



**Bayside Council**  
Serving Our Community

# **Rockdale Development Control Plan 2011**



# Amendment Schedule

Adopted: 4 May 2011

Effective: 5 December 2011

Amended as per table below

Amendment Number	Date of Adoption	Date of Effect	Description
2	5/6/2013	20/6/2013	Part 7.4 Ramsgate Beach Commercial Area Controls pertaining to <b>Ramsgate Beach commercial area</b>
1	6/2/2013	13/12/2013	Part 4.3 Landscape Planning and Design Part 5.1 Low and Medium Density Residential Controls for <b>Attached Dwellings</b> and <b>Semi-detached Dwellings</b>
3	15/10/2014	05/06/2015	Part 7.5 Rockdale Town Centre
4	13/12/2017	03/01/2018	Part 7.5.3 Rockdale Town Centre Controls pertaining to <b>591-597 Princes Highway, Rockdale</b>
5	14/03/2018	06/04/2018	Part 7.6 177 Russell Avenue, Dolls Point
6	12/12/2018	18/12/2018	Part 7.7 Arncliffe and Banksia
7	09/10/2019	23/10/2019	Part 7.7 Arncliffe and Banksia Controls pertaining to <b>2.2 Special Character Areas, 3.2 Public Domain and Open Space, 3.4 Through Site Links, 4.1 Building Setbacks, 4.3 Active Frontages</b>
8	10/02/2021	27/08/2021	Housekeeping amendment to ensure consistency with Bayside Local Environmental Plan 2021
9	22/06/2022	16/12/2022	Part 7.5 Rockdale Town Centre and Rockdale Interchange Site Amendments to support Amendment 2 to the Bayside Local Environmental Plan 2021

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part 1  
preliminary

## 1.1 Background

Former Rockdale Council has prepared this development control plan to ensure compliance with the Environmental Planning and Assessment Amendment (Infrastructure and Other Planning Reform) Act 2005.

## 1.2 Name of this DCP

This plan is called Rockdale Development Control Plan (DCP) 2011.

## 1.3 Purpose of this DCP

The purpose of this DCP is to:

- Communicate the planning, design and environmental objectives and controls against which Council will assess future Development Applications (DAs);
- Promote high quality urban design outcomes within the context of environmental, social and economic sustainability;
- Encourage innovative design with particular emphasis on the integration of buildings and landscaped areas that contribute to the character of neighbourhoods.

## 1.4 Application

This plan applies to all the land identified in Map 1 below: Land to which this DCP applies.

## 1.5 Commencement

This Plan was adopted by Council on 4 May 2011 and came into effect on 5 December 2011, the date of gazettal of Rockdale Local Environmental Plan 2011.



*Land to which this DCP applies*



## 1.6 Relationship to other Plans and Policies

Bayside Local Environmental Plan (LEP) 2021 applies to the land to which this DCP applies. Bayside LEP 2021 is a statutory instrument that sets out the land use zones and broad development controls for development within the Local Government Area, including controls for height, floor space ratio and heritage items.

This DCP contains detailed provisions and controls that supplement the provisions of the LEP. If there is any inconsistency between this DCP and the LEP, the LEP will prevail.

This DCP should also be read in conjunction with the following State policies and/or guidelines:

- Environmental Planning and Assessment Act 1979 (NSW) (as amended);
- Environmental Planning and Assessment Regulation 2000 (NSW) (as amended);
- Local Government Act 1993 (NSW) (as amended);
- Threatened Species Conservation Act 1995 (NSW) (as amended);
- Relevant State Environmental Planning Policies (SEPPs) and deemed SEPPs.

Certain types of development such as boarding houses, senior housing and affordable housing are covered by SEPPs. These types of development will be assessed against the relevant SEPP and Part 3, 4 and 5 of this DCP.

Part 1  
2  
3  
4

Basic information and controls essential for all types of developments



Part 5  
6  
7

A subsection or a combination of several subsections are required from these parts depending on the type and location of the proposed development.



Part 8

You may wish to obtain information on Council notification procedures for developments and plans.

## 1.7 How to Use this Plan

This Plan identifies objectives and design requirements for all aspects of development permissible under Council's LEP and comprises the following:

### Part 1 – Preliminary

This section explains the purpose of the DCP, its relationship to other plans and policies and where it applies.

### Part 2 – City Vision

This section explains the strategic framework of the LEP and DCP and Council's objectives for Bayside.

### Part 3 – Site Analysis

Site analysis assists applicants to determine the opportunities and constraints of a site prior to commencing design of a proposal. It also provides the means for Council to determine that the proposal will achieve desired outcomes for development. In order to gain Council approval, applicants need to demonstrate that they have fulfilled the relevant site analysis objectives.

## **Part 4 – General Principles for Development**

General principles apply to all sites regardless of the building type. Developments are required to fulfil the relevant requirements of all general principles.

## **Part 5 – Building Types**

Each section in Part 5 represents a specific building typology, of which there are five types in this DCP

- Low and medium density residential which includes detached dwellings, dual occupancies, ancillary dwellings and villas and townhouses. These buildings are low scale and typically are located in a residential setting.
- Residential flat buildings which are a form of higher density development upwards of three storeys in height, that are typically located in close proximity to facilities and services.
- Mixed use buildings which are designed for a range of uses and are typically located in shopping centres.
- Industrial development
- Highway commercial which is commercial development located outside of the main centres along the Princes Highway.

Part 5 contains controls for building size and location, building articulation and specific requirements that are relevant to a particular building type. Generally, applicants need only to refer to the type of development that is relevant to their proposal. However, for a development that includes different building types, applicants may need to refer to more than one development type. For example, a building that has retail on the ground floor and residential apartments on the upper levels would require compliance with the controls in the mixed use and residential flat building sections of Part 5.

## **Part 6 – Other Development**

This section contains provisions for certain types of development, such as signage and child care centres.

## **Part 7 – Special Precincts**

This section contains additional design requirements for certain places that require special consideration. Development in these areas is to be designed having regard to the provisions of Parts 4 and 5, and with emphasis on the additional design requirements of this Part.

## **Part 8 - Notifications**

This section provides information on Council notification procedures for development applications, draft LEP and DCP.

Any development application prepared in accordance with this Plan must address all relevant parts, including City Vision, Site analysis and the general and specific controls that apply to the development type.

### 1.8 Development Contributions

The Environmental Planning and Assessment Act 1979 authorises Council to levy contributions from developments towards the provision of public amenities and facilities within the City by the following means:

- section 7.11 contributions, or
- section 7.12 levies, and / or
- voluntary planning agreements

Any requirements for a development to make a section 7.11 contribution or pay a section 7.12 levy are set out in Council's approved development contributions plans, which specify the types of developments to which the contribution will apply, the amount of the contribution and the way in which the contribution will be used.

Council's Voluntary Planning Agreements Policy sets out the way in which Council will consider, accept and implement offers by applicants to provide public amenities and facilities through voluntary planning agreements.

### 1.9 Saving Provision

This plan applies to development applications lodged with Council following the gazettal of Bayside Local Environmental Plan 2021 (27 August 2021).

### 1.10 Repeal of Instruments

Rockdale Development Control Plan 2011 repeals the following DCPs, Codes and Policies:

## Part 1 Preliminary

### Development control plans

DCP 1	2-20 Princess St, Brighton	DCP 3	26B-34 Wolli Creek Rd Banksia
DCP 4	Lydham Hall	DCP 6	Kingsland Rd, Oriental & Godwin Streets, Bexley
DCP 8	Washington St and Harrow Rd Bexley	DCP 9	Land bounded by Fontainebleau, Meriel, Lawson & Brantwood Sts, Sans Souci
DCP 10	146-180 Stoney Creek Rd, Bexley	DCP 11	5-9 Trafalgar St, Brighton-Le-Sands
DCP 13	Meriel St, Fraters Ave, Dorrigo Lane & Southern Freeway, Sans Souci	DCP 14	Park & Rocky Point Rds, Selmon & Campbell Sts, Sans Souci
DCP 15	Industrial code	DCP 17	1-8 Cecil St & 30 Solander St, Monterey
DCP 18	Brighton Town Centre	DCP 19	81-85 Villiers St, Rockdale
DCP 22	69 Marshall St, Kogarah	DCP 27	Barclay Lounge
DCP 28	Requirements for access	DCP 29	Outdoor advertising
DCP 30	84 Wollongong Rd, Arncliffe	DCP 31	Child Care Centres
DCP 32	Ashton & Chandler Sts, Rockdale	DCP 33	158-164 Princes Hwy, Arncliffe
DCP 34	Villa and townhouse development	DCP 35	Residential flat buildings
DCP 36	Brothels	DCP 37	Land bounded by Bay, Chapel, Aboukir and Cairo Sts, Rockdale
DCP 38	44-52 Fraters Ave, Sans Souci	DCP 39	Dual occupancy and granny flat development
DCP 40	Housing for Older People and People with a Disability	DCP 41	7-9 Watkin St, Rockdale
DCP 42	Boarding houses, hostels and group homes	DCP 43	54-62 Fraters Ave, Sans Souci
DCP 44	Bexley Infants' School	DCP 45	Railway Precinct, Wolli Creek (Discovery Point)
DCP 46	Amusement centres	DCP 47	32, 32A & 34 Wolli Creek Rd, Banksia
DCP 49	Land bounded by Princes Hwy, Wolli Creek, SWSOOS & Thompson St, North Arncliffe	DCP 50	Community consultation in development decisions
DCP 52	Goods and signs on public places	DCP 53	Site Waste management and minimisation
DCP 55	Bryant and George Street, Rockdale	DCP 56	Dwelling House Development
DCP 57	Exempt and complying development	DCP 58	Arncliffe and Banksia town centres
DCP 59	10-12 Allen Street & 11-13 Ann Street, Arncliffe	DCP 60	Amendments to Residential Development controls
DCP 61	Amendment to Council's Development Control Plans	DCP 62	Wolli Creek Redevelopment Area
DCP 63	344 West Botany Street, Rockdale	DCP 64	213 Princes Highway and 4 Wardell Street, Arncliffe
DCP 65	5-25 Lusty Street, Wolli Creek	DCP 67	Crime Prevention Through Environmental Design (CPTED)
DCP 68	Bexley Town Centre	DCP 70	Tele-communications and Radio-communications
DCP 71	Landscape Design Principles and Guidelines	DCP 72	Mixed Use Premises
DCP 77	145 & 147 Russell Avenue, Dolls Point	DCP 78	Stormwater Management
DCP 80	Bonar Street Precinct	DCP 83	104-128 Princes Hwy, Arncliffe "EFCO Site"

**Codes and policies**

Carparking Provisions Relating to Restaurants	Demolition and Erection of Buildings Code
Drainage of Low Level Properties	Drainage Requirements for Single Unit Dwellings and Small Development
Enclosure of Balconies on Residential Flat Buildings	Erection of Pergolas/Vergolas in the Private Courtyard Area of Villas and Townhouses
Erection of Carports in Relation to Residential Flat Buildings	High Front and Side Return Fence Code
Interim Mixed Use Development Policy	Interim Parking Code
Interim Parking Policy	Parking & Loading Code
Pool & Spa Code	Parallel Parking in Front of Dwelling
Residential Amenity Improvement Strategy (RAIS)	Residential Subdivision Code
Rock and Stone Outcrops and Stone Fences	Subdivision of Dual Occupancy Developments
Tree Preservation Order	Vehicular Entrance Policy



part 2  
urban strategy

## Part 2 Urban Strategy

### Introduction

This DCP, in conjunction with Bayside LEP 2021 and the City Plan, provides detailed controls and guidelines for future development to achieve Council's objectives for the City.



Enhance the City's primary centres of **Rockdale and Brighton Le Sands** to create vibrant centres with improved linkage along Bay Street.

Concentrate future development around the City's existing **villages and local centres**, improving their vibrancy and character through an increase in the local residential population, and reducing the need to travel



Protect and utilise the City's natural resources in the three **open space corridors** which run through the City, to improve recreational opportunities, foster biodiversity, and add to the character of the City.

Ensure that all aspects of development within the City are of a high **design quality**, creating a more attractive and liveable urban environment.







Foster the growth of the emerging town centre at **Wolli Creek** which will accommodate much of the City's future population growth, and form a northern gateway to the City.

Encourage revitalisation of the **Princes Highway Corridor** to improve employment opportunities and present a more attractive image along this prominent vehicle route through the City.



Improve the City's **sustainable transport** network to encourage alternative transport modes and provide better access to the City's attractions.

Protect and enhance the **residential character** of the City's suburbs and neighbourhoods, to ensure they remain pleasant and amenable.



### Quality of Life

- Provide an attractive and comfortable urban environment that is safe and has a friendly ambience.
- Ensure services and facilities are readily accessible to a broad range of people.

### Quality of Development

- Ensure new development is of a high design standard which responds to and enriches the existing built environment.
- Enhance the image of Rockdale and encourage pride in the city.

### Sustainability

- Reduce the environmental impact of all new development.
- Ensure the implementation of best practice sustainability principles.

### Heritage

- Conserve the indigenous and non indigenous cultural heritage of the City.

### Range of Housing Choice

- Facilitate the provision of a range of housing choice within the city, catering for a diverse community.
- Ensure that housing provided is of a high amenity and design quality.

### Economic Prosperity

- Encourage growth of retail and commercial space within existing commercial centres.
- Ensure that retail and commercial space provided within new development is of a high quality, able to attract businesses and add to the vibrancy of the City's centres.
- Encourage mixed use development within existing commercial centres to provide housing density close to services and providing greater activity within the centres.
- Ensure that new development maintains the retail and commercial activity required for thriving centres and allows for future needs and expansion of the retail role of the centres.

part 3  
site analysis

### Introduction

The design process begins with site analysis to identify and interpret the key features of the site and its surrounds. Site analysis is used to assess how future dwellings will relate to the immediate surroundings and to each other to produce a design that will minimise negative impacts on adjoining developments and the neighbourhood.

Site analysis involves drawing a plan to show the key characteristics of the site and neighbouring properties and the site's relationship to the neighbourhood and the street. An explanatory statement which explains how the applicant's design responds to the site analysis plan accompanies the plan. The level of detail required for a site analysis plan and explanatory statement depends on the scale and nature of the proposed development. The explanatory statement may be provided as a part of the Statement of Environmental Effects (SEE).

### Objectives

- A. To ensure site layout and building design considers existing characteristics, opportunities and constraints of the site and its surroundings.
- B. To ensure new development fits into the surrounding environment and pattern of development by responding to:
  - a. urban form
  - b. local topography and landscape
  - c. view corridors
  - d. surrounding neighbourhood character and streetscape, and
  - e. the local street and pedestrian networks.

### Controls

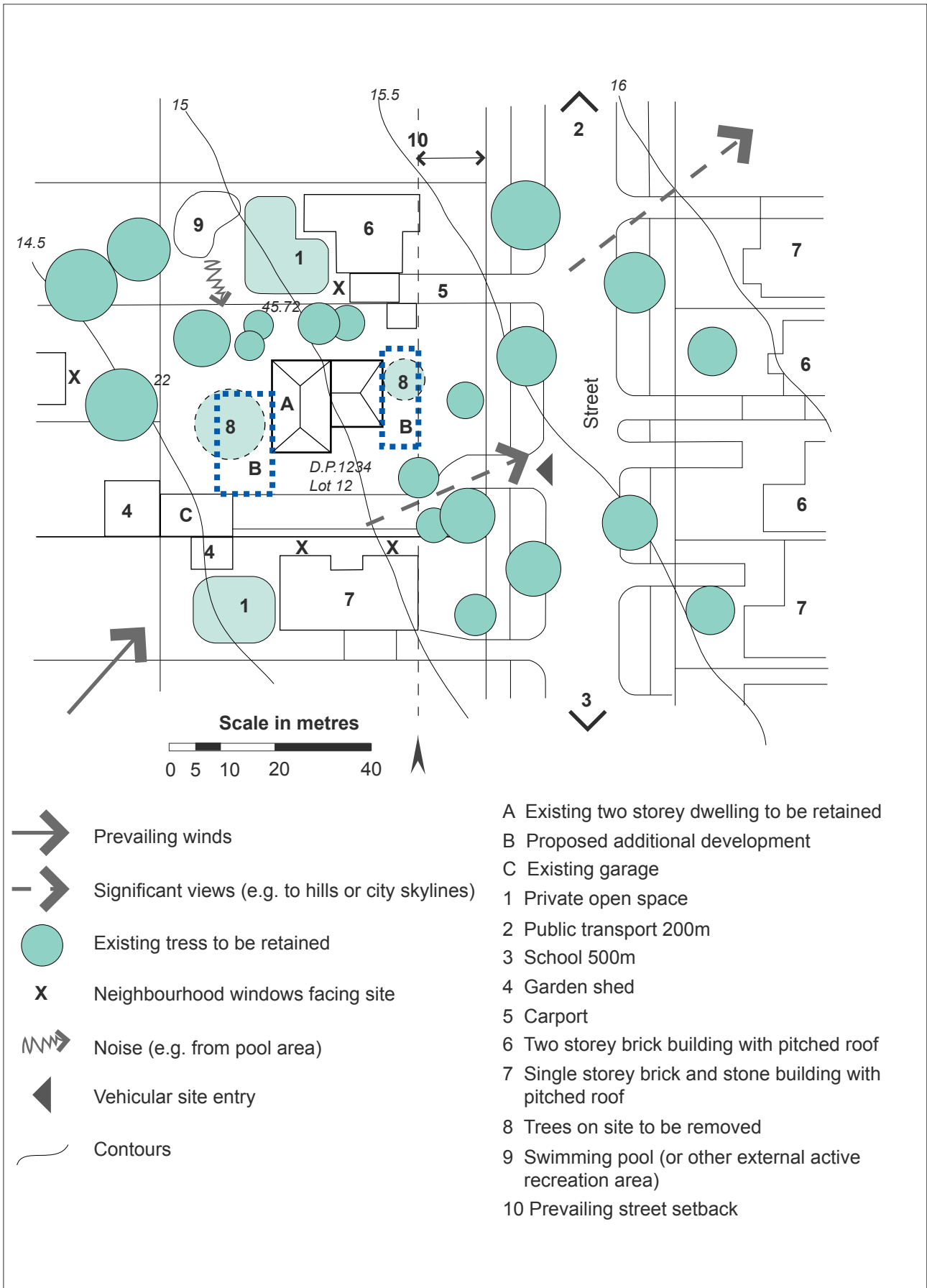
1. The Site Analysis Plan is to be drawn to a scale of either 1:100 or 1:200 and must include the following information.

