing materials have evolved, following patterns of gentrification and cultural layering. Housing in the precinct cannot be characterised by one consistent material however there is strong evidence of the combinations of masonry, either rendered or face brick and tiles, corrugated iron or less often, slate roofing. Traditionally many of the fences in this precinct would have been constructed of a sandstone base with wrought Iron Palisade insert; however, these have since evolved and fencing in the area now varies from low lying or built-up masonry, either standalone or with timber picket or wrought infill, through to Colorbond.

The nature and distribution of the private open space within the precinct is generally to the rear of each of the properties; many of the dwellings having a small hard landscaped area to the front with little privacy from the public domain.

The precinct is bounded on the northern and eastern edges by a commercial precinct but actually contains few commercial buildings. In the southern part of the precinct these are mainly in the form of Victorian corner shops many of which have been converted for residential purposes. Edgeware Road is a major thoroughfare providing a distinct western edge to the precinct containing a combination of single and two storey



attached and detached dwellings, higher density Inter-War style development, the edge of Camdenville Public School, Enmore TAFE and some local commercial buildings.

The precinct contains three heritage conservation areas (HCAs) being the Enmore-Newtown Heritage Conservation Area, part of the Enmore House Estate Heritage Conservation Area and the Holmwood Estate Heritage Conservation Area.

The precinct contains no distinct industrial areas; however there is an unusual distribution of small, medium and larger sized industrial style buildings interspersed in amongst the residential development, some of which have historical value with others considerably detracting from the streetscape.

### 9.14.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes within the precinct.
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To preserve the predominantly low to medium density residential character of the precinct.
6. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. To protect the identified values of the Enmore-Newtown Heritage Conservation Area, Enmore House Estate Heritage Conservation Area and the Holmwood Estate Heritage Conservation Area.
8. To ensure orderly development on the masterplan site in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
9. To facilitate the redevelopment of the underutilised industrial site at 32-60 Alice Street, Newtown for a mix of uses that will contribute to the character and diversity of the precinct.
10. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
11. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.14.3 Heritage Conservation Areas (HCAs)

The precinct contains three HCAs: being HCA 12 Enmore-Newtown Heritage Conservation Area, HCA 13 Enmore House Estate Heritage Conservation Area and HCA 15 Holmwood Estate Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

### **9.14.3.1**      ***HCA 12: Enmore-Newtown Heritage Conservation Area (C12)***

The Enmore-Newtown Heritage Conservation Area is historically significant for its pattern of development throughout the area from the mid to late 19th century. The streetscapes demonstrate the pattern growth of the terrace house typology in Sydney during the mid to late 19th century.

The HCA demonstrates a range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terraced house. It represents the principle characteristics of the development of the area from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs including small parks, sandstone kerbing and guttering and street tree planting of the late 20th century.

The early land grants in the area were of 30 acres to emancipists and small settlers, a significant contrast to the large holdings of the estates north of Enmore and Stanmore Roads. Their value for speculative purposes is shown through their rapid re-subdivision and amalgamation into a series of estates with substantial houses that exploited the good views to the south; and then re-subdivision into smaller parcels that formed the basis of today's street alignments. Major development commenced with the arrival of the rail line in the mid 1850s and continued through successive releases of land until the final subdivision made in 1902. The prevailing form of development in this time was the terrace house, and the stylistic development of the type during the second half of the 19th century can be seen in the style and form of the groups. Federation terraces represent the culmination of the medium density typology which was superseded by the rise of suburbia in the 20th century.

The HCA is historically significant for its association with Mary Reiby an early owner who built a villa on land bounded approximately by Enmore Road, Station Street, Holt Street and Reiby Street. It was subdivided after her death in 1855, and the house survived until 1966 when it was demolished for high-rise development.

The HCA is aesthetically significant for demonstrating many of the important variations upon the typology of the modest terrace house, including single and two storey versions and some early examples of the genre built under a single hipped roof span, and demonstrating the most utilitarian design of the type. The HCA is socially significant for the prominent location of community facilities at the northern end of the precinct close to Enmore Road including Reiby Hall, the masonic temple and hall, and the former church at 60 Reiby Street.

The key period of significance for the Enmore-Newtown Heritage Conservation Area is 1850 to 1915.

### **9.14.3.2**      ***HCA 13: Enmore House Estate Heritage Conservation Area (C13)***

The Enmore House Estate HCA is of historical significance as the development of the 1883 subdivision of the last remaining grounds and former site of Enmore House, which was demolished at that time. The strong aesthetic values of the Enmore House Estate Heritage Conservation Area are derived from the strict discipline of the terrace house form and the regularity of the streetscapes it creates and reinforces by the street pattern.

The HCA includes high quality examples of the terrace house form intended for the middle class. It also provides valuable evidence of the range of building types and



forms available to the Victorian worker, including the detached cottage, semi-detached pair and terrace housing.

It is representative of the principle characteristics of the development of the area from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

The key period of significance for the Enmore House Estate Heritage Conservation Area is 1883 to 1915.

### **9.14.3.3 HCA 15: Holmwood Estate Heritage Conservation Area (C15)**

The Holmwood Estate Heritage Conservation Area is of historical significance as the subdivision of the last remaining grounds of the site of the 1837 house Holmwood (aka Bello Retiro), which led to development of distinctive late 19th and early 20th century residential streetscapes.

The HCA contains fine examples of single and two storey terraces set in a highly cohesive streetscape with good street tree planting and other streetscape qualities. It is aesthetically significant for its narrow and dense development which establishes a tightly described street wall which creates a sense of intimacy and privacy within the area. It is also significant for its 19th and early 20th century terraces, cottages and houses (detached and semi-detached) which include several highly cohesive groups.

The HCA's built form reflects the interruption to development throughout NSW caused by the 1890s Depression, as many lots were still undeveloped in 1910 and now read as being non-original when they are in fact original development.

The Holmwood Estate Heritage Conservation Area also has historical association with Josiah Gentle, owner of the Bedford Brickworks (now Sydney Park).

The key period of significance for the Holmwood Estate Heritage Conservation Area is 1887 to 1930.

### **9.14.4 Precinct-specific planning controls**

- C1** Built form and subdivision proposals must:
- Encourage re-instatement of original fencing materials and dimensions;
  - Retain existing outhouses within this precinct;
  - Retain original building alignments and setbacks;
  - Consider allowing additional density along rear lanes where the impact on the precinct will be minimal, through maintaining the original building and roof forms as visible from the public domain;
  - Carefully consider amendments to the existing subdivision in accordance with historic pattern of development; and
  - Encourage the redevelopment of buildings on the southern side of James Street to enable the dedication of the front portions of those lots for future road widening.
- C2** HCA 12 Enmore-Newtown Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 12 Enmore-Newtown Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C3** HCA 13 Enmore House Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 13 Enmore House Estate Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C4** HCA 15 Holmwood Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 15 Holmwood Estate Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

### 9.14.5 Site-specific planning controls

#### 9.14.5.1 *32-60 Alice Street, Newtown Masterplan Area (MA 14.1)*

##### Objectives

- O1** To provide planning provisions that encourage the former industrial property at 32-60 Alice Street to be redeveloped for mixed residential and employment uses. The redeveloped site must incorporate new publicly accessible open space on the Alice Street frontage that functions as a through site link to Alice Lane, neighbourhood shops and services and residential dwellings.
- O2** To allow consideration for potential live/work or SOHO style accommodation fronting Little Commodore Street as part of any redevelopment.

##### Building height

- C5** The height of proposed buildings must conform to the control diagram(s) in Figures (14.1a) and (14.1b). The height is expressed in number of storeys.



## Boundary setbacks

- C6** The boundary setbacks of proposed buildings must conform to the control diagram(s) in Figures (14.1a) and (14.1b). The setbacks are expressed in metres.

## Sustainable envelopes and occupant amenity

- C7** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram(s) in Figures (14.1a) and (14.1b). The dimensions are expressed in metres.

## Domain interface and structure

- C8** New development must conform to the control diagram in Figure (14.1b) in regards to:
- i. The location of active land uses and frontages at ground level;
  - ii. The location of vehicular entries;
  - iii. The location of publicly accessible and dedicated pedestrian links; and
  - iv. The location and extent of public domain infrastructure.

## Landscape and public open spaces

- C9** The landscaping and public open space on the site must:
- i. Be representative of the species indigenous to the area;
  - ii. Provide planting for shade in summer and sunlight penetration in winter for the open public spaces;
  - iii. Provide for deep soil planting within proposed pocket park with sufficient soil depth and volume to allow trees to reach maturity;
  - iv. Ensure a minimum of 25% of the open space area of the site is a deep soil zone; and
  - v. Activate the through site link by adjoining retail spaces along Alice Street and within the internal courtyard.



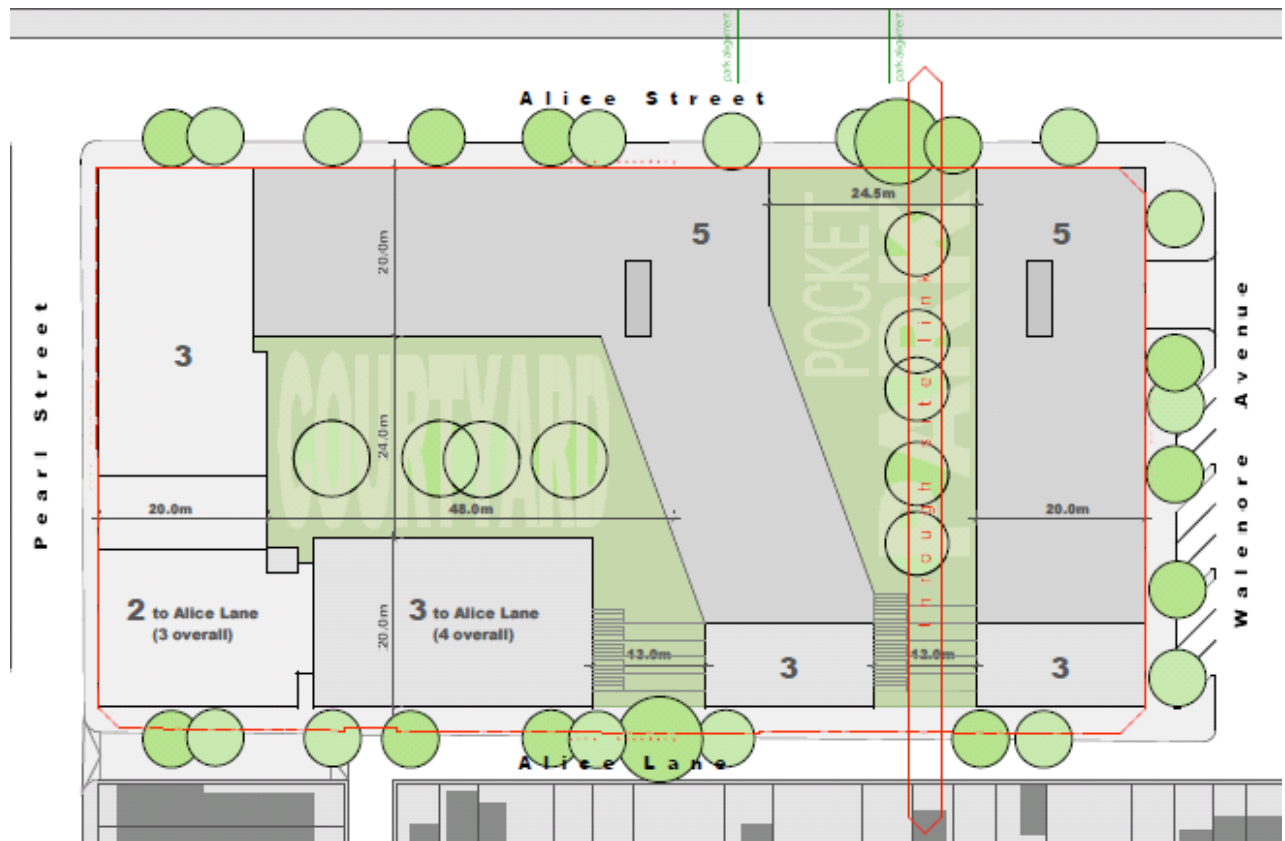


Figure 14.1a Plan Diagram

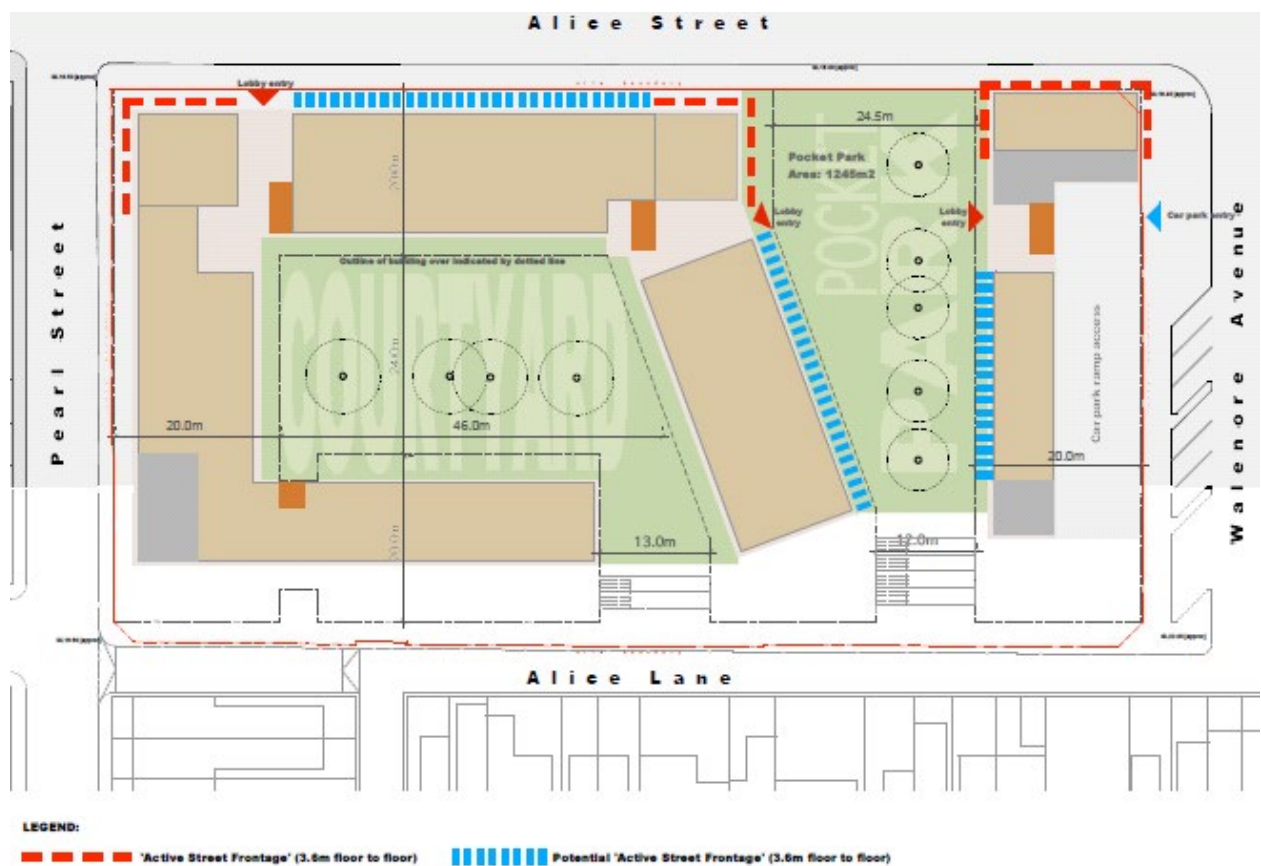
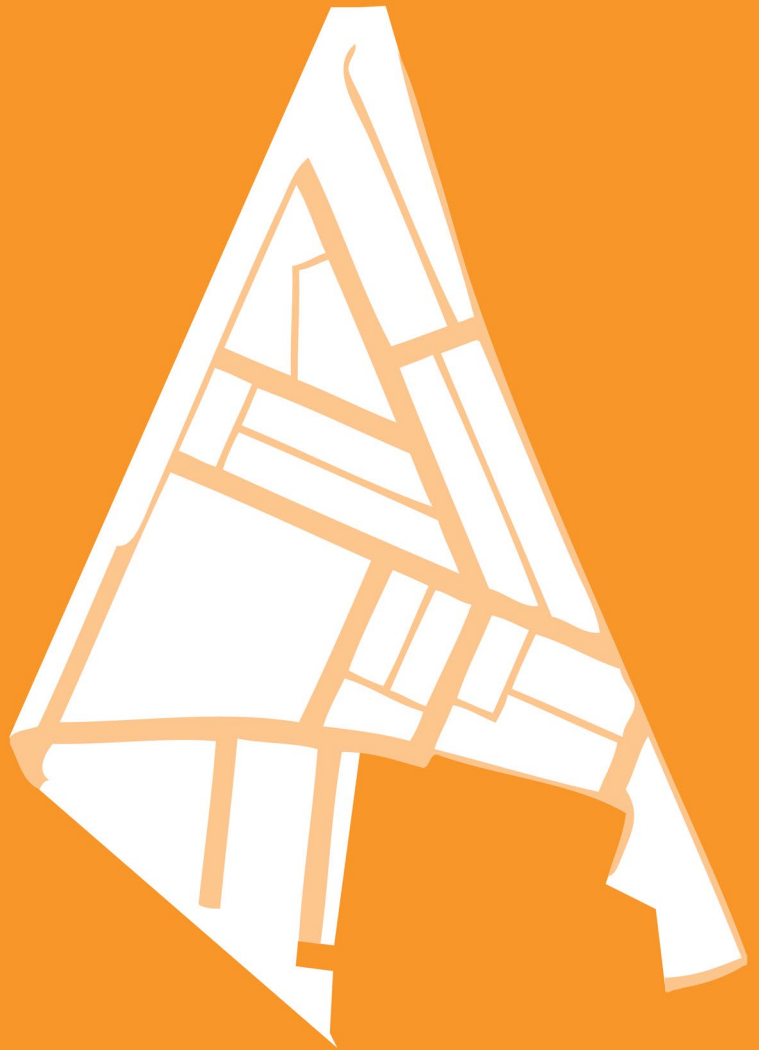


Figure 14.1b Buildings and Public Domain



# 9.15

## STRATEGIC CONTEXT ENMORE PARK







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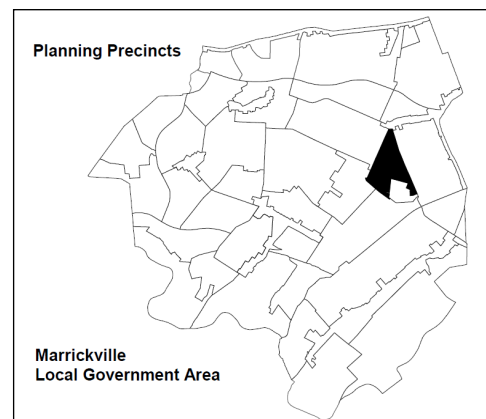
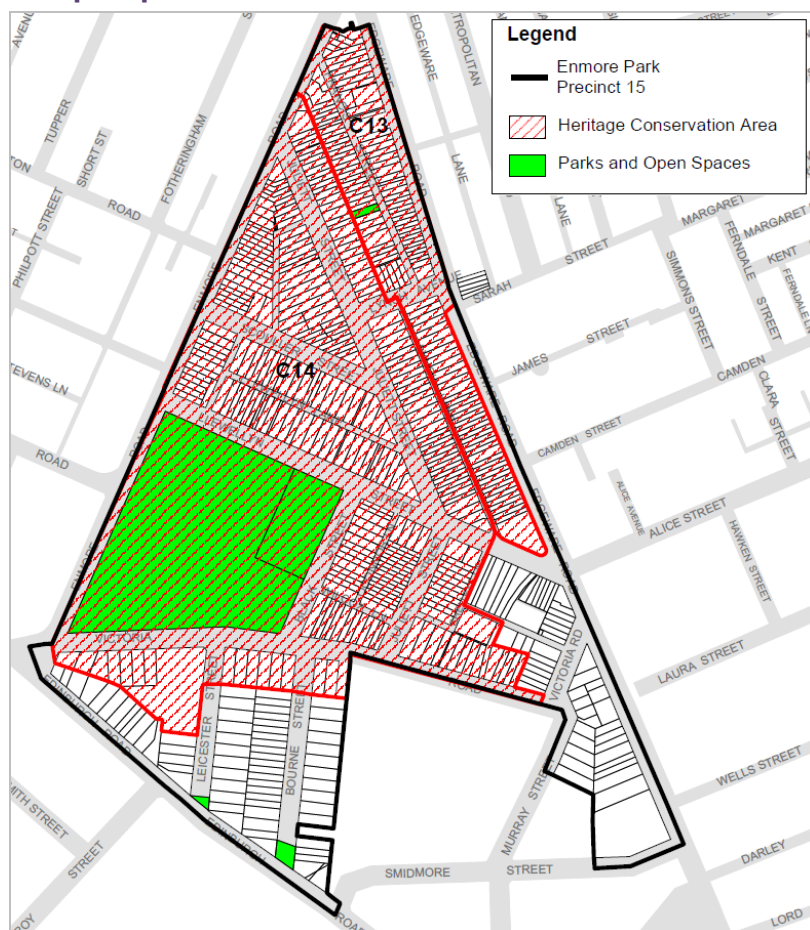




## Part 9 Strategic Context

### 9.15 Enmore Park (Precinct 15)

#### Map of precinct



#### 9.15.1 Existing character

The Enmore Park precinct is located at the western edge of the suburb of Marrickville and comprises a small part of the suburb of Enmore at its northern end. The precinct slopes moderately from north to south, leveling out towards its south eastern end.

The precinct abuts the Marrickville Metro shopping centre and the north eastern extremity of the Marrickville central industrial area. Local views are primarily to the south along slight to moderately sloping streets with the most significant views across Enmore Park in all directions including to and from elevated dwellings situated on Llewellyn Street.

The land-use pattern of the precinct is predominantly medium density residential areas in the northern end of the precinct, with lower density areas associated with the predominantly Inter-War housing to the south of Victoria Road. The streets are generous in width within much of the precinct and are serviced by rear laneways. Most of the precinct comprises native street trees, with on street plantings a feature on Juliett Street, as well as wide footpaths, many retaining original brickwork.

The subdivision pattern of the area is irregular, reflecting the topography and associated road layout, and is characterised by a diversity of lot sizes with the housing stock consisting mainly of Federation and Victorian detached dwellings, semi detached dwellings and row housing of primarily single storey form. There are scattered instances of two storey terrace housing throughout the precinct with concentrations on Enmore Road and at the northern end of Edgeware Road. Sections of Juliett Street, Llewellyn Street, Victoria Road and Leicester Street are characterised by single storey Victorian and Federation era housing. The few residential flat buildings within the precinct are Inter-War period buildings of predominantly two storeys. Few contemporary examples can be found. Federation and Victorian era shops and shop top buildings associated with the Enmore Road strip-shopping centre are located at the northern end of the precinct and along Victoria Road.

The precinct contains the Llewellyn Estate Heritage Conservation Area and part of the Enmore House Estate Heritage Conservation Area.

The main area of open space in the precinct is Enmore Park which is a heritage listed park of formal design with manicured gardens, extensive tree coverage and a network of pedestrian pathways. There are large areas of passive recreation space with active recreation facilities within the park consisting of the Annette Kellerman Aquatic Centre and children's playground equipment. The precinct also contains the St Pius Enmore School on Edgeware Road.

Front setbacks vary throughout the precinct with common setbacks of less than 2 metres for dwellings that are predominantly Victorian and Federation era and 2-4 metre setbacks for Federation and Inter-War period dwellings. Front setbacks are predominantly soft landscaped. Front fences are generally low and with the style and materials generally reflecting the period of the dwellings. The dominant fences are brick, brick and metal, and iron palisade.

Off street car parking for dwellings to the north of Victoria Road is either not present due to the small lot sizes and era of housing or via rear laneway access only. In the southern end of the precinct, the larger lot sizes and later era of the housing stock means that some dwellings have access to rear garages via side driveways.

The precinct is within the Eastern Channel 1 North and East sub catchments which drain to the Cooks River.

### 9.15.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.



8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Llewellyn Estate Heritage Conservation Area and Enmore House Estate Heritage Conservation Area.

### 9.15.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 14 Llewellyn Estate Heritage Conservation Area and part of HCA 13 Enmore House Estate Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.15.3.1 HCA 14: Llewellyn Estate Heritage Conservation Area (C14)**

The Llewellyn Estate Heritage Conservation Area is of historical significance as an area developed around the 1850s “Waterloo Villa” (later known as Frankfort Villa, Frankfort House, Bethesda and Stead House) as the 1894 “Llewellyn Estate” subdivision. The area is of high historical significance as it retains the original (albeit altered) 1850s villa, which is heritage listed as an individual heritage item.

The Area is of historical significance for demonstrating the pattern of development in the Council area from early land grants to suburban cultural landscape. The pattern of subdivision has responses to the patterns of smaller Colonial land grants made south of Enmore Road. The layers of occupation are demonstrated clearly through the street and subdivision pattern, the form of development and the more recent layers of occupation by migrants 1950-c2000; and gentrification (c1980-present).

The pattern of development in the area provides evidence of the historical process of small-scale speculative development and the rise of housing choice for the middle classes. The area demonstrates the transition in built forms accompanying the decline of the densely developed terrace house model of urban development to the beginning of the low-density suburban patterns and social principles of 20<sup>th</sup> century suburbia.

The Llewellyn Estate Heritage Conservation Area is of aesthetic significance for its substantially intact collections (built forms) of early 20<sup>th</sup> Century single-storey domestic design covering a range of typologies. It is significant for the individual responses to the triangular street layout, resulting in an interesting adaptation of built forms to accommodate irregular lots near intersections which allows a range of views over houses that are not normally available from the public domain. It is also significant for the many substantially intact individual examples of Federation period bungalows, including original timber joinery, window hoods and detailing to gables and verandas.

The Area represents the principal characteristics of the development of land where this DCP applies from a rural Estate to a residential area. The area provides valuable evidence of the range of building types and forms available to the middle class from the late 19<sup>th</sup> and early 20<sup>th</sup> Century, including the detached cottage, semi-detached pair and terrace house.

The key period of significance for the Llewellyn Estate Heritage Conservation Area is 1886-1915.



### **9.15.3.2 HCA 13: Enmore House Estate Heritage Conservation Area (C13)**

The Enmore House Estate Heritage Conservation Area is of historical significance as the development of the 1883 subdivision of the last remaining grounds and former site of Enmore House, which was demolished at that time. The strong aesthetic values of the Enmore House Estate Heritage Conservation Area are derived from the strict discipline of the terrace house form and the regularity of the streetscapes it creates and reinforces by the street pattern.

The HCA includes high quality examples of the terrace house form intended for the middle class. It also provides valuable evidence of the range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terrace housing.

It is representative of the principle characteristics of the development of the area from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

The key period of significance for the Enmore House Estate Heritage Conservation Area is 1883 to 1915.

### **9.15.4 Precinct-specific planning controls**

- C1** HCA 14 Llewellyn Estate Heritage Conservation Area has been identified as containing the following streetscapes:
- Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 14 Llewellyn Estate Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- C2** Retain, protect and plan for ongoing maintenance and viability of the significant street tree plantings (particularly Brush Box) within HCA 14 Llewellyn Estate Heritage Conservation Area.
- C3** To retain triangular street layout within HCA 14 Llewellyn Estate Heritage Conservation Area, development must not require the amalgamation of streets into the development site. Existing views of oblique intersections must be preserved and not obscured by new development.
- C4** Development at atypical (non-90 degree) intersections must present a primary façade to one elevation only and respond to the shape of the lot through the built form within HCA 14 Llewellyn Estate Heritage Conservation Area.
- C5** Minimise off site impacts of the Marrickville Metro Shopping Centre on surrounding residential areas.
- C6** HCA 13 Enmore House Estate Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.



Relevant Architectural Style Sheets for HCA 13 Enmore House Estate Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

### **9.15.5 Site-specific planning controls**

Nil

# 9.16

## STRATEGIC CONTEXT ABERGELDIE ESTATE







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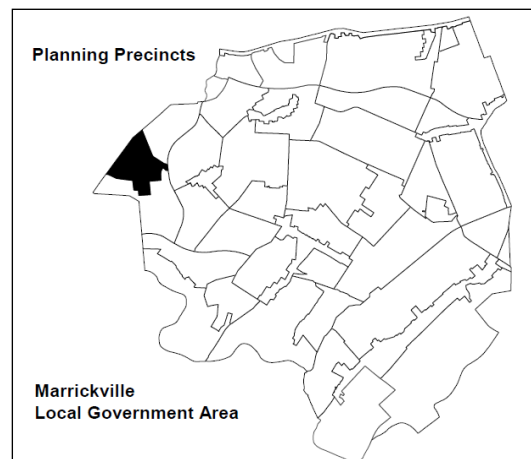
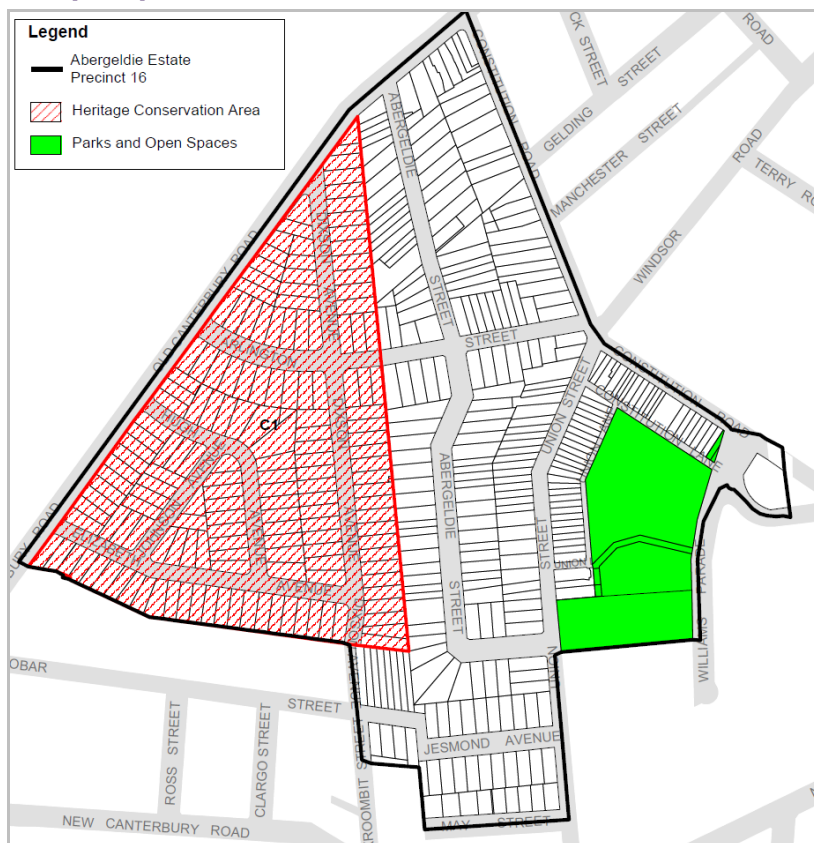




## Part 9 Strategic Context

### 9.16 Abergeldie Estate (Precinct 16)

#### Map of precinct



#### 9.16.1 Existing character

This precinct is located on the western edge of the suburb of Dulwich Hill. The precinct contains predominantly low density residential development, with some commercial premises operating on Constitution Road at its intersection with Union Street, Windsor Road and Arlington Road which comprises of a café and a hair dressing salon. There are also some vacant buildings which were formerly used for commercial purposes.

Major roads within the precinct include Constitution Road and the southern side of Old Canterbury Road. The topography of the precinct is characterised by a consistent, gentle slope from Old Canterbury Road to the south east. This slope becomes more pronounced towards the southern end of the precinct.

The subdivision pattern is fairly consistent for much of the precinct with medium sized allotments without rear lanes. The subdivision pattern for Union Street and the southern end of Constitution Road varies slightly from the remainder of the precinct, with smaller sized allotments being more common.

The streets are generally fairly wide and easily accommodate on street parking on both sides of the road. The streets are characterised by plantings which are predominantly native and footpaths and nature strips are present on both sides of each street. The



## PART 9: STRATEGIC CONTEXT

majority of the streets in the precinct are aligned from north to south. Arlington Street acts as a divide for the longer streets of Dixon Avenue, Abergeldie Street and Constitution Road. Much of the kerb and guttering in the precinct is constructed from sandstone.

From certain streets within the northern part of the precinct, regional views of the Sydney city skyline are available. Some views to the Sydney city skyline are also afforded from Old Canterbury Road between Abergeldie Street and Constitution Road. Local views in the precinct include the view to St Paul of the Cross Church located on New Canterbury Road. Another local view within the precinct is from Johnston Park to the Waratah Mills development on Terry Road in Dulwich Hill.

The main areas of open space in the precinct are Laxton Reserve, Arlington Recreation Reserve. Johnston Park is located to the immediate north-east of the precinct. The Arlington Recreation Reserve is characterised by formal plantings and sports fields. Adjoining Arlington Reserve is Laxton Reserve, which contains formal plantings and both passive and active recreation areas.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The land use pattern is dominated by low density, detached, residential dwellings on medium sized allotments of land. The streets in the precinct are characterized by single storey dwellings, with uniform roofs particularly notable in Union Street, Dixon Avenue and Elizabeth Avenue. The occasional two storey dwelling does occur as either an early period dwelling or an incompatible first floor addition or recent infill development.

Dwellings consist mainly of Inter-War, single storey, detached houses. The eastern edge of the precinct contains more of a mix of building styles, including Victorian, Federation and post-war dwellings. The southern edge of the precinct contains a group of detached Federation cottages.

There are a few residential flat buildings within the precinct. Most of buildings in the precinct have medium sized front setbacks from the road. The building materials predominantly used in the precinct are brick for both building facades and front fences, and terracotta roof tiles. Sandstone is also used for detailing on many building facades and front fences. The roof style is typically a low pitched roof. Private open space is characterised by predominantly landscaped and well maintained front yards.

The precinct contains The Abergeldie Estate Heritage Conservation Area.

Off street parking is typically a side driveway except where lots are too small and on-street parking prevails (for example, parts of Union, Arlington and Abergeldie Streets).



Sometimes this side driveway includes a garage at the rear of the property. Car parking is also provided through the provision of hardstands and carports, and less frequently by garages forward of the front building alignment.

### 9.16.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that new development considers all potential impacts to biodiversity.
9. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
11. To protect the identified values of The Abergeldie Estate Heritage Conservation Area.

### 9.16.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 1 The Abergeldie Estate Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### ***9.16.3.1 HCA 1: The Abergeldie Estate Heritage Conservation Area (C1)***

The Abergeldie Estate is a fine example of a late 1920s and 1930s suburban subdivision development. The majority of the early purchasers were builders such as Thomas B. Lumb, Sydney H. Brightman, Oswald Addis, and the Jones Brothers. Although many of the homes were built for the builders and their colleagues, a number of builders had a substantial investment in the area and were forced to sell during the depression of the 1929-30s.

This had a marked effect on the character of the Estate which can roughly be divided into two periods, the early 1928 and 1929 houses which are of an earlier traditional bungalow design and later 1933-1937 homes which show some signs of Art Deco, Moderne, Neo Georgian and the English Norman influence albeit in a restrained manner.

The uniformity of scale, form, setback, density, height and materials belies a great variety of detailing and mixture of brick colours and textures. The housing is substantially intact with a remarkable diversity in detailing representative of the fashion

at the time. The character of the area relies on a collection of original single storey free-standing houses on medium allotments which are fine examples of late 1920s–1930s suburban subdivision development.

The housing stock exhibits a variety of approaches to design, the identity and individuality of each house being a major priority within quite rigid constraints of scale, form, setback, density and materials which give the area a tremendous sense of regularity and integrity. The variety of detailing expressed in fencing, verandahs, gable ends, windows and door joinery, stain glass work, contrasting materials and use of multi-coloured bricks, roof tiling, veranda tiling and decorative features is outstanding and representative of the fashion at the time.

The area is well defined being built on the site of the former Abergeldie House and its 22.5 acres of exotic gardens, conservatory, garages, piggery and dairy which was all subdivided and auctioned off in 1928.

### 9.16.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7** HCA 1 The Abergeldie Estate Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Residential detached and semi-detached streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 1 The Abergeldie Estate Heritage Conservation Area include:
  - b. Inter-War styles. Refer to Section 8.5.3 of this DCP for relevant controls.



### 9.16.5 Site-specific planning controls

Nil

# 9.17

## STRATEGIC CONTEXT NEW CANTBURY ROAD WEST







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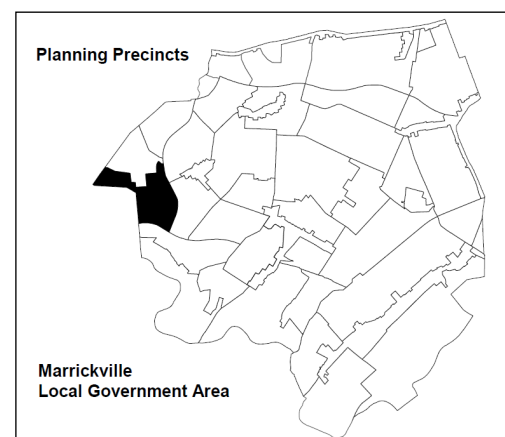
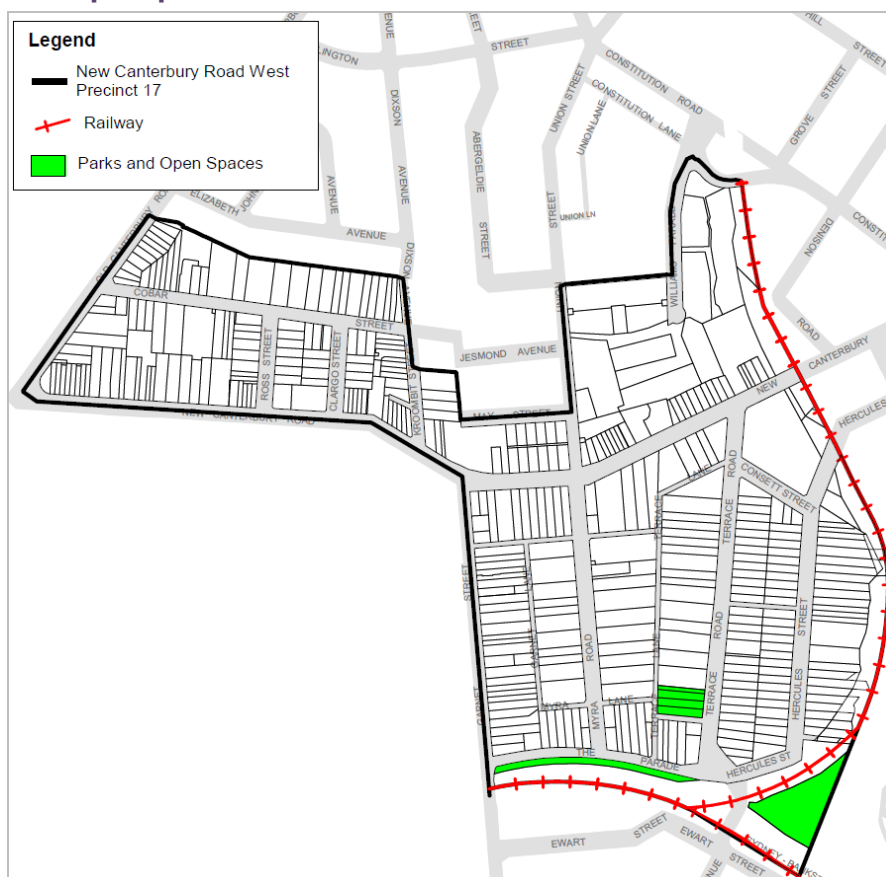




## Part 9 Strategic Context

### 9.17 New Canterbury Road West (Precinct 17)

#### Map of precinct



#### 9.17.1 Existing character

This precinct is located in the western portion of the local government area in the suburb of Dulwich Hill. Its western boundary adjoins the suburbs of Hurlstone Park and Ashfield while the Goods rail line and Bankstown rail line define its eastern boundary. New Canterbury Road is a major east west arterial road running through the precinct. The precinct contains commercial buildings along New Canterbury Road, prominent church and church buildings, St Paul of the Cross Primary School and a substantial number of residential flat buildings located off Williams Parade, Myra Road and Terrace Road.

The subdivision pattern of the area is characterised by long north south running blocks, with laneways to the south of New Canterbury Road with shorter blocks to the north of this road. Several large lots (formerly industrial or manufacturing sites) have been redeveloped for medium/high density residential. The topography of the precinct falls from the ridge line of New Canterbury Road towards the rail lines. The church on the ridge is a landmark feature of the area, located in its centre.

The streets are relatively wide and are characterised by generally uniform plantings of street trees with footpaths and nature strips. Sandstone kerbs are a feature of most streets in this area. Traffic calming measures have been introduced to Hercules Street, Terrace Road, Myra Road and Garnet Street which feed traffic either over or under the Bankstown railway line. Cobar Street to Kroombit Street also has traffic calming measures. From the elevated parts of the precinct, regional views over the Cooks River to Earlwood are enjoyed by some. Most views are however contained within the precinct.

The main area of open space in the precinct is Allison Playground, a local park with children's play equipment and seating. Along The Parade, is a landscape edge to the Bankstown rail line with large, uniform street trees. Part of Jack Shanahan Reserve is also located within this precinct. Jack Shanahan Reserve has been identified as a potential GreenWay Hub in the GreenWay Active Transport Strategy (2012) due to its significant location and role as a Southern gateway to the GreenWay and Inner West Light Rail.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The dominant land-use pattern of the precinct is medium-high density residential with abutting streets of low density residential development. New Canterbury Road in this precinct is defined by commercial buildings to the west and residential to the east. Residential flat buildings are predominantly two and three storey Post-War buildings, with several new contemporary buildings found in the precinct. Williams Parade is a self contained 'village' of three and four storey residential flat buildings.

Dwellings in the precinct consist mainly of Federation detached houses with a mix of Inter-War, Post-War and some contemporary infill buildings, particularly in the southern parts of the precinct. While brick is the predominant building material there are a number of timber cottages in Hercules Street, Garnet Street and The Parade. Front setbacks vary across the precinct and are not necessarily uniform in all streets. Private open space varies significantly between the single dwellings which have some open space areas and residential flat buildings and multi dwelling housing developments which typically contain less private open space.

There are no Heritage Conservation Areas contained within the precinct.

Front fences are a mix of materials but are generally low in height. Parts of the precinct have retained on street parking, The Parade being the most notable, however the majority of streets have some form of off-street parking comprising a mix of hard stand in front of or beside buildings, carports and garages. Loss of on street parking is notable where large laybacks have been built to residential flat buildings. To deal with



this, angle parking has been introduced to Terrace Road to maximise on street parking.

### 9.17.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To maintain distinctly single storey streetscapes that exist within the precinct.
3. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To preserve the predominantly medium/high density residential character of the precinct whilst protecting pockets of low density residential dwellings.
6. To ensure that new development considers all potential impacts to biodiversity.
7. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
10. To protect and enhance Jack Shanahan Reserve's traditional role as a significant recreational space for youth.
11. To ensure that higher density developments demonstrate good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.17.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.17.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.

- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7** Retain local views to the consistent roof forms and setbacks within The Abergeldie Estate Heritage Conservation Area from Cobar Street and Kroombit Street.
- C8** Future development along Cobar Street should not dominate nor overlook dwellings in Elizabeth Avenue or Dixon Avenue and new works should improve the interface between those streets and attempt to rectify or minimise existing amenity impacts.
- C9** Future planning of Jack Shanahan Reserve should take advantage of and support its growing significance as an access way to the Dulwich Hill Light Rail stop and the GreenWay.
- C10** Future master planning of Jack Shanahan Reserve should take account of, and give expression to the over-arching objectives contained in relevant GreenWay Strategies and Plans, as well as the specific actions identified in those plans relating to Jack Shanahan Reserve and the adjacent sections of the GreenWay.

### 9.17.5 Site-specific planning controls

Nil

# 9.18

## STRATEGIC CONTEXT DULWICH HILL STATION NORTH









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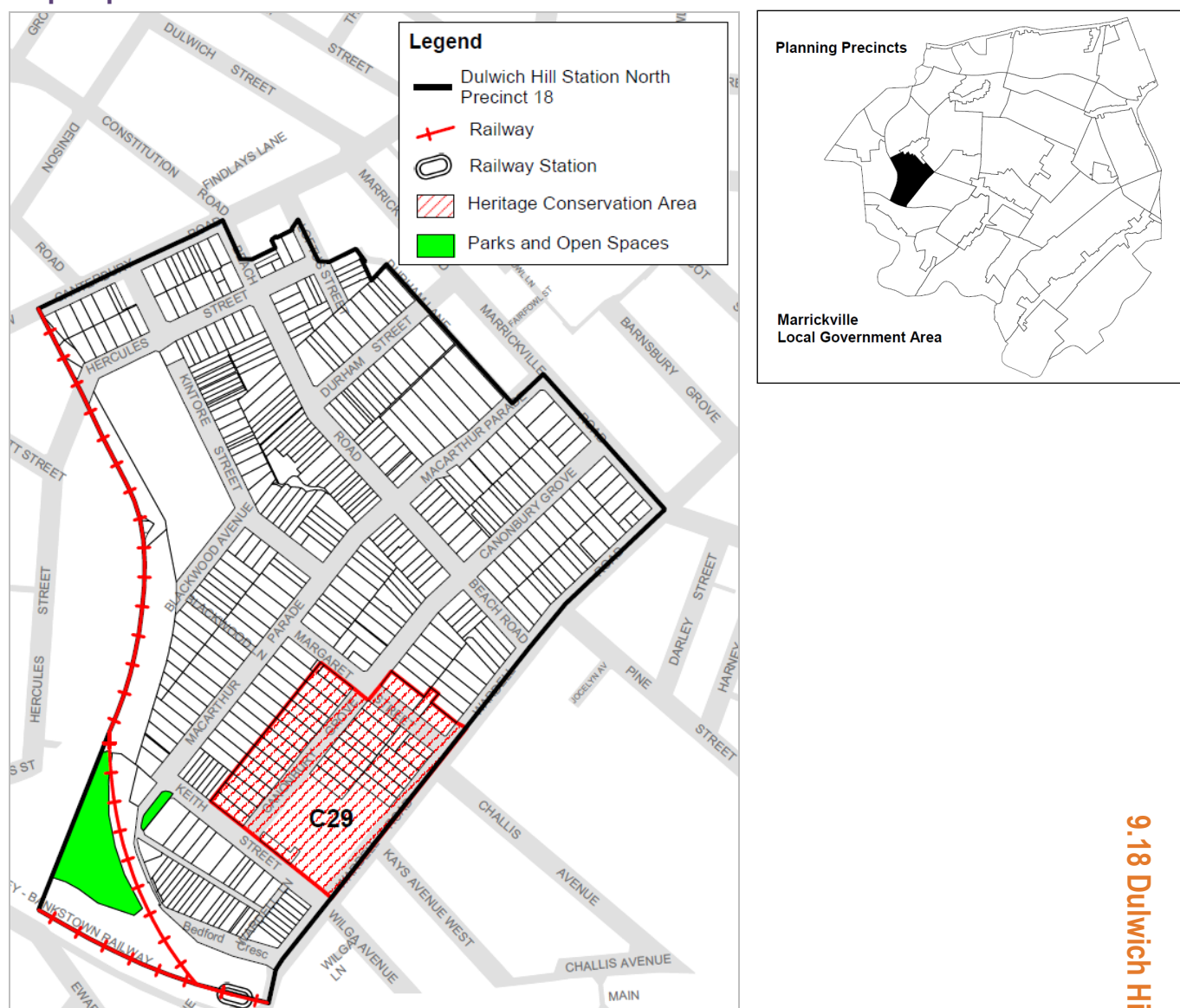




## Part 9 Strategic Context

### 9.18 Dulwich Hill Station North (Precinct 18)

#### Map of precinct



#### 9.18.1 Existing character

This precinct is located in the suburb of Dulwich Hill. The precinct is bounded by Wardell Road to the south east, Marrickville Road to the north east, New Canterbury Road to the north and the railway line to the west. The major roads within the precinct include Wardell Road, Marrickville Road and New Canterbury Road. Beach Road acts as a connection between Wardell Road and New Canterbury Road. Dulwich Hill Station is located on the southern boundary of the precinct.

The precinct contains mainly residential development with a small commercial centre located along Wardell Road, close to the Dulwich Hill railway station. It also contains a

small pocket of retail and industrial uses along the southern side of New Canterbury Road. The precinct also contains Dulwich Hill Public School, which is located on Kintore Street.

The subdivision pattern is influenced by the precinct's location abutting the rail corridor. Generally, the streets either run in a north-south alignment from New Canterbury Road to Wardell Road or in an east-west alignment from Marrickville Road terminating at the rail corridor. The topography of the precinct is characterised by a gentle slope to the south-west from a high point at the intersection of Marrickville Road and New Canterbury Road. Some district views are available from the precinct. For example, Margaret Street and the southern end of Macarthur Parade have views to the west.

The streets are generally fairly wide in width and can easily accommodate parking on both sides of the street without impeding the flow of traffic, with the exception of Margaret Street between Wardell Road and Canonbury Grove. Several streets in the precinct, such as Wardell Road, Kintore Street and Beach Road contain traffic calming devices. Some streets, such as Durham Street and sections of Canonbury Grove, contain trees within the road carriageway, which contribute to their visual appeal. Another characteristic of a number of streets within the precinct, such as Keith Street, Margaret Street, Blackwood Avenue and sections of Canonbury Grove, is Depression-era brick footpaths.

The precinct is largely devoid of open space and other recreational areas. A single pocket park, known as Rowe Playground, is located at the southern end of Macarthur Parade. Rowe Playground contains some seating and children's play equipment. Part of Jack Shanahan Reserve is also located within this precinct. Jack Shanahan Reserve has been identified as a potential GreenWay Hub in the GreenWay Active Transport Strategy (2012) due to its significant location and role as a Southern gateway to the GreenWay and Inner West Light Rail.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The land-use pattern of the precinct consists mainly of low-density residential streets. The dwelling stock consists mainly of mid to late Federation era detached and semi-detached dwelling houses. Streets in the southern part of the precinct, such as Canonbury Grove, Macarthur Parade, Blackwood Avenue and sections of Wardell Road, contain consistent patterns of detached Federation dwelling houses on consistently sizeable allotments of land. Those properties tend to have larger setbacks. Dwelling houses in the northern section of the precinct tend to be located on smaller allotments where there are a greater number of semi-detached dwellings. A number of Post-War residential flat buildings are located throughout the precinct. A smaller number of Victorian buildings can also be found closer to Marrickville Road. Brick is a common building material for both buildings and fences, although some buildings have been painted and rendered. A collection of detached, timber dwellings can be found on



Kintore Street. Generally dwelling houses have off street parking in the form of a side driveway, carport or garage forward of the front building alignment. Private open space is generally characterised by landscaped front yards.

The precinct contains part of the South Dulwich Hill Heritage Conservation Area.

### 9.18.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To maintain distinctly single storey streetscapes that exist within the precinct.
3. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To preserve the predominantly low density residential character of the precinct.
6. To ensure that new development considers all potential impacts to biodiversity.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To retain, maintain and enhance existing pedestrian and cyclist connectivity to Dulwich Hill railway station.
9. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
11. To protect the identified values of the South Dulwich Hill Heritage Conservation Area.
12. To protect and enhance Jack Shanahan Reserve's traditional role as a significant recreational space for youth.

### 9.18.3 Heritage Conservation Areas (HCAs)

The precinct contains part of HCA 29 South Dulwich Hill Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.18.3.1 *HCA 29: South Dulwich Hill Heritage Conservation Area (C29)*

The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of subdivisions in the vicinity of Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The Area is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the area. The Area includes excellent examples of the Iron Palisade fence, particularly in Cannonbury Grove.

The Area contains a good collection of a locally significance variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment.

The Area also includes streetscapes of high quality. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms of the Area are representative of the area in the early years of the 20<sup>th</sup> Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for side driveways (later development).

The extensive evidence of bricks used as pavers to the footpath demonstrates the works carried out by Employment Relief Schemes in the 1930s during the Great Depression. They also contribute strongly to the textural and aesthetic qualities of the Area.

The key period of significance for the South Dulwich Hill Heritage Conservation Area is 1901-1920.

### 9.18.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7** Future planning of Jack Shanahan Reserve should take advantage of and support its growing significance as an access way to the Dulwich Hill Light Rail stop and the GreenWay.
- C8** Future master planning of Jack Shanahan Reserve should take account of, and give expression to the over-arching objectives contained in relevant GreenWay Strategies and Plans, as well as the specific actions identified in these plans relating to Jack Shanahan Reserve and the adjacent sections of the GreenWay.



**C9** HCA 29 South Dulwich Hill Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 29 South Dulwich Hill Heritage Conservation Area include:

- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- c. Inter-War Styles (particularly Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### **9.18.5 Site-specific planning controls**

Nil



# 9.19

## STRATEGIC CONTEXT MARRICKVILLE ROAD, CENTRAL







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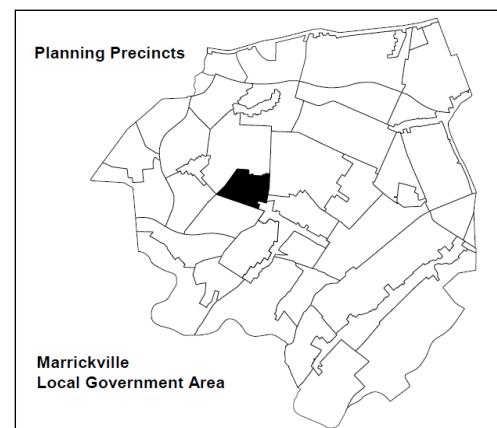
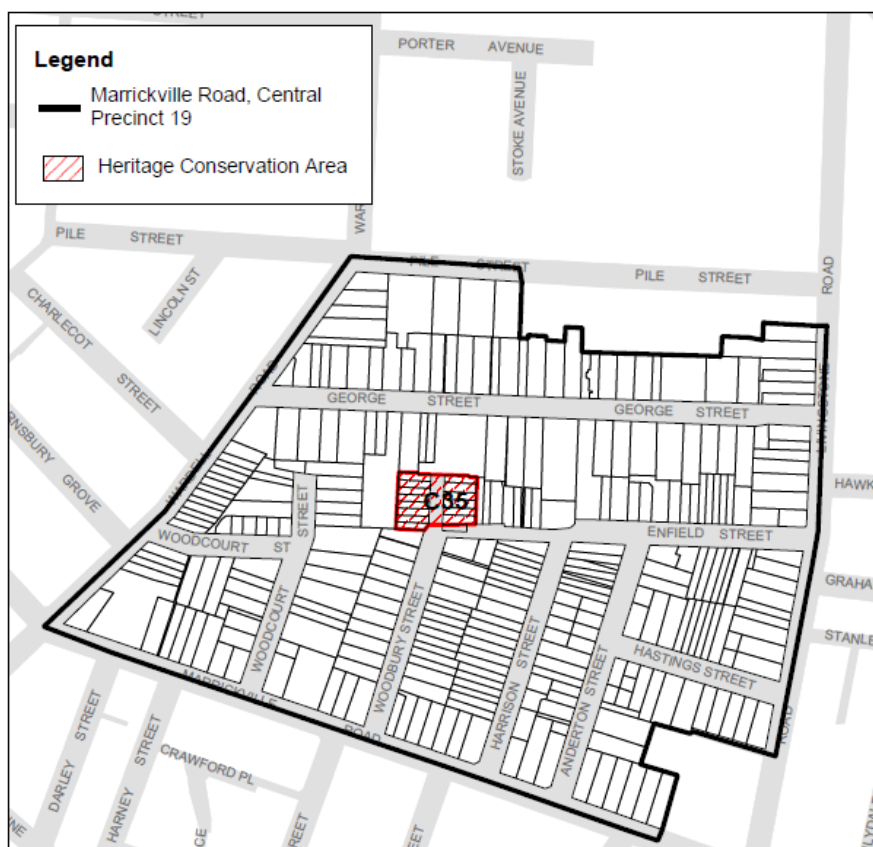




## Part 9 Strategic Context

### 9.19 Marrickville Road, Central (Precinct 19)

#### Map of precinct



#### 9.19.1 Existing character

This precinct is located north of Marrickville Road between the commercial centres of Dulwich Hill and Marrickville. The major roads of Livingstone Road and Wardell Road form its east and western boundaries with Pile Street defining its northern edge. The area is characterised by a mix of dwelling houses and residential flat buildings. The Willandra Aged Care Facility is located in the centre of the precinct.

The subdivision pattern of the area is characterised by large wide blocks with some smaller Inter-War clusters and runs of long narrow lots. The streets are wide with uniform medium street trees, nature strips and sandstone kerbing in a number of streets. Woodcourt Street has large brushbox trees planted into the road verge. Woodbury, Harrison, Anderton and Hastings Streets have Depression-era brick footpaths. The topography of the precinct is flat and is located in the Malakoff Street and Malakoff Tunnel subcatchments draining to the Cooks River.

There are no areas of open space within the precinct however it is within walking distance of Marrickville Park which contains outdoor play equipment, tennis courts and a cricket oval.

The land-use pattern of the precinct consists of a mix of low and medium density residential areas. Multi dwelling housing and residential flat buildings are a part of every street in the precinct. Despite this the area comprises stretches of low density housing which give it a varied character. Several streets, such as Anderton Street and Harrison Street are characterised by the single storey dwelling form.

Marrickville Road in this precinct is characterised by both dwelling houses and residential flat buildings with a smaller number of multi dwelling housing sites. A number of the larger residential sites are being used for other uses such as medical/professional centres and aged care facilities.

Dwelling houses across the precinct consist mainly of single storey Federation, Inter-War and Post-War styles with the occasional contemporary and Victorian building. A solid collection of Inter-War semi detached houses are located in a tight subdivision at the base of Woodbury Street. Another group of Inter-War semi detached houses are located in Woodcourt Street with additional Inter-War housing continuing around the corner into Wardell Road.

The precinct contains part of the Inter War Group Heritage Conservation Area, being Woodbury Street, Marrickville.

In most streets the original facebrick has been retained however several streets have a high proportion of painted facades. Pitched roofs with terracotta tiles are predominant with buildings setbacks ranging from 0-2 metres in some areas, to 2-4 metres and over 4 metres in other areas. Overall setbacks are reasonably uniform in each street.

Off street parking is not a predominant feature however it is provided within most residential flat buildings. Where off-street parking is provided to a dwelling house it is usually a side drive, or a hard stand area next to the dwelling. Dwellings fronting Anderton Street have rear garages fronting Harrison Street.

### 9.19.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low to medium density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Inter-War Group Heritage Conservation Area.



### 9.19.3 Heritage Conservation Areas (HCAs)

The Inter-War Heritage Conservation Group (HCA 35) is comprised of 3 separate Inter War Groups referred to as Hollands Avenue, Marrickville; Jocelyn Avenue, Marrickville; and Woodbury Street, Marrickville respectively. The precinct contains one of those Inter War Groups being Woodbury Street, Marrickville. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.19.3.1 HCA 35: Inter-War Group Heritage Conservation Group (C35)**

The Inter-War Group Heritage Conservation Area is significant at a local level because it demonstrates historic and aesthetic values which are important and rare in the area. The group of buildings in the area form highly intact and cohesive streetscapes through the use of consistent forms, materials and detailing reflecting their construction by a single builder within a limited period of time (1936-1943).

Each Inter-War Group within the HCA demonstrates the principals of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being created through the redevelopment of earlier holdings. The resultant built forms reflect this process of incrementally tighter urban grain and denser development within an overriding 'suburban' development context.

The design and detailing of the groups in the Inter-War semi-detached bungalows and adjacent residential flat buildings are consistent throughout the Inter-War Group. It is high quality and includes the use of coloured and decorative brickwork laid to create integrated textural interest in a design that is normally very simply detailed.

The consistent single storey built scale with maximised lot coverage and minimal setbacks from all boundaries establishes an intimate aesthetic quality to the buildings in the group. The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The key period of significance for the Inter-War Group Heritage Conservation Area is 1936-1943.

### 9.19.4 Precinct-specific planning controls

- C1** HCA 35 Inter-War Group Heritage Conservation Area has been identified as containing the following streetscapes:
- Residential detached and semi-detached streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 35 Inter-War Group Heritage Conservation Area include:
  - Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

### 9.19.5 Site-specific planning controls

Nil



# 9.20

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE NORTH







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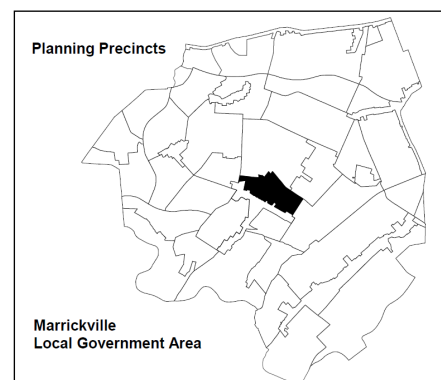
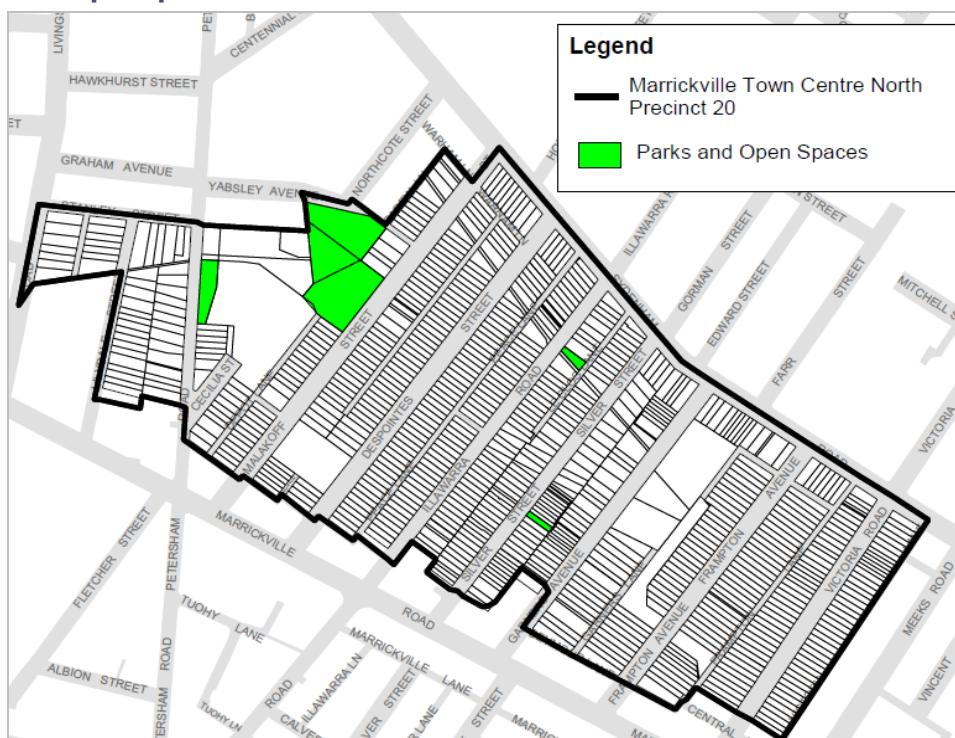




## Part 9 Strategic Context

### 9.20 Marrickville Town Centre North (Precinct 20)

#### Map of precinct



#### 9.20.1 Existing character

This precinct is located in the northern part of the suburb of Marrickville and is central to the Local Government Area; accessible from all directions.

The precinct is bounded by Livingstone Road to the west, Sydenham Road to the north, Victoria Road to the east and the commercial precinct along Marrickville Road to the south. Neither Victoria Road or Sydenham Road are distinctly characterised by commercial or industrial development, however, both contain a variety of development, including residential housing interspersed along the streetscapes.

The Marrickville commercial precinct is located along the southern boundary of this area and the south western edge of the area adjoins the Marrickville civic precinct, including the Marrickville Town Hall and Library, and the former Marrickville Hospital site.

There are two distinct subdivision patterns within this area. The streets running parallel between Malakoff Street and Victoria Road run north-east to south-west and generally contain small regular allotments, with the exception of Garners Avenue and the northern end of Silver Street, which contain some larger allotments.

The north western portion of the area bounded by Malakoff Street, Livingstone Road and Sydenham Road contains varied and irregularly sized allotments, including Marrickville High School with street alignments generally running north-south.

The streets in the south eastern section of the area are generally narrow, characterised by irregular vegetation planting and contain a combination of regular and wide footpaths.

The topography of the precinct is characterised by a gentle slope to the north east, in the direction of the street alignment.

There are no Heritage Conservation Areas contained within the precinct.

The main area of open space in the precinct is Jarvie Park, which is a passive recreation area, and the open space contained within Marrickville High School. Furthermore, Henson Park is located immediately north of the precinct, which is a large iconic sports field.

The land-use pattern of the precinct consists mainly of low density residential areas, with some multi-dwelling housing development, commercial and industrial buildings interspersed throughout.

Dwellings consist mainly of a combination of Federation and Victorian style dwellings, with some Inter-War houses and a small number of residential flat buildings constructed since the 1960s. There is little consistency about the style of front fencing that each of the dwellings contain however, a considerable amount of these enclose soft landscaping.

Private open space is characterised by a combination of small front and larger rear yards.

The precinct contains a number of Victorian, Federation and inter-war style commercial and industrial buildings, which are generally concentrated on Sydenham Road and Victoria Road, however some of these are dispersed throughout the precinct.

### 9.20.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.



### **9.20.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.20.4 Precinct-specific planning controls**

Nil

### **9.20.5 Site-specific planning controls**

Nil



# 9.21

## STRATEGIC CONTEXT NESS PARK







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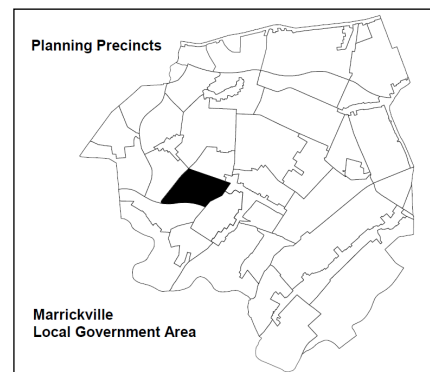
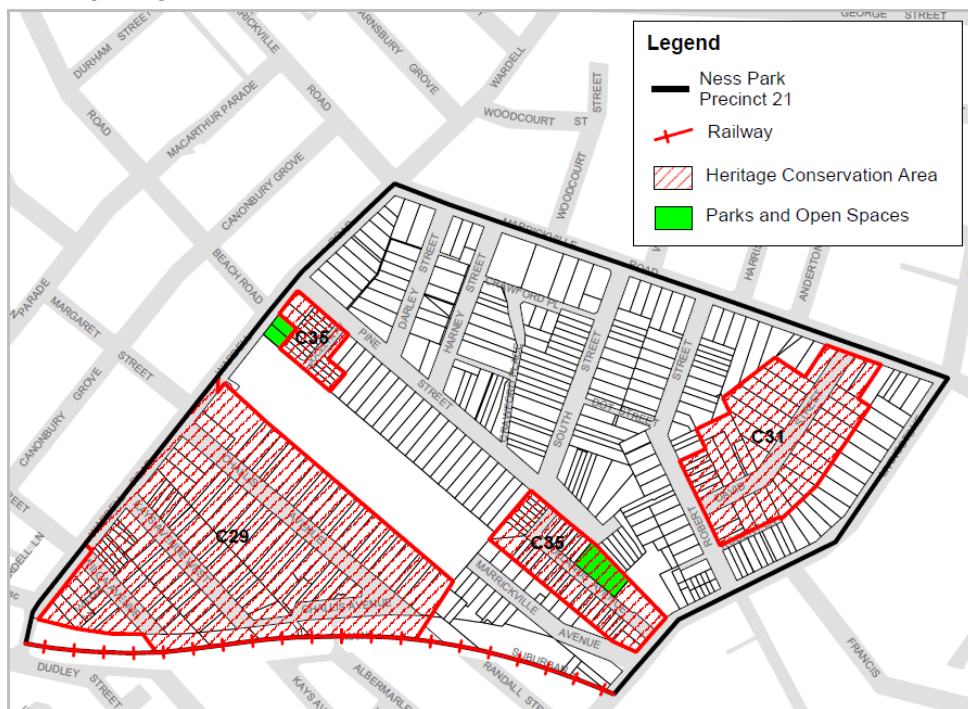




## Part 9 Strategic Context

### 9.21 Ness Park (Precinct 21)

#### Map of precinct



#### 9.21.1 Existing character

This precinct is located in the western part of the suburb of Marrickville, with a small section located in Dulwich Hill. The precinct is bounded by the Bankstown Railway line, Livingstone Road, Marrickville Road and Wardell Road.

The precinct is predominantly residential in nature, though it also contains some commercial uses in the form of medical and other health care related services along Marrickville Road, and a number of commercial buildings are scattered throughout the precinct.

Major roads on the edge of the precinct consist of Livingstone Road, Wardell Road and Marrickville Road. Both Wardell Road and Livingstone Road provide access over the railway line.

The subdivision pattern is characterised by a mix of small and medium sized allotments. Streets of medium sized allotments are particularly evident in the south-western area of the precinct. The streets in the southern section of the precinct are generally wide and aligned from north-west to the south-east. The northern section of the precinct generally contains wide streets, though they are aligned from north to south or south-east. Generally access through the precinct is restricted by the railway line.

Several of the streets, such as Marrickville Avenue, Robert Street and Harney Street, contain large tree plantings within the road carriageway, which is a distinctive part of

the character of those streets. Some of the streets, such as Darley Street, Harney Street, Pine Street and South Street, contain Depression-era brick footpaths. The footpaths which are constructed of brick do not contain nature strips. Some of the streets contain traffic calming devices such as speed humps, such as Robert Street which provides a short cut between Livingstone Road and Marrickville Road.

The main areas of open space in the precinct are Ness Park, which contains a children's' play area on Hollands Avenue, and the Gilbert Barry Reserve on Wardell Road which contains several seats and is only suitable for passive recreation.

The precinct contains the St Maronite College along Wardell Road. This school is part of larger complex run by the Maronite Sisters of the Holy Family, which also includes a retirement complex with access to Marrickville Avenue. Other public buildings in the precinct include a State Emergency Services building located on Livingstone Road.

The land-use pattern of the precinct consists mainly of low density residential development. There are a few medium density residential developments scattered throughout the precinct.

Dwellings consist mainly of a mix of Federation and Inter-War dwelling houses. Whilst the majority of those dwellings are detached, semi-detached dwellings are also located within this precinct. The majority of buildings maintain a single storey appearance from the street. A collection of intact, Inter-War semi detached dwellings can be found in Jocelyn Avenue. Generally setbacks are consistent and front yards are consistently soft landscaped. The majority of the buildings are constructed from face brick, and this is also commonly present in front fencing.

The precinct contains three Heritage Conservation Areas being the David Street Heritage Conservation Area, the Inter War Group Heritage Conservation Area (including two of the three areas comprising the group, being Hollands Avenue and Jocelyn Avenue) and part of the South Dulwich Hill Heritage Conservation Area.

Off street parking is generally provided on both sides of streets within the precinct. Most streets are able to accommodate off street parking without restricting vehicular access, with the exception of Jocelyn Avenue.

### 9.21.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.



9. To protect the identified values of the David Street Heritage Conservation Area, the Inter War Group Heritage Conservation Area and the South Dulwich Hill Heritage Conservation Area.

### 9.21.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 31 David Street Heritage Conservation Area, HCA 35 Inter-War Group Heritage Conservation Area (including two of the three areas comprising the group, being Hollands Avenue and Jocelyn Avenue) and part of HCA 29 South Dulwich Hill Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.21.3.1 HCA 31: David Street Heritage Conservation Area (C31)**

The David Street Heritage Conservation Area is locally rare within the area as a distinctive enclave of substantial Federation period detached houses, gardens and street plantings. It is a representative area of Federation period housing which was designed and detailed to be attractive to local industrialists, businessmen and other wealthy members of the community.

The David Street Heritage Conservation Area is of historical significance as an area developed within a short timeframe within the Federation period (1890-1915), and features many houses built for entrepreneurs of the period such as “Gateshead” at 400 Marrickville Road built for James Wall, master builder; “Marsden” at 14 David Street, built for William Thornley, railway and tramway equipment manufacturer; and “Chandos” at 9 David Street, built for Reginald Marcus Clark (one of the Marcus Clark retailing family).