**With regard to the site:**

- a. the legal description of the site, including the lot and DP number
- b. site dimensions and site area;
- c. spot levels, contours and north point;
- d. location of easements for drainage and services;
- e. location of existing vegetation, including the height and spread of established trees;
- f. location of buildings and other structures;
- g. heritage features, including archaeology;
- h. orientation, micro climates and significant noise sources;
- i. views to and from the site;
- j. pedestrian and vehicle access;
- k. identification of previous use and any contaminated soils or filled areas;
- l. location of fences, boundaries and any other notable features (natural or historical);
- m. prevailing winds;
- n. natural drainage;
- o. indicative footprint of the proposed buildings; and
- p. overshadowing of the site by neighbouring structures.

### With regard to the land surrounding the site:

- q. the location, height and use of buildings (including location of any facing doors and windows) and out-buildings on adjoining properties;
- r. abutting secluded private open spaces and living room windows that have outlooks towards the site, particularly those within 9 metres of the site;
- s. the heritage significance of surrounding buildings and landscape;
- t. characteristics of any adjacent public open space;
- u. location and height of walls built to the site's boundary;
- v. views and solar access enjoyed by adjacent residents;
- w. major trees on adjacent properties, particularly those within 9 metres of the site;
- x. street frontage features such as poles, street trees, kerb crossings, bus stops and other services;
- y. directions and distances to local shops, schools, public transport, parks and community facilities;
- z. identify adjacent or nearby parkland, bushland and wetlands; including potential wildlife corridors;
- aa. the difference in levels between the subject land and adjacent properties at their boundaries;
- ab. location of neighbouring solar roof panels (if any);
- ac. significant street landscaping;
- ad. typical roof form of adjacent and nearby buildings; and
- ae. front setback treatment, fencing and front garden characteristics.



Example of a site analysis plan





part**4**  
general principles  
for development

## Part 4 General Principles for development

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4.6 CAR PARKING, ACCESS AND MOVEMENT	79
4.7 SITE FACILITIES	87

### Introduction

General principles apply to all sites to which this DCP applies- regardless of the type of development. Developments are required to fulfil the relevant requirements of all general principles.

The general principles in Part 4 comprise three elements.

- an explanation of the topic
- a set of objectives; and
- a set of controls

The explanation for each topic provides background information on why the topic is important and how it is relevant to planning and design. The explanation will help to determine in what ways the general controls should be applied to development.

The objectives for each topic describe the outcomes that proposed developments are required to achieve. In order to gain Council approval, developments need to demonstrate that they have fulfilled the relevant objectives for each topic.

The controls specify ways in which a development proposal can meet the objectives for the topic. Development proposals are required to address all relevant controls.

# 4.1

## site planning

# Part 4 General Principles for Development

## 4.1 Site Planning

### 4.1.1 Views and Vistas

#### Explanation



Bayside forms the backdrop to Botany Bay and the foreshores of the Cooks River. The ridgelines and higher points within the municipality were amongst the earliest parts of the City to be developed. Typically, prominent buildings such as churches and grand mansions, were located on these high points and today they still form distinctive landmarks within the City. More recent development at Brighton Le Sands and Wollie Creek has seen the creation of new landmark buildings on the shores of the bay and Cooks River.



There are many significant natural features, heritage items and buildings in the City that contribute to its identity. The preservation, and wherever possible, enhancement of public views of these assets helps to maintain legibility and allows an interpretation of the City's landscape and cultural features.

“View sharing” concerns the equitable distribution of views between properties. View sharing also needs to be considered in site planning and building design.



#### Objectives

- A. To maintain and enhance existing views to and from the Cooks River and Botany Bay
- B. To protect significant view corridors to landmarks and heritage items that contribute to a sense of place
- C. To ensure the appearance of development at highly visible sites complements the character of the area and its skyline
- D. To encourage view sharing as a means of ensuring equitable access to views from neighbouring properties
- E. To provide additional views and vistas from streets and other public spaces where opportunities arise |

*Views to Botany Bay from the Forest Road ridgeline*

#### Controls

1. Development must consider any significant views to, from and across the site.





*View of the CBD from Arncliffe*



*Views of the Novotel, Botany Bay and the CBD from Cook Park*



*View of church steeples located on Forest Road ridgeline*



*View of St Francis Xavier Church from Banksia*

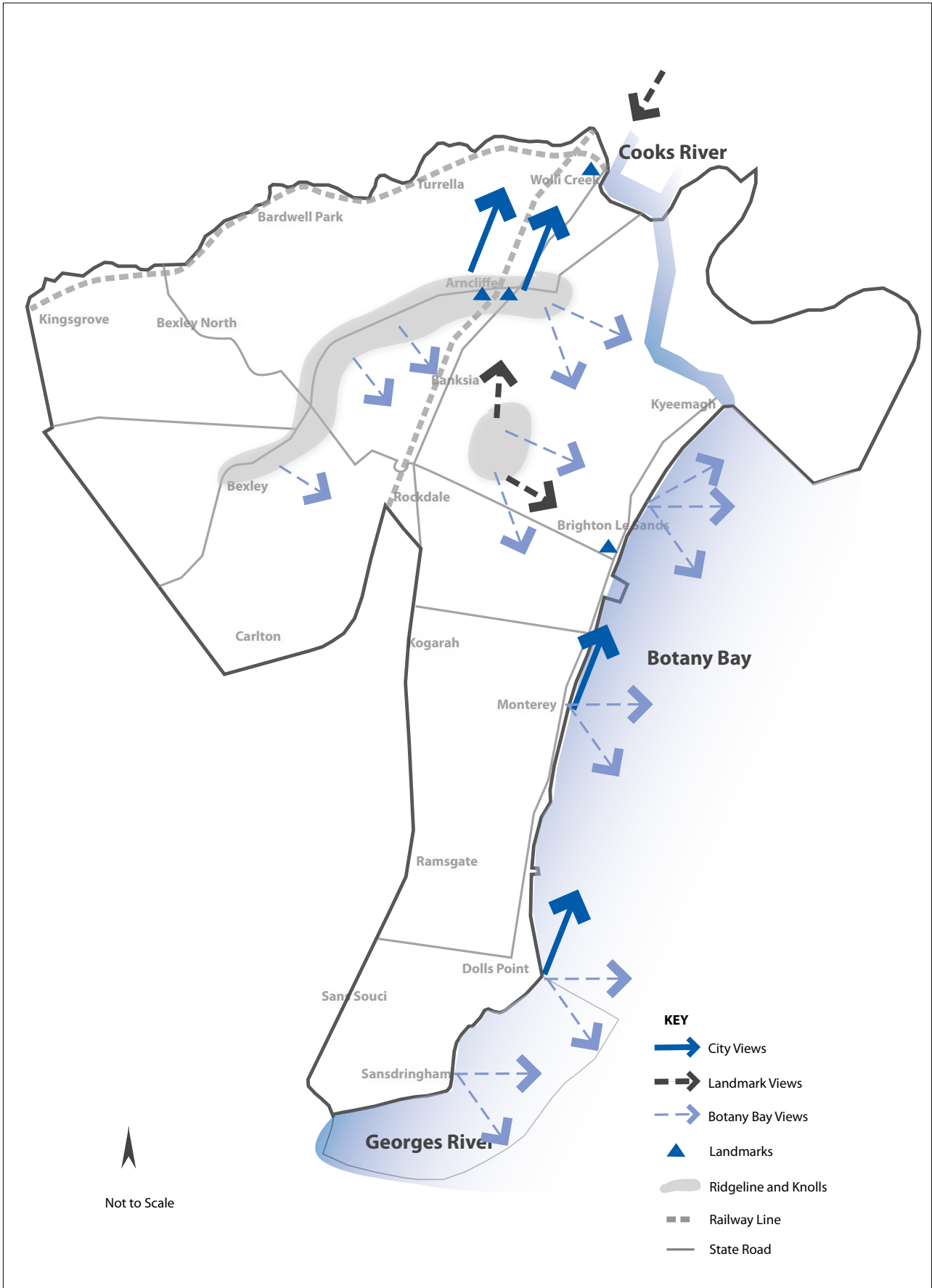
2. Development must retain existing views to Botany Bay, and where possible enhance views through site planning and building design.
3. Development on highly visible sites, such as ridgelines, must be carefully designed so that it complements the character of the area and its skyline.
4. View corridors to landmarks and significant heritage items must be protected where possible. Applicants may be required to prepare photo montages of the proposed development to illustrate the impact on views.
5. Building forms and setbacks permit views from public streets and open spaces. In particular, views from public open spaces to the bay and district are preserved.
6. Roof forms on the low side of streets are well articulated to allow public views and add interest to the scenic outlook. Large, flat expansive roofs with vents, air conditioning units and similar structures are inappropriate.
7. Building forms enable a sharing of views with surrounding residences, particularly from the main habitable rooms of surrounding residences.



*Expansive views of the Bay from Cook Park*

# Part 4 General Principles for Development

## 4.1 Site Planning



Significant views in the City

### 4.1.2 Heritage Conservation

#### Explanation



*Toomevara Market Garden,  
Kogarah*

Bayside Council supports the conservation of significant buildings, landscape elements and special places within the City that contribute to its heritage significance.

Bayside is significant for providing evidence of its prior occupation by the Cadigal, the Biddegall and the Kameygal clans of the Eora nation whose travel routes, food sources and settlement patterns were influenced by the landscape in terms of the river and coastal systems.

Bayside is significant for providing evidence of the history and pattern of development when it was a fringe area of Sydney, particularly the evidence of development prior to small lot subdivision.



*Stotts Reserve, Bardwell Park*

Bayside is significant for its rocky terrain as evidenced in its rocky outcrops, cuttings, quarry faces and for the use of stone in fences and retaining walls, house foundations and cottages.

Bayside is significant for its natural features such as the beach and foreshore, Cooks River and Wolli Creek; and the remnant bushland and wetlands.

Bayside is significant for areas of consistent scale and character from a particular period which provide good examples of such development in the Sydney region.



*Kings Wetland*

Bayside LEP 2021 contains controls relating to the conservation of heritage items and areas, including development incentives for heritage items. This plan supplements the provisions of LEP 2021 and it also provides controls for development adjacent to or near heritage items. These documents aim to ensure that the significant elements of Bayside's past are appropriately managed and respected by new development. Heritage conservation does not preclude change but rather responds to different constraints and opportunities.

For a detailed list of all heritage items in the refer to Bayside LEP 2021.

#### Objectives

- A. To ensure that new development respects the natural and built heritage significance of Bayside
- B. To conserve heritage items, including significant fabric, their curtilage and settings
- C. To ensure new development does not have an adverse impact upon the heritage significance of heritage items
- D. To encourage the reconstruction of heritage items that have been unsympathetically altered, including reinstatement of missing elements
- E. To ensure there is a sympathetic relationship between new built form and the historic streetscape in which a heritage item is located



*Vice regal picnic party, Lady  
Robinson's Beach 1875*

## Part 4 General Principles for Development

### 4.1 Site Planning

*Example showing retention of original detailing on a Victorian house on Godfrey Street, Banksia*



*Example showing detail on Federation house, Oakura Street Rockdale*



## Controls

### Requirement for Heritage Reports

1. A heritage impact statement prepared by a suitably qualified heritage consultant must be submitted with the lodgement of a development application that seeks consent for development of a heritage item that:
  - a. demolishes or alters the building or work or its setting, or
  - b. damages or moves the tree, or
  - c. erects a building on the land that comprises the place, or
  - d. subdivides the land on which the building, work, relic or tree is situated or that comprises the place.
2. A heritage impact statement may be required for development adjacent to or within the vicinity of a heritage item.



3. If a conservation management plan or a heritage impact statement identifies the potential for significant archaeology then an archaeological assessment report may be required. The assessment must identify the archaeological opportunities and constraints for the proposed development.

#### Development of Heritage Items

4. Any proposed development must conserve the setting of the heritage item and the significant views to and from the heritage item.
5. Development of a heritage item must ensure that the scale, form, materials, finishes and fenestration of the new work does not have a negative impact upon the heritage significance of the item.
6. Additions to a built heritage item must be located at the rear. Additions or alterations to the front are not permitted unless for the purpose of restoration or reconstruction.
7. Two storey additions to a single storey heritage item must be in the form of a pavilion or an extension at the rear which is not highly visible from the public domain. Second storey additions to the principal building form are not permitted; however rooms in the roof with rear facing dormer windows appropriate to the building style may be acceptable.
8. Original verandah roof forms must be maintained. Where the roof of a building is to be replaced it must be done using the same material and the separation between the main roof and any verandah roofs must be maintained.
9. Original face brick work or stone must not be rendered or painted.
10. Original finishes and materials must be retained. Some examples of original materials are: tessellated tiles on paths and verandah floors; front stair riser tiles; tuck pointed brickwork; rock-faced sandstone foundation walls; quoins with vermiculation; gable ends decorated with timber battens and shingles; timber or iron valences, posts, brackets and balustrades; slate roof tiles; terracotta Marseille roof tiles; leadlight glazing; spear headed iron picket fences.
11. Reconstruction must only be undertaken where physical and/or documentary evidence provides adequate information regarding the original building detail.
12. Development of a heritage item must conserve original landscape features of significance such as original fences, sandstone retaining walls and sandstone walls. The original level of front yards must not be raised to the same height as the front verandah.
13. Where off street car parking is required elsewhere in this plan it may not be a requirement if the property is a heritage item and the provision of parking would have a detrimental impact upon the significance of the item.
14. New garages are to be located behind the rear building line of the principal building form.
15. Satellite dishes, air conditioning units, solar collectors and water



*Example showing original separate verandah roof retained, Gibbs Street, Banksia*



*Example of a consistent streetscape of single storey houses, Brighton Street, Brighton Le Sands*

## Part 4 General Principles for Development

### 4.1 Site Planning

tanks must be located so as not to be visible from the public domain.

16. If an archaeological assessment identifies the potential for significant archaeology then the applicant must comply with the provisions of the Heritage Act 1977 and the National Parks and Wildlife Act 1974. The opportunities and constraints identified in the assessment must then inform the proposed development.

#### Development in the Vicinity of Heritage Items

17. Any proposed development located adjacent to or nearby a heritage item must not have an adverse impact on the heritage item including its setting and curtilage.
18. Development adjacent to a heritage item must be designed:
  - a. to be of a similar scale and proportion so that the item or place of heritage significance is not dominated or overwhelmed, and
  - b. to pay particular attention to the design elements such as the style and pitch of roofs, parapet walls, proportions of window and door openings and external materials and colours.
19. Where new development is proposed adjacent to a heritage item in a street of buildings similar to the heritage item, then the new development must maintain the historic streetscape pattern.

#### **Further Information:**

*For development which may have an impact on Indigenous heritage, consultation and negotiation with Indigenous stakeholders is important in addressing Indigenous heritage issues. Refer to Ask First: A guide to respecting Indigenous heritage places and values, published by Australian Heritage Commission.*

#### 4.1.3 Water Management

##### Explanation

**Bayside** is an older urban area that had much of its stormwater infrastructure constructed nearly 100 years ago. The early pipe designs conveyed relatively small frequent storms from the low density development of the day. With increasing development and impervious areas there are less opportunities for infiltration which results in increased runoff and reasonably frequent overland flows.

Council requires onsite stormwater retention as its principal method of reducing flows and flooding throughout the **Bayside** area. Retention aims to retain stormwater on the site through the permanent storage of roof or surface water runoff and through the use of absorption pits. Rainwater tanks are used to reduce these adverse impacts for all developments and for all areas. Absorption pits are used on sites that have typically sandy soils with medium to high permeability rates. Where sites are unsuitable for absorption, or for certain types of development, these adverse impacts are controlled through on-site detention.

As well as conserving the quantity of water, it must also be protected. This section also provides direction as to how water can be managed to improve the natural environment by the incorporation of Water Sensitive Urban Design (WSUD) principles.

For details of design criteria and standards, refer to Technical Specification – Stormwater Management.

##### Objectives

- A. To ensure development has minimal impacts on the natural water cycle and the environment, including natural water systems, water quality and surface/ground water flow regimes
- B. To ensure development has minimal impacts on Council's existing drainage network
- C. To minimise run-off volumes and discharge rates from new developments to reduce stormwater drainage flows and flood risk in urban area
- D. To ensure the safety of people in flood risk areas and limit the potential damage to property and infrastructure
- E. To manage continuing flood risk and cumulative impacts of developments
- F. To reduce the development's reliance on mains supplied water and encourage more efficient use of water
- G. To encourage water conservation and reuse through the provision of water reuse facilities, conservation practices, recycling and groundwater recharge
- H. To minimise pollution from the development during and after construction

## Part 4 General Principles for Development

### 4.1 Site Planning

#### Controls

##### Stormwater Management

1. Development must comply with former Rockdale Council's Technical Specification – Stormwater Management which provides detail of drainage requirements for different development types. Consultation with Council is recommended.
2. Water Sensitive Urban Design (WSUD) principles are to be incorporated into the design of stormwater drainage, on-site retention and detention and landscaping and in the design of development.

##### Flood Risk Management

3. Development must comply with former Rockdale Council's – Flood Management Policy which provides guidelines of controlling developments in different flood risk areas. It should be read in conjunction with the NSW Government's 'Floodplain Development Manual 2005'.
4. The filling of land up to the 1:100 Average Recurrence Interval (ARI) flood level (or flood storage area if determined) is not permitted, unless specifically directed by Council in very special and limited locations. Filling of land above the 1:100 ARI up to the Probable Maximum Flood (PMF) (or in flood fringe) is discouraged however it will be considered providing it does not adversely impact upon flood behaviour.
5. Development should not adversely increase the potential flood affectation on other development or properties, either individually or in combination with the cumulative impact of similar developments likely to occur within the same catchment.
6. The impact of flooding and flood liability is to be managed, to ensure the development does not divert the flood waters, nor interfere with flood water storage or the natural functions of waterways. It must not adversely impact upon flood behaviour.
7. A flood refuge may be required to provide an area for occupants to escape to for developments where occupants require a higher standard of care. Flood refuges may also be required where there is a large difference between the PMF and the 1 in 100 year flood level that may place occupants at severe risk if they remain within the building during large flood events.