The David Street Heritage Conservation Area is of aesthetic significance for its substantial Federation period detached housing in David Street within generous gardens and mature brush box street planting planted early (shown as fully grown in 1943 aerial photos), giving the appearance of a Federation period “Garden Suburb” (though built on more than one subdivision). The Robert Street Federation period semi-detached housing, with asymmetrical frontages designed to resemble single houses are also of aesthetic significance, for the adaptation of fashionable Federation period designs to provide more modest housing and their continuation of the Brush Box planting into this more modest streetscape.

The key period of significance for the David Street Heritage Conservation Area is 1890-1915.

#### **9.21.3.2 HCA 35: Inter-War Group Heritage Conservation Area (C35)**

The Inter-War Heritage Group Heritage Conservation Area (HCA 35) is comprised of 3 separate Inter-War Groups referred to as Hollands Avenue, Marrickville; Jocelyn Avenue, Marrickville; and Woodbury Street, Marrickville respectively. This precinct contains two of those Inter-War Groups being Hollands Avenue, Marrickville; and Jocelyn Avenue, Marrickville.

The Inter-War Group Heritage Conservation Area is significant at a local level because it demonstrates historic and aesthetic values which are important and rare in the area.



The group of buildings in the Area form highly intact and cohesive streetscapes through the use of consistent forms, materials and detailing reflecting their construction by a single builder within a limited period of time (1936-1943).

Each of the Inter-War Groups within this precinct demonstrate the principles of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being created through the redevelopment of earlier holdings. The resultant built forms reflect this process of incrementally tighter urban grain and denser development within an overriding 'suburban' development context.

The design and detailing of the groups of Inter-War semi-detached bungalows and adjacent residential flat buildings in the Area is consistent throughout the areas. It is high in quality and includes the use of coloured and decorative brickwork laid to create integrated textural interest in a design that is normally very simply detailed.

The consistent single storey built scale with maximised lot coverage and minimal setbacks from all boundaries establishes an intimate aesthetic quality to the buildings in the group. The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The Jocelyn Avenue precinct includes two Inter-War residential flat buildings in a pattern representative of that used by the Inter War speculative builder.

The key period of significance for the Inter-War Group Heritage Conservation Area is 1936-1943.

### **9.21.3.3      *HCA 29: South Dulwich Hill Heritage Conservation Area (C29)***

The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of subdivisions in the vicinity of Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The Area is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the area. The Area includes excellent examples of the Iron Palisade fence.

The Area contains a good collection of a locally significance variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment. The Area also includes streetscapes of high quality. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms of the Area are representative of the area in the early years of the 20<sup>th</sup> Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for side driveways (later development).

The extensive evidence of bricks used as pavers to the footpath demonstrates the works carried out by Employment Relief Schemes in the 1930s during the Great Depression. They also contribute strongly to the textural and aesthetic qualities of the Area.

The key period of significance for the South Dulwich Hill Heritage Conservation Area is 1901-1920.



#### 9.21.4 Precinct-specific planning controls

- C1** HCA 31 David Street Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Residential detached and semi-detached streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 31 David Street Heritage Conservation Area include:
- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - c. Inter-War Styles (particularly the Inter War Californian bungalow).  
Refer to Section 8.5.3 of this DCP for relevant controls.
- C2** HCA 35 Inter-War Group Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Residential detached and semi-detached streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 35 Inter War Group Heritage Conservation Area include:
- b. Inter-War Styles. Refer to Section 8.5.3 and 8.5.4 of this DCP for relevant controls.
- C3** HCA 29 South Dulwich Hill Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Residential detached and semi-detached streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 29 South Dulwich Hill Heritage Conservation Area include:
- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - c. Inter-War Styles (in particular the Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

#### 9.21.5 Site-specific planning controls

Nil

# 9.22

## STRATEGIC CONTEXT DULWICH HILL STATION SOUTH







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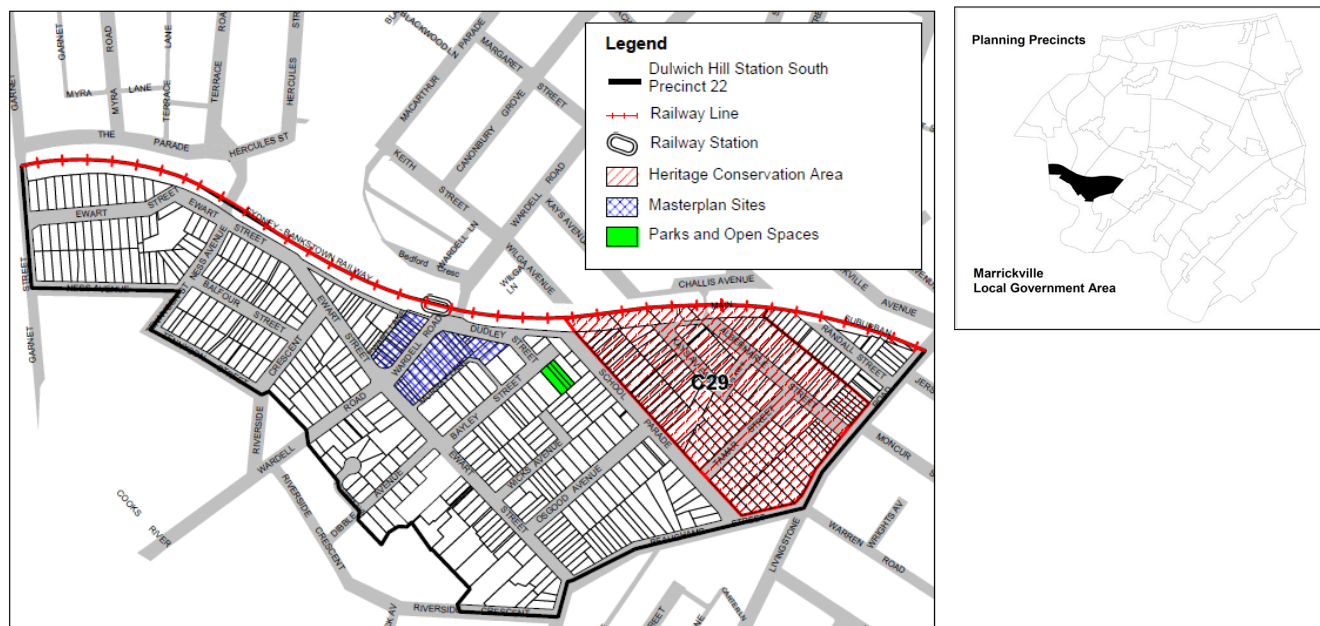




## Part 9 Strategic Context

### 9.22 Dulwich Hill Station South (Precinct 22)

#### Map of precinct



#### 9.22.1 Existing character

This precinct is located partly in the suburbs of Dulwich Hill and Marrickville. It contains a small number of shops along both sides of Wardell Road south of the railway station. Ewart Street is the main east-west route running through the precinct with Wardell Road a major road connecting New Canterbury Road and Marrickville Road to the north with the Cooks River to the south. Traffic calming devices and roundabouts have been introduced to Ewart Street and Riverside Crescent to slow and manage vehicles.

The subdivision pattern of the area is characterised by predominantly uniform wide, long lots with narrow lots in School Parade and Ewart Street. However, there are large parcels of land occupied by residential flat buildings in Bayley Street, Ewart Street, Wardell Road and Ness Avenue. The topography of the precinct is gently undulating with an overall fall towards the Cooks River.

The streets throughout the precinct are generally wide and are characterised by street tree plantings, footpaths and nature strips. Ness Avenue has brick Depression-era paved footpaths to both sides of the street. Sandstone elements in fences, retaining walls and garages are a common feature of dwellings in Ness Avenue with dwellings set high on an elevated ridge on the north side of the street with stand alone garages, in part, to the front boundary of the street. Large mature trees in the road-way are found in Ness and Osgood Avenues adding character and amenity to the area.

Tom Kenny Reserve in Bayley Street is the only park in the precinct. The Cooks River and adjoining open space form the back drop to homes along Riverside Crescent



(west of Wardell Road), Tennyson Street and Ness Avenue. Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas consider the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The land-use pattern of the precinct is divided between two main types – single storey residential dwellings and medium density residential flat buildings. Bayley and Ewart Streets are characterised by residential flat buildings. The residential flat buildings are predominately two and three storeys in height, though there are some four storey buildings.

The precinct contains a wide variety of buildings styles, including Federation era houses and semi-detached dwellings; Inter-War, Post-War and contemporary houses and a large number of residential flat buildings constructed since the 1960s. Setbacks vary across the precinct and in some cases within streets. Generally however, setbacks are consistent with a 2 metre to 4 metre setback the most common in the precinct. Often these front setbacks are soft landscaped with low fences of mainly brick construction.

The precinct contains part of the South Dulwich Hill Heritage Conservation Area.

Pilgram Avenue is a distinct Inter-War subdivision of single storey brick buildings with some modifications. As a cul-de-sac constructed at the one time it has consistent setbacks, building height and materials. Several former corner shops have been converted to residential with the exception of the building on the corner of Randall Street and Livingstone Road.

The neighbourhood centre of Dulwich Hill south takes the form of small shops on either side of Wardell Road, turning the corner into Dudley Street. This centre is unusual in that it comprises two dwelling houses and multi-dwelling housing on the eastern side along with shops and professional offices.

### 9.22.2 Desired future character

The desired future character of the area is:

1. To protect and enhance the predominantly mixed density residential character of the precinct and to continue its role in providing a mix of housing types close to public transport.
2. To protect and enhance the character of streetscapes and public domain elements within the precinct including views and vistas, prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering.
3. To retain on-street parking in residential streets with narrow lots.



4. To minimise use of car parking hardstand areas, carports and garages forward of the front building line, removing existing occurrences where ever possible, especially for narrow lots.
5. To reinstate kerbs (and on-street parking), front fences and soft landscaping in the front of residential properties where it has been replaced by driveways and car parking hardstand areas or is otherwise missing.
6. To maintain distinctly single storey streetscapes that exists within the precinct.
7. To protect the identified values of the South Dulwich Hill Heritage Conservation Area.
8. To protect and enhance the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
9. To facilitate urban renewal in appropriate locations, especially within the Dulwich Hill neighbourhood centre with substantial increase in density as mixed use development.
10. To revitalise the neighbourhood shops within the Dulwich Hill neighbourhood centre, including the consolidation of residential properties on the eastern side of Wardell Road and expansion into Dudley Street.
11. To take advantage of the characteristics of Dudley Street with low traffic; wide street carriageway; gentle footpath gradient; northern aspect and railway cutting that shields rail noise, to create a new high amenity mixed-use streetscape (maximising potential for shopfronts and residential oriented perpendicular to Dudley Street, widened footpaths, landscaping improvements, outdoor dining space and Local Area Traffic Management).
12. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
13. To support excellence in contemporary design.
14. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
15. To ensure the design of higher density development protects the residential amenity of adjoining and surrounding properties.
16. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
17. To promote sustainable transport (public transport, walking and cycling) by providing higher development density around Dulwich Hill Station; restricting the provision of off-street car parking around Dulwich Hill Station; increasing provision of bicycle parking and car-sharing (off-street and on-street) and carefully managing general on-street car parking.
18. To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.
19. To ensure that new development considers all potential impacts to biodiversity.

### 9.22.3 Heritage Conservation Areas (HCAs)

The precinct contains part of the South Dulwich Hill Heritage Conservation Area. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

### **9.22.3.1      *HCA 29: South Dulwich Hill Heritage Conservation Area (C29)***

The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of subdivisions in the vicinity of Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The HCA is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the area. The HCA includes excellent examples of the Iron Palisade fence.

The HCA contains a collection of a locally significance variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment. The HCA also includes streetscapes of high quality. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms of the HCA are representative of the area in the early years of the 20<sup>th</sup> Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for side driveways (later development).

The key period of significance for the South Dulwich Hill Heritage Conservation Area is 1901-1920.

### **9.22.4      Precinct-specific planning controls**

- C1**      New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2**      New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3**      New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4**      New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5**      New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6**      New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7**      Depression-era brick footpaths must be retained and maintained.



- C8** HCA 29 South Dulwich Hill Heritage Conservation Area has been identified as containing the following streetscapes:
- Residential Detached and Semi-Detached Streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 29 South Dulwich Hill Heritage Conservation Area include:
  - Federations Styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - Inter-War Styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

## 9.22.5 Site-specific planning controls

- C9** Ensure that any redevelopment of the existing residential flat building at 11-13 Osgood Avenue, Dulwich Hill improves the contribution of this building to the streetscape.

### 9.22.5.1 Masterplan Area (MA 22.1)

#### Masterplan location

- C10** Masterplan Area 22.1 relates to the allotments shaded in Figure (22.1a).

#### Site amalgamation

- C11** The redevelopment of the land shaded in Figure (22.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (22.1b).
- C12** Amalgamation of allotments must not result in any 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.

#### Building height

- C13** The height of proposed buildings on the land shaded in Figure (22.1a) must conform to the control diagram(s) in Figures (22.1b) and (22.1c). The height is expressed in number of storeys.

#### Boundary setbacks

- C14** The boundary setbacks of proposed buildings on the land shaded in Figure (22.1a) must conform to the control diagram(s) in Figures (22.1b) and (22.1c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

- C15** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (22.1a) must conform to the control diagram(s) in Figures (22.1b) and (22.1c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

- C16** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (22.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (22.1b) and (22.1c). The setbacks are expressed in metres.

### Articulation zones

- C17** The envelope of buildings on the land shaded in Figure (22.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (22.1b) and (22.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C18** The envelope of buildings on the land shaded in Figure (22.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (22.1b) and (22.1c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C19** The redevelopment of the land shaded in Figure (22.1a) must conform to the control diagram in Figure (22.1b) in regards to:
- i. The location of active land uses and frontages at ground level;
  - ii. The location of vehicular entries;
  - iii. The location of publicly accessible and dedicated pedestrian links; and
  - iv. The location and extent of public domain infrastructure.

### Landmarks and gateways

- C20** The redevelopment of the land shaded in Figure (22.1a) must incorporate landmark features at the following locations:
- i. On the Dudley Street frontage to emphasise the termination of the south viewing axis along Wardell Road (at the bridge over the Bankstown Rail Line); and
  - ii. On the Wardell Road frontage to emphasise the termination of the west viewing axis along Dudley Street.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 22.1a Location Diagram

\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres



Figure 22.1b Plan Diagram



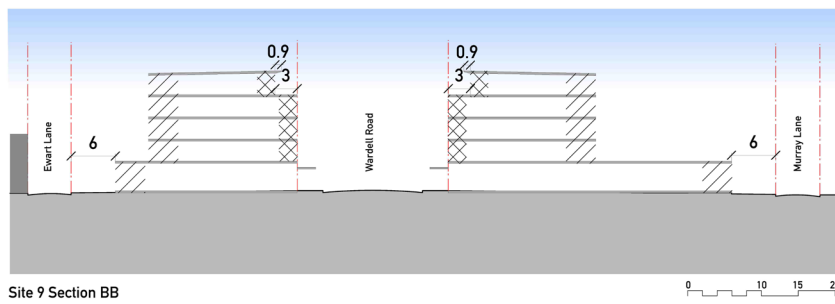
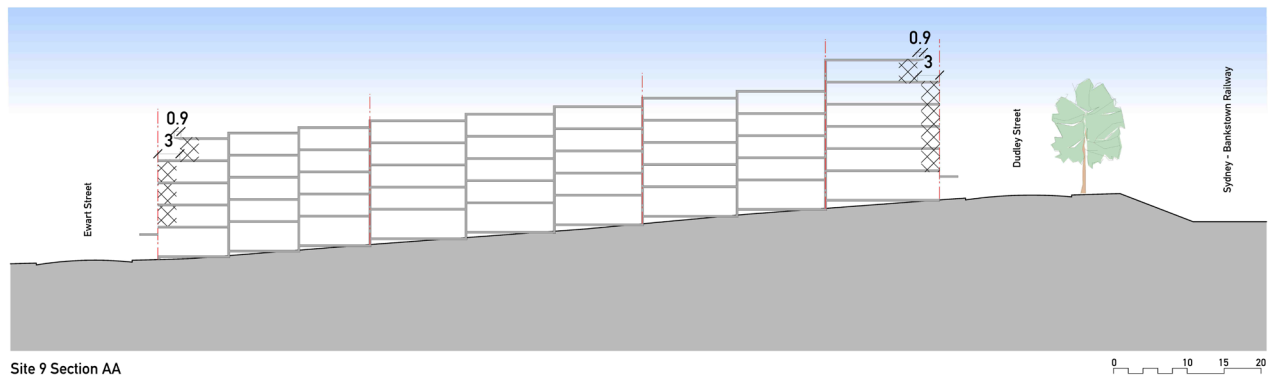


Figure 22.1c Section Diagrams



# 9.23

## STRATEGIC CONTEXT MARRICKVILLE STATION WEST







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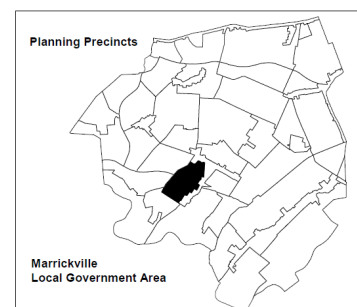




## Part 9 Strategic Context

### 9.23 Marrickville Station West (Precinct 23)

#### Map of precinct



#### 9.23.1 Existing character

This precinct is located in the central western part of the suburb of Marrickville within the trade and transport catchments of the Marrickville town centre and Marrickville Rail Station. The precinct is bounded by Livingstone Road to the west, the rear of commercial properties fronting Marrickville Road to the north, Petersham Road and the rear boundary of commercial properties on Illawarra Road to the east and Harnett Avenue to the south. The northern end of the precinct comprises the Casimir Catholic College and St Brigid's Primary School.

There are two distinct localities within the precinct located to the north and south of the rail line, which bisects the precinct. In both localities allotments are generally oriented north south and front streets running east west that link Livingstone and Illawarra Roads which bound the precinct. In the northern locality there is a high point on Francis Street with the land dropping steeply in points towards the rail corridor. Dwellings on the southern side of Francis Street are orientated to capture views to the north-east over Marrickville. In the southern locality, the land slopes gently upwards from the rail corridor to a high point at the eastern end of Harnett Avenue.

The main area of open space in the precinct is McNeilly Park, a manicured park containing active and passive recreation opportunities, and the similar but smaller Louisa Lawson Reserve.

The precinct's land use pattern consists mainly of low density residential areas, with residential flat buildings centred around Arthur and Ann Streets and isolated examples to the south of the precinct. There are a number of Federation shop top buildings within the precinct some of which are still operating as neighbourhood shops.

Dwellings consist mainly of a combination of Federation and Victorian dwellings, with some Inter-War houses and a small number of residential flat buildings constructed since the 1960s, as well as a number of Inter-War residential flat buildings on Warren Road. A number of streets in the south of the precinct are characterised by a single storey dwelling form, particularly Moncur, Greenbank, Fletcher and Church Streets. Road reserve plantings are a feature and create avenue atmospheres. Particularly advanced landscaping is present in Harnett Avenue and Fletcher Street and Warburton Street.

Front setbacks are generally varied reflecting the range of housing periods. A number of streets, including Church, Moncur and Jersey Streets, contain consistent but minimal setbacks. Most front setbacks within the precinct are soft landscaped. Front fences are inconsistent throughout the precinct with the style and materials reflecting the range of periods; predominant materials are brick, rendered brick, metal and Iron Palisade.

In areas of the precinct where off-street parking is provided it is most frequently at the rear of the property accessed by a rear lane or via a side driveway to rear garages.

The precinct is within the Malakoff Tunnel and Western Channel sub-catchments which drain to the Cooks River.

The precinct contains a very small portion of the Civic Precinct Heritage Conservation Area.

### 9.23.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified values of the Civic Precinct Heritage Conservation Area.
3. To maintain distinctly single storey streetscapes within the precinct.
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To preserve the predominantly low density residential character of the precinct.
6. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
8. To encourage complementary medium density and residential flat building development in the Ann Street and Arthur Street area.



9. To promote high density redevelopment on the land bounded by Arthur Street and the rail corridor.
10. To accommodate new residential flat building development to reflect the existing development at the western end of the precinct bounded by Livingstone Road, Arthur Street and the rail corridor.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.23.3 Heritage Conservation Areas (HCAs)

Part of HCA 30 Civic Precinct Heritage Conservation Area is located within the precinct. Refer to Section 8.2.32 Heritage for a description of its significance and relevant controls.

### 9.23.4 Precinct-specific planning controls

- C1** A perceived single storey streetscape must be maintained on Moncur, Church, Greenbank, Warburton and Fletcher Streets.

### 9.23.5 Site-specific planning controls

#### 9.23.5.1 Masterplan Area (MA 23.1)

#### Masterplan location

- C2** Masterplan Area 23.1 relates to the allotments shaded in Figure (23.1a).

#### Site amalgamation

- C3** The redevelopment of the land shaded in Figure (23.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (23.1b).
- C4** Amalgamation of allotments must not result in any 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.

#### Building height

- C5** The height of proposed buildings on the land shaded in Figure (23.1a) must conform to the control diagram(s) in Figures (23.1b) and (23.1c). The height is expressed in number of storeys.

#### Boundary setbacks

- C6** The boundary setbacks of proposed buildings on the land shaded in Figure (23.1a) must conform to the control diagram(s) in Figures (23.1b) and (23.1c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

- C7** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (23.1a) must conform to the control diagram(s) in Figures (23.1b) and (23.1c). The dimensions are expressed in metres.



### Articulation zones

**C8** The envelope of buildings on the land shaded in Figure (23.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (23.1b) and (23.1c), must predominantly express a building edge, with shallow articulations to the building edge adding visual richness.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 23.1a Location Diagram



\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.



Figure 23.1b Plan Diagram

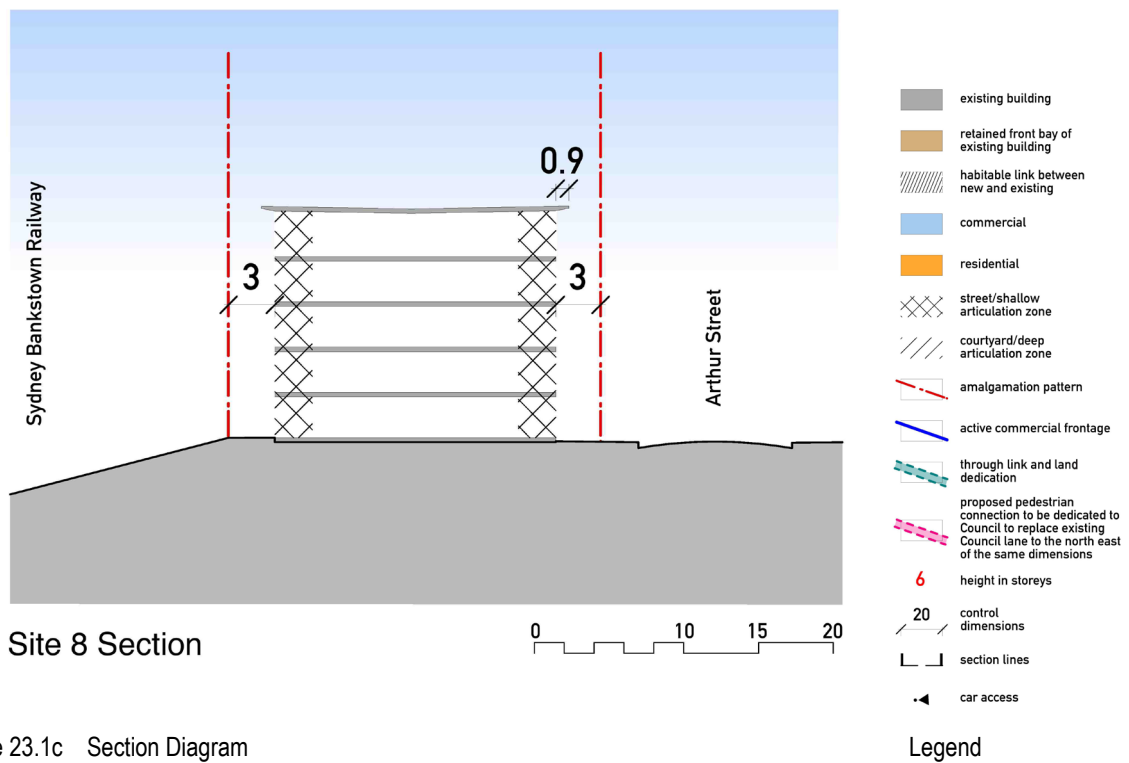


Figure 23.1c Section Diagram

# 9.24

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE SOUTH







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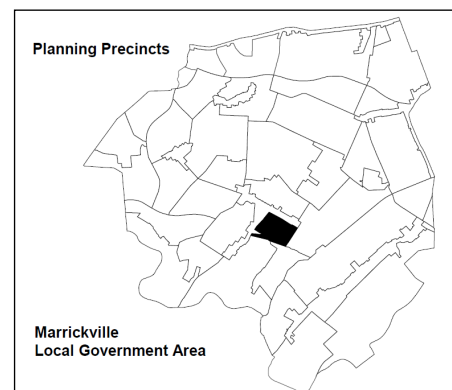




## Part 9 Strategic Context

### 9.24 Marrickville Town Centre South (Precinct 24)

#### Map of precinct



#### 9.24.1 Existing character

This precinct is located in the southern part of the suburb of Marrickville, within the trade and transport catchments of the Marrickville town centre and Marrickville Station. To the east, on Meeks Road, the precinct borders the Marrickville industrial area. The precinct is bounded by Marrickville Lane to the north, Illawarra Lane to the west and Meeks Road to the east with the Main Suburban Railway forming the southern boundary.

The road network within the precinct accommodates both local and through traffic with Victoria Road providing a local arterial role and Calvert and Gladstone Streets providing linkages to Illawarra and Marrickville Roads. The precinct is bisected by Calvert Street and is characterised by predominantly east west orientated lots to the west and north and south orientated lots in the east. The highest point within the precinct is centered around the intersection of Calvert and Gladstone Streets with gentle downward slopes in most directions and steeper grades towards the rail corridor. Views in the precinct are predominantly to the south from streets along the rail line and towards the Sydney central business district from Meeks Road.

The precinct has minimal open space with the land use pattern consisting mainly of low density residential areas and a number of residential flat buildings centered around Victoria Road.



Dwelling types are varied within the precinct, with entire streets of Federation and Victorian period houses. Some streets feature highly intact areas while others such as Meeks Road and Cavey Street show increased layering and less consistency. Gladstone, Fernbank (southern side) and Silver Streets are characterised by their on-street landscaping schemes comprising both uniform and random planting. Calvert, Greenbank and Fernbank Streets are also characterised by their single storey dwelling forms.

There are no Heritage Conservation Areas contained within the precinct.

Front setbacks are generally consistent in the more intact Victorian and Federation streets with setbacks of 2 metres to 4 metres the most common. That area is mainly soft landscaped with front fences generally low and with styles reflecting the period of the dwellings. Fencing materials include brick, timber picket, metal, iron palisade, and brick and metal.

There is no available off street parking for a large part of the precinct. In areas where there is off street parking it is most frequently via rear laneways with some dwellings having access via side driveways to a rear garage.

### 9.24.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.

### 9.24.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.24.4 Precinct-specific planning controls

Nil

### 9.24.5 Site-specific planning controls

Nil

# 9.25

## STRATEGIC CONTEXT ST PETERS TRIANGLE







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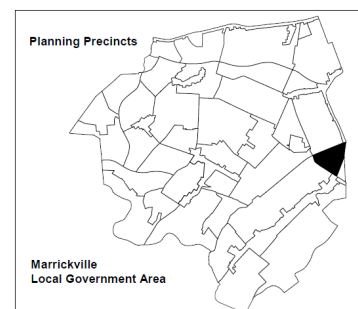
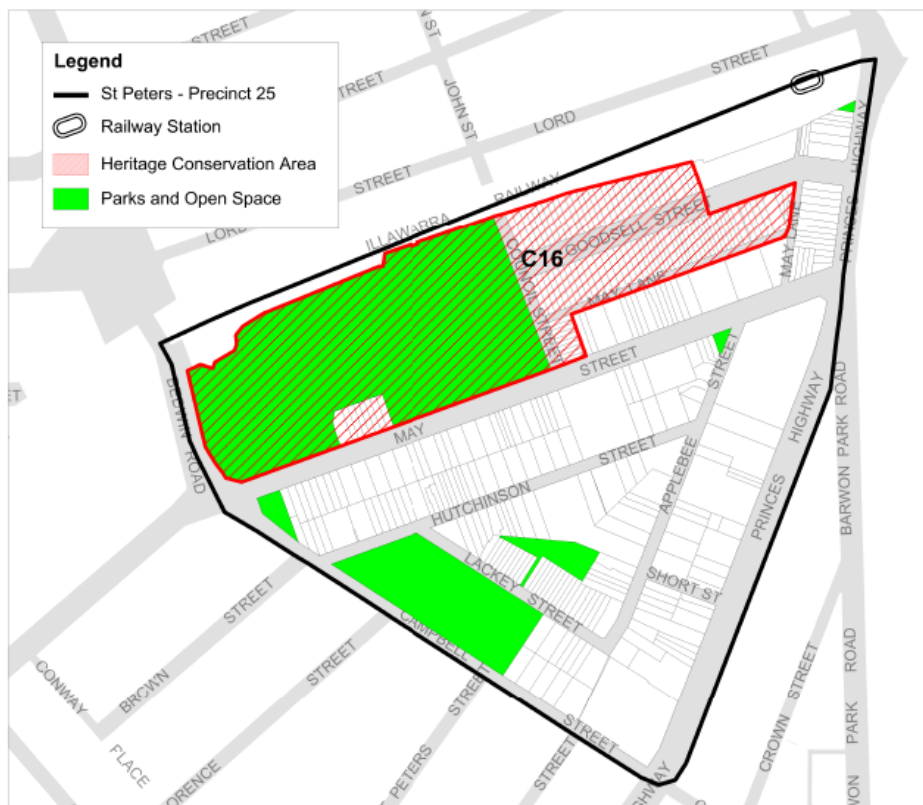




## Part 9 Strategic Context

### 9.25 St Peters Triangle (Precinct 25)

#### Map of precinct



#### 9.25.1 Existing character

This precinct is located on the eastern edge of the land where this DCP applies between the Princes Highway, Campbell Street and the Bankstown Rail Line.

It is close to Sydney Airport, Port Botany and Newtown Town Centre. St Peters Rail Station is located at the north-eastern edge of the precinct.

Throughout the 19th and early 20th centuries St Peters and adjoining Tempe were important brick making centres, while the area was an important supplier of raw materials for the building and development industry. The area's southern regions were abundant in suitable clay soils, as well as the timber needed to fuel the kilns, and swamps and river lands provided the necessary water supplies. As a result, chimney stacks such as the ones situated in Sydney Park dotted the skyline.

Today the precinct comprises a mix of residential and industrial buildings reflective of its historical development. The land uses within the precinct are mainly light manufacturing with a mix of uses such as local light industry and urban support services, retail, residential, freight and logistics, office, artist studios and creative industries. May Lane has become a focus for street art and the May Lane Art Project is an outdoor gallery space.

A variety of local open space and sports fields are available at Simpson Park and Camdensville Park with regional space in Sydney Park nearby. A portion of the western edge of the precinct to Campbell Street is reserved SP2 Infrastructure (Classified Road) while the Princes Highway is a major arterial road carrying over 40,000 vehicles per day.

While the surrounding streets of May Street, Campbell Street and the Princes Highway carry large volumes of traffic the internal streets of Hutchinson Street, Applebee Street and Lackey Street are narrow (approximately 10 metres wide) one-way streets with low traffic movements. The narrowness of streets and high level of built upon area generally contributes to a lack of street trees within the precinct. The exception to this is the street tree planting in Goodsell Street which contributes to its streetscape character.

Lots sizes range from 170m<sup>2</sup> for a typical terrace to 3,000m<sup>2</sup> for larger industrial sites. Building heights across the precinct range from single storey residential and industrial buildings to three to four storey commercial/industrial buildings and a recent six storey residential flat building on the southern corner of May Street and the Princes Highway. The predominant building height in the precinct is one to two storeys.

The precinct is located in the EC 1 East sub-catchment, which drains southwards to the Cooks River. This precinct contains the Goodsell Estate Heritage Conservation Area and Lackey Street & Simpson Park, St Peters Heritage Conservation Area.

### 9.25.2 Desired future character

The precinct was identified in the *Marrickville Urban Strategy 2007* as an investigation area for redevelopment of industrial land into a new centre (potential village), with improved access to shops, services and transport for new residential development, increased housing choice and employment. However, it was acknowledged that the precinct would require initial investigation then comprehensive masterplanning to understand its potential capacity for housing and employment.

In 2009 a masterplan for the precinct was developed with the following vision:

*“A place which is sustainable in the way it functions, in the way that it reinvigorates and re-uses existing buildings and structures, the way that it makes the most of its proximity to the railway line and public transport and in the way that it connects with the natural environment within and beyond its boundaries.*

*A place which retains its ties with the community and which establishes an exemplary urban environment.*

*The unique qualities and possibilities for St Peters Triangle will realise a vital, mixed use precinct which complements and supports its neighbourhood and its cultural setting.”*

The desired future character for this precinct is:

1. To retain existing character buildings (groups or rows) and adapt, recycle and blend new with old.
2. To protect the identified Heritage Items within the precinct.
3. To enhance existing streets, lanes and open space.
4. To improve pedestrian amenity and link the series of open spaces within the precinct via new pedestrian links.





5. To create new active and mixed use streetscapes with May Street to be the central activity street within the precinct.
6. To link St Peters Rail Station more effectively to the precinct.
7. To support and extend creative laneways.
8. To encourage new hubs of activity along Hutchinson Street, Applebee Street and May Lane for live/work and creative uses.
9. To create a special site (for example, a village square, community garden or open air market that supports local artists) in the centre of the triangle to integrate the surrounding creative industry and uses with local residents.
10. To provide building heights to fit the context with restricted heights on narrower streets and laneways and taller buildings along the Princes Highway, May Street and Campbell Street.
11. To develop building envelopes to strongly define existing streets and laneways.
12. To identify signature development opportunities along the Princes Highway (at the Campbell Street and King Street intersections) to help define the precinct along this major road.
13. To integrate design excellence and sustainability across the precinct and within individual buildings and open spaces/public domain.
14. To protect the identified values of the Goodsell Estate Heritage Conservation Area.
15. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
16. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

As a mixed use precinct, the St Peters Triangle could provide urban support services and light industry, as well as an expanded service industry role. Other suitable future industries could include research and development, peak body representation, non-government organisations and creative industries.

Opportunities for low cost space to assist start-up and creative businesses/industries and for community services are envisaged within the area.

The choice of zones, introduction of live/work and creative industries provisions and the following DCP controls should encourage the retention of light industrial activities and minimise land use conflict between residential housing and employment activities. Careful and innovative design will be needed for future development to achieve the outcomes sought for the precinct.

### 9.25.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 16: Goodsell Estate Heritage Conservation Area (C16) and HCA 37: Lackey Street & Simpson Park, St Peters Heritage Conservation Area (C38). Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.25.3.1 HCA 16: Goodsell Estate Heritage Conservation Area (C16)**

The Goodsell Estate Heritage Conservation Area is historically significant for demonstrating the principles and patterns of the LGA's development from colonial to contemporary eras.

The area contained many brick and pottery works including Frederick Goodsell's Steam Brick Factory (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terraces facing May Street were built by Goodsell and occupied by brickmakers. The HCA also includes a property at 665 Princes Highway which predates the Goodsell Estate subdivision. It also contains a small collection of Victorian shops located at 9 May Street and along the Princes Highway.

The HCA is historically significant for the pattern of the built forms that responded to the progressive release of land for development. The terrace groups in the area were built as a result of successive land releases and demonstrate the patterns of subdivision and development in the area.

The HCA is aesthetically significant for its narrow and dense streetscape development of 19th and early 20th century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. These establish a tightly described street wall which creates a sense of intimacy and privacy, emphasised by the mature fig trees at the eastern end of the streetscape which contribute positively to the aesthetic values of the area.

The HCA demonstrates the range of modest housing available to the Victorian worker and contributes to the evidence of the evolution of the terrace typology the area throughout the second half of the 19th century to its final form before being superseded by the suburban cultural landscape.

The key period of significance for the Goodsell Estate Heritage Conservation Area is 1869-1957.

**C1** HCA 16 Goodsell Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 16 Goodsell Estate Heritage Conservation Area include:

- b. Victorian Italianate. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** Camdenville Park must be retained as open space.

### **9.25.3.2 HCA 37: Lackey Street & Simpson Park, St Peters Heritage Conservation Area (C37)**

The Lackey Street/Simpson Park Heritage Conservation Area is of local historical significance for its late Victorian period (1880s) subdivision pattern, which was constrained by the pattern of the earlier 1862 subdivision 'The Brompton Estate', and for its long row of terraces (19-53 Lackey Street) built 1882-1884 by local builder William Salisbury Baker as working class housing.

The Lackey Street terraces are of aesthetic significance as local representative examples of late 19th century working-class Victorian Filigree style terrace housing, of particular aesthetic interest for their open space setting at both front and rear (with Simpson Park at the front and public open space at the rear), and as a long continuous row of identical terraces interrupted only by the access lane to the open space at the rear.



As Lackey Street is narrow, the terraces are built with verandahs and balconies to the street alignment, and the Ficus trees along the street frontage of Simpson Park overhang the street, Lackey Street presents a distinctive streetscape.

The Heritage Conservation Area is considered locally rare as an unusually long row of late 19th century terraces with open space to both front (Simpson Park) and rear. Simpson Park, created in 1924, is considered a relatively rare example of a park resulting from local community action to provide open space in a working class area in the early 20th century.

The core period of significance for the terrace housing in Lackey Street is late 19th century (1880-1900).

**C3** HCA 37 Lackey Street & Simpson Park, St Peters Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 37 Lackey Street & Simpson Park, St Peters Heritage Conservation Area include:

- b. Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.

**C4** Simpson Park must be retained as open space

**C5** The public open space to the rear of the terraces (accessed via a laneway between terraces at Nos. 35 & 37 Lackey Street) must be retained as open space.

#### 9.25.4 General objectives

- O1** To implement the masterplan to revitalise the uses of the precinct to create a vital mixed use area that complements and supports its neighbourhood setting while establishing a unique and diverse community.
- O2** To ensure design excellence and sustainability are implemented across the precinct as it redevelops.
- O3** To ensure the efficient and orderly development of the precinct.

#### 9.25.5 Masterplan Area (MA 25.1)

**C6** Development within the Precinct must be implemented in accordance with the masterplan as shown in Figure 25.1 and the development controls detailed in this section of the DCP.

**NB** Other sections of the DCP will also remain relevant for example car parking, accessibility.



## ILLUSTRATIVE MASTER PLAN

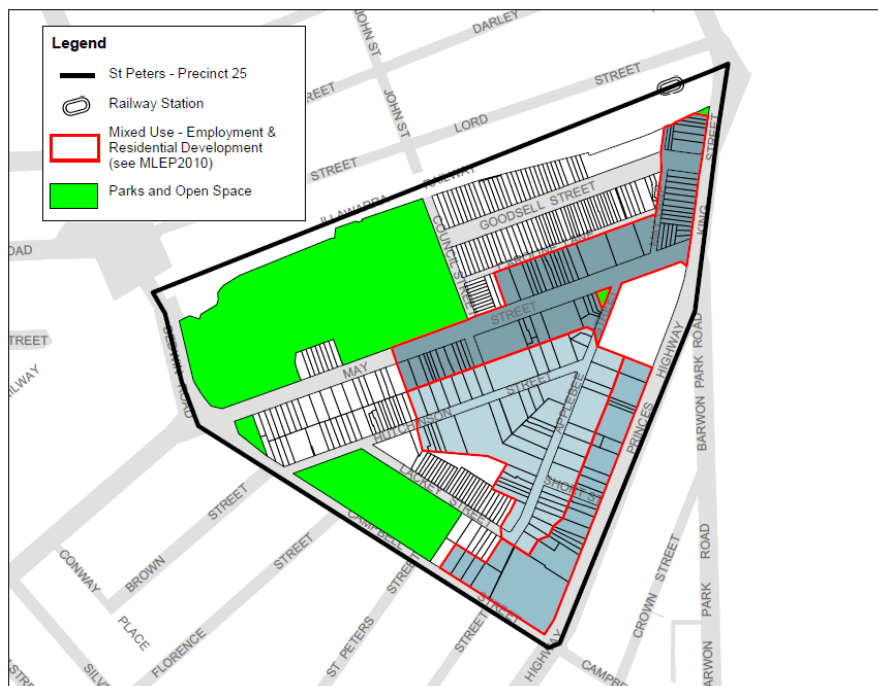


Figure 25.1: St Peters Triangle Precinct masterplan



### 9.25.6 Precinct-specific planning controls

The precinct has specific controls which permit residential development above an employment generating use. The following map provides a simple overview of the areas within the precinct where both residential and employment activities can take place under Inner West LEP 2022 (the colours represent the underlying land use zones).



### 9.25.7 Traffic and access

- C7** Development within the precinct must generally conform to the traffic and access strategy as shown in Figure 25.2.
- C8** The shared zones proposed in Figure 25.2 must be incorporated in new development.
- C9** Additional pedestrian links, in particularly those from Hutchinson Street through to May Street, Camdenville Park and St Peters Rail Station must be created as the precinct redevelops and development applications are lodged.





Figure 25.2: St Peters Triangle masterplan traffic and access strategy

## 9.25.7.1 Traffic and access guidelines

- Hutchinson Street, Lackey Street, Applebee Street and part of May Lane must be maintained as one-way streets to help minimise traffic and must be altered to create shared zones where the pavement is taken from property line to property line. This allows greater flexibility of use, particularly where sharing between truck and car parking, traffic and bicycle movement and pedestrian activity.
- Vehicular entry points must generally conform to those shown in Figure 25.2 to encourage the amalgamation of lots and to:
  - Limit the number of vehicular crossings along May Street and minimise interference with pedestrians in this new activity spine;
  - Manage vehicular access along the Princes Highway and Campbell Street; and
  - Minimise traffic volumes by providing access to new development via new linkages without the need to travel through Hutchinson or Lackey Streets.



3. Pedestrian entries to buildings must be predominately located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts.
4. To maintain active street frontages and good streetscape design, vehicle entry points must be as narrow as possible (a maximum driveway width of 6 metres is suggested).
5. Adequate separation distances between vehicular entries and street intersections must be planned and incorporated into design proposals.
6. New higher density development requiring car parking should locate parking underground.

**NB** *Council encourages integrated transport solutions and supports low parking provisions close to rail stations and bus stops.*

### 9.25.8 Public domain strategy

**C10** Redevelopment within the precinct must contribute to the achievement of:

- i. Additional pedestrian linkages (as shown on Figures 25.1 and 25.2) to improve connections between the existing and established surrounding 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 Figures 25.6 for further details);
- ii. Public domain enhancements (with improvements to traffic management, footpaths, business frontages and street lighting) particularly along the shared zones and laneways to prioritise walking;
- iii. 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;
- iv. Improved pedestrian routes; and
- v. 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.



### **9.25.8.1      *Shared zone guidelines***

#### **Key characteristics of a shared zone**

- i. A driver must give way to any pedestrian in the zone;
- ii. Traffic loads are generally less than 500 vehicles per day; and
- iii. Speed limit is 10km/h.

#### **Attributes of a typical share zone**

- i. No definition between pedestrian and vehicular zone;
- ii. No kerblines;
- iii. Change of paving indicates parking areas;
- iv. Low traffic volumes, high pedestrian activity; and
- v. Building uses open towards/spill out onto the zone (for example café tables and chairs).

#### **Application**

- i. Allows greater flexibility for use of road space;
- ii. Loading and parking zones can be defined;
- iii. Ability to introduce street trees;
- iv. Ability to introduce two way bicycle activity;
- v. Supported in principle by Inner West Council; and
- vi. Subject to final RMS approval.



Figure 25.3: Creation of shared zones.

*The series of images illustrate Applebee Street (showing before and after) and how paving continuously between property boundaries gives more room for vehicle parking as well as passing traffic whilst still allowing for landscaping and for pedestrians to share the space.*

**NB** While Council and the RMS have given in-principle support for the shared zone, early approval from Council's Pedestrian, Cyclist and Traffic Calming Advisory Committee will be essential.

### 9.25.9 Site amalgamation

To achieve the objectives of the masterplan, site amalgamations will be required within the precinct. The required amalgamation pattern is provided in Figure 25.4 and is a guide to supporting redevelopment within the building envelopes and height, floor space and built form controls of the masterplan.

#### Objectives

- 04** To encourage redevelopment and increased densities along certain streets within the precinct to support mixed uses comprising residential, light industrial and/or commercial uses of high quality and amenity.
- 05** To enable the height and FSR controls for the precinct to be achieved through site amalgamation.

### Controls

- C11** The redevelopment of allotments must wherever possible conform to the amalgamation pattern in the control diagram in Figure 25.4.
- NB** *Figure 25.4 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.*
- C12** For May Street and Hutchinson Street key amalgamation criteria include:
- Three to six properties for amalgamation;
  - 25 metres to 30 metres of street frontage once amalgamated; and
  - 1,000m<sup>2</sup> to 1,200m<sup>2</sup> in area.
- C13** For the Princes Highway (and Applebee Street) key amalgamation criteria include:
- Amalgamated lot boundaries that correspond with the desired through site links where possible;
  - Dual street frontage of 40 metres to 50 metres once amalgamated; and
  - 2,000m<sup>2</sup> to 4,000m<sup>2</sup> in area.
- C14** Amalgamation of allotments must not result in any 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.
- C15** Notwithstanding amalgamation provisions within Figure 25.4 land zoned B7 Business Park may be developed without site amalgamation to facilitate small scale live work developments. However, it should be noted that the height and FSR controls within the Masterplan may not be able to be achieved without site amalgamation.
- C16** In order to achieve the maximum built form controls contained in MLEP 2011, properties identified as part of an indicative minimum site amalgamation in Figure 25.4 must be consolidated with all the other properties that form part of that indicative minimum site amalgamation.
- NB** *Height and FSR controls may not be able to be achieved without site amalgamation as indicated in Figure 25.4.*
- NB** *For other areas in the precinct, amalgamation is not necessary. Lower scale, fine grain development is to be retained, and the adaptive reuse of buildings is encouraged to retain the character of the area. This includes some existing larger sites (see Figure 25.4) which are suitable for redevelopment without amalgamation.*



Indicative minimum site amalgamation  
Existing housing (to be retained)  
Amalgamation preferred but not required  
Larger site where amalgamation is not required  
Classified road reservation



Indicative minimum site amalgamation  
Existing housing (to be retained)  
Amalgamation permitted but not required  
Larger site where amalgamation is not required  
Classified road reservation

Figure 25.4: Site amalgamation

## 9.25.10 Built form

Building heights, setbacks and articulation influence development to ensure it fits within its desired future context. This context is represented by the masterplan.

The following sections provide controls relevant for those development standards and the achievement of high amenity (both internal and external), provision of open space and a safe, accessible environment.

### 9.25.10.1 Floor space ratio (FSR)

The FSR controls for the precinct have been determined to achieve the desired future built form.

- C17** The maximum FSR for any development must be consistent with the standards prescribed on the MLEP 2011 Floor Space Ratio Map.

### 9.25.10.2 Building height

Building heights are shown in metres on the MLEP 2011 Height of Buildings Map. Heights are shown in storeys in Figure 25.5 for this precinct. This section should be read in conjunction with the prescribed building heights in MLEP 2011 and the indicative street sections in Section 9.25.11.

- C18** The heights of proposed buildings must conform to the controls in Figure 25.5. The height is expressed in number of storeys.
- C19** Building heights must be read in conjunction with the indicative street sections 1, 2 and 3 in Section 9.25.11.

### Guidelines for height controls

Key features of the height controls are:

1. Opportunities for greater building height exist along the Princes Highway, particularly towards the rail station. Site frontage and proximity to the Princes Highway provides an opportunity to increase the scale of development without adversely impacting on existing adjacent residential dwellings.
2. Development must respond in part to the existing heritage scale of buildings in the Goodsell Estate Heritage Conservation Area.
3. Development must relate to the surrounding character of residential housing that is to be retained.
4. The transition between taller development and the adjacent lower scaled buildings must be done with development of an intermediate scale.
5. All development must be sited entirely within the building footprint area.

To assist applicants Table 1 provides an equivalent building height (metres) to storey height.

Table 1: Relationship with height in metres with number of storeys

Storeys	Height (m)
Two storeys (with minor third storey)	9.5
Three storeys	14
Four storeys	17
Five storeys	20
Six storeys (applies to pop-up zone and area north of May Street)	23
Seven storeys	26

- NB** While a maximum building height has been set under MLEP 2011 it does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there will be times when a building height may need to be reduced.



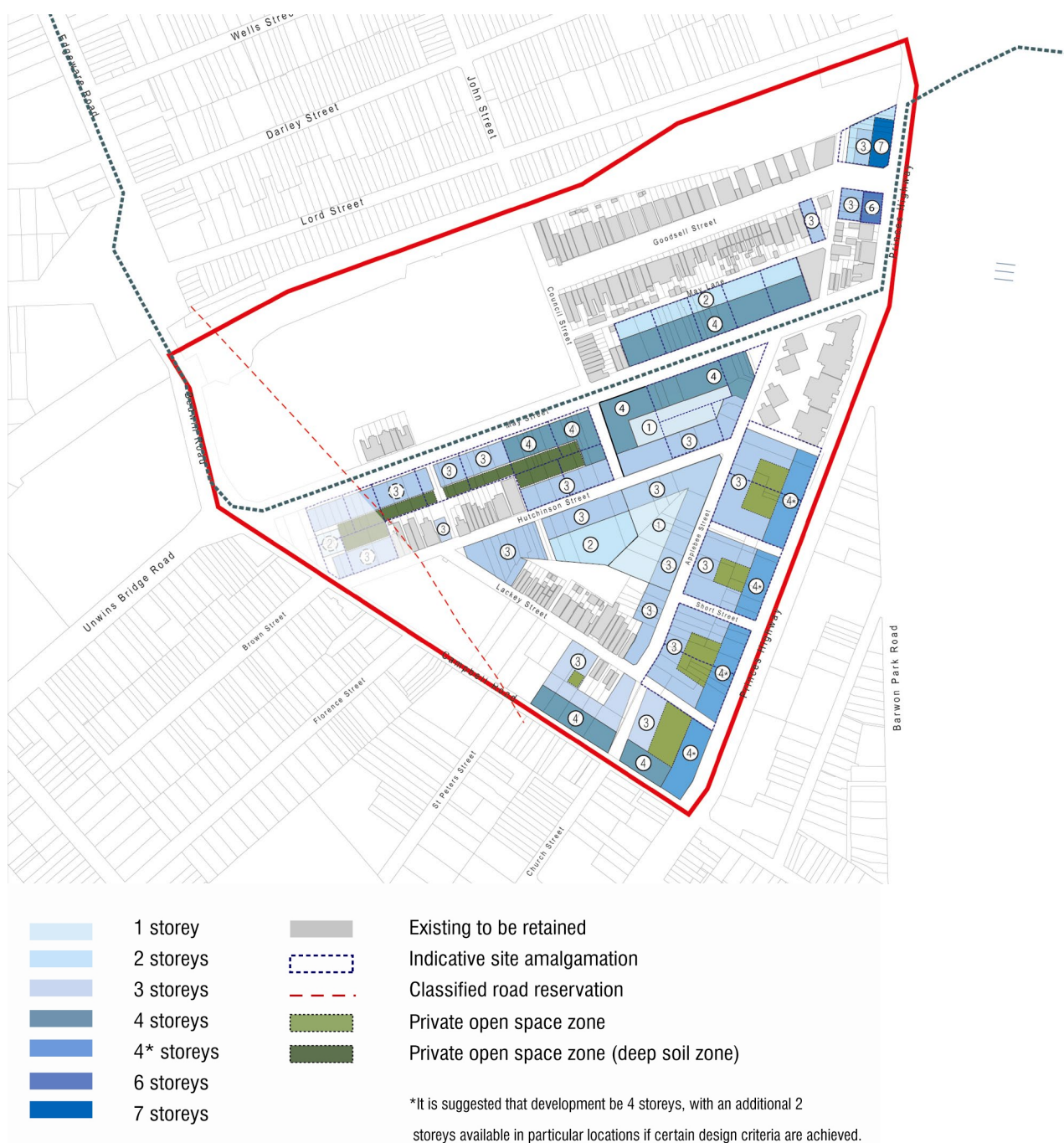


Figure 25.5: Height of buildings

### 9.25.10.3 Public domain interface

#### C20

The redevelopment of allotments within the precinct must conform to the control diagram in Figure 25.6 in regards to:

- The location of active land uses and frontages at ground level;
- The location of publicly accessible and dedicated pedestrian links;
- Ground setbacks and upper rear setbacks to protect amenity;
- Interface/articulation areas required for new development;
- The location and extent of a pop-up zone providing an additional two storeys upon satisfactorily demonstrating appropriate built form outcomes;
- The location and extent of private open space; and

- vii. The location and extent of a new shared road dedication through to May Street.

**NB** *These controls must be read in conjunction with the built form controls shown in Figure 25.7 and the following guidelines. The dimensions are expressed in metres.*

### Guidelines for buildings and the public domain

1. Open space must be consolidated in the middle of the block to form useful landscaped spaces for residents (that is, central courtyards).
2. Street setbacks must be reinforced with new street trees and general landscape improvements.
3. New streets, through-site links and nominated breaks in the building form are required where indicated in Figure 25.6 to improve access throughout the precinct and enhance links, particularly to the rail station.
4. All building setbacks as indicated on Figure 25.6 must follow the alignment of streets. Street setbacks must be measured from the street boundary to the outside edge of the building to improve street landscape character.
5. To reduce the apparent scale of a building in relationship to adjacent existing development (character housing), the upper floors must be set back from the lower floors of the building where indicated.
6. Secondary upper level setbacks must reinforce the desired scale of the buildings on the street.
7. To achieve compatibility between existing housing stock (to be retained) and new development, interface zones must be applied to new development to help respond to adjacent housing. This includes built form elements (such as height or facade articulation) and landscape features (planting, fences or walls).
8. Build to lines must be observed where a consistent street edge needs to be reinforced. These build to lines include the articulation zone (balconies, bay windows or shading devices).
9. Street setbacks defined as a percentage of a build to line (for example, 80% build to frontage at street alignment) encourage the modulation of long building facades.
10. To ensure development positively contributes to the public domain and streetscape, development must front onto primary streets, incorporating, where possible, street level active uses. The building design must also avoid the occurrence of long sections of blank walls at the ground level.
11. Development facing through-site links must be built to the street alignment and must acknowledge that those through-site links are active spaces that reflect a continuity of streetscape.
12. Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection and must be integrated with the building design. Awnings will encourage pedestrian activity along streets and, in conjunction with active edges such as retail or commercial frontages, will help support and enhance the vitality of the area.



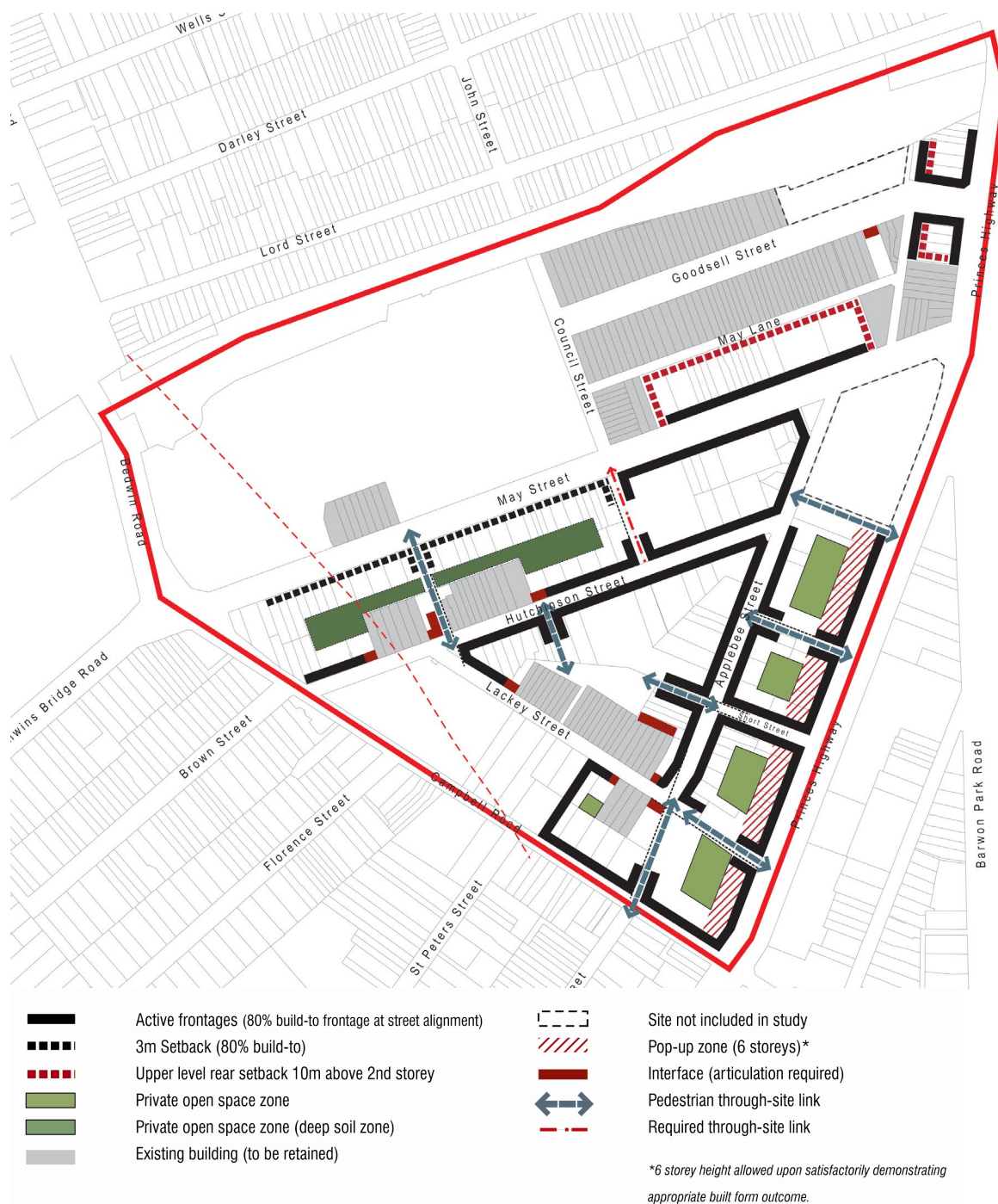


Figure 25.6: Buildings and the public domain

#### 9.25.10.4 Internal amenity, private open space and pedestrian links

- C21** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram(s) in Figure 25.7. The dimensions are expressed in metres.
- NB** The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.
- NB** These controls must be read in conjunction with the built form controls in Figure 25.6 and the following guidelines.

### Guidelines for building depth, open space and deep soil zones

1. The depth of buildings (the dimension measured from front to back from the street to the inside of the block) must be restricted to an 18 metres – 22 metres (glass line to glass line) maximum to provide good amenity, cross ventilation, and to limit the bulk of buildings.
2. Building depth must relate to building use. Mixed use commercial buildings, for example, are permitted to have deeper commercial or retail floors. Similarly, residential uses are restricted to a maximum of 18 metres depth to ensure good ventilation.
3. Communal open space should typically be shown behind building envelopes in mid-block locations for the shared use of residents.
4. The provision of open space (of appropriate size and proportion) must be configured and designed to be usable and attractive and to provide a pleasant outlook and amenity.
5. Deep soil zones for mixed use areas must be accommodated where context and site conditions allow. Deep soil zones refer to areas of natural ground where relatively natural soil profiles can be retained within a development. Areas of deep soil must be provided (where indicated) to improve the amenity of developments through the retention and/or planting of large and medium size trees and for stormwater management purposes.



Figure 25.7: Internal amenity, private open space and pedestrian links

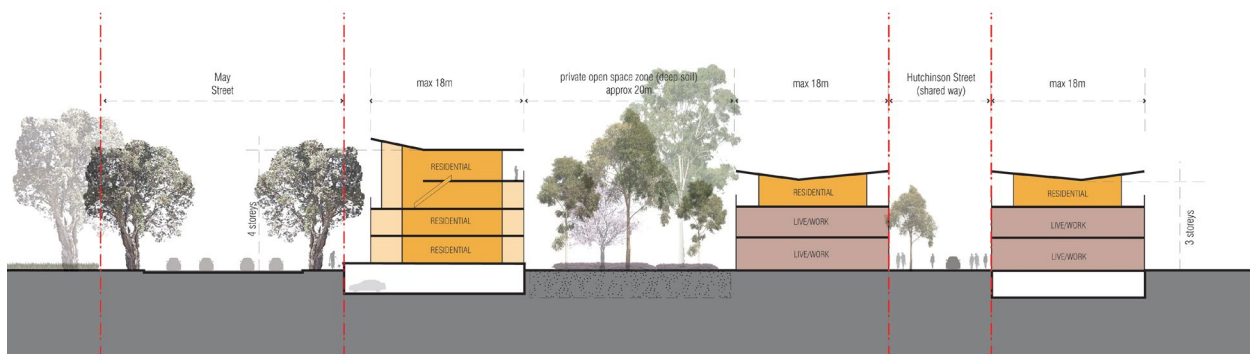
### 9.25.10.5 Landmarks and gateways

The redevelopment of allotments on the corner of Campbell Street and the Princes Highway and King Street and the Goodsell Street as signature sites must incorporate landmark features.

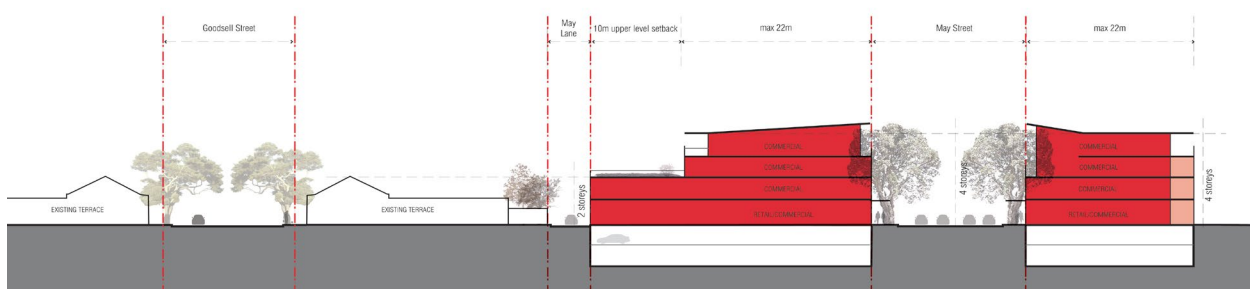
### 9.25.11 Indicative street sections

The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections indicate what the built form controls are intended to create while acknowledging the existing character of the area.

## PART 9: STRATEGIC CONTEXT



Street Section 1 – May Street to Hutchinson Street



Street Section 2 – May Lane to May Street



### Street Section 3 – Applebee Street to the Princes Highway

- NB** *Two storey pop-up elements must have a maximum building footprint of 400m<sup>2</sup> (approximately 20 metres x 20 metres). Separation between pop-up elements must be a minimum distance of 20 metres to ensure daylight access, visual privacy and acoustic privacy for residents.*
- NB** *Building separation refers to the distance between balcony to balcony or external wall to external wall.*
- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



# 9.26

## STRATEGIC CONTEXT BARWON PARK









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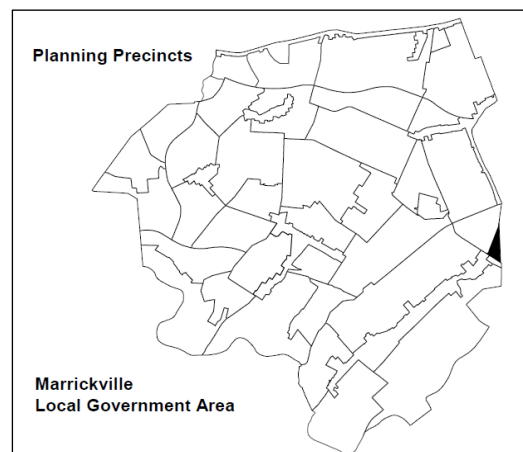
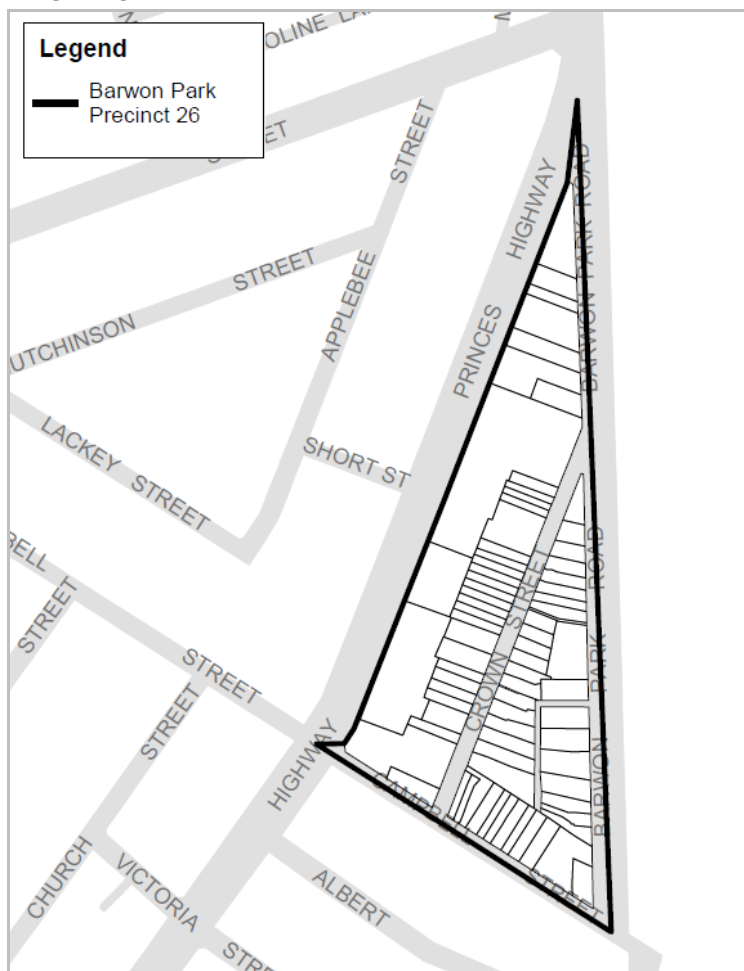




## Part 9 Strategic Context

### 9.26 Barwon Park (Precinct 26)

#### Map of precinct



#### 9.26.1 Existing character

This precinct is located in the eastern part of the land where this DCP applies within the suburb of St Peters. It is triangular in shape and is bounded by the Princes Highway to the west, Barwon Park Road to the east and Campbell Street to the south.

The pattern of uses within the precinct consists of the remnants of earlier residential use in the area, and light industrial and commercial uses that have evolved over time. This has resulted in a mix of building types and forms. The area is surrounded by a variety of residential, industrial and commercial land uses to the south and west, and is adjacent to the regional open space of Sydney Park to the north and east.

Along the major arterial road of the Princes Highway the larger allotments accommodate various commercial, light industrial and retail uses. In the centre of the block is a more recent mixed use development with a height of four storeys and consisting of residential apartments with retail at ground floor level.

The intersection of the Princes Highway with Barwon Park Road is currently open and highly visible, and presently contains a service station. The intersection with Campbell Street contains an unremarkable building presenting blank facades to both roads.

The land subdivision pattern along Barwon Park Road varies from medium size allotments at the southern end that are industrial or commercial in use, to smaller blocks south of the intersection with Crown Street, some of which are residential and others commercial. The outlook to Sydney Park offers pleasant vistas, although this is interrupted in part by the City of Sydney Council works depot.

Campbell Street is a busy and restricted thoroughfare with frequent truck movements. It is fronted by a mix of residential terraces and villas, and the blank sidewalls of commercial/industrial uses fronting the Princes Highway and Crown Street. The Victorian character of the terraces on the northern side of Campbell Street is intact, although they are generally in a poor state.

The Crown Street streetscape is the most intact of the precinct, consisting of older housing stock on relatively small allotments (albeit with some mixed commercial intrusion) and significant heritage potential.

### 9.26.2 Desired future character

The desired future character of the area is:

1. To allow a diversity of uses including retail, commercial and residential.
2. To utilise the regional open space resource of Sydney Park through encouraging development of residential flat buildings within the precinct and the conversion of existing light industrial buildings and warehouses to residential uses where these are worthy of retention.
3. To create a strong focal identity for the precinct at its northern gateway at the corner of the Princes Highway and Barwon Park Road, through future development consisting of an expressive corner building envelope that takes advantage of the relationship with Sydney Park.
4. To allow and encourage a greater scale of development fronting the Princes Highway and at the northern end of Barwon Park Road, whilst ensuring new development is sympathetic to the low scale character of Crown Street.
5. To retain the historic value and residential character on Crown Street by retaining a primarily lower scale residential street, and encouraging the preservation of the identified period buildings and sympathetic alteration or restoration.
6. To retain the existing Victorian terraces on Campbell Street which are a remnant of the original streetscape, and ensure that new development on this street complements the existing character defined in part by the existing residential terraces, and is complementary in both scale and modelling on larger sites at either end.
7. To ensure that new development at the junction of the Princes Highway with Campbell Street includes buildings that define the street corner.
8. To ensure that ground floor non-residential uses have active fronts facing onto major street frontages to contribute to a vibrant and safe streetscape.
9. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments, particularly where fronting the Princes Highway and Campbell Street.
10. To ensure that the design of future development protects the residential amenity of adjoining and surrounding properties.



11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.

### 9.26.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.26.4 Precinct-specific planning controls

#### 9.26.4.1 Building height

The following maximum height limits relate to the building heights (in metres) and floor space ratio controls set in MLEP 2011.

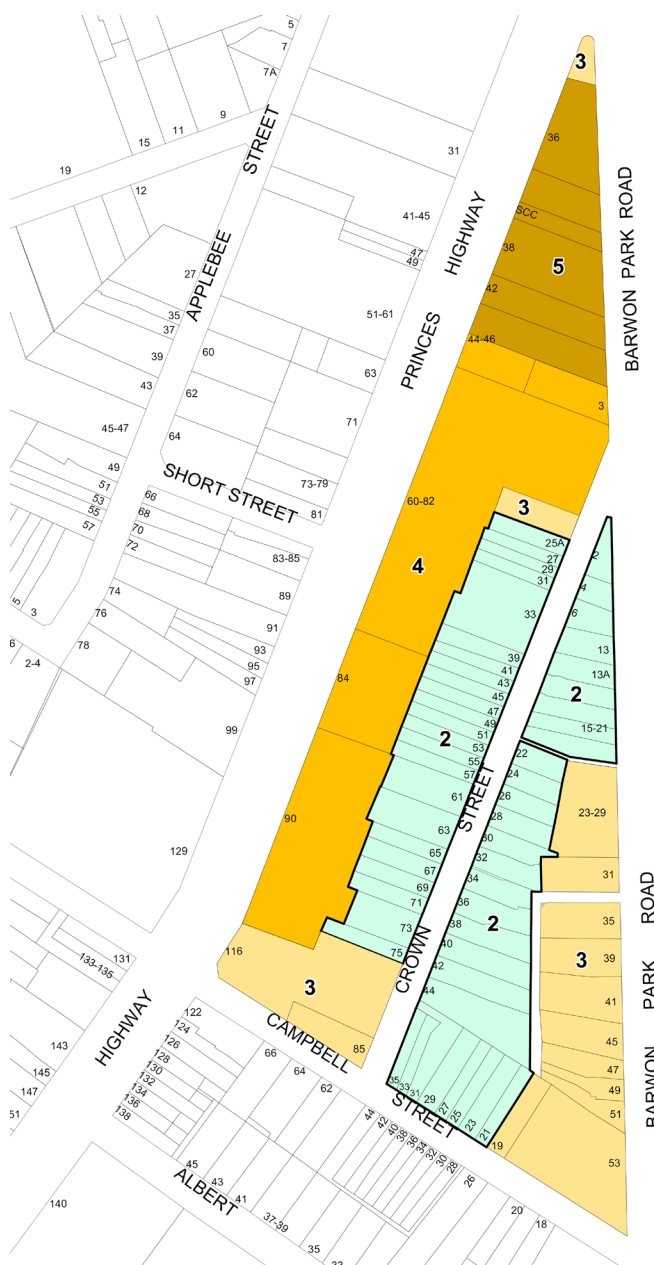
The heights of proposed buildings must conform to the controls in Figure 26.1. The height is expressed in number of storeys.

Five storey buildings fronting the Princes Highway are to have the fifth level and roof (including any open pergolas) set back from the external wall of the floor below by a distance of 3 metres, measured from the building alignment facing the Princes Highway.

#### Guidelines for height controls

1. The permitted building heights provide redevelopment opportunities for larger sites and for sites constrained by environmental factors such as traffic noise and poor ground floor amenity.
2. Opportunities for greater building height exist along the Princes Highway, however the design of new development must respect other buildings for retention. Upper level setbacks are to reinforce the desired scale of the buildings on the street.
3. A larger scale building at the corner of the Princes Highway and Barwon Park Road will help define this acute corner and will signify the northern gateway to the precinct.
4. New development on the Princes Highway should respond in part to the scale and function of existing residential buildings on Crown Street.
5. The transition between taller development and adjacent lower scaled buildings must be done with development of an intermediate scale.

**NB** *While a maximum building height has been set under MLEP 2011 it does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there may be times when a building height may need to be reduced.*



**Figure 26.1:** Height limits in the Barwon Park Precinct

## 9.26.4.2 Public domain interface

The scale, form and use of buildings contribute to the public domain interface. Figure 26.2 shows how buildings should relate to the public domain.

The redevelopment of allotments within the precinct are to reflect the control diagram in Figure 26.2 in regards to:

- i. Build-to-lines and articulation for new development;
- ii. The location of active land uses and frontages at ground level.

## Guidelines for buildings and the public domain

1. Build-to-lines should be observed where a consistent street edge needs to be reinforced. These build-to-lines include balconies, bay windows and shading devices.



2. Street setbacks defined as a percentage of a build to line (for example, 80% build-to frontage at street alignment) encourage the modulation of long building facades.
3. To ensure development positively contributes to the public domain and streetscape, development must front onto streets, incorporating, where appropriate, street level active uses. The building design must also avoid the occurrence of long sections of blank walls at ground level.
4. Awnings are encouraged on new development fronting the Princes Highway (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection, and must be integrated with the building design. Awnings will encourage pedestrian activity along streets in conjunction with active edges such as retail or commercial frontages.



Figure 26.2: Public domain interface



## 9.26.4.3 Building form and massing

Along the Princes Highway, the street front portion of the building mass generally must be built to the predominant front building line, which will usually require alignment with the street front boundary (zero front setback) to reinforce a continuous street fronting building edge to the streetscape.

## 9.26.4.4 Boundary setbacks

A rear setback control applies to new development on properties fronting the Princes Highway as shown in Figure 26.3.

No part of any building shall protrude through a height control plane rising at an angle of 30° commencing at an elevation of 4.5 metres above ground level at the rear boundary, as demonstrated in Figure 26.4.



Figure 26.3: Where rear setback control plane is applicable

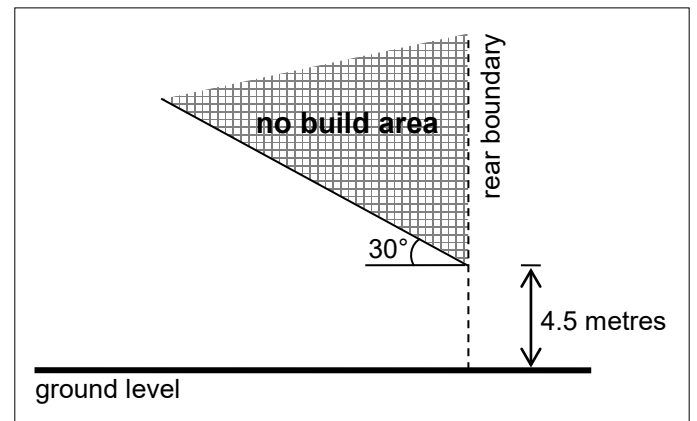


Figure 26.4: Rear setback control (section)



### 9.26.4.5 Buildings of Historical Significance

Figure 26.5 shows buildings of historical significance within the Precinct. Although these are not listed heritage items, they nonetheless signify the historical development of this area. Buildings include the Victorian housing stock on Crown Street and Campbell Street, the two storey Federation building at the northern end of Crown Street and the Art Deco electricity substation on the Princes Highway.



**Figure 26.5:** Buildings of historical significance

Alterations and additions to residential buildings should be in accordance with the design guidelines for period buildings in Part 4 Section 4.1 Low Density Residential Development of this DCP.

Sandstone kerbs in Crown Street should be retained and conserved.

### Guidelines for heritage conservation

1. Retention of the building stock identified in Figure 26.5 is generally encouraged, and should be addressed in any heritage assessment of redevelopment proposals.
2. Retention and replacement of appropriate materials, details and colours of architectural elements to the street facades is encouraged.

### 9.26.5 Site-specific planning controls

Nil

# 9.27

## STRATEGIC CONTEXT BARWON PARK SOUTH







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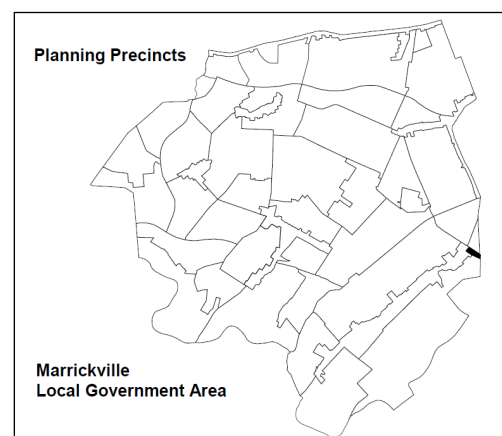
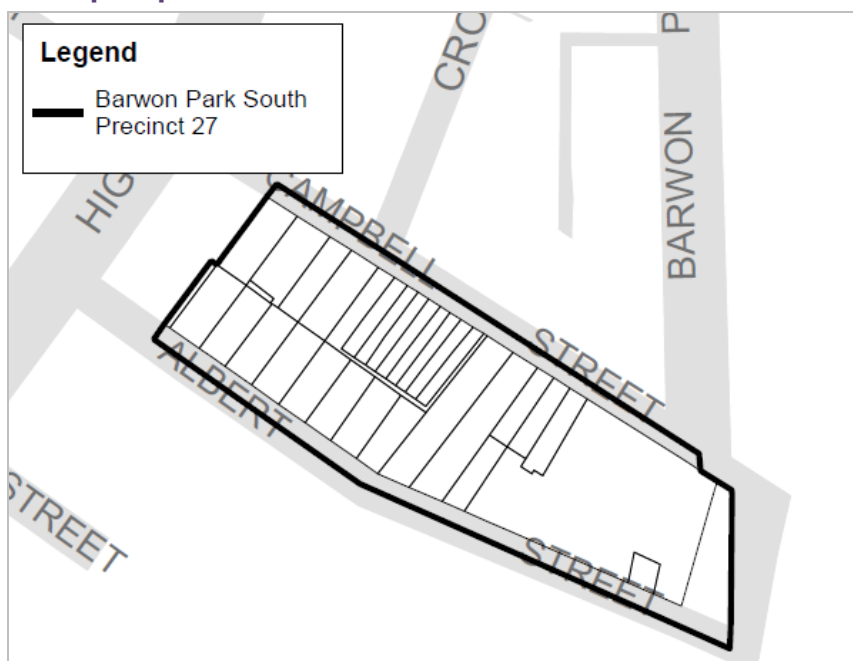




## Part 9 Strategic Context

### 9.27 Barwon Park South (Precinct 27)

#### Map of precinct



#### 9.27.1 Existing character

The precinct is located within the suburb of St Peters. This small precinct is bounded by Campbell Street to the north, the local government area boundary (with City of Sydney Council) to the east, the rear of commercial buildings along the Princes Highway to the west and Albert Street to the south. The precinct slopes in the general south eastern direction. The entire precinct is reserved SP2 Infrastructure (Classified Road). The subdivision pattern is irregular.

Campbell Street contains a mix of residential and industrial uses. These include a group of modest two storey Victorian terrace houses and vacant land which appears to be currently used for storage of material. Albert Street also contains a mix of land uses, including modest dwelling houses, factory buildings and vacant land lots used for storage.

Overall, the amenity of the precinct is poor, particularly for residents and pedestrians. Residential lots either contain a small setback or no setback from the road. The road carriageway is very narrow, despite being regularly traversed by large vehicles accessing the wider Alexandria industrial area. It also suffers due to its close proximity to the Princes Highway. The area generally contains no landscaping or open space, though it is located in close proximity to Sydney Park (located in the City of Sydney local government area).

There are no Heritage Conservation Areas contained within the precinct.

Though the precinct is located close to a small group of shops located along the Princes Highway between Campbell and Albert Streets, the majority of those shops appear to be closed or are no longer used for commercial purposes.

### 9.27.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To maintain single storey streetscapes that existing within the precinct.
3. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To improve the quality of the public domain for residents and visitors to the precinct through investigating opportunities for landscaping and other public domain improvements.

### 9.27.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.27.4 Precinct-specific planning controls

Nil

### 9.27.5 Site-specific planning controls

Nil

# 9.28

## STRATEGIC CONTEXT COOKS RIVER WEST







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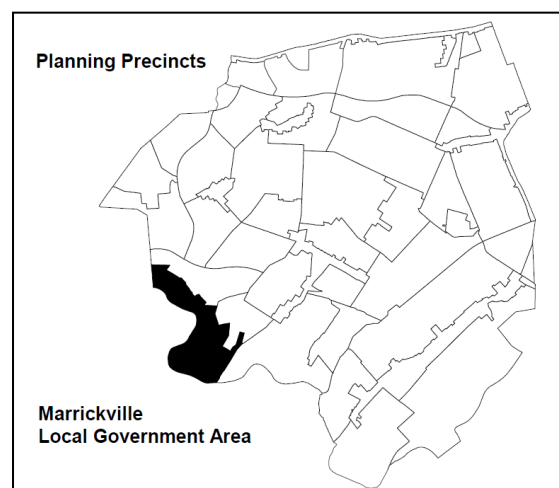
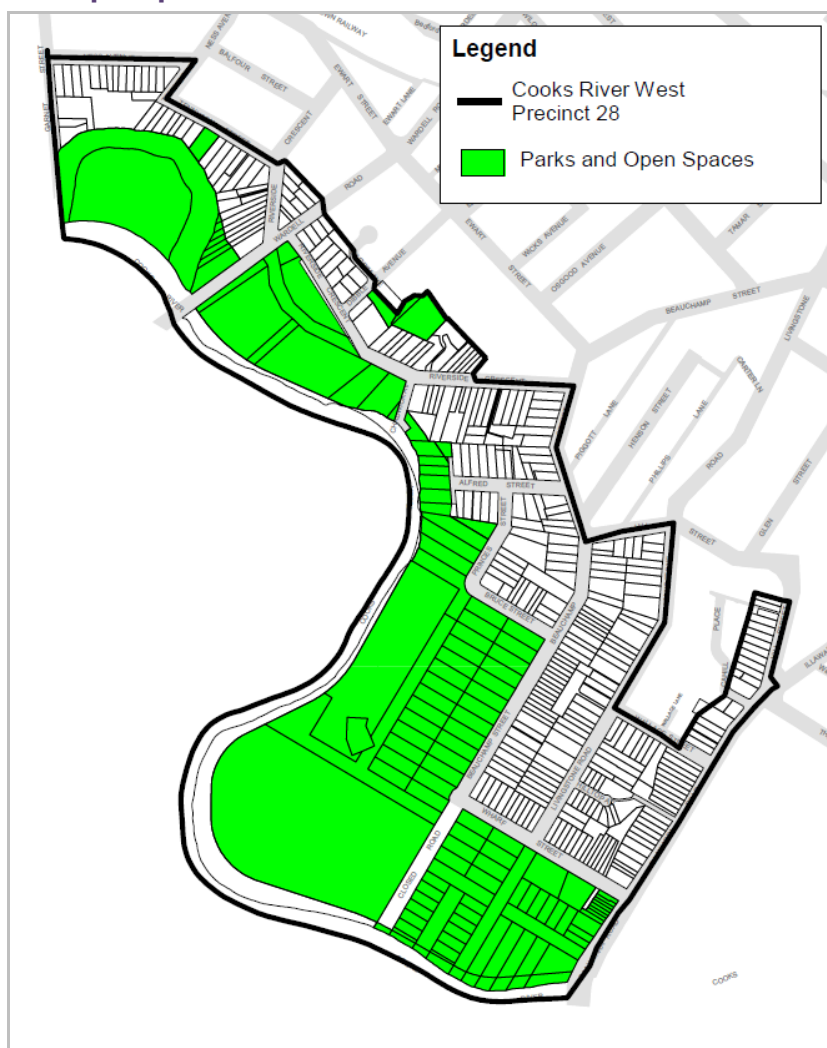




## Part 9 Strategic Context

### 9.28 Cooks River West (Precinct 28)

#### Map of precinct



#### 9.28.1 Existing character

This precinct is located at the south western corner of the suburbs of Marrickville and Dulwich Hill. It is bounded by the Cooks River to the south, Illawarra Road and Hill Street to the east, Wallace Street, Livingstone Road, Hill Street, Beauchamp Street, rear of properties fronting Riverside Crescent, Tennyson Street and Ness Avenue to the north and Garnett Street to the west. The main roads in this precinct consist of Illawarra Road and Wardell Road, which lead over the Cooks River and out of the Inner West local government area, and the southern end of Livingstone Road.

The precinct contains predominantly residential development, with some scattered commercial buildings located along Illawarra Road opposite Steel Park. The land-use pattern of the precinct consists mainly of low and medium density residential areas with some higher density buildings scattered throughout the precinct.



## PART 9: STRATEGIC CONTEXT

The subdivision pattern of much of the area is characterised by its relationship to the Cooks River and associated open space area. The precinct contains a mix of small and medium sized allotments and some large allotments which show signs of allotment consolidation, predominantly where residential flat buildings are located.

The streets are generally reasonably wide, though some become restricted through off-street parking on both sides of the road. The streets are characterised by native street tree plantings with several streets lined with mature paper bark trees. The footpaths are standard to narrow in width. Several of the streets, such as Beauchamp Street, Wallace Street and Livingstone Road, contain Depression-era brick footpaths.

The topography of the precinct is characterised by relatively steep sloping streets leading down to the Cooks River and Illawarra Road areas, from a ridgeline along Beauchamp Street and Livingstone Road. Some streets, such as Wallace Street and Beauchamp Street, slope steeply at their southern ends towards the Cooks River and Illawarra Road in a straight alignment. Other streets, such as Hill Street, follow a curving alignment downwards towards Illawarra Road.

From the ridgeline on Livingstone Road, regional views of Sydney Airport and Port Botany are available. A sandstone cliff face, resulting from a former quarry, is located at the rear of several properties fronting Illawarra Road, resulting in views being available from those elevated positions. Local views include to the Cooks River, the open space alongside both sides of the Cooks River and to the spires of the Greek Orthodox Church located on Livingstone Road, Marrickville.

The main areas of open space in the precinct are H.J. Mahoney Memorial Reserve, Marrickville Golf Club, public reserve land along the Cooks River at the rear of properties along Tennyson Street, and the Dibble Avenue Water Hole. Smaller open space areas in the precinct include the Princes Street Playground, the Alfred Street Playground and Tennyson Street Reserve. A Community Garden is also located within the grounds of the Marrickville West Primary School.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

Areas within parts of this precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The precinct contains a considerable amount of Federation and Inter-War detached and semi-detached dwellings. There are also some Victorian buildings, though those are not as common. The residential flat buildings scattered throughout the precinct are of Post-War construction. There are also examples of contemporary multi dwelling housing developments, particularly along Riverside Crescent.

The front setbacks are mixed, reflecting the mix of housing types in the precinct. Occasionally, buildings in the precinct have a large setback which is generally out of character with the rest of the street. Building materials are predominantly brick, with



some facades painted and rendered, and some of those buildings incorporate decorative sandstone elements into their design. The fences are predominantly low brick fences, with occasional timber picket and metal fencing. Off-street parking is generally provided on both sides of the street, with the exception of the southern side of Riverside Crescent adjacent to the Marrickville Golf Club.

There are no Heritage Conservation Areas contained within the precinct.

Private open space is characterised by soft landscaped front yards. These are generally well maintained and add to the overall quality of the streetscape.

### 9.28.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of building which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. Retain existing views and vistas to open space areas adjacent to the Cooks River and maintain public access to those areas.
7. To ensure that new development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
8. To preserve the predominantly low and medium density residential character of the precinct.
9. To ensure that new development considers all potential impacts to biodiversity.
10. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
11. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
12. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
13. To retain existing sandstone features of buildings within the precinct, which reflect the historical function of the area.
14. To retain and maintain Depression-era brick footpaths within precinct.

### 9.28.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.28.4 Precinct-specific planning controls

- C1** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.

- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.

### 9.28.5 Site-specific planning controls

Nil

# 9.29

## STRATEGIC CONTEXT SOUTH WESTERN MARRICKVILLE







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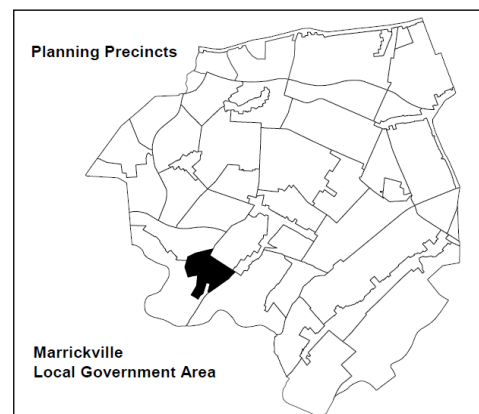
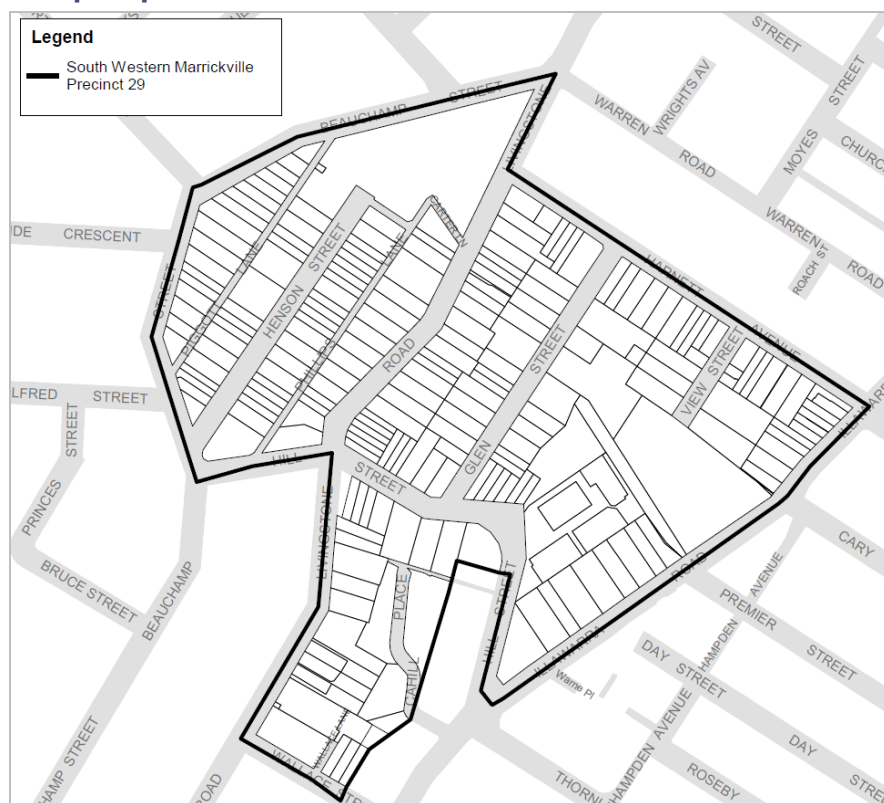




## Part 9 Strategic Context

### 9.29 South Western Marrickville (Precinct 29)

#### Map of precinct



#### 9.29.1 Existing character

This precinct is located towards the south western section of the suburb of Marrickville. It is bounded by Illawarra Road, Hill Street, Livingstone Road and Harnett Avenue. Major roads on the edge of the precinct include Livingstone Road and Illawarra Road. The precinct is a predominantly medium to high density residential area interspersed with collections of dwelling houses, and does not contain any dedicated commercial centres, though a service station and small café are located within the precinct.

The subdivision pattern is irregular and reflects the large number of residential flat buildings within the precinct. The subdivision pattern of the area bounded by Harnett Avenue, Illawarra Road, Hill Street and Glen Street contains larger, consolidated allotments interspersed between smaller allotments. The area bounded by Livingstone Road, Glen Street, Harnett Avenue and Hill Street generally contains smaller allotments. The major streets in the precinct predominantly run in a north-east to south-west alignment and follow a gently slope towards Illawarra Road and the Cooks River. Several other streets follow a north-west to south-east alignment and are generally much steeper.

The streets are fairly wide in width, and are characterised by predominantly native and medium sized street trees. Footpaths and nature strips are available on both sides of the streets. Some of the kerbs within the precinct are constructed of sandstone.

The topography of the area is characterised by relatively steep and winding streets sloping from a ridgeline on Livingstone Road (between Harnett Avenue and Hill Street) towards Illawarra Road and the Cooks River. This slope is particularly pronounced on Hill Street, Cahill Place and Wallace Street. Other streets have a more modest slope such as Glen Street and View Street.

From the ridgeline along Livingstone Road, regional views of the Cooks River and Port Botany are available. Certain properties within the precinct also have local views to Steel Park and the open space areas fronting the Cooks River.

The main areas of open space that service the precinct lie outside its boundaries, including Steel Park and open space fronting the Cooks River. Those areas are characterised by sporting fields in Steel Park and open space areas fronting the Cooks River, including the Marrickville Golf Club.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

Dwellings consist mainly of Post-War residential flat building developments, interspersed with older, period dwelling houses. The dwelling houses in the precinct are predominantly Federation era dwelling houses. There are also several contemporary multi dwelling housing developments within the precinct. The building setbacks are predominantly medium in size, and some of the residential flat buildings provide car parking hardstands within this area. Therefore, only some of the building setbacks are soft landscaped. The predominant building material is brick and the majority of the buildings have not been rendered. The fence material is also predominantly brick in keeping with the dominant building material. Generally, off street parking is also available within the precinct.

There are no Heritage Conservation Areas contained within the precinct.

Private open space is characterised by soft landscaped front yards, however this is not a feature of all buildings as often the front of a building is used for car parking purposes. Approximately half of all properties within this precinct contain soft landscaped front yards. Some properties also contain sandstone fences and retaining walls.

### 9.29.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.



5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly medium to high density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that new residential development responds to its setting and makes a positive contribution to the streetscape.
10. To encourage additional landscaping to developments to improve the visual amenity of this precinct, particularly the presentation to the street.
11. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
12. To ensure that high density development demonstrates good quality urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
13. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### **9.29.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.29.4 Precinct-specific planning controls**

Nil

### **9.29.5 Site-specific planning controls**

Nil

# 9.30

## STRATEGIC CONTEXT THE WARREN







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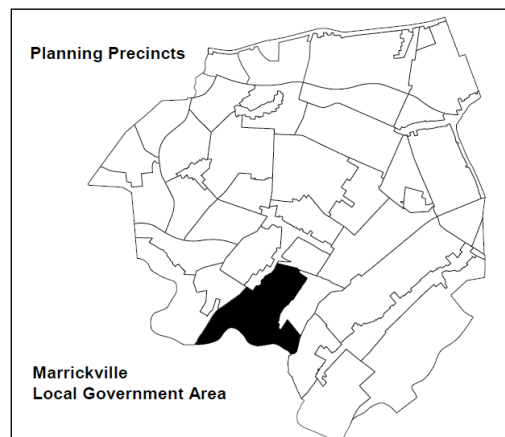
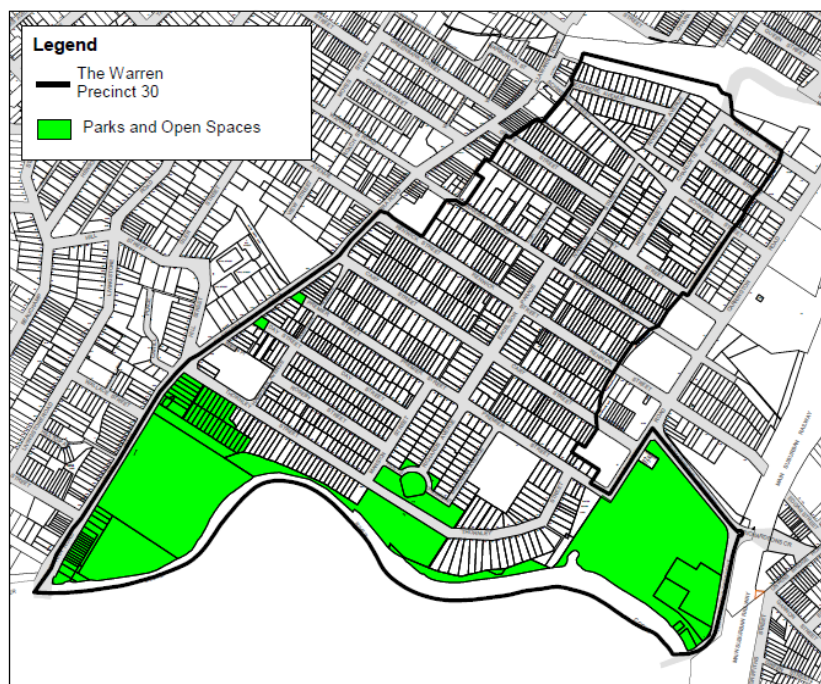




## Part 9 Strategic Context

### 9.30 The Warren (Precinct 30)

#### Map of precinct



#### 9.30.1 Existing character

This precinct is roughly bounded by railway land to the north, Illawarra Road to the west, Cooks River to the south and Carrington Road industrial area to the east. It includes the open space areas of Steel Park (located on Illawarra Road) and Mackey Park (Richardsons Crescent) located at the southern end of the Carrington Road industrial precinct.

The entire precinct sits on a ridge with the crest located roughly at the intersection of Renwick Street and Excelsior Parade. Land generally slopes away from the ridge towards Carrington Road and the Cooks River, though the land also falls away towards Illawarra Road and the railway line. Consequently, the majority of the precinct has been developed on sloping land and very few streets within the precinct are level. Divided roads and retaining walls are used throughout the precinct to terrace the sloping land. Due to its topography, the precinct affords a variety of views including towards the Sydney CBD, Port Botany and to the adjacent shore of the Cooks River in the Rockdale local government area.

Cary Street, Renwick Street, Warren Road and Schwebel Street run through the precinct in an east west direction connecting Illawarra Road with the Carrington Road industrial area. The streets in the southern section of the precinct are generally wide and provide for on street parking. Excelsior Parade, which runs in a north south direction, is particularly wide and provides for angled parking within the road reserve. However, streets in the northern part of the precinct are much narrower. On street parking in those streets essentially reduces many of those streets to one lane,

despite being a two way street. The majority of streets contain street trees and footpaths on both sides. Laneways are not common in the precinct.

The precinct is predominantly characterised by low density residential development, with the exception of clusters of residential flat buildings located along sections of Warren Road, Schwebel Street and Esk Street. The housing stock is very mixed and includes examples from Victorian, Federation, Inter-War, Post-War and modern developments. The building mix provides for an eclectic character within this precinct. Generally, the building stock is in good condition and shows high levels of modification, though not all modifications are sympathetic. In certain areas, it is evident that buildings have been designed to capture the area's expansive views.

The precinct contains a number of heritage items including 'Richardsons Lookout' and 'Ferncourt Public School'. Other heritage items within the precinct include the Cooks River Sewerage Aqueduct (listed on the State Heritage Register), Sewer Ventilation Stack located along Premier Street and several good examples of intact Federation and Victorian style dwelling houses.

The precinct's public domain is characterised by the consistent use of sandstone, particularly relating to road infrastructure such as divided roads, retaining walls and kerbs and guttering. It is also used in private properties predominantly as a fencing/retaining wall material. The substantial rock faced stone walling located in many streets within the precinct are heritage listed and provide a direct link to the area's quarrying history. The historical use of sandstone is highly significant and should be retained and maintained.

Open space areas along the banks of Cooks River are generally designated for public recreation purposes and used for active and passive recreation. Steel Park provides sporting fields, shaded play equipments and exercise equipment, as well as a large indoor sports facility. Mackey Park also provides active recreation areas.

It is considered appropriate to retain the predominantly low density residential character of the precinct. The exceptions to this include the Warne Place development (located on the corner of Illawarra Road and Thornley Street), the northern sections of Warren Road and Grove Street (between Stinson Lane and Esk Street) and the southern section of Schwebel Street (between Stinson Lane and Esk Street). Those areas contain pre-existing groups of older residential flat buildings. The latter areas are also well located close to Marrickville railway station.

The precinct also contains a development site formerly known as Warne Place. This site was previously masterplanned and a range of development controls developed for the site. The majority of the land contains a residential flat complex containing 106 dwellings with basement car parking for 140 vehicles. Warne Place is dominated by a sandstone escarpment quarried in the late nineteenth century. A fine sandstone retaining wall constructed as Depression Relief Works in the period 1931-37 tops the exposed quarry face on the north east and west boundaries of the site.

There are no Heritage Conservation Areas contained within the precinct. However this area maintains links to its history as a quarry, including remnant buildings, quarry sites and street names. It is essential that all remnant sandstone elements including retaining walls, sandstone cutting, divided roads and kerb and guttering be retained. New developments are encouraged to utilise sandstone within their design.



Many of the building modifications which have occurred to date are unsympathetic with their heritage values. Reversal of unsympathetic alterations and modifications is encouraged. The precinct also contains several examples of timber cottages which are considered rare for the area and should be retained.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

Thornley Street has been identified as a scenic protection area for its unique environmental features and landscape, cultural and scenic qualities including lookouts, rocky outcrops, cliff faces, remnant bushlands, steep slopes, natural watercourses and escarpments (as outlined in MDCP 2011 Section 2.14 Unique Environmental Features). Development within this area is to be managed to ensure that it does not adversely impact on any of its unique environmental features.

### 9.30.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that new development considers all potential impacts to biodiversity.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To ensure compatible development within the Thornley Street scenic protection area.
11. To ensure that new residential development responds to its setting and makes a positive contribution to the streetscape.
12. To encourage additional landscaping to developments to improve the visual amenity of this precinct, particularly the presentation to the street.
13. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
14. To retain and interpret evidence relating to the history of quarrying and Depression Relief Works in the precinct.

### 9.30.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.30.4 Precinct-specific planning controls

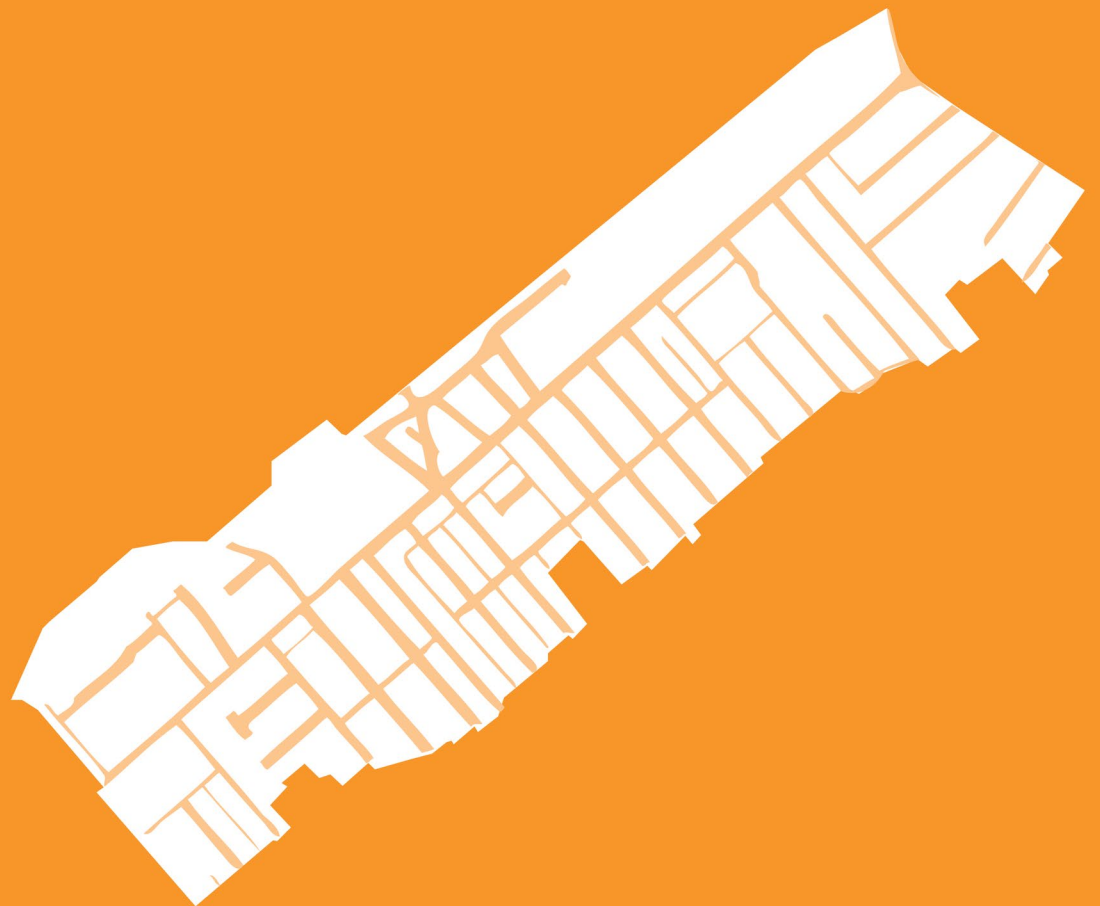
Nil

### 9.30.5 Site-specific planning controls

- C1** The rear of properties at 16 to 66A Thornley Street, Marrickville, are identified as being contained within the Thornley Street scenic protection area and the following controls apply:  
Development within the scenic protection area must be:
- i. Designed and located to minimise potential adverse environmental impacts. This is particularly important where properties are within a foreshore area or where the land is flood affected (see maps in Section 2.22 – Flood Management of this DCP);
  - ii. Of a scale compatible with the character, landscape and scenic qualities of the area;
  - iii. Of minimal visual impact when viewed from any adjoining public open space; and
  - iv. Where adjoining public open space provides a visual transition between open space and avoids abutting public open space with high, blank or solid fences (such as timber paling fences without openings or corrugated fencing).
- C2** Sandstone cliffs, outcrops and overhangs must be retained in situ and integrated into the design of new development.
- C3** Any plantings are to enhance fauna habitat and to be local species endemic to the area.
- C4** See Sections 2.14.2 and 2.14.5 of MDCP 2011 for additional relevant controls.

# 9.31

## STRATEGIC CONTEXT UNWINS BRIDGE ROAD







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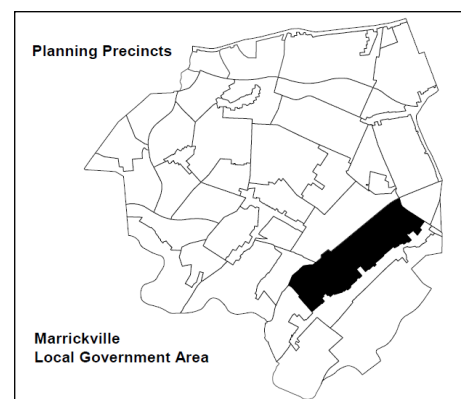




## Part 9 Strategic Context

### 9.31 Unwins Bridge Road (Precinct 31)

#### Map of precinct



#### 9.31.1 Existing character

This is one of the largest precincts, covering parts of St Peters, Sydenham and Tempe. It is roughly bounded by railway land to the north-west, the Princes Highway to the south-east (properties fronting the Princes Highway are not part of this precinct), Collins and Union Streets to the south-west and Campbell Street to the north-east. Unwins Bridge Road is a major road that runs from one end of the precinct to the other mostly parallel to the Princes Highway. Land fronting Campbell Street is reserved for Classified Road purposes. Sydenham Railway Station is located within the precinct.

The predominant land use of the precinct is low density residential followed by industrial, commercial and institutional land uses. Important landmarks include Tempe Public and High Schools, St Peters Public School and the St Peters Town Hall building on Unwins Bridge Road.

The majority of local roads within the precinct run between Unwins Bridge Road and the Princes Highway. Street widths are generally quite narrow, as are the footpaths. This road layout generally dictates the subdivision pattern. Overall the subdivision pattern is uniform where residential lots are generally small with narrow street frontages. Industrial lots within the precinct have an inconsistent subdivision pattern.

Major public open spaces within the precinct are Tillman Park and Sydenham Green, both offering opportunities for passive recreation. Another small public open space

between Mary Street and Roberts Street is worth mentioning. The park is very small in area but it is well equipped and well located where small children can play.

Housing stock is mixed and comprises a variety of styles including Victorian, Federation, Inter-War and Contemporary. There are a few heritage listed stone houses along Collins Street. There are some good examples of row housing along Florence Street, Sutherland Street and Yelverton Street. Uninterrupted rows of period housing can be found along Yelverton Street and Park Road. There is a row of semi detached dwellings along Mary Street and along Unwins Bridge Road between the substation and George Street. The precinct also contains some excellent examples of sandstone kerb and guttering and depression era brick paving.

The precinct contains the Collins Street Heritage Conservation Area.

The typography of the precinct dips towards the middle, with higher points along Hillcrest Street and Edith Street. Tree canopy along Unwins Bridge Road is very poor except the section between Mary Street and Bedwin Road. Other local roads within the precinct have relatively better tree canopy. Front and rear setbacks of private properties are reasonably landscaped.

Properties within this precinct are affected by some of the highest levels of aircraft noise through the Inner West local government area. Sydenham Green was created following the demolition of 150 houses which were acquired and demolished by the Federal Government following the opening of the third runway and expansion of Sydney airport in the 1990s, due to the noise impacts.

### 9.31.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Collins Street Heritage Conservation Area.

### 9.31.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 32 Collins Street Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.31.3.1 HCA 32: Collins Street Heritage Conservation Area (C32)**

The Collins Street Heritage Conservation Area is significant because it demonstrates historic and high quality aesthetic values through its use of sandstone as its primary



building material. Most of the contributory buildings were constructed between 1870 and 1930, and the use of sandstone from the adjacent quarry and subsequent occupation by stonemasons reveals the close connection between employment and housing that is an important theme of the area's early development.

The buildings demonstrate a high level of craftsmanship through the construction and detailing of the stonework and although the houses are relatively modest in scale, they form a streetscape group of high aesthetic quality as they step down the hillside. Of particular note are the late Victorian sandstone cottages at 1 Collins Street, 3 Collins Street, 11 Collins Street and 13 Collins Street.

The Area also includes excellent examples of iron palisade fences with sandstone pillars and capping.

The Area contains a 1930s free-standing shop – possibly a butcher's shop with 1930s ceramic and glass tiles to the exterior which is one of the last of its type and soon superseded by the local shopping centre.

The small park at the corner of Collins and Toyer Streets is a good example of a 'pocket park' created on single lots of undeveloped land in the area.

The built forms of the Area are rare in their use of sandstone as a primary construction material in the second half of the 19<sup>th</sup> Century, a period when it has passed from common use for residential dwellings. It also demonstrates rare aesthetic qualities due to the quality and details of construction. The Area is also representative of the close connection between employment and residence typical of the 19<sup>th</sup> Century cultural landscape.

The key period of significance for the Collins Street Heritage Conservation Area is 1870-1930.

#### **9.31.4 Precinct-specific planning controls**

- C1** HCA 32 Collins Street Heritage Conservation Area has been identified as containing the following streetscapes:
- Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 32 Collins Street Heritage Conservation Area include:
- Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

#### **9.31.5 Site-specific planning controls**

Nil

# 9.32

## STRATEGIC CONTEXT COOKS RIVER EAST







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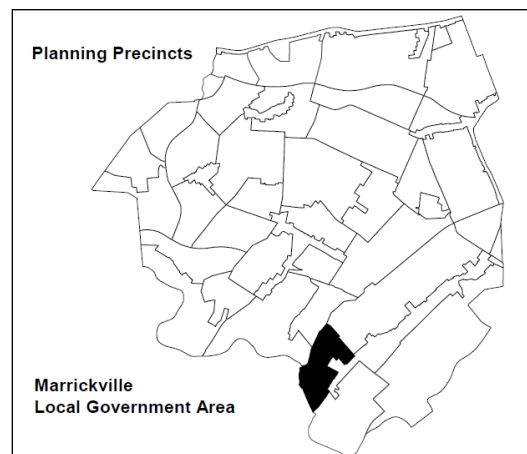
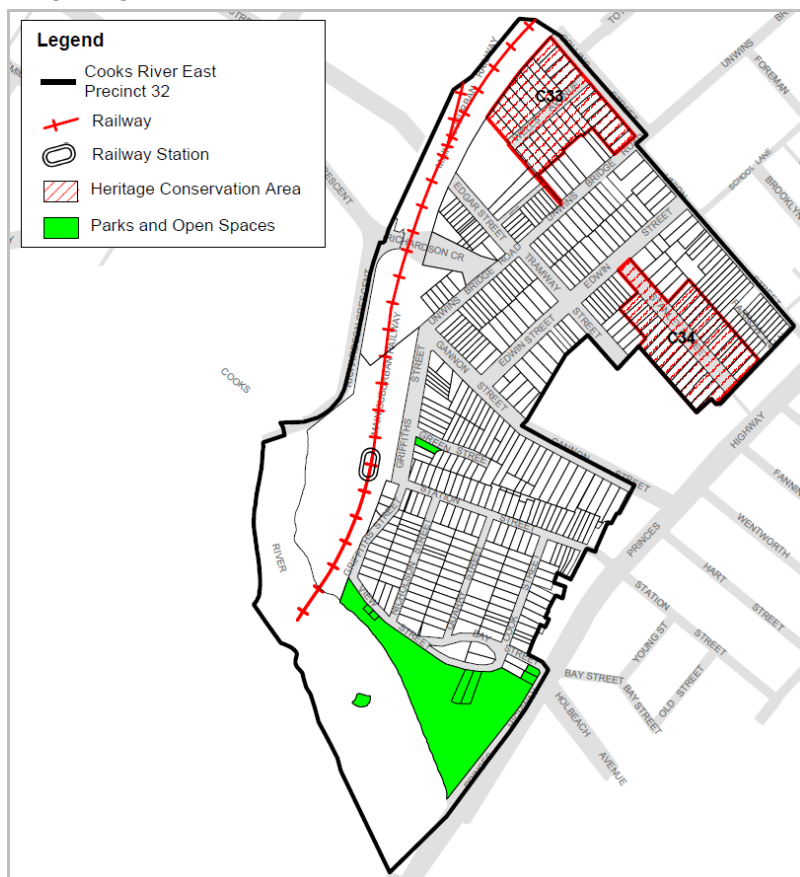




## Part 9 Strategic Context

### 9.32 Cooks River East (Precinct 32)

#### Map of precinct



#### 9.32.1 Existing character

This precinct is located on the western side of the suburb of Tempe and is roughly bounded by railway line to the west, the Princes Highway to the east, Collins Street and Union Street to the north and the Cooks River to the south. Tempe Railway Station is located within the precinct.

The precinct is predominantly comprised of low density single storey residential properties including good examples of Victorian, Federation and Inter-War buildings. The northern part of the precinct generally has wider and more regular road patterns compared to the southern part, across Gannon Street. The lots are also smaller in the southern part with minimal off street parking. The subdivision pattern of the precinct is generally uniform except for the land bounded by Griffiths Street, Gannon Street, Station Street and the Princes Highway.

The precinct generally slopes in the south western direction with a significant drop from Griffiths and View Streets towards the Cooks River. The same streets also offer good views to the Cooks River and surrounding open spaces.

The only public open space within the precinct is an irregular shaped park (Kendrick Park) along the banks of the Cooks River towards the southern end of the precinct. The park offers passive recreation facilities however it is not highly visible or accessible from surrounding streets.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

Other noticeable characteristics of the precinct are heritage listed dwelling houses, rocky outcrops in parts of south western end of the precinct, number of road closures approaching the Cook's River and Depression era brick paved footpath along the western side of Wells Avenue.

The precinct contains the Wells Avenue Heritage Conservation Area and the Stanley Street Heritage Conservation Area.

### 9.32.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
11. To protect the identified values of the Wells Avenue Heritage Conservation Area and the Stanley Street Heritage Conservation Area.

### 9.32.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 33 Wells Avenue Heritage Conservation Area and HCA 34 Stanley Street Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.32.3.1 HCA 33: Wells Avenue Heritage Conservation Area (C33)**

The Wells Avenue Heritage Conservation Area is of historical significance as an area developed from the 1924 "Moulden's Estate" subdivision, with most of the houses built



in 1925 and 1926. The housing in the area represents the adaptation of a fashionable housing style to suit the budget of working and lower middle classes prior to the Great Depression.

The subdivision relates to the nearby tram depot, as tram employees purchased a number of the properties shortly after the 1924 subdivision. The Wells Avenue Heritage Conservation Area is of aesthetic significance for its strong patterns created by the consistently expressed built forms that are set to follow the fall of the land and demonstrate a strongly expressed and aesthetically prominent and cohesive streetscape group.

Detached Inter-War period double fronted bungalows with side door entry and no central hallway are represented, demonstrating the adaptation of the Californian bungalow into a smaller and simpler form for the lower-middle and working classes. It is also significant for demonstrating the survival of much original detailing, including highly consistent building style, scale and forms, prominent roofscape (from both front and rear/oblique) characteristics of the Inter-War period.

The key period of significance for the Wells Avenue Heritage Conservation Area is 1920-1940.

### **9.32.3.2 HCA 34: Stanley Street Heritage Conservation Area (C34)**

The Stanley Street Heritage Conservation Area is of heritage significance as a cohesive and aesthetically distinctive residential precinct demonstrating the primary aesthetic principles of modest bungalow and semi-detached cottage design in the Inter-War period.

The streetscape includes a substantially intact and highly consistent group of detached Inter-War period double fronted bungalows with side entry door and no central hallway, including some rare single-fronted variations of the style which continue the streetscape rhythms on the southern side and a group of semi-detached cottages with Art-Deco detailing, also with side entrances and enclosed front porches on the northern.

The streetscape is also notable for the consistency of the original low brick fences in materials matching the house, and the rare survival of the water-pipe and woven mesh wire gates which utilise unevenly opening gates to allow pedestrian access via the driveway rather than a separate pathway. This was an economical yet practical solution that also demonstrates the increasing importance being given to the motor car over the pedestrian in the context of the evolving 20<sup>th</sup> Century suburban landscape.

The key period of significance for the Stanley Street Heritage Conservation Area is 1920-1940.

### **9.32.4 Precinct-specific planning controls**

- C1** HCA 33 Wells Avenue Heritage Conservation Area has been identified as containing the following streetscapes:
- Residential detached and semi-detached streetscapes (Type A).  
Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 33 Wells Avenue Heritage Conservation Area include:
  - Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

- c. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### **C2**

HCA 34 Stanley Street Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 34 Stanley Street Heritage Conservation Area include:

- b. Inter-War styles (in particular Californian bungalow and Art Deco). Refer to Section 8.5.3 of this DCP for relevant controls.
- c. Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

### **9.32.5 Site-specific planning controls**

Nil

# 9.33

## STRATEGIC CONTEXT PRINCES HIGHWAY









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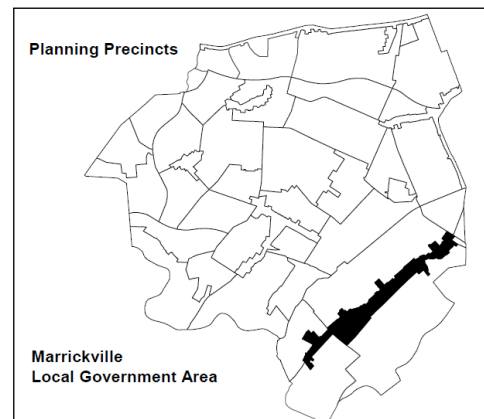




## Part 9 Strategic Context

### 9.33 Princes Highway (Precinct 33)

#### Map of precinct



#### 9.33.1 Existing character

This precinct includes properties along both sides of a long section of the Princes Highway between Campbell Street, St Peters, and Holbeach Avenue, Tempe.

While the predominant land use within the precinct is industrial and warehousing, the northern and southern sides of the Princes Highway have distinctive land use and subdivision patterns. The southern side of the Princes Highway is comprised of larger lots with irregular subdivision pattern with a fewer number of streets approaching the Princes Highway. The eastern side has a more regular subdivision pattern, smaller lots, more residential buildings and more streets approaching the Princes Highway. To some extent this reflects the historical land use pattern/demand of the area which was first agricultural followed by industrial and accommodations for workers.

There are only a handful of residential properties along the Princes Highway, predominantly located on the northern side of the road. Such housing is generally in a dilapidated state and offers little amenity for residents due to the heavy traffic and aircraft noise. Important buildings within the precinct are the heritage listed Tempe Bus Depot, former Tempe Police station, the former Penfold's site and St Peters Church.

Recent changes within the precinct include the development of a large IKEA store at the former Penfold's site on the southern side of the Princes Highway, with associated

car parking and landscaping. That development has assisted in revitalising this section of the Princes Highway.

The precinct also contains a small local commercial centre along the northern side of the Princes Highway bounded by Union Street and the Tempe Bus Depot. The building style within the commercial centre is two storey Victorian style buildings. The centre offers a range of commercial and retail activities.

There are no Heritage Conservation Areas contained within the precinct.

Street trees are almost nonexistent along the Princes Highway, though landscaping has been incorporated into the IKEA development, and areas to the south of the Princes Highway due to extensive industrial land uses. The precinct generally slopes in the southern direction towards the Cooks River and from the southern side towards the Alexandria Canal.

There are no significant views to and from the precinct, though some sites have views towards Sydney Airport and the Cooks River. There are no open space areas within this precinct, though it is located close to Tempe Reserve.

### 9.33.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To protect significant streetscapes and/or public domain elements within the precinct.
4. To protect existing industrial lands required to service Sydney Airport and Port Botany.
5. To ensure that any new development does not negatively impact on the operation of the Princes Highway.
6. To improve the activity and amenity of the Princes Highway for all users including pedestrians and cyclists through landscaping or other public domain improvements.
7. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.

### 9.33.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.33.4 Precinct-specific planning controls

Nil

### 9.33.5 Site-specific planning controls

Nil

# 9.34

STRATEGIC CONTEXT  
TEMPE RESERVE







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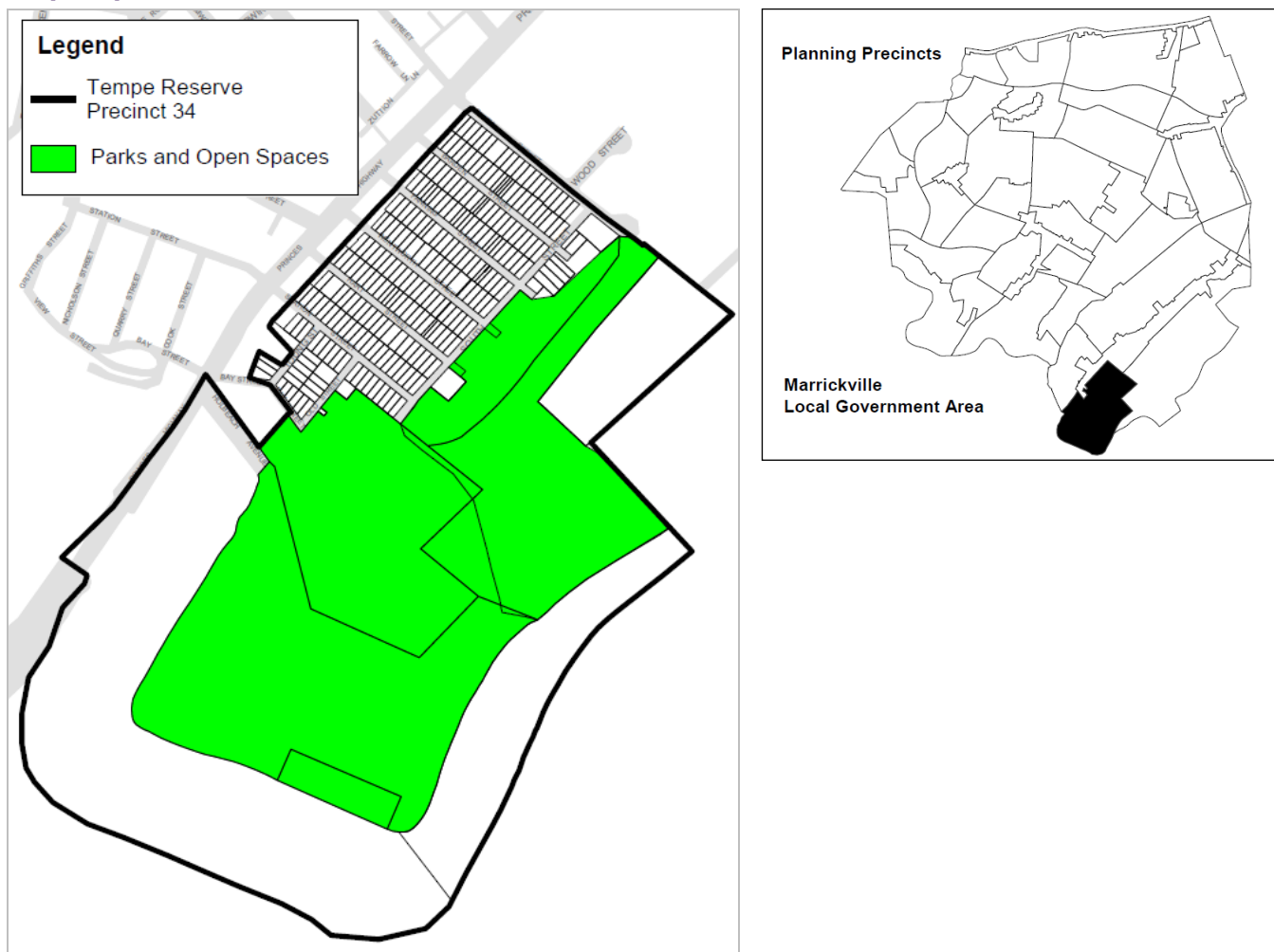




## Part 9 Strategic Context

### 9.34 Tempe Reserve (Precinct 34)

#### Map of precinct



#### 9.34.1 Existing character

This precinct is located on the southern side of the Princes Highway bounded by Smith Street to north and Holbeach Avenue to south and is wholly located within the suburb of Tempe. More than three quarters of the precinct is occupied by Tempe Reserve, Road Reservations and the Cooks River.

The developed parts of the precinct have a regular subdivision pattern with all main streets running in an east-west direction connecting the Princes Highway to South Street. The land dedicated as a future road reservation is currently occupied by swamps and outdoor recreation facilities of Tempe Reserve. A large three level high shipping container terminal is located along Swamp Road and Alexandria Canal which presents an unsightly eastern view from the precinct.

The precinct's amenity is impacted by high levels of aircraft noise and traffic noise from the Princes Highway. The roads and footpaths within the precinct are generally narrow. Existing dwelling houses primarily rely on kerb side parking which makes the already

narrow roads dangerous for vehicle movements. All the footpaths are of standard width with no nature strip. The precinct has a good canopy of medium sized native trees.

The major public open space is Tempe Reserve, which offers a range of active and passive recreational facilities. There are small pockets of public and private open spaces along South Street offering passive recreation. The swamp land across South Street also appears to offer passive recreation, however it is not well advertised.

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The precinct contains one of the oldest subdivisions within land where this DCP applies, though little original building fabric has survived. The entire precinct contains a relatively older stock of low density housing with a variety of housing style and era including Victorian, Federation and contemporary buildings. The majority of dwelling houses are single storey. The precinct contains a rare timber slab cottage located at 44 Barden Street, Tempe which dates from the mid-19th century. It is a rare surviving example of the type of vernacular rudimentary timber building built in early Sydney. The house is one of the oldest houses in Tempe and is on land which was part of an original land grant dating back to 1799. Other non residential land uses include a place of public worship, a smash repairer and a few industrial/warehouses.

There are no Heritage Conservation Areas contained within the precinct.

### 9.34.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
7. To preserve the predominantly low density residential character of the precinct.
8. To ensure that new development considers all potential impacts to biodiversity.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To protect existing industrial lands required to service Sydney Airport, Port Botany and greater Sydney.
11. To ensure that new development does not negatively impact on the effective operation of the Princes Highway.
12. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.



### **9.34.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.34.4 Precinct-specific planning controls**

Nil

### **9.34.5 Site-specific planning controls**

Nil

# 9.35

## STRATEGIC CONTEXT PARRAMATTA ROAD (COMMERCIAL)







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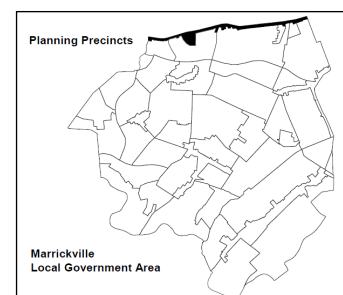
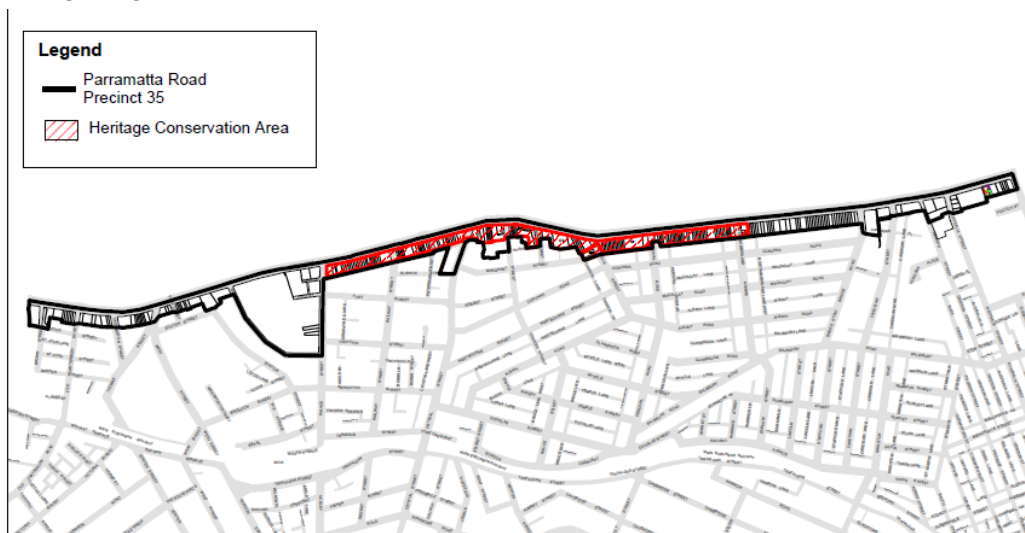




## Part 9 Strategic Context

### 9.35 Parramatta Road (Commercial Precinct 35)

#### Map of precinct



#### 9.35.1 Existing character

This precinct is located along the entire northern boundary of the land where this DCP applies and occupies the southern side of Parramatta Road, from Brown Street, Lewisham, in the west to Mallett Street, Camperdown, in the east. It consists of properties that front Parramatta Road and is largely commercial in nature. The western end of the precinct adjoins the Ashfield LGA and contains part of the corridor for the Inner West Light Rail. The eastern end adjoins the City of Sydney LGA. Residential lots occupy most of the land to the south of the precinct.

Parramatta Road is an RMS controlled Classified Road and is one of the major traffic routes in Sydney which links the western suburbs with the city. It is 6 lanes wide and contains bus lanes on both sides for a large section within the precinct. Major roads that intersect with Parramatta Road within the precinct include West Street, Crystal Street and Bridge Road. Parramatta Road conveys very high volumes of traffic and is often congested, particularly during peak commuter hours.

There are a range of building ages within the precinct including Victorian, Federation, Inter-War, Post-War and Contemporary. The central section of the precinct makes up the Parramatta Road Commercial Precinct Heritage Conservation Area (HCA 5) which is identified as demonstrative of the changing role of retail and commercial development along a major arterial corridor and shows the ability of the buildings to adapt to changing needs over time. The road itself is thought to have been built over an Aboriginal walking track and was in use by the colony at least by the 1790s. Existing buildings predominantly date from 1900-1940 and include rare examples of their type.

Many buildings throughout the precinct contain glazed shop fronts and roof awnings. There is good enclosure of the street for the most part, with a regular building frontage

along the footpath and a nil setback. There is the occasional larger setback or private parking area on the street frontage associated with the adjoining commercial use, which creates a break in the building edge. Building heights are mostly 2 to 3 storeys, interspersed with some larger buildings. The shop top housing developments at the eastern end of the precinct are up to 7 storeys high. Some of the older buildings appear to be slightly run down and there are quite a few vacant premises.

Principal land uses include large retail activities and wholesale supplies at the western and eastern ends of the precinct including a tile shop, plumbing centre, tyre centre, electronics store, bathroom ware shop, self-storage and motor vehicle dealerships, together with stores selling larger items such as furniture, scooters, bikes, power tools, exercise machines and vacuum cleaners. Other land uses include service stations, licensed premises including Lewisham Hotel, the Clarence Hotel and Petersham Inn, Fort Street High School and Bridge Road School, restaurants and other food outlets, including a McDonalds, and residential land uses including residential dwellings and large residential flat buildings. The central part of the precinct is more fine grain and contains a mix of uses dominated by smaller individual retail stores, restaurants and other food outlets, some with shop top housing or office space on the first floor. Major activities in this central area include a service station, Petersham Inn Hotel and a motor vehicle dealership.

Heritage Items within the precinct include part of Fort Street High School (William Wilkins Building), the Clarence Hotel on the eastern corner with Crystal Street, Petersham Inn Hotel on the western corner with Phillip Street, the Olympia Milk Bar at 190 Parramatta Road, a five storey Federation building on the eastern corner with Cardigan Street which has recently being redeveloped and Bridge Road School.

The precinct contains the Parramatta Road Commercial Precinct Heritage Conservation Area.

On street car parking along this section of Parramatta Road is generally permitted outside the hours of 6.00am – 10.00am and 3.00pm – 7.00pm Mondays to Fridays and additional parking is available down the side streets. A few of the larger sites have their own private off-street parking area accessed directly from Parramatta Road. Sites can only be accessed by vehicular traffic heading in a westerly direction. There is a wide footpath which is in good condition and most streets have a signalised crossing for pedestrians.

The precinct has a reasonable amount of pedestrian activity, particularly in the middle and eastern sections. General amenity is not great however given the huge volume of traffic on Parramatta Road. Space is at a premium on this busy thoroughfare and there are no street trees or other public landscaping.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

Part of the GreenWay, a proposed regional cycling and walking trail, traverses the precinct. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental,



cultural and sustainable transport corridor linking two of Sydney's most important waterways".

### 9.35.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
2. To protect the identified values of the HCA 5 Parramatta Road Commercial Precinct Heritage Conservation Area.
3. To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering.
4. To ensure that buildings provide strong definition to the street through retention of the existing nil building setbacks.
5. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the Parramatta Road Commercial Precinct Heritage Conservation Area and/or streetscape.
6. Where required, to protect, preserve and enhance the existing character of the streetscape, where only compatible development is permitted.
7. To ensure the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
8. To ensure that there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
9. To ensure that any new residential development considers the amenity of residents in terms of noise and pollution generated by traffic volumes along Parramatta Road.
10. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
11. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
12. To ensure that new development considers all potential impacts to biodiversity.
13. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
14. To ensure that new development respects local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
15. To ensure that the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

### 9.35.3 Heritage Conservation Areas (HCAs)

The precinct contains the Parramatta Road Commercial Precinct Heritage Conservation Area (HCA 5). Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

### **9.32.3.1      *HCA 5: Parramatta Road Commercial Precinct Heritage Conservation Area (C5)***

The Parramatta Road Commercial Precinct Heritage Conservation Area is of historical significance as it demonstrates the changing role and expectations of retail and commercial development of land adjoining Sydney's main arterial corridors since Colonial settlement. The HCA includes a variety of retail and commercial built forms, some of which – such as the former drive-under petrol station – are now rare in the Sydney Metropolitan area. Its built form provides evidence of the final subdivision of the South Annandale Estate in 1906 as well as evidence of the effect of later road widening on the built environment.

The aesthetic significance of the Parramatta Road Commercial Precinct Heritage Conservation Area is derived from its ability to demonstrate the changing role of retail centres along major arterial roads and the ability of the fabric of these buildings to adapt to these changing needs and commercial imperatives. The buildings are predominantly representative of the period 1906 to 1940 and include some rare examples of their type. The streetscape of shops has retained its original configuration with individual bays presenting glazed shopfronts with direct access to the public footpath. Upper levels are used for commercial or residential purposes although high levels of traffic noise and pollution have affected the desirability of premises.

### **9.35.4      Precinct-specific planning controls**

- C1**      New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C2**      New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3**      New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4**      New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C5**      New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C6**      New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C7**      HCA 5 Parramatta Road Commercial Precinct Heritage Conservation Area has been identified as containing the following streetscapes:
  - a.      Retail streetscapes. Refer to Section 8.4 of this DCP for relevant controls.



Relevant Architectural Style Sheets for HCA 5 Parramatta Road Commercial Precinct Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- d. Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

### **9.35.5 Site-specific planning controls**

Nil

# 9.36

## STRATEGIC CONTEXT PETERSHAM (COMMERCIAL)









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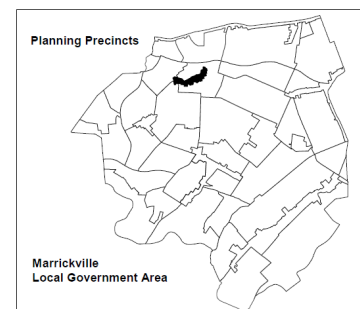
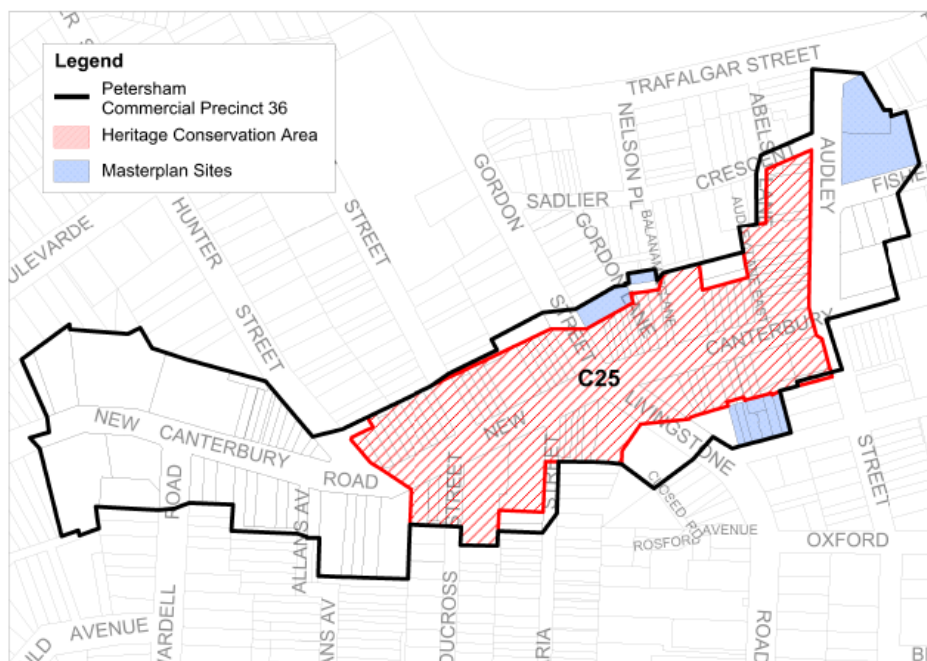




## Part 9 Strategic Context

### 9.36 Petersham (Commercial Precinct 36)

#### Map of precinct



#### 9.36.1 Existing character

This precinct is located along a ridgeline on New Canterbury Road, with the highest point being located at the Petersham water tower, which is located just outside the precinct to the east. This retail precinct represents a good example of fine grained commercial development from the late 19th and early 20th century. Commercial buildings are predominantly two storeys with projecting awnings and decorative parapets without any setback from the footpath. The precinct contains good examples of corner buildings and elements, such as the former National Australia Bank building at the eastern corner of Livingstone Road and New Canterbury Road. It also contains some landmark buildings such as the former Majestic Theatre, a listed heritage item. The precinct also contains the Petersham Commercial Precinct Heritage Conservation Area (HCA 25).

The precinct presents a pleasing visual catchment from the high points along New Canterbury Road downwards towards the central retail area, with consistent building forms stepping down the street. Although the precinct has undergone modifications, it continues to be an important retail strip for the community.

The precinct is dissected by New Canterbury Road and Livingstone Road/Gordon Street. Residential development adjoins the precinct and light industrial activities are located at the western edge of the precinct at the intersection of New Canterbury Road with Wardell Road.

Petersham Rail Station is immediately north-east of the precinct and within walking distance.

The subdivision pattern of the commercial area is characterised by narrow shopfront lots, interspersed with some larger sites, while the light industrial area comprises a mix of one to two storey buildings ranging from 200-500m<sup>2</sup> to several large sites over 1,000m<sup>2</sup>.

The land use pattern of the precinct consists mainly of commercial buildings with some shop top housing. Industrial activities are varied and include smash repairs, a chocolate factory, carpet warehouse, cleaning business, floor covering business and several vacant buildings currently up for sale. Two hotels sit on prominent corners within the precinct, adding to its diversity of building form and land uses.

Areas within parts of this precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

### 9.36.2 Desired future character

The desired future character for this precinct is:

1. To protect the identified Heritage Items within the precinct.
2. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and streetscapes.
3. To protect the identified heritage values of the Petersham Commercial Precinct Heritage Conservation Area.
4. To allow and encourage a greater scale of development within the commercial centre, including the provision of new dwellings near local shops, services and public transport, to meet the market demand, create the opportunity for high access housing choice and support sustainable living.
5. To support excellence in contemporary design.
6. To ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
7. To ensure that new development at the rear upper levels is a maximum of four storeys and is designed to be subservient to retained portions of contributory buildings or infill development to the street building front.
8. Where required, to ensure active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
9. To support pedestrian access, activity and amenity including maintaining and enhancing the public domain quality.
10. To build on the eat street and cultural character of the commercial centre.
11. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
13. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where



- required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
14. To ensure that new development considers all potential impacts to biodiversity.
  15. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### 9.36.3 Heritage Conservation Areas (HCAs)

The precinct contains the Petersham Commercial Precinct Heritage Conservation Area HCA 25. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.36.3.1 HCA 25: Petersham Commercial Precinct Heritage Conservation Area (C25)**

The Petersham Commercial Precinct Heritage Conservation Area demonstrates the growth and development of Petersham as one of the most important retail precincts in the area.

It contains a fine collection of late 19th and early 20th century retail buildings, many of which have retained their original shopfronts and parapet lines. Its form is linear – following the course of New Canterbury Road along the ridgeline and returning north along Audley Street towards the rail station. It is also significant for its ongoing role as a local shopping and commercial precinct.

The HCA demonstrates the development of a major suburban shopping precinct over more than 70 years. Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic and social values of Petersham and the Inner West LGA.

The HCA's streetscapes encompass a substantially intact mid to late 19th century retail precinct which includes notable examples of the Federation Free Style retail development. The aesthetic value of the HCA is enhanced by the undulating alignment of New Canterbury Road, which provides a fine series of evolving views and vistas.

The commercial and retail buildings within the HCA demonstrate the principal characteristics of the traditional suburban shopping area with narrow shopfronts and clearly defined structural bays providing physical evidence of the regularity of the underlying subdivision pattern. Although evidence of most original shopfronts has been lost, the streetscape at pedestrian level remains cohesive due to the regular spacing of the original shopfronts and the 1920s white way lighting under the awnings which creates a distinctive aesthetic quality to the streetscape and accentuates the curvature of the facade as it follows the alignment of New Canterbury Road.

The group of shopfronts demonstrates strong aesthetic qualities also through the consistency of the parapeted and enclosing street wall, with their finely worked detailing creating a high quality and strongly defined skyline view from the opposing footpath.

**C1** HCA 25 Petersham Commercial Precinct Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 25 Petersham Commercial Precinct Heritage Conservation Area include:

- b. Contributory Buildings Map – Petersham. Refer to Section 8.4.2 of this DCP for relevant controls.

### 9.36.4 Precinct-specific planning controls

#### **9.36.4.1** *Reduced height, reduced floor space ratio and building envelope controls*

Inner West Local Environmental Plan 2022 (Inner West LEP 2022) in combination with the Inner West LEP 2022 Height of Buildings Map and the Inner West LEP 2022 Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct.