##### Water Conservation

8. Residential development is to demonstrate compliance with the Building Sustainability Index (BASIX).
9. All new commercial and industrial development is to demonstrate the measures proposed, using water sensitive urban design principles to reduce water consumption.
  - a. Development is to include provisions for the retention and reuse of stormwater for non-potable purposes, and consideration should be given to dual reticulation for non potable water use

such as the irrigation of landscaped areas, car washing, toilet flushing, cooling tower.

- b. Water efficient appliances and devices must meet the minimum standards defined by the Water Efficiency Labelling and Standards (WELS) Scheme and be detailed on plans. The minimum standards are:
  - 4 star taps and 3 star shower head roses;
  - 4 star dual flush toilets; and
  - 3 star urinals.

#### Water Quality

10. Measures to control pollutants in stormwater discharge from development sites are to be included in any development. Refer to Council's Technical Specification - Stormwater Management for details of design criteria for pollutant control.
11. Runoff entering directly to waterways or bushland is to be treated to reduce erosion and sedimentation, nutrient and seed dispersal.

#### Groundwater Protection

12. Operating practices and technology must be employed to prevent contamination of groundwater.
13. Development which has high potential risk to groundwater, e.g. development in the Botany Sands Aquifer must submit a geotechnical report to address how possible impacts on groundwater are minimised.
14. Certain types of development in areas subject to the Botany Sands Aquifer may be considered as Integrated Development and must be referred to the relevant State Government Authority.

#### **Further Information:**

*Area of the Botany Sands Acquirer of Botany Bay is identified in Council's Technical Specifications - Stormwater Management*

*Groundwater Management Handbook by Sydney Coastal Council Group*

*Sydney Water website regarding water wise products: [www.sydneywater.com.au/Water4Life/WaterWiseProducts.cfm](http://www.sydneywater.com.au/Water4Life/WaterWiseProducts.cfm)*

*Water Sensitive Urban Design in the Sydney region website: [www.wsud.org](http://www.wsud.org)*

## Part 4 General Principles for Development

### 4.1 Site Planning

#### 4.1.4 Soil Management

##### Explanation

The scale of development in Bayside and its close proximity to Botany Bay and other waterways means that there is the potential for sediment to be washed into waterways. Planning in advance and using simple control measures will reduce this impact.

##### Objectives

- A. To protect the environmental quality of waterways
- B. To reduce erosion hazard and prevent soil, building material and pollutants leaving the site and entering waterways
- C. To prevent reduction in the hydraulic capacity of drainage systems

##### Controls

1. Development must minimise any soil loss from the site to reduce impacts of sedimentation on waterways.
2. Development that involves site disturbance is to provide an erosion and sediment control plan which details the proposed method of soil management and its implementation. Such details are to be in accordance with The Blue Book - *Managing Urban Stormwater: Soils & Construction* by Landcom.
3. Development is to minimise site disturbance, including impacts on vegetation and significant trees and the need for cut and fill.

**Further Information:**

*Planning for Erosion and Sediment Control on Single Residential Allotments*  
- 1st Edition available at Landcom's website: <http://www.landcom.com/whats-new/publications-reports/the-blue-book.aspx>

#### 4.1.5 Contaminated Land

##### Explanation

Council is required to consider the suitability of a site for development including any potential risk to health and the environment. Sites may be contaminated due to existing and former land uses and imported site fill. In low-lying areas, migration of contaminants over site boundaries may have occurred through ground water movement or surface runoff..

##### Objectives

- A. To ensure the development of contaminated and potentially contaminated land is undertaken in a responsible manner according to the Environment Protection Authority requirements.

##### Controls

1. Development on land that is or has previously been used for a purpose which is likely to have contaminated the site is to follow the procedures and guidelines contained in State Environmental Planning Policy 55 – Remediation of Land.

## Part 4 General Principles for Development

### 4.1 Site Planning

#### 4.1.6 Development on Sloping Sites

##### Explanation

Site excavation and filling should be minimised so as not to affect the ecology of the site and to minimise excessive stormwater runoff. Building form should generally be stepped in accordance with the slope of the land to minimise these environmental impacts and the amenity impacts on adjoining neighbours.

##### Objectives

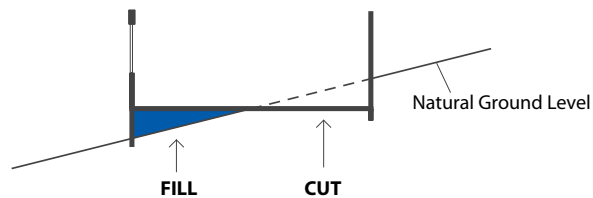
- A. To limit site excavation and minimise cut and fill to ensure that building form relates to topography
- B. To protect the amenity of adjoining properties

##### Controls

1. The building footprint is designed to minimise cut and fill by allowing the building mass to step in accordance with the slope of the land.
2. To minimise cut and fill on sloping sites and to encourage good quality internal environments, any habitable room of a dwelling must have at least one external wall entirely above existing ground level.



*Medium density development responds to topography*



*Development is to minimise cut and fill on sloping sites*  
**Fill = Cut**



### 4.1.7 Tree Preservation

#### Explanation

Council recognises the aesthetic, environmental and financial benefits of urban trees. Trees can:

- create a 'sense of place' and provide a distinctive character to an area
- visually soften hard surfacing of the built environment and screen undesirable sights
- help enrich the environment through seasonal variations of foliage colour and floral displays
- reflect cultural preferences and particular architectural and historical periods of an areas development.
- provide habitat for birds, possums, insects and other native animals
- help absorb water and reduce the volume of water run-off entering watercourses and Botany Bay
- reduce ultra-violet radiation and reduce heat energy absorption from surfaces such as bitumen or concrete areas
- keep summer temperatures lower and reduce the need for energy consuming air conditioners
- absorb carbon dioxide, entrap airborne pollutants and return oxygen back to the atmosphere
- provide shade to residents and pedestrian using public footpaths.
- enhance economic land value
- stabilise soils, contributing to healthy soil structure and reducing soil erosion.



*Trees in the City's natural areas*



*Significant street trees enhance amenity*

#### Objective

- A. To ensure the existing urban forest amenity within the Bayside Council area is maintained and preserved.

#### Controls

1. Council consent is required to undertake tree work including removing, pruning, cutting down, lopping, and ringbarking of any tree if the tree:
  - is more than 3 metres tall, or
  - has a circumference in excess of 300mm at a height of 1 metre above the ground.
2. Council consent can be granted either by way of development consent or by a permit.

## Part 4 General Principles for Development

### 4.1 Site Planning

3. You do not need Council's consent to cut down or prune a tree if:
  - a. The tree is no higher than 3 metres and has a girth of no more than 300 mm at a height of 1 metre above the ground
  - b. The tree is, in Council's opinion, dying or dead or has become dangerous. (If such a tree is cut down or pruned without Council's consent, you may have to satisfy Council that the tree was dying or dead or had become dangerous).
  - c. The tree is a species declared to be a noxious weed under the Noxious Weeds Act 1993
  - d. The tree is one of the following non-native trees: Angel's trumpet (*Datura suaveolens*), Coral tree (*Erythrina indica*), Lombardy poplar (*Populus nigra italica*), Rubber tree (*Ficus elastica*), Tree of heaven (*Ailanthus altissima*).
  - e. The tree is a fruit tree which may be affected by fruit fly, as identified in the Plant Diseases Act 1924.
4. Existing significant trees and vegetation are incorporated into proposed landscape treatment. An arborist report may be required for a development that impacts on the health of significant trees.
5. Building setbacks preserve existing significant trees and vegetation and allow for new planting. Where significant mature trees and vegetation are to be retained, buildings are located at least 3.0m from the base of the tree to minimise root damage.

### 4.1.8 Biodiversity

#### Explanation



Bardwell Valley

The amount of land that sustains native plants and animals in the Bayside has been progressively reduced since European settlement. However, and despite being heavily urbanised, the Bayside has important remnant bushland and wetland areas that sustain endangered ecological communities and vulnerable or endangered flora and fauna. Indigenous, native and cultural vegetation within public and private lands also contributes to Bayside's biodiversity.

#### Objective

- A. To sustain and enhance biodiversity through the protection and conservation of locally occurring flora and fauna, the environment they live in and the way they interact.



Hawthorne Street

#### Controls

1. Development is to be sited and designed to minimise and preferably avoid the impact on indigenous flora and fauna on the development site or on land adjacent to it.
2. The planting of indigenous plant species is encouraged (for list of suitable species, refer to Council's Technical Specification - Landscape.)
3. Development abutting bushland, creeklines or wetland areas is to utilise local indigenous plant species to protect bushland and wildlife corridors, particularly those areas identified in Rockdale Bio-Links Study.
4. Council may require the submission of a Statement of Flora/ Fauna Impact (SFFI) for development in or adjacent to bushland or wetlands with respect to the impact on biodiversity.
5. Where development is to occur adjacent to the location of threatened species and endangered ecological communities, Council will undertake an "Assessment of Significance". If there is likely to be a significant impact on threatened species or endangered ecological communities, the applicant will be required to prepare a Species Impact Statement.



Scarborough Ponds

#### Further Information

*Rockdale Bio-Links Study by Australian Wetlands, 2007*

*Wildlife Friendly Landscape Design Guidelines by Australian Wetlands 2008*

*Rockdale Biodiversity Strategy available on Council's website: <http://www.rockdale.nsw.gov.au/pages/pdf/AboutCouncil/Biodiversity-Strategy.pdf>*

*Website regarding threatened species profile: <http://www.threatenedspecies.environment.nsw.gov.au/tsprofile/index.aspx>*

## Part 4 General Principles for Development

### 4.1 Site Planning

#### 4.1.9 Lot size and Site Consolidation

##### Explanation

Higher density development types typically require greater lot sizes to achieve efficient use of the land and high quality environmental and public domain outcomes. In addition, development should not leave a legacy of an isolated site that cannot achieve its development potential under the planning controls.

##### Objectives

- A. To promote the efficient use of land
- B. To encourage where necessary the amalgamation of land parcels into larger development sites for medium and high density developments
- C. To ensure allotment size is sufficient for development and associated provision of landscaping, parking, vehicular and pedestrian access
- D. To maintain amenity in relation to overshadowing, privacy and views by having sensitive layout of buildings
- E. To ensure surrounding sites can be economically developed

##### Controls

##### Lot Size and Minimum Site Frontage

1. The development must satisfy the relevant minimum lot size and minimum site frontage requirements specified below:

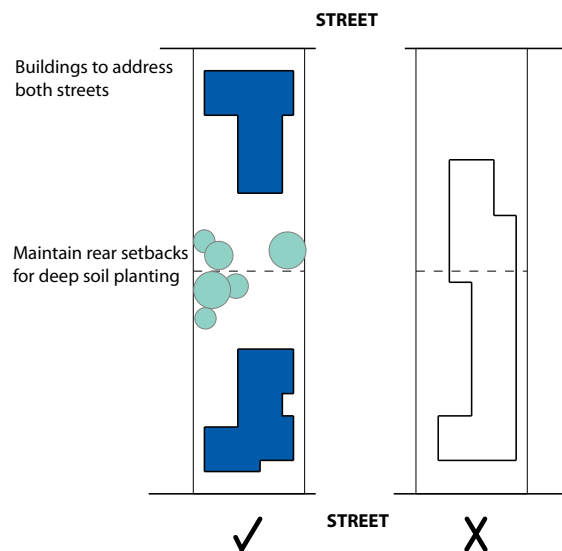
##### **Low and medium density residential**

- a. For dwelling house development, a minimum lot size of 450m<sup>2</sup> and a minimum width of 15m at the front building alignment is required. However, a dwelling house may be erected on:
  - a parcel of land which existed as a separate parcel on 30 March 1973; or
  - an allotment of land having frontage to Xenia Avenue, Carlton, or the southwestern side of Fleet Street, Carlton, which has an area of not less than 340m<sup>2</sup> or a width of not less than 12m at the front alignment of the building; or
  - an allotment of land having frontage to the southwestern side of Caledonian Street, Bexley, between Park Avenue and Harrow Road, Bexley, or to the northwestern side of Watkin Street, Bexley, between Park Avenue and Harrow Road, Bexley, (excluding lots 41 and 42 in DP 531156) which has an area of not less than 230m<sup>2</sup> or a width of not less than 6m at the front alignment of the building.
- b. For dual occupancy development, a minimum lot size of 700m<sup>2</sup> and a minimum site frontage of 15m is required.

- c. There is no minimum lot size requirement for secondary dwellings.
- d. For multi dwelling housing, a minimum site frontage of 18m is required, unless the site fronts a classified road, in which case, the width is to be a minimum of 27m.

### Residential flat buildings

- e. A minimum lot width of 24m at the street frontage is required for residential flat buildings.
- f. Where a group of allotments is proposed to be developed for the purpose of residential flat buildings, those allotments should share a common road frontage. If 'end to end' amalgamation occurs, the building setbacks and building footprint will be considered as if they were separate sites. Refer to the following diagram.



### Mixed use

- g. For all development of 4 storeys or greater, a minimum frontage width of 18m is required.

### Industrial

- h. For industrial buildings, a minimum lot size of 840m<sup>2</sup> and a minimum site frontage of 18m is required.

### Child care centres

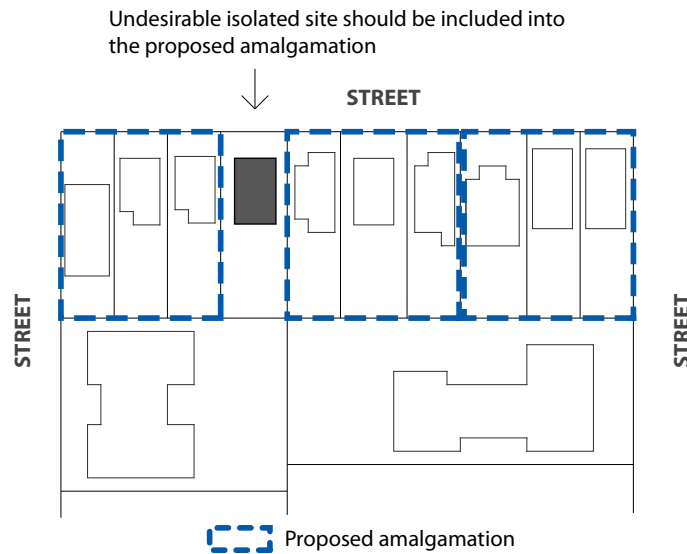
- i. Sites other than corner sites need to have a minimum allotment width of 18m. The minimum dimensions (width or depth) of corner sites are 15m.

### Avoidance of Isolated Sites

## Part 4 General Principles for Development

### 4.1 Site Planning

2. Developers must satisfy Council that adjoining parcels not included in their development site are capable of being economically developed.



3. The development of existing isolated sites is not to detract from the character of the streetscape and is to achieve a satisfactory level of residential amenity for its occupants. Development of existing isolated sites may not achieve the maximum potential, particularly height and floor space ratio and will be assessed on merit.

# 4.2

## streetscape and site context

# Part 4 General Principles for Development

## 4.2 Streetscape and Site Context



*Period house contributes to the character of the street through materials, roof pitch and landscaped setback*

### Explanation

Streetscape is the interrelationship between buildings, the public domain including the road and footpath, landscape elements and vegetation. Streetscape character helps to define local amenity and identity. As neighbourhood character can vary from street to street, new development should recognise predominant streetscape qualities, such as building form and front setbacks, scale, materials and colour to ensure a cohesive streetscape character.

The creation of attractive and safe street environments can foster the use of streets as places for social interaction and encourage pedestrian rather than motorised activity.

### Objectives

- A. To ensure new development responds to, reinforces and sensitively relates to the spatial characteristics and legibility of the existing urban environment.
- B. To ensure development responds to predominant streetscape qualities
- C. To ensure development conserves or enhances items and areas of special architectural, landscape or cultural interest, including rocky outcrops and sandstone retaining walls
- D. To ensure a safe environment by promoting crime prevention through environmental design
- E. To ensure fences complement and conserve the visual character of the street and neighbourhood
- F. To encourage the intergration of transport services into the streetscape and public domain

### Controls

#### Site Context

1. Development is to respond and sensitively relate to the broader urban context including topography, block patterns and subdivision, street alignments, landscape, views and the patterns of development within the area.
2. Development adjoining land use zone boundaries should provide a transition in form, considering elements such as height, scale, appearance and setbacks.
3. Buildings addressing or bordering public open space must relate positively to it through the provision of windows, openings, access points and outlook. Overshadowing of public spaces must be minimised.



*Development addresses the park and provides surveillance of the public space*



### Streetscape Character

4. The building design and use of materials, roof pitch and architectural features and styles must have regard to those of surrounding buildings to ensure a cohesive streetscape.

*New development*



*New development responds to existing streetscape and adjacent buildings*

5. Building setbacks from the street boundary are to be consistent with prevailing setbacks of adjoining and nearby buildings.
6. Buildings on corner sites are to be articulated to address each street frontage and are to define prominent corners.
7. Access to garages should not necessitate a major alteration of the natural ground level at the front of the allotment. The front yard is to remain at natural ground level and be landscaped to enhance the front elevation.
8. Where a first floor addition is proposed within a street of predominantly single storey homes, the impact of the increased scale is minimised by:
  - locating the addition towards the rear of the site
  - incorporating the addition into the existing roof space
  - using similar proportions of existing windows and doors in the new work
9. Garages and carports are not permitted between the front building line and the front property boundary.



*First floor additions should have regard to the impact on the existing streetscape*

### Pedestrian Environment

## Part 4 General Principles for Development

### 4.2 Streetscape and Site Context

10. Residential buildings adjacent to the street must address the street by having a front door and/or living room or kitchen window addressing the street. The frontage of buildings and their entries are to be readily apparent from the street.
11. Buildings are designed to overlook streets and other public areas to provide casual surveillance. Buildings adjacent to a public area must have at least one habitable room window with an outlook to that area.
12. Pedestrian and cycle thoroughfares are reinforced as safe routes through:
  - appropriate lighting
  - casual surveillance from the street
  - minimised opportunities for concealment
  - landscaping which allows clear sight-lines between buildings and the street
  - avoidance of blind corners.
13. Site planning, buildings, fences, landscaping and other features clearly define public, common, semi-private and private space.
14. Vehicle entries are discrete and minimise conflicts with pedestrians
15. Where possible, development is to take advantage of opportunities to provide driveway access from rear laneways.