The following controls, apply to land zoned B2 Local Centre in the Precinct, reduce the permitted height (in metres) and FSR if specific site conditions are not met and sets building envelope controls relating to height (in storeys), massing, depth, setback and roof projections.

- C2** Despite Clause 4.3(2) of MLEP 2011, for a development site, the building height shown on the Height of Buildings Map on land zoned B2 – Local Centre within the precinct only applies where the following site conditions are met:
- i. the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - ii. the site area of the development site is 325 square metres or greater.
- C3** Where the site conditions under C2 are not met, despite Clause 4.3(2) of MLEP 2011, the building height for a development site within this precinct is not to exceed 14 metres.
- C4** Despite Clause 4.4(2) of MLEP 2011, for a land parcel within a development site within the precinct, the floor space ratio shown on the Floor Space Ratio Map on land zoned B2 – Local Centre only applies where the following site conditions are met:
- i. the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - ii. the site area of the development site is 325 square metres or greater, and
  - iii. Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.
- C5** Where the site conditions under C4 are not met, despite Clause 4.4(2) of MLEP 2011, the floor space ratio for a land parcel within a development site within the precinct is not to exceed that specified in accordance with the site conditions in the following table:

Site Conditions	Maximum Floor Space Ratio Permitted
(a) the boundary length, at the street frontage of the development site, is 12 metres or greater, and	2.0:1
(b) the site area of the development site is 325 square metres or greater, and	
(c) Council determines that the street fronting	





portion of an existing building within the land parcel is required to be retained.	
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.	1.75:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	1.5:1

**NB** *The effect of control C5 on a development site comprising more than 1 land parcel may result in a different FSR being permitted for each separate land parcel.*

**C6** Within land zoned B2 Local Centre in the precinct the

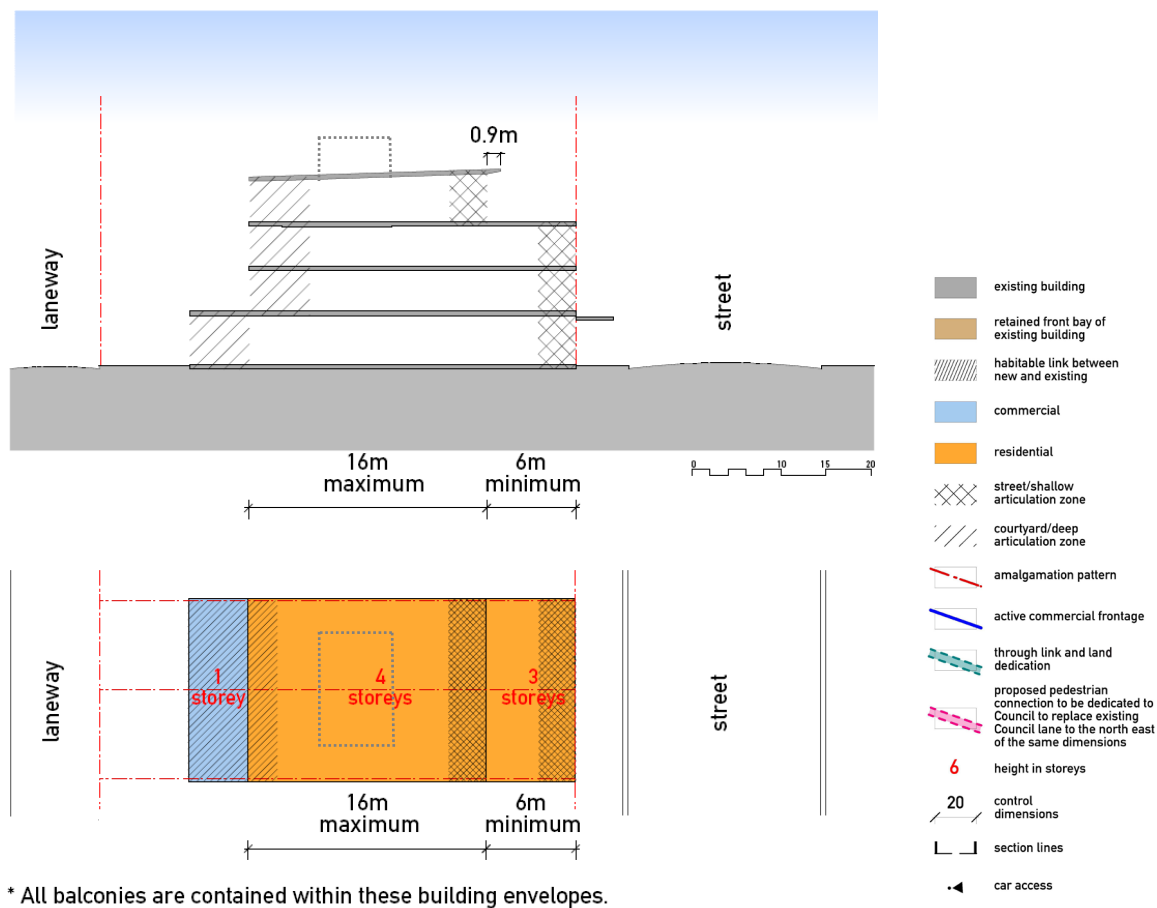
- i. Height (in storeys);
- ii. Massing;
- iii. Maximum building depth;
- iv. Minimum setback; and
- v. Maximum roof projection

for a redevelopment must be in accordance with the control diagrams in the following figures for the respective scenario(s).

**NB** *The effect of control C6 may result in a combination of scenarios 1 and 3 or a combination of scenarios 2 and 4, where the development site comprises a mix of buildings where some buildings do need to have the street fronting portion retained and other buildings don't need to have the street fronting portion retained.*

## 9.36.4.2 Scenario 1

- i. Height 17 metres
- ii. Floor space ratio 2.2:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



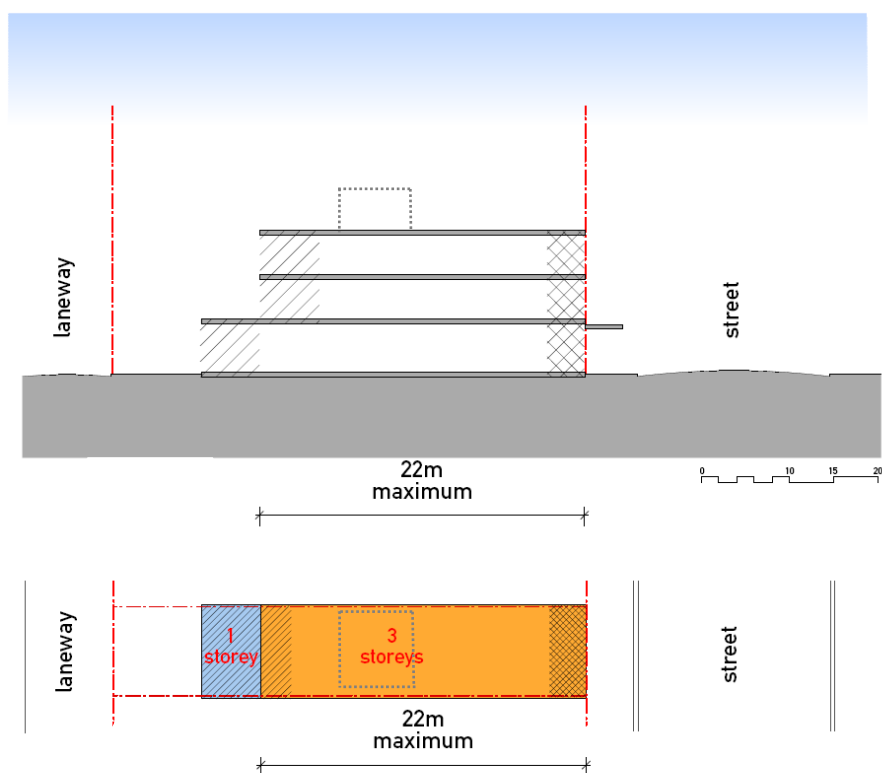
\* All balconies are contained within these building envelopes.

Figure 36a Control diagram – four storey - infill development



### 9.36.4.3 Scenario 2

- i. Height 14 metres
- ii. Floor space ratio 1.75:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained

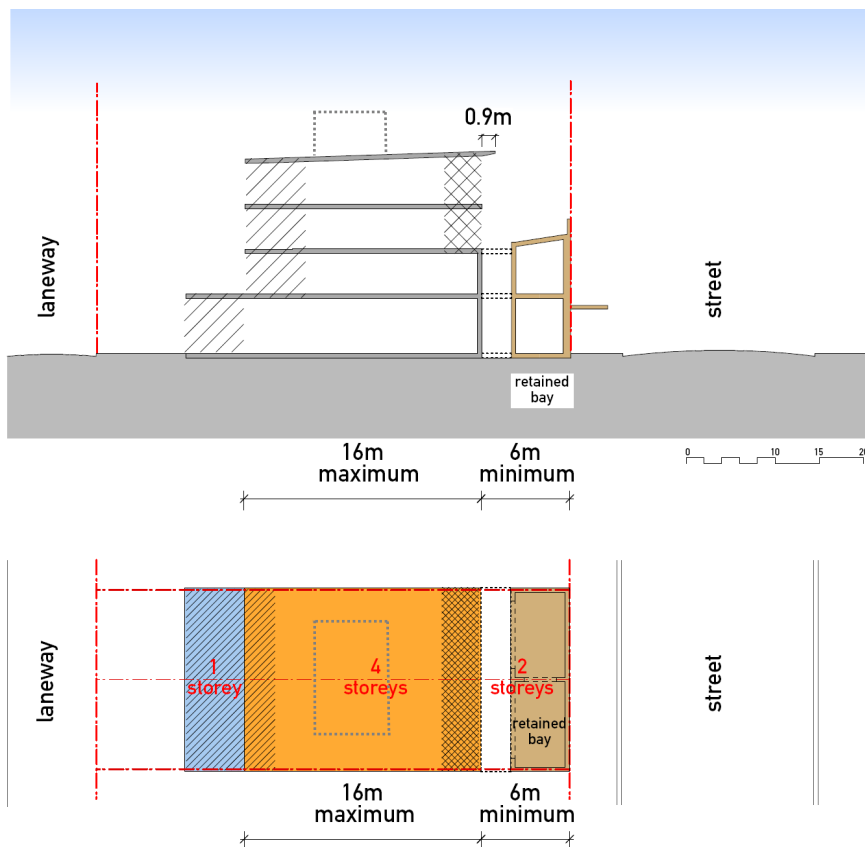


\* All balconies are contained within these building envelopes.

Figure 36b Control diagram – three storey - infill development

## 9.36.4.4 Scenario 3

- i. Height 17 metres
- ii. Floor space ratio 2.0:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained



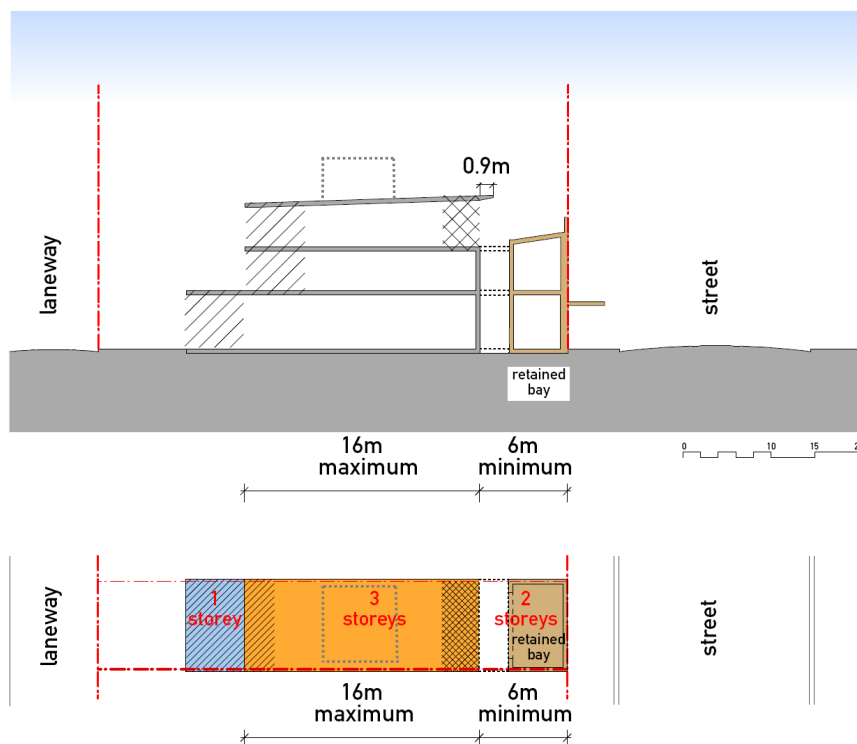
\* All balconies are contained within these building envelopes.

Figure 36c Control diagram – four storey - retain street fronting portion



### 9.36.4.5 Scenario 4

- i. Height 14 metres
- ii. Floor space ratio 1.5:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained



\* All balconies are contained within these building envelopes.

Figure 36d Control diagram – three storey - retain street fronting portion

### 9.36.4.6 Contributory buildings map for the HCA and streetscapes

- C7** A contributory buildings map applies within the Petersham commercial centre for the HCA and streetscapes. Refer to Part 8 (Heritage) of the DCP for the contributory buildings map.

### 9.36.5 Site-specific planning controls

#### 9.36.5.1 Masterplan Area (MA 36.1)

##### Masterplan location

- C8** Masterplan Area 36.1 relates to the land shaded in Figure (36.1a).

##### Site amalgamation

- C9** The redevelopment of allotments shaded in Figure (36.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (36.1b).
- C10** Amalgamation of allotments must not result in any 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.

##### Building height

- C11** The height of proposed buildings on the land shaded in Figure (36.1a) must conform to the control diagram(s) in Figures (36.1b) and (36.1c). The height is expressed in number of storeys.

##### Boundary setbacks

- C12** The boundary setbacks of proposed buildings on the land shaded in Figure (36.1a) must conform to the control diagram(s) in Figures (36.1b) and (36.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

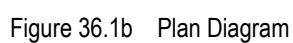
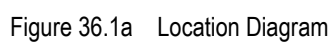
- C13** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (36.1a) must conform to the control diagram(s) in Figures (36.1b) and (36.1c). The dimensions are expressed in metres.

##### Articulation zones

- C14** The envelope buildings on the land shaded in Figure (36.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (36.1b) and (36.1c) must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C15** The envelope of buildings on the land shaded in Figure (36.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (36.1b) and (36.1c), may include deep articulations to the building form to break up the massing.

##### Domain Interface and Structure

- C16** The redevelopment of the land shaded in Figure (36.1a) must conform to the control diagram in Figure (36.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.





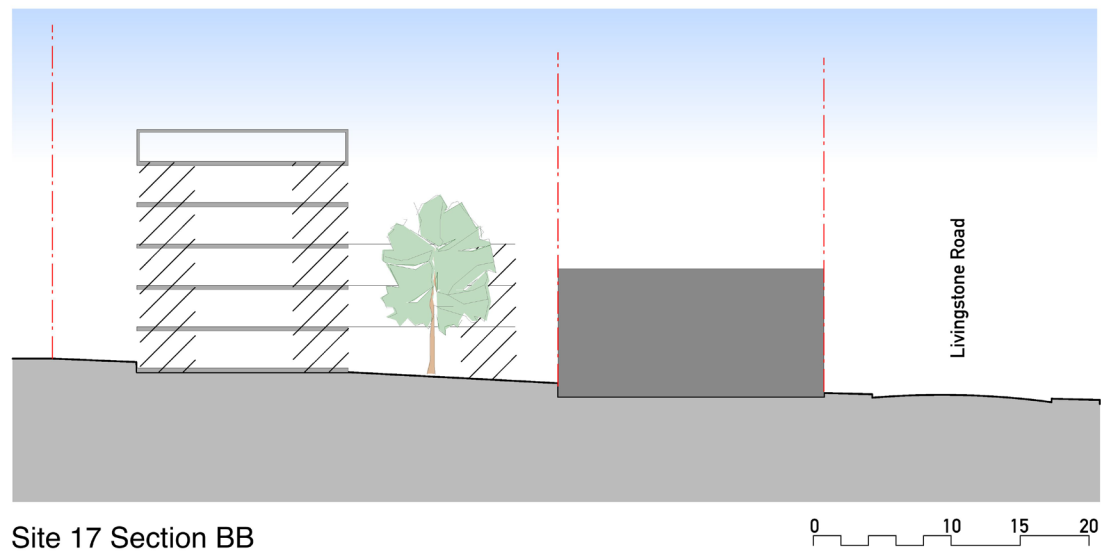
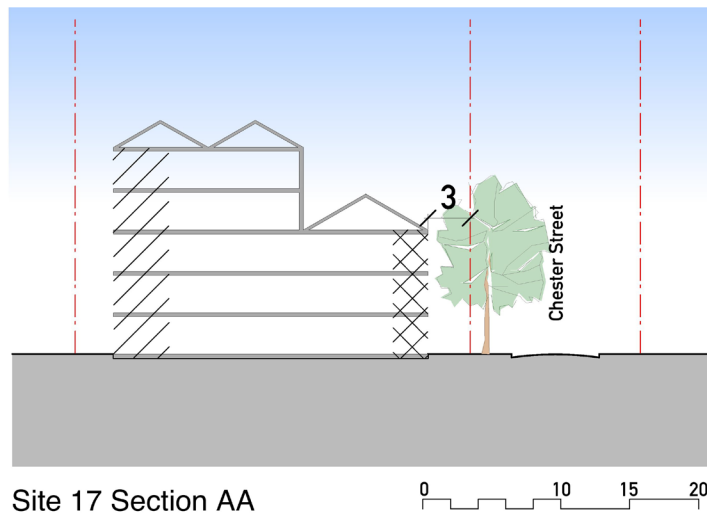


Figure 36.1c Section Diagrams

## 9.36.5.2 Masterplan Area (MA 6.2)

A portion of this Masterplan Area is located in this precinct; however, the controls for Masterplan Area 6.2 are located within Section 9.6 (Petersham South Precinct 6) of this DCP.



### **9.36.5.3      *Masterplan Area (MA 6.5)***

A portion of this Masterplan Area is located in this precinct; however, the controls for Masterplan Area 6.5 are located within Section 9.6 (Petersham South Precinct 6) of this DCP.

# 9.37

## STRATEGIC CONTEXT KING STREET AND ENMORE ROAD (COMMERCIAL)







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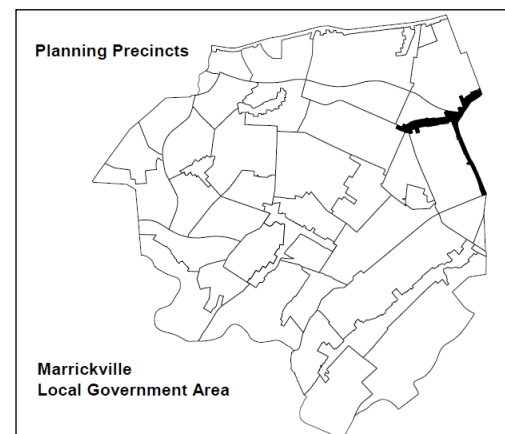
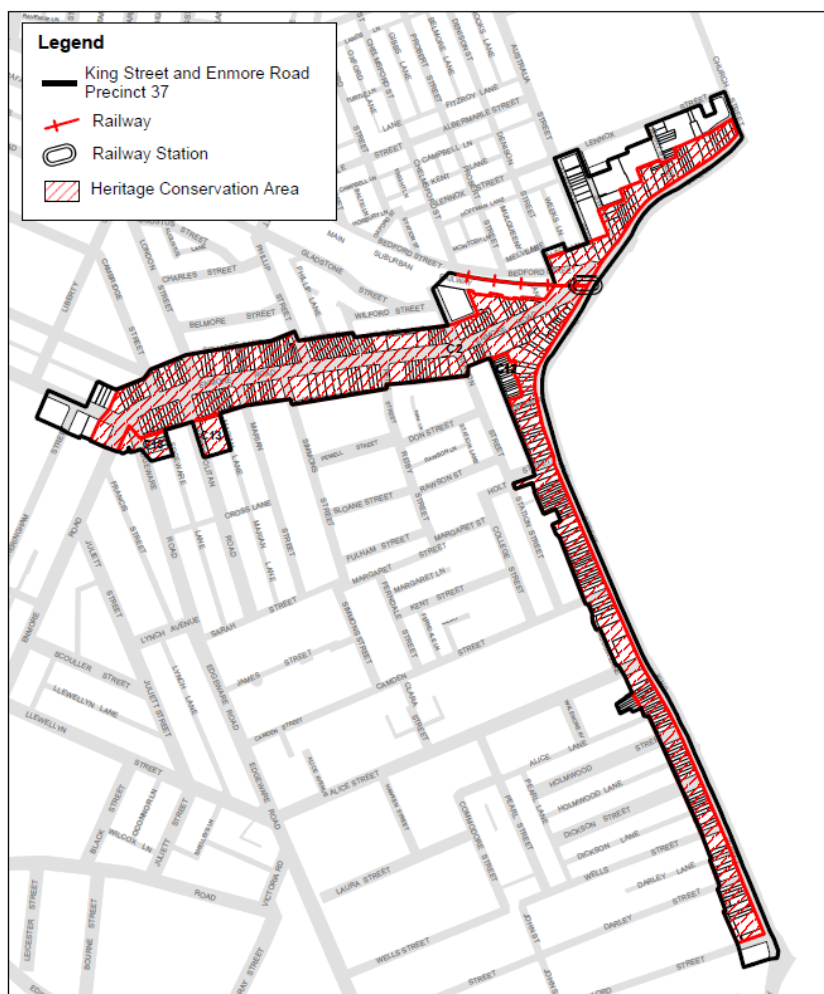




## Part 9 Strategic Context

### 9.37 King Street and Enmore Road (Commercial Precinct 37)

#### Map of precinct



#### 9.37.1 Existing character

This precinct is located along the eastern boundary of the land where this DCP applies adjoining the City of Sydney LGA. It consists of the western side of King Street between Church Street in the north and Lord Street in the south and both sides of Enmore Road from the King Street intersection to the intersection with Stanmore Road and a small section of properties fronting Stanmore Road. The precinct contains the retail strips of Enmore and Newtown and is largely commercial in nature.

Both King Street and Enmore Road carry large volumes of traffic. King Street in particular is a busy and restricted thoroughfare that connects Parramatta Road beyond the precinct to the north with the Princes Highway to the south. As a consequence, King Street conveys trucks and other large vehicles as well as cars and buses. King



Street and Enmore Road are major routes for buses travelling to areas of the Inner West and the southern suburbs of Sydney.

The precinct has traditionally been a civic, retail and entertainment hub and remains largely so today. It contains the King Street and Enmore Road Heritage Conservation Area, which is recognised for being a remarkably intact area from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries containing a variety of original facades, interesting architectural features, vistas and landmarks. Buildings are mostly 2 to 3 storeys in height and form a continuous scale along the footpath edge that hug the street curves. The historical nature of the shopping area and building form creates a unique streetscape with high aesthetic values.

The precinct also contains a number of heritage items including include the Enmore Theatre, Dispensary Hall, Marie Louise shopfront and salon, the Sly Fox Hotel and the former Enmore Post Office on Enmore Road. King Street contains the former CBC and ANZ banks, former “Molloys” shop, Botany View Hotel and St Peters Hotel. Other heritage items include the Courthouse Hotel and the courthouse and former police station on Australia Street, Newtown.

Retail activities, food outlets, pubs/hotels, office premises and services dominate the precinct. The large number of Art Deco and Inter-War period hotels demonstrate the highly populated working class nature of the suburb in the early part of the 20<sup>th</sup> century. Other key land uses include Enmore Theatre, community buildings including the Newtown Neighbourhood Centre, Newtown Police Station and Newtown Fire Station. Many buildings contain shop-top housing above the ground floor level. The area is bustling and includes fashion boutiques, second hand book stores and furniture stores, cafes and historic pubs which contribute to an eclectic vibe. The precinct is also home to the well known historical “I have a dream” mural and painted Aboriginal flag located on the eastern wall of 305 King Street and is a listed Heritage Item. It is also home to the “We have the dreaming” mural within Telstra Plaza which acts as a comment on the “I have a dream” mural and links the message to the Aboriginal Australian experience.

Pedestrian amenity is very good due to the busy active commercial frontages, ease of pedestrian manoeuvrability within the precinct via signalised and non-signalised pedestrian crossings and relatively slow vehicular speed. Within the City of Sydney LGA, Newtown station is located centrally to the precinct near the King Street/Enmore Road junction and draws in a large volume of pedestrian traffic. Restricted on-street car parking is also available however some of this is limited during peak commuter times due to the provision of clearways. Parking is restricted on both sides of King Street and Enmore Road to encourage a higher turnover. Street parking is heavily utilised and can spill onto adjacent streets.

New development opportunities within this precinct are limited. Heritage Items and Contributory buildings must be retained and conserved.

### 9.37.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
2. To protect the identified values of the King Street and Enmore Road Heritage Conservation Area.
3. To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering.



4. To ensure that buildings provide strong definition to the street through retention of the existing nil building setbacks.
5. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and/or streetscape.
6. Where required, to protect, preserve and enhance the existing character of the streetscape, where only compatible development is permitted.
7. To ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
8. To ensure that there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
9. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
10. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
12. To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

### 9.37.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 2 King Street and Enmore Road Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### ***9.37.3.1 HCA 2: King Street and Enmore Road Heritage Conservation Area (C2)***

The King Street and Enmore Road retail strip is a remarkably intact area dating from the late 19th and early 20th centuries, where the relationship between topography and street grid provides a variety of corners and landmarks, vistas and framed features. Collectively, the groups of two to three storey terraces which line both sides of the curving ridge roads create a sense of unity, coherence and visual enclosure. This coherence is strengthened by the prominence of the retail frontages, the survival of most suspended awnings, and the under-awning string of pearls lighting which links the shops all along the streets. While of compatible height and scale, the buildings also display a diversity of architectural and decorative features. The streetscape has a unique and very attractive visual quality which should be preserved and enhanced.

Section 8.2.4 of this DCP addresses the function of buildings along King Street and Enmore Road as well as their architectural qualities. It acknowledges that the retail strip is characterised by a variety of lifestyle and building uses, and by innovation and creativity in retail offerings. It aims to encourage mixed uses where they can enliven the area. However, it first aims to protect and encourage the retail function which has persisted since the shopping streets were laid out in the 19th century, and which gives the area its unique character.

### 9.37.4 Precinct-specific planning controls

- C1** New development opportunities in the precinct are limited.

- C2** A detailed description of the character of the HCA is located in Section 8.2.4 of this DCP.

### ***9.37.4.1 Contributory and period buildings map for the HCA and streetscapes***

- C3** A contributory and period buildings map applies within the King Street and Enmore Road commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. In some cases sites are marked as “Contributory – façade only” on the contributory and period buildings map. In these cases, façade retention is required however some redevelopment may be appropriate behind the retained and conserved facades.
- C4** Where building facades are retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

### **9.37.5 Site-specific planning controls**

- C5** Allow ongoing repair and retouching of the mural by the community without the need for development consent.
- C6** Encourage the owners or lessees of the property No. 8 Mary Street Newtown (currently Telstra) to undertake renovations to activate the street frontage of the building which faces into the plaza, and to cooperate with Council in removing clutter from within the plaza (centrally placed bins, planter bed and metal pergola at the back of the plaza) to enhance the setting of the mural. Retain the “We have the dreaming” mural as part of this process.

# 9.38

## STRATEGIC CONTEXT DULWICH HILL (COMMERCIAL)







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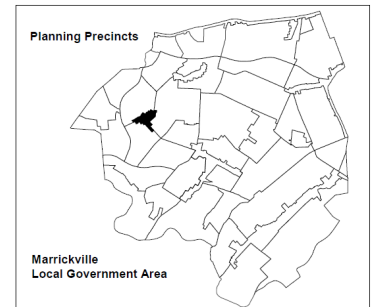
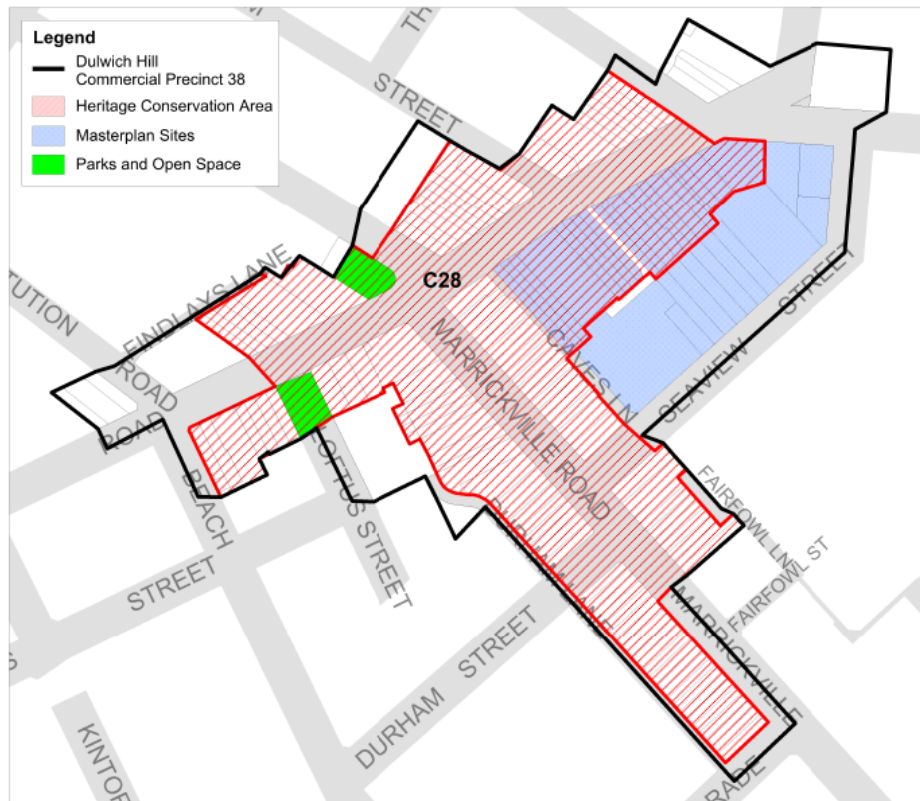




## Part 9 Strategic Context

### 9.38 Dulwich Hill (Commercial Precinct 38)

#### Map of precinct



#### 9.38.1 Existing character

This precinct comprises the retail areas along Marrickville Road and New Canterbury Road, Dulwich Hill. The area predominantly consists of late 19th century two storey commercial buildings along both roads. The centre retains a cohesive architectural character, despite undergoing some modifications and the introduction of new buildings. This cohesive character is particularly evident in the buildings along Marrickville Road, many of which retain much of their original facade detailing. The southern end of Marrickville Road also contains some substantial Federation dwelling houses which provide a pleasant lead up to the commercial buildings.

The intersection of Marrickville Road and New Canterbury Road is marked by the Gladstone Hotel, a substantial three storey Victorian Freestyle Hotel which has retained its original function since its construction in the late 1880s. The Hotel's prominent location at the entrance to Marrickville Road contributes to its landmark status. Generally the buildings along New Canterbury Road contain more examples of modern infill development, many of which detract from the original character of the street. The precinct serves as the main commercial and retail focus point for the suburb of Dulwich Hill, particularly the retail buildings concentrated along Marrickville Road.

The precinct contains the Dulwich Hill Commercial Precinct Heritage Conservation Area.

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

### 9.38.2 Desired future character

The desired future character for this precinct is:

1. To protect the identified Heritage Items within the precinct.
2. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and streetscapes.
3. To protect the identified heritage values of the Dulwich Hill Commercial Precinct Heritage Conservation Area.
4. To allow and encourage a greater scale of development within the commercial centre, including the provision of new dwellings near local shops, services and public transport to meet the market demand, create the opportunity for high access housing choice and support sustainable living.
5. To support excellence in contemporary design.
6. To ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
7. To ensure that new development at rear upper levels is a maximum of four storeys in appearance and is designed to be subservient to retained portions of contributory buildings or infill development to the street building front.
8. Where required, to ensure there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
9. To support pedestrian access, activity and amenity including maintaining and enhancing the public domain.
10. To build on the eat street and cultural character of the commercial centre.
11. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
13. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
14. To ensure that new development considers all potential impacts to biodiversity.
15. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.



### 9.38.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.38.3.1 HCA 28: Dulwich Hill Commercial Precinct Heritage Conservation Area (C28)**

The Dulwich Hill Commercial Precinct Heritage Conservation Area is of aesthetic significance as a largely intact retailing precinct which retains original parapeted roof forms, recessed shopfronts and generally intact first floor shop facades. It also includes some representative examples of Inter-War residential flat buildings and demonstrates the development of a major suburban shopping precinct from 1890 to 1940.

Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic, and social values of Dulwich Hill and the Inner West Local Government Area.

The streetscapes encompass a substantially intact mid to late 19th century retail precinct. The aesthetic value of the area is enhanced by the undulating alignment of New Canterbury Road, which provides a fine series of evolving views and vistas and by the intersection of New Canterbury and Marrickville Roads which allows multiple viewpoints over the streetscape.

The commercial and retail buildings within the area demonstrate the principal characteristics of the traditional suburban shopping area with narrow shopfronts and clearly defined structural bays providing physical evidence of the regularity of the underlying subdivision pattern. Although evidence of most original shopfronts has been lost, the streetscape at pedestrian level remains cohesive due to the regular spacing of the original shopfronts and the 1920s hanging white way lighting under the awnings which creates a distinctive aesthetic quality to the streetscape and accentuates the curvature of the facade as it follows New Canterbury Road.

The group demonstrates strong aesthetic qualities also through the consistency of the parapeted and enclosing street wall, with its finely worked detailing creating a high quality and strongly defined skyline view from the opposing footpath and when travelling through the area.

- C1** HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area has been identified as containing the following streetscapes:
- Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area include:
- Contributory Buildings Map – Dulwich Hill. Refer to Section 8.4.2 of this DCP for relevant controls.

### 9.38.4 Precinct-specific planning controls

#### **9.38.4.1 Reduced height, reduced floor space ratio and building envelope controls**

Inner West Local Environmental Plan 2022 (Inner West LEP 2022) in combination with the Inner West LEP 2022 Height of Buildings Map and the Inner west LEP 2022 Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct. The following controls, applicable

## PART 9: STRATEGIC CONTEXT

to land zoned B2 – Local Centre in the Precinct, reduce the permitted height (in metres) and FSR if specific site conditions are not met and sets building envelope controls relating to height (in storeys), massing, depth, setback and roof projections.

- C2** Despite Clause 4.3(2) of Inner West LEP 2022, for a development site, the building height shown on the Height of Buildings Map on land zoned B2 – Local Centre within this precinct only applies where the following site conditions are met:
- the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - the site area of the development site is 325 square metres or greater.
- C3** Where the site conditions under C2 are not met, despite Clause 4.3(2) of Inner West LEP 2022, the building height for a development site within this precinct is not to exceed 14 metres.
- C4** Despite Clause 4.4(2) of Inner West LEP 2022, for a land parcel within a development site within this precinct, the floor space ratio shown on the Floor Space Ratio Map on land zoned B2 – Local Centre only applies where the following site conditions are met:
- the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - the site area of the development site is 325 square metres or greater, and
  - Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.
- C5** Where the site conditions under C4 are not met, despite Clause 4.4(2) of Inner West LEP 2022, the floor space ratio for a land parcel within a development site within this precinct is not to exceed that specified in accordance with the site conditions in the following table:

Site Conditions	Maximum Floor Space Ratio Permitted
(a) the boundary length, at the street frontage of the development site, is 12 metres or greater, and (b) the site area of the development site is 325 square metres or greater, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	2.0:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.	1.75:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land	1.5:1



parcel is required to be retained.	
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**NB** *The effect of control C5 on a development site comprising more than 1 land parcel may result in a different FSR being permitted for each separate land parcel.*

**C6** Within land zoned B2 Local Centre in this precinct the

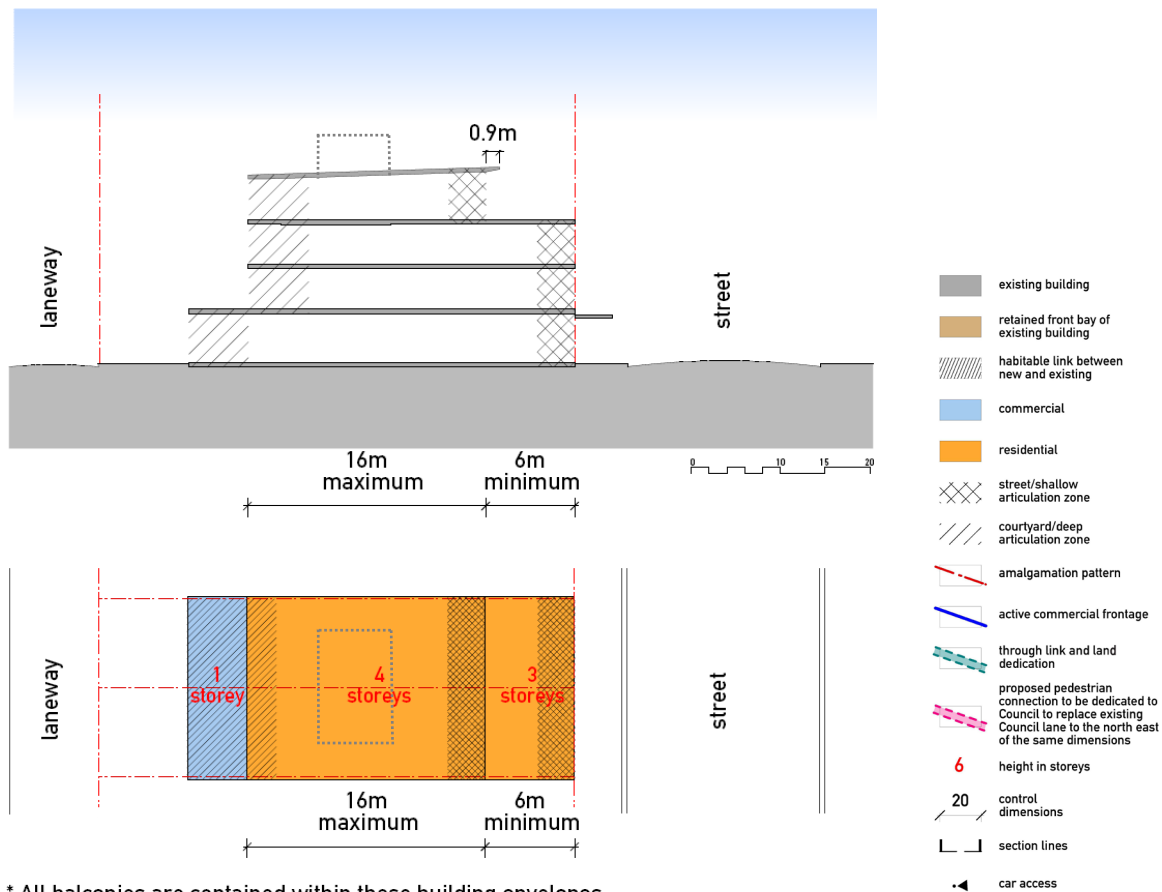
- i. Height (in storeys);
- ii. Massing;
- iii. Maximum building depth;
- iv. Minimum setback; and
- v. Maximum roof projection

for a redevelopment must be in accordance with the control diagrams in the following figures for the respective scenarios.

**NB** *The effect of control C6 may result in a combination of scenarios 1 and 3 or a combination of scenarios 2 and 4, where the development site comprises a mix of buildings where some buildings do need to have the street fronting portion retained and other buildings don't need to have the street fronting portion retained.*

## 9.38.4.2 Scenario 1

- i. Height 17 metres
- ii. Floor space ratio 2.2:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



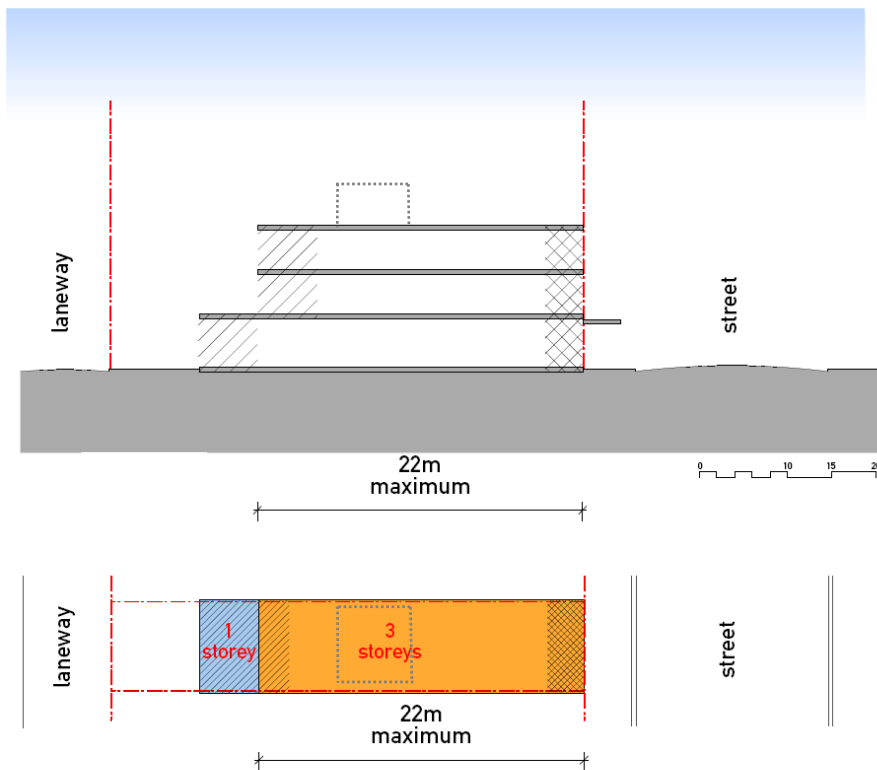
\* All balconies are contained within these building envelopes.

Figure 38a Control diagram – four storey - infill development



### 9.38.4.3 Scenario 2

- i. Height 14 metres
- ii. Floor space ratio 1.75:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



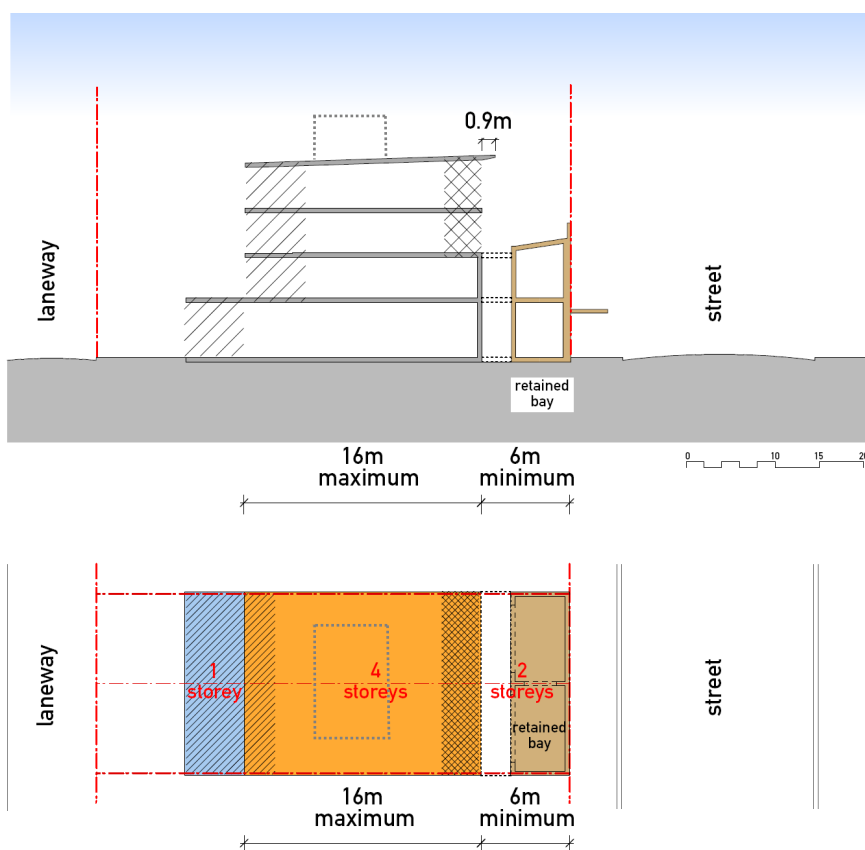
\* All balconies are contained within these building envelopes.

Figure 38b Control diagram – three storey - infill development



## 9.38.4.4 Scenario 3

- i. Height 17 metres
- ii. Floor space ratio 2.0:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained



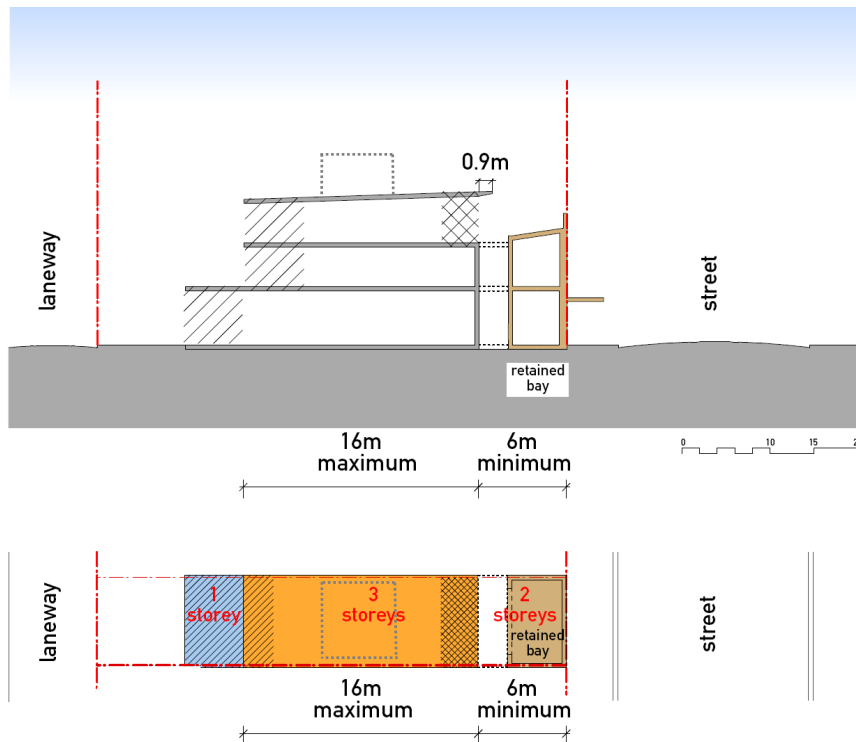
\* All balconies are contained within these building envelopes.

Figure 38c Control diagram – four storey - retain street fronting portion



#### 9.38.4.5 Scenario 4

- i. Height 14 metres
- ii. Floor space ratio 1.5:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained



\* All balconies are contained within these building envelopes.

Figure 38d Control diagram – three storey - retain street fronting portion

#### 9.38.4.6 Contributory buildings map for the HCA and streetscapes

- C7** A contributory buildings map applies within the Dulwich Hill commercial centre for the HCA and streetscapes. Refer to Part 8 (Heritage) of the DCP for the contributory buildings map.

### 9.38.5 Site-specific planning controls

#### *9.38.5.1 Masterplan Area (MA 38.1)*

##### Masterplan location

- C8** Masterplan Area 38.1 relates to the allotments shaded in Figure (38.1a).

##### Site amalgamation

- C9** The redevelopment of the land shaded in Figure (38.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (38.1b).
- C10** Amalgamation of allotments must not result in any 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.

##### Building height

- C11** The height of proposed buildings on the land shaded in Figure (38.1a) must conform to the control diagram(s) in Figures (38.1b) and (38.1c). The height is expressed in number of storeys.

##### Boundary setbacks

- C12** The boundary setbacks of proposed buildings on the land shaded in Figure (38.1a) must conform to the control diagram(s) in Figures (38.1b) and (38.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

- C13** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (38.1a) must conform to the control diagram(s) in Figures (38.1b) and (38.1c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

- C14** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (38.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (38.1b) and (38.1c). The setbacks are expressed in metres.

##### Articulation zones

- C15** The envelope of buildings on the land shaded in Figure (38.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (38.1b) and (38.1c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C16** The envelope of buildings on the land shaded in Figure (38.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (38.1b) and (38.1c), may include deep articulations to the building form to break up the massing.

##### Domain interface and structure

- C17** The redevelopment of the land shaded in Figure (38.1a) must conform to the control diagram in Figure (38.1b) in regards to:



- i. The location of active land uses and frontages at ground level;
- ii. The location of vehicular entries;
- iii. The location of publicly accessible and dedicated pedestrian links;
- iv. The location and extent of public domain infrastructure; and
- v. The location and extent of road widening dedication.

## Landmarks and gateways

**C18** The redevelopment of allotments shaded in Figure (38.1a) must incorporate landmark/gateway features on the Herbert Street frontage to emphasise the termination of the south viewing axis along New Canterbury Road.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*

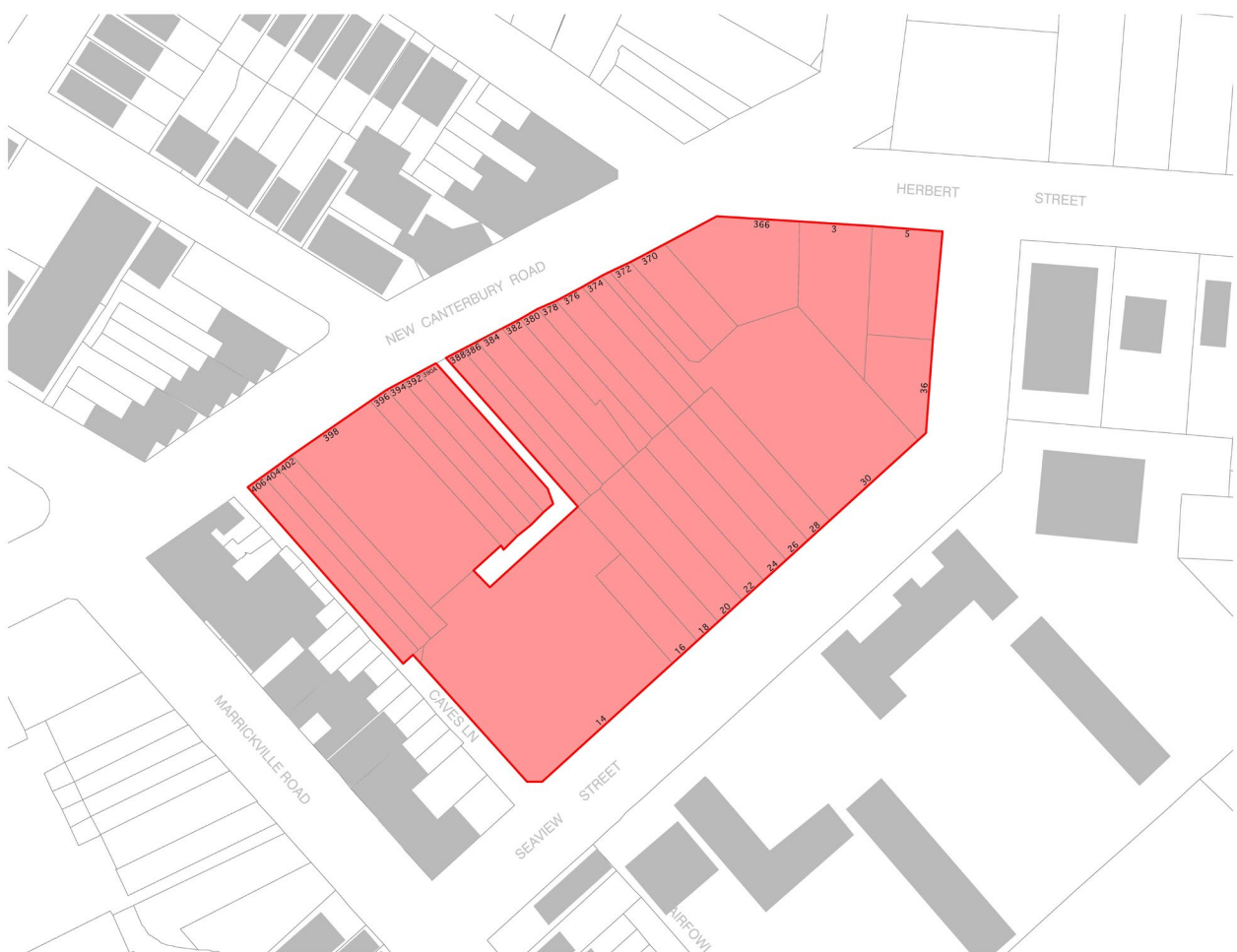
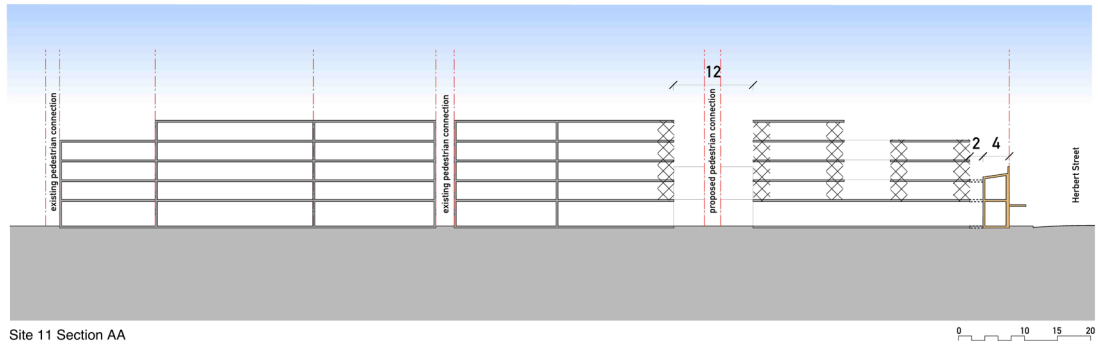


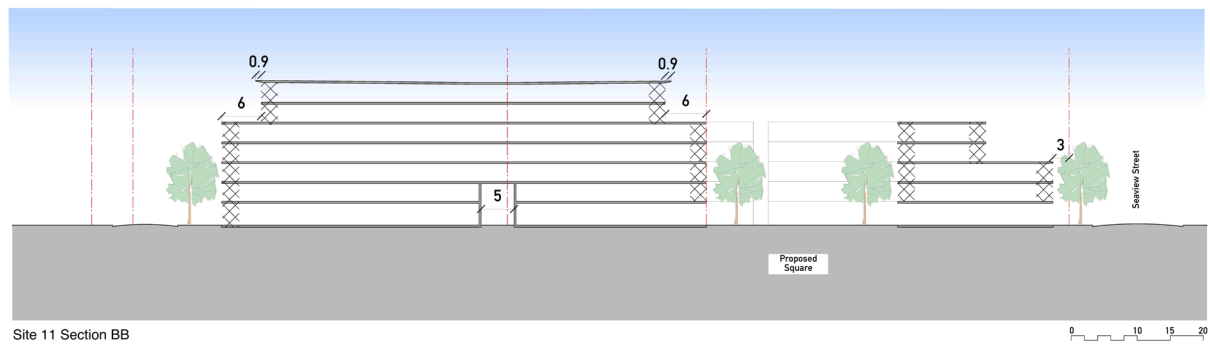
Figure 38.1a Location Plan



Figure 38.1b Plan Diagram



Site 11 Section AA



Site 11 Section BB

Figure 38.1c Section Diagrams

# 9.39

## STRATEGIC CONTEXT MARRICKVILLE METRO









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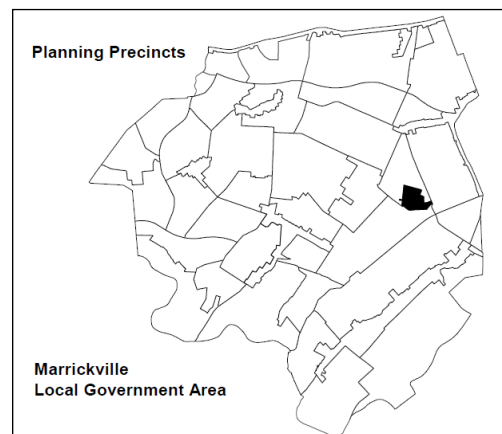
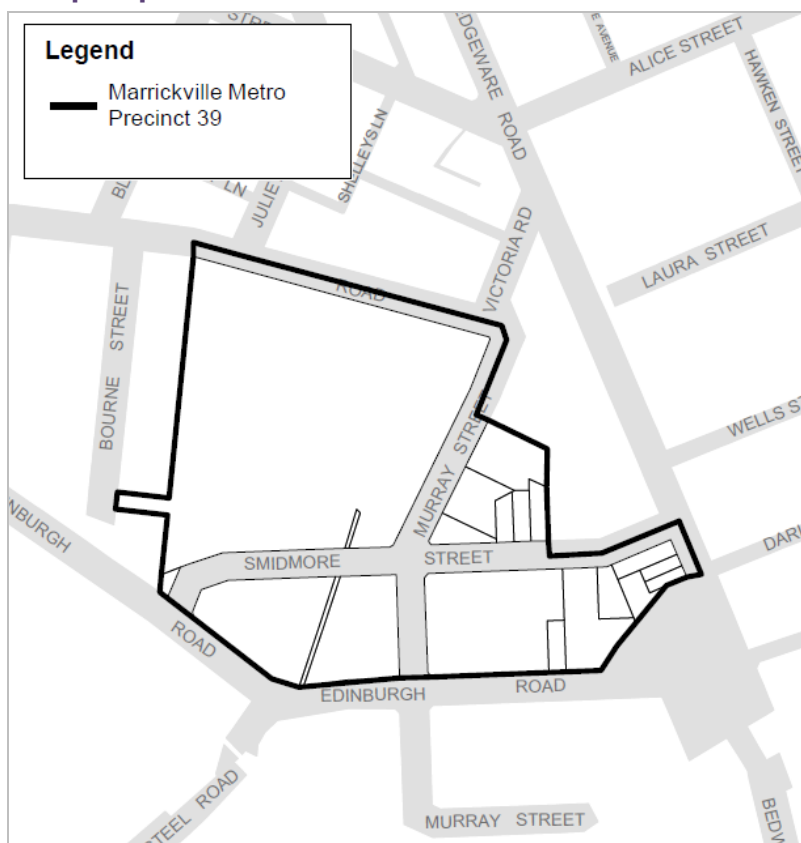




## Part 9 Strategic Context

### 9.39 Marrickville Metro (Precinct 39)

#### Map of precinct



#### 9.39.1 Existing character

This precinct consists of the Marrickville Metro shopping centre and its immediate surrounds in the suburb of Marrickville. It is bounded by Victoria Road to the north, Murray Street and Edgware Road to the east, Edinburgh Road to the south and west. The precinct is largely industrial in nature, though it contains a sizeable commercial development known as the Marrickville Metro shopping centre.

The Marrickville Metro shopping centre is an internally focussed commercial development built on the site of a former woollen mill. From the 1890s large numbers of industrial companies were established in Marrickville. The first and largest woollen mill in Marrickville was Vicars, a family-run business established in 1893. Industry provided extensive employment for local men and women.

By the 1960s Vicars was suffering serious competition from other fabrics, and in the early 1970s the federal government substantially reduced tariffs on imports. Vicars Woollen Mills could no longer compete and the company was wound up. The Marrickville Metro shopping centre opened in 1987 on the site. Part of the brick factory wall was retained and is still visible along Victoria Road. The Mill House, built about 1860 and occupied by the Vicars family, was incorporated in the redevelopment. It is one of the oldest buildings in Marrickville and is a local heritage item.

The current shopping centre is a substantially enclosed and internalised centre with pedestrian entries from Victoria Road to the north and Smidmore Street to the south. Pedestrian access is also provided from the rooftop car parking areas down into the centre. Existing open loading dock areas exist along the frontage of Murray Street and from Smidmore Street. Access to the loading dock is poorly resolved and often leads to conflict between trucks, cars and pedestrians as large trucks must reverse into the loading dock from Murray Street. Two vehicle access ramps accessed off Smidmore and Murray Street provide car access to the roof top parking.

The site on the southern side of Smidmore Street from the Marrickville Metro shopping centre is a large industrial lot, containing a two storey industrial warehouse development built to the boundary and associated car parking. The block to the east contains a mix of large and smaller lots, predominantly containing two storey industrial buildings and associated car parking.

The precinct adjoins residential areas to the north, east and west. The operations of the shopping centre have the potential to impact on the amenity of residential areas by way of noise and other emissions, parking and traffic generation. Adjoining the precinct to the south-west is a large tract of industrial land which comprises a substantial portion of all industrially zoned land.

The road alignment in this precinct is very irregular. Access into the precinct is afforded from Edgeware Road and Edinburgh Road. Access via Victoria Road is blocked at its intersection with Juliett Street. Roads in this precinct tend to be quite narrow, with time restricted parking on both sides of the streets. Traffic calming devices have been installed such as pedestrian crossings and roundabouts, however the combination of traffic accessing the Marrickville Metro shopping centre and large vehicles accessing adjoining industrial areas leads to congestion within the constrained road network. Footpaths provide access for pedestrians, though access into the Marrickville Metro shopping centre from anywhere other than the internal car park is poorly considered.

Street plantings exist in the precinct and improve its overall amenity. This is particularly relevant to Victoria Road and Murray Street adjacent to the Marrickville Metro shopping centre, which contains a row of mature fig trees. Other embellishments include references, although limited, to the history of the current shopping centre site. Also prominent is Depression era brick footpaths which are evident throughout the area.

The land is generally flat reflecting its predominantly industrial use. There is a slight fall to the south from Edgeware Road towards the railway line. There are no open space areas in this precinct due to its industrial nature, however it is located in close proximity to Enmore Park and Camdenville Park.

The precinct does not contain any Heritage Conservation Areas.

In March 2012 the Planning Assessment Commission approved an application to authorise the use of the existing building for retail premises and business premises, and expand the Marrickville Metro Shopping Centre including a first floor addition to the existing building at 34 Victoria Road, a new 2 level retail building at 13-55 Edinburgh Road and two levels of rooftop parking above each building.

### 9.39.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.



2. To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of State significance.
3. To retain the existing employment generating land uses.
4. To ensure that the redevelopment of the Marrickville Metro shopping centre addresses existing conflicts between the operation of the centre and the amenity of surrounding residential areas.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### **9.39.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.39.4 Precinct-specific planning controls**

Nil

### **9.39.5 Site-specific planning controls**

Nil

# 9.40

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE (COMMERCIAL)









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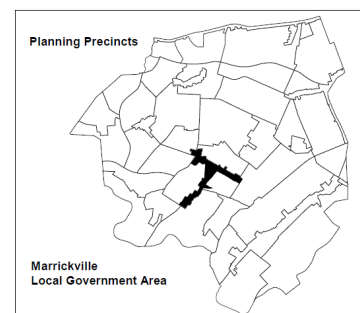
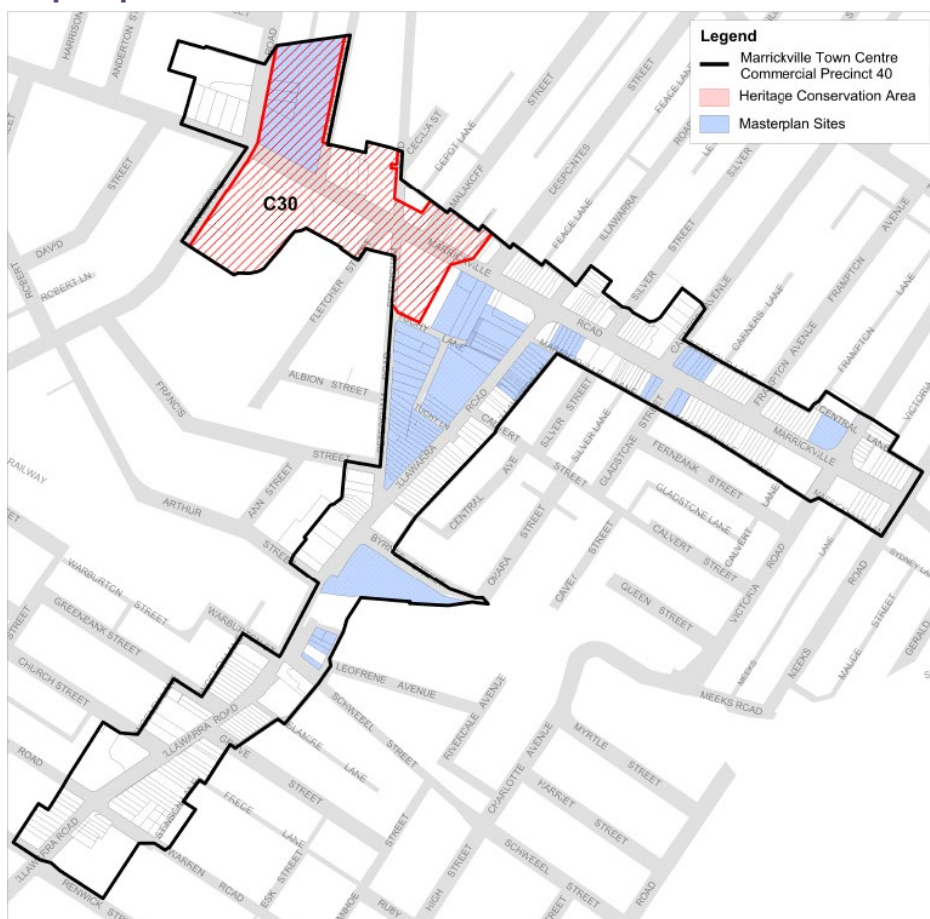




## Part 9 Strategic Context

### 9.40 Marrickville Town Centre (Commercial Precinct 40)

#### Map of precinct



#### 9.40.1 Existing character

This precinct consists of commercial development along Marrickville Road and Illawarra Road, Marrickville. Marrickville Road is an east-west route and originally featured market gardens. Gradually, it became an important route for local traffic. The area became a retail and commercial precinct following the introduction of a tram line in the early 1880s. It was further aided through the opening of Marrickville Rail Station in 1895. A collection of civic buildings were developed at the western end of Marrickville Road near its intersection with Livingstone Road, including the Marrickville Town Hall, Marrickville Fire Station and the former Marrickville Hospital site. Other civic buildings within or near the precinct include the Marrickville Post Office and Marrickville Police Station.

Rows of two storey shops were erected along the length of Marrickville Road and Illawarra Road from the 1880s. The original buildings are consistently built to the footpath alignment, with awnings and parapets providing architectural and aesthetic detailing. The buildings along both streets have been modified and both streets contain infill development. The result of modifications has been the loss of most of the original

detailing from both of the streets, particularly at the street level. However, they still retain some of their original character through their predominantly consistent building form. This character is particularly evident on the eastern end of Marrickville Road, towards its intersection with Victoria Road, though less evident along Illawarra Road with modern infill development such as the redevelopment of the former Marrickville RSL site on the southern corner of Illawarra Road and Byrnes Street.

### 9.40.2 Desired future character

The desired future character for this precinct is:

1. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and/or streetscapes.
2. To protect the identified heritage values of the Civic Precinct Heritage Conservation Area.
3. To allow and encourage a greater scale of development within the commercial centre, including the provision of new dwellings near local shops, services and public transport to meet market demand, create the opportunity for high access housing choice and support sustainable living.
4. To support excellence in contemporary design.
5. To ensure the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
6. To ensure new development at rear upper levels is a maximum of five storeys and is designed to be subservient to retained portions of contributory buildings or infill development to the street building front.
7. Where required, to ensure there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
8. To support pedestrian access, activity and amenity including maintaining and enhancing the public domain quality.
9. To build on the eat street and cultural character of the commercial centre.
10. To ensure that higher density demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
11. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
12. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
13. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
14. To renew the former Marrickville Hospital site to accommodate a range of civic and commercial land uses and a public square that fronts Marrickville Road and Livingstone Road, with mixed use and residential uses to the north that transition to the adjoining lower density residential areas.



### 9.40.3 Heritage Conservation Areas (HCAs)

The precinct contains the HCA 30: Civic Precinct Heritage Conservation Area. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.40.3.1 HCA 30: Civic Precinct Heritage Conservation Area (C30)**

The Civic Precinct Heritage Conservation Area is a high quality and substantially intact example of the local civic precinct.

It is of historical significance as the traditional centre of the land where this DCP applies, defined by its strongly expressed and imposing civic and community buildings including the former town hall, one of the most substantial fire stations in NSW, two major churches, a former local hospital and many ancillary buildings. It also extends into the adjacent Marrickville Road shopping centre streetscape as the two functions developed concurrently.

The HCA is a largely intact civic precinct with important buildings from 1895 to 1940. The two church groups provide excellent examples of the Inter-War Romanesque and Victorian/Federation Gothic styles; the fire station and main ward block of Marrickville Hospital of Federation Free Classical; the town hall the Inter-War Free Classical styles; and the modest medical centre at 342 Marrickville Road the Inter War Georgian Revival style. The generous setting of each allows most of the main buildings to be viewed in the round, reflecting their important role in the historic development of the local area.

The HCA carries social significance for its rich range of community services and functions, including spiritual and social (St Brigid's Catholic and St Clement's Anglican Church groups); medical/social (the former Marrickville Hospital as well as the medical consulting rooms); community governance and facilities (the former town hall and current library); and community safety (the fire station).

The retail section of the HCA contributes to the setting and integrity of the civic streetscape through its continuing use as a retail and commercial area and through its consistent parapet heights. These contribute to the precinct's aesthetic values by directing the eye to the churches and focal points at the western end. The retail precinct also contains good examples of late 19th and early 20th century retail shops with residential accommodation above. Other individual shops contribute minimal aesthetic value to the HCA and are significant primarily for their ongoing retail or commercial role.

- C1** HCA 30 Civic Precinct Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Retail Streetscapes (for the retail area at the eastern end of the HCA). Refer to Section 8.4 of this DCP for relevant controls.  
Relevant Architectural Style Sheet for HCA 30 Civic Precinct Heritage Conservation Area include:
  - b. Contributory Buildings Map – Marrickville. Refer to Section 8.4.2 of this DCP for relevant controls.
- C2** The core of the Civic Precinct HCA is of a heritage and urban design significance that requires a site-specific DCP which must respond to the identified heritage values and the urban design qualities of the individual buildings, their settings and the significance of the group as a whole.

### 9.40.4 Precinct-specific planning controls

#### **9.40.4.1** *Contributory and period buildings map for HCAs and streetscapes*

A contributory and period buildings map applies within the Marrickville commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

- C3** Where building façades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

#### **9.40.4.2** *Reduced height, reduced floor space ratio and building envelope controls*

Inner West Local Environmental Plan 2022 (Inner West LEP 2022) in combination with the Inner West LEP 2022 Height of Buildings Map and the Inner West LEP 2022 Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct.

The following controls apply to land zoned B2 – Local Centre in the Precinct, reduce the permitted height (in metres) and FSR if specific site conditions are not met and sets building envelope controls relating to height (in storeys), massing, depth, setback and roof projections.

- C4** Despite Clause 4.3(2) of Inner West LEP 2022, for a development site, the building height shown on the Height of Buildings Map on land zoned B2 – Local Centre within this precinct only applies where the following site conditions are met:
- the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - the site area of the development site is 325 square metres or greater.
- C5** Where the site conditions under C2 are not met, despite Clause 4.3(2) of Inner West LEP 2022, the building height for a development site within this precinct is not to exceed 14 metres.
- C6** Despite Clause 4.4(2) of Inner West LEP 2022, for a land parcel within a development site within this precinct, the floor space ratio shown on the Floor Space Ratio Map on land zoned B2 – Local Centre only applies where the following site conditions are met:
- the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - the site area of the development site is 325 square metres or greater, and
  - Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.
- C7** Where the site conditions under C4 are not met, despite Clause 4.4(2) of Inner West LEP 2022, the floor space ratio for a land parcel within a development site within this precinct is not to exceed that specified in accordance with the site conditions in the following table:





Site Conditions	Maximum Floor Space Ratio Permitted
(a) the boundary length, at the street frontage of the development site, is 12 metres or greater, and (b) the site area of the development site is 325 square metres or greater, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	2.4:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.	1.75:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	1.5:1

**NB** *The effect of control C5 on a development site comprising more than 1 land parcel may result in a different FSR being permitted for each separate land parcel.*

- C8** Within land zoned B2 Local Centre in the precinct the:
- Height (in storeys);
  - Massing;
  - Maximum building depth;
  - Minimum setback; and
  - Maximum roof projection
- for a redevelopment must be in accordance with the control diagrams in the following figures for the respective scenario(s).

**NB** *The effect of control C6 may result in a combination of scenarios 1 and 3 or a combination of scenarios 2 and 4, where the development site comprises a mix of buildings where some buildings do need to have the street fronting portion retained and other buildings don't need to have the street fronting portion retained.*

## 9.40.4.3 Scenario 1

- |      |                           |  |
|------|---------------------------|--|
| i.   | Height                    | 20 metres                              |
| ii.  | Floor space ratio         | 2.5:1                                  |
| iii. | Street frontage of land   | Greater than 12 metres                 |
| iv.  | Site area of land         | Greater than 325m <sup>2</sup>         |
| v.   | Street fronting retention | Not required by Council to be retained |

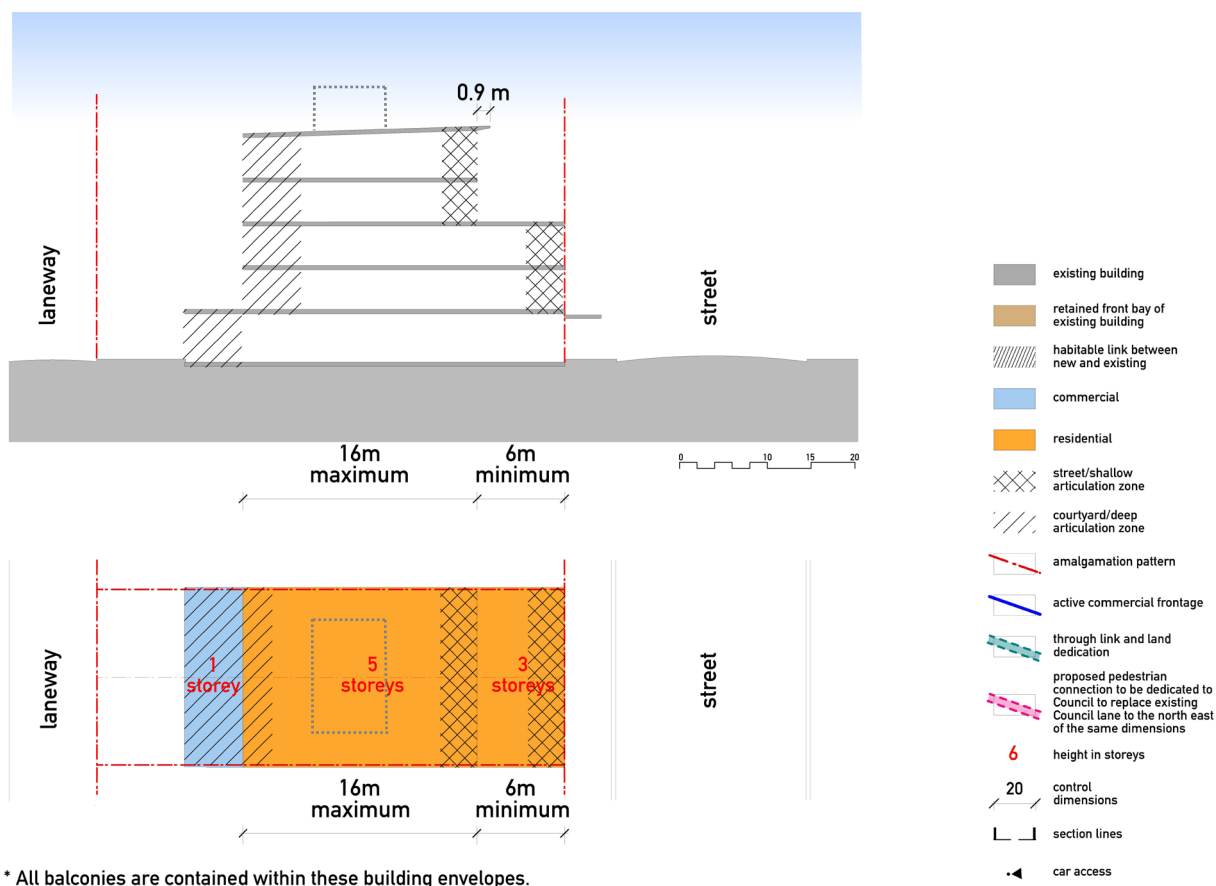


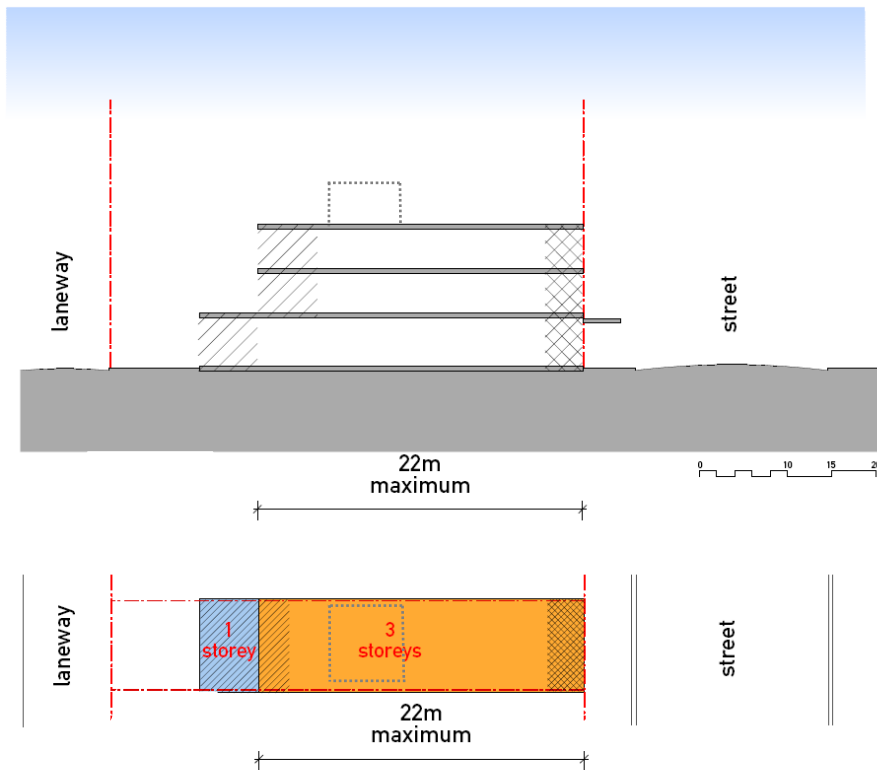
Figure 40a Control diagram – five storey - infill development

Legend



#### 9.40.4.4 Scenario 2

- i. Height 14 metres
- ii. Floor space ratio 1.75:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained

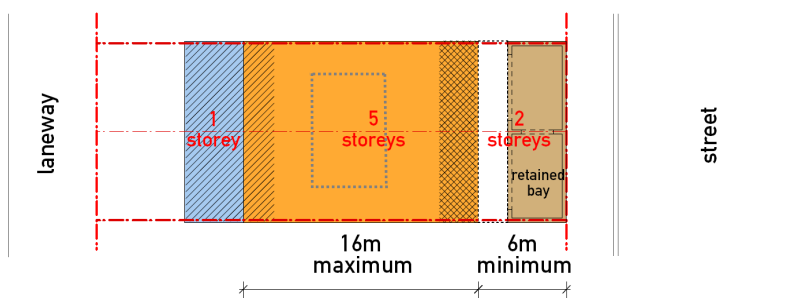
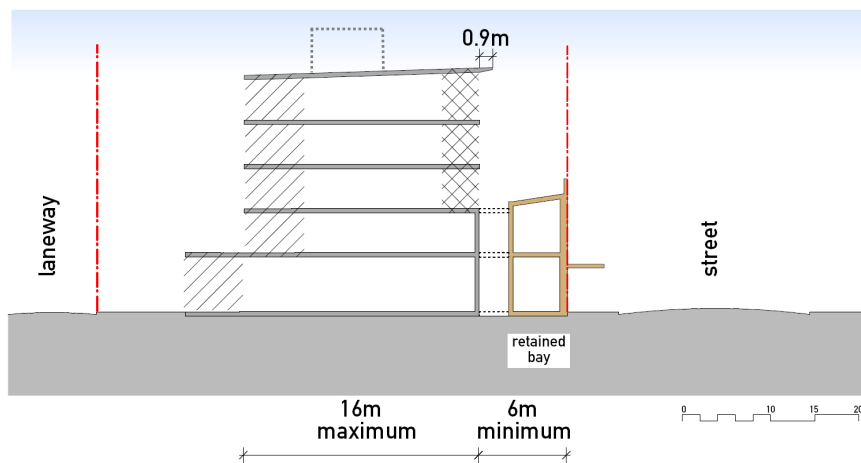


\* All balconies are contained within these building envelopes.

Figure 40b Control diagram – three storey - infill development

## 9.40.4.5 Scenario 3

- i. Height 20 metres
- ii. Floor space ratio 2.4:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained

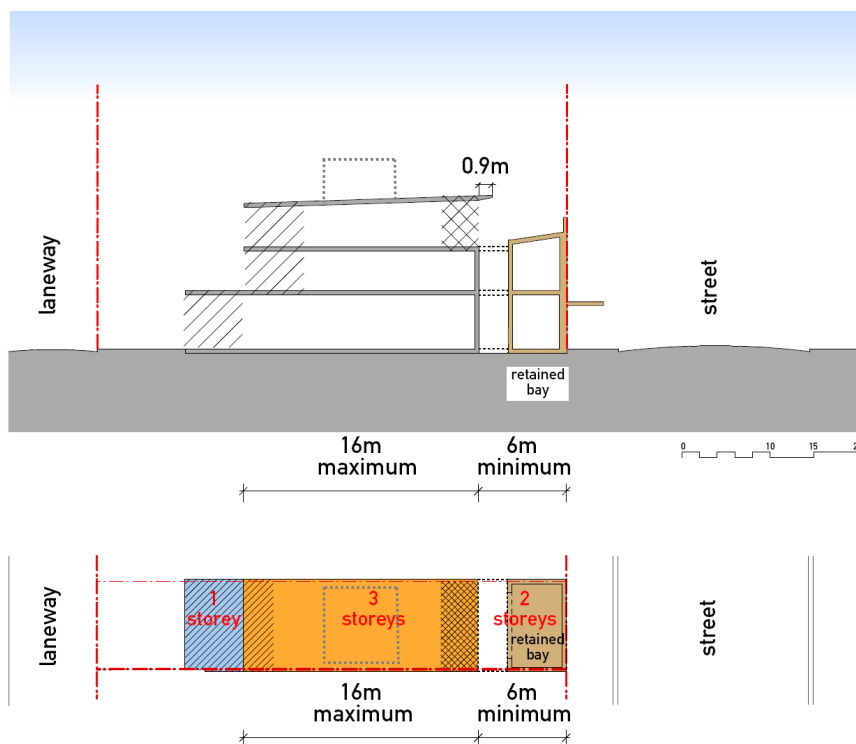


\* All balconies are contained within these building envelopes.



#### 9.40.4.6 Scenario 4

- i. Height 14 metres
- ii. Floor space ratio 1.5:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained



\* All balconies are contained within these building envelopes.

Figure 40d Control diagram – three storey - retain street fronting portion

#### 9.40.4.7 Contributory buildings map for the HCA and/or streetscapes

- C9** A contributory buildings map applies within the Marrickville commercial centre for the HCA and/or streetscapes. Refer to Part 8.4.2 (Heritage) of the DCP for the contributory buildings map.

### 9.40.5 Site-specific planning controls

#### *9.40.5.1 Masterplan Area (MA 40.1)*

##### Masterplan location

**C10** Masterplan Area 40.1 relates to the land shaded in Figure (40.1a).

##### Building height

**C11** The height of proposed buildings on the land shaded in Figure (40.1a) must conform to the control diagram(s) in Figures (40.1b) and (40.1c). The height is expressed in number of storeys.

##### Boundary setbacks

**C12** The boundary setbacks of proposed buildings on the land shaded in Figure (40.1a) must conform to the control diagrams in Figures (40.1b) and (40.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C13** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (40.1a) must conform to the control diagram(s) in Figures (40.1b) and (40.1c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

**C14** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.1b) and (40.1c). The setbacks are expressed in metres.

##### Articulation zones

**C15** The envelope of buildings on the land shaded in Figure (40.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.1b) and (40.1c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.

**C16** The envelope of buildings on the land shaded in Figure (40.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.1b) and (40.1c), may include deep articulations to the building form to break up the massing.

##### Domain interface and structure

**C17** The redevelopment of the land shaded in Figure (40.1a) must conform to the control diagram in Figure (40.1b) in regards to:

- i. The location of active land uses and frontages at ground level;
- ii. The location of vehicular entries;
- iii. The location of publicly accessible and dedicated pedestrian links; and
- iv. The location and extent of public domain infrastructure.



## Landmarks and gateways

**C18** The redevelopment of the land shaded in Figure (40.1a) must incorporate landmark features at the corner facing the intersection of Marrickville Road and Victoria Road, to emphasise the gateway to the precinct.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*





Figure 40.1a Location Diagram



Figure 40.1b Plan Diagram

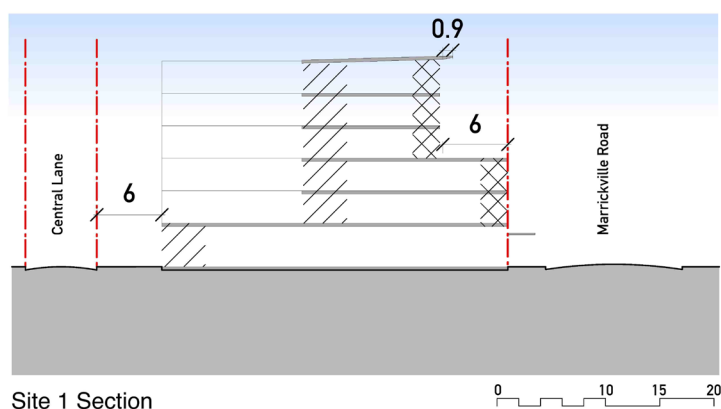


Figure 40.1c Section Diagram

### 9.40.5.2 Masterplan Area (MA 40.2)

#### Masterplan Location

**C19** Masterplan Area 40.2 relates to the land shaded in Figure (40.2a).

#### Site amalgamation

- C20** The redevelopment of allotments shaded in Figure (40.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.2b).
- C21** Amalgamation of allotments must not result in any 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.

#### Building height

**C22** The height of proposed buildings on the land shaded in Figure (40.2a) must conform to the control diagram(s) in Figures (40.2b) and (40.2c). The height is expressed in number of storeys.

#### Boundary setbacks

**C23** The boundary setbacks of proposed buildings on the land shaded in Figure (40.2a) must conform to the control diagram(s) in Figures (40.2b) and (40.2c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

**C24** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (40.2a) must conform to the control diagram(s) in Figures (40.2b) and (40.2c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

**C25** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.2b) and (40.2c). The setbacks are expressed in metres.

### Articulation zones

- C26** The envelope of buildings on the land shaded in Figure (40.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.2b) and (40.2c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C27** The envelope of buildings on the land shaded in Figure (40.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.2b) and (40.2c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C28** The redevelopment of the land shaded in Figure (40.2a) must conform to the control diagram in Figure (40.2b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

### Landmarks and gateways

- C29** The redevelopment of the land shaded in Figure (40.2a) must incorporate landmark features on the street intersection corners and be designed to emphasize the termination of the viewing axis of Garners Avenue and Gladstone Street.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 40.2a Location Diagram

\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.



Figure 40.2b Plan Diagram

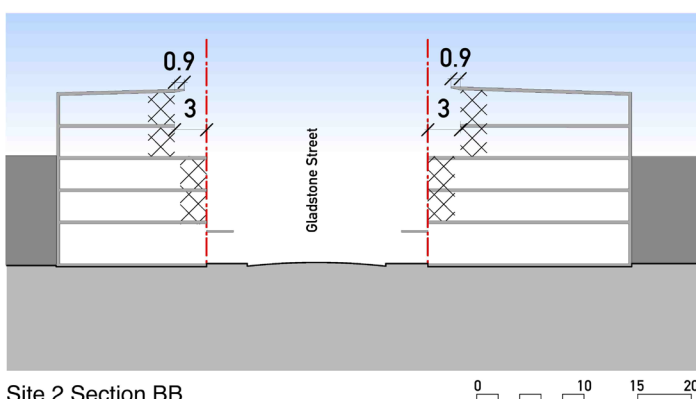
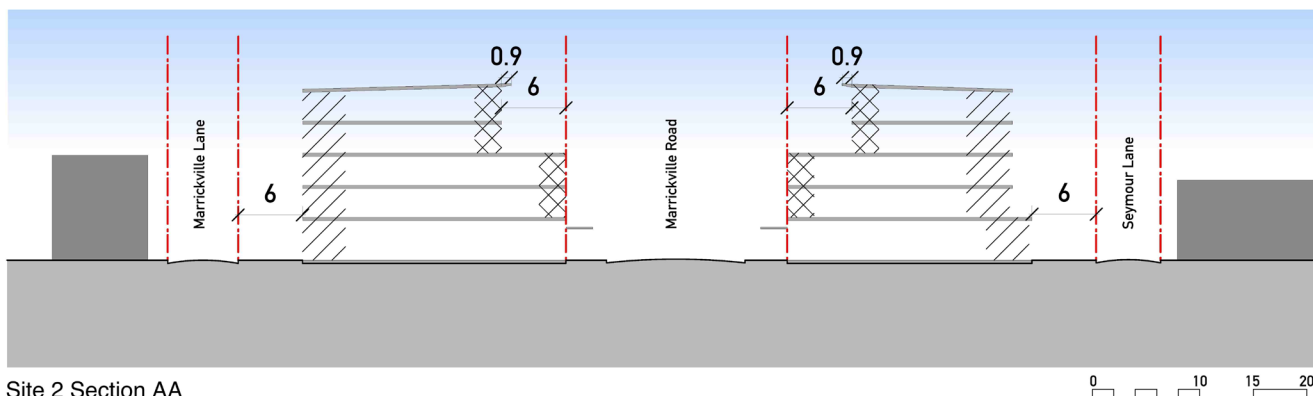


Figure 40.2c Section Diagrams

## 9.40.5.3 Masterplan Area (MA 40.3)

### Masterplan location

**C30** Masterplan Area 40.3 relates to the land shaded in Figure (40.3a).

### Site amalgamation

- C31** The redevelopment of allotments shaded in Figure (40.3a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.3b).
- C32** Amalgamation of allotments must not result in any 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.

### Building height

**C33** The height of proposed buildings on the land shaded in Figure (40.3a) must conform to the control diagram(s) in Figures (40.3b) and (40.3c). The height is expressed in number of storeys.

### Boundary setbacks

**C34** The boundary setbacks of proposed buildings on the land shaded in Figure (40.3a) must conform to the control diagram(s) in Figures (40.3b) and (40.3c). The setbacks are expressed in metres.



## Sustainable envelopes and occupant amenity

- C35** The siting, orientation, depth and separation of proposed buildings within the allotments shaded in Figure (40.3a) must conform to the control diagram(s) in Figures (40.3b) and (40.3c). The dimensions are expressed in metres.

## Upper floor and roof setbacks

- C36** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.3a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.3b) and (40.3c). The setbacks are expressed in metres.

## Articulation zones

- C37** The envelope of buildings on the land shaded in Figure (40.3a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.3b) and (40.3c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C38** The envelope of buildings on the land shaded in Figure (40.3a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.3b) and (40.3c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C39** The redevelopment of the land shaded in Figure (40.3a) must conform to the control diagram in Figure (40.3b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



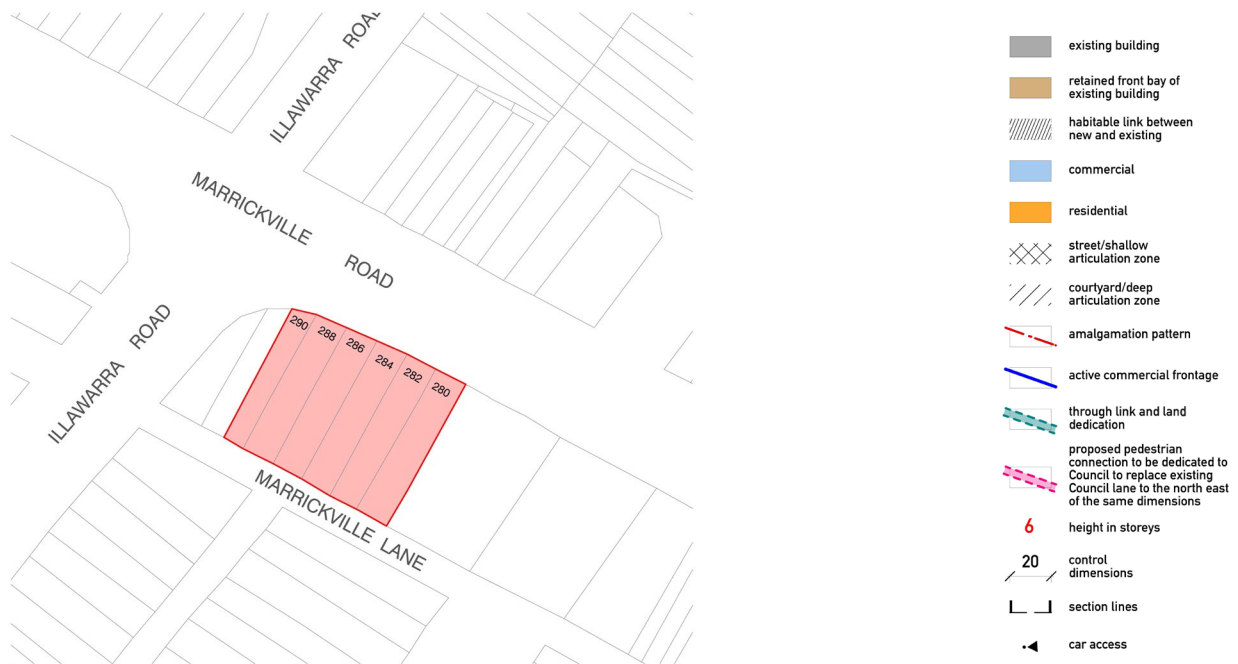


Figure 40.3a Location Diagram

Legend

\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.



Figure 40.3b Plan Diagram



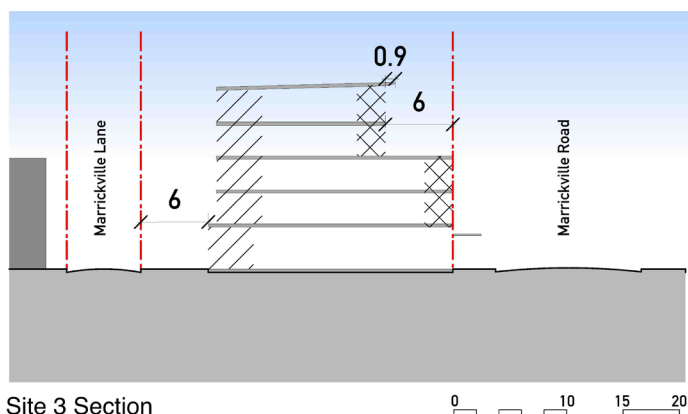


Figure 40.3c Section Diagram

#### 9.40.5.4 Masterplan Area (MA 40.4)

##### Masterplan Location

**C40** Masterplan Area 40.4 relates to the land shaded in Figure (40.4a).

##### Site amalgamation

- C41** The redevelopment of allotments shaded in Figure (40.4a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.4b).
- C42** Amalgamation of allotments must not result in any 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.

##### Building height

**C43** The height of proposed buildings on the land shaded in Figure (40.4a) must conform to the control diagram(s) in Figures (40.4b) and (40.4c). The height is expressed in number of storeys.

##### Boundary setbacks

**C44** The boundary setbacks of proposed buildings on the land shaded in Figure (40.4a) must conform to the control diagram(s) in Figures (40.4b) and (40.4c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C45** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (40.4a) must conform to the control diagram(s) in Figures (40.4b) and (40.4c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

**C46** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.4a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.4b) and (40.4c). The setbacks are expressed in metres.

## Articulation zones

- C47** The envelope of buildings on the land shaded in Figure (40.4a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.4b) and (40.4c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C48** The envelope of buildings on the land shaded in Figure (40.4a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.4b) and (40.4c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C49** The redevelopment of the land shaded in Figure (40.4a) must conform to the control diagram in Figure (40.4b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

## Landmarks and gateways

- C50** The redevelopment of the land shaded in Figure (40.4a) must incorporate landmark features on the corner of Illawarra Road and the Calvert Street car park and be designed to emphasise the termination of the viewing axis of the pedestrian link to the west in Masterplan Area 40.5.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 40.4a Location Diagram



Figure 40.4b Plan Diagram

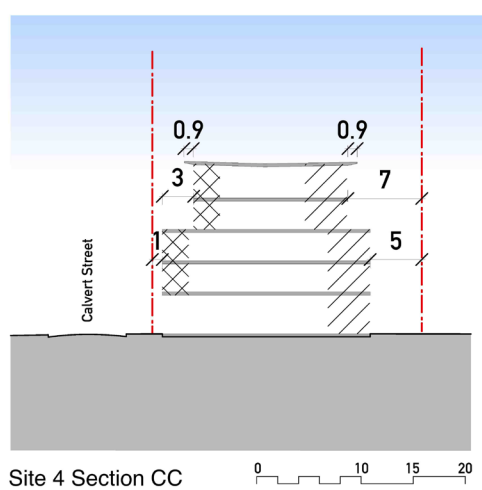
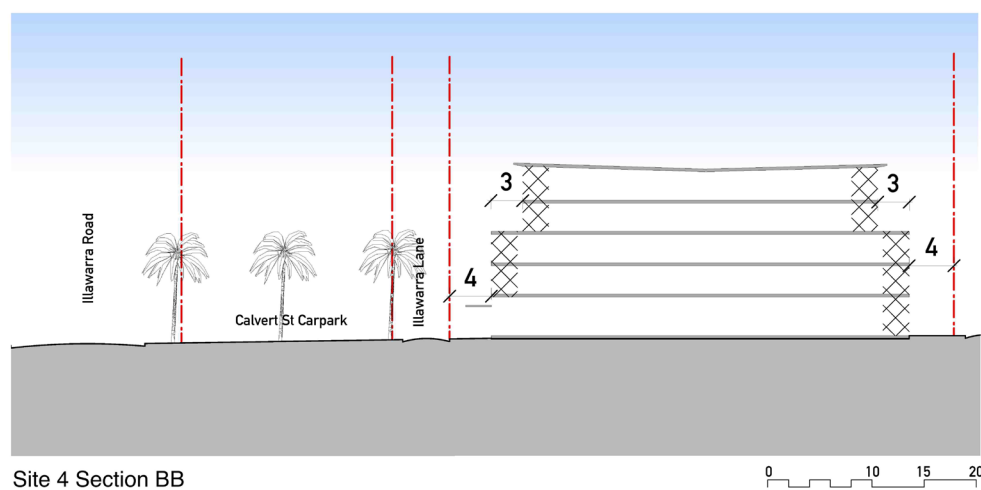
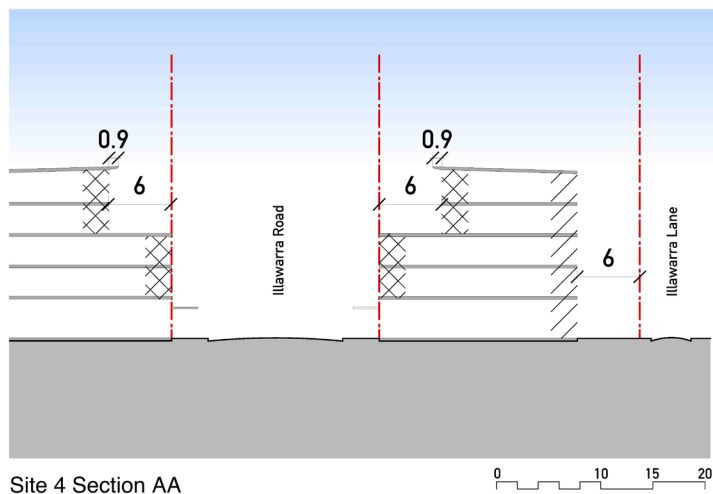


Figure 40.4c Section Diagrams



### **9.40.5.5 Masterplan Area (MA 40.5)**

#### **Masterplan location**

- C51** Masterplan Area 40.5 relates to the land shaded in Figure (40.5a).

#### **Site amalgamation**

- C52** The redevelopment of allotments shaded in Figure (40.5a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.5b).
- C53** Amalgamation of allotments must not result in any 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.

#### **Building height**

- C54** The height of proposed buildings on the land shaded in Figure (40.5a) must conform to the control diagram(s) in Figures (40.5b) and (40.5c). The height is expressed in number of storeys.

#### **Boundary setbacks**

- C55** The boundary setbacks of proposed buildings on the land shaded in Figure (40.5a) must conform to the control diagram(s) in Figures (40.5b) and (40.5c). The setbacks are expressed in metres.

#### **Sustainable envelopes and occupant amenity**

- C56** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (40.5a) must conform to the control diagram(s) in Figures (40.5b) and (40.5c). The dimensions are expressed in metres.

#### **Upper floor and roof setbacks**

- C57** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.5a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.5b) and (40.5c). The setbacks are expressed in metres.

#### **Articulation zones**

- C58** The envelope of buildings on the land shaded in Figure (40.5a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.5b) and (40.5c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C59** The envelope of buildings on the land shaded in Figure (40.5a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.5b) and (40.5c), may include deep articulations to the building form to break up the massing.

#### **Domain interface and structure**

- C60** The redevelopment of the land shaded in Figure (40.5a) must conform to the control diagram in Figure (40.5b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;



- iv. The location and extent of public domain infrastructure; and
- v. The location and extent of road widening dedication.

### Landmarks and gateways

- C61** The redevelopment of the land shaded in Figure (40.5a) must incorporate landmark features at:
- i. The corner of Illawarra Road and the Petersham Road at the upper level (five storey component) and be designed to emphasise the termination of the viewing axis of Francis Street; and
  - ii. Along Illawarra Road, opposite Calvert Street, to emphasise the termination of the viewing axis of Calvert Street.

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*

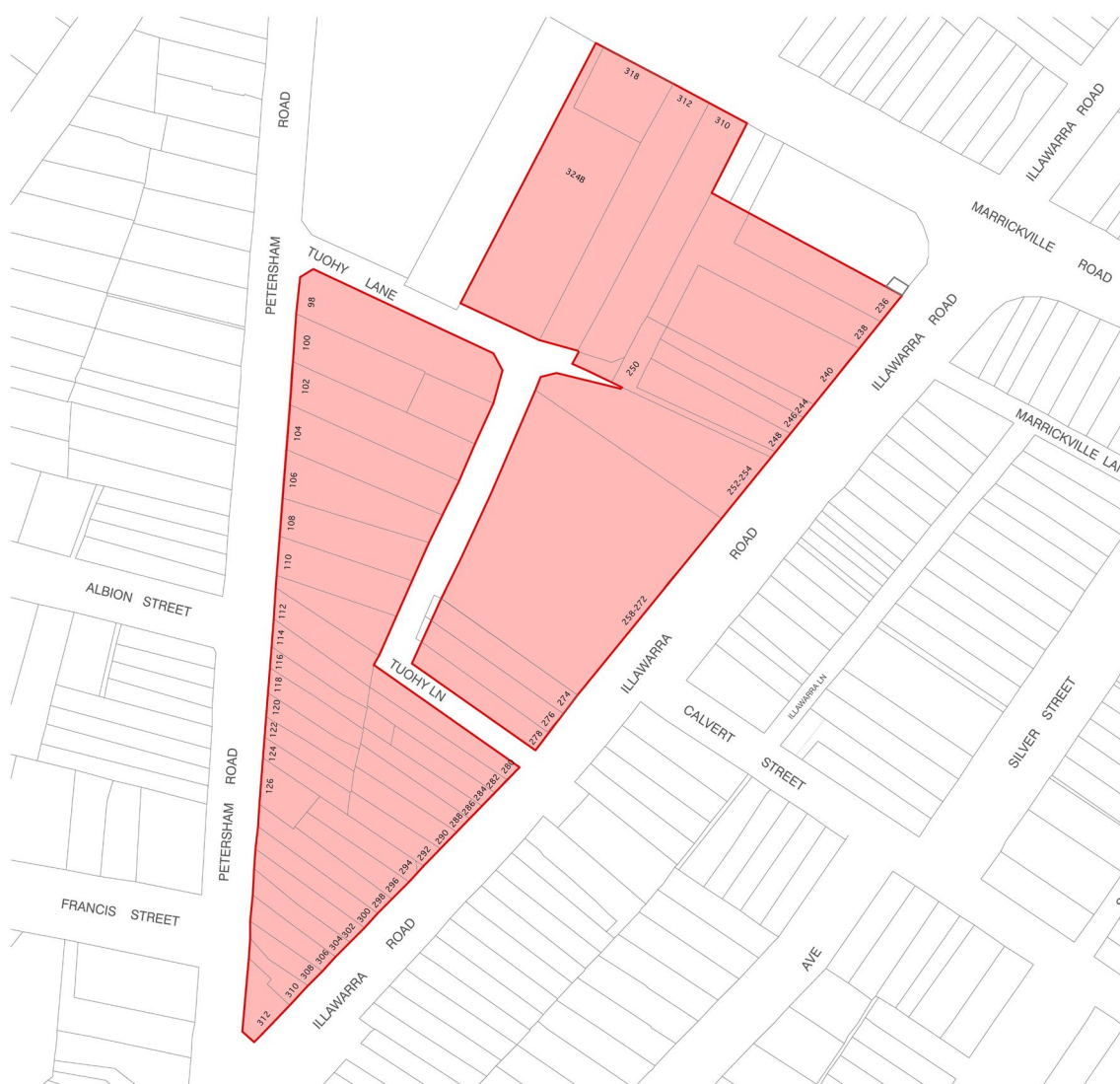


Figure 40.5a Location Diagram



- existing building
- retained front bay of existing building
- habitable link between new and existing
- commercial
- residential
- street/shallow articulation zone
- courtyard/deep articulation zone
- amalgamation pattern
- active commercial frontage
- through link and land dedication
- proposed pedestrian connection to be dedicated to Council lane to the north east of the same dimensions
- 6 height in storeys
- 20 control dimensions
- section lines
- car access

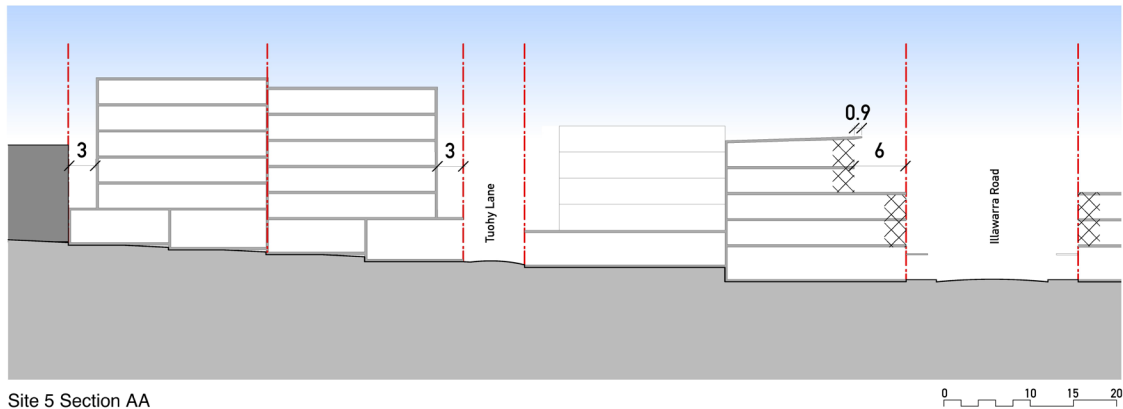
## Legend

\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.

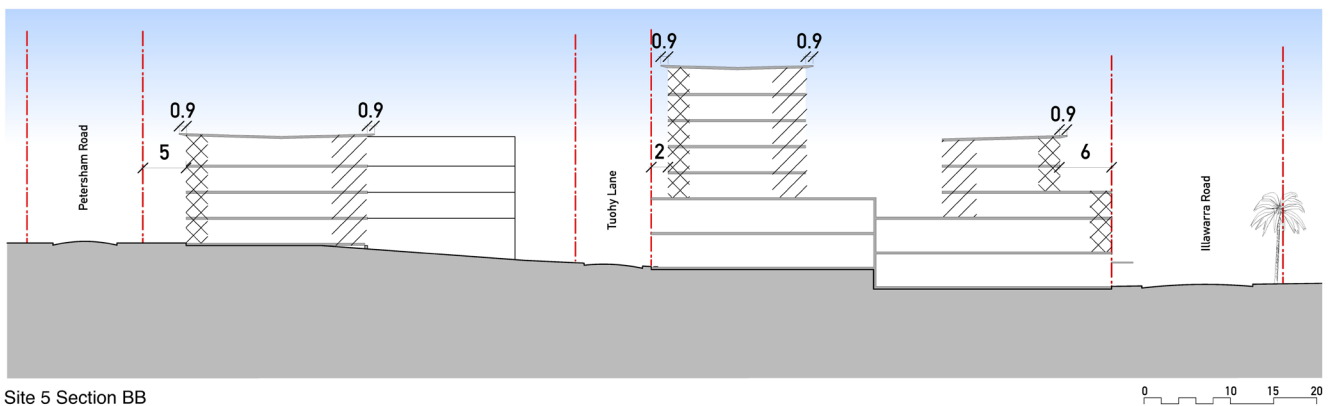


Figure 40.5b Plan Diagram





Site 5 Section AA



Site 5 Section BB

Figure 40.5c Section Diagrams

## 9.40.5.6 Masterplan Area (MA 40.6)

### Masterplan location

**C62** Masterplan Area 40.6 relates to the land shaded in Figure (40.6a).

### Building height

**C63** The height of proposed buildings on the land shaded in Figure (40.6a) must conform to the control diagram(s) in Figures (40.6b) and (40.6c). The height is expressed in number of storeys.

### Boundary setbacks

**C64** The boundary setbacks of proposed buildings on the land shaded in Figure (40.6a) must conform to the control diagram(s) in Figures (40.6b) and (40.6c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

**C65** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (40.6a) must conform to the control diagram(s) in Figures (40.6b) and (40.6c). The dimensions are expressed in metres.



## Upper floor and roof setbacks

- C66** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.6a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.6b) and (40.6c). The setbacks are expressed in metres.

## Articulation zones

- C67** The envelope of buildings on the land shaded in Figure (40.6a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.6b) and (40.6c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C68** The envelope of buildings on the land shaded in Figure (40.6a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.6b) and (40.6c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C69** The redevelopment of the land shaded in Figure (40.6a) must conform to the control diagram in Figure (40.6b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

## Landmarks and gateways

- C70** The redevelopment of the land shaded in Figure (40.6a) must incorporate landmark features at the following locations:
- On the corner of Illawarra Road and Byrnes Street; and
  - On the corner of Illawarra Road and the Bankstown Rail Line.

- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 40.6a Location Diagram

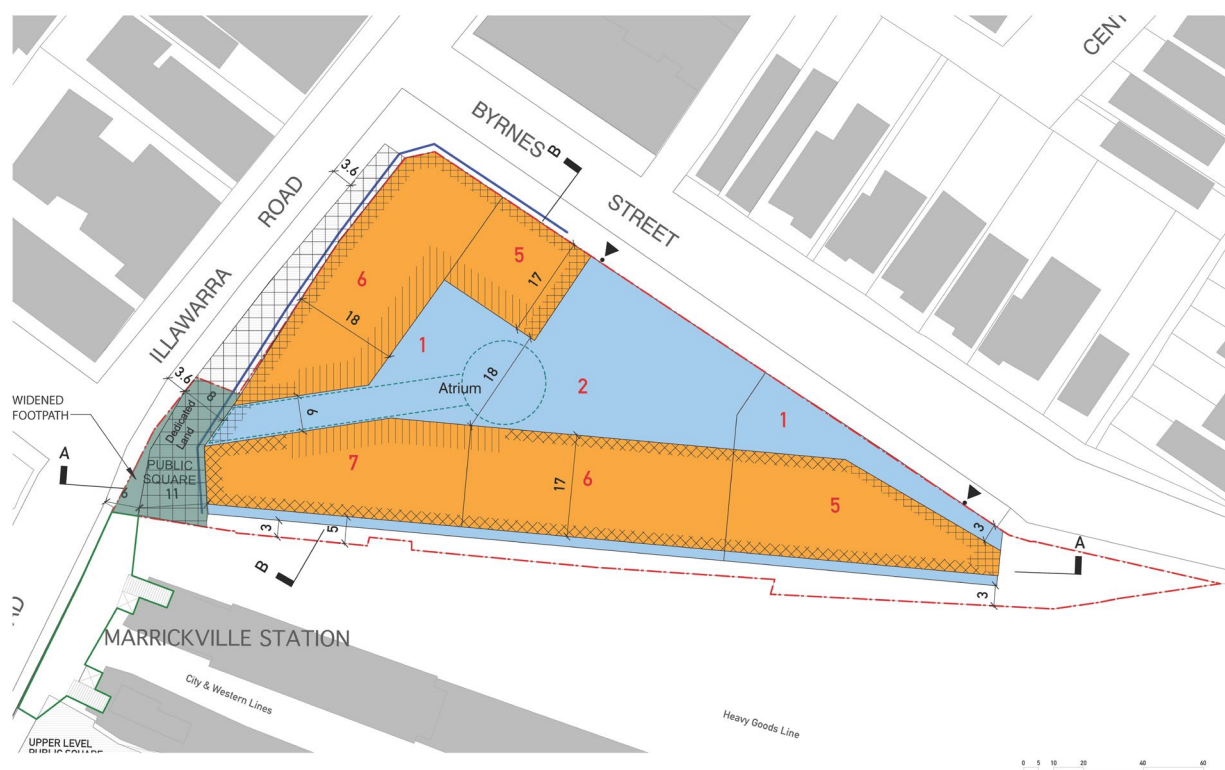


Figure 40.6b Plan Diagram

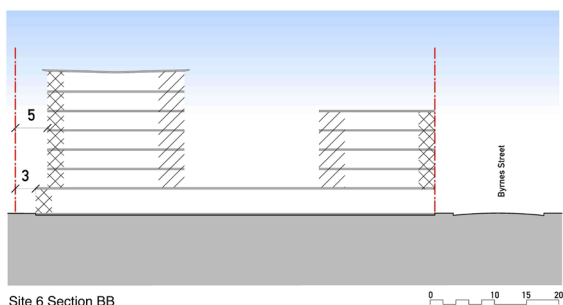
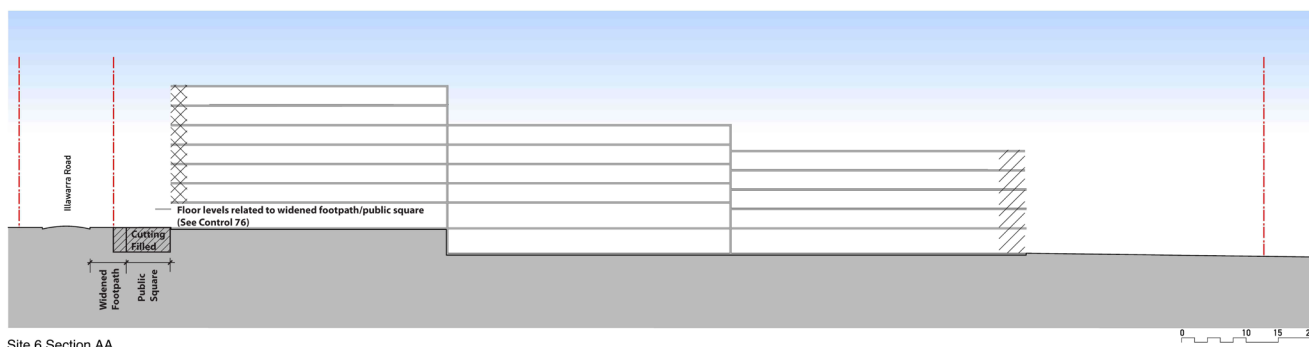


Figure 40.6c Section Diagrams

#### 9.40.5.7 Masterplan Area (MA 40.7)

### Masterplan location

**C71** Masterplan Area 40.7 relates to the land shaded in Figure (40.7a).

### Building height

**C72** The height of proposed buildings on the land shaded in Figure (40.7a) must conform to the control diagram(s) in Figures (40.7b) and (40.7c). The height is expressed in number of storeys.

### Boundary setbacks

**C73** The boundary setbacks of proposed buildings on the land shaded in Figure (40.7a) must conform to the control diagram(s) in Figures (40.7b) and (40.7c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

**C74** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (40.7a) must conform to the control diagram(s) in Figures (40.7b) and (40.7c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

**C75** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (40.7a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.7b) and (40.7c). The setbacks are expressed in metres.

## Articulation zones

- C76** The envelope of buildings on the land shaded in Figure (40.7a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.7b) and (40.7c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C77** The envelope of buildings on the land shaded in Figure (40.7a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.7b) and (40.7c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C78** The redevelopment of the land shaded in Figure (40.7a) must conform to the control diagram in Figure (40.7b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

## Landmarks and gateways

- C79** The redevelopment of the land shaded in Figure (40.7a) must incorporate landmark features on the corner of Illawarra Road and the Bankstown Rail Line (seven storey component).

**NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*





Figure 40.7b Plan Diagram

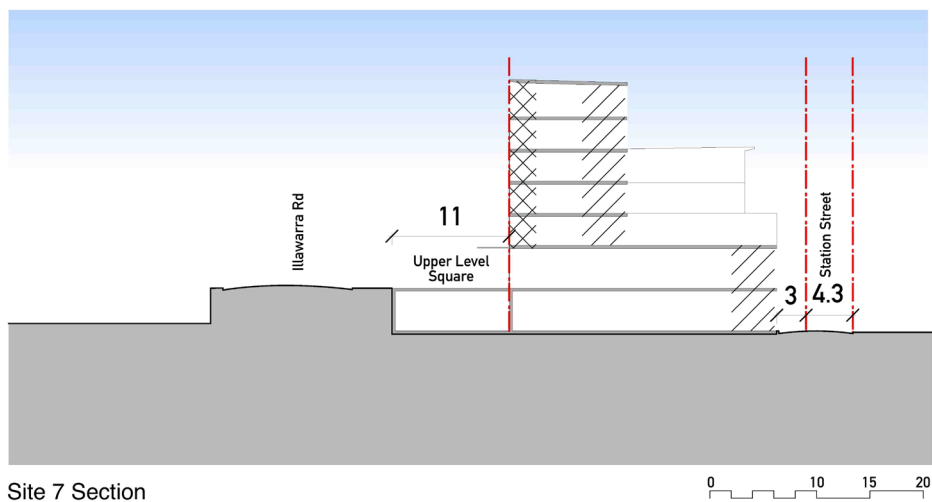


Figure 40.7c Section Diagram

## 9.40.5.8 Former Marrickville Hospital site – Masterplan Area (MA 40.8)

### Masterplan location

**C80** Masterplan Area 40.8 contains 4 Precincts as shown in Figure 40.8b.



Figure 40.8a Location Diagram





**C81** Masterplan Area 40.8 contains 4 Precincts as shown in Figure 40.8b.

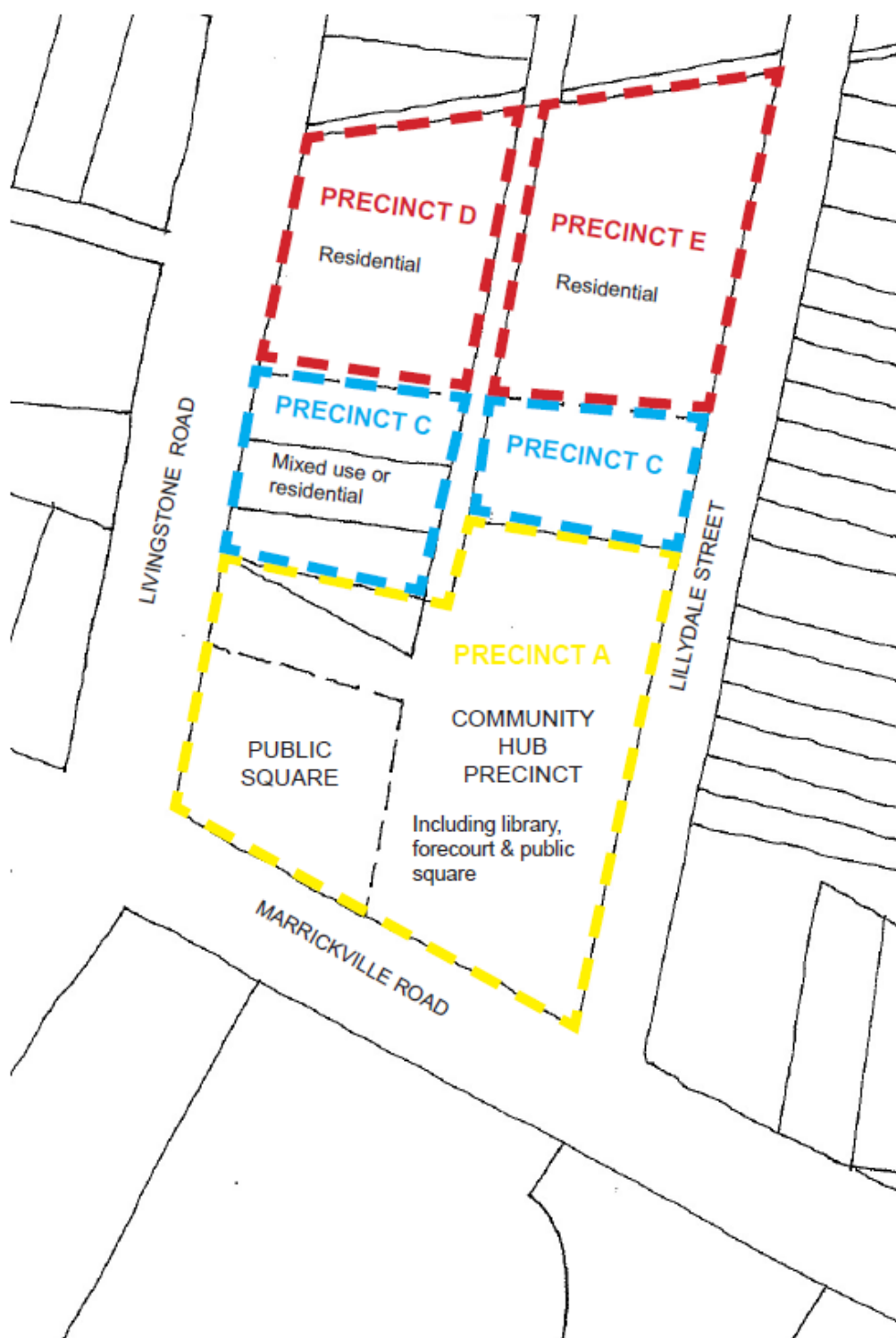


Figure 40.8b Precincts within Masterplan Area MA 40.8

### Objectives

- O1** To create a distinctive, environmentally sensitive and inviting new civic heart for Marrickville.
- O2** To guide the redevelopment of the former Marrickville Hospital site to accommodate a range of civic and commercial land uses and a public square that fronts Marrickville and Livingstone Roads, with mixed use and residential uses to the north and east that respond to the adjoining lower density residential areas.

### Controls

#### Heritage

##### C82

##### Heritage:

- i. New development must respect the heritage significance of the site and be designed to respond positively to those buildings and elements and the public domain.
- ii. New development should be contemporary in design with sensitivity to the heritage buildings and elements that are retained through the proportions, alignments, colours and materials used in the new development.
- iii. Any conservation work should generally comply with the recommendations made in the Marrickville Hospital Site Conservation Management Plan prepared by Graham Brooks and Associates dated June 2011.
- iv. Any alterations or additions to the heritage buildings retained must be clearly discernible from the heritage fabric.
- v. The landscape strategy must be developed to highlight the Hospital Lane heritage axis.
- vi. A heritage interpretation plan must be prepared and submitted as part of any development application.
- vii. Adaptation of heritage significant building interiors must aim for maximum retention of original spaces and fabric while allowing for the adequate adaptation to new uses.
- viii. New uses in heritage buildings retained must be appropriate to the scale and location of spaces within the heritage buildings.
- ix. An archaeological assessment must be undertaken prior to excavation works.

#### Hospital Lane

##### C83

##### Hospital Lane:

- i. Must have its role as the historic axis through the site recognised as part of future development.
- ii. Should be prioritised as a pedestrian and cycle path with the possibility of acting as a shared-way in the mixed use precinct and as an access road in the residential precinct.
- iii. Is to be landscaped to a high quality with street tree planting to at least one side of the Lane and preferably both sides.

#### Building height

##### C84

The height of proposed buildings must:



- i. Appropriately respond to the desired future scale and character of the area and surrounding locality and the heritage significance of the site.
- ii. Enhance and respond to the axial views to the site.
- iii. Respond to the lower scale of development of the former Marrickville Hospital Main Wards building and Old Nurses Home building fronting Lilydale Street.
- iv. Ensure adequate daylight and solar access is provided to the public domain, new dwellings, common open space and existing residential uses within the surrounding neighbourhood.

## Siting and Design

**C85** Library forecourt and public square:

- i. The library forecourt must provide a high quality urban plaza space that encourages pedestrians into the site and the public square.
- ii. The public square must provide flexibility for civic and community gatherings and must highlight the history of the site and the axis of Hospital Lane.
- iii. Outdoor seating areas must be provided in the public square for meeting and gathering.
- iv. The existing heritage palms should be retained, or appropriately transplanted and incorporated into the landscape design in suitable locations, with an appropriate on going management strategy for the Australian White Ibis, to minimise impacts on the functioning of the public square and people's enjoyment of the square.
- v. New deciduous trees and planting in the public square should be provided for shade in summer and solar access in winter.
- vi. Appropriate night time use lighting should be used to improve safety.
- vii. Directional signage and public art in the library forecourt and public square, and special provisions for children in the civic precinct such as an abstract play sculpture or outdoor focus for reading groups, are encouraged.

**C86** Site design must:

- i. Ensure street setbacks establish the desired spatial proportions of the street and define the street edge with new development being setback a minimum of 3 metres from the Livingstone Road and Lilydale Street alignments.
- ii. Ensure street setbacks create a clear threshold by providing a transition between public and private space, assist in achieving visual privacy to apartments from the street, create good quality entry spaces to lobbies, foyers or individual dwelling entrances, allow an outlook to and surveillance of the street and allow for street landscape character.
- iii. Ensure side setbacks minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.
- iv. Use the design of facades to reflect the use, orientation, prominence and context of the frontage.
- v. Ensure entries are clearly visible and accessible.

- vi. Ensure that the built form is well designed and articulated using a variety of materials, colours and textures to create a balanced composition of elements, reflecting internal layout and structure and distinguishing between commercial and residential components.
- vii. Where buildings are additions to retained heritage buildings, have a complementary scale and facade sensitive to that heritage building.
- viii. Use setbacks to promote appropriate building mass and separation to provide adequate amenity and privacy to all uses on site.
- ix. Encourage appropriate solar access to public and communal open spaces.

### **C87**

Streetscape design must:

- i. Reinforce the existing landscape character of Lilydale Street.
- ii. Provide additional street trees to Livingstone Road in character with the existing street trees and Council's Street Tree Master Plan.
- iii. Extend the public domain improvements and landscape treatment along the Marrickville Road main street up to the intersection with Livingstone Road, including paving, street trees, lighting, signage and flag poles.
- iv. For Marrickville Road, reflect the character of the town centre and civic importance of this site and precinct, with an attractive street frontage, wide pedestrian footpath, street lighting and street trees.
- v. For Livingstone Road, provide a transition between the character of the town centre and that of residential precincts north of the site with strong active edges.
- vi. For Lilydale Street, retain its residential character and fine grain, ensuring garden and streetscape scale and treatments to the former hospital buildings, and new buildings to the north are consistent with the character of the buildings and landscape style of the period and with the residential scale and character of Lilydale Street.

### **C88**

The built form of proposals must:

- i. Encourage a variety of complementary building styles within the site including adaptive re-use of retained heritage buildings.
- ii. Offer high quality contemporary architecture that responds to, but does not mimic, the existing architectural character of the site with appropriate proportions and articulation to the building massing.
- iii. Have a distinct base and middle with high quality roof treatments that are integrated with the architecture of the buildings.
- iv. Treat facades as front elevations to all sides of the building.
- v. Use high quality materials throughout.
- vi. Ensure that the architectural expression of residential buildings offers a balance of solid to void without depending on continuous balconies to create articulation and interest.
- vii. Ensure that the residential components of proposed buildings comply with State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development.



- viii. Treat materials accessible at ground level for graffiti resistance.
- ix. Address Hospital Lane as well as the surrounding streets with active frontages and entry to the ground floor.
- x. Create a distinctive streetscape character.
- xi. Incorporate environmentally appropriate facade treatments according to orientation.
- xii. Provide shading and good internal amenity including cross ventilation, solar access, adjoining indoor and outdoor living spaces and generously sized rooms.

## Open Space and landscaping

### C89

Open space:

- i. A high quality public space must be provided in the southern section of the site adjacent to the intersection of Marrickville and Livingstone Roads extending to the alignment of Hospital Lane as the major open space and heritage axis through the site.
- ii. A minimum of 30% of the level area of open space (excluding the terraced embankments adjacent to Marrickville and Livingstone Roads) must receive a minimum of 2 hours sunlight between 9.00am and 3.00pm on 21 June.
- iii. The Hospital Lane axis must be revitalised as a public space and circulation spine for the length of the site connecting to Marrickville Road.
- iv. The character of the open space areas must respond to the immediate precinct character, whether residential, civic or commercial.

### C90

Landscaping and public open spaces:

- i. Formal planting must be provided to the public square incorporating the palm trees fronting Marrickville Road. A less formalised landscape design should be provided for the residential precinct.
- ii. Planting for shade in summer and sunlight penetration in winter must be provided in open public spaces.
- iii. Landscape design must promote screening between different building uses for the privacy of occupants.
- iv. Where landscaping is provided on podium structures, a minimum of 1 metre depth and sufficient soil volume to allow trees to reach maturity is required.
- v. A minimum of 25% of the landscaped areas within the residential precinct should be provided as a deep soil zone.

## Traffic, access and parking

### C91

Vehicular access and parking:

- i. Must ensure that the location and design of driveways, parking spaces and other areas used for the movement of motor vehicles are efficient, safe, convenient and are integrated into the design of the development to minimise their visual impact.
- ii. Must ensure that parking and service/delivery areas and vehicular access points are located to minimise conflict between

pedestrians and vehicles and to minimise impact on residential amenity.

- iii. No vehicular access is permitted from Marrickville Road or Lilydale Street.
- iv. The primary vehicular access to the civic precinct must be from Livingstone Road.

**C92** Vehicular access points must be:

- i. Easily accessible and recognisable to motorists.
- ii. Undisruptive to pedestrian flow and safety.
- iii. Located to minimise traffic hazard and the potential for vehicles to queue on public roads.
- iv. Located to minimise the loss of on street car parking, and to minimise the number of access points.
- v. Located to minimise impacts on heritage buildings and elements retained.

**C93** Must ensure that adequate off-street parking is provided to serve the needs of the development.

### Masterplan Planning Principles

**C94** The planning principles for Masterplan Area MA 40.8 are detailed in Figure 40.8c.



Figure 40.8c Planning Principles for Masterplan Area MA 40.8

#### **9.40.5.9 380-382 Illawarra Road, Marrickville**

- C95** Any redevelopment of 380-382 Illawarra Road, Marrickville, must include the amalgamation of these sites into a single allotment.

#### **9.40.5.10 376 Illawarra Road, Marrickville**

- C96** Any development on 376 Illawarra Road, Marrickville, must be built to the front site boundary.



# 9.41

## STRATEGIC CONTEXT BRIDGE ROAD







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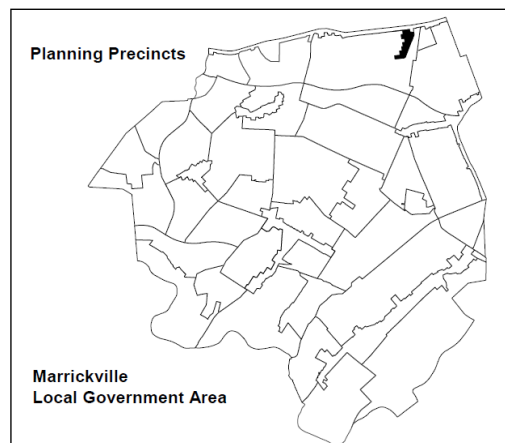
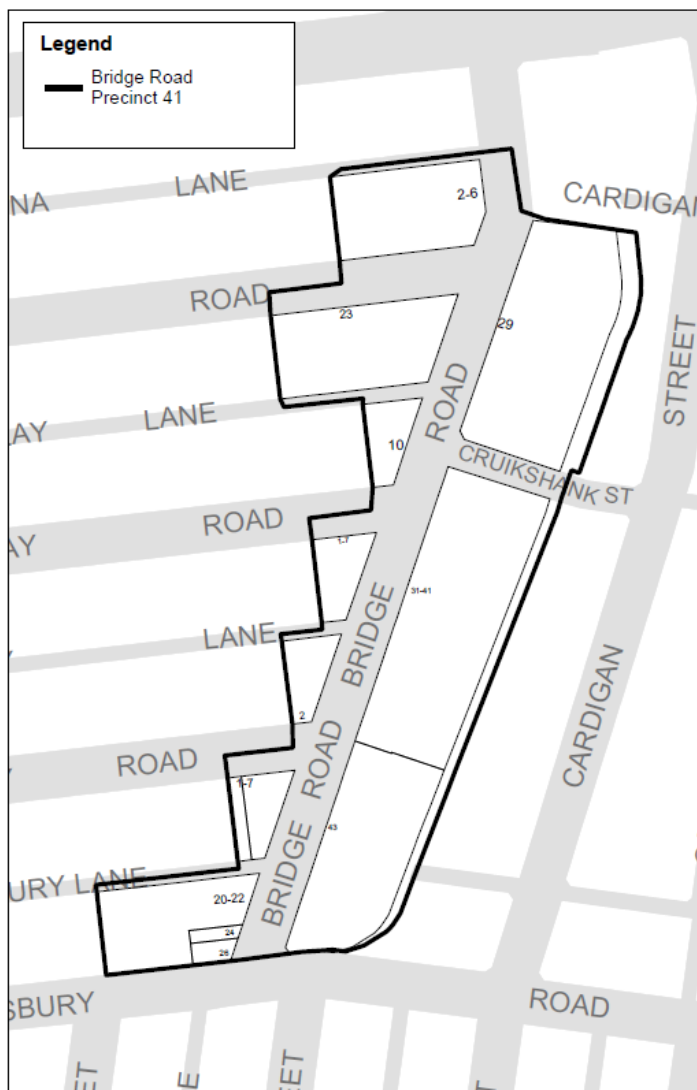




## Part 9 Strategic Context

### 9.41 Bridge Road (Precinct 41)

#### Map of precinct



#### 9.41.1 Existing character

This precinct is located towards the north-eastern corner of the land where this DCP applies, in the suburb of Stanmore. Bridge Road forms the core of the precinct and runs in a north-south direction, with properties fronting Bridge Road on the western and eastern sides making up the majority of the precinct. The precinct reaches almost to Parramatta Road to the north and to Salisbury Road to the south. The Hawthorne Canal forms the precinct's eastern boundary.

There are a number of streets and lanes joining Bridge Road on the western side creating short block lengths, each containing a different building. Land parcels on this side are small to medium sized. A single street intersects with Bridge Road on the

## PART 9: STRATEGIC CONTEXT

eastern side (Cruikshank Street). Land parcels on the eastern side of Bridge Road are comprised of much larger block lengths and site sizes are reasonably large.

Land uses within the precinct consist of a mixture of commercial (business and office) uses, some light industrial uses, and residential uses consisting of residential flat buildings and shop top housing on the western side of Bridge Road, some of which are converted former industrial buildings. There are some creative industry units in the large converted two storey building on the south-eastern corner of Salisbury Road and Bridge Road. A McDonald's restaurant is located just outside the precinct on the north-eastern corner of Bridge Road and Parramatta Road.

Building ages vary from Victorian and Federation through to Inter-War, Post-War and Contemporary.

Building height generally increases from one and two storeys towards the southern end of Bridge Road and up to five storeys towards the northern end. Many of the buildings have high floor to ceiling heights with a predominantly 'boxy', flat roofed building style and materials mostly consisting of brick or painted render. There is a consistent nil setback on the western side of Bridge Road. Buildings on the eastern side are generally built to the street alignment, with the exception of a large building mid way which has a medium setback with car parking spaces occupying the front and a small amount of landscaping along the front boundary. Several buildings present inactive uses to the street at ground floor level. Some appear to have parking occupying the ground floor behind the existing façade or have basement level parking, the upper portion of which presents to the street at ground floor level.

The precinct contains one heritage item being the former factory at 2-6 Bridge Road. Other notable period buildings within the precinct include the former chocolate factory on the corner of Bridge Road and Corunna Road (23 Corunna Road), the commercial building at 10 Bridge Road, the Ocean Liner style building at 29 Bridge Road and the former Starkey's ginger beer factory at 43 Bridge Road. All those buildings date from the Inter-War period, with the building at 43 Bridge Road being a combination of late Federation and Inter-War.

Bridge Road is a 'regional road' in the road hierarchy and joins Parramatta Road at the northern end and Salisbury Road at the southern end. Bridge Road and Salisbury Road function as major routes for through traffic to and from Parramatta Road and experience a steady flow of vehicular traffic. Bridge Road is of a standard width and has parallel parking on both sides which is generally unrestricted aside from a 'no stopping' restriction between the hours of 9.00pm and 5.00am, and 1 hour parking in the northern end near the McDonald's restaurant. The no stopping restriction was introduced by Council in 2006 to address problems of anti-social behaviour associated with people congregating in the area during night time hours, as well as the accumulation of rubbish near the McDonald's restaurant. Private parking provision in the precinct is generally good and most sites have off-street parking provided either at grade or at basement level and accessed from Bridge Road.

Pedestrian accessibility to and within the precinct is also generally good. There is a wide footpath on each side of the street which is in good condition and a pedestrian crossing mid way along Bridge Road. Cruikshank Street is closed to through vehicular traffic but does provide pedestrian accessibility to Bridge Road from the eastern side. Cruikshank Street also forms part of the area's key cycle routes, crossing Bridge Road to connect with Macaulay Road.

Medium to large street trees are present on both sides of Bridge Road however the western side of Bridge Road is lacking in street trees at the far northern and southern



ends of the precinct. Both sides of the street contain some nature strip areas and plantings, as well as planted traffic islands on the western curb.

### 9.41.2 Desired future character

The desired future character of the area is:

1. To encourage a mix of compatible land uses within the precinct including employment generating, creative industries and residential uses that contribute to a mixed use character.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance the identified period buildings within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks and landscaping.
6. To ensure that buildings provide strong definition to the street through retention of the existing zero building line setbacks.
7. To encourage retention of large floor to ceiling heights where these currently exist to ensure buildings can adapt to a range of uses over time.
8. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.
9. To ensure the design of residential accommodation provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjacent low density residential development.
10. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
12. To incorporate improvements to on-road cycle infrastructure including intersection treatment at the junction of Macaulay Road, Bridge Road and Cruickshank Street.

### 9.41.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.41.4 Precinct-specific planning controls

Nil

### 9.41.5 Site-specific planning controls

Nil



# 9.42

## STRATEGIC CONTEXT CAMPERDOWN NORTH







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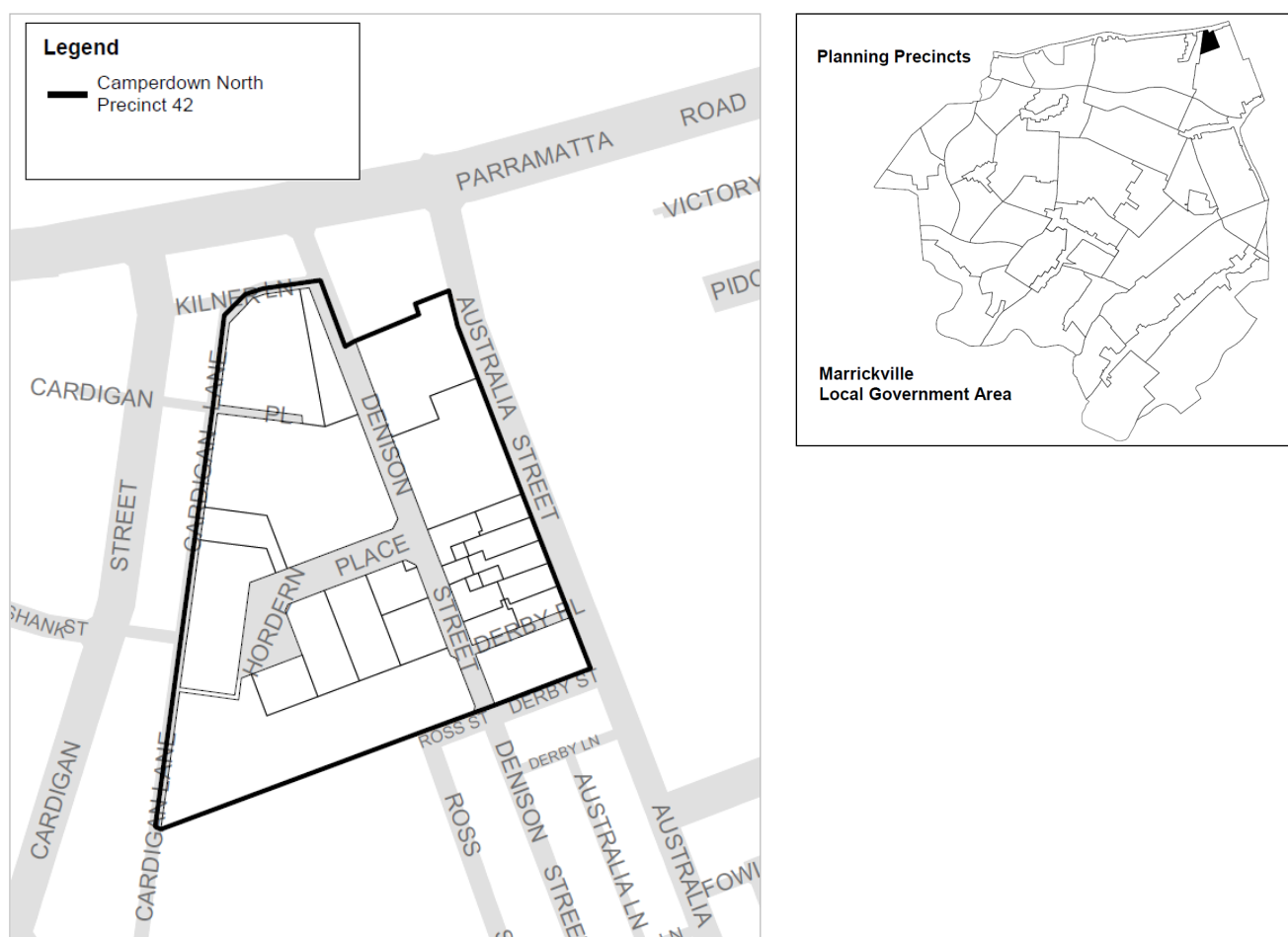




## Part 9 Strategic Context

### 9.42 Camperdown North (Precinct 42)

#### Map of precinct



#### 9.42.1 Existing character

This precinct is located in the north-eastern corner of the land where this DCP applies, in the suburb of Camperdown. The precinct is generally bounded by Kilner Lane which is close to Parramatta Road to the north and by Derby Street and O'Dea Reserve to the south. Australia Street forms the precinct's eastern boundary, with Cardigan Lane forming the western boundary.

The precinct is opposite Camperdown Park which lies to the east on the opposite side of Australia Street. There are dwellings to the west and south of the precinct, and commercial mixed use buildings to the north.

Industrial land uses dominate the precinct which also contains a few commercial/retail units and some residential flat buildings. The subdivision pattern is irregular, with a range of lot sizes including small and medium to large industrial lots containing contemporary brick strata titled industrial units which are predominantly two to three

storeys in height, and larger residential lots containing residential flat buildings up to 6 storeys in height.

The most notable building within the precinct is the 'Australia Street industrial group' heritage item located between Denison Street and Australia Street. This is the site of the former Fowler's Pottery business which occupied the site from 1863 until 1920. The building remaining today dates from 1920 and consists of an attractive former industrial brick building, consisting of a long single storey with a row of 13 triangular pediments, each featuring a large semi-circular vent. The building presently houses a range of land uses including a child care centre and a delicatessen. The northern part of this site is undergoing renewal with a redevelopment consisting of residential units and ground floor commercial uses. At the southern end is Lotus House which is a three storey brick building, and also forms part of the industrial group heritage buildings.