### Fencing

16. Sandstone fences and walls that are determined by Council to

#### **Further Information**

*The NSW Police Service has initiated a “Safer by Design” strategy which promotes consultation and cooperation between the police and councils in implementing the principles of crime prevention through environmental design.*

*As part of the strategy, former Rockdale City Council-entered into a protocol with the local Police which requires Council to refer significant development applications, as detailed below, to the CPO (crime prevention officer) and must take their comments into consideration when determining these applications.*

- Residential flat buildings and multi dwelling housing (20 or more dwellings)
- Mixed use developments (with 20 or more dwellings)
- New or upgraded commercial/retail development (major work)
- New industrial complex (i.e. 10 industrial units)
- New or upgraded schools (major work)
- Large sports/community facilities
- Club/hotels (i.e. extended hours, gaming rooms)
- Service stations/convenience stores
- Hospitals
- Any other development, including amusement centres, railway stations, sex services premises and significant upgrades of Housing NSW estates, which the Council considers needs to be reviewed by the Police in the interests of community safety.

## Part 4 General Principles for Development

### 4.2 Streetscape and Site Context



*Low front fences enable surveillance*

be significant and/or to represent important character elements for a locality are to be retained and if necessary repaired. Any modifications to existing stone fencing and walling are to utilise the same materials and construction technique.

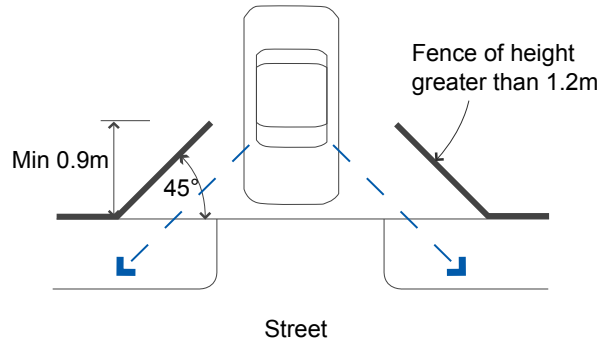
17. Front fences and walls are to enable surveillance of the street from the dwelling.
18. Front fences are to be a maximum height of 1.2m above footpath level.
19. Open construction front fences (with minimum 30% transparency) to a maximum height of 1.8 m may be considered, such consideration will have regard to the circumstances of the case. The solid portion in open construction fences is to be no higher than 600mm. Refer to the following diagram.



20. New fences and walls are to be constructed of robust and durable materials which reduce the possibility of graffiti.
21. For sloping streets, the height of fences and walls may be regularly stepped, such that there is an average height above footpath level of 1.2m.
22. Fences should not be constructed in floodways. Where this is unavoidable fences are to be of open construction that will not restrict the flow of floodwaters.
23. Gates must not encroach over the street alignment when opening or closing.
24. Side and rear fences are to have a maximum height of 1.8m on level sites or 1.8m measured from the low side where there is a difference in level either side of the boundary.
25. Side fences between the street alignment and the front wall of the building are to be a maximum height of 1.2m or up to 1.8m if they are of open construction.
26. For low and medium density residential development, where a vehicular entrance is proposed in conjunction with a fence of height greater than 1.2m, a 45 degree splay or its equivalent is provided either side of the entrance to ensure driver and pedestrian safety. The splays are to have minimum dimensions of 0.9m by 0.9m.

# Part 4 General Principles for Development

## 4.2 Streetscape Character and Site Context



27. Sheet metal fencing is not to be used at the street frontage or forward of the building line.

### Sandstone Walling, Rock Outcrops and Kerbing

28. No brick or stone kerbing and guttering or crossovers is to be removed without the approval of Council.

29. The excavation of sandstone or rock outcrops for the purpose of providing a garage is not permitted where:

- a. the rocky outcrop forms a significant part of the streetscape and character of the locality; or
- b. adequate on street parking is available; or
- c. alternative access to a site is available.

30. Where excavation of a rock outcrop to provide off-street car parking is considered acceptable, the design and construction of the garage entry is to utilise sandstone, stone coloured mortar and a recessive coloured door.



*Bull nosed kerbing and brick crossover*



*Sandstone walling and rock outcrop*



*Sandstone retaining wall contributes to the character of the street*

4.3

landscape planning  
and design

# Part 4 General Principles for Development

## 4.3 Landscape Planning and Design

### 4.3.1 Open Space and Landscape Design

#### Explanation



*Tree planting and landscaped front gardens make a significant contribution to environmental amenity*

Open space and landscape design play important roles in the preservation of wildlife habitat, the establishment of community identity and amenity, the provision of recreation opportunities and stormwater management.

Landscape design builds on the existing site's natural and cultural features to contribute to a development's positive relationship to its context and site. It can improve the energy efficiency and solar efficiency of buildings and the microclimate of private open space.

Landscape planning and design has the potential to link open space reserves with wildlife corridors and reduce habitat fragmentation and loss.

Landscape design also takes into account the practical establishment of plants and their long term management.

Council has developed a Technical Specification - Landscape, which provides detailed information relating to surface finishes, roof top gardens and other design considerations.

#### Objectives

- A. To conserve significant natural features of the site, including existing mature trees and vegetation
- B. To protect and enhance indigenous wildlife populations and habitat through appropriate planting of indigenous vegetation species.
- C. To promote energy efficiency, conserve natural resources and contribute to ecological sustainability
- D. To provide privacy and enhance environmental amenity
- E. To enhance the existing streetscape and promote a scale and density of planting that is appropriate to the surrounding built form.
- F. To enhance stormwater management and water quality by incorporating Water Sensitive Urban Design (WSUD) principles into the landscape design
- G. To apply the principles of Crime Prevention Through Environmental Design (CPTED)
- H. To promote quality landscape design solutions that do not rely on high levels of maintenance
- I. To ensure that the location and use of swimming and spa pools does not have a detrimental impact on the amenity of private and public space

#### Controls

- 1. Development must comply with Council's Technical Specification - Landscape.

2. Council requires a Landscape Plan prepared by a qualified Landscape Architect to be included with development applications for all developments except single dwelling houses and secondary dwellings.
3. Significant existing trees and natural features such as rock formations should be retained and incorporated into the design of the development wherever possible.
4. The amount of hard surface area is to be minimised to reduce run-off by
  - a. directing run-off from the overland flow of rainwater to pervious surfaces such as garden beds, and
  - b. utilising semi-pervious paving materials wherever possible
5. Landscape must relate to building scale and assist integration of the development with the existing street character.
6. Planting design solutions are to:
  - a. provide shaded areas in summer, especially to west facing windows and open car parking areas;
  - b. provide screening for visually obtrusive land uses or building elements;
  - c. provide vegetation and tree cover within large expanse of car parking areas;
  - d. provide privacy between dwellings;
  - e. not cause overshadowing of solar collectors on rooftops;
  - f. incorporate plant species in locations and in densities appropriate for their expected size at maturity;
  - g. rely primarily on plants that have a low water demand and nil or low fertilizer requirements; and
  - h. use appropriate indigenous plant species wherever possible.
7. Trees must be planted within properties to maximise tree cover.
8. Landscaped areas, as defined in Bayside LEP, must be provided at the following rates :

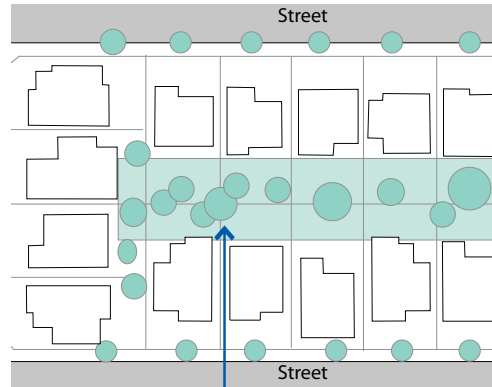
Development/Building Type	Minimum landscaped area (of the site area)
Low and medium density residential	25%
Residential flat buildings	15%
Mixed use (with shoptop housing)	10%
Highway commercial	10%
Industrial	10%
Child care centres	20%

**Note:** Landscaping above basement car park is not to be calculated as part of the landscaped area.

## Part 4 General Principles for Development

### 4.3 Landscape Planning and Design

- At least 20% of the front setback area of a residential development is to be provided as landscaped area. If it is provided between driveways/pathways and side boundaries, it must have a minimum width of 1m.
- Landscaped areas should adjoin the landscaped area of neighbouring properties so as to provide for a contiguous corridor of landscape and vegetation.



*Continuous corridor of landscape and vegetation*



*Planting screens above ground basement car parking walls*

- Where a basement car park protrudes above ground level and is not wrapped in residential or retail uses, the walls are to be screened with appropriate treatments, such as planting.
- With the exception of development applications for single dwellings, street trees are to be provided in accordance with Council's Street Tree Masterplan.
- Council requires the footpath area adjacent to the site to be restored at the time of the development. This includes grading, trimming and the planting of suitable turf and trees.
- Development must comply with the streetscape requirements in relevant public domain plans, such as Wolli Creek and Bonar Street Precinct Public Domain Plan and Technical Manual.



### 4.3.2 Private Open Space

#### Explanation

Private open space contributes towards the amenity of individual dwellings and should be clearly delineated from public and communal areas. Private open space may be provided at ground or above ground level. Above ground private open space may comprise balconies and/or rooftop areas.

#### Objectives

- A. To ensure private open space is clearly defined, usable and meets user requirements for privacy, solar access, outdoor activities, accessibility and landscaping

#### Controls

1. Each dwelling must be provided with a minimum private open space area as specified in the following table:

Dwelling Type	Minimum Private Open Space Required	Required Dimensions
<b>Dwelling House / Dual Occupancy / Attached Dwelling / Semi-detached Dwelling</b>		
Dwelling with GFA up to and including 125m <sup>2</sup>	60 m <sup>2</sup>	Minimum width of 3m
Dwelling with GFA greater than 125m <sup>2</sup>	80 m <sup>2</sup>	
Secondary Dwelling	80m <sup>2</sup> (may be shared with the existing dwelling)	
<b>Multi Dwelling Housing</b>		
1 bedroom	30 m <sup>2</sup>	Minimum width of 3m for villas and 5.5m for townhouses.
2 bedrooms	40 m <sup>2</sup>	
3 or more bedrooms	50 m <sup>2</sup>	
<b>Residential Flat Building / Shoptop Housing</b>		
Each dwelling	as per recommended external area for the relevant apartment type set out in Part 3 of the Residential Flat Design Code	Minimum depth of 2m



*Balconies can provide quality open space and extend the living space of units*

2. Private open space is to be clearly defined for private use through planting, fencing or landscape features.

## Part 4 General Principles for Development

### 4.3 Landscape Planning and Design

3. Development should take advantage of opportunities to provide north-facing private open space to achieve comfortable year-round use.
4. Private open space must take account of the visual and acoustic privacy of its occupants and neighbours. Development must ensure that the usability of private open space of adjoining buildings is not reduced through overlooking and overshadowing.
5. Private open space areas are to act as extensions of indoor living areas.
6. For residential flat building and shoptop housing, private open space is to be provided for each dwelling in the form of balconies, roof terraces or in the case of ground floor units, courtyards. The primary private open space of each unit must directly connect to the living area.
7. Balcony design is to:
  - a. maximise habitability;
  - b. provide privacy, e.g. the use of adjustable screens; and
  - c. provide for a variety of uses, including clothes drying in open air.

#### 4.3.3 Communal Open Space

##### Explanation

Communal open space comprises shared open space available for use by all residents of a housing development. Communal open space may include landscaped open space, swimming pools or tennis courts and is typically controlled by a body corporate.

##### Objectives

- A. To provide residents with passive and active recreational opportunities and reduce social isolation
- B. To ensure that communal open space is consolidated and designed to be usable and accessible to all residents
- C. To ensure soft landscaping and deep soil planting is provided

##### Controls

1. A primary communal open space area of adequate dimensions must be provided for use by all residents, for
  - a. multi dwelling housing which has 12 or more dwellings;
  - b. residential flat buildings which has 12 or more dwellings; and
  - c. shoptop housing of a mixed use development which has 12 or more dwellings.
2. The development must provide a communal area for the benefits of its residents at the rate of 5m<sup>2</sup> for each dwelling within the development. Where a development is unable to reasonably meet this minimum requirement (or a development containing less than 12 dwellings) an equivalent area of additional private open space is to be provided for each dwelling.
3. Communal areas should:
  - a. contribute positively to the amenity of the development,
  - b. be conceived as part of the overall design of the building,
  - c. be north facing and receive adequate solar access,
  - d. have a minimum area of 40% that has sunlight at 1pm on 21 June,
  - e. be clearly defined to distinguish between communal and private open space,
  - f. be of dimensions to suit the proposed use and requirements of the occupants,
  - g. provide for a range of recreational uses and activities, act as a catalyst for social interaction, and be supplemented with seating and shading,
  - h. be cost effective to maintain, and



*High quality usable communal open space provides recreational opportunities and enhances the built environment and residential amenity*

## Part 4 General Principles for Development

### 4.3 Landscape Planning and Design

- i. contribute to stormwater management and be integrated with the on-site drainage detention system.
4. Any internal communal area must have regard to its relationship to outdoor communal areas. It should be designed to provide for a range of uses such as meetings, leisure, recreational and sporting activities. In this respect it may be appropriate to incorporate kitchenette and toilet facilities.
5. Communal open space may be accommodated on a podium or roof in a residential mixed use building provided it has adequate amenity and convenient access.

# 4.4 sustainable building design

# Part 4 General Principles for Development

## 4.4 Sustainable Building Design

### 4.4.1 Energy Efficiency

#### Explanation

Energy consumption is the greatest environmental impact of any property development. Almost half of the energy use in buildings can be attributed to producing an artificial indoor climate through heating, cooling, ventilation and lighting. Mechanical systems that supply air conditioning and heating, lighting systems and other building technologies should be designed to consume less energy, minimise greenhouse gas emissions and enable substantial savings to be made on running costs. Such measures have the potential of greatly reducing the energy consumption of a building.

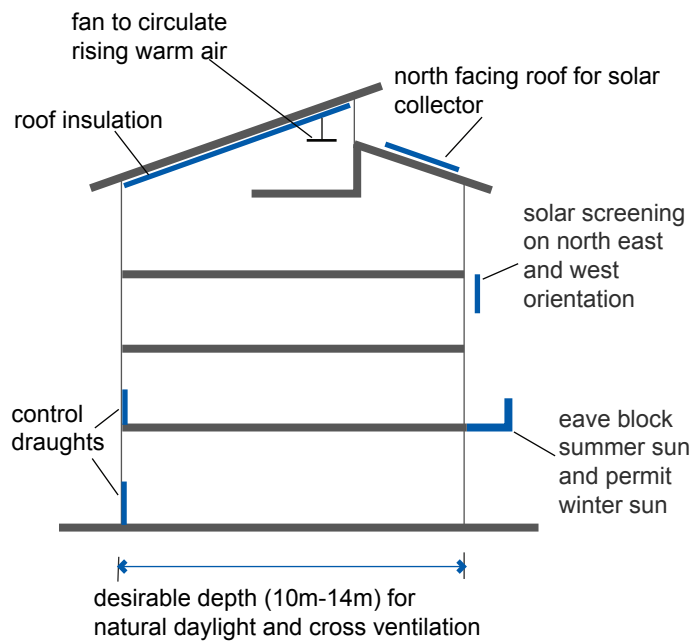
#### Objectives

- A. To promote energy efficiency and renewable energy in the design and construction of buildings
- B. To maximise the benefits of passive solar design
- C. To encourage the selection, use and disposal of building materials with the least cumulative adverse environmental impact

#### Controls

##### Residential development

1. A BASIX certificate is to be submitted with the development application for residential development.



#### Retail, commercial and industrial development

2. A report on energy and water efficiency is to be submitted with the development application for any building works with a construction cost of \$1,000,000 or more. The report must address the following:
  - a. compliance with the current BCA
  - b. re-use of existing buildings or building design capable of adaptation in the longer term
  - c. passive solar design principles used to avoid the need for additional heating and cooling
  - d. substitution of non-renewable fuels for renewable fuels such as solar hot water heating
  - e. use of recycled building materials
  - f. use of materials that are non-polluting in manufacture, use and in disposal
  - g. use of building articulation (courtyards and light wells) that allow daylight into ground and first floor levels
  - h. use of windows that can be opened rather than skylights as a means of providing natural light and ventilation
  - i. use of roof lights and vents to internal service rooms at roof top level to minimise reliance on artificial light and ventilation
  - j. use of advanced air conditioning systems and new technologies such as chilled beam air conditioning and waste heat recovery systems for larger buildings
  - k. the principles of passive design and the properties of thermal mass, glazing and insulation
  - l. incorporate water conservation measures as referred to in section 4.1.3 Water Management of this DCP.

#### **Further Information:**

*BASIX is the environmental standard that must be attained to reduce water consumption and energy emissions. To obtain a certificate, applicants must complete an on-line assessment using the BASIX tool. Details are at [www.basix.nsw.gov.au](http://www.basix.nsw.gov.au)*

*Website regarding energy efficiency: [www.environment.gov.au/settlements/energyefficiency/index.html](http://www.environment.gov.au/settlements/energyefficiency/index.html)*

## Part 4 General Principles for Development

### 4.4 Sustainable Building Design

#### 4.4.2 Solar Access

##### Explanation



*Operable louvres provide climate control*

Solar access is a major determinant of environmental comfort and residential amenity. Good passive solar design offers financial and environmental benefits by reducing the need for mechanical heating and cooling. Where possible, main living spaces including lounge, dining, kitchen and family rooms should be located to have a northern aspect.

##### Objectives

- A. To ensure that sunlight access is provided to private open space and habitable rooms within the development
- B. To ensure that development does not unreasonably diminish sunlight to neighbouring properties and within the development site

##### Controls

1. Development must be designed and sited to minimise the extent of shadows that it casts on:
  - private and communal open space within the development;
  - private and communal open space of adjoining dwellings;
  - public open space such as parkland and bushland reserves;
  - solar collectors of adjoining development; and
  - habitable rooms within the development and in adjoining developments.
2. Building form, separation and plan layout facilitates good solar access to internal and external living spaces.
3. Buildings must be sited to reduce overshadowing on adjoining properties by increasing setbacks, staggering of design, variations in roof form and/or reducing building bulk and height.
4. Development must have adequate solar access as per the following standards. Where existing adjoining properties currently receive less sunlight than these standards, sunlight must not be reduced by more than 20%.