Also of note is the former Franks Upholstery factory (M.H. Franks Pty Ltd) at 2 Kilner Lane. Although the building has been highly modified, at 6 storeys high it is a prominent historical landmark in the area. The building has been converted into a residential flat building.

Most buildings are built to the street with a nil setback. Some of the industrial units in Hordern Place have a small setback with parking in front. The condition of most buildings within the precinct is average to very good.

All roads within the precinct are categorised as 'local' roads. Australia Street links Parramatta Road which is an RMS Classified Road, with Salisbury Road which is a Regional Road, which carries a steady flow of vehicular traffic. Denison Street is a narrow road with parallel parking on both sides. Hordern Place is a wider cul-de-sac, with other roads being narrow lane ways. Parking within the precinct is generally unrestricted where available and appears highly utilised. There is also a large private driveway and parking area servicing industrial units which can be accessed from Denison Street and Cardigan Lane.

The precinct contains an east-west cycle route as part of the area's key cycle network, connecting Cruickshank Street to the west of the precinct with Australia Street in the east via a shared cycle/pedestrian lane-way between the cul-de-sac end of Hordern Place and Cardigan Lane. General pedestrian accessibility is good with most streets having footpaths on both sides. Access to Camperdown Park from the residential properties in the north of the precinct and beyond the precinct to the west could be improved.

Given this is predominantly an industrial area general amenity is average. The precinct contains minimal public landscaping and a small amount of visible private landscaping in Hordern Place. Denison Street in particular is narrow with many buildings presenting inactive frontages to the street.

Whilst predominantly flat, the precinct has a slight east-west slope toward the storm water canal between Bridge Road and Cardigan Lane.

### 9.42.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To retain the existing employment generating landuses.



4. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
7. To ensure that the higher density development protects the residential amenity of adjoining and surrounding properties.
8. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
9. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
10. To improve pedestrian accessibility to Camperdown Park by the incorporation of a public pedestrian access way linking Denison Street with Australia Street in the mid to northern part of this block.

### **9.42.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.42.4 Precinct-specific planning controls**

Nil

### **9.42.5 Site-specific planning controls**

Nil



# 9.44

## STRATEGIC CONTEXT CARRINGTON ROAD







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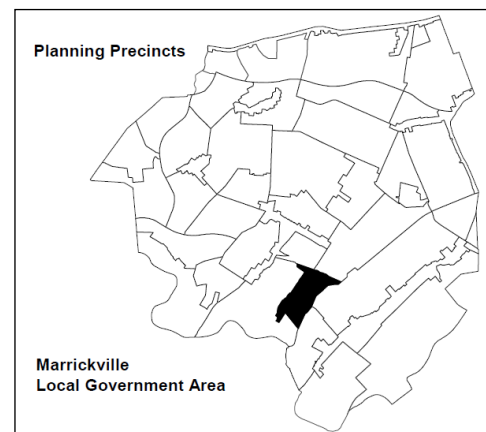
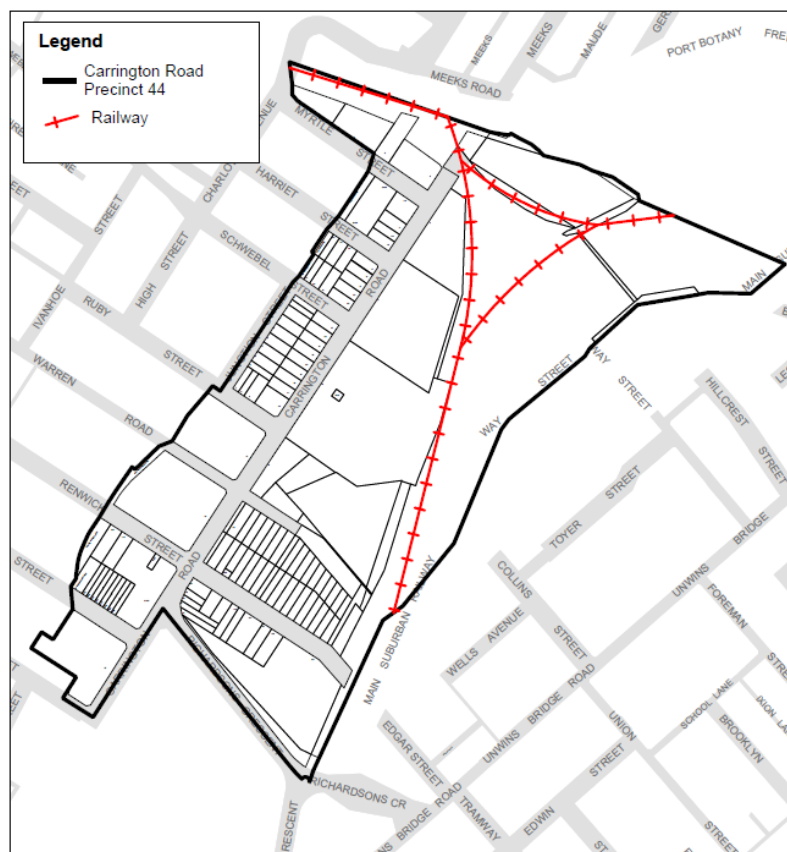




## Part 9 Strategic Context

### 9.44 Carrington Road (Precinct 44)

#### Map of precinct



#### 9.44.1 Existing character

This precinct is located in the southern section of the land where this DCP applies within the suburb of Marrickville. The area is bounded by the Illawarra Railway line to the east, and the Bankstown Railway line to the north. The railway lines converge within this planning precinct, and large tracts of land adjacent to the railway lines are owned and managed by Railcorp. This includes a large building located on the eastern edge of this precinct, accessed from Way Street in Tempe, which includes a large XPT workshop and other related railway facilities. Richardson Crescent forms the southern edge of this precinct. A number of streets feed into Carrington Road from the south from Illawarra Road. Access into the precinct is impacted by the railway line, with access provided over the railway line at Richardsons Crescent and via a tunnel under the railway line at the end of Meeks Road.

The precinct is largely industrial in nature, particularly along Carrington Road and roads perpendicular to Carrington Road from its western side. Industrial buildings become interspersed with residential buildings in areas within this precinct located between Carrington Road and Illawarra Road. The precinct contains some very interesting examples of historical industrial buildings. This area was developed for industrial purposes following the draining of the Gumbramorra Swamp from the low

lying areas of Marrickville in the early 20<sup>th</sup> century. Evidence of this history is still visible today with the Sewerage Pumping Station No. 271 located at the northern section of the precinct. That site is a Heritage Item of State and local significance. The precinct also contains substantial drainage infrastructure such as pipes and culverts directing water into the Cooks River, which is adjacent to the precinct.

The precinct contains a mix of pre and post World War II industrial buildings. The principal industry on Carrington Road in the 1930's was the General Motors-Holden Ltd Marrickville Plant. The façade of this building remains at 10 Carrington Road. Another interesting industrial building is located at 47 Carrington Road. The majority of the remaining buildings are two storey industrial buildings built to the boundary, some with associated car parking areas. The condition of the industrial buildings is varied. The residential buildings contained in the western part of the precinct are predominantly Victorian and Federation era detached and semi-detached dwelling houses. The precinct also contains a heritage listed sandstone house in Myrtle Street, reflecting the precinct's close proximity to another major historical industry in this area, being quarrying.

Due to the history of the land in this area the vast majority of the precinct is identified as flood affected. A large tract of Sydney Water land contains drains, pumping stations and a large culvert run along the southern edge of the precinct. The land falls heavily to the east from Illawarra Road to Carrington Road, towards the Cooks River.

There are no Heritage Conservation Areas contained within the precinct. However, the precinct contains a number of Heritage Items, some of State significance. It also contains an interesting row of Canary Island Palm trees on the southern side of Carrington Road, which were planted as part of Depression era public works.

Carrington Road is a busy thoroughfare as it is connected to access over the railway lines. On street parking is available on both sides of the street, however many potential parking spaces are lost through the majority of individual industrial sites containing laybacks to access parking areas and for loading and unloading purposes. The streets leading from Carrington Road to Illawarra Road tend to be narrow and straight, and contain some traffic calming devices such as speed humps.

### 9.44.2 Desired future character

The desired future character of the area is:

1. To encourage a mix of compatible land uses within the precinct including employment generating and residential uses that contribute to a mixed use character.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance the identified period buildings within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To ensure that significant industrial buildings are retained as part of any redevelopment of the precinct.
6. To encourage retention of large floor to ceiling heights where these currently exist to ensure buildings can adapt to a range of uses over time.
7. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.



8. To ensure the design of new residential accommodation provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjacent low density residential development.
9. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
10. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality and enhancing linkages to the Cooks River.
11. To retain the existing street trees, particularly mature fig trees and Canary Island Palms, and the introduction of additional appropriate street trees in existing gaps.
12. To ensure that potential flooding issues are addressed as part of any new development.

### **9.44.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.44.4 Precinct-specific planning controls**

Nil

### **9.44.5 Site-specific planning controls**

Nil



# 9.45

## STRATEGIC CONTEXT MCGILL ST







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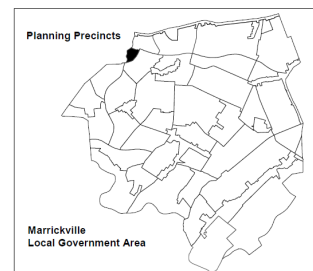
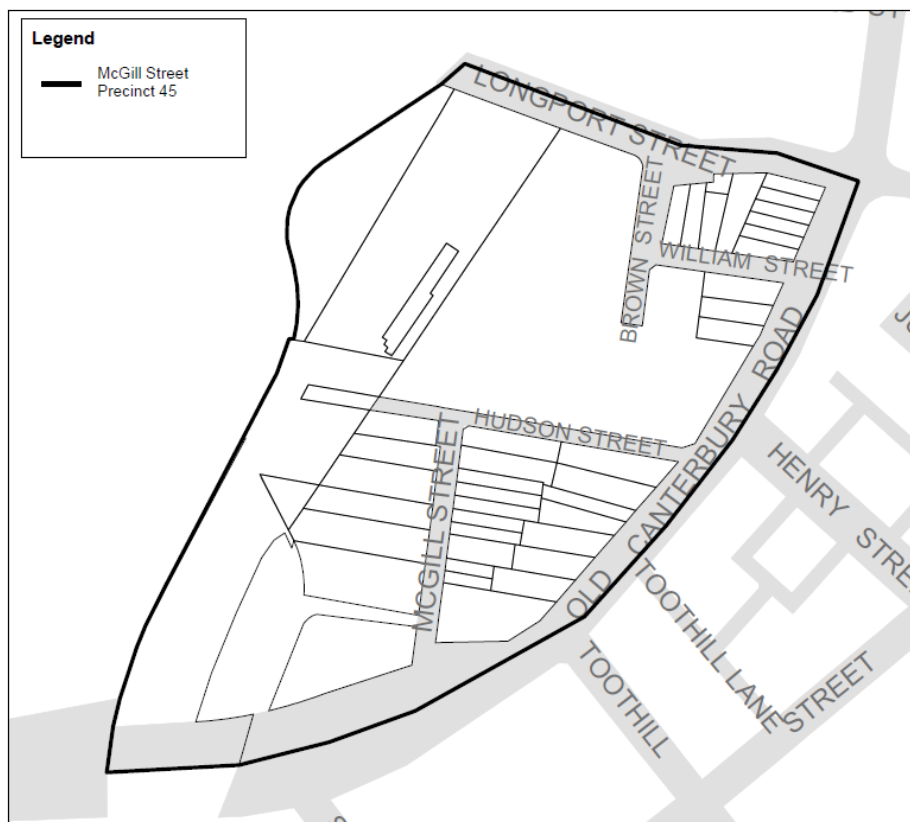




## Part 9 Strategic Context

### 9.45 McGill Street (Precinct 45)

#### Map of Precinct



#### 9.45.1 Existing character

The McGill Street precinct is located in the Lewisham industrial area. It is bounded by Old Canterbury Road to the east and south, the Hawthorne Canal and the Rozelle goods line to the west and Longport Street to the north. The precinct, together with the site to the west of the Rozelle goods line, forms an isolated pocket of industrial land within an area that is otherwise dominated by residential development.

The following aerial photograph reveals the building forms and land uses in the precinct and its location to the goods line, adjoining Allied Mills site and main suburban rail line.

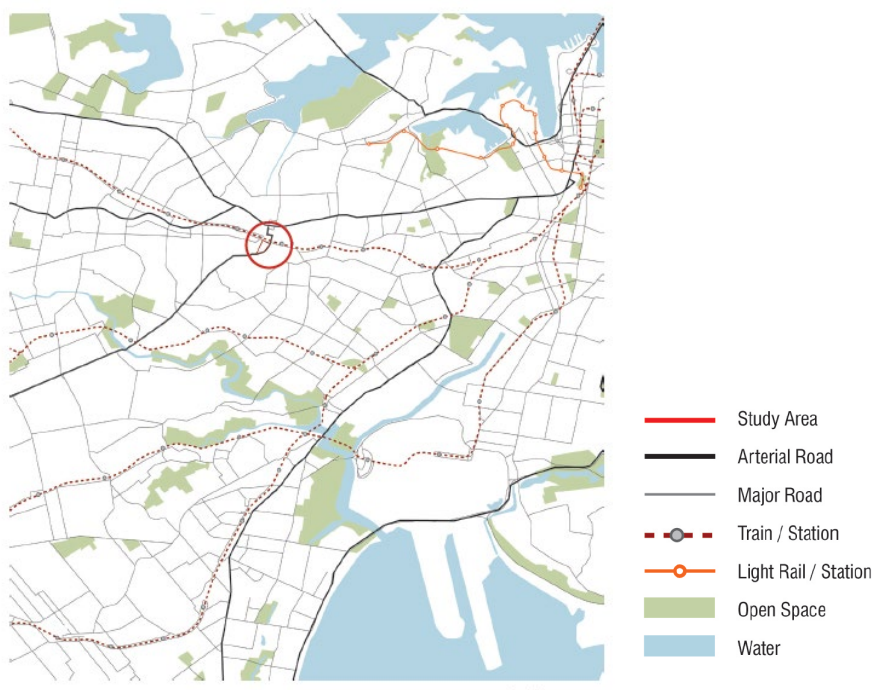


The precinct is made up of a mix of light industry, warehouse, depot, freight and logistics, bulky goods retail as well as residential dwellings with some properties comprising vacant parcels of land. In general, the precinct is dominated by narrow two storey warehouses.

A low to medium density residential environment dominates the area surrounding the precinct, part of which is designated as a heritage conservation area (HCA). Generally, the area surrounding the precinct is characterised by a mix of single storey detached dwellings and single or two storey attached terrace dwellings.

The precinct is situated between the Lewisham and Summer Hill centres which offer a mix of retail, community and residential activities. Most local shops are clustered close to their associated rail stations and service the local area.

### 9.45.2 Regional context



The precinct benefits from a strong urban structure of public transport and roads. Access within the region is excellent thanks to a number of different movement



systems, each distinguished by its mode of travel. The proximity of the precinct to the Western Rail Line, for example, provides a strong east-west movement system, connecting to Sydney's CBD.

The layout and hierarchy of the regional road network (routes which tend to radiate from the CBD) also offers a strong movement system close to the precinct, with strong links to Parramatta Road and Liverpool Road. This regional road network is strongly influenced by the dominant east-west aligned movement systems of the rail line and Parramatta Road, but also the topography of the area (ridgelines). As the diagrams highlight, the result is a more irregular grid pattern of streets at the sub-regional scale as evidenced by the alignment of Old Canterbury Road.

The precinct's favourable strategic position along the north-south freight line positions it to benefit from the recently opened light rail system along the redundant Rozelle goods line. The light rail has introduced a new mode of public transport along the corridor, will improve access and help strengthen the regional system of both movement and public transport.

With the scattering of urban parks in the region and the significant areas of green open space which extend east-west along the foreshores of the Cooks and Parramatta Rivers, there is an excellent opportunity to link to those natural elements via the under-utilised Hawthorne Canal corridor by the implementation of a north-south wildlife corridor and a GreenWay cycling and walking trail along the redundant Rozelle goods line and between the anchors of the foreshore open spaces along the rivers. This has the added benefit of supporting several modes of transport and improving movement and access to this environmental asset.

The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

This precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

### 9.45.3 Desired future character

As it is redeveloped, the precinct will fit appropriately into the heart of Lewisham as a village-type locality accommodating mixed use development of high to medium densities and scales.

The precinct will accommodate some minor service retail, commercial offices and showrooms as well as studio, cafe and restaurant spaces. Through its masterplan it will integrate appropriately with Lewisham and Summer Hill's longstanding heritage and cultural assets.

The emergence of a new residential population and the addition of large, light-filled office and studio spaces, combined with the increased activation of the precinct through the generation of activity at the street level and the inclusion of a new area of public open space, will transform the McGill Street precinct. The precinct will become a



desirable locality where people will want to live and spend time in, a locality which will deliver social and environmental value to the Lewisham community.

The desired future character of the precinct is:

1. To ensure a diversity of uses (retail, commercial, employment and residential), housing types (affordability, configuration and style), building and architecture, and landscape and open space.
2. To provide community facilities and local employment to support local people and businesses.
3. To provide public open space which serves as an important gathering place and focal point for informal leisure and recreation.
4. To encourage a village-type atmosphere that complements and connects Lewisham and Summer Hill.
5. To ensure that new development considers all potential impacts to biodiversity.
6. To ensure that higher density development demonstrates good urban design and environmental sustainability and provide suitable amenity for occupants of those developments.
7. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.45.4 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.45.5 Masterplan Area (MA 45.1)

#### Objective

- O1** To implement the masterplan and create a vital mixed use precinct of a scale and density that both complements and supports its neighbourhood setting and village-type atmosphere.

#### Control

- C1** Development within the precinct must be undertaken in accordance with the masterplan as shown in Figure 45.1 and the development controls detailed in other sections of this DCP.

The masterplan design for the precinct includes:

1. An upgrade of all existing streets, creation of new streets and a new area of public open space (a local park);
2. Ecologically sustainable design across the precinct and within individual buildings and open spaces to achieve water, energy and resource efficiency within open space and the built form, and encourage water collection, passive ventilation and solar orientation for all new buildings;
3. Integration with the adjoining GreenWay which incorporates the light rail with walking and cycle paths and bush regeneration schemes to achieve an attractive and well landscaped movement corridor;
4. The use of Hudson Street and the new street (an extension of Henry Street) as active and mixed use streets, providing connections (and visual links), particularly for pedestrians/commuters, from Old Canterbury Road through to the GreenWay and the light rail station; becoming the main focal areas of the precinct; and combining active ground floor uses with residential units above to take advantage of the aesthetically pleasing outlook the adjacent park has to offer;



5. A new, centrally-located local park to open up the site and provide a useful and meaningful landscape space that encourages access to the GreenWay;
6. A new street system to enhance permeability throughout the precinct, and open up and promote access to the GreenWay and light rail station;
7. Upgraded public domain areas with improvements such as lighting and footpath widening to enhance accessibility and natural street surveillance of streets, improve pedestrian amenity and safety within the precinct and help create activity, safety and character at street level with commercial and retail uses;
8. A generally lower scale four storey development, with opportunities for higher density development along the GreenWay to help reduce the potential impact upon existing residential development adjacent to the precinct and provide a pleasant outlook and amenity to an increased number of residents; and
9. Development that helps define existing street patterns and open space areas (both existing and proposed) with building envelopes configured to provide strong definition to both existing and new streets and distribute the desired quantum of development appropriately across the precinct.



Figure 45.1: McGill Street Precinct Masterplan





## 9.45.6 Traffic and access

- C2** Development within the precinct should generally conform to the traffic and access strategy (Figure 45.2).
- C3** A shared zone adjacent to the GreenWay must be incorporated into proposed new development.
- C4** New streets must be created and existing streets extended as the precinct redevelops and development applications are lodged.



Figure 45.2: McGill Street Precinct Masterplan traffic and access strategy

Key features of the traffic and access strategy for the precinct include:

1. Creating new internal roads and extending existing streets to improve internal connections and options for ingress and egress from the precinct;
2. Converting Hudson Street and the new street (Henry Street extension) to one-way streets to accommodate some on-street parking and help minimise traffic volume and speed near the park, increasing pedestrian safety;
3. Creating a shared zone adjacent to the GreenWay to allow greater flexibility of use, particularly where sharing between parking, traffic and bicycle movement and pedestrian activity (no access will be available from Longport Street which is intended as an internal connection/form of access only);
4. Extending Brown Street to enable direct access to the park, shops and a more convenient walking route towards the possible future light rail station;

5. Predominantly locating pedestrian entries to buildings on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts;
6. In order to maintain active street frontages and streetscape design, designing vehicle access points to be no more than 6 metres;
7. Ensuring adequate separation distances between vehicular entries and street intersections;
8. Ensuring new higher density development situates any car parking underground; and
9. Providing access to car parking from secondary streets where possible to protect the amenity of the public domain.

**NB** *Future detailed design work will determine final road and footpaths widths on a street by street basis, which may impact on the achievable floor space ratio determined for each site within the precinct. Such design work will also consider on-street parking, loading and unloading, and general public domain improvements such as street tree plantings and lighting.*

### 9.45.7 Public domain strategy

- C5** Redevelopment within the precinct must contribute to the achievement of:
- i. Enabling direct access to the park, shops and a more convenient walking route towards the light rail station via additional streets and the extension of existing streets;
  - ii. Prioritising walking by enhancing the public domain (with improvements to traffic management, footpaths business frontages and street lighting) particularly along the shared zones; and
  - iii. Ensuring the new park accommodates a generous (approximately 3 metres wide) shared walking and cycling path to provide a convenient, direct and safe route.

#### 9.45.7.1 Shared zone guidelines

##### Key characteristics of a shared zone

- i. A driver must give way to any pedestrian in the zone;
- ii. Traffic loads are generally less than 500 vehicles per day; and
- iii. Speed limit is 10km/h.

##### Attributes of a typical shared zone

- i. No definition between pedestrian and vehicular zone;
- ii. No kerblines;
- iii. Change of paving indicates parking areas;
- iv. Low traffic volumes, high pedestrian activity; and
- v. Building uses open towards/spill out onto the zone (such as café tables and chairs).

##### Application of a shared zone in the McGill Street Precinct

- i. Greater flexibility for use of road space;
- ii. Defined loading and parking zones;
- iii. Ability to introduce street trees;
- iv. Ability to introduce two-way bicycle activity;



- v. Supported in principle by Council; and
- vi. Subject to final RMS approval.



Figure 45.3: Creation of shared zones  
*The above images show the McGill Street precinct and local park (as seen from Old Canterbury Road and north from the goods line)*



## 9.45.8 Future land use



Figure 45.4: Land use diagram

**NB** The land use diagram is indicative only. The land uses specified in Figure 45.4 should also be read in conjunction with the built form control diagrams (Figures 45.6 – 45.8).

Key land uses outcomes for the McGill Street Precinct include:

1. Focusing commercial and retail uses along Old Canterbury Road to offer high visual exposure and passing trade, with some residential use on the top floors and business uses on the ground and first floors due to the low residential amenity;
2. Encouraging new commercial and retail mixed use development ground floor uses primarily along Hudson Street as well as the eastern portion of the new street (Henry Street extension) (the park edges) to help strengthen and enliven the street environment throughout the precinct;





3. Including commercial development to help promote increased day time pedestrian activity and support retail uses;
4. Predominately locating residential (with ground floor live/work flexibility) higher density development along the GreenWay to provide a pleasant outlook and amenity to an increased number of residents; and
5. Ensuring Brown Street and McGill Street have a live/work and residential focus with development to accommodate ground floor live/work open studio-type spaces with residential above to help activate these streets during the day and evening.

Residential development is permitted throughout the precinct and is also integrated with employment uses as mixed use development. In the B5 Business Development zone located along Old Canterbury Road residential use is permitted subject to the following control which ensures that business and office uses remain a viable component of development within the precinct.

- C6** Residential development is permitted with consent but only as part of a mixed use development where the residential component comprises a maximum of 60% of the total gross floor area.

The precinct comprises land in a number of holdings and of varying lots sizes. To achieve the masterplan a level of amalgamation will be required.

### **9.45.9 Site amalgamation**

To achieve the objectives of the masterplan, site amalgamations (Figure 45.5) must occur in conjunction with development. The preferred amalgamation pattern will achieve the building envelopes and height, floor space and built form controls of the DCP and achieve the vision and desired future character for the precinct. Development applications that do not comply with the amalgamation plan must demonstrate they do not compromise the achievement of the outcomes sought in the masterplan.



Figure 45.5: Site amalgamation diagram

## Objective

- O2** To encourage redevelopment and increased densities within the precinct and support mixed uses comprising residential and/or commercial uses of high quality and amenity.

## Controls

- C7** The redevelopment of the allotments should wherever possible conform to the amalgamation pattern in the control diagram in Figure 45.5.
- C8** For Site 1 (currently in consolidated ownership), key amalgamation criteria include:
- To establish a new area of public open space for surrounding local residents to utilise and enjoy;
  - To establish new streets, and extensions to existing streets, to increase access and permeability throughout the precinct, particularly to the future light rail station; and
  - To promote opportunities for taller and denser development to occur adjacent to the new park and GreenWay where there is greater amenity, views and sense of space.
- C9** For Site 2 (minimum of six properties to amalgamate), key amalgamation criteria include:



- i. To encourage redevelopment and increased densities to support mixed residential, live/work as well as some commercial and retail uses; and
- ii. To provide opportunities for taller and denser development to occur in the new pocket park and GreenWay where there is greater sense of amenity, views and sense of space.

**C10** For Site 3, key amalgamation criteria include:

- i. To encourage redevelopment for residential and predominantly commercial uses (at the street and lower levels) to benefit from the high visual exposure Old Canterbury Road offers this site and to buffer with existing light industrial uses to the west.

**C11** For Site 4, key amalgamation criteria include:

- i. To encourage redevelopment to support mixed residential, retail and commercial uses; and
- ii. To encourage development with active ground floor uses along Hudson Street and Old Canterbury Road to help activate, strengthen and enliven the street environment.

**C12** For Site 5, key amalgamation criteria include:

- i. To encourage redevelopment to support mixed residential, retail and commercial uses; and
- ii. To encourage development with active ground floor uses along Old Canterbury Road to help activate the street environment at this northern end of the precinct.

**C13** Amalgamation of allotments must not result in any 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.

**NB** *Although the consolidation of all land holdings to achieve Sites 4 and 5 is preferred, these sites are able to be broken down into smaller amalgamated parcels. The indicative minimum lot amalgamations that can occur within those sites are highlighted in the lot amalgamation diagram.*

## 9.45.10 Built form

Building heights, setbacks and articulation influence development to ensure it fits within its desired future context. This context is represented by the masterplan.

The following elements provide relevant controls to achieve high amenity (both internal and external), provision of open space and a safe accessible environment.

### 9.45.10.1 Floor Space Ratio

Floor space ratio (FSR) controls have been determined to achieve the desired future built form.

**C14** Maximum FSR for any development must be consistent with the FSR standards prescribed on the MLEP 2011 Floor Space Ratio Map.

### 9.45.10.2 Height

Under MLEP 2011, maximum building heights are shown in metres on the MLEP 2011 Height of Buildings Map. Maximum building heights for this precinct are shown in storeys (Figure 45.6) and must be read in conjunction with the prescribed building heights in MLEP 2011 and Section 9.45.11 (Indicative street sections).

- C15** The maximum height for any development must be consistent with the height standards prescribed on the MLEP 2011 Height of Buildings Map.
- C16** The heights of proposed buildings must conform to the controls in Figure 45.6. The height is expressed in number of storeys.
- C17** Building heights must be read in conjunction with the indicative street sections in Section 9.45.11.

### Guidelines for height controls

Key features of the building height controls are:

1. Opportunities for greater building height will exist along the GreenWay and close to the light rail station without adversely impacting on existing adjacent residential dwellings.
2. Taller and denser development must be predominately situated adjacent to the new local park and GreenWay where there is greater amenity, views and sense of space.
3. Proposals must respond in part to the existing scale of character detached residential housing on adjacent streets and carefully relate to the surrounding character residential housing. The transition between (the proposed) taller development and the (existing) adjacent lower scaled buildings must be done with development of an intermediate scale.
4. All development must be sited entirely within the building footprint area and according to the additional built form controls.

Table 1 provides an equivalent building height (metres) to storey height.

Table 1: Equivalent building height to storeys

Storeys	Height (m)
2 storeys (with minor third storey)	9.5
4 storeys	17
5 storeys	20
6 storeys	23
8 storeys	29
9 storeys	31.8

**NB** *While a maximum building height has been set under MLEP 2011 this does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there will be times when a building height may not be achievable.*

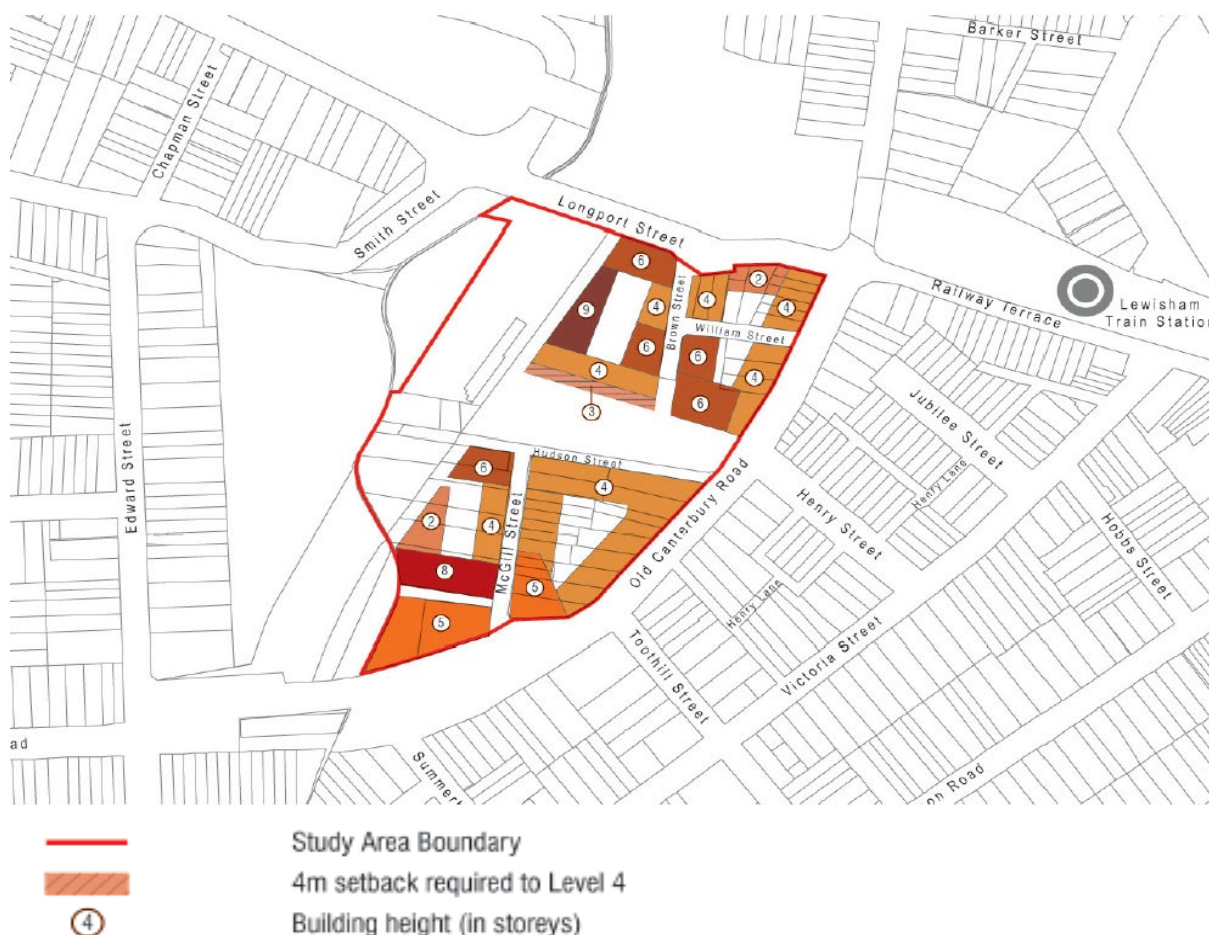


Figure 45.6: Height of Buildings

### 9.45.10.3 Public domain interface

- C18** The redevelopment of the precinct must conform to the control diagram in Figure 45.7 with regard to:
- The location of active land uses and frontages at ground level;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location of the proposed new local park;
  - Ground setbacks to protect amenity; and
  - The location of new streets and a right of way.

These controls must be read in conjunction with the built form controls shown in Figure 45.7 and the following guidelines.

### Guidelines for buildings and the public domain

- New streets and public links are required where indicated in the buildings and public domain control shown in Figure 45.7 to improve access throughout the precinct and enhance links, particularly to the new park, the GreenWay and proposed light rail station, and to help integrate the precinct with its surrounding neighbourhood.
- The new park must make available an area of public open space that provides visual amenity and informal recreational uses.
- Build to lines must be observed where a consistent street edge needs to be reinforced. These build to lines include balconies, bay windows and shading devices.



4. Street setbacks defined as a percentage of a build to line (for example 80% build-to frontage at street alignment) encourage the modulation of long building facades.
5. To ensure development positively contributes to the public domain and streetscape, development must front onto primary streets, incorporating, where possible, street level active uses. The building design must avoid the occurrence of long sections of blank walls at the ground level.
6. Development facing existing or new streets must be built to the street alignment or the nominated setback, acknowledging that these streets are active spaces and are to reflect a continuity of streetscape.
7. Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection to pedestrians along primary streets. These must integrate with the building design. Awnings encourage pedestrian activity and, in conjunction with active edges such as retail/commercial frontages, support and enhance the vitality of the area.



Figure 45.7: Buildings and Public Domain



#### **9.45.10.4 Private open space and building depth**

- C19** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram in Figure 45.8. The dimensions are expressed in metres.
- i. The depth of buildings (that is, the dimension measured from front to back from the street to the inside of the block) is restricted to a 20 metres (glass line to glass line) maximum to provide good amenity, cross ventilation and to limit the bulk of buildings.
  - ii. Building depth must relate to building use. Residential uses will only require a building depth of approximately 18 metres, while mixed use commercial buildings are permitted to have a wider building depth (up to 20 metres) to accommodate commercial/retail uses. Wider building depths have been endorsed to allow flexibility for future conversion of building use.
  - iii. Communal private open space is typically shown behind building envelopes in mid-block locations. These communal areas are for residents' use.
  - iv. The provision of open space (of appropriate size and proportion) must be configured and designed to be usable and attractive and to provide a pleasant outlook and amenity.
  - v. Communal open space must offer improved amenity, outlook and visual separation for residents.

**NB** *The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.*





Figure 45.8: Building Depth and Private Open Space



## 9.45.11 Indicative street sections

The following street sections indicate the height and separation of buildings and possible future land uses. The building forms guide the intention of the built form controls, while acknowledging the existing character of the adjacent area.

### 9.45.11.1 McGill Street



Figure 45.9: McGill Street Section

The street section through McGill Street indicates the new scale of development. The height of buildings successfully integrates into the streetscape without dominating it, as is appropriate to the narrow width of McGill Street. The setback from the street alignment provides additional landscaping in front courtyards, giving a more appropriate suburban feel to the street.

McGill Street will have a live/work and residential focus. It is envisaged that development along this street will accommodate possible ground floor live/work open studio type spaces combined with residential units above.

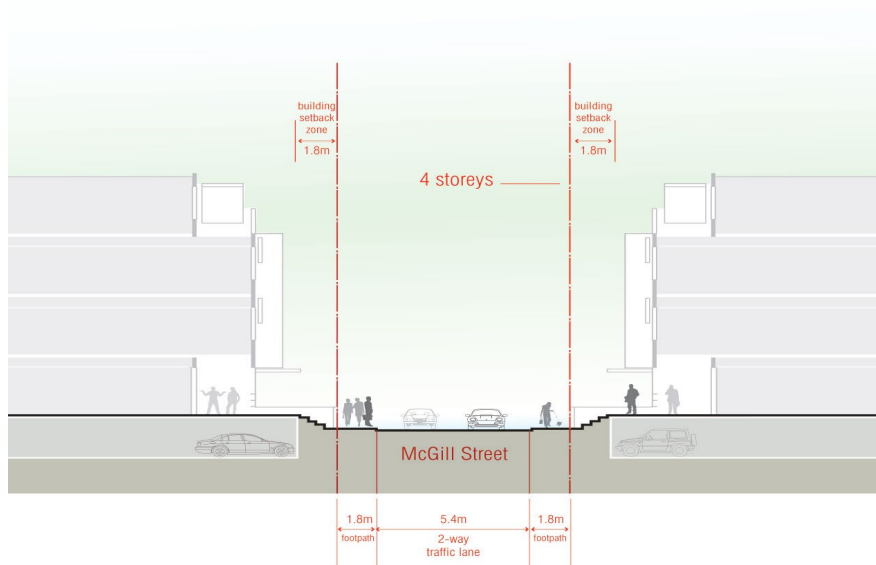


Figure 45.10: McGill Street Section

## 9.45.11.2 The GreenWay and the new shared way



Figure 45.11: The GreenWay and the new shared way

The street section of the new shared way and adjacent GreenWay shows the tallest buildings have been located to benefit from the attractive views and amenity the GreenWay offers. The scale of development is balanced by not only the width of the shared way, but also the GreenWay. The proximity to open space also makes taller buildings more appropriate in this location.

Development along the GreenWay is predominately residential (with ground floor live/work flexibility), a use which will provide a pleasant outlook and amenity to an increased number of residents.



Figure 45.12: Development along the Greenway



### 9.45.11.3 The new local park



Figure 45.13: New local park

The street section through Hudson Street, the new local park and new street (an extension of Henry Street) indicates the anticipated scale of development in relation to the park. The height of development sits comfortably against the park with building heights having been determined to minimise the impacts of overshadowing.

Development adjacent to the park is predominately residential; however, buildings will accommodate active ground floor commercial, retail and live/work uses to help enliven and activate the street environment.

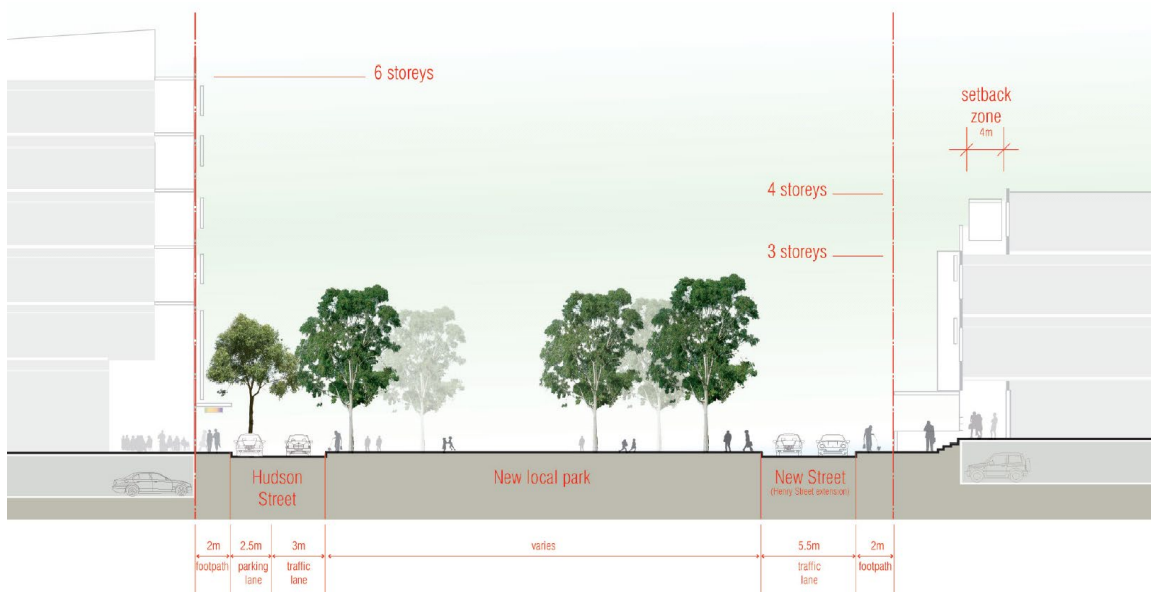


Figure 45.14: Development along new park



## 9.45.11.4 Old Canterbury Road



Figure 45.15: Old Canterbury Road Section

The street section through Old Canterbury Road indicates the scale of development anticipated in the DCP in relation to its context. Although the adjacent existing character housing is of a smaller scale, the medium scale of proposed development allows it to relate to those residential dwellings and not dominate the streetscape.

Development along Old Canterbury Road must consist of a mix of ground level commercial and retail (to help enliven and activate the street environment), combined with residential units above.

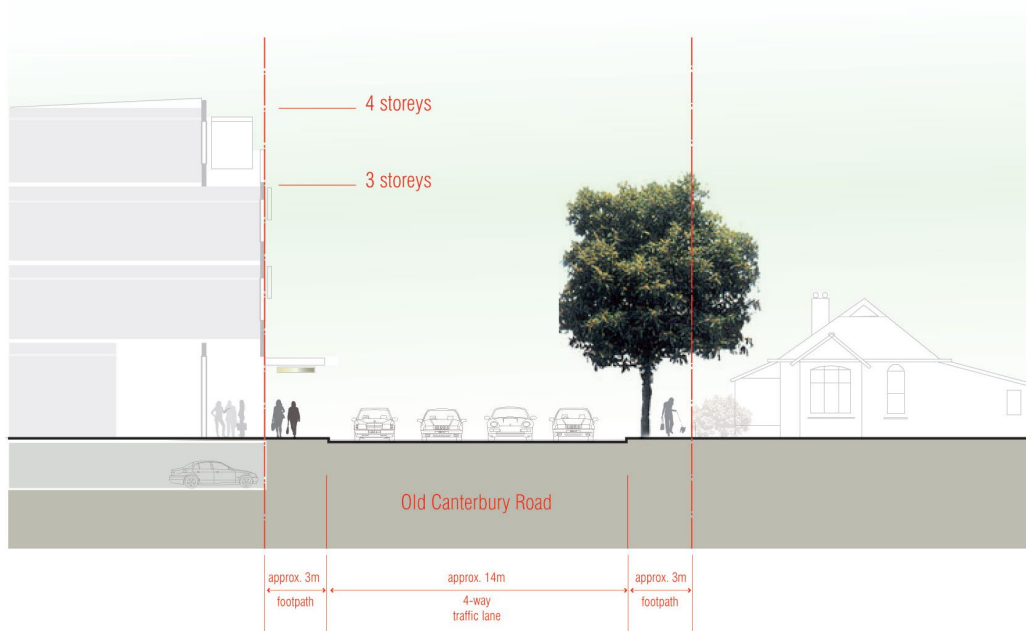


Figure 45.16: Old Canterbury Road Section

# 9.46

## STRATEGIC CONTEXT TEMPE LANDS









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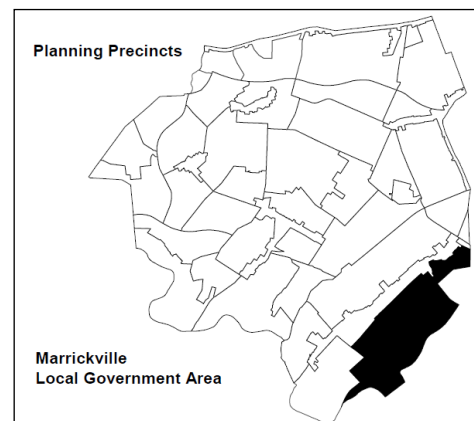




## Part 9 Strategic Context

### 9.46 Tempe Lands (Precinct 46)

#### Map of precinct



#### 9.46.1 Existing character

This precinct is located in the south-eastern corner of the land where this DCP applies, on the boundary with Sydney City and Botany Bay Councils. The precinct contains the Tempe industrial areas and adjoins Sydney Airport and industrial lands to the east, industrial land to the north and north-west, an Ikea store to the west and the Tempe Golf Driving range to the south. The Alexandra Canal, which is a State Heritage Item, runs generally along the eastern boundary of the precinct, with the Princes Highway lying to the west of the precinct. The Port Botany freight rail line runs in a north-west to south-east direction and divides the precinct. The precinct is directly under the airport flight path, and the entire precinct is subject to Australian Noise Exposure Forecast (ANEF) contours between 25 and 40. A significant portion of this precinct is reserved SP2 Infrastructure (Classified Road).

The precinct is part of a wider area that has been identified by the State Government in the draft Sydney South Sub-Regional Strategy as being of strategic importance due to its proximity to Sydney Airport, freight rail lines, the Princes Highway and the M5 Motorway. Lots in this precinct are generally large and irregularly shaped and contain some significant heavy industrial activities including the Cooks River rail terminal owned by RailCorp, a container depot and a waste facility. Burrows Road South contains a cluster of light to heavy industrial land uses on small to large regularly shaped lots which include Boral Concrete and Visy recycling processing centre, as well as a small, modern business park.

A portion of the industrial land in this precinct is identified by the State Government as being of state significance due to its proximity to Sydney Airport, freight rail lines, the Princes Highway and the M5 Motorway.

Road access within the precinct is limited. Canal Road which runs along the north-east boundary and through part of the precinct is the busiest of the roads and is a classified, RMS controlled road. Burrows Road South which runs off Canal Road is a fairly wide cul-de-sac that does not have any nature strips or public landscaping. Bellevue Street and Swamp Road, which are accessed from the Princes Highway, are mostly used by trucks to access the container depot. Swamp Road is largely undeveloped with the absence of kerbing, footpaths and landscaping. All roads are busy and dominated by frequent truck movements.

There are limited buildings across the precinct due to the applicable ANEF contours. The buildings in Burrows Road South are generally contemporary, low rise (up to two storeys) industrial buildings of varying materials. Most of those buildings have small to medium setbacks with landscaping and occasional parking in front.

There are no Heritage Conservation Areas contained within the precinct.

On street parking within the precinct is limited due to the large lot industrial characteristics and limited road access. Burrows Road South contains unrestricted parallel parking on both sides, and has good pedestrian access with footpaths on both sides of the street. This is the only road that is likely to be frequented by pedestrians accessing industrial businesses and associated facilities. Canal Road also has a footpath which is, for the most part, separated from the busy road corridor by a small nature strip that does not have any trees or other landscaping.

Topography is predominantly flat with a gentle uneven slope toward the south-east providing some views towards the airport.

### 9.46.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
2. To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of state significance.
3. To retain the existing employment generating land uses.
4. To ensure new development is compatible with the operations of Sydney Airport.
5. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
6. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.



7. To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### **9.46.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.46.4 Precinct-specific planning controls**

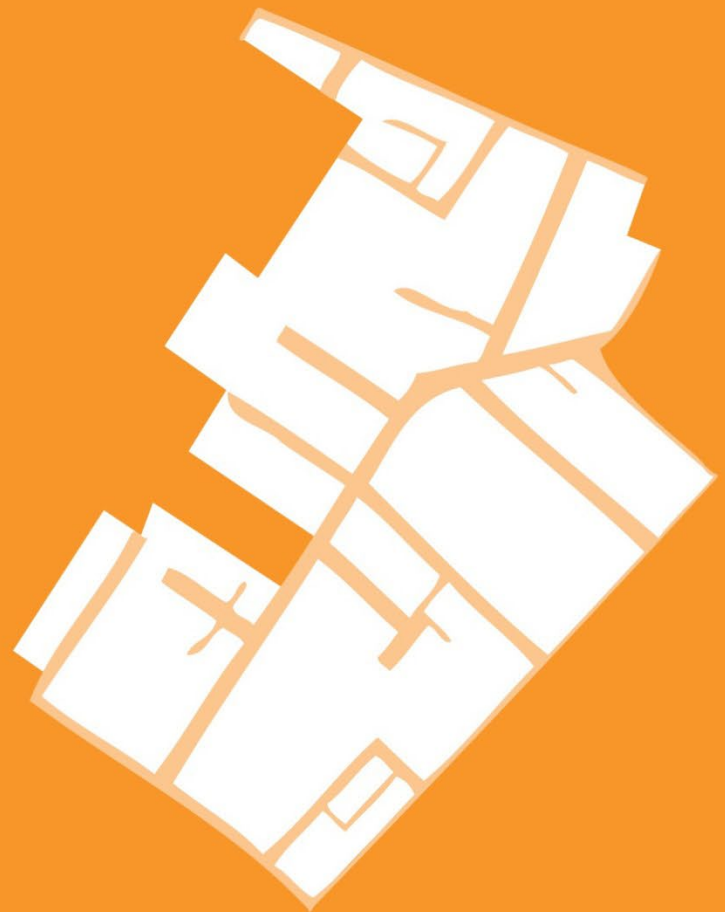
Nil

### **9.46.5 Site-specific planning controls**

Nil

# 9.47

## STRATEGIC CONTEXT VICTORIA ROAD



November 2019





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# Part 9 Strategic Context

## 9.47 Victoria Road (Precinct 47)

### 9.47.1 Introduction

This section of the Development Control Plan (DCP) establishes a framework to guide development in Precinct 47 – Victoria Road (the precinct).

#### 9.47.1.1 Land to which this section of the DCP applies

This section of the DCP applies to development within the boundary of the precinct as shown in *Figure 1: Land application - Precinct 47 – Victoria Road Precinct, Marrickville*.

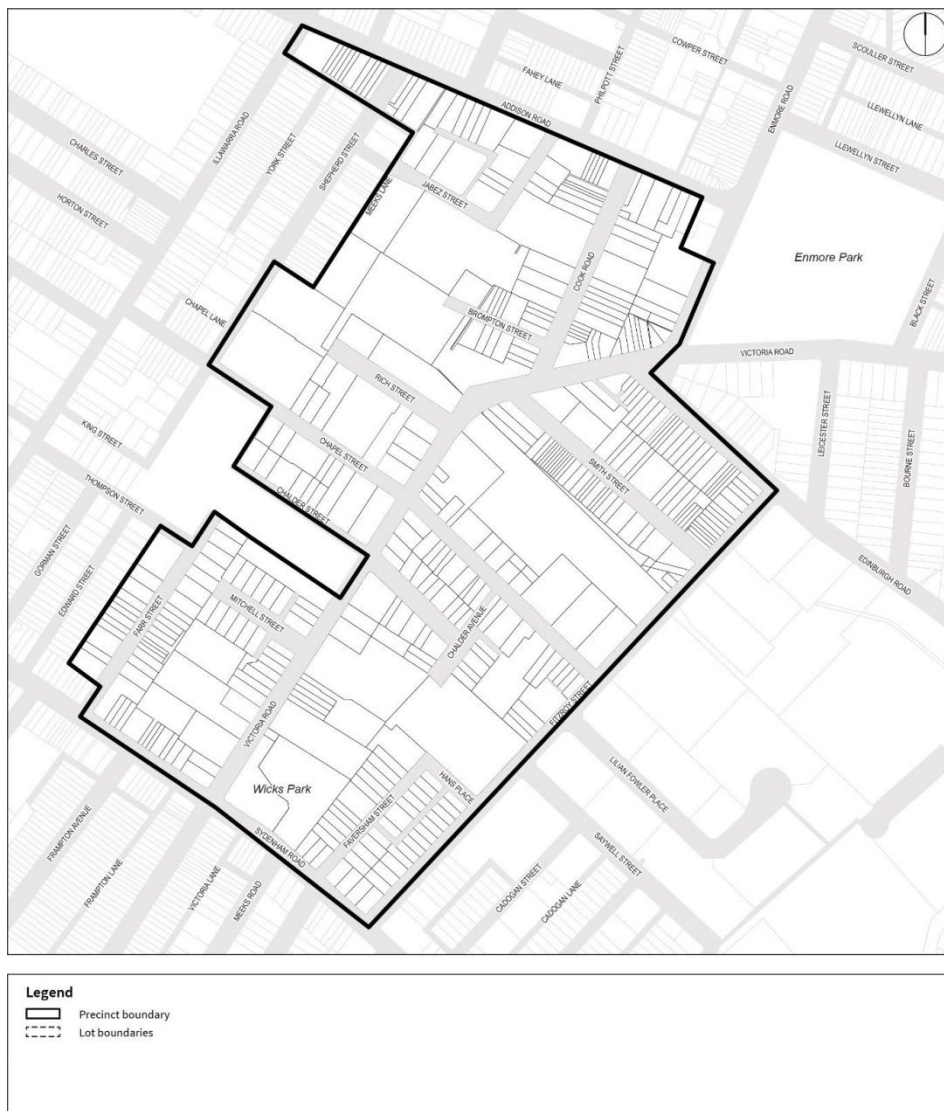


Figure 1: Land application - Precinct 47 – Victoria Road Precinct, Marrickville

#### **9.47.1.2 Aims and objectives of this section of the DCP**

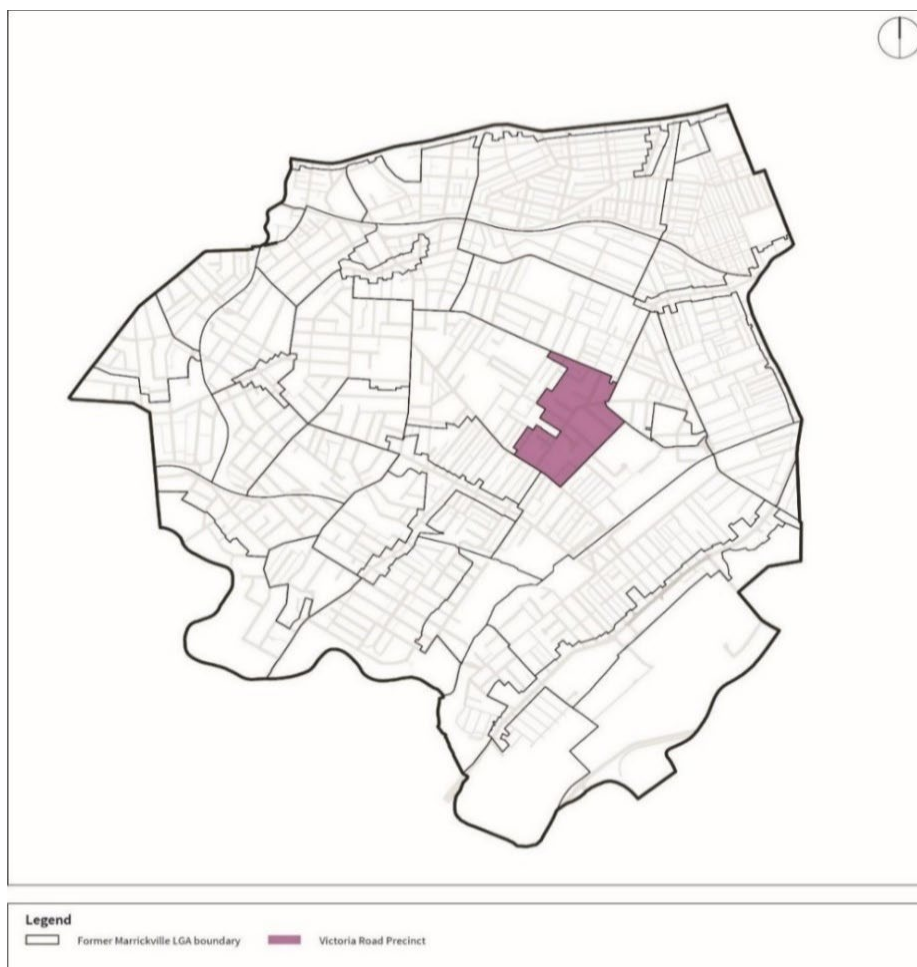
The purpose of this section of the DCP is to guide the future development of the precinct by:

1. Identifying the desired future character, development principles, key elements and indicative structure for the future development of the precinct;
2. Communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications;
3. Ensuring the orderly, efficient and environmentally sensitive development of the precinct;
4. Promoting a high-quality urban design outcome;
5. Ensure key infrastructure is delivered for future residents and the community; and
6. Ensure access within the precinct is inclusive by delivering a high quality urban/public domain which is accessible beyond a minimum compliance approach and which caters for equitable, dignified, safe and easy to use access for all. This will take account of the broader needs, circulation and orientation requirements of the planned future significant increase in employees and residents within the precinct.

#### **9.47.1.3 Relationship to other sections of the DCP**

This section forms part of the Marrickville Development Control Plan 2011 (Marrickville DCP 2011). It sets out specific controls to guide the future development of the precinct. Development within the precinct will need to have regard to this section of the DCP as well as other relevant provisions in the DCP. In the event of any inconsistency between this section and other sections of the DCP, this section will prevail to the extent of the inconsistency.

(See Figure 2 – Context map – next page)



**Figure 2: Context map – Precinct 47 – Victoria Road Precinct location within the former Marrickville Local Government Area Boundary**

### 9.47.2 Existing Character

The area is bounded by Addison Road to the north, Fitzroy Street to the east, Sydenham Road to the south and generally by the rear of properties facing Shepherd Street to the west. Victoria Road is the main north to south link through the precinct linking to Enmore Road. A number of east-west links exist, though many are cul-de-sacs used for access and loading bays for industrial sites.

The precinct contains a mixed character, though, overall, it is dominated by industrial land uses. Residential dwelling houses are interspersed between industrial factory units. Business and local retail uses are also located along some of the main roads in the precinct such as Addison Road and Enmore Road. Light industrial uses are located along the northern side of Farr Street that create a buffer for the adjoining residential properties. Other land uses within the precinct include the Marrickville Bowling and Recreation Club and Wicks Park.

The precinct has a very irregular subdivision pattern (as seen in Figure 1). Whilst there are some large industrial sites, many of them have been fragmented into smaller individual industrial sites. Access to many of the industrial sites is provided through rear lanes and cul-de-sacs. The Marrickville Public School is located outside the precinct boundaries but is situated in the middle of the precinct, with long interfaces to the surrounding industrial area.

The building stock within the precinct is mixed. It contains a number of old industrial buildings, some of which have been adapted for modern industrial uses and some of which remain in their original state. Those original buildings are predominantly brick constructions built to the boundary with small openings for vehicles. Some have been rendered and painted with their opening expanded to accommodate modern industrial requirements. There are also some examples of new, modern industrial developments containing a number of tenancies utilising the same access point and providing on-site parking and loading facilities. However, the majority of industrial buildings are older, relatively small and limited in size.

Notwithstanding these constraints, information obtained from Council's Social and Cultural Planning Staff indicates that the current built form of the precinct, presently meets some of the important social and cultural needs of residents and employees of the Inner West. For example, the precinct houses three (3) of the Local Government Area's (LGA) most significant live music venues: the *Red Rattler*, *Marrickville Bowling & Recreation Club*, and the *Factory Theatre*. Furthermore, the relatively lower cost, factory and warehouse spaces that presently exist within the precinct, have for a number of years, provided suitable large, versatile spaces for creative industries within the Inner West, particularly, for potentially large scale work, such as sculpture.

The large number of small industrial sites, however, has led to traffic issues for the precinct. This is less of an issue on sites backing onto cul-de-sacs as it does not impede the flow of traffic. However, traffic conflicts occur between large vehicles accessing industrial sites on streets also catering for through traffic. This is particularly the case where sites are unable to cater for loading and unloading on-site due to their size or configurations. This problem is particularly acute for older industrial sites which tend to be less able to cater for modern vehicles such as large trucks and other delivery vehicles. As a result, large trucks are often forced to stop in the middle of the road for loading and unloading rather than being able to accommodate this function on-site.

The large industrial complexes that were prevalent in the 1960s/1970s no longer exist. Some of the large industrial sites are fragmented into smaller industrial sites. There are a high number of vacant properties in the precinct. The nature of the industrial sites also affects the availability of on-street parking within the precinct. The large number of small industrial sites has resulted in a large number of laybacks on each street. As a result, many on-street parking spaces have been removed, and as a consequence on-street parking is very limited. This is particularly noticeable in streets such as Chapel Street where parking has been provided as a hard stand in front of individual tenancies along the length of the street. This also leads to increased conflict between pedestrians and traffic as vehicles must cross pedestrian footpaths to access parking.

Amenity for pedestrians and cyclists in the precinct is poor, with little permeability, landscaping or public domain improvements within the precinct. Traffic is generally heavy, and conflicts can arise between vehicles, pedestrians and cyclists. Footpaths are narrow, often interrupted by laybacks and are in poor condition. Some efforts towards public domain improvement have been made along Addison Road.

The precinct is well serviced by public transport, with the eastern edge of the precinct being approximately 400 metres from Sydenham Station that will see a significant upgrade in capacity and frequency with the proposed Metro service. Victoria Road is also a major bus route for services to the City and other strategic centres.

The precinct contains one public open space area known as Wicks Park located on the eastern corner of Victoria Road and Sydenham Road. It contains passive and active recreational facilities such as seating, children's play equipment and tennis courts. Other

private recreational facilities contained within the precinct include the Marrickville Bowling and Recreation Club located on the western corner of Sydenham Road and Fitzroy Street.

The precinct does not contain any heritage conservation areas, however, it does contain a number of heritage items relating to the industrial and social history of the precinct. The range of industrial buildings in the precinct illustrates how industrial requirements have changed over time.

### 9.47.3 Desired Future Character

The vision for the Victoria Road Precinct is to support the long-term transition of the precinct into a vibrant, and sustainable mixed-use area, that provides interesting and appropriate new built forms in the precinct. The vision also includes public accessible spaces such as new footpaths, high-quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a desirable place to work and live.

Victoria Road will be an active mixed-use corridor and the heart of the precinct, providing a connection between the established village centres of King Street, Newtown (to the north of the precinct) and Marrickville Road, Marrickville (to the south). The commercial corridor will achieve this through built form and design measures that will give a distinctive identity to the neighbourhood by providing a strong edge to the public domain.

New, higher density residential areas will be established in areas near existing residential areas and open space which will ensure dwellings are co-located near compatible uses with higher amenity.

Mixed uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and front open spaces will assist in increasing activity levels and pedestrian traffic in the area. Showrooms will enhance and develop the theme of home improvement offerings and complement existing retail centres. New opportunities will be created for commercial and office uses, particularly in the northern part of the precinct.

New shared zones and publicly accessible open space will improve permeability within the precinct and in certain locations, will become the focus of activity with non-residential uses on the ground floor. To further encourage pedestrian activity within the precinct, improvement to the streetscape, public domain landscaping and design of ground floor uses will provide a high-quality domain, encouraging greater pedestrian traffic and active ground floor uses, that open towards and spill out onto the public domain (such as café tables and chairs) and which results in a lively, attractive and activated streetscape. Active transport within the precinct will be encouraged through new on-road cycle routes and new publicly accessible open space within the precinct that will link with the existing cycle network within the surrounding area.

The desired future character for the precinct is:

1. To create an active commercial corridor of high-quality urban design along Victoria Road by encouraging active ground floor commercial uses such as cafes, small retail opportunities; boutique retail showrooms; and professional business spaces which are accessible to all persons.
2. To integrate urban and architectural design excellence and sustainability in the precinct to provide an environment that encourages sustainable living for all residents.



3. To enhance existing streets and incorporate new shared zones to encourage pedestrian activity.
4. To support the creation of new roads; shared zones; and vehicular accessways to enhance permeability; to increase the connectivity between each sub-precinct; and to provide opportunities for vehicular access to development sites, other than via direct access to Victoria and Sydenham Roads within the precinct.
5. To enhance the streetscape by incorporating sustainable design such as green streets and pathways throughout the precinct that form part of a wider green network connecting local activities, parks, public spaces and schools and which provide opportunities for incidental, casual social interaction amongst employee, residents and visitors.
6. To enable a broader mix of businesses that meets the requirements of the local employment profile and changing demographics of the Inner West Local Government Area.
7. To foster the transition of industrial uses to cleaner and modern, light and creative industries to improve the amenity of the precinct, while retaining employment opportunities.
8. To create a vibrant hub for Marrickville's creative industries (including live music venues) that complements the existing arts and cultural premises in the Chapel Street Sub-precinct and other parts of the precinct, as well as the proposed Sydenham Station Creative Hub in the adjacent precinct.
9. To create a liveable residential environment within the Victoria Road Precinct with inclusive access for all residents to the new Victoria Road Commercial Corridor, transport, and existing and new amenity areas.
10. To ensure that higher density developments, within the precinct, demonstrate good urban design and environmental sustainability for occupants of those developments.
11. To encourage the conversion of existing warehouses and other industrial buildings, where appropriate, and to support the creation of a hub within the Chapel Street Sub-precinct for home renovation and food production businesses, that promotes active or display ground floor uses such as ancillary showrooms and cafes.
12. To develop architectural design excellence for new buildings within the precinct which adopt design cues, where appropriate, from existing industrial buildings that are likely to be retained and re-used.
13. To provide significant housing and employment spaces for Sydney, within the precinct, while balancing the impacts on surrounding lower density residential properties.
14. To ensure the provision of a high level of residential amenity for development within the precinct and to mitigate any impacts on the residential amenity of adjoining and surrounding properties.
15. To ensure the interface between potential conflicting land uses are managed appropriately through design and siting measures.
16. To support the upgrade of existing parks and the provision of new publicly accessible open spaces, located on private land, to provide useful open space and landscaped areas.
17. To ensure development within the precinct is compatible with the operations of Sydney Airport.

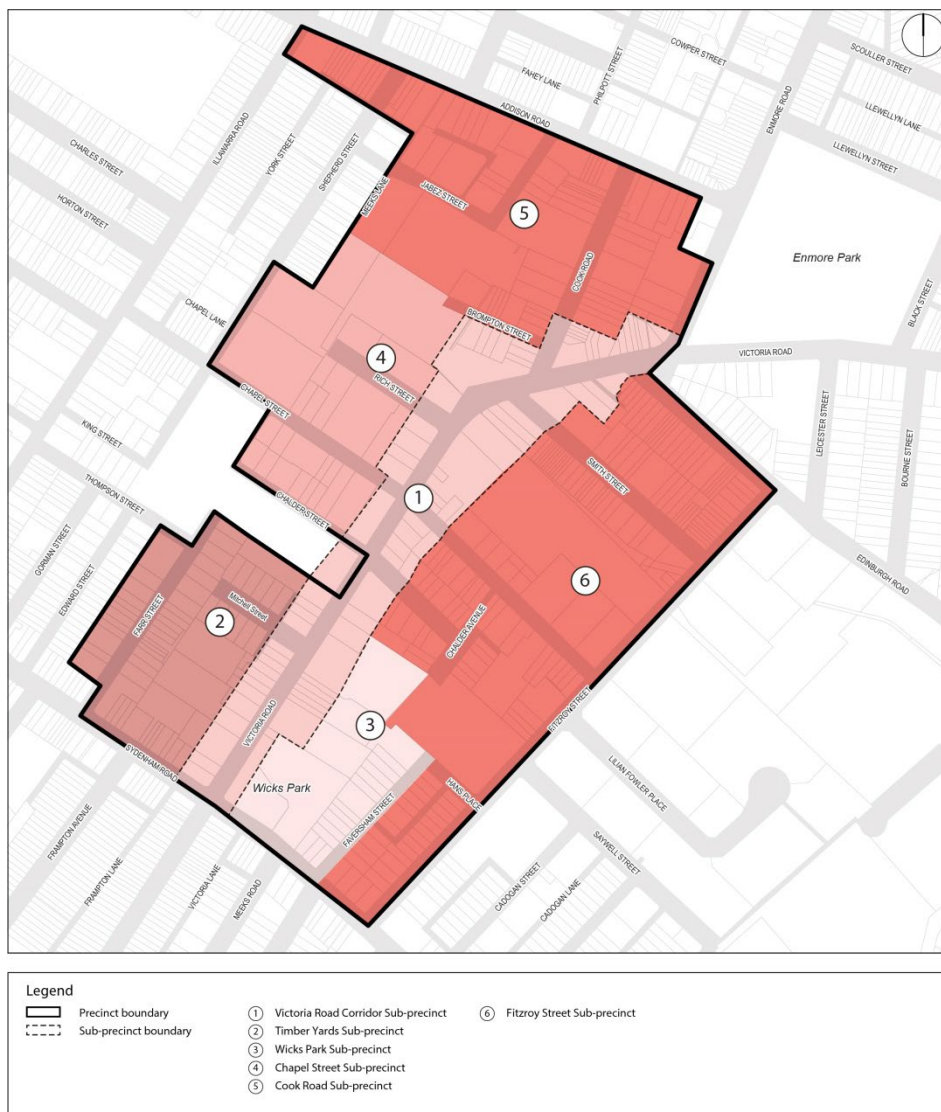


## 9.47.4 Sub-Precincts

The precinct is divided into a number of sub-precincts as shown in *Figure 3: Sub-precincts*.

These sub-precincts are as follows:

1. Victoria Road Corridor Sub-precinct;
2. Timber Yards Sub-precinct;
3. Wicks Park Sub-precinct;
4. Chapel Street Sub-precinct;
5. Cook Road Sub-precinct; and
6. Fitzroy Street Sub-precinct.



**Figure 3: Sub-precincts**

The development intent for each of these sub-precincts is outlined below.

### 1. Victoria Road Corridor Sub-precinct:

The Victoria Road Corridor Sub-precinct covers areas fronting Victoria Road. It is proposed to evolve into a main commercial spine comprising commercial, showroom, retail and other non-residential uses featuring well-designed built forms that have a

sensitive interface with a high-quality public domain featuring new footpaths; additional pedestrian activation areas on private land located adjacent to existing footpaths; street trees; and other street furniture; such as bicycle hoops. This will create a pleasant and inviting environment to foster greater pedestrian and commercial activity along Victoria Road.

Areas south of Chalder Street within the sub-precinct will transition into a new vibrant mix of ground floor non-residential uses, and residential uses on the upper levels where noise affectation from the operation of Sydney Airport is less prevalent. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. That mix of uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Where noise-generation from existing flight paths across the precinct make it inappropriate for residential uses, non-sensitive uses such as office space, ground floor showrooms will be implemented in order to support activation along the corridor.

## **2. Timber Yards Sub-precinct:**

The Timber Yards Sub-precinct will be a new residential area that will support the function of the Victoria Road Corridor Sub-precinct, interconnecting with the proposed mixed-use areas along Victoria Road. Built form will transition in height, being predominantly 3-7 storeys along the periphery with opportunities for taller buildings in the central area of the sub-precinct to minimise amenity impacts to adjoining low density residential areas. Siting and design measures will also be required for taller building elements to minimise residential amenity impacts from the operation of Sydney Airport.

Additional footpaths within the sub-precinct will add to the vibrancy of the area, increasing pedestrian activity and connections to the Victoria Road Corridor Sub-precinct.

## **3. Wicks Park Sub-precinct**

The Wicks Park Sub-precinct will comprise of a mixed-use area that will be characterised by non-residential ground floors with residential above, whilst a business development zone will encourage new enterprises and creative uses along Faversham Street.

The sub-precinct will also support the function of the commercial corridor along Victoria Road while maximising amenity opportunities from Wicks Park. Streetscape and street network improvements will directly link to Victoria Road, enhancing the permeability of the sub-precinct, and supporting the ongoing function of the Victoria Road Commercial Corridor. The extension of Hans Place to Victoria Road will be a shared zone that will provide a key pedestrian link from the Creative Hub Precinct to the Victoria Road Commercial Corridor, with the opportunity for active uses such as cafes; studios; boutique showrooms; and smaller retail opportunities.

The sub-precinct will focus higher density residential along the northern edge of Wicks Park and maximise high visual amenity provided by the open space area. Whilst ground floor non-residential uses, with an interface to Wicks Park, will address this open space area in order to promote greater pedestrian amenity and activity. To minimise potential land use conflicts with the existing industrial area to the east, and noise and vibration affectation from the operation of Sydney Airport, transitional business development uses will be integrated along Faversham Street or within the ANEF 30 area.

#### 4. **Chapel Street Sub-precinct:**

The Chapel Street Sub-precinct is a transitional area that will provide a buffer between the heavy industries to the east, and the commercial strip along Victoria Road. The sub-precinct will encourage modern forms of light industrial uses that will minimise the land use conflicts between surrounding uses. This will enable the sub-precinct to progressively evolve to cater for more modern employment industries whilst minimising potential land use conflicts.

#### 5. **Cook Road Sub-precinct:**

The Cook Road Sub-precinct will continue to support a diverse range of uses including: light and heavy industrial uses; urban services; and entertainment and creative industries. Business and local retail uses are also located along Addison Road and Enmore Road. The desired future character for this sub-precinct aims to retain these uses, which will be important to support a variety of activities within the Victoria Road Precinct, especially as other sub-precincts begin to evolve. The established fig trees along Jabez Street and Meeks Lane will be maintained and enhanced to provide an essential urban tree canopy in this highly urbanised location.

#### 6. **Fitzroy Street Sub-precinct:**

The Fitzroy Street Sub-precinct will continue to support the Inner West Council's industrial and urban services functions. Given the constraints of the sub-precinct, such as flooding and aircraft noise, the location will continue to support a range of industrial and warehouse land uses that will be compatible with the operations of Sydney Airport and Port Botany. The sub-precinct will also be a location to accommodate urban services that will support new residents of the Victoria Road Precinct and the wider local government area.

### 9.47.5 Indicative Masterplan

Development is to be generally consistent with the key elements in *Figure 4: Indicative Masterplan*.

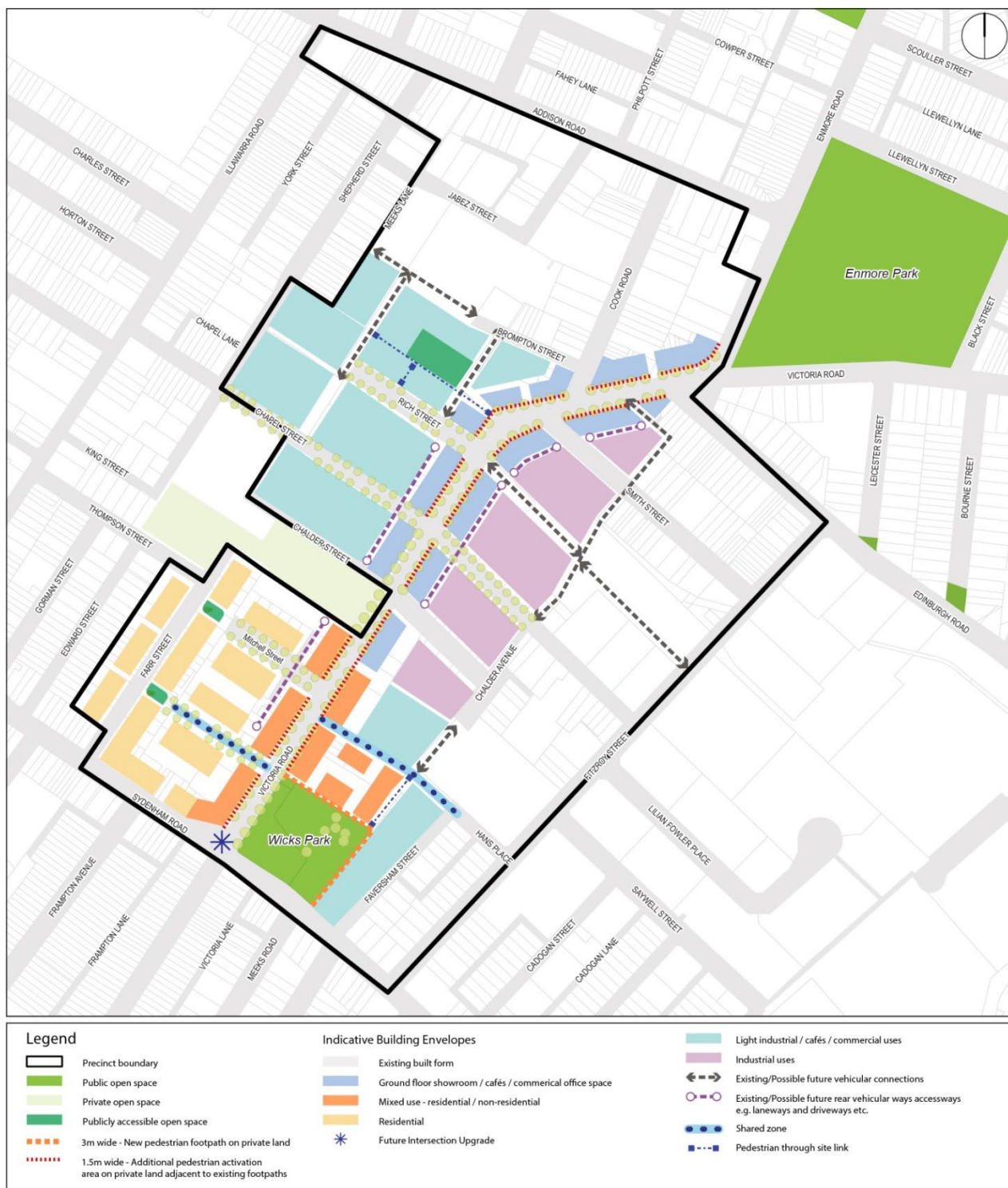


Figure 4: Indicative Masterplan



## Objective

- O1** To implement the *Indicative Masterplan* and create a vibrant mix of uses within a scale and density that complements surrounding centres and neighbourhoods and supports the desired future character of the Victoria Road Precinct.

## Control

- C1** Development within the precinct is to be undertaken generally in accordance with the *Indicative Masterplan* as shown in Figure 4.

**NB** *Variations to the location and layout of certain elements of this Indicative Masterplan such as proposed shared zones, vehicular accessways and building layouts may be considered by the consent authority.*

## 9.47.6 Form of Redevelopment Sites

### 9.47.6.1 Background

The precinct contains a diversity of lots in terms of their configuration and sizes which includes narrow, deep and wide lots. This range of configurations has the potential to create difficulties for the redevelopment of some individual lots within the precinct with regard to achieving:

- Acceptable amenity;
- Satisfactory vehicular access;
- Achieving the height of building for the Floor Space Ratio (FSR) for each land use zone; and
- Achieving the delivery of the required infrastructure on private lands identified within the *Indicative Masterplan*.

Although a mandated property amalgamation scheme does not form part of this DCP, objectives and controls have been included below, on the *form of redevelopment sites*, to ensure that the vision for the precinct can be achieved in the future.

### 9.47.6.2 Form of Redevelopment Site Controls

#### Objectives

- O2** To support the implementation of the vision for the precinct by requiring, where necessary, the amalgamation of properties into larger redevelopment sites, on a case by case basis.
- O3** To ensure redevelopment sites are of a suitable size and shape to enable high density residential and mixed use forms within the precinct can achieve high amenity and architectural quality.
- O4** To ensure that smaller allotments of land are not isolated leaving them unable to develop in accordance with the masterplan and provide for and deliver on key infrastructure required on private land.
- O5** To maximise vehicular access to sites within the precinct that are susceptible to flooding and stormwater inundation.

## Controls

- C2** The redevelopment of lots shall be undertaken in a way that facilitates the implementation of the vision for the precinct. (In some cases this may necessitate the amalgamation of smaller properties). Any required amalgamation of sites shall be made in such a way as to align with a fair and reasonable delivery of required infrastructure located on private land as shown on the *Indicative Masterplan*. This includes the delivery of the proposed shared zones; proposed publicly accessible open space; new footpaths on private land; and the proposed additional pedestrian activation areas.
- C3** Development must not be undertaken in a way that causes adjacent sites or any other lots in the locality to be isolated in any way and therefore unable to achieve the vision of the *Indicative Masterplan*.
- C4** Where practicable, and with the exception of the proposed shared zones, development sites fronting Victoria and Sydenham Roads are required to obtain vehicular access to their properties, other than via these roads.
- C5** Development sites bounded by Cook Road; Victoria and Enmore Roads are required to demonstrate how vehicular access (other than via Victoria and Enmore Roads) can be readily achieved, as part of their redevelopment proposal for any allotment within this specific locality.
- C6** Where the opportunity exists, preference is to be given to the location of new vehicular access points on redevelopment sites where their exposure to flood risk is minimised.

## 9.47.7 Movement Network

### 9.47.7.1 General

#### Objectives

- O6** To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling.
- O7** To ensure new vehicular accessways e.g. laneways and shared zones are integrated with the surrounding street network, in particular, within the Timber Yards and Wicks Park Sub-precincts and establish a clear and legible street hierarchy interconnecting with Victoria Road.
- O8** To ensure vehicular accessways and shared zones are designed and constructed to a high standard and provide a high level of comfort, amenity and safety.
- O9** To support the delivery of identified road and intersection upgrades.
- O10** To provide a comfortable and attractive environment for pedestrians and cyclists by enhancing pedestrian and cyclist connections to surrounding commercial precincts, including Addison Road and Marrickville Road.
- O11** To ensure buildings and surrounding spaces and the public movement network is accessible to all persons including those with accessibility restrictions.
- O12** To create shared zones that act as vibrant spaces.
- O13** To improve connectivity and circulation within the precinct and to local activities, such as: parks, public spaces and schools.

- O14** To ensure that any identified movement network works located on private land e.g. pedestrian activation areas; through site links; vehicular accessways and shared zones are delivered in conjunction with development applications for the redevelopment of the precinct.
- O15** To provide for increased pedestrian activity on Victoria Road adjacent to the existing footpath area by requiring a 1.5 metre pedestrian activation area (setback for pedestrian use) on certain private land in the Victoria Road Corridor Sub – precinct.

## Controls

- C7** Development within the Victoria Road Precinct should be generally consistent with *Figure 5: Movement network plan and Table 1: Vehicular and pedestrian network characteristics*.
- C8** Development within the precinct should also be consistent with any traffic and transport infrastructure works listed in *Appendix B – Marrickville Contributions Plan 2014 – Victoria Road Precinct, Marrickville (Sub- Plan)*.
- C9** Where required to be provided by this Development Control Plan (DCP), traffic and transport infrastructure and publicly accessible open space located on or adjacent\* to private land is to be provided as part of the redevelopment of that land. *\*NB In this regard, development sites located adjacent to proposed publicly accessible open space will have a responsibility to share in the delivery of a fair and reasonable proportion, or all of the subject facility, depending on the circumstances of the case.*
- C10** Council will consider alternative solutions to the delivery of each individual piece of infrastructure (publicly accessible open space; through site links; vehicular accessways; and shared zones) subject to:
- i. No cost to Council; and
  - ii. Satisfying the objectives of the DCP.
- C11** Development that includes publicly accessible open space on private land may be permitted to utilise these publicly accessible facilities towards the communal open space requirements of their development. However, no transfer of communal open space credits will be permitted between developments.
- C12** The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain.
- C13** Adequate separation between vehicular entry points is to be provided on development sites to minimise impact on streetscape design and pedestrian amenity.
- C14** Where practicable, with the exception of the proposed shared zones, developments fronting Victoria Road and Sydenham Road should seek to have no vehicle access entry points from or to Victoria Road and Sydenham Road.
- C15** Any pedestrian activation area or new footpaths located on private land that applicants may seek to dedicate to Council in the future, shall have no basements encroaching upon that portion of land.
- C16** Street furniture is to be provided and includes a high-quality, durable and co-ordinated selection of:
- i. paving;
  - ii. seating;
  - iii. rubbish bins; and



- iv. signage.

# **C17**

Pedestrian paths:

- i. are to be provided on both sides of existing and proposed streets identified in *Figure 5: Movement network map*;
- ii. are to be clearly distinguished from vehicle accessways;
- iii. are to be designed to maximise safety for pedestrians within shared zones; and
- iv. are well-lit to safety standards.

# **C18**

Safe and legible cycle routes are to be incorporated throughout the precinct which connect to existing cycle routes within the surrounding area.

**Table 1: Vehicular and Pedestrian Network Characteristics**

Type	Reservation Width	Lane Width		Footpath Zone / Pedestrian Lane	Street Tree Planting (Green link)
		Traffic Lane	Parking		
Victoria Road	21m	6m (two-way)	3m	3m	1.5m
Local street	11.5m - 20.5m	6m - 9.5m (two-way)	3m	2.5m	1.5m
Shared zone	6m - 18m	6m	3m	1-3m	N/A
Laneway	6m – 12m*	6m – 12m*	N/A	N/A	N/A
Through site link	5m	N/A	N/A	5m	N/A

**\*NB** The wider laneway option will only be permitted/supported where it can be established that a wider laneway is in keeping with the vision and urban design objectives for the precinct, contained within this DCP.

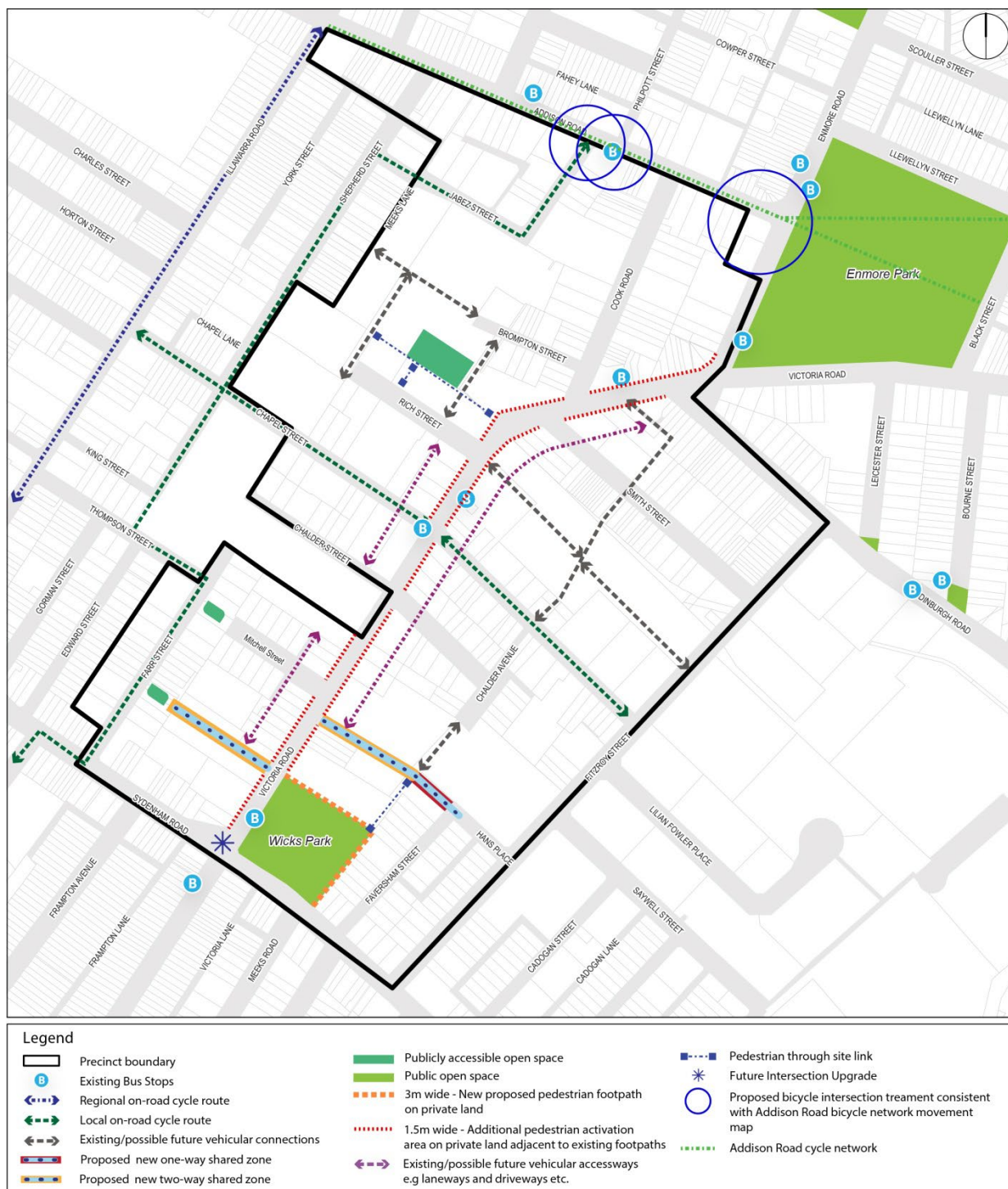


Figure 5: Movement network map

### 9.47.7.2 Shared zones and traffic infrastructure

#### Objectives

- 016** To create a pedestrian friendly space in the form of shared zones within the Timber Yards and Wicks Park Sub-precincts.
- 017** To provide opportunities for street activities and leisure (such as outdoor café spaces) at the end of the shared space towards Victoria Road.
- 018** To ensure that the street network provides a high level of amenity and safety for all users.

- O19** To support the creation of, where practicable, alternative vehicular access to properties fronting Victoria Road and Sydenham Road other than via direct driveway access to these roads within the precinct.

### Controls

- C19** The location of the proposed new shared zones is to be generally in accordance with the Figure 5: *Movement network map*.
- C20** Shared zones are to generally conform with Table 2: *Shared zone characteristics below*:

**Table 2: Shared zone characteristics**

Type	Key Characteristics	Guidelines
Shared zone	<p>A driver must give way to any pedestrian in the zone.</p> <p>Traffic loads are generally less than 500 vehicles per day.</p> <p>Speed limit is 10km/h.</p>	<p>No definition between pedestrian and vehicular zone.</p> <p>No kerblines.</p> <p>Change of paving indicates parking areas.</p> <p>Low traffic volumes, high pedestrian activity.</p> <p>Prioritise pedestrian and cycle movements and to facilitate local vehicular access.</p> <p>Active ground floor uses open towards/spill out onto the zone (such as cafe tables and chairs).</p> <p>Greater flexibility for use of road space.</p> <p>Defined loading and parking zones.</p> <p>Ability to introduce street trees.</p> <p>Where shared zones are proposed on a cul-de-sac, a turning point is to be provided for adequate vehicular movement.</p>

### 9.47.7.3 Green links

#### Objectives

- O20** To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.
- O21** To create green links and pathways that form part of a wider green network that connects commercial areas, parks, public spaces and schools.
- O22** To provide a public domain that supports a habitat for local wildlife, reduces the urban heat island effect, manages stormwater and makes active transport more attractive.
- O23** To improve permeability and connections between key areas within the precinct.

#### Controls

- C21** Development is to incorporate green links generally in accordance with Table 3: *Green link characteristics*.

**Table 3: Green link characteristics**

Type	Guidelines
Green links	<p>Footpaths are to allow adequate space for the planting of street trees.</p> <p>New street trees are aligned along existing and proposed footpaths and shared zones.</p> <p>Street trees are to be planted in a co-ordinated, regularly spaced manner.</p> <p>The proposed species of street trees are to be in accordance with Council's Street Tree Master Plan.</p> <p>Deep soil verges are to be provided as part of any street tree planting for infiltration of stormwater.</p> <p>Street trees provide shade and enhance the level of thermal comfort within the public domain.</p>

#### **9.47.7.4 Indicative street sections**

The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections illustrate the intended future-built form outcomes for each street while acknowledging the existing character of the area. Building heights align with the relevant Local Environmental Plan (LEP) height limits for the precinct. It is noted that in some instances building heights shown in Figures 6-14 may not be reached, due to the need to comply with other planning requirements.

*(See Figure 6 – Indicative street sections – next page)*



Figure 6: Indicative street section locations – Refer also to Figures 7-14 below

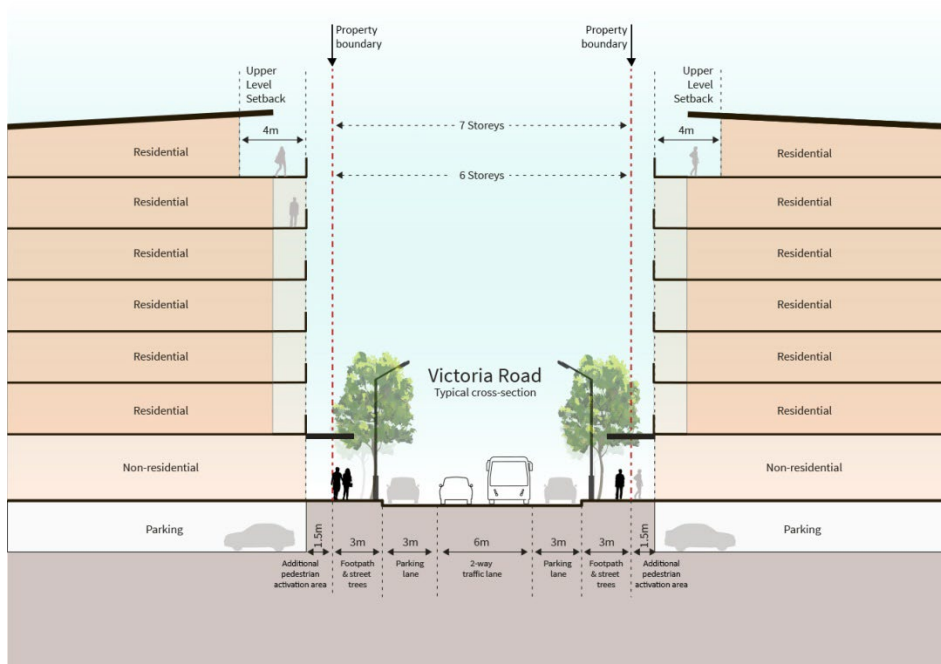


Figure 7: Street section 1 - Victoria Road (B4 Mixed-Use zone)



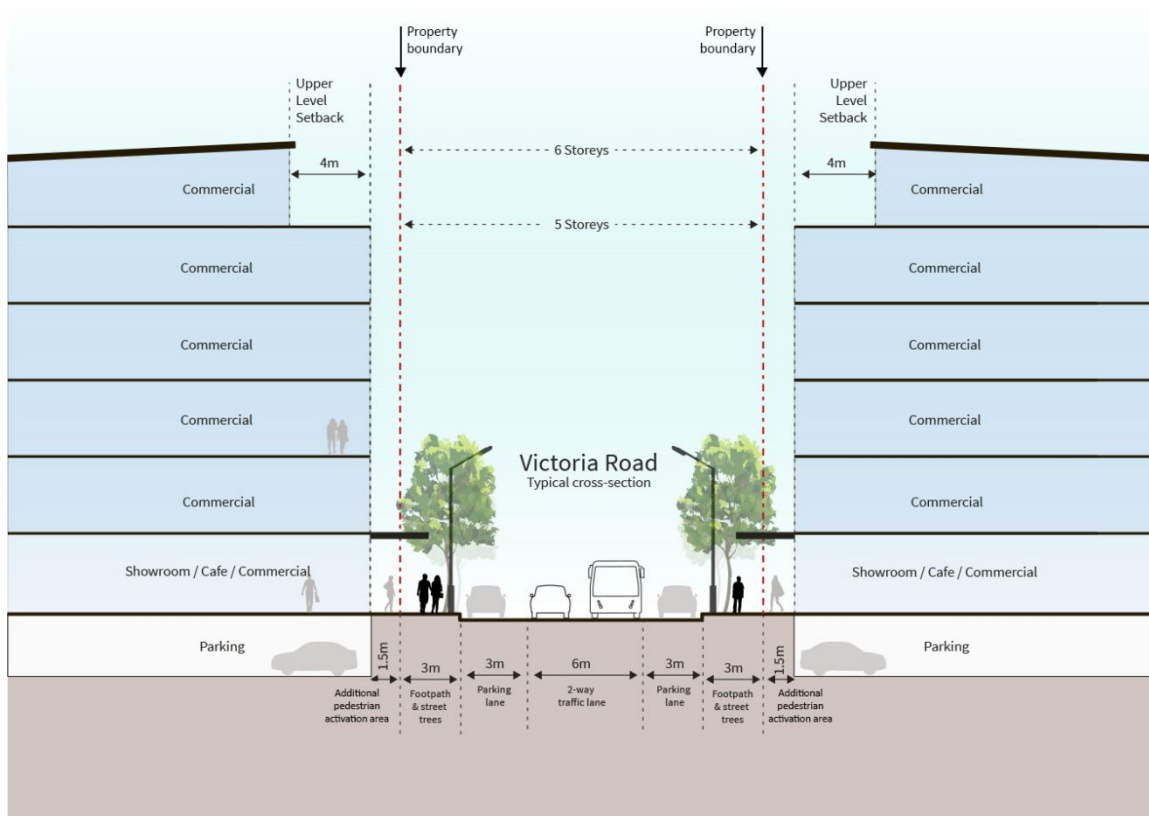


Figure 8: Street section 2 - Victoria Road (B5 Business Development zone)

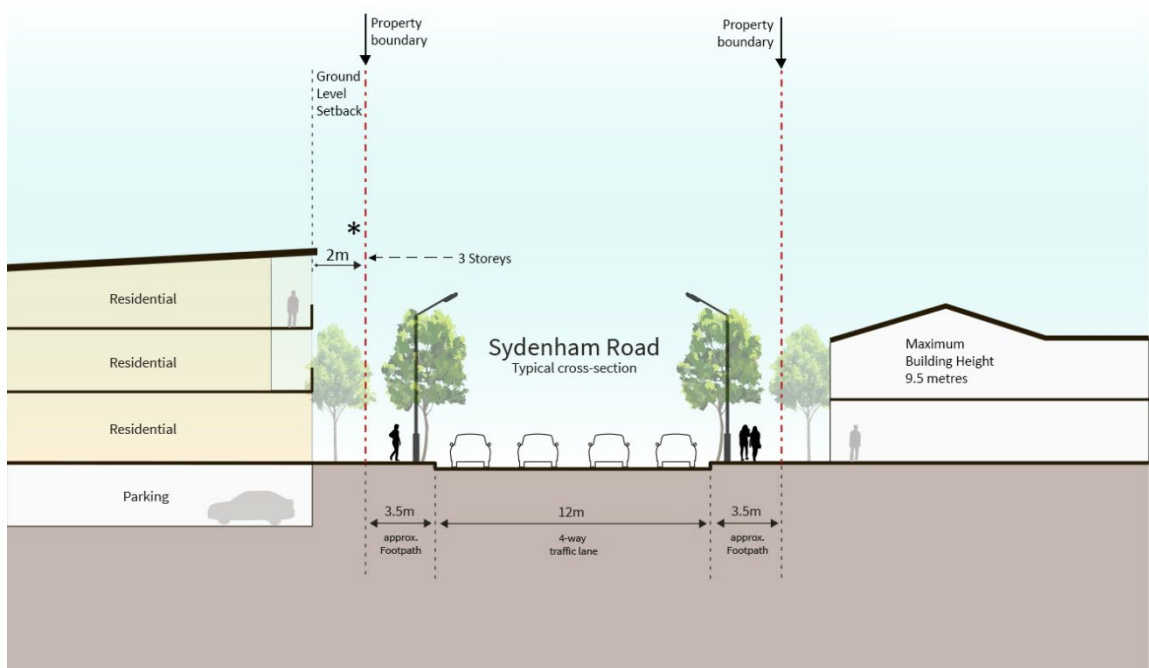


Figure 9: Street section 3 - Sydenham Road

*\*NB 2 metre front setback or existing predominant setback – refer also to Figure 16 – Ground and upper level setbacks map.*

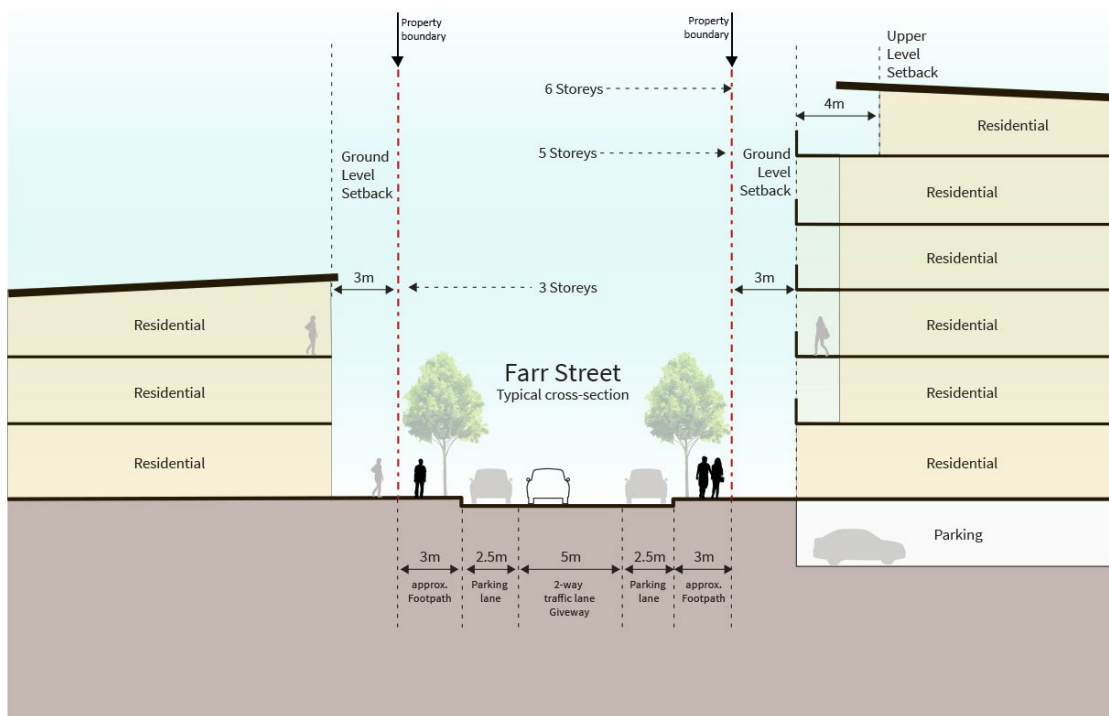


Figure 10: Street section 4 - Farr Street

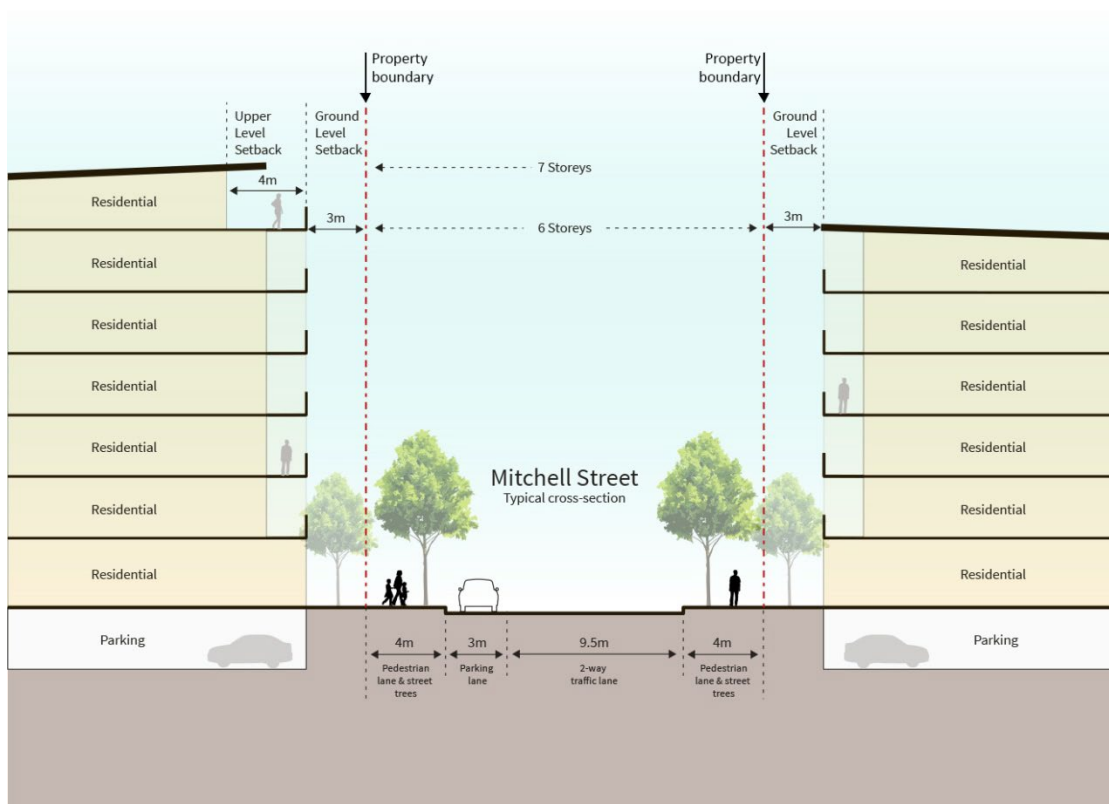


Figure 11: Street section 5 - Mitchell Street



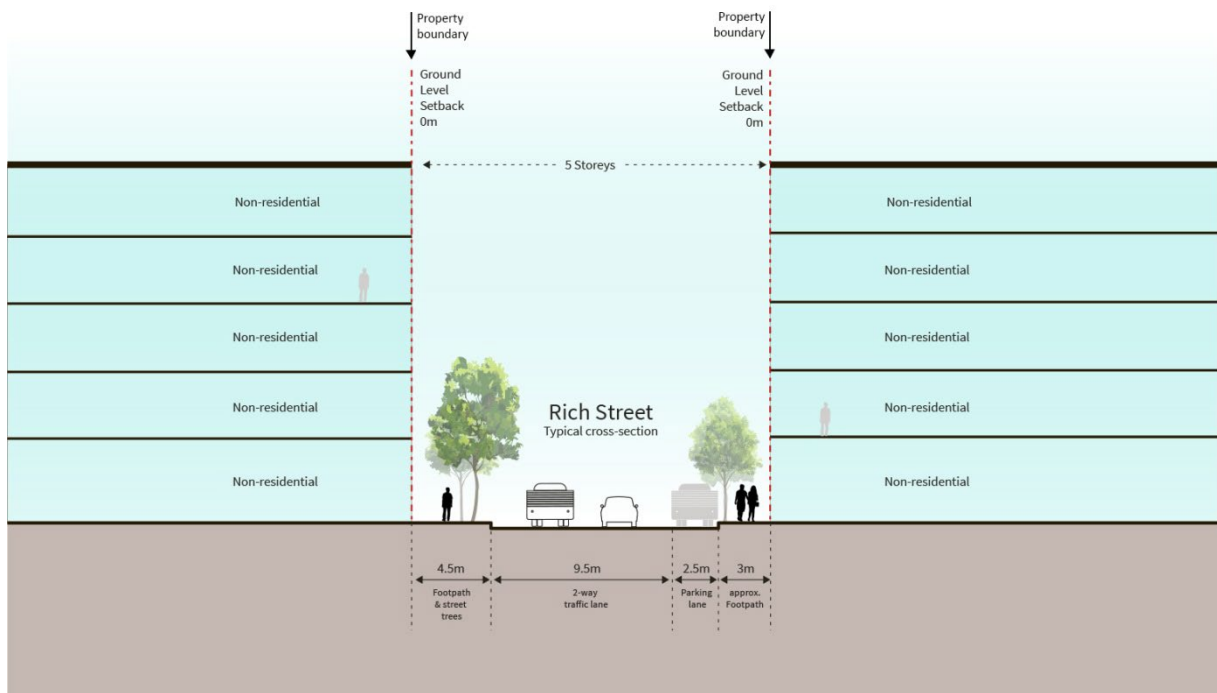


Figure 12: Street section 6 – Rich Street

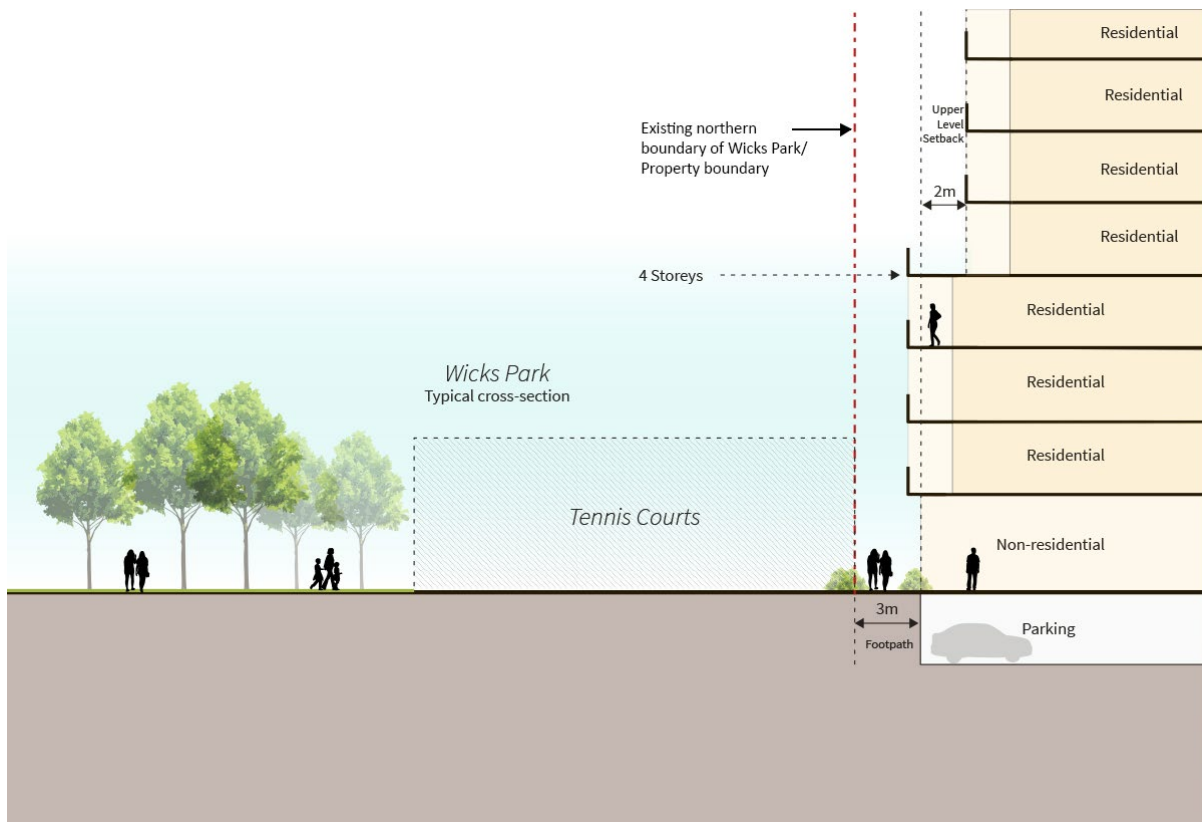
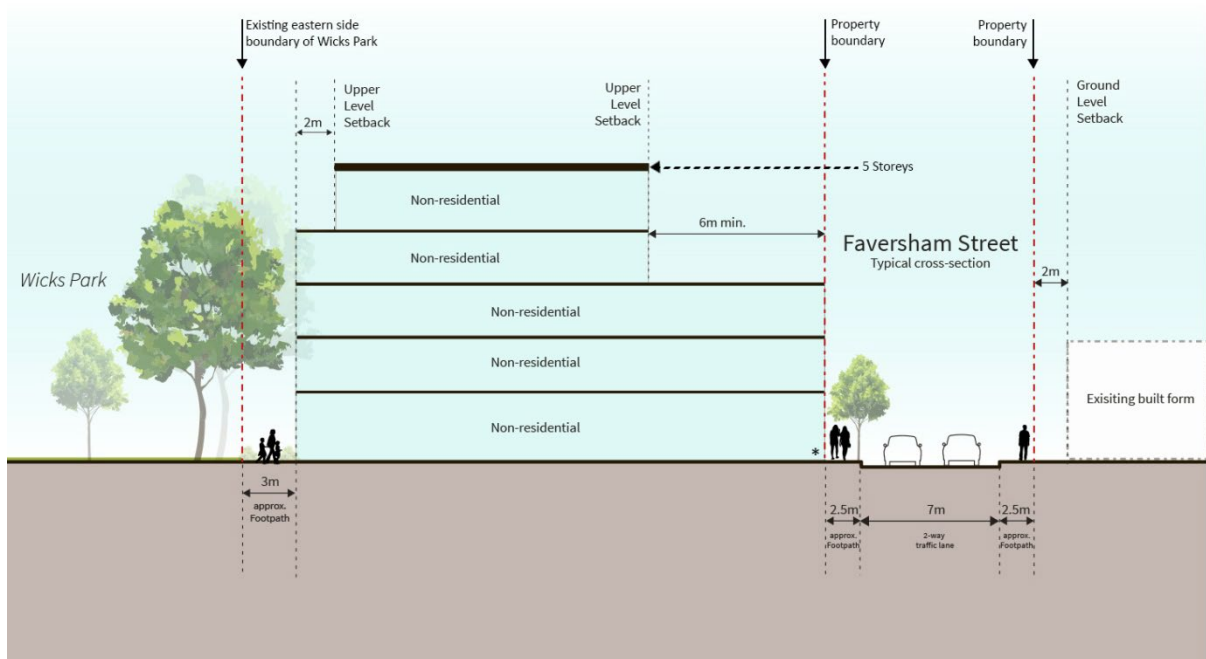


Figure 13: Street section 7 – Wicks Park northern interface



**Figure 14: Street section 8 – Faversham Street**

**\*NB** For applicable setbacks from the street frontage refer to Figure 16 – Ground and upper level setbacks map.

## 9.47.8 Publicly Accessible Open Space Network

### Objectives

- O24** To provide a high level of physical and visual access to existing and proposed publicly accessible open space areas within the precinct.
- O25** To increase the urban tree canopy of the existing street network; and the proposed shared zone and vehicular accessway e.g. laneway network.
- O26** To provide functional open spaces for residents within the precinct.
- O27** To create active, attractive and functional publicly accessible open space areas.
- O28** To provide additional publicly accessible open space within the Chapel Street and Timber Yards Sub-precincts; and other parts of the precinct as they are redeveloped.

### Controls

- C22** Publicly accessible open space shall be provided in accordance with the *Figure 4: Indicative Masterplan*.
- C23** Green links, which primarily cater for vehicle, pedestrian and cyclist movement but also provide an open space function, are to be provided generally in accordance with *Part 9.47.7.3 Green links*.
- C24** Existing and new open space areas are to be generally consistent with the requirements and guidelines set out in *Table 5: Publicly accessible open space characteristics\**.

**Table 5: Publicly accessible open space characteristics\***

Type	Requirements	Guidelines
Publicly Accessible Open Space	Minimum area of 700 sqm. Primarily for informal passive recreation	<p>Located at the end of the shared zone area and Mitchell Street within the Timber Yards Sub-precinct.</p> <p>A privately owned and maintained publicly accessible open space area.</p> <p>Public access to be available on a 24-hour, 7-days per week basis.</p> <p>Has a predominantly open, natural character, with adequate soft landscaping features.</p> <p>Provides a visual and physical link between the shared zone, Mitchell Street and Farr Street.</p> <p>Pedestrian pathways are located at the periphery to maximise useability for passive recreation and maintain usability for passive recreation and maintain an open landscape character.</p> <p>Provide deep soil garden beds and grassed areas.</p> <p>Incorporate high quality embellishments, including seating, bins and lighting.</p>
Rich Street Publicly Accessible Open Space	Publicly accessible open space. Minimum area of 1,200 sqm. Primarily for informal passive recreation (minimum dimensions: L - 40m, W - 30m).	<p>A privately owned and maintained publicly accessible open space area.</p> <p>Public access to be available on a 24-hour, 7-days per week basis.</p> <p>Contains a large central lawn and hard-stand plaza area that support active and passive recreational opportunities.</p> <p>Outdoor spaces will have the capacity to accommodate a range of potential future events, including community events associated with the precinct such as an outdoor cinema; occasional markets; and community festivals.</p> <p>New pathways provide access from Brompton Street, Victoria Road and Rich Street.</p>

*\*NB Other redevelopment sites within the precinct are also likely to contain additional publicly accessible open space which will likely have characteristics which differ from those expressed above. These new spaces will be considered on their own merits and are not intended to be restricted by the information provided in Table 5 above.*

## 9.47.9 Stormwater Management

### Objectives

- O29** Stormwater management is integrated within the layout and design of the precinct without compromising the visual attractiveness of the public domain.
- O30** Streets and public open spaces are to perform a secondary stormwater management function in a manner that does not compromise their core functions for movement and recreation.
- O31** To ensure that stormwater management is appropriate to the site and to the proposed development for the protection of property and life from any adverse stormwater impacts.

- O32** Stormwater management results in the effective treatment and disposal of stormwater.
- O33** To ensure redevelopment sites give consideration to their potential downstream stormwater impacts.

## Controls

- C25** Proposed open spaces (including pocket parks) and landscaped areas are to incorporate deep soil zones for infiltration purposes and to reduce stormwater runoff.
- C26** Deep soil verges are to be provided as part of any street tree planting for stormwater infiltration purposes.
- C27** All drainage systems within the precinct are to be upgraded to 5% AEP (Annual Exceedance Probability) flood flow capacity as redevelopment occurs.
- C28** Overland flow paths shall be provided over all Council or Sydney Water drainage systems to convey up to 1% AEP flood flows.
- C29** All existing blocked overland flow paths must be opened and cleared.
- C30** Proposed development within the precinct is to be in accordance with Section 2.17 Water Sensitive Urban Design, Section 2.22 Flood Management, and Section 2.25 Stormwater Management, of this DCP, and the specific stormwater, flooding, and water sensitive urban design (WSUD) provisions in this part of the DCP.
- C31** Redevelopment sites at 1-19 Rich Street and 114-118 Victoria Road, Marrickville are to include a site specific water design solution that ensures additional stormwater/flood waters, during storm/flooding events, are retained, in accordance with Sydney Water requirements.
- C32** Any proposed development must not result in a net loss of existing flood storage within the development site.
- C33** On properties with a low flood hazard classification\* for the 1% AEP flood event, basement (below natural ground level) car parking must have all access and potential water entry points above the Flood Planning Level (1% AEP flood level plus 0.5m freeboard), and a clearly signposted flood free pedestrian evacuation route provided from the basement area separate to the vehicular access ramps. For basement car parking in properties affected by High Hazard flooding\* in the 1% AEP flood event, all access and potential water entry points are to be above the Probable Maximum Flood Level or Flood Planning Level (1% AEP flood level plus 0.5m freeboard), whichever is the higher.

*\*NB For further information concerning flood hazard classifications within the precinct, refer to Controls C1 and C2 of Section 2.22.5 of Part 2.22 - 'Flood Management', in this DCP, which require the completion of a Flood Risk Management Report for development sites, utilising the most current flood hazard information from Council.*

## 9.47.10 Water Sensitive Urban Design (WSUD)

### Objectives

- O34** To facilitate the revitalisation of the Sydney Water canal corridor, north of Rich Street, as a pedestrian thoroughfare, subject to Sydney Water's requirements.

- O35** To integrate the revitalisation program for the canal corridor with the overall movement network within the precinct and beyond.

## Control

- C34** Consideration to be given to the implementation of interpretive signage on the history of the Sydney Water Canal, in this location.
- C35** Development is to not obstruct or hinder public access to the interpretive signage on the history of the Sydney Water Canal, in this location.
- C36** In addition to the requirements in *Section 2.17 Water Sensitive Urban Design* of this DCP, any development is to be sensitive to the pedestrianisation of the canal, subject to any requirements of Sydney Water.

## 9.47.11 Built Form

### 9.47.11.1 Building height

Maximum building heights within this precinct have been shown by number of storeys (Figure 15) and must be read in conjunction with the maximum building heights shown on the *Marrickville Local Environmental Plan 2011 (as amended) (MLEP 2011)* height of buildings map and the indicative street sections in *Section 9.47.7.4 Indicative street sections*.

## Objectives

- O36** Building heights visually reinforce Victoria Road's role as a commercial corridor.
- O37** Building heights are applied so as to ensure high levels of amenity, including enabling appropriate levels of solar access to key areas of the public domain such as Wicks Park.
- O38** Building heights contribute to the creation of a high density, urban neighbourhood character compatible with the precinct's inner city, transit accessible location.
- O39** Building heights are varied through the precinct to create a visually interesting urban form and skyline.
- O40** Building heights are consistent with the operational requirements of the Sydney Airport.
- O41** Building heights encourage a height and scale that transition toward surrounding lower density areas.

## Controls

- C37** Building height is in accordance with the relevant building heights map within MLEP 2011.
- C38** Development is to be generally in accordance with *Figure 15: Building heights map*.\*

**NB** \* *Maximum building height per block is set by Marrickville LEP 2011. Figure 15 is intended to provide for variation of building height within each block to achieve the objectives of this part, and in particular diversity of building height. This means that not all buildings within a block will be able to be built to the maximum height in the*

*LEP. The consent authority is to apply Figure 15 in a flexible way having regard to the objectives of this part.*

- C39** Buildings have a consistent street wall height along Victoria Road.
- C40** Building height must be read in conjunction with the indicative street sections for the relevant sub-precinct.
- C41** Building height ensures 50% of the total area of Wicks Park receives a minimum of 3 hours of direct sunlight from 9:00am to 3:00pm on 21 June.
- C42** Building height implements an appropriate transition of height to existing lower density residential areas.
- C43** Buildings that address Sydenham Road are intended to generally be three-storeys in height, except on the corner of Victoria Road, where an increase in height is acceptable as part of the Victoria Road Corridor Sub-precinct.
- C44** Taller buildings are to be adjacent to Wicks Park where there is greater residential amenity and views.
- C45** Building separation distances for the Wicks Park and Timber Yards Sub-precinct shall comply with the relevant requirements of the NSW Apartment Design Guide or any future, relevant, replacement State planning controls.
- C46** Where a proposed development maximises the Local Environmental Plan (LEP) floor space ratio for the site, but does not achieve the maximum building height set out in Figure 15 and MLEP11, the relevant MLEP11 floor space ratio control shall prevail.

*(See Figure 15 – Building heights map – next page)*



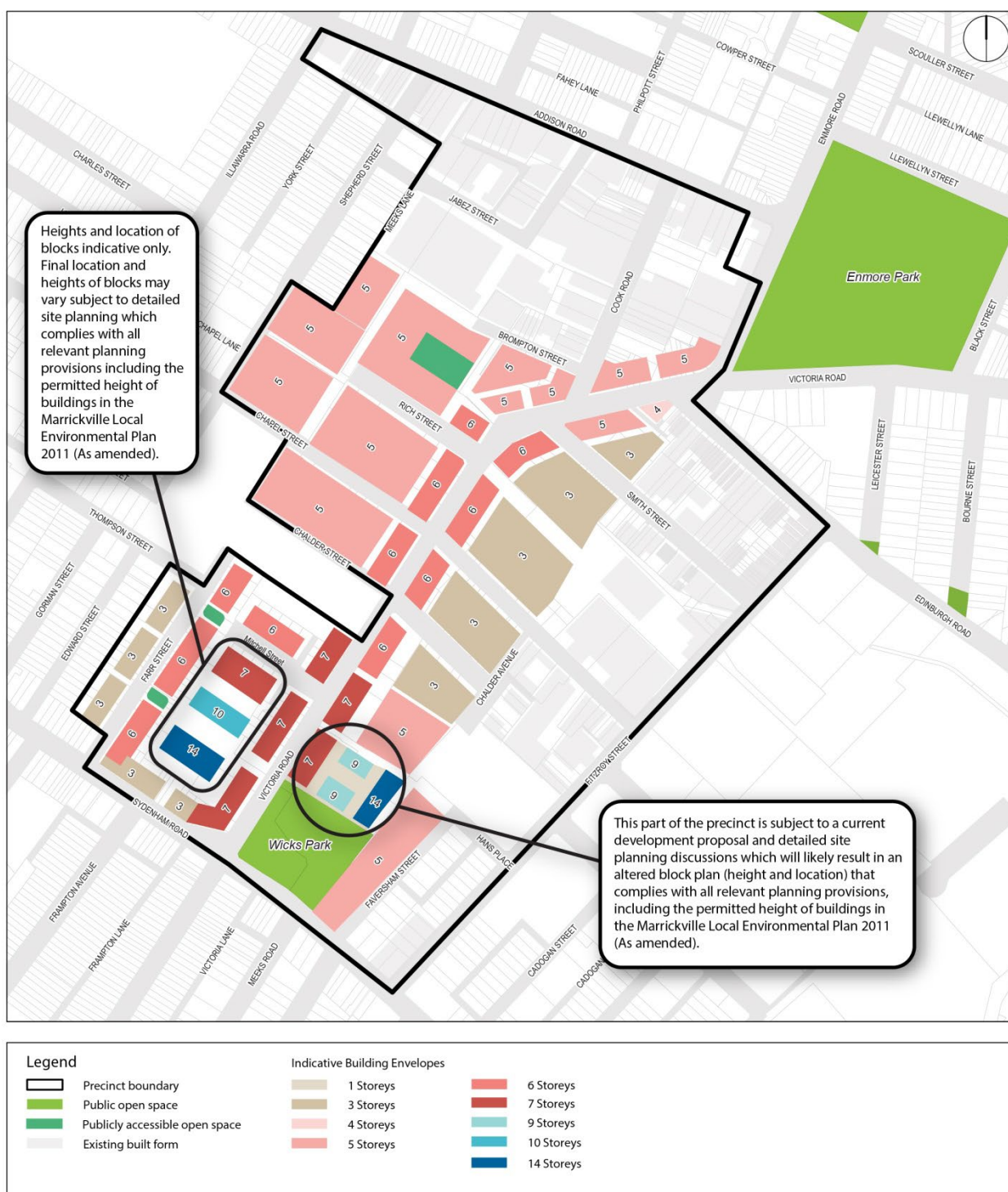


Figure 15: Building heights map

### 9.47.11.2 Building form and design

#### Objectives

- O42** To create a physical street edge that clearly defines Victoria Road.
- O43** To ensure the design of buildings maximise visual interest and minimise the overall scale and bulk.



- O44** To ensure orientation of buildings address the street to maximise engagement with the public domain.
- O45** To ensure development defines the proposed street pattern within the precinct.
- O46** To ensure buildings are designed to minimise loss of acoustic amenity from aircraft operation and other potential noise sources within the precinct.
- O47** To encourage the provision of a central courtyard within the defined street blocks as a shared communal open space.
- O48** To ensure the design of ground level non-residential components within the Victoria Road Corridor, Timber Yards and Wicks Park Sub-precincts contributes to the streetscape and public domain with high-quality architecture and materials and finishes to encourage greater pedestrian activity within the public domain.
- O49** To consider any potential amenity issues arising from overlooking onto *Marrickville Public School* for developments within the vicinity of this school.

## Controls

- C47** New development is to address existing and proposed streets, shared zones and publicly accessible open space.
- C48** Notwithstanding control C49 below, consideration shall be given for developments located near *Marrickville Public School* to investigate any potential amenity impacts for the school patrons arising from overlooking onto the school's playgrounds as part of their design process, which is also to be addressed within their accompanying statement of environmental effects.
- C49** Buildings are to be designed to maximise apartment orientation to adjoining private or public open spaces to optimise outlooks and views to areas of high amenity.
- C50** Buildings are to incorporate design measures to visually break long building facades through façade modulation; and potential physical and visual breaks in the lengths of buildings on large redevelopment sites.
- C51** Building facades are to be articulated within a cohesive overall design composition that incorporates measures such as:
  - i. recessed and / or projecting balconies;
  - ii. windows and other openings;
  - iii. sun control devices such as eaves, louvres and screens;
  - iv. privacy screens; and
  - v. blades or fins.
- C52** Buildings are to be designed in accordance with the provisions of *Schedule 1: Victoria Road Precinct Noise Policy*.
- C53** High-quality communal open space is to be provided and designed to be usable and appealing to maximise activity, and to provide pleasant views for residents.
- C54** The number of individual entries for ground floor apartments that are facing the public domain are to be maximised.
- C55** The length of building entry foyers is to be minimised.

- C56** Buildings are to be elongated and aligned with the indicative street blocks fronting Victoria Road to reinforce the commercial corridor.
- C57** Building design of mixed-use development along Victoria Road must avoid long sections of blank walls in order to positively contribute to the public domain.
- C58** For mixed-use development within the Wicks Park Sub-precinct:
- i. the siting and orientation of taller buildings within the sub-precinct must ensure that Wicks Park receives sufficient solar access in accordance with Section 9.47.11.1 Building Heights; and
  - ii. buildings adjacent to Wicks Park are to have non-residential uses addressing Wicks Park for the full extent of the ground floor.
- C59** For showroom development:
- i. an active street front is to be provided through glazed retail showrooms in order to establish a link between the public and private domain;
  - ii. development is to provide a minimum ceiling height of 3.5 metres on the ground floor; and
  - iii. development is to provide flexible open plan areas on the ground floor.

### 9.47.11.3 Setbacks

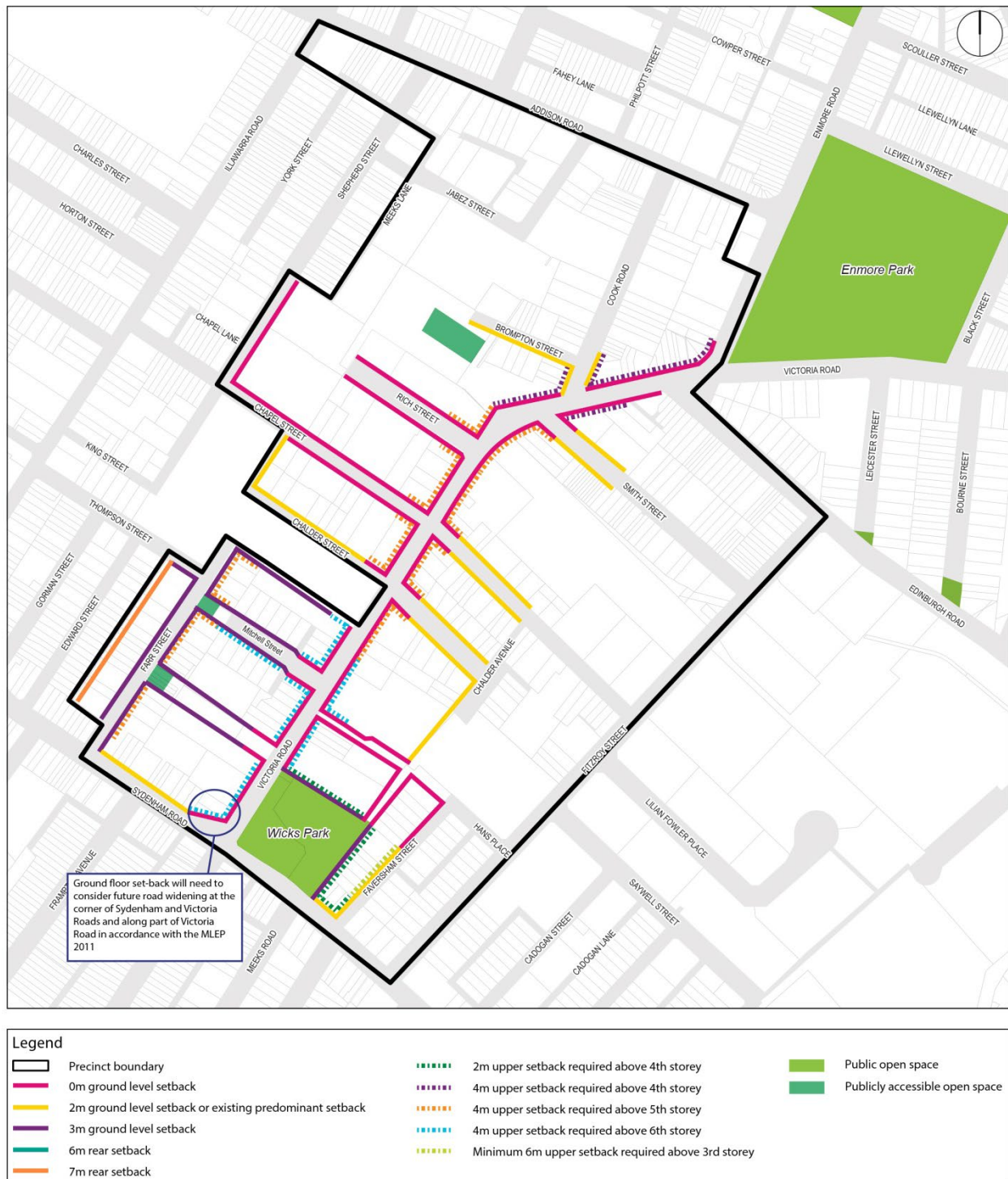
#### Objectives

- O50** To ensure that buildings along Victoria Road Corridor Sub-precinct create a coherent, human scale street wall.
- O51** To provide appropriate visual massing and amenity for residential dwellings and the public domain.
- O52** To ensure that development retains a high level of residential amenity, including allowing for appropriate public domain interfaces and solar and daylight access to dwellings and the public domain.
- O53** To ensure an adequate area is provided to support landscaping features along the streetscape.
- O54** To ensure consideration is given to the corresponding setback controls within other parts of the *Marrickville Development Control Plan 2011*.
- O55** To minimise visual bulk and scale of future development from the public domain.

#### Controls

- C60** The design of new buildings within the precinct are to comply with the ground and upper level setbacks outlined in *Figure 16: Ground and upper level setbacks map*.
- C61** Setbacks at the ground floor of residential streets are to facilitate the delivery of private outdoor recreation spaces which provide appropriate transitional spaces between the private and public domains.
- C62** Taller building elements are to be setback from lower building elements to reduce the appearance of building bulk and scale and enable solar access to the public domain.
- C63** Roof lines may project into the upper level setback zone by 2 metres.

- C64** For buildings that address Wicks Park, balconies may project into the setback zone by 0.5 metres, provided that it achieves an articulated building facade within a cohesive overall design composition.
- C65** Setbacks must be read in conjunction with the indicative street sections in *Section 9.47.7.4 Indicative street sections* and with other relevant setback requirements within *Part 4.2 - Residential Development – Multi – Dwelling Housing and Residential Flat Buildings*; *Part 5 – Commercial and Mixed Use Development*; and where relevant *Part 6 – Industrial Development*.



**Figure 16: Ground and upper level setbacks map**

#### 9.47.11.4 *Active frontages*

##### Objectives

- O56** To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along pedestrian and vehicular thoroughfares within the precinct.
- O57** To encourage greater pedestrian activity along Victoria Road in order to reinforce its role as a commercial corridor.
- O58** To promote the activation of existing and proposed pedestrian and vehicular thoroughfares with cafes, studios, boutique showrooms and smaller retail tenancies.
- O59** To ensure active frontages make a positive contribution to the public domain and streetscape.

##### Controls

- C66** The location of active land uses and frontages at ground level is to be implemented generally in accordance with *Figure 17: Suggested active frontages* and with regard to the exceptions specifically noted on Figure 17.
- C67** Buildings that require active frontages are to be built to the street alignment.
- C68** Active frontages are to be designed with the ground floor level at the same level as the footpath.
- C69** Active frontages are to incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as reception, seating and dining areas.
- C70** Residential foyer entries are to be minimised along active frontages.
- C71** Development is to provide fixed/retractable awnings (or suitable equivalents) that are integrated with the overall design of the building along areas that have active ground floor uses.
- C72** For development along the Hans Place extension and the existing/potential altered Chalder Avenue extension:
  - i. non-active ground floor uses may be acceptable if zoned B5 Business Development under Marrickville LEP 2011; and
  - ii. Notwithstanding the contents of Section 9.47.7.4, fixed/retractable awnings (or suitable equivalents) are to be provided along active street frontages.





Figure 17: Suggested active frontages

## 9.47.12 Other Infrastructure

### Objective

- O60** To provide high levels of visual and aesthetic amenity within the precinct.
- O61** To ensure service reliability and enhance efficiency in the provision of utilities within the precinct.
- O62** To ensure enhanced levels of public safety within the precinct

## Control

- C73** All powerlines and utilities (including telecommunication infrastructure) are to be located underground in the redevelopment of the precinct.

## 9.47.13 Operation of Sydney Airport

### Objective

- O63** To ensure development and alterations and additions to existing buildings do not adversely affect the ongoing operation of Sydney Airport or its ability to grow in accordance with the Airport's approved masterplan.

### Controls

- C74** New development, alterations and additions must not incorporate reflective materials as part of the walls, windows or roofing structure.
- C75** The maximum building height shall not exceed the LEP maximum heights, which should be measured in terms of Reduced Levels (RLs), not vertical distance from ground level (existing).
- C76** The maximum height of any building shall not exceed the OLS, PAN-OPS, or PAPI surfaces for the approach to Sydney Airport under any circumstances:
- For further advice on whether a building would penetrate the OLS, details of the proposed building, including elevation diagrams, building footprint set out using MGA94 co-ordinates, the location of the tallest elements including lift overruns, lightning masts etc, set out using MGA94 co-ordinates would need to be provided to make an accurate assessment;
  - Where construction cranes are required to operate at a height greater than that of the proposed development, approval for the operation of the construction equipment (i.e. cranes) is required to be obtained prior to commencement of construction.
- C77** Any building proposed greater than 15.24 metres in height shall be referred to Sydney Airport for comment.

## 9.47.14 Noise and Vibration

### Objectives

- O64** To ensure development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration.
- O65** To design and orientate residential development and alterations and additions to existing residential buildings in such a way to ensure adequate internal acoustic and visual privacy for occupants.
- O66** To maximise the provision of information to residents regarding aircraft noise, and existing/future live music and entertainment venue noise.

### Control

- C78** New development is to be in accordance with *Schedule 1: Victoria Road Precinct Noise Policy*.

## 9.47.15 Schedule 1 – Victoria Road Precinct Noise Policy

This schedule outlines the objectives, design principles and design solutions relating to noise impacts on development proposals within the Victoria Road Precinct. Proponents for all development proposals within the Victoria Road Precinct are to be designed in accordance with the principles and design solutions set out below. Development applications are to be accompanied by adequate supporting technical information that demonstrates how the proposed development has been designed to meet the requirements of this Policy.

### Objectives

- O67** To ensure that all development in the precinct is designed to achieve an appropriate level of amenity for its occupants taking into consideration its land use.
- O68** To ensure that all residential development satisfies key necessary design criteria relating to building siting, design, building materials and facilities.
- O69** To ensure that development within the precinct complies with Australian Standard AS 2021:2015.
- O70** To ensure that future residents within the precinct are appropriately informed about aircraft noise and existing/future live music and entertainment venues within the precinct.
- O71** To protect the ongoing operation of Sydney Airport and minimise the potential for reverse impacts from development within the precinct.

### 9.47.15.1 Building Design

Effective mitigation against potential noise intrusions (aircraft noise and potential exposure from existing live music and entertainment venues in the precinct) begins with the fundamentals of design. Effective and thoughtful use of site layout, orientation, internal building configuration and apartment design can significantly assist with laying the foundations to ensuring high-quality amenity is achieved for future occupants of buildings. Table 1.1 sets out the design principles and solutions for achieving effective noise attenuation design for development within the Victoria Road Precinct. Based upon the proximity of developments to potential noise intrusion, any additional requirements/treatments will be determined through the development application process.

**Table 1.1: Building Design**

Design Principles		Design Solution	
<b>DP1</b>	To minimise the level of noise exposure to future development.	The following design solutions are to be achieved for development:	
<b>DP2</b>	To ensure buildings are designed to respond to site specific aircraft noise constraints and the location/proximity of existing live music and entertainment venues, taking into consideration: site layout; building orientation; building configuration; and apartment design.	<b>DS1</b>	The site layout and orientation of buildings must be designed to minimise potential noise exposure from aircraft, and other potential noise sources e.g. existing live music and entertainment venues in the precinct.



Design Principles		Design Solution	
<b>DP3</b>	To ensure that occupants of buildings, particularly residents of residential building, are afforded an appropriate level of internal amenity in accordance with AS 2021.	<b>DS2</b>	The internal configuration of residential buildings are to be designed to minimise the number of apartments facing toward the flight path, or other potential intrusive noise sources.
<b>DP4</b>	To ensure that all dwellings are provided with adequate and useable private amenity space.	<b>DS3</b>	Apartment layouts are to be configured so that less sensitive non-habitable rooms and spaces (e.g. bathrooms, kitchens, laundries, hallways) are positioned along facades that have a higher level of noise exposure.
<b>DP5</b>	To allow flexibility in the balance between ventilation and sound insulation taking into consideration the precinct specific constraints.	<b>DS4</b>	Building facades are to be designed to minimise potential acoustic impacts (e.g. double brick cavity design will be more appropriate in the Victoria Road Precinct than extensive glazed facades), whilst still achieving a high-quality design outcome.
		<b>DS5</b>	Building rooftops are to be designed to mitigate sound exposure to the internal components of the building (e.g. pitched tiled roof with insulation would be more appropriate than a flat sheet metal roof without insulation).
		<b>DS6</b>	Where winter gardens are provided in place of balconies, they must be designed with an operable glazing system (e.g. louvres or sliding screens) that allows for natural ventilation if desired by the occupier.

#### 9.47.15.2 *Building Materials and Treatments*

Use of the correct building materials is essential to ensure the internal acoustic environment for development within the Victoria Road Precinct is conducive with its intended land use and achieves the necessary internal noise goals in accordance with AS 2021. The following section sets out the relevant internal noise goals, outlines the acoustic performance requirement of key building elements and provides illustrative examples on how an apartment/building might be designed to satisfy these requirements.

Table 1.2: Internal noise requirements

Design Principles		Design Solution	
DP1	To ensure that all buildings are designed with materials and treatments that appropriately insulate against aircraft noise to achieve internal noise levels in accordance with AS 2021.	DS1	Building materials are to be selected to achieve appropriate construction acoustic performance ratings taking into consideration the intended land use and site specific noise exposure level.
		DS2	Internal noise levels of development within the Victoria Road Precinct are to have internal noise levels no greater than the identified maximum noise values when an aircraft passes overhead:
		<b>Building Type and Activity</b>	<b>Indoor LSmax Design Sound Level, dB(A)</b>
		<b>Houses, home units, flats, caravan parks</b>	
		Sleeping areas, dedicated lounges	50
		Other habitable spaces	55
		Bathrooms, toilets. Laundries	60
		<b>Hotels, motels, hostels</b>	
		Relaxing, sleeping	55
		Social activities	70
		Service activities	75
		<b>Schools/universities</b>	
		Libraries, study areas	50
		Teaching areas, assembly areas	55
		Workshop, gymnasium	75
		<b>Hospitals, nursing homes</b>	
		Wards, theatres, treatment and consulting rooms	50
		Laboratories	65
		Service areas	75
		<b>Public buildings</b>	
		Churches, religious activities	50
		Theatres, cinemas, recording studios	40*
		Court houses, libraries, galleries	50
		<b>Commercial buildings, offices, shops</b>	
		Private offices and conference rooms	55
		Drafting, open houses	65

Design Principles		Design Solution	
		Typing, data processing	70
		Shops, supermarkets, showrooms	75
		<b>Industrial</b>	
		Inspection, analysis, precision work	75
		Light machinery, assembly, bench work	80
		Heavy machinery, warehouse, maintenance	85

**\*NB** With the exception of such premises exhibiting amplified music.

Below is guidance on how the required internal noise levels might be achieved for a proposed development within the Victoria Road Precinct. Table 1.3 lists construction acoustic performance ratings (or weighted sound reduction index,  $R_w$ ) for individual building elements. These performance ratings are minimum requirements and are to be used as the base starting point for development proposals within the Victoria Road Precinct. There are five categories of acoustic performance, with Category 1 being the least onerous and Category 5 the most onerous.

**Table 1.3: Construction Acoustic Performance rating**

Category	Windows/ Sliding Doors	Facade	Roof	External Door	Floor
1	24	38	40	28	29
2	27	45	43	30	29
3	32	52	48	33	50
4	35	55	52	33	50
5	43 to 47	55	55	40	50

Note 1: Floor  $R_w$  only apply to ground floor.  
Source: Sydney Airport masterplan

The five categories can be characterised in general terms with respect to an everyday familiar situation (e.g. house 10m from a 60/70km/h street) as follows:

- Category 1** – road with a daily average traffic volume of 800-2,500 vehicles, typically a minor collector road serving less than 100 houses with no through traffic (this is a relatively standard light weight clad dwelling construction with standard glazing);
- Category 2** – road with a daily average traffic volume of 2,500-7,500 vehicles, typically a collector/ distributor road serving 200 to 250 dwellings with some through traffic, e.g. Victoria Road, Bellevue Hill;
- Category 3** – road with a daily average traffic volume of 7,500-18,000 vehicles, e.g. King Street, Newtown (this dwelling is 'middle' of the categories having brick veneer facades, laminated glazing and roof insulation);
- Category 4** – road with a daily average traffic volume of 18,000-30,000 vehicles, e.g. Beecroft Road, Cheltenham; and
- Category 5** – road with a daily average traffic volume of 30,000-60,000 vehicles, e.g. Princess Highway, Tempe (this is a well-constructed double masonry dwelling with double glazing, acoustic seals, double ceiling lining and insulation).

Source: Volume ranges adopted from "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

**Tables 1.4 to 1.6** below illustrate possible construction methods/treatments for achieving the required sound reduction levels set out in **Table 1.3**. The construction methods/ treatments set out in these tables do not represent the only design solution capable to provide the necessary sound reduction. They are therefore to be used as a guide only.