##### **Low and medium density residential**

- a. Dwellings within the development site and adjoining properties should receive a minimum of 3 hours direct sunlight in habitable rooms and in at least 50% of the private open space between 9am and 3pm in mid winter.

##### **Residential flat buildings and shop top housing**

- b. Living rooms and private open spaces for at least 70% of apartments in a development and adjoining properties should receive a minimum of 3 hours direct sunlight between 9am and



3pm in mid winter.

*Note: Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards.*

5. Shadow diagrams are to be submitted with the development application for any building of two or more storeys to illustrate the impact on adjoining properties and/or the public domain.
6. The diagrams should provide information relating to the effect of the proposed development at 9 a.m., 12 p.m. and 3 p.m. on
  - a. 21 June (mid-winter),
  - b. 21 December (mid-summer) and
  - c. 21 March/September (equinox).
  - d. where a significant level of overshadowing occurs, elevational shadow diagrams are to be submitted. The diagrams show where shadows fall on walls containing windows of adjoining buildings.

# Part 4 General Principles for Development

## 4.4 Sustainable Building Design

### 4.4.3 Natural Lighting and Ventilation

#### Explanation

The design of buildings provides an opportunity to reduce long term energy consumption through the incorporation of mechanisms to achieve natural lighting and ventilation in buildings.

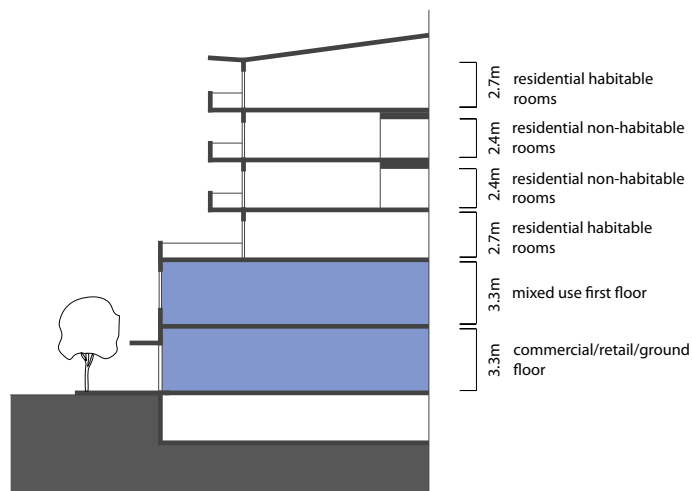
#### Objectives

- A. To ensure all development is designed to achieve natural lighting and ventilation
- B. To require floor heights which achieve quality internal environments and optimise light penetration

#### Controls

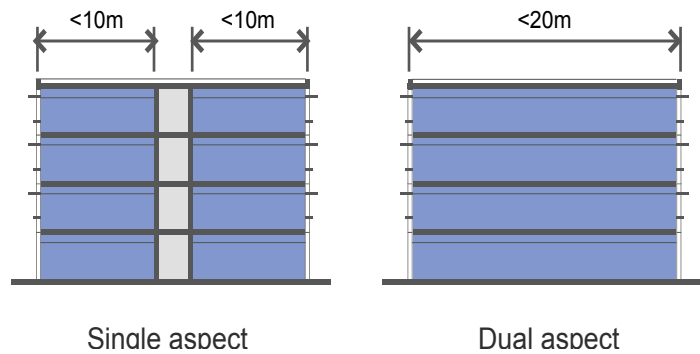
1. Buildings must comply with the following minimum ceiling heights to facilitate adequate natural lighting and ventilation

Development type	Minimum height Habitable space	Minimum height Non-habitable space
Residential	2.7m	2.4m
Retail and commercial	3.3m	2.4m
First floor of a mixed use building	3.3m	2.4m



2. Buildings must be designed to maximise opportunities for cross flow ventilation by providing clear breeze paths and shallow building depths. The maximum internal plan depth of a residential apartment should be 18m from glass line to glass line. Developments that propose greater than 18m must demonstrate how satisfactory daylight and natural ventilation is achieved.

3. Windows that can open and which are designed to provide controlled air flow must be installed.
4. Office premises must be designed to receive natural light and ventilation. Office floor plates are to have a depth of no greater than 20m if dual aspect, or 10m if single aspect.



5. Office spaces should be designed, through orientation and the inclusion of environmental control devices, to achieve maximum daylight without compromising the internal amenity through glare or heat gain from direct sunlight
6. On deep sites, courtyards and light wells should be provided on the lower levels of mixed use and commercial buildings to achieve natural lighting of every level and cross ventilation and/or stack effect ventilation.

# Part 4 General Principles for Development

## 4.4 Sustainable Building Design

### 4.4.4 Glazing

#### Explanation

Buildings should be oriented to reduce solar gain in summer and allow for solar gain in winter. Ideally, the northern faces of the building are to allow for maximum sunlight access to enable the sun to penetrate the buildings in the cooler months and to increase natural lighting in office space.

#### Objectives

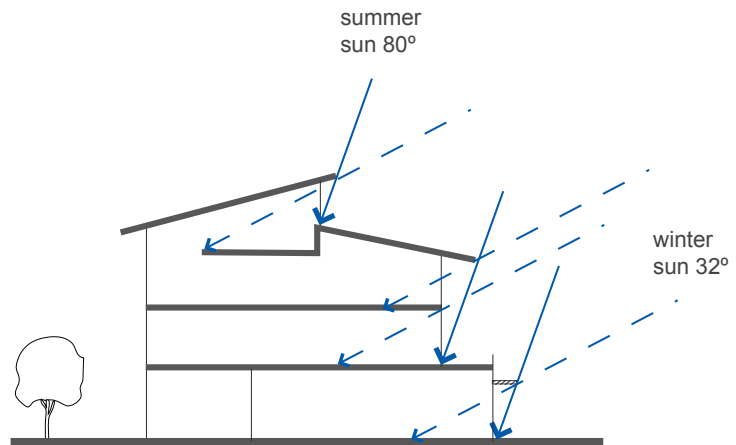
- A. To reduce the necessity for mechanical heating and cooling

#### Controls

1. Areas of glazing are located to avoid energy loss and unwanted energy gain.
2. Development provides appropriate sun protection during summer for glazed areas facing north, west and east. Extensive areas of glazing that are unprotected from sun during summer are not permitted. Shading devices include eaves, awnings, balconies, pergolas, external louvers, and projecting sunshades. Unprotected tinted windows are not acceptable.



*Deep ledges protect glazing from energy loss and gain*



*Shading devices admit low angle winter sunlight and exclude high angle summer sunlight*

3. Commercial buildings must not compromise the amenity of the public domain through excessive glare and reflection.

### 4.4.5 Visual and Acoustic Privacy

#### Explanation



*Use of trees and screens ensures visual privacy is protected*

Privacy is a major determinant of the ability of occupants and neighbours to enjoy their homes or work premises and refers to both acoustic and visual privacy. Privacy needs should influence all stages of design, from the location of dwellings and the placement of windows and private open space through to the selection of materials and construction techniques.

Visual privacy can be enhanced by:

- layout that avoids overlooking
- screening, and
- separation of buildings and uses.

The level of acoustic privacy depends upon the location of habitable rooms relative to noise sources such as busy roads. Acoustic privacy can also be enhanced by internal layout and appropriate use of materials.

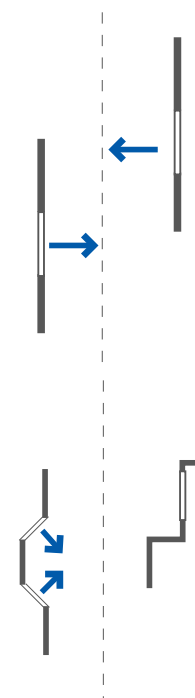
#### Objective

- A. To site and design buildings to ensure acoustic and visual privacy for occupants and neighbours

#### Controls

##### Visual Privacy

1. The windows of a habitable room with a direct sightline to the windows of a habitable room of an adjacent dwelling and located within 9.0m:
  - a. are sufficiently off-set to preclude views into the windows of the adjacent building; or
  - b. have sill heights of 1.7m above floor level; or
  - c. have fixed obscure glazing in any part of the window below 1.7m above floor level.
2. Balconies, terraces, rooftop recreation areas and the like should be located to minimise overlooking of an adjoining property's open space or windows. Techniques such as recessing, screens or landscaping may be used to prevent direct views into habitable rooms or private open space of adjacent dwellings.
3. The use of the roof top area for recreational purposes is permissible subject to the following:
  - a. internal stair access must be provided to the roof top area from within the building; and
  - b. the usable area of roof must be set back at least 1500mm from the edge of the building. Other devices such as privacy screens and planter boxes should be incorporated to protect



*Offset windows to prevent direct views*

## Part 4 General Principles for Development

### 4.4 Sustainable Building Design

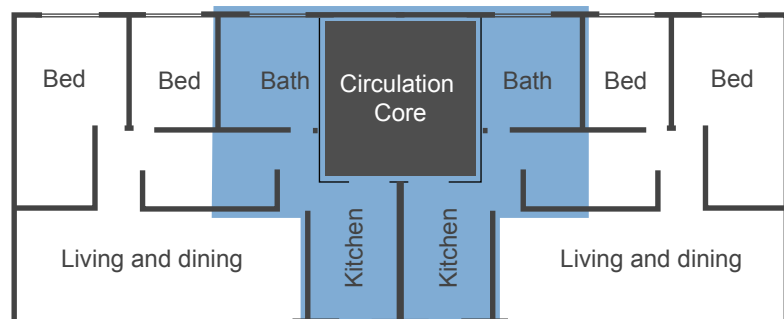
the visual and acoustic amenity of neighbouring properties.

#### Acoustic Privacy

4. The location of driveways, open space and recreation areas and ancillary facilities external to the dwelling must be carefully planned to ensure minimal noise impact on adjoining residential properties.
5. Bedrooms of one dwelling should not share walls with living rooms or garages of adjacent dwellings. Bedrooms of one dwelling may share walls with living rooms of adjacent dwellings provided appropriate acoustic measures are documented.
6. Where party walls are provided they must be carried to the underside of the roof.
7. All residential development except dwelling houses are to be insulated and to have an Impact Isolation between floors to achieve an Acoustical Star Rating of 5 in accordance with the standards prescribed by the Association of Australian Acoustical Consultants (AAAC).

An Acoustic Report is to be submitted at Development Application stage & post construction stage to ensure that the above standards have been achieved.

8. In attached dwellings and multi-unit development the internal layout should consider acoustic privacy, by locating circulation spaces and non-habitable rooms adjacent to party walls.



*Circulation spaces and non habitable rooms used to preserve acoustic privacy*

### Building Separation

9. For residential flat buildings and shoptop housing, the building separation for internal courtyards and between adjoining sites increases in proportion to building height in accordance with the following minimum dimensions:

Height	Between habitable rooms and balconies	Between habitable rooms/ balconies and non-habitable rooms	Between non-habitable rooms
Three to four storeys (12m)	12m	9m	6m
Five to eight storeys (25m)	18m	13m	9m
Nine storeys and above (over 25m)	24m	18m	12m

10. Zero building separation is permitted for residential flat buildings in mixed use areas where the development is a street wall building type with party walls.

## Part 4 General Principles for Development

### 4.4 Sustainable Building Design

#### 4.4.6 Noise Impact

##### Explanation



*Loggias provide protection from road noise*

There are a range of noise sources which could affect the amenity of residential properties, such as railways, busy roads, industrial uses and aircraft noise from Sydney (Kingsford Smith) Airport, which affects many parts of the LGA.

Appropriate noise mitigation measures need to be incorporated into developments affected by these noise sources.

##### Objectives

- A. To minimise adverse impacts from noise from Sydney Airport and other noise generating land uses
- B. To ensure appropriate noise mitigation measures are incorporated into residential developments
- C. To achieve an acceptable acoustic environment in habitable rooms, without sealing openings and relying on air conditioning

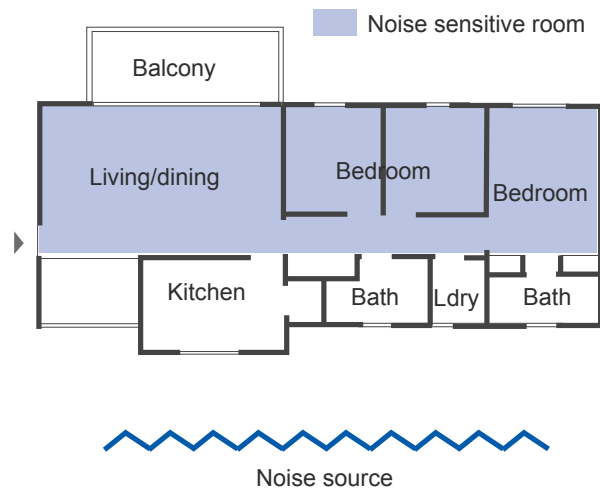
##### Controls

1. Where development must comply with the Australian Standard 2021 – 2000 Acoustic – Aircraft Noise, in relation to interior noise levels, the applicant is to provide an Acoustic report prepared by a suitably qualified Noise Consultant to advise on appropriate measures to be incorporated into the design of the building so it will meet this standard.

***Note:** Applicants are warned that in some areas severely affected by aircraft noise, the difficulties in satisfying this standard may, in practice, preclude the proposed development. It is therefore suggested that for areas exceeding ANEF 30, prospective applicants seek expert advice from a Noise Consultant before committing themselves financially to their project.*

2. Details of any mitigation measures must be included with the Development Application submission. The mitigation measure must be consistent with the BASIX certificate.
3. Non-residential development is not to adversely affect the amenity of adjacent residential development as a result of noise, hours of operation and/or service deliveries.
4. External walls facing potential sources of noise are to be constructed of materials with good sound insulating quality and have no large openings that would transmit noise.
5. The building plan, walls, windows, doors and roof are to be designed to reduce intrusive noise levels from potential sources of noise emanating from adjacent non-residential uses, such as:
  - a. having a thinner building width fronting the noise source and containing non-habitable spaces;
  - b. orientating noise sensitive rooms, including living, dining and bedrooms, away from the noise source.





*Noise sensitive rooms are to be located away from potential sources of noise*

6. Balconies and other external building elements are to be located, designed and treated to minimise noise infiltration.
7. Where new windows face potential sources of noise, they are required to be fitted with noise attenuating glass to minimise the impact of background noise from non-compatible development.
8. Design landscaping of communal and private open space to create a buffer between new residential development and adjacent potential sources of noise.
9. Residential flat buildings are to be designed to minimise any potential conflicts with existing industrial uses in terms of acoustic and visual privacy:
  - a. the setback of any proposed residential building from the boundary of any adjoining industrial premises is to be a minimum of 5m.
  - b. single aspect apartments facing and within 10m of industrial/warehouse uses are to be avoided.

#### **Further Information:**

*For additional provisions relating to noise and vibration where the site is in close proximity to a busy road or railway line, refer to State Environmental Planning Policy (Infrastructure) 2007 and the “Development Near Rail Corridors and Busy Roads - Interim Guideline”.*

## Part 4 General Principles for Development

### 4.4 Sustainable Building Design

#### 4.4.7 Wind Impact

##### Explanation

As buildings get taller, they interrupt airflows, concentrating the air between buildings and forcing it to flow to the ground. Wind impacts can make the human experience at ground level unpleasant and render public and private outdoor spaces unusable. Assessment of wind needs to take into account the height of the building and the acceptable wind standards for various spaces.

##### Objectives

- A. To ensure that adverse wind conditions in streets, public spaces and private open spaces are minimized through appropriate built form to provide pedestrian comfort in these spaces.

##### Controls

1. Buildings must be designed and proportioned to consider the wind generation effects.
2. Buildings of 5 or more storeys in height (or over 16 m) require wind tunnel testing, irrespective of whether they are built to the street frontage or not, which demonstrates the following:
  - a. in open areas to which people have access, the annual maximum gust speed should not exceed 23 metres per second, which is the speed at which people begin to be blown over;
  - b. in walkways, pedestrian transit areas, streets where pedestrians do not generally stop, sit, stand, window shop and the like, annual maximum gust speed should not exceed 16 metres per second;
  - c. in areas where pedestrians are involved in stationary short-exposure activities such as window shopping, standing or sitting (including areas such as bus stops, public open space and private open space), the annual maximum gust speed should not exceed 13 metres per second;
  - d. in areas for stationary long-exposure activity, such as outdoor dining, the annual maximum gust speed should not exceed 10 metres per second.

# 4.5

## social equity

# Part 4 General Principles for Development

## 4.5 Social Equity

### 4.5.1 Housing Diversity and Choice

#### Explanation



Diverse community in the City

There is a need to provide a range of housing options in the Bayside LGA to accommodate changing lifestyle needs such as:

- the range of household types (single, couple, family, extended family etc)
- particular housing needs for certain groups within the community such as older people or people with a disability; and
- different income groups

Bayside has a larger proportion of older people (60 years plus) compared with the Sydney average. In addition, the City has a significantly high proportion of home owners which suggests that many residents may wish to stay living in their own homes for as long as possible. Consideration needs to be given to housing design that facilitates “aging in place”.

#### Objectives

- To maximise housing choice to meet the needs of diverse household types
- To make provision for equality of access to new housing
- To promote the design of buildings that are adaptable and flexible in design to suit the changing lifecycle housing needs of residents over time

#### Controls

- Residential flat buildings and shoptop housing are to comply with the following dwelling mix:

Dwelling type	Of total dwellings
3 bedroom and/or more	10%-20%
2 bedroom	50%-75%
1 bedroom and/or studio	10%-30%

- The required dwelling mix may be refined having regard to:
  - the location of the development in relation to public transport, public facilities, employment areas, schools and retail areas;
  - population trends; and
  - whether the development is for the purpose of public housing or the applicant is a community housing or not-for-profit organisation.
- Developments containing less than 10 dwellings may vary the required dwelling mix, providing a range of dwelling sizes are represented.
- For multi-dwelling housing, residential flat buildings and shoptop

housing, adaptable housing complying with AS 4299 is to be provided in accordance with the following:

No of dwellings in development	No of adaptable dwellings required
less than 10	1
10 - 30	2
more than 30	10%

5. For residential flat buildings and shoptop housing, development is to provide barrier free access to at least 20% of dwellings.

**Further Information:**

Landcom's *Built Form Design Guidelines 2008 - Section 2.10 Planning for All Ages* provides design guidelines to facilitate aging in place. Landcom web site: [www.landcom.com.au](http://www.landcom.com.au)

## Part 4 General Principles for Development

### 4.5 Social Equity

#### 4.5.2 Equitable Access

##### Explanation

People who design, build, own, manage, lease, operate, regulate and use premises have responsibilities and rights under the Disability Discrimination Act, 1992 (DDA). The DDA is a Commonwealth Act which seeks to eliminate bias against people with disabilities and protect their rights. The DDA states that failure to provide equal access is unlawful, unless to do so would impose an unjustifiable hardship.

##### Objectives

- A. To ensure that all people within Bayside are able to:
- participate in community life; and
  - access all public spaces and premises and utilise all goods, services and facilities provided in these spaces and premises
- B. To ensure that applicants are aware that they have obligations under the Disability Discrimination Act

##### Controls

1. The siting, design and construction of premises available to the public are to ensure an appropriate level of accessibility, so that all people can enter and use the premises. Access is to meet the requirements of the Disability Discrimination Act, the relevant Australian standards and the Building Code of Australia.
2. An Access Report may be required to be submitted with a development application for development other than single dwellings and dual occupancies.

**Note:** Compliance with this DCP, the Australian Standards and the Building Code of Australia does not necessarily guarantee that a development will meet the full requirements of the DDA. Applicants should make the necessary enquiries to ensure that all aspects of the DDA legislation are met.

##### **Further Information:**

*Disability Discrimination Act., 1992*

*Building Code of Australia*

*Human Rights and Equal Opportunity Commission web site: [www.hreoc.gov.au](http://www.hreoc.gov.au)*

*Relevant Australian Standards (website: [www.standards.com.au](http://www.standards.com.au)), such as*

- AS1428.1 to AS1428.4 – Design for Access and Mobility
- AS 2890.1 (1993) – Off street parking

4.6

car parking, access  
and movement

## Part 4 General Principles for Development

### 4.6 Car Parking, Access and Movement

#### Explanation

This section of the DCP provides controls for all aspects of a development concerning the movement and access of vehicles and pedestrians.

Council's on-site car parking requirements aim to satisfy the parking demand likely to be generated by the development while discouraging unnecessary car use and encouraging other modes of transport. Developments are to facilitate and encourage greater pedestrian, bicycle and public transport usage to improve local amenity and to minimise pollution and the use of non-renewable resources.

Parking areas, garages and driveways must be carefully designed so that they do not detract from the appearance of the development and the surrounding streetscape.

For technical requirements and required documentation for the layout and design of parking and access within a development refer to Council's Technical Specification - Traffic, Parking and Access.

#### Objectives

- A. To provide sufficient, convenient and safe on-site car parking while encouraging alternative modes of transport, such as walking and cycling
- B. To ensure that on-site car parking, loading facilities and driveways do not dominate or detract from the appearance of the development and the local streetscape
- C. To limit the amount of excavation required for the purpose of car parking so that impacts on ground water flows are minimised and the amount of landscaped area is maximised
- D. To ensure adequate egress and ingress to the site and parking facilities
- E. To discourage excessive parking in development close to public transport

#### Controls

##### Parking Rates

1. Development is to provide on-site parking in accordance with the following rates.

Where a parking rate has not been specified in the table, the RTA Guide to Traffic Generating Developments shall be used to calculate the parking requirements for the proposed development. Alternatively, a parking study may be used to determine the parking, subject to prior approval by Council.



## Part 4 General Principles for Development

### 4.6 Car Parking, Access and Movement

Land Use	Vehicle	Bicycle	Motorcycle
<b>Residential</b>			
Dwelling House/Dual Occupancy	<ul style="list-style-type: none"> <li>1 space/dwelling with 2 bedrooms or less</li> <li>2 spaces/dwelling with 3 bedrooms or more</li> </ul>	-	-
Secondary Dwelling	-	-	-
Multi Dwelling Housing/ Residential Flat Buildings/ Shoptop Housing	<ul style="list-style-type: none"> <li>1 space/studio, 1 and 2 bedrooms apartments</li> <li>2 spaces/3 bedrooms apartments or more</li> <li>Visitor parking: 1 space/5 dwellings</li> </ul>	1 space/10 dwellings	1 space/15 dwellings
<b>Retail and Commercial</b>			
Shops			
Retail Premises			
Take-away Food and Drink Premises			
Restaurants			
Amusement Centres			
Office Premises	<ul style="list-style-type: none"> <li>1 space/40 m<sup>2</sup> GFA</li> </ul>	1 space /200m <sup>2</sup> GFA, with 15% to be accessible by visitors	1 space/20 car spaces
Home Business			
Health Service Facilities			
Recreational Facilities (indoor)			
Sex Service Premises			
Nightclubs			
Showrooms			
Bulky Goods Premises	<ul style="list-style-type: none"> <li>1 space/75 m<sup>2</sup> GFA</li> </ul>	-	-
	<ul style="list-style-type: none"> <li>1 space/ 20 children</li> </ul>		
Child Care Centres	<ul style="list-style-type: none"> <li>1 space/2 members of staff (part or full time)</li> <li>1 space/residential component</li> </ul>	1 space/10 children	-
	<ul style="list-style-type: none"> <li>1 space/ 130 m<sup>2</sup> site area</li> </ul>		
	<ul style="list-style-type: none"> <li>5 spaces/service bay</li> </ul>		
Motor Showrooms	<ul style="list-style-type: none"> <li>1 space/50 m<sup>2</sup> GFA</li> <li>1 space/10 m<sup>2</sup> for auction room</li> </ul>	-	-

**Note:** parking calculations that are not whole numbers are to be rounded up.

## Part 4 General Principles for Development

### 4.6 Car Parking, Access and Movement

#### 2. Shared parking concession for mixed use development

A shared parking concession allows parking to be shared within the development based on the temporal parking demand between uses. Assessing the parking requirement for a development using a shared parking concession aims to provide the development with a more efficient parking supply, which ultimately provides a more sustainable development.

- a. The applicant must provide justification for all temporal parking demand assumptions applied within the Shared Parking Register;
- b. All residential parking shall be freely accessible to residents at all times and not used for any other use on the site;
- c. All land uses and subsequent peak parking demand periods must be included within the Shared Parking Register;
- d. The minimum parking requirement as per the Shared Parking Register is the absolute minimum and should not necessarily be the acceptable minimum provided on-site. Consideration must be taken into account for future changes of use within the development and conservative variations within the peak times; and
- e. Council may request further information to justify the proposed developments parking assumptions used within the Shared Parking Register.
- f. Developments that use shared parking concessions to reduce the parking provision of a development may be restricted from the future Strata Title subdivision of the tenancies involved in the shared parking arrangements.

**Note:** An example template to be used by applicants who wish to apply for a shared parking concession is available in the *Technical Specification for Traffic, Parking, and Access*.

#### 3. Travel Demand Management Concession

A 20% reduction of the 'non-residential' component of the parking requirement shall be applied to any development within the Rockdale Town Centre and Wolli Creek Town Centre.

#### 4. Parking provisions for "change of use" developments

Where a development involves a change of use that would generate a greater car parking requirement than the previous development, additional parking is required to be provided equivalent to the difference between the two parking requirements. This approach results in the calculation of a historical deficiency in parking that is then applied as a credit to the parking calculation for the new use.

Additional parking requirements are exempt for all change of use development involving commercial uses on existing sites that are less than 100m<sup>2</sup> GFA.

#### 5. Parking provisions for 'alterations and additions' to existing development

Where a development involves alterations and additions, additional parking is required to be provided equivalent to the increase in gross floor area, number of seats, number of beds, or whichever specific unit upon which car parking demand is measured. This approach results in the calculation of a historical deficiency in parking that is then applied as a credit to the parking calculation for the expanded use.

In the case of substantial alterations and additions that effectively involve the virtual reconstruction of a building, the historical deficiency will not be permitted to be credited to the parking calculation.

Additional parking requirements are exempt for all alterations and additions development involving commercial uses on existing sites that increase gross floor area by not more than 80m<sup>2</sup>.

Alterations and additions to existing premises in Bexley Town Centre will not be required to provide additional car parking provided the gross floor area of the premises is not increased by more than 75% and it is not otherwise possible to provide the parking on site.

#### 6. Prior Contributions

Where a contribution has previously been made to Council towards the provision of car in respect of a particular property, such contribution shall be taken into account when assessing the parking requirement for any redevelopment of the land.

### Car Park Location and Design

#### 7. Vehicle access points and parking areas are to be:

- a. easily accessible and recognisable to motorists
- b. located to minimise traffic hazards and the potential for vehicles to queue on public roads
- c. not located off the primary frontage of a development where a secondary frontage exists
- d. located to minimise the loss of on-street car parking and to minimise the number of access points. Multiple driveway crossings are not permitted.
- e. designed to minimise conflict with pedestrians, particularly in locations with heavy pedestrian traffic such as shopping centres.

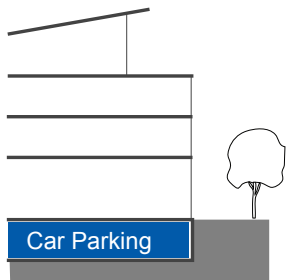
#### 8. Car parking and service/delivery areas are to be located so that they do not visually dominate either the development or the public domain

#### 9. Carparking areas must be well lit, well laid out and facilitate convenient manoeuvring into and out of spaces and should have a legible circulation pattern with adequate signage.

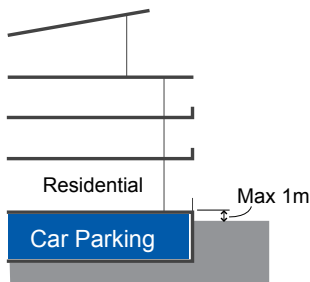
#### 10. The following developments shall be designed with internal

# Part 4 General Principles for Development

## 4.6 Car Parking, Access and Movement



*Parking is located underground and within the building footprint*



*Half basement parking to residential development elevates dwellings above the street and allows some natural light and ventilation to the basement. This may be suitable for flood prone sites*



*Garage doors are integrated with the streetscape*

manoeuvring areas so that vehicles can enter and exit the site in a forward direction:

- a. developments of four or more dwellings
- b. child care centres
- c. developments with vehicle access from a classified road
- d. industrial development, and
- e. other street locations where Council considers it necessary,

11. Basement car parking is to be:

- a. adequately ventilated, preferably through natural ventilation;
- b. located within the building footprint. Construction must be carried out in a way to enable deep soil planting to be provided on the site;
- c. located fully below natural ground level. Where site conditions mean that this is unachievable, the maximum basement projection above natural ground level is to be 1m at any point on the site, or in flood prone areas, to the minimum floor level required by Council;
- d. designed for safe and convenient pedestrian movement and to include separate pedestrian access points to the building that are clearly defined and easily negotiated; and
- e. provided with daylight where feasible.

12. The widths of access driveways shall comply with Council's Technical Specifications.

13. For development on land fronting a Classified Road, the applicant must demonstrate that the development would not conflict with the traffic flow by reason of vehicles entering or leaving the site, or from parking congestion. Where available, all vehicular access to the land must be by way of a service lane or road other than the Classified Road.

14. All car parking for residential flat buildings is to be provided within a basement car park, with the exception of any required accessible or visitor parking which may be provided at-grade.

15. Mechanical parking systems may be supported subject to compliance with the requirements from Council's Technical Specifications.

16. All visitor car parking must be clearly marked, and must not be behind a security shutter unless an intercom system is provided for access.

17. Parking spaces for people with a disability are to be provided in close proximity to lifts or access points.

18. Garage doors must be treated as an integrated element of the building design.

19. Where building uses will require the provision of loading facilities they are to be designed in such a way as to permit all loading and unloading to take place wholly within the site and prevent conflict



*The vehicular entry is treated as part of the elevation. It narrows the width of the entry and defines an opening in proportion to the other facade elements.*

with pedestrian and vehicular movement within or surrounding the site.

#### Car Wash Facilities

20. For buildings with 5 dwellings or more, at least one visitor car parking space is to be equipped with car wash facilities which has a cold water tap and is connected to the sewer system.

#### Pedestrian Access and Sustainable Transport

21. Pedestrian access within a development must be legible and separated from vehicular access wherever possible.
22. Provide safe and convenient pedestrian access from car parking and other public areas, with well co-ordinated signage, lighting, security, direct paths of travel with stairs and disabled access ramps.
23. Provide legible bicycle access between the cycle network and bicycle parking areas, which does not create conflict with pedestrian traffic.
24. All bicycle parking is to be secure and where provided within the public domain must be designed to minimise obstruction of pedestrian movement.
25. Design of bicycle parking is to cater to the various users of the development and their differing modes of bicycle parking required, such as:
  - a. parking for employees or residents, and
  - b. visitor parking, which is conveniently located preferably in areas which provide passive surveillance at ground level.
26. Where bicycle parking is to be provided for residents in basement car parks, it is to be in the form of individual bicycle lockers or within a caged or gated secure area.
27. Bicycle parking for non-residential development is to be provided as bike racks within publicly accessible areas or within the parking area.
28. New developments must maintain and enhance existing pedestrian, cycle and public transport networks including bus stops.
29. Design initiatives which promote sustainable transport are encouraged and can include:
  - a. small car parking spaces
  - b. dedicated communal or shared car spaces
  - c. bicycle exchanges or communal bicycles
  - d. dedicated and convenient motorcycle and scooter parking
30. Applicants of larger developments should liaise with Council and transport organisations regarding public transport opportunities such as shuttle bus services or new bus stops.



*Bicycle parking does not obstruct pedestrian movement within the public domain*

## Part 4 General Principles for Development

### 4.6 Car Parking, Access and Movement

31. Use ground surfaces throughout the pedestrian network that are slip-resistant, traversable by wheelchairs and indicate changes of grade by use of materials which provide a visual and tactile contrast.

**Further Information:**

*There are additional parking requirements that relate to specific building or development types, such as mixed use and child care centres. These requirements are detailed in the corresponding sections of this DCP.*

# 4.7

## site facilities

## Part 4 General Principles for Development

### 4.7 Site Facilities

#### Explanation

Site facilities include:

for all development

- air conditioning and communication structures,
- waste storage and recycling facilities,
- service lines/cables, and

for residential development

- laundry facilities and drying areas,
- letterboxes,
- storage areas, and
- hot water system.

Adequate provision of site facilities should be provided to meet the needs for different developments. They should also be appropriately located to have minimal negative impacts on the streetscape and the amenity of the surrounding environment.

#### Objectives

- A. To ensure that adequate provision is made for site facilities in development
- B. To ensure that site facilities are integrated into the design of the development and do not have negative impacts on streetscape or the amenity of the surroundings
- C. To ensure that site facilities are suitably sited for the convenience of the occupants and servicing
- D. To maximise reuse and recycling of household waste and industrial/commercial waste

#### Controls

##### Air Conditioning and Communication Structures

1. Satellite dishes, TV antennas, air conditioning units and any ancillary structures:
  - a. are not visually intrusive to the streetscape;
  - b. are located in positions that have a minimal impact on the amenity of adjoining properties and neighbouring lands; and
  - c. do not have a negative impact on the architectural character of the building to which they are attached.
2. For each building comprising more than 2 dwellings, a master TV antenna or satellite dish is to be provided. Individual antennas or dishes may not be placed on balconies or verandahs.



#### Waste Storage and Recycling Facilities

3. Development must comply with Council's Technical Specification – Waste Minimisation and Management regarding construction waste and on going management of waste facilities.
4. Waste must be minimised through source separation of waste, reuse and recycling by ensuring appropriate storage and collection facilities.
5. Waste storage areas/facilities must be appropriately located so that they are easily accessed by tenants and do not have negative impacts on the streetscape or the residential amenity of occupants and neighbours with regards to smell, visual appearance or noise disturbance.
6. Development must incorporate convenient access for waste collection.
7. For mixed uses, industrial and other non-residential uses, waste storage facilities should be designed to cater for different needs of multiple tenants as well as future changes in uses.

#### Service Lines/Cables

8. Substation facilities must meet Energy Australia's requirements and if able to be viewed from the street, must be screened by landscaping to a height of at least 1.5m.  
  
*Note: Energy Australia requires that buildings maintain clearances to high voltage electricity supply cables, and therefore may require a developer to place high voltage cables underground in any location at no cost to Council or Energy Australia.*
9. In Wolli Creek and Bonar Street precincts, the developer is required to relocate underground electricity cables on the frontages at no cost to Council.
10. Internal communication cabling must be installed for telephone, internet and cable television uses.

#### Laundry Facilities and Drying Areas

11. Laundry facilities are to be incorporated into each dwelling unit.
12. Drying areas are not to be located forward of the building line or within the setback to any street frontage and should be screened from public view.
13. Design should allow residents to hang clothes to dry in an open and preferably sunny part of the site.
14. Each dwelling in a dual occupancy or multi dwelling housing must

#### Further Information on Waste Management

"Better Practice Guide for Waste Management in Multi-unit Dwellings" by DECC 2008

## Part 4 General Principles for Development

### 4.7 Site Facilities

be provided with a separate clothes line with a minimum length of 7.5m.

#### Letterboxes

15. Letterbox points are to be integrated with building design and are preferably to be located in a covered area attached to or within the building.
16. Letterboxes are to be centrally located either/or close to the major street entry and lockable.
17. For development with multiple dwellings, letterboxes are to be visible from at least some of the dwellings, and located where residents can meet and talk, preferably with seating and pleasant ambience.



*Letter boxes located in covered area adjacent to building entry*

#### Storage Areas

18. For residential flat buildings and shop top housing, a minimum of 10m<sup>3</sup> storage area must be provided for each apartment. The storage area is to be exclusive of bedroom wardrobes, kitchen cupboards and services. At least 50% of the required storage within each apartment must be accessible from either the hall or living area.

#### Hot Water Systems

19. All hot water systems/units located on the balcony of a dwelling must be encased in a recessed box on the balcony with the lid/cover of the box designed to blend in with the building. All associated pipe work is to be concealed.

part **5**  
building types

## Part 5 Building Types

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### Introduction

Part 5 provides additional controls for building size and location, building articulation and specific requirements that are relevant to a particular development type.

Generally, applicants need only to refer to the type of development that is relevant to their proposal. However, for a development that includes different development types, such as a mix of residential and retail uses, applicants may need to refer to more than one section of Part 5.

Primary controls for building size and location are contained in Bayside LEP 2021, including floor space ratios (FSR) and height controls. This DCP contains the following elements:

- maximum building height in storeys for dwelling houses, dual occupancy, secondary dwellings and multi-dwelling housing;
- front, side and rear setback controls; and
- building footprint controls for residential flat buildings.

The maximum permissible floor space ratios as set down in Bayside LEP 2021 are not “as of right”. To achieve the maximum permissible floor space ratio a development must satisfy all relevant controls applicable to the land. It is intended that the gross floor area be contained within the building envelope established by this DCP and the LEP.

Applicants may choose where to locate the building footprint, provided that it occurs within the outer limits of the front, side and rear setback controls and provided that it satisfies other relevant controls. Important considerations that relate to the building’s scale and location are the protection of privacy, access to sunlight and views, the protection of existing trees and vegetation and the establishment of future plantings. These controls are contained in Part 4 of this DCP.

The purpose of the front, side and rear setback controls is to:

- recognise existing streetscape character;
- relate new development to existing boundary lines along the street frontage;
- protect the visual and acoustic privacy of occupants of adjoining buildings;
- ensure satisfactory access to sunlight and views;
- avoid an unreasonable sense of enclosure; and
- ensure an adequate area of the site is vegetated.

# 5.1

## low and medium density residential

## Part 5 Building Types

### 5.1 Low and Medium Density Residential

#### Explanation

Most streets in Rockdale are characterised by single dwelling houses on individual blocks of land. Our neighbourhoods and suburbs across the City have a pleasant and amenable character where communities have a sense of pride and wellbeing.

There is a need to ensure precincts and streets develop in ways that are unified and reinforce the overall character of their neighbourhood. It is also important that the amenity of neighbours is protected particularly in relation to privacy and overshadowing.

This section applies to the following residential development types:

#### Low density residential

- dwelling house,
- dual occupancy,
- secondary dwelling (granny flat development), and

#### Medium density residential

- attached dwelling,
- semi-detached dwelling,
- multi dwelling housing, generally in the form of villas and town houses.

#### Objectives

- A. To encourage development of a high standard of architectural merit and design
- B. To ensure the size and location of new dwellings allow for the sharing of views and preserve privacy and sunlight for neighbouring and new residents
- C. To minimise the impacts of dual occupancy and multi dwelling housing in areas where there is substantial detached housing
- D. To encourage innovative housing which is pleasant to live in, relates to the existing and future neighbourhood character, is responsive to the site and is environmentally sensitive
- E. To ensure orderly development of land on large sites and promote good economic use of land with a high standard of site layout and design
- F. To improve the range and quality of housing and residential environments which meet the diversity of peoples' needs and community expectations about health, safety and amenity

Controls

Storey Height and Setbacks

1. Development must comply with the height and setback requirements specified in the following table, provided that it satisfies all relevant controls in Part 4, such as solar access, landscape and vehicular access.

	Dwelling house & Attached dwelling	Dual occupancy & Semi-detached dwelling	Secondary dwelling	Multi dwelling housing
<b>Max height in storeys</b>	two on battle axe lot - one storey	two dwelling located at rear - one storey	one	two
<b>Street Setback</b>	<ul style="list-style-type: none"> <li>must be consistent with the prevailing setbacks in the street</li> <li>if there is not a consistent or established setback, a 6m setback applies</li> </ul>		n/a	<ul style="list-style-type: none"> <li>must be consistent with the prevailing setbacks in the street</li> <li>If there is not a consistent or established setback, a 6m setback applies</li> </ul>
<b>Secondary Street Setback</b>	min 1.5m	min 3m	min 3m	min 3m
<b>Side setback</b>	<ul style="list-style-type: none"> <li>min 0.9m for single storey building or ground floor of a two storey building</li> <li>min 1.5m for first floor of a two storey building, except on lots with street frontages less than 15m, it may be set back a min of 1.2m</li> <li>0m between Attached Dwellings and Semi-detached Dwellings</li> </ul>		min 0.9m	<ul style="list-style-type: none"> <li>min 4.5m, except where dwellings does not primarily address side boundaries, side setbacks may be a min of 3m, and</li> <li>min 7.5m where setback includes side driveway</li> </ul>
<b>Rear setback and rear lane setback</b>	<ul style="list-style-type: none"> <li>min 3m for single storey building or ground floor of a two storey building</li> <li>min 6m for first floor of a two storey building, except when fronting a lane may be set back 3m</li> </ul>		min 0.9m	<ul style="list-style-type: none"> <li>min 3m for single storey building or ground floor of a two storey building</li> <li>min 6m for first floor of a two storey building, except when fronting a lane may be set back 3m</li> </ul>

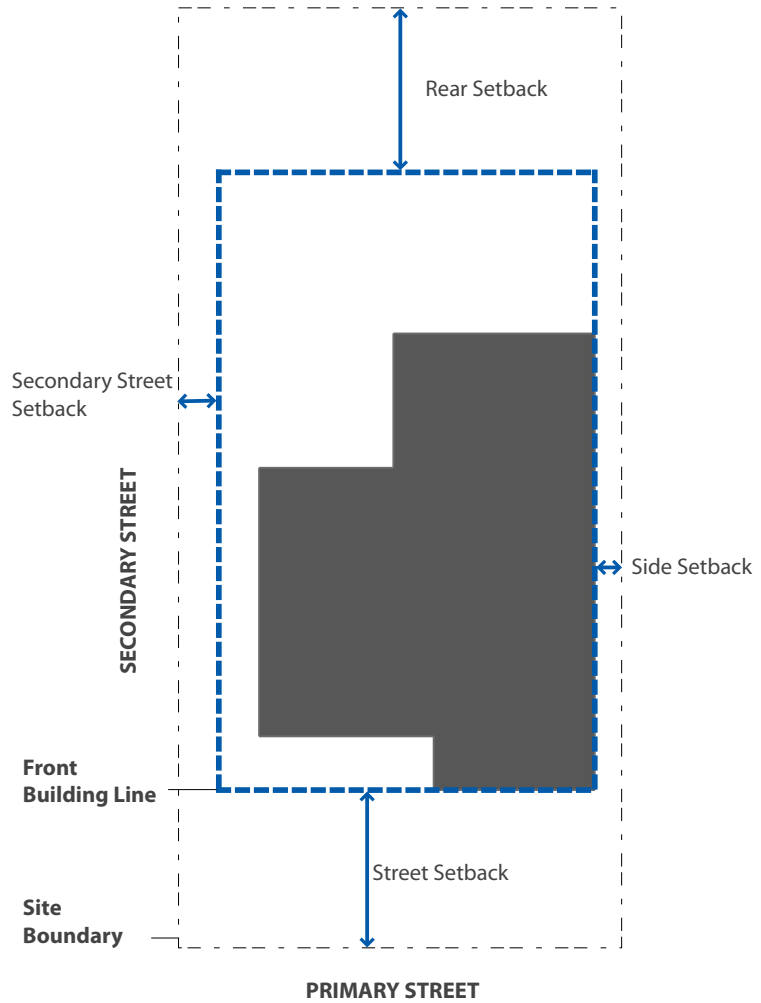
**Note:**

*Special consideration may be given to the rear setback for buildings on shallow depth allotments (ie allotments less than 30m)*

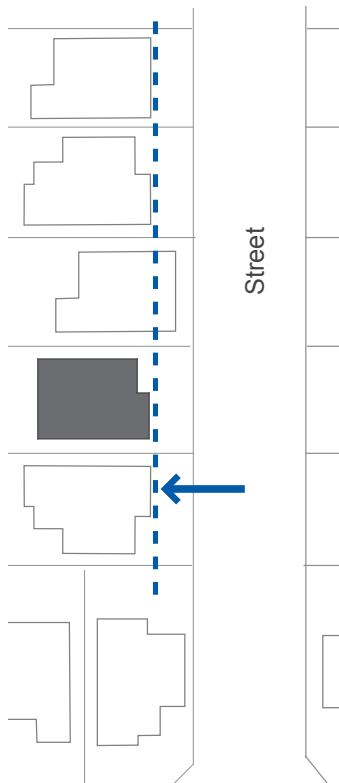
*Space used for carparking will be considered as a storey if the ceiling of the car parking level extends more than 1 metre above natural ground level.*

# Part 5 Building Types

## 5.1 Low and Medium Density Residential



Setbacks restrict the location of building footprint



Prevailing street setbacks

2. In areas where overland flooding is identified, greater side and rear setbacks may be required.
3. For development of a dwelling house on a battle axe shaped allotment, a minimum building setback of 4.5 m is required from the rear boundary of the front allotment.
4. In single-sided multi dwelling housing developments, a buffer strip of 7.5m wide is to be provided along one side of the site. The strip may incorporate driveways, visitor parking spaces, entrance porches, balconies and steps, but is to be otherwise landscaped, including a planting area of minimum 1m width along the side boundary.
5. For dual occupancy, secondary dwelling and multi dwelling housing when fronting a lane, the building is to address the lane as if it were a primary street frontage. Development is to be set back 3m with a private garden and fence to the laneway.

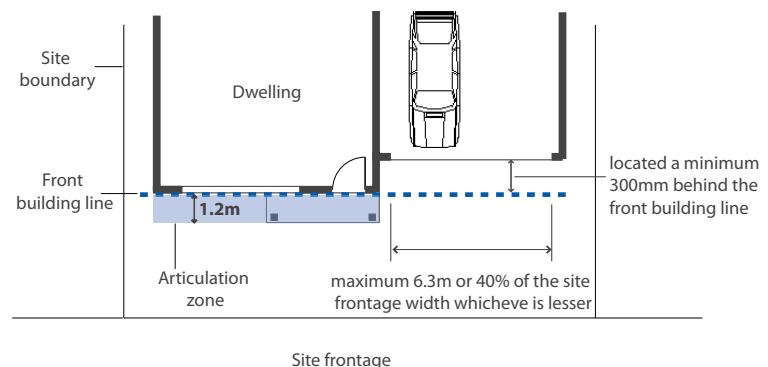


#### Building Design



*Townhouse development maintains a consistent setback to the street*

6. Building design and architectural style is to interpret and respond to the positive character of the locality, including the dominant patterns, textures and compositions of buildings.
7. Building articulation must respond to environmental conditions such as orientation, noise, breezes, privacy and views, through the use of appropriate sun shading devices, noise barriers, privacy screens, and the careful location of balconies, terraces and loggias.
8. Large expanses of blank walls are to be avoided through the use of architectural design features, modelling and fenestration.
9. For multi dwelling housing, the front dwelling must address the street and not present a blank side elevation to the street.
10. Building heights should be sympathetic to the natural land form and topographical features of the site and to existing buildings in the immediate vicinity.
11. Staircases leading to the first floor should be internal.
12. Split level dwellings should be considered in situations where a two storey building will be out of character with adjoining and nearby properties. Alternatively, additional habitable space may be accommodated within the roof space.
13. Supported porches, bay windows and balconies that are not enclosed or other design features that provide appropriate architectural benefit to the building may be provided forward of the building line up to a maximum distance of 1.2m into the front setback.
14. Garages must be integrated with the overall design of the building in terms of height, form, materials, detailing and colour. They should not be a dominant feature of the building façade and detract from the streetscape.
15. Garages and carports are to be located a minimum distance of 300mm behind the front building line. The total width of the garage doors which address the street must be a maximum width of 6.3m or 40% of the site frontage width, whichever is lesser. Refer to the following diagram.



16. Roof forms are to respond to the local context, in particular scale and pitch.
17. Attention must be given to the roof as an important architectural

## Part 5 Building Types

### 5.1 Low and Medium Density Residential

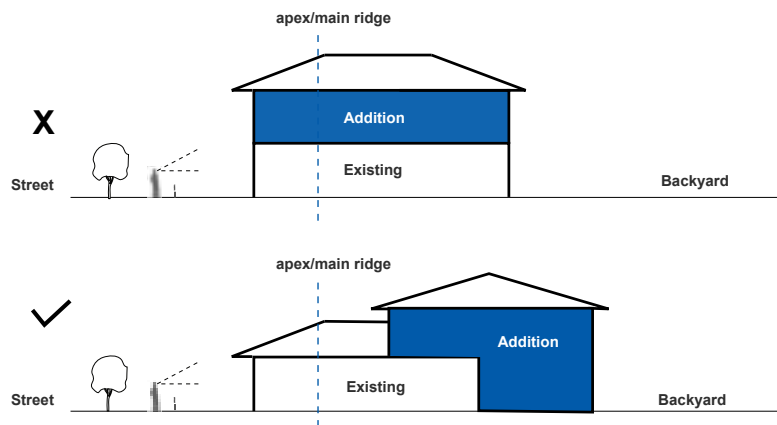
element in the street which can provide continuity and character.

18. Mansard roofs are prohibited.

#### Additions to Semi-detached Buildings

19. Alterations and additions to one of a pair of semi-detached cottages must not dominate or compromise the uniformity or geometry of the principal or street front elevation.

20. First floor additions to one of a pair of semi-detached cottages should be set back beyond the apex or main ridge of the principal roof form of the building.



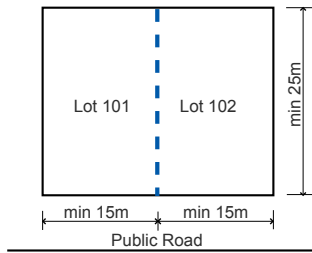
#### Attics

21. Attics may be used as habitable areas provided that windows are limited to small dormer windows.

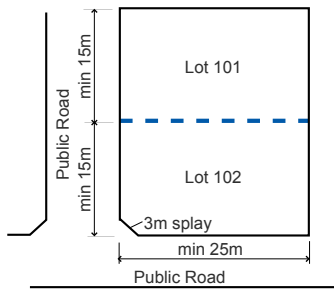
22. Attic roof space may be used when it is contained wholly within the roof pitch and is part of the dwelling unit immediately below and is incapable of being used as a separate dwelling unit.

23. The use of an attic must not create adverse impacts on the privacy of occupants of adjoining properties.

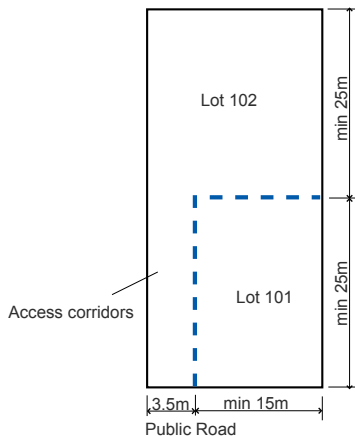
### Residential Subdivision



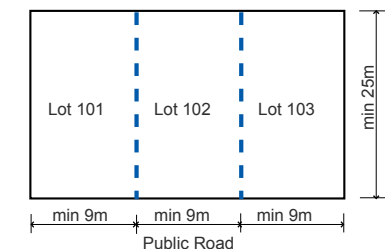
Mid Block Subdivision



Corner Block Subdivision



Battle Axe Subdivision



Attached Dwelling Subdivision

24. Torrens, Strata or Community title subdivision for dwelling houses, attached dwellings and semi-detached dwellings must take into account the principles in 4.1 Site Planning and other provisions in Part 4 of this DCP to achieve a desirable development outcome with minimal adverse impacts on the environment.
25. Each allotment in a proposed Torrens, Strata or Community title subdivision for dwelling houses, attached dwellings and semi-detached dwellings must have a frontage to a public road under the Local Government Act which has a width greater than 6m.
26. The proposed subdivision must comply with the requirements specified in the following table:

Development type	Minimum lot width and depth for subdivision
Dwelling house	<ul style="list-style-type: none"> <li>• min 15m at the front alignment of the building</li> <li>• min 25m depth</li> </ul>
Attached dwelling and Semi-detached dwelling	<ul style="list-style-type: none"> <li>• min 9m at the front alignment of the building</li> <li>• min 25m depth</li> </ul>
Battleaxe subdivision	<ul style="list-style-type: none"> <li>• min 15m at the front alignment of the building</li> <li>• min 25m depth</li> <li>• min width of 3.5m for access corridor</li> </ul>
Dual occupancy	<ul style="list-style-type: none"> <li>• min 15m street frontage</li> </ul>

27. Access corridors are to:
  - a. provide safe and practical vehicular access to a formed public road,
  - b. allow vehicles enter and leave the driveway in a forward direction,
  - c. make provision for vehicles to pass where exceeding a length of 30m,
  - d. include appropriate landscaping to maintain the amenity of the area,
  - e. be accessible for service providers and emergency services
28. New allotments must make adequate provision for infrastructure service.
29. On corner allotments, the dedication to Council for road widening purposes is a minimum 3 metres splay.
30. Where roads are intended for public use under a Community or Strata Title subdivision they are required to comply with the current AUS – SPEC 1.



# 5.2

## residential flat buildings

## Part 5 Building Types

### 5.2 Residential Flat Buildings



*Example of high quality residential flat buildings*

### Explanation

High quality residential flat buildings can make a lasting contribution to the building stock of the City. They can accommodate housing demand for a variety of household types including the elderly and one or two person households as well as for families with children and shared households for more than two persons. Residential flat buildings are encouraged in certain locations that are in close proximity to existing public transport and/or services.

This section of the DCP applies to residential flat buildings and to shoptop housing in a mixed use development. Development must also address the ten design principles in SEPP 65 - Design Quality of Residential Flat Development.

### Objectives

- A. To encourage development of a high standard of architectural merit and design
- B. To promote buildings of articulated design and massing, with building facades that contribute to the character of the street and provide useable external spaces
- C. To ensure the size and location of residential flat buildings allow for the sharing of views and preserve privacy and sunlight for neighbouring and new residents
- D. To encourage innovative housing which is pleasant to live in, relates to the existing and future neighbourhood character, is responsive to the site and is environmentally sensitive
- E. To improve the range and quality of housing and residential environments that meet the diversity of peoples' needs and community expectations about health, safety and amenity
- F. To promote orderly development of land on large sites in preference to development on small narrow sites
- G. To accommodate a range of different household types within each development
- H. To ensure residential flat buildings are accessible to all occupants and visitors and that goods and furniture can be readily moved throughout the building
- I. To encourage the design of housing with spaces for the "community" of residents as well as individual living units
- J. To promote high density residential development which has good access to public transport services

#### **Further Information**

*State Environmental Planning Policy (SEPP) 65 - Design Quality of Residential Flat Development and Residential Flat Design Code are available on the Department of Planning's website: [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)*

### Controls

#### Site Coverage

1. Building footprints for residential flat buildings are limited to 35% of the site area. The building footprint fits within the front, side and rear setback requirements and responds to site features, privacy, solar access and outdoor space design principles. Exceptions to this requirement may be considered in flood prone areas where podium development is warranted.

#### Development Setbacks

2. The building footprint of residential flat buildings is established in accordance with the following building setbacks:

Setback	Requirement
Street Setbacks	to be consistent with the prevailing setback along the street within the range of 3-9m
	secondary street/lane 3-5m
Side Setback	min 3m for buildings up to three storeys
	min 4.5m for all levels for buildings more than three storeys
Rear Setback	min of 12m or 15% length of site, whichever is the greater

**Note:**

*Compliance with these setbacks alone may not necessarily ensure visual and acoustic privacy between residential units from one block to another and greater separation and/or other measure may be required to ensure privacy between units.*

*The side and rear setback requirements also apply to the residential component of a mixed use building, see Part 5.3 Mixed Use.*

3. Balconies that are not enclosed, and do not adversely affect adjoining properties in terms of privacy or overshadowing, may encroach on the side setback by up to 300mm.



*Setback of top level enables penthouse expression*



*Balconies improve amenity and facade articulation*



*Richly modelled facade*

## Part 5 Building Types

### 5.2 Residential Flat Buildings

#### Apartment Size

4. Buildings are to be designed in accordance with the following apartment size standards as recommended by the Residential Flat Design Code:

Apartment Type	Area	m <sup>2</sup>
Studio	internal area	38.5
	external area	6
One bedroom, cross through	internal area	50
	external area	8
One bedroom, masionette/loft	internal area	62
	external area	9.4
One bedroom, single aspect	internal area	63.4
	external area	10
Two bedroom, corner	internal area	80
	external area	11
Two bedroom, cross through	internal area	89
	external area	21
Two bedroom, cross over	internal area	90
	external area	16
Two bedroom, corner with study	internal area	121
	external area	33
Three Bedroom	internal area	124
	external area	24

5. The apartment must meet the following minimum room size requirements:
- the size of the bedroom in a one bedroom apartment and of the main bedroom in a two or more bedroom apartment must be a minimum of 13m<sup>2</sup> in area with a minimum dimension of 3m;
  - the floor area of the second and all other bedrooms must be a minimum 9m<sup>2</sup> with a minimum dimension of 2.7m;
  - the floor area of living rooms must be a minimum 16m<sup>2</sup> with a least dimension of 3m, and the area must be increased by 4.6m where the living and dining areas are combined;
  - the size of all other habitable rooms must be a minimum 6.5m<sup>2</sup> in area with a minimum dimension of 2.4m;
  - A main bathroom must have a minimum area of 4.5m<sup>2</sup>, and are to be increased by 0.7m<sup>2</sup> with a toilet, 0.7m<sup>2</sup> with a washing machine, and 1.1m<sup>2</sup> with a washing machine and tub.



#### Building Design



*Combination of solid and glazed balustrades enlivens facades and provides opportunities for screening*



*Expression of double storey apartment is encouraged*



*The use of sandstone at ground level provides a solid building base and enriches the public domain*

6. Facade design must respond to environmental conditions such as orientation, noise, breezes, privacy and views, through the use of appropriate sun shading devices, noise barriers, privacy screens, and the careful location of balconies, terraces and loggias.
7. Strengthen the relationship of the building with the street through the use of entry lobbies, entry porches, loggias, balconies, bay windows.
8. Solid balustrading should be included in the facade design to provide screening of clothes line and other paraphernalia.
9. The design should consider expressing a hierarchy of floor levels by defining a base, middle, and top to the building, including podium and penthouse expression.
10. Large expanses of blank walls are to be avoided through the use of architectural design features, modelling and fenestration.
11. The building line of a street wall building should generally be parallel with the street boundary alignment.
12. Private open space elements such as balconies should be predominantly north, east and west facing and should be designed to ensure visual and acoustic privacy.
13. Express important corners by giving visual prominence to parts of the façade through a change in building articulation, material, colour, roof expression or increased height.
14. Existing residential flat buildings with no existing balcony enclosures are not permitted to enclose any balcony. Applications for balcony enclosures may only be considered when the enclosures are:
  - a. integrated with a design for the entire building; and
  - b. improve internal amenity through environmental control.
15. All external plumbing must be recessed or concealed and all internal plumbing must be ducted or concealed. Copper pipes must be exclusively used between the metre and service points.
16. All proposed staircases to the upper levels of buildings must be internal.
17. Façade fixtures such as sun shading devices and blade walls should not be the only means of façade modelling, and must instead be integrated with the overall facade composition to add another layer of detail and interest.
18. The selection and mix of building materials must complement the overall composition and emphasise the scale, proportion and rhythm of the façade. Heavy materials such as brick, stone and concrete can provide a solid building base or express key elements, whilst lighter materials such as glazing, cladding and lightly coloured rendered surfaces reduce perceived bulk and add relief to the façade.
19. The floor level of the upper most storey must be at least 3.5m

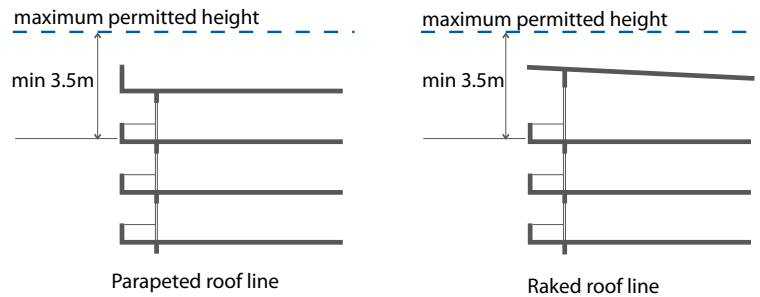
## Part 5 Building Types

### 5.2 Residential Flat Buildings



*Interesting roof form is to be incorporated into building design*

below the maximum permitted height to achieve a variety of roof forms.



20. Use the roof level for communal purposes or articulate the upper storeys, with differentiated roof forms, maisonettes or mezzanine penthouses and the like
21. Plant rooms, lift overruns and mechanical ventilation rooms must not be located on the roof of a building where they can be visible from a public place. Such services must be integrated into the design of the building, or alternatively located in the basement of the building.
22. The profile and silhouette of parapets, eaves and roof top elements must be considered in roof design.
23. The roof design must be sympathetic to the existing streetscape, and have regard to existing parapet and roof lines of adjoining properties that are of a similar building height.



*Building entries are clearly defined*

### Building Entry

24. The entry is to be designed so that it is a clearly identifiable element of the building in the street.
25. Utilise multiple entries – main entry plus private ground floor apartment entries to activate the street edge. At least 50% of ground floor dwellings are to have individual gates and direct access off the street.
26. Provide as direct a physical and visual connection as possible between the street and the entry.
27. At least one main entry with convenient, barrier-free access must be provided in all new development.
28. Provide separate entries from the street for:
  - pedestrians and cars; and
  - different users, for example, for residential and commercial users in a mixed use development.
29. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.
30. Pedestrian entries should be located on primary frontages.



#### Lift Size and Access

31. Lifts are to be provided in all residential flat buildings. Multiple stairlift cores should be provided to encourage multiple street entries and ease of access to apartments. Where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor should be limited to 8.
32. Lift cars are to have minimal internal dimensions of 2.1m x 1.5m, capable of carrying stretchers, with lift door openings wide enough to enable bulky goods (white goods, furniture etc) to be easily transported.
33. Lifts are to be accessible from all levels of the building, including all basement levels. Level access to the lift from all basement levels must be provided.
34. Each dwelling on a level above the sixth storey is to have access to two lifts.
35. All common corridors are to have a minimum width of 2 metres to enable bulky goods (white goods, furniture etc) to be easily transported through the building.
36. All common corridors are to be provided with natural light and ventilation where feasible.



*Ground floor apartments have direct access to the street*



# 5.3

## mixed use

## Part 5 Building Types

### 5.3 Mixed Use

#### Explanation

Bayside Council encourages a range of uses within its commercial and local centres. These centres serve a vital role in the fabric of the city as they provide convenient retail and services as well as a variety of public spaces which serve as a focus for the community. Mixed use centres are located and designed to encourage pedestrian patronage and improve the local economy by dispersing retail and commercial space across a number of centres within the city.

Mixed use centres can also provide additional residential density in well served areas, as they are generally close to public transport nodes. Good access to public transport encourages more sustainable living, as well as adding life and vibrancy to the centres themselves. The residential component of a mixed use building is referred to as “shoptop housing” and can take the form of a single dwelling unit above a shop to a large number of residential units above retail and/or commercial space.

#### Objectives

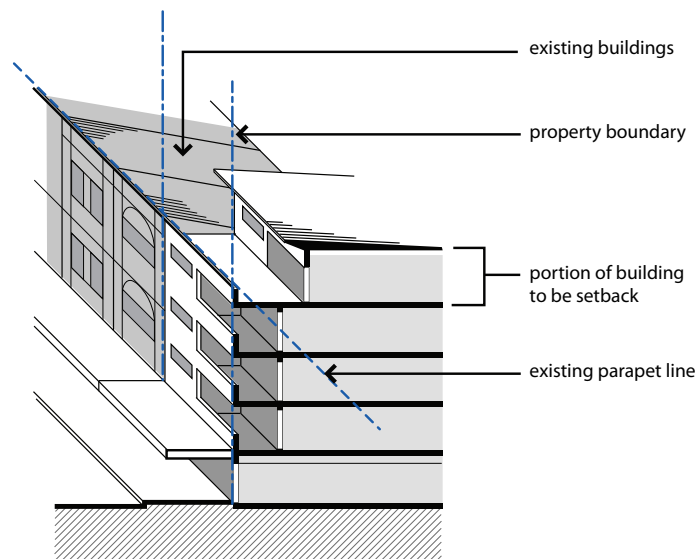
- A. To facilitate development within the centres to foster growth and improvement
- B. To promote a range of employment uses and retail diversity which contribute to the vitality and economic viability of centres
- C. To support the evolution of building styles within the centres through the introduction of well designed contemporary buildings that respond to local context and environmental conditions
- D. To create a safe and amenable public domain that is vibrant and active
- E. To create an active interface between ground level retail or commercial properties and the street
- F. To ensure a built form that creates a well defined and legible public domain
- G. To ensure spaces within a building are functional and offer a high level of amenity and quality
- H. To ensure buildings are flexible and adaptable and able to accommodate changes of use to meet future demands
- I. To enhance the permeability of centres by expanding the pedestrian network
- J. To increase the number of people living in mixed use developments within the centres
- K. To protect the amenity of existing and future neighbouring residential uses
- L. To provide a more sustainable mode of living where residential linked to the workplace

## Controls

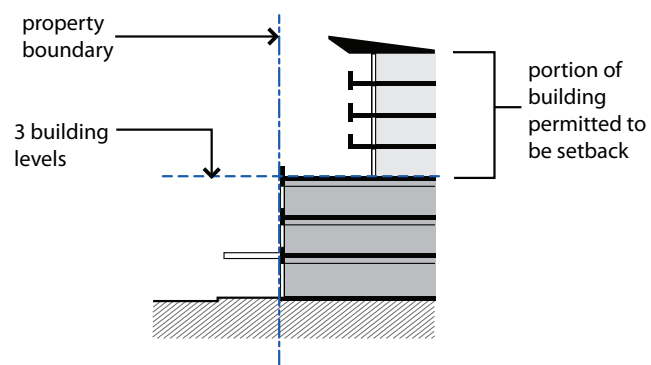
### Development Setbacks

#### Front setbacks

1. Front setbacks must define a coherent alignment to the public domain and accentuate street corners.
2. Development is to be built to the street alignment with a zero setback. The uppermost floor level may be set back. If there is a predominant parapet line in the street, a setback from this line may be required to achieve a cohesive streetscape.



3. Development on a busy road is to have a zero setback for at least the first three levels. A setback may be provided above the third level to ameliorate the impact of traffic noise and pollution.



#### Side and rear setbacks

4. For minimum side and rear setbacks for shoptop housing refer to 5.2 Residential flat buildings of this DCP.
5. At the street frontage a zero side setback is required to achieve a street wall building.
6. Generally the lower levels of buildings are to be built to side and rear boundaries or be set back no less than 3m. For development

# Part 5 Building Types

## 5.3 Mixed Use

on a site immediately adjoining an allotment zoned residential or public open space, the development provides:

- a. a minimum side setback of 1.5m where the side boundary immediately adjoins the residential zoned allotment;
  - b. a minimum rear setback of 4.5m at the ground and first floor of a building.
7. For development on a site with rear lane access, development facing the lane should be built to the boundary.

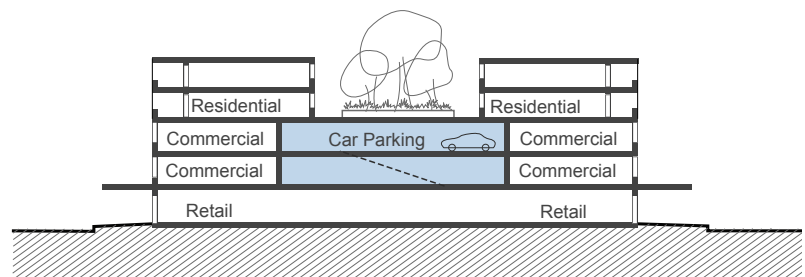
### Building Uses

#### Ground level uses

- 8. Building uses fronting the public domain at ground level are to be active uses wherever possible.
- 9. Residential uses are prohibited on the ground floor with the exception of access to upper level residential uses.
- 10. Access to upper level uses does not occupy more than 20% of the ground floor frontage.
- 11. Development on a site that has a sloping frontage is to be designed to step with the longitudinal grade of the street.
- 12. Where non-active uses, including building services and loading docks, are located on ground level, they must be 'wrapped' in retail or commercial uses at the street frontage.
- 13. Any development which contains above ground car parking must 'wrap' the car parking with active building uses on any street frontage. All above ground car parking must be internal to the building; no at-grade car parking is permitted.



Mixed use buildings enliven the public domain by providing active uses on the ground floor



#### Retail

- 14. A minimum of 10% of the gross floor area of a mixed use development is to be for retail and/or commercial uses.
- 15. Retail premises are to be regularly shaped with minimal intrusions from building services and circulation. All retail premises must have internal access to the loading dock if provided.
- 16. Retail premises of less than 200m<sup>2</sup> must have a depth to width ratio between 1:1 and 3:1.



### Commercial

17. Upper level commercial uses are encouraged in all centres, particularly fronting classified roads and higher order retail streets. Commercial spaces are designed for maximum flexibility of use and adaptability through co-location of services and regular floor plans.
18. Commercial premises over 200sqm must provide staff toilets and showering facilities within the premises to encourage bicycle usage as well as amenity for staff.
19. Commercial premises under 200sqm must have internal access to staff toilets and showering facilities and such facilities may be shared with other tenancies.
20. Consideration is to be given to horizontal as well as vertical separation of uses in larger developments. Design solutions include separate commercial and residential towers with separate street address.
21. In buildings which contain more than three floors of commercial or retail space, separate access and circulation to commercial and residential spaces is required, including the separation of residential and commercial car parking where possible.



*Building design provides flexible privacy control devices*



*Development on a busy road is articulated using recessed balconies, operable louvres and a roof overhang*



*Building articulation in a heavily modelled street wall building*

### Flexible space

22. Where upper level commercial is not provided, the first floor must be designed as flexible space to allow future adaptation. It must have a minimum floor to ceiling height of 3.3m
23. Flexible space is to include design features which allow future adaptability including: minimisation of structural internal walls, co-location of services, design of window and external door locations that allow multiple configurations, and larger bedroom spaces or multiple living areas for future home office areas. The applicant is to provide an alternative scheme that shows how the development could be modified for other uses.

### Shop-top housing

24. All shop top housing must address at least one street frontage, and have its main access off the primary street frontage and not a public internal circulation space.
25. The building must be designed to minimise potential impacts of commercial uses (eg restaurants and bars) on the amenity of residential users.

### Building Design

26. Façade and roof design is to comply with relevant controls in Section 5.2 Residential Flat Buildings of this DCP.
27. Blank party walls should be avoided and some modelling is to be provided to party walls.
28. Adjacent to a highway or railway line, the building articulation is to

## Part 5 Building Types

### 5.3 Mixed Use



*The residential component of a mixed use building is set back from the street frontage.*



*Prominent corner enhanced by curved elements of facade design*

be a lightly modelled street wall building using recessed balconies, expressed openings, projecting sills, roof overhangs and the like.

29. On retail streets, the building articulation is to be a heavily modelled street wall building, using projecting and/or recessed balconies, expressed window openings, deep reveals, roof overhangs and the like.
30. Floors of a building above the sixth floor may have the building wall predominantly set back from the street boundary with projecting balconies or rooms.
31. Where buildings are situated on a corner site they have greater visual prominence and are to be designed to respond to street geometry, topography and sightlines. The façade treatment at the corner is to be designed to differentiate it from the street facades.
32. The massing of a building on a corner site is to be distributed to enhance the street corner.

#### Public Domain Interface

##### Ground floor articulation

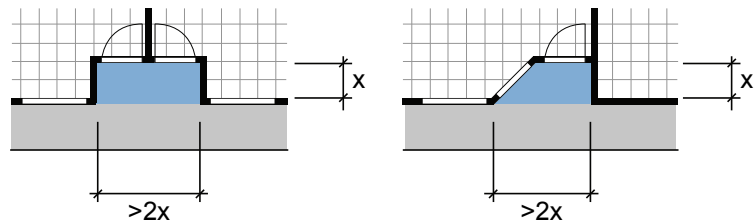
33. Building design avoids dead spots at ground floor level, such as car parking frontages, blank