**Table 1.4: Windows and sliding doors construction methods/ treatments**

Category	Min Rw	Construction
1	24	Openable with minimum 4mm monolithic glass and standard weather seals.
2	27	Openable with minimum 6mm monolithic glass and full perimeter acoustic seals.
3	32	Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals.
4	35	Openable with minimum 10.38mm laminated glass and full perimeter acoustic seals.
5	43	Openable Double Glazing with separate panes: 5mm monolithic glass, 100mm air gap, 5mm monolithic glass with full perimeter acoustic seals.
6	47	Openable Double Glazing with separate panes: 6mm monolithic glass, 150mm air gap, 4mm monolithic glass with full perimeter acoustic seals.

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008. 2. EMM database.

**Table 1.5: Facade / elevation construction methods/ treatments**

Category	Min Rw	Construction
1	38	<b>Timber Frame or Cladding:</b> 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally.
		<b>Brick Veneer:</b> 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap.
2	43	<b>Timber Frame or Cladding:</b> 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally with R2 insulation in wall cavity.
		<b>Brick Veneer:</b> 110mm brick, 90mm timber stud frame or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap.

Category	Min Rw	Construction
3	52	<b>Brick Veneer:</b> 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap.
4	55	<b>Brick Veneer:</b> 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame.
5	55	<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap with cement render to the external face of the wall and cement.

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

**Table 1.6 – Roof / Ceiling construction methods / treatments**

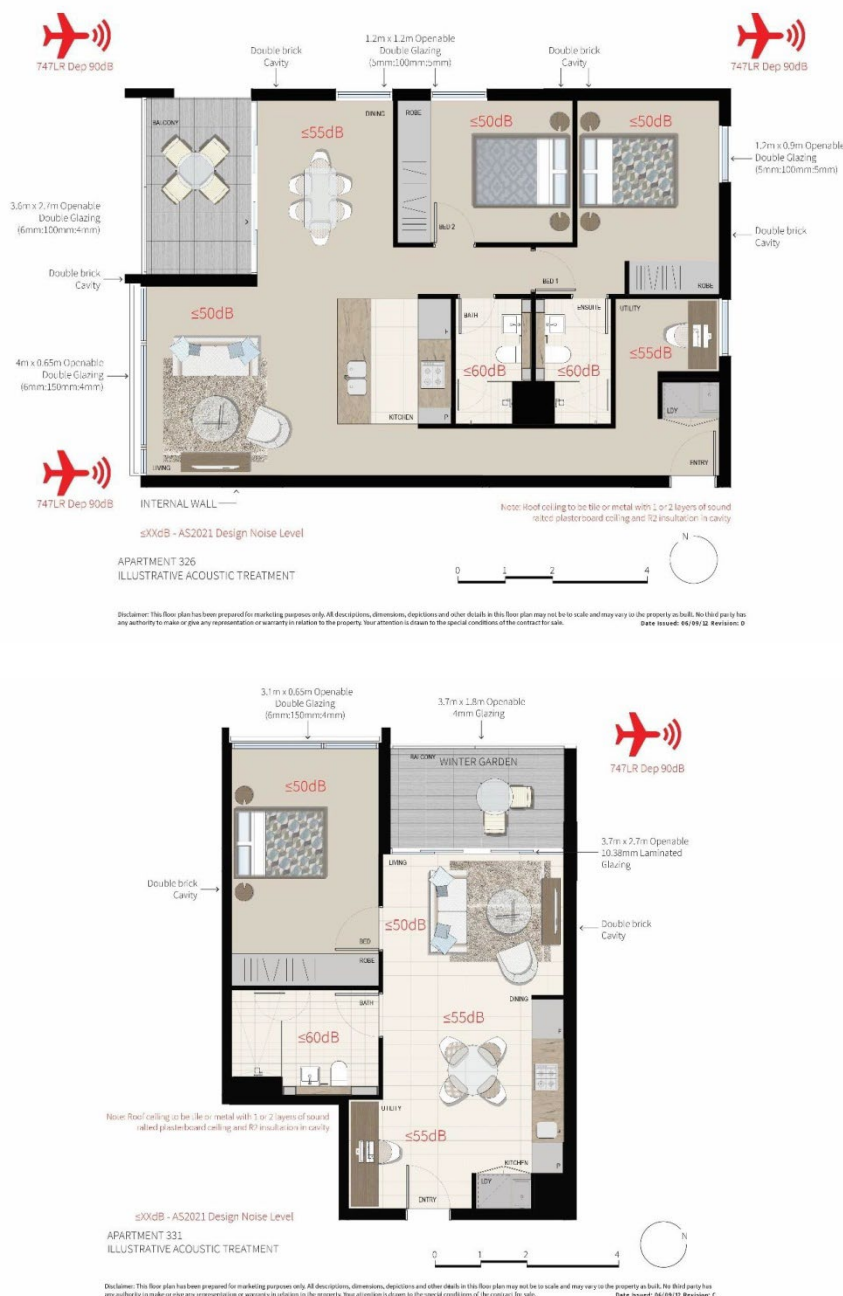
Category	Min Rw	Construction
1	40	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R1.5 insulation batts in roof cavity.
2	43	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity.
		Low slope metal roof, timber or steel purlins, furring channels, 2 x 16mm Gyprock Fyrchek plasterboard, R2.5 insulation batts in roof cavity.
3	48	Pitched concrete or terracotta tile or sheet metal roof with sarking, 1 layer of 13mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
4	52	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
5	55	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joist using resilient mounts, R2 insulation batts in roof cavity.

### 9.47.15.3 Illustrative Examples

Using the above principles, guidelines and treatments, the following indicative floor layouts (Figure 1.1) illustrate how a future residential development within the Victoria Road Precinct could be designed to respond to this Noise Policy and other key relevant acoustic requirements.

It is important to note that the acoustic requirements do not result in the need to design an apartment in a particular way. As demonstrated by the illustrative examples, numerous designs and layouts can still be achieved whilst adhering to the principles and requirements set out in this Noise Policy.

The examples below illustrate different ways in which an apartment can be designed, for instance, the inclusion of a wintergarden vs. the use of a balcony to provide open space, and the positioning of living areas, kitchens and bathrooms.



**Figure 1.1 - Indicative floor layouts**

Source: Turner Studio

#### 9.47.15.4 Residential Facilities

Noise impacts from aircraft or other noise sources e.g. existing live music and entertainment venues within the Victoria Road Precinct, are likely to affect the attractiveness and usability of external communal space within residential developments. Use of the external communal space may not be appropriate in cases where this involves quieter activities such as reading, quiet contemplation or relaxing.

In recognition of the fact that the amenity of external communal space is diminished due to aircraft noise and other potential noise sources, it is considered appropriate that development within the Victoria Road Precinct be required to provide other indoor facilities that will help to offset these impacts, and ensure that all development afford its residents with a variety of communal spaces and facilities to support their recreational and leisure needs. Table 1.7 below outlines these requirements.

Table 1.7: Indoor Communal Space

Design Principles		Design Solution	
<b>DP1</b>	To ensure that residential flat buildings incorporate communal facilities to support a high level of amenity for residents.	<b>DS1</b>	Indoor communal open space is to have a combined minimum gross floor area of 40sqm ratio or 1sqm per apartment, whichever is larger. The maximum requirement for indoor communal space is 250sqm.
<b>DP2</b>	To ensure that a proportion of communal open space occupants of residential flat buildings is appropriately insulated against noise impacts.	<b>DS2</b>	Indoor communal facilities can comprise one or more rooms, areas or facilities. Key examples may include: <ul style="list-style-type: none"> <li>• Music/sound rooms;</li> <li>• Gymnasium;</li> <li>• Indoor pool;</li> <li>• Greenhouse/conservatory;</li> <li>• Games room;</li> <li>• Cinema / media room;</li> <li>• Function room / meeting room;</li> <li>• Multi-purpose room; and</li> <li>• Shed / workshop.</li> </ul>
<b>DP3</b>	To ensure that residents have access to useable indoor communal facilities and outdoor communal open space.		
<b>DP4</b>	To encourage flexibility in the way that communal space and facilities are provided within development.	<b>DS3</b>	Indoor communal facilities provided in accordance with this Noise Policy does not negate or substitute the need to provide landscaping and communal open space in accordance with the State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development (SEPP 65) and the NSW Apartment Design Guide.
		<b>DS4</b>	The internal noise level of indoor communal facilities is to be no greater than those recommended in AS2021 based on closely matched categories and intended use (e.g. 70dB(A) L <sub>S</sub> max for areas commensurate with social activities in a hotel facility).
		<b>DS5</b>	Indoor communal facilities are to be designed with a particular purpose/function in mind and this purpose is to be indicated on the plan. Where a multi-purpose room is proposed, this room is to be provided with appropriate facilities including seating, tables, toilets and a kitchenette.
		<b>DS6</b>	Communal toilet/s are required to service the indoor communal facilities.





### 9.47.15.5 Implementation and Management

The following outlines the implementation and management measures that are to be put in place to ensure that development is designed in accordance with the Noise Policy and any approved plans and conditions. In addition, it also sets out the requirements relating to the ongoing implementation, management, information sharing and the raising of awareness for all matters associated with aircraft related noise impacts on the Victoria Road Precinct. It also addresses the management, information sharing and raising awareness of potential noise impacts from existing live music and entertainment venues in the area.

**Table 1.8 - Implementation and Management**

Design Principles		Design Solution	
DP1	To ensure that development incorporates all the necessary approved acoustic insulation treatments and measures.	DS1	A Noise Impact Assessment Report is to be submitted with any development application for a building.
		DS2	At Construction Certificate stage, there is to be written verification from an appropriately qualified acoustic expert that the noise mitigation measures approved as part of the development application have been incorporated into the detailed construction plans.
		DS3	Prior to Occupation Certificate being issued final sign-off is to be obtained from an appropriately qualified acoustic consultant confirming that the building materials and acoustic treatments have been constructed in accordance with the detailed construction plans.
DP2	To ensure that occupants of buildings are informed about aircraft noise and noise from existing live music and entertainment venues and how this affects the Victoria	DS4	<b>Noise Information Packs</b> are to be provided to any potential purchaser as part of the Contract of Sale. All Contracts of Sale are to include a clause that specifies that the

Design Principles		Design Solution	
	Road Precinct prior to purchasing a property.		prospective of purchaser has read and acknowledges the contents within the <b>Noise Information Pack</b> .
<b>DP3</b>	To ensure that information about aircraft noise and noise from existing live music and entertainment venues within the precinct* is readily available for residents, property and business owners within the Victoria Road Precinct.	<b>DS5</b>	A community notice board is to be provided in the common lobby area for all residential flat buildings. An information notice about aircraft noise and other potential major noise sources is to be provided on the community notice board at all times.
<b>DP4</b>	To encourage flexibility in the way that communal space and facilities are provided within development.	<b>DS6</b>	<p>The <b>Noise Information Packs</b> are to contain the following information:</p> <ul style="list-style-type: none"> <li>• An explanatory note on aircraft noise and how it may affect living within the Victoria Road Precinct;</li> <li>• An explanation of the policies and controls that govern aircraft noise;</li> <li>• An explanation of Sydney Airport's operations and its relationship to the Victoria Road Precinct;</li> <li>• TA map of the current/latest ANEF Contours in relation to the site; and</li> <li>• A link to the most recent aircraft master plan published by Sydney Airport, which can be downloaded from <a href="https://www.sydneyairport.com.au/corporate/planning-and-projects/master-plan">https://www.sydneyairport.com.au/corporate/planning-and-projects/master-plan</a> (Chapter 14 Noise Management).</li> <li>• Existing numbers of aircraft movements (morning, daytime and evening) and existing periods of respite from aircraft movements (morning, daytime and evening), consistent with the most recent Sydney Airport Operational Statistics report published by Airservices Australia and available from <a href="http://www.airservicesaustralia.com">www.airservicesaustralia.com</a>.</li> <li>• Forecast numbers of aircraft movements (morning, daytime and evening) and forecast periods of respite from aircraft movements (morning, daytime and evening), sourced from the most recent airport master plan published by Sydney Airport and available from <a href="http://www.sydneyairport.com/corporate/planning-and-projects/masterplan">www.sydneyairport.com/corporate/planning-and-projects/masterplan</a>.</li> </ul>

Design Principles		Design Solution	
			<ul style="list-style-type: none"> <li>A copy each of the following aircraft noise mapping charts, as published in the most recent airport master plan published by Sydney Airport: <i>Australian Noise Exposure Forecast</i></li> <li>Frequency-based aircraft noise charts for the periods 6am to 11pm (N70) and 11pm to 6am (N60).</li> <li>Details of the location and hours of operation of live music and entertainment venues within the precinct.</li> </ul>
		<b>DS7</b>	A copy of the <b>Draft Noise Information Pack</b> is to be submitted with any development application for a building.
<p><b>*NB</b> Refer also to Schedule 2 - Draft notes on live music venues within the precinct for Noise Information Packs.</p>			

### 9.47.15.6 Dictionary

The terms used in this Policy are defined in the Standard Instrument – Principal Local Environmental Plan. Additional definitions that apply to this Noise Policy include:

**Aircraft Noise Exposure Forecast (ANEF)** – contour maps that show a forecast of aircraft noise levels that are expected to exist in the future. They are prepared for all of the major and regional airports (in this case Sydney Airport) that have a large number of annual movements;

**Aircraft Noise Exposure Index (ANEI)** – contour maps that show actual historical aircraft noise levels over a given period of time;

**Noise Information Pack (NIP)** – A package of information that is collated and used as the basis for informing all new residents, property and business owners about how aircraft noise affects land within the Victoria Road Precinct, including their property. At a minimum the NIP must include:

- i. the airports hours of operation and likely times that aircraft noise will affect the precinct;
- ii. likely average number of aircraft movements per day;
- iii. aircraft noise affecting the precinct;
- iv. a list of the material treatments used in the construction of the building;
- v. a map of the current/latest ANEF Contours in relation to the site;
- vi. a plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents; and
- vii. details of the location and hours of operation of live music and entertainment venues within the precinct.

**Indoor Communal Facility** – a communal facility that is provided for the benefit of all inhabitants within a residential flat building. The communal facility is accessible by all members of the residential development and is a facility able to be used for communal recreational and leisure purposes. Key examples may include:

- i. Music/sound rooms;
- ii. Gymnasium;
- iii. Indoor pool;
- iv. Greenhouse/conservatory;
- v. Games room;
- vi. Cinema / media room;
- vii. Function room / meeting room;
- viii. Multi-purpose room; and
- ix. Men's shed / workshop.

**Victoria Road Precinct** – the area of land to which this Policy applies as shown in Section 9.47.1.1 of the Victoria Road Precinct (Precinct 47) DCP.

## 9.47.16 Schedule 2 – Draft Notes on Live Music Venues within the Victoria Road Precinct for Noise Information Packs.

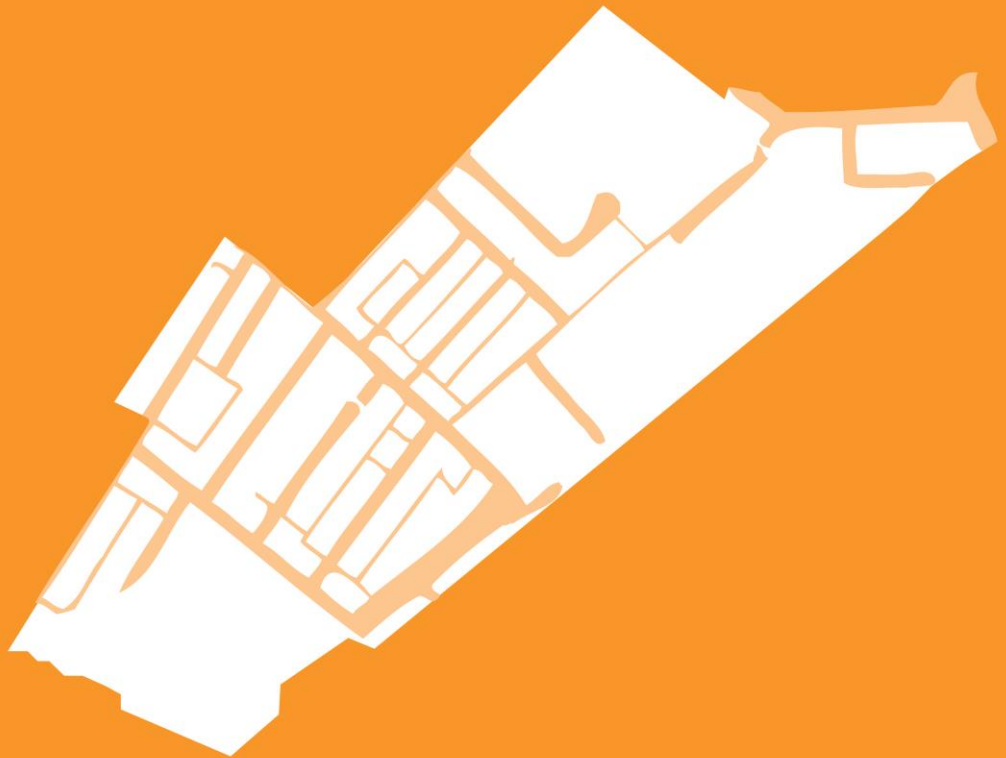
### 9.47.16.1 *Live Music and Entertainment Noise & its context within the Victoria Road Precinct*

1. **Live Music and Entertainment Noise:** Creative and cultural vibrancy are essential to what makes the Inner West a great place to live, visit and do business in. Living in the inner city comes with a range of benefits including being part of a diverse group of people; access to great places to eat and shop; and ready access to entertainment venues. The inner city provides residents; employees and visitors with the potential to live a rich cultural life by being in close proximity to a range of people and activities. Many of these activities are noise generating: e.g. from traffic noise generated by people in motorised vehicles travelling to; from; and within the precinct; and noise generated from people simply having conversations to groups of people participating in larger cultural events. The invitation of higher density inner city living comes with a need to balance potentially competing cultural pursuits by being tolerant of a wide variety of people and activities.
2. **Victoria Road Precinct Context:** The Victoria Road Precinct is home to a mix of existing creative industries, including live music and entertainment venues. Venues include the Red Rattler (6 Faversham Street, Marrickville); Marrickville Bowling & Recreation Club (91 Sydenham Road, Marrickville); and The Factory Theatre (105 Victoria Road, Marrickville). These venues pre-date the rezoning of the precinct which permitted a wider range of uses such as multi-level residential developments. Enjoyment of the precinct's live music and entertainment venues is a key attractor to living in the area. New buildings in the Victoria Road Precinct are designed to have a high level of noise attenuation. If you live in close proximity to a live music and entertainment venue, you can expect reasonable levels of noise during the legal hours of operation of those venues. When required, keeping windows and doors closed will enable the noise attenuation measures designed into buildings in the Victoria Road Precinct to assist in mitigating against live music and entertainment noise.



# 9.43

## STRATEGIC CONTEXT SYDNEY STEEL









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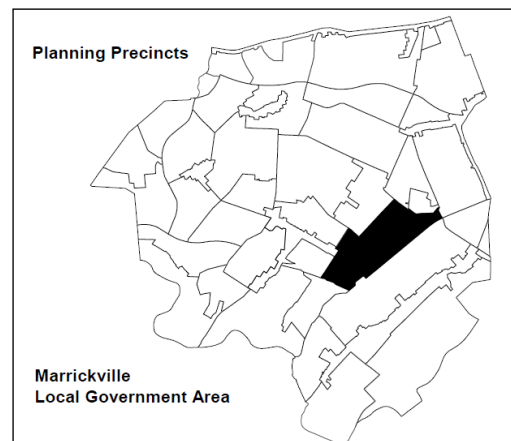
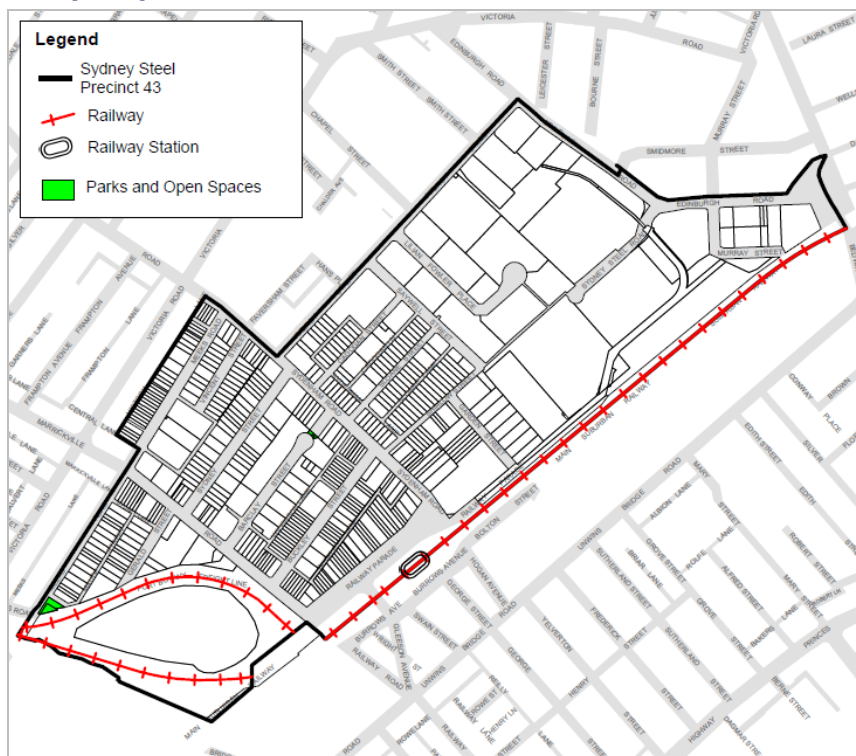




## Part 9 Strategic Context

### 9.43 Sydney Steel (Precinct 43)

#### Map of precinct



#### 9.43.1 Existing character

This precinct is located in the eastern section of the Marrickville local government area within the suburb of Marrickville. The precinct is generally bounded by Edinborough Road to the north, railway land where railway tracks converge to the south west, the main suburban railway line to the east, and Meeks Road and Fitzroy Street to the west.

The name of the precinct is derived from its history. Sydney Steel was one of the major companies operating on the former site of the Gumbramorra Swamp. Sydney Steel provided steel to numerous construction projects, including the Sydney Harbour Bridge and the Sydney naval dock. Ceasing operation in the 1960s, at one time they employed 7,500 workers.

Classified roads within or on the edge of the precinct consist of Sydenham Road, Railway Road and Buckley Street. Marrickville Road and Sydenham Road dissect through the middle of the precinct. Those roads are busy thoroughfares within the precinct. Sydenham railway station is located within the precinct, and is a major connecting station on the Sydney rail network. The Bankstown Line and goods line converge at the south western edge of the precinct, while the main suburban railway line runs along the eastern boundary of the precinct.

The land-use pattern of the area generally consists of a mixture of general industrial uses, some commercial (business) uses, and some light industrial uses in the south western section of the precinct. Older residential buildings are interspersed with

industrial buildings throughout the entire precinct. Properties south of Marrickville Road, with frontages onto Meeks Road are zoned for office and light industrial uses, creating a buffer between residential and industrial uses. This also applies to properties on the western side of Meeks Road, to the north of Marrickville Road.

The subdivision pattern of the area is characterised by large-sized industrial lots to the north and east, predominantly used for heavy industrial uses, and small to medium-sized light industrial lots to the south-west. Large-sized lots are interspersed within the fragmented lots, found particularly around Barclay Street, Meeks Road, Gerald Street and Garden Street.

The north-eastern section of the precinct is categorically traditional industrial allotments, with large-scale warehouses dominating the area. The central and south-western sections of the precinct are characterised by small, fragmented lots, originally developed to accommodate workers accommodation. Due to their restrictive size, industries operating within older, existing buildings are less intensive than those found in purpose built industrial buildings located in the northern section of the precinct.

The building stock in the precinct is predominantly brick and paint/render with the occasional colorbond sheeting façade. The style of the buildings are categorised as inter war industrial period with some modern industrial buildings. The average height in the precinct is one to three storeys. Roof style is generally flat and pitched roofs and the predominant roof material is metal. The building stock has predominantly a zero building line to the street, with the occasional large setback, and is generally consistent. There is no private landscaping visible from the street.

The streets in the fragmented section of the precinct are narrow in width, and are characterized by one or two small to medium sized native street trees. Pedestrian accessibility and amenity is generally poor in the streets leading from Sydenham Road to Saywell Street with narrow and uneven footpaths. On street parking is available on one side of the street, however many potential parking spaces are lost through the majority of individual sites containing laybacks to access parking areas and for loading and unloading purposes. Numerous buildings have allocated space for off-street parking within their respective site.

The southern section of the precinct provides the only open space and passive recreation in the precinct. Fraser Park, Sydney Portugal Community Club and Kickoff Soccer Centre make up the available space. Braddock Playground, located on Meeks Road, is characterized by a small patch of grass with low timber fencing/barriers.

There are no Heritage Conservation Areas contained within the precinct. However, the precinct does contain a number of listed heritage items, one of State Significance, being the Sydenham Pit and Drainage Pumping Station. The pumping station is a representative example of Inter-War Mediterranean Revival style public utility building.

The entire precinct is affected by flooding. Originally the precinct was a large tract of swamp land that was seen as an impediment to development in the area. There was little consideration for its major role in maintaining the local ecology. This area was developed for industrial purposes following the draining of the Gumbramorra Swamp from the low lying areas of Marrickville in the early 20<sup>th</sup> century. Sydenham Pit and Drainage Pumping Station was built as an extension to the existing drainage scheme developed in the 1890s for the Gumbramorra Swamp.

The precinct is directly under the Kingsford Smith flight path and is heavily affected by aircraft noise, with the entire precinct with an ANEF 25+, and some areas with an



ANEF of 35-40. Due to its constraints, industrial and employment generating uses are deemed suitable land uses.

### **9.43.2 Desired future character**

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
2. To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of State significance.
3. To retain the existing employment generating land uses.
4. To ensure new development is compatible with the operations of Sydney Airport.
5. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
6. To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### **9.43.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.43.4 Precinct-specific planning controls**

Nil

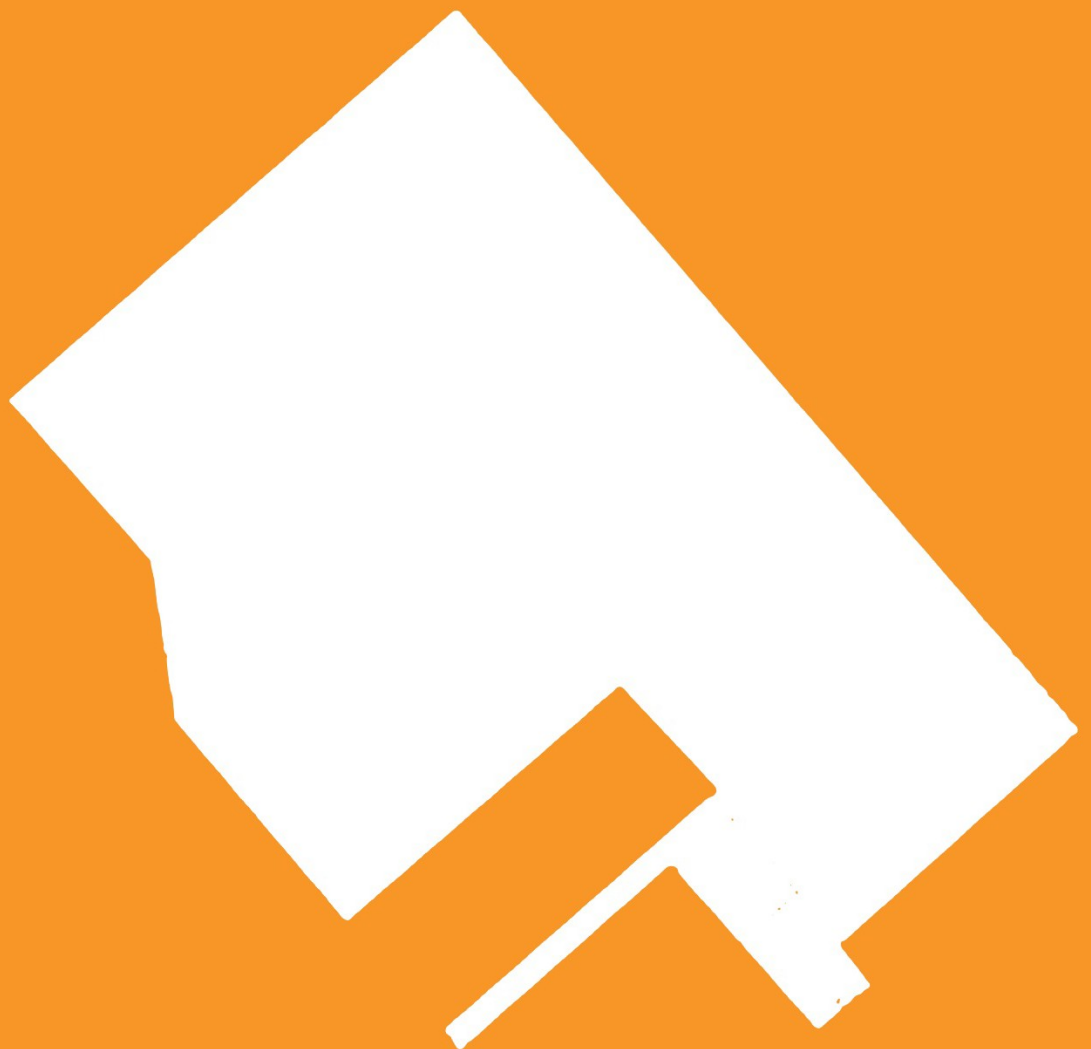
### **9.43.5 Site-specific planning controls**

Nil

# 9.48

## STRATEGIC CONTEXT

### PRECINCT 75 - MARY, ROBERT AND EDITH STREET (PRECINCT 48)



Adopted 24 November 2020





## Part 9 Strategic Context

### 9.48 67 and 73 – 83 Mary, 43 Roberts Street and 50 - 52 Edith Street (Precinct 48)

#### 01 Background

Under Marrickville DCP, the 67 and 73 – 83 Mary Street, 43 Roberts Street and 50-52 Edith Street, St Peters (site) also known as Precinct 75 is part of the Unwins Bridge Road (Precinct 31). This section of the Development Control Plan (DCP) establishes a framework to guide development in Precinct 48: 67 and 73- 83 Mary Street, 43 Robert Street and 50-52 Edith Street, St Peters. It has been updated to reflect Council's current view on the most appropriate development for the site and has been designed to be read in conjunction with Amendment 17 of Marrickville Local Environmental Plan 2011.

The purpose of this section of the DCP is to set out the desired future character, local area character, principles and development controls for the site. Council will assess future development applications against these principles and controls. This section of the DCP promotes high quality urban design outcomes for the site within the context of environmental, social and economic sustainability.

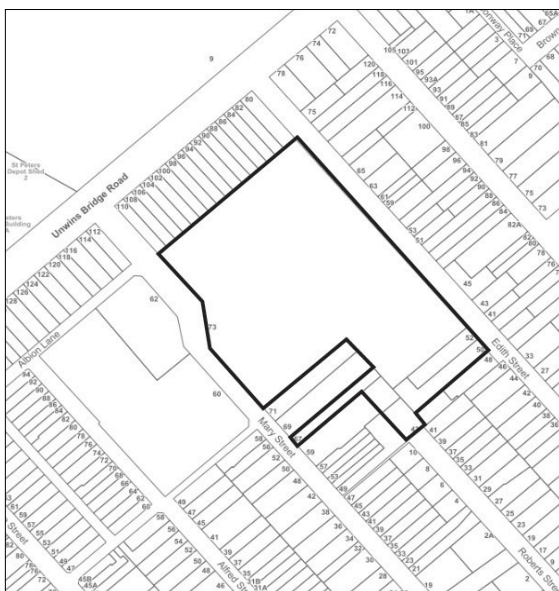
This is amendment no. 14 to Marrickville DCP 2011.

#### 02 Land to which this section of the DCP applies

This section of the DCP applies to development within the boundary of the precinct as shown in **Figure 1: Map of precinct:**

- 67 Mary Street, St Peters - Lot 1 / DP180958
- 73 -83 Mary Street, St Peters – Lot 1 DP556914
- 43 Roberts Street, St Peters - Lot 1/ DP87885 and Lot A DP331215
- 50-52 Edith Street, St Peters – Lot 1 / DP745657 and Lot 1 / DP745014

**Figure 1: Map of precinct.**



*Note: This exhibited DCP Amendment will make this site Precinct 48 and remove it from Precinct 31.*



## 03 Aims and objectives of this section of the DCP

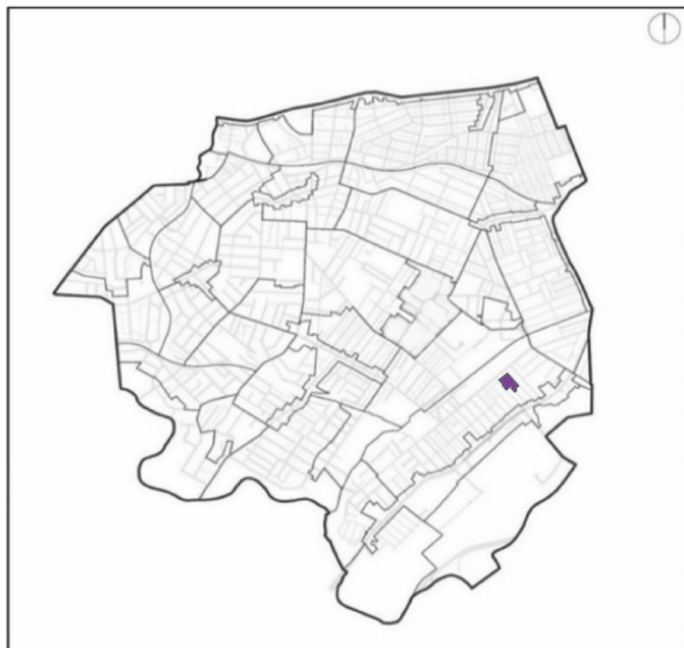
- 3.1** The purpose of this section of the DCP is to guide the future development of the precinct:
- (i) To address the Marrickville Local Environmental Plan 2011 Amendment 18 provisions listing matters to be addressed in the Marrickville Development Control Plan 2011.
  - (ii) To identify the desired future character, development principles, key elements and indicative structure for the future development of the site
  - (ii) To achieve design excellence that provides high quality built form that responds to the existing and future context, using principles drawn from an analysis of the site and its context.
  - (iii) To minimise impacts to the surrounding low-density residential neighbourhoods.
  - (iv) To locate higher building forms setback toward the centre of the site to provide transition in scale to the surrounding low scale areas.
  - (v) To provide lower scale and density buildings along Edith Street.
  - (vi) To enhance the existing streetscape along Mary and Edith Street.
  - (vii) To improve the pedestrian environment, connectivity and activity within the site and along surrounding road frontages.
  - (viii) To provide a publicly accessible open space in the site with maximised amenity.
  - (ix) To provide for solar access and visual privacy to adjacent properties and particular public areas on the site.
  - (ix) To promote housing diversity through a mix of dwelling types and promote affordable housing.
  - (x) To achieve high quality residential amenity.
  - (xi) To promote high quality landscaping, public art, signage and ecologically sustainable development.
  - (xii) To ensure that access within the precinct is inclusive by delivering a high quality urban/public domain that caters for equitable, dignified, safe and easy to use access for all.
  - (xiii) To ensure that it is practical and viable for non-residential uses to have adequate on-site facilities for their business operations.

## 04 Relationship to other sections of the DCP

- 4.1** This section forms part of the Marrickville Development Control Plan 2011 (Marrickville DCP 2011). It sets out specific controls to guide the future development of the precinct. Development within the precinct will need to have regard to this section of the DCP as well as other relevant provisions in the DCP.

In the event of any inconsistency between this section and other sections of the DCP, this section will prevail to the extent of the inconsistency.

Figure 2: Context map – Precinct 48 –location within the former Marrickville Local Government Area Boundary shown in purple.



### 05 Desired Future Character

5.1 The desired future character for the site is to:

- (i) Create a vibrant mixed use development with substantial amounts of businesses with publicly accessible shared open spaces including a public town square and ground level active uses to encourage pedestrian activity.
- (ii) Retain and adaptively reuse existing buildings identified in this DCP to reflect the site's historical industrial setting and contribute to its future character.
- (iii) Require new commercial and residential infill buildings identified in this DCP to have high standards of architecture and urban design with features that will ameliorate any potential adverse visual impacts on the character and amenity of the area.
- (iv) 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.
- (v) Provide accessible community use rooms and spaces that activate the site.
- (vi) Provide a range of business unit sizes with appropriate facilities in retained buildings, the new commercial buildings and at ground level to facilitate employment, the creation of a mixed-use precinct and activation of the site.
- (vii) Activate the ground levels of existing buildings, shopfronts in the new buildings and entry lobbies to apartment buildings for pedestrian safety and security.
- (viii) Enhance streetscape and the public domain within adjacent Council road reserves and carry out on site environmental improvements, including the creation of new open spaces and gardens with deep soil areas with a generous tree canopy.
- (ix) Ensure development within the precinct is compatible with the operations of Sydney Airport, including achieving a liveable residential environment.
- (x) Minimise any adverse impacts the surrounding community that could arise from the site's vehicular access and servicing functions.

## 06 Indicative Site Layout

Figure 3 – Indicative Site layout



### Objective

- O1** To implement the Indicative Site layout concept in **Figure 3** and support the Desired Future Character stated in Part 5.

### Controls

- C1** Development within the precinct is to be undertaken in accordance with the Indicative Site Layout as shown in **Figure 1** subject to compliance with relevant controls including the Apartment Design Guide.

Variations to the location and layout of certain elements of the Indicative Site layout such as proposed pedestrian shared zones, open space and building locations may be considered by the consent authority.

- C2** Site design must:
- i. Ensure buildings along Edith Street respect their interface with low density residential development.
  - ii. Ensure Building A and Building B are setback adequately to respect their interface with 48 Edith Street and 41 Roberts Street.
  - iii. Ensure that adequate separation is provided between Building A and Building B to avoid excessive overshadowing and to provide adequate amenity to residents.
  - iv. Provide articulation of Building A and Building B to reduce their visual bulk and retain the fine-grain character of the precinct.
  - v. Provide significant greening of the subject site through the use of landscaping as well as greening of buildings such as green roofs and/or walls. Refer to the Inner west Green Roofs, Walls and Facades Technical Guidelines for more detail.
  - vi. Address Part 2.20 -Tree Management of MDCP 2011 requiring 15% of the site to have tree canopy.
  - vii. Use the design of new building facades to reflect the use, orientation, prominence and context of the frontage.
  - viii. Make all entries clearly visible, safe and accessible.
  - ix. Where buildings are additions to retained structure have a complementary scale and facade that is sensitive to the retained building.
  - x. Use setbacks to promote appropriate building mass and provide adequate amenity and privacy to all uses on site.
  - xi. Ensure that the central public open space area and the Roberts Street 'pocket park' receives adequate solar access.
  - xii. Accommodate pedestrian and cyclist access off Roberts Street into the subject site, with through links into both Mary Street and Edith Street.

## 07 Built Form

### Objectives

- 01** To ensure built form outcomes reflect the objectives of Inner West Local Environmental Plan 2022 Clause 6.21.
- 02** To achieve design excellence buildings must not exceed the maximum number of storeys and have adequate configuration of their bulk, massing and extent of modulation.
- 03** To ensure built forms have architectural treatments to ameliorate the impacts their scale could have on neighbouring buildings and nearby residential neighbourhoods.
- 04** To ensure that buildings achieve the site's character objectives in Part 5 of MDCP 2011.
- 05** Floor to ceiling heights on the ground floor for non-residential uses must be of sufficient height to accommodate their operational requirements.

## Controls

**C3** Development is to be accordance with the maximum number of storeys identified in **Figure 6** and the following:

Building A: Part 2 storeys adjacent 48 Edith Street then transition to 5 storeys.

Building B: Part 2 storeys adjacent 48 Edith Street then transition to 4 storeys.

Building C: 8 storeys.

Building 1: 7 storeys.

Building 2: Existing number of storeys on retained building and new building parts 3 storeys.

Building 6: Existing number of storeys on retained building.

Building 7: 5 storeys.

Building 8: 5 storeys.

**Figure 6 Maximum Building heights and number of storeys**

"St" indicates maximum number of storeys





- C4** To ameliorate the impact of tall buildings in close vicinity to low rise dwellings the following is required:
- (i) New Residential Buildings along Edith Street including Building A, Building 7, Building 8 on **Figure 6- Maximum Building Heights** shall have the 5<sup>th</sup> storey facing Edith Street with an adequate setback from the wall face of the lower storeys sufficient to minimise the building's scale and visual impacts on the street and its houses.
  - (ii) New Building 1 shall address its potential bulk and scale and privacy impacts to adjacent dwelling houses fronting Unwins Bridge Road by having:
    - a suitable setback from the north west boundary in relation to the building's 7storeys.
    - suitable deep soil planting to accommodate large screening trees
- C5** Ground level storeys in new buildings that are to be used for business purposes, shall have a floor to floor height with a minimum 3.5 high ceiling measured exclusive of fixtures and structures above the ceiling line.
- C6** The built form of proposals must:
- i. Encourage a variety of complementary building styles within the site including adaptive re- use of retained buildings.
  - ii. Provide effective built form and façade articulation to break up the overall podium and tower envelopes for new buildings and alterations to retained buildings.
  - iii. All roof structures, such as plant and lift overruns, shall be integrated into the design of the development. They are not to exceed the building heights contained within IWLEP 2022 and are to be fully screened when viewed from street. Lift overruns on the top of buildings are permitted if it is within the allowable height and are smaller than or equal to 24sqm in plan dimension.
  - iv. Offer high quality contemporary architecture that responds to, but does not mimic, the existing architectural character of the site with appropriate proportions and articulation to the building massing.
  - v. Have a distinct base and middle with high quality roof treatments that are integrated with the architecture of the buildings.
  - vi. Treat facades as front elevations to all sides of the building.
  - vii. Ensure the architectural expression of residential buildings offers a balance of solid to void without depending on continuous balconies to create articulation and interest.
  - viii. Treat materials accessible at ground level for graffiti resistance.
  - ix. Incorporate environmentally appropriate facade treatments according to orientation.
  - ix. Provide shading and good internal amenity including cross ventilation, solar access, adjoining indoor and outdoor living spaces and generously sized rooms.
  - x. Provide active street frontages for those ground level parts of commercial buildings including the town square.
  - xi. Alternative building envelopes will be permitted if the proposal can demonstrate a higher quality outcome can be achieved with regard to response to the surrounding context, built form and scale transition across the site, amenity to surrounding properties, amenity of central open space and the precinct's permeability and connectivity.
  - xii. Overhead power cables along Edith and Mary Street must be relocated underground





and replaced with appropriate street lighting given the scale of the development and the significant aesthetic benefit resulting from undergrounding, including allowing for viable street tree planting.

**C7** Council's Architectural Excellence Panel will provide comments on the development application. The following criteria shall be considered to determine whether design excellence is achieved:

- (i) Compliance with character objectives in Part 5 of MDCP 2011.
- (ii) Compliance with the Apartment Design Guide including building separation and relationships to adjoining residences.
- (iii) Excellence of architectural design, including internal layout, façade treatment, architectural detailing, roof features and spaces between buildings.
- (iv) Streetscape character and site context.
- (v) The location of any buildings having regard to the need to achieve an acceptable relationship on neighbouring sites in terms of separation, setbacks, amenity and urban form.
- (vi) The bulk, massing and modulation of buildings.
- (vii) Environmental outcomes, such as sustainable design.
- (viii) Overshadowing and solar access, visual and acoustic privacy, wind and reflectivity.
- (ix) The achievement of the principles of Ecological Sustainable Development.
- (x) Pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network.
- (xi) The impact on, and any proposed improvements to the public domain.
- (xii) achieving appropriate interfaces at ground level between the building and the public domain.
- (xiii) Excellence and integration of landscape design.
- (xiii) High quality finishes and materials.

## 08 Buildings and Building Fabric Retention

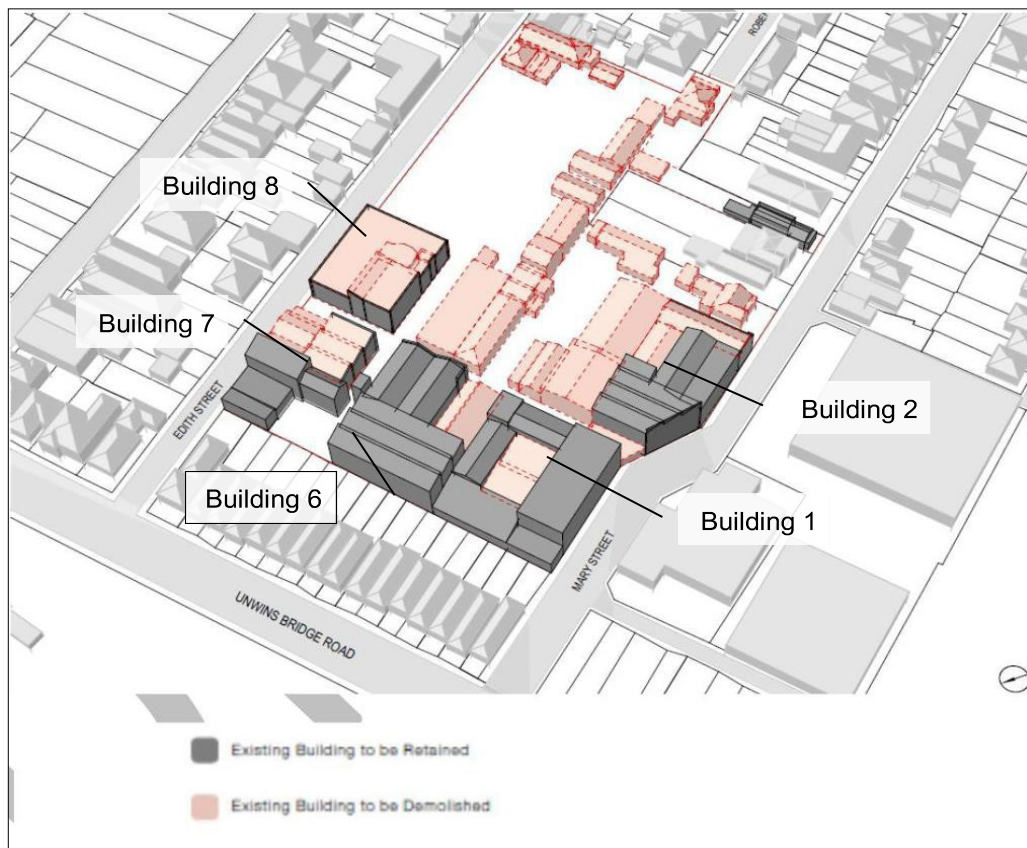


Figure 4 Building and building parts to be retained.

### Objective

- O1** To maintain the site's existing industrial heritage character and sense of place.
- O2** To make use of the existing building stock sustainably, while maintaining the operation of existing business uses.

### Controls

- C8** Buildings in the locations indicated in **Figure 4** shall be retained and adaptively reused either in part or entirely. A report prepared by a suitably qualified person on how the structural integrity of retained buildings will be maintained shall be submitted as part of any development application including:
  - i. The buildings built to the street, including parts of Buildings 1, 2, 6, 7 & 8 and house at 67 Mary Street have landmark qualities, within their immediate streetscape context, and are to be retained and adaptively reused.
  - ii. An interpretation strategy is to be developed as part of a development application for the site, detailing elements to be:
    - a. Either retained in situ or relocated to other parts of the site and how these elements are to be presented and explained, including:
    - b. Elements relating to the site's former industrial use to be retained in situ including



the good hoist in Building 6, ceramic insulators and fire bells on the exterior of the buildings and various crane rails and hoisting jibs, and

- c. Elements relating to the site's former industrial use contained within building to be demolished to be salvaged and relocated onsite.
- iii. The Mary Street entrance to Building 2, timber stairs and office on the first floor must be retained to reflect their role as the main public entrance to the larger Taubmans site;
- iv. Any alterations or additions to retained buildings must be clearly discernible from the original fabric. Separate dedicated floor plans must identify existing layouts, the structural components to be retained in each retained building and differentiating these from new building components including how the existing facades on buildings in Edith Street will be retained.
- v. Adaptation of building interiors must aim for retention of original spaces and fabric while allowing for the adequate adaptation to new uses.
- vi. New development within the site must be contemporary in design with sensitivity to the retained buildings through the proportions, alignments, colours and materials used in the new development.

## 09 Open space and landscaping

### Objective

- O1** To promote site landscaping that conforms and complements the character of the individual building and the character of the area.
- O2** To retain and enhance any existing significant trees and established planting found on site.
- O3** To provide dwellings with outdoor recreation space.
- O4** To minimise the extent of hard paved areas and facilitate rainwater infiltration.
- O5** To improve the appearance, amenity and energy efficiency of development through integrated landscape design.
- O5** To ensure private open space and landscaping provided in association with new dwellings within business centres meets user requirements for privacy, safety, access and outdoor activities.
- O6** To blend new development into the streetscape and neighbourhood and encourage the integration of buildings and landscape elements.
- O7** To create a vegetated buffer between residential and non-residential uses.
- O8** To require the retention of indigenous vegetation – and, in the case of new plantings, to encourage planting locally indigenous species.
- O9** To encourage green roofs and green walls for large scale developments.

### Controls

- C9** Open Space locations are to be provided in accordance with the **Indicative Site Layout** in **Figure 3**, also as shown in **Figure 5** including the parts within red line containing deep soil and landscaping, except for the areas required for driveways and ramps for vehicular ingress and egress.

**Figure 5: Location of public open space areas**



**C10** Open space is to provide for the following:

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

**C11** A Landscaping Plan and report shall be provided indicating:

- (i) How tree canopy will be maximised on the site and its surrounds to meet the tree canopy targets in the Tree Management Part 2.20 of MDCP 2011. This Plan and report shall 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.
- (ii) 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.



- (iii) Local native provenance plants are to be used within all the landscaping for optimum biodiversity outcomes including local native grass meadow or lawn.
  - iv. Planting for shade in summer and sunlight penetration in winter must be provided in open public spaces.
  - v. Landscape design must promote screening between different building uses for the privacy of occupants.
  - vi. Significant deep soil zone areas are to be developed for the site within public open space areas shown within red outline in **Figure 5**.
  - vii. Trees and planting not in deep soil areas are to be flush with surrounding finish levels (no raised planters).
  - viii. Trees not in deep soil areas must 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.
- C12** Public access to open space as indicated with **Figure 5** shall be provided on a 24 hours basis, except for those areas provided as communal open space for residents of Buildings A and B.
- C13** Streetscape design must:
- i. Enhance the existing characters of Edith Street, Mary Street and Roberts Street.
  - ii. New buildings in proximity to Mary Street, Edith Street and Roberts Street are to be more articulated to reflect the low scale character of those areas.
  - iii. Ensure that the site design for new building A adjacent to Edith Street as identified in **Figure 3** provides a minimum of 2m wide front gardens with adequate deep soil to establish trees along this street frontage.
  - iv. Provide a continuous, safe and accessible path of travel for pedestrians along the Mary Street footpath.
  - v. Create a public verge alongside the Edith Street public road reserve and adjacent to new building A in **Figure 5** that is wide enough to accommodate street trees and pedestrian footpaths. Refer to Part 13 for required infrastructure works to Edith Street.

## 10 Finishes and Materials

### Objectives

- O1** To provide high quality and durable finishes and materials.
- O2** To ensure for new buildings that the development includes green roofs, green podiums, green walls and green façades to improve air quality, amenity, habitat, ambient air temperature, building insulation, and aesthetic quality of the urban environment.

### Controls

- C14** Employ high quality external finishes and materials throughout the site including to:
  - Public open space and pavements
  - Ground level building facades adjacent or as part of open space
  - Public open space and its furniture and fixtures
  - Lighting installations with public open space

- C15** Green roofs and podiums are encouraged on all new buildings including the following;
- The size of the green roofs for buildings with the following gross floor areas are to be:  
  
250 to 999m<sup>2</sup> — 30% of roof space  
1,000 to 1,499 m<sup>2</sup> — 50% of roof space
  - Green roofs must have a minimum substrate depth of 150mm.
  - Green roof areas designed for use as communal open space are to have a high standard of finish and design.
- C16** Green walls and façades are required on new buildings, or where practical on retained buildings, to at least 15% of the available building surfaces as follows:
- Green walls and façades must be planted with suitable Australian native plants (endemic to the Inner West where possible) and include habitat features.
  - Green facades using planter boxes/container planting installed at different levels across the building are encouraged.
  - A detailed description, plan and sections of the roof top design are to be submitted with the development application demonstrating that adequate allowance has been made including structural adequacy and provision for waterproofing.

## 11 Housing Mix and Adaptable Housing

### Objectives

- O1** To provide equitable access within all new development, and ensure substantial alterations to existing development, or an intensification of an existing land use, provides an improved level of access for all people.
- O2** To protect existing accessible features within the public domain, residential and non-residential development.
- O3** To significantly increase the supply of adaptable housing.
- O4** To provide an adequate supply of car parking facilities for use by people with a disability.
- O5** To make people aware of their responsibilities under the Disability Discrimination Act 1992 (Cth) (DDA).
- O6** To raise public awareness and understanding of access and mobility issues for people with a disability through investigation and promotion of best practice in the design, construction and operation of development.
- O7** To promote housing diversity through a mix of dwelling types, including smaller apartments.

### Controls

- C17** Comply with MDCP 2011 - Part 2.5 Equity and Access for people with disabilities. Compliance must ensure that all public parts of the site identified in **Figure 3 - Site layout** and **Figure 5 - Open Space** meet this requirement fully, including access from basement parking areas to ground level business areas.
- C18** A mix of apartments shall be provided in accordance with MDCP 2011- Part 5.1.6.2 (Dwelling Mix) within Part 5 Commercial and Mixed Use Developments. In addition, a minimum of 25 percent of all apartments are to be a mix of studio or one bedroom apartments.



## 12 Affordable Housing

### Objectives

- O1** To increase the supply of affordable housing in the Inner West to meet community needs.
- O2** To provide affordable housing in appropriate locations across the site.

### Controls

- C19** Affordable housing units should:
  - be mixed with privately owned units throughout the development.
  - include a range of sizes to cater for different household sizes.
  - be rented to very low, low and moderate income households in accordance with the Inner West Affordable Housing Policy.
  - be designed and constructed to the same standard as other residential accommodation in Precinct 48.

Note: 'Affordable housing' has a statutory definition under the NSW Environmental Planning and Assessment Act 1979 (NSW) of "housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument".

## 13 Site Facilities, Waste and Parking

### Objectives

- O1** The location of site facilities affecting the site layout are addressed so that they do not compromise urban design and landscaping and to ensure there are adequate site facilities for business operation and viability
- O2** Achieves the DCP desired in future in Part 5 character objectives for the site of a vibrant mixed-use precinct that maximises patron's use of communal commercial space such as that next to the town square in **Figure 3**- Indicative Site layout and in retained historic buildings.
- O3** Provide additional traffic management controls addressing site specific conditions.

### Controls

- C20** Any development must comply with MDCP 2011 Part 2.21- Site facilities and Waste Management and in addition must demonstrate the following:
  - (i) Demonstrate sufficient site facilities with a site facilities floor layout provision of adequate basement vehicular loading bays, delivery and servicing areas for businesses.
  - (ii) Service corridors for transfer of goods by business operators and their customers, with adequate widths, service lifts from basement car parking levels to designated ground level pathways to business floor space.



- (iii) Locations of ground level fire hydrants and their clearance zones as well as substation locations to minimise adverse impacts on the urban design and appearance of the site
  - (iv) All waste storage and collection shall occur in basement areas only.
- C21** Any development must comply with MDCP 2011 Part 2.10 Parking and Part 2.5 Equity of Access and Mobility and in addition must demonstrate the following:
  - (i) Ingress and egress from the site shall be in a forward direction
  - (ii) Basement ramps must be within the built form, exposed basement ramps are not permitted.
- C22** All car parking is to be contained underground in basements.
- C23** Subject to clause 12.4 vehicular access to the site shall:
  - minimise the impact of additional vehicular movements in surrounding residential streets including Edith street, in particular heavy vehicles
  - maximise retail and commercial vehicle movements to and from Mary Street
  - provide ease of ingress/egress for vehicles to and from Mary Street
  - minimise potential pedestrian and vehicular conflicts
  - identify physical works to the surrounding road network to accommodate the proposed development
- C24** 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.
- C25** Lifts to/from basement and entry/access points are to be separate for residential/non-residential uses
- C26** Car parking areas are to be designed and constructed so that electric vehicle charging points can be installed at a later time.
- C27** Retain separate parking areas for residential and non residential uses on site. Appropriate security measures are to be taken on site for residential parking areas.
- C28** On-Site Car Share Facilities shall be provided as follows:

Residential development – a minimum of one (1) car share space per 50 residential units.

Office, business or retail premises – a minimum of one (1) car share space per 50 car spaces provided. Car share spaces are to be conveniently located and appropriately sign posted.

Written evidence, in the form of a letter of commitment, from an established car share operator must be provided with the development application demonstrating the operator's intentions and method of management of the space(s).
- C29** A traffic engineer's report is to be submitted with the development application. It must explain how:
  - (i) The internal site design will accommodate all residential and non -residential traffic movements.



- (ii) The traffic circulation design will operate taking into consideration impacts from increased traffic that are likely to result from WestConnex the one way Mary Street.
- (iii) The entry and exit points will function.
- (iv) The basement car park layout will easily facilitate all vehicular movements including those of large vehicles.
- (v) 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.
- (vi) The development's urban design is to use this information to ensure that the streetscape infrastructure improvements for Edith Street identified in Part 12 are achieved without compromise.

**C30** A site management plan shall be submitted with development application addressing the following:

- (i) Hours of operation and provision of a site facilities room, which shall be an adequate size to cater for necessary site maintenance and storage requirements.
- (ii) Maintenance of the site's publicly accessible open space areas and access to business visitor car parking areas.
- (v) Upkeep of landscaped areas and plantings.
- (vi) Maintenance of site facilities required for business operations.

## 14 Edith Street and Mary Street public domain

### Objectives

- O1** To ensure the impacts of new development affecting the adjacent public domain within Council's road reserve are addressed with appropriate improvements.
- O2** Achieves the site's character objectives in Part 5 for having a new use which is compatible with and improves the surrounding public domain environment.

### Controls

- C31** The development application must address the impacts on Council's public road reserve resulting from construction stages on the site and from the future operation of the development as follows:
  - (i) Provide a road maintenance plan for the construction phase that includes maintaining access to the driveways of existing houses in Edith Street.
  - (ii) Make provision for repairs of any damage to Edith Street and Mary Street that results from construction.
  - (iii) Provide designs for streetscape improvements to Edith Street including high quality tree lined public verges wide enough to cater for pedestrian movements and driveway access to existing houses.
  - (iv) Details for street trees are to include adequate tree pit dimensions and consideration of soil volumes. Refer to Marrickville Street Tree Master Plan Part 6 for specifications and details.
  - (v) Provide designs to ensure there is no additional traffic on the narrow parts of Edith Street to the south of the site.

- (vi) Provide designs for a continuous footpath along the Mary Street adjacent to the site taking into consideration existing driveway access to businesses within those buildings that are to be retained.
- (vii) The Alexander Canal Flood Study has identified flooding at a trapped low point in Edith Street. The design of the development shall provide for a formalised overland flow path through the site from Edith Street through to Robert Street and then onto Mary Street.

### 15 Signage

#### Objectives

- O1** To provide signage that promotes wayfinding and identifies the presence of key land uses, such as the town square plaza, pedestrian links, businesses and apartments.
- O2** To ensure signs do not create a road safety risk, hazard or confusion.
- O3** To promote high quality signs which contribute positively to the building appearance and streetscape.
- O4** To protect the amenity of residents, tenants, pedestrians and visitors.
- O5** To minimise visual impacts to the surrounding areas.

#### Controls

- C32** Signage shall be compatible with the architecture, finishes and materials of the building and streetscape.
- C33** Signage shall be designed to avoid confusion with directional and traffic signs.
- C34** A co-ordinated presentation of signs is required where there are multiple occupancies or uses within a single building.
- C35** Signs are not permitted on public footpaths unless associated with a bus stop shelter or kiosk.
- C36** Tower building facades shall be free from signage from the top of the podium to the rooftop.
- C37** Signage is not permitted side walls abutting residential properties.
- C38** Signage is not to contain reflective materials and finishes.
- C39** Illuminated signs must not impact residential amenity.



## 16 Public Art Strategy

### Objectives

- O1** To encourage public art within the Precinct and guarantee funding.
- O2** To promote cultural activity, improve public domain appearance and define the Precinct.
- O3** To encourage collaborations between artists, Council and the local community.
- O4** To foster community connection to place.

### Controls

- C40** A minimum of 0.1% of the overall development value should be provided for the development of public art.
- C41** All public art shall be relevant to the local character, be of a scale appropriate to the public realm, and be specific to time and place.
- C42** Development applications are to include a Public Art Strategy that describes how proposed public art has been selected to suit the historic, environmental and social contexts of the Precinct and the surrounding area and contributes to a unique 'sense of place'.
- C43** Public art must be located in publicly accessible places such as street frontages, the plaza and external facing walls. Alternatively, monetary contributions may be made to Council's public art programs.
- C44** Consult with Council and community groups in the design and execution of public artworks. The use of public artists is encouraged.

## 17 Environmental Management

### Objectives

- O1** To ensure that the new development applies the principles of ecologically sustainable development.
- O2** To reduce environmental impacts of the development.
- O3** To encourage improved environmental performance through the use of industry recognised building rating tools.
- O4** To promote the use of renewable energy sources and materials to reduce the use of resources, and the generation of pollution and waste resulting from development activity.
- O5** To reduce the cause and impact of the urban heat island effect.
- O6** To implement sustainable urban water management.
- O7** To improve the diversity and abundance of locally indigenous flora and fauna species across the Inner West. enhance habitat and contribute to the network of wildlife corridors throughout the Inner West.

### Controls

(ESD)

- C45** The development is encouraged to use an environmental rating tool, such as Green Star, to demonstrate the degree to which it is an ecologically sustainable development. Where Green Star is used, achievement of a minimum of 5 stars is encouraged.
- C46** The installation and use of photovoltaic solar panels is encouraged. Where possible, solar panels should be co-located with extensive green roofs to increase the operational efficiency of the solar panels.
- C47** The development must increase urban green cover on the site through tree planting, mass planted garden beds, WSUD, and green roofs and walls.
- C48** The development must enhance urban biodiversity by increasing habitat for local flora and fauna.
- C49** Where practical use building materials, fittings and finishes that have been recycled, made from or incorporate recycled materials, and have been certified as sustainable or 'environmentally friendly' by a recognised third party certification scheme.
- C50** Where office premises with a net lettable area of 1,000m<sup>2</sup> or more are proposed, documentation is to be submitted confirming that the building will be capable of
- supporting a Base Building National Australian Built Environment Rating System (NABERS) Energy Commitment Agreement of 5.5 stars with the NSW Office of Environment and Heritage. Such an agreement is to be entered into prior to any construction certificate being issued for the approved development.
- C51** 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.
- C52** Non-residential development is to be designed to minimise the need for active heating and cooling by incorporating passive design measures related to glazing, natural ventilation, thermal mass, external shading and vegetation.
- C53** All lighting within the public domain should be energy-efficient, such as LED lighting. (Water Sensitive Urban Design)
- C54** The development should adopt an integrated approach to water cycle management and address water conservation, efficiency, stormwater management, drainage and flooding through a coordinated process.



- C55** A suitably qualified engineer with experience in stormwater, drainage and WSUD is to assess the site requirements for the proposed development, and prepare the required stormwater, drainage and WSUD plans in accordance with the provisions of this DCP and with best practice sustainable water management techniques.
- C56** Design the site to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.
- C57** Bioswales and rain gardens are to be incorporated into public open space and footpath design.
- C58** Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater.

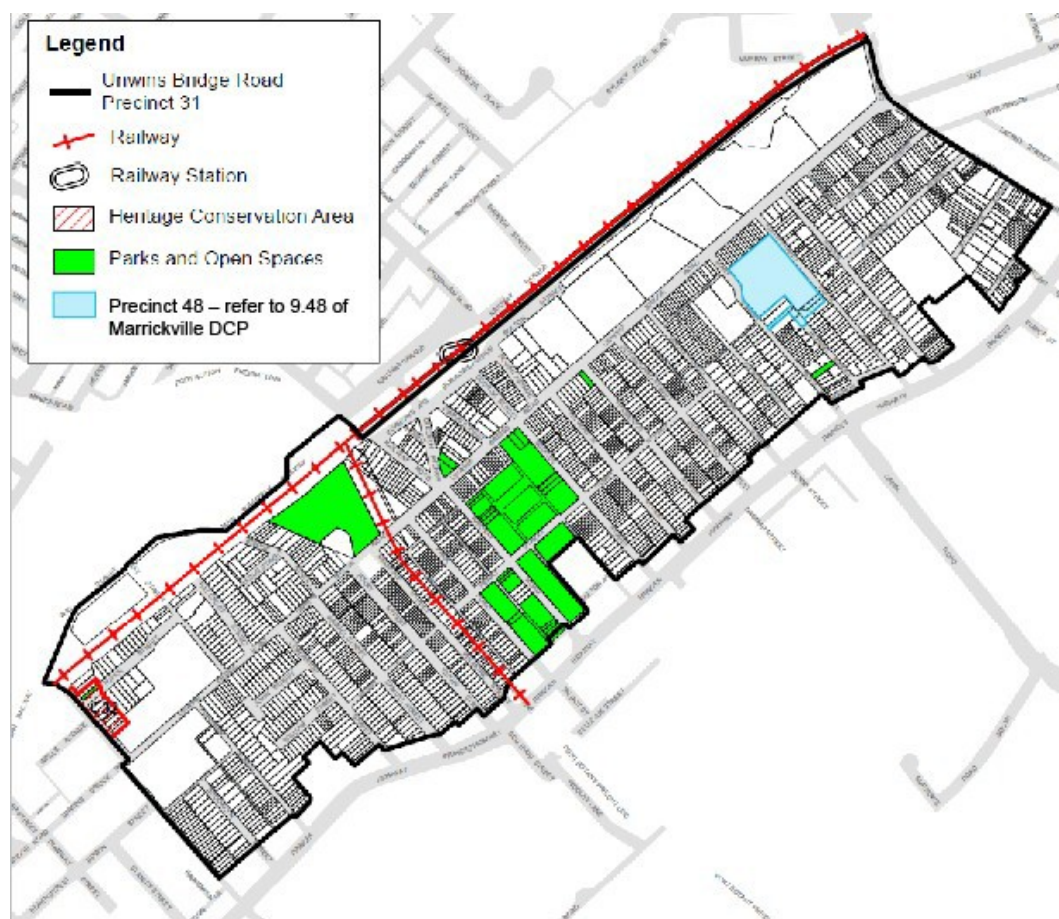
(Water Re-use, Recycling and Harvesting)

- C59** 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 must be incorporated to ensure that the water is fit for purpose.
- C60** Rainwater tanks should be installed where there are roof forms from which rainwater can be feasibly collected and plumbed to appropriate end uses.

(Biodiversity)

- C61** Opportunities to link to, extend or enhance existing or potential biodiversity corridors should be realised in the new development.
- C62** A mix of locally indigenous tree, shrub, grass and groundcover species should be incorporated into the planting palette. Where this is not practical, use Australian native plants.

### Amendment to Precinct 31 – 9.31 Unwins Bridge Road (Precinct 31)



This map shows how Precinct 48 will be separate from the rest of Precinct 31.



# Definitions

KEY TERMS





# Definitions

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**Australian Rainfall & Runoff (AR&R)** means a technical publication from the Institution of Engineers Australia providing guidance on current drainage design practice.

**Average Recurrence Interval (ARI)** means a statistical likelihood of a storm event of at least a designated average rainfall intensity occurring. The probability is a long term average, and not a period between events (e.g. 10 years ARI indicates 10 events over 100 years).

**Boundary Adjustment** means the realignment of an existing Torrens lot boundary. While not creating an additional number of lots, it is considered subdivision for the purposes of assessment where a development application is required.

**Building Envelope Depth** means the horizontal cross-section dimension of a building which generally includes the articulation zone (balconies, bay windows, shading devices, roof elements) measured from the outside extremity of any applicable element on one side of a building to the outside extremity of any applicable element on the other side of the building. In the commercial centres it is generally measured from street front to the back. Where buildings or parts of buildings are oriented differently, the depth will be measured on that orientation. Where buildings or parts of building are a tower type, with windows on multiple sides, the building envelope depth will be measured on the shorter axis.

**Build To Line (BTL)** means a vertical plane at the street frontage of a property where a building can be constructed to. BTL controls are described as a percentage of the building street frontage that is constructed to this vertical plane, apart from private open space and windows located behind street frontage framing walls. For example a 100% BTL requires the building to be completely built to the street frontage vertical plane. An 80% BTL requires 80% of the building to be built to the street frontage vertical plane (e.g. 4 out of 5 levels or 2 bays 8m wide between a 4m recessed panel). A 50% BTL requires half of the building to be built to the street frontage vertical plane (e.g. In the case of a two-storey building, the ground floor could be built to the street alignment and the upper level set back from the street).

**Communal Open Space** means usable community open space for the recreation and relaxation of residents which is under the control of a body corporate.

**Contemporary Buildings** mean those that are generally (but not exclusively) post 1950 dwellings or infill development and may comprise buildings so altered over time that they are not characteristic of any particular building period.

**Development Application (DA)** means an application made under the Environmental Planning and Assessment Act 1979 for consent or permission to carry out development.



**Engineer** means a qualified civil or hydraulic engineer who is listed under the Institution of Engineers, Australia “National Professional Engineers Register” (NPER).

**Hydrology & Hydraulic hydrology** is the estimation of the runoff and flow rates of rainfall once on the ground. The term hydraulic refers to calculating the capacity or characteristics of flow control devices and conduits (pipes).

**Internal Plan Depth** means the horizontal cross-section dimension of a building or part of a building measured from the glass line on one side of a building to the glass line on the other side of a building. In the commercial centres it is generally measured from street front to the back. Where buildings or parts of buildings are oriented differently, the depth will be measured on that orientation. Where buildings or parts of building are a tower type, with windows on multiple sides, the internal plan depth will be measured on the shorter axis.

**Landscaped Area** means a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.

**On-site Detention (OSD)** means restricting the outflow of stormwater runoff from a site by draining collected surface flows from paved and roof areas through a storage detention system with an outflow control device.

**Period Building** is not a contemporary building and is a building which represents a historical period which is either substantially intact or with reversible alterations.

**Principal Living Area** means rooms with a high use including a lounge room, living room, dining room, kitchen, but not including bedrooms and non-habitable rooms such as laundries and bathrooms.

**Principal Open Space Area** means that portion of level open space utilised by, or most likely to be utilised by, occupants for rest and recreation. NB For the assessment of overshadowing impacts, if this area is not readily identifiable, an area adjacent to the dwelling with a minimum width of 3 metres, will be used for assessment purposes.

**Private Domain** refers to areas of the LGA which are owned and/or controlled by a private body, where public access and use may not be available. Public domain includes residential, commercial, industrial, private recreation and cultural buildings and areas, as well as through-site-links (e.g. private lanes and arcades). While access may be made open to the public, it can be denied to public.

**Probable Maximum Flood (PMF)** is calculated to be the maximum flood likely to occur.

**Public Domain** refers to areas of the LGA which are available for any member of the public. Public domain typically includes parks, public reserves, plazas, footpaths, streets, lanes and public right-of-ways. Public domain areas are typically owned and/or controlled by Marrickville Council, but can include private owned land with legal rights of access for the public.



**Stormwater Drainage Concept Plan (SDCP)** means a site plan of a development demonstrating the feasibility of the proposed drainage systems within the site and connection to Council's system. The plan must include existing and proposed ground and floor levels, show surface flow path treatment, any easements required, on-site detention storages as well as details and sizes of internal piped systems. All levels shown on the plan must be to Australian Height Datum (AHD).

**Streetscape** means street attributes being the combination of elements within a street which create the urban form of that street. It includes building forms and styles, landscaping, street furniture, street trees, pavements and fencing; and properties adjoining and adjacent on either side of the subject site, fronting the same street, and the corresponding range of properties opposite. In most instances it is appropriate to consider up to ten allotments on either side of the subject site. In effect, properties located in the immediate vicinity of the subject site form part of the streetscape context.

**Tree** means a perennial plant not less than 1 metre high with at least one self-supporting woody stem which is a plant of a species, variety or cultivar, any of the members of which, if permitted to grow to maturity, would generally have a height in excess of 3 metres.

**Window** includes a roof skylight, glass panel, glass brick, glass louvre, glazed sash, glazed door, translucent sheeting or other device which transmits natural light directly from outside a building to the room concerned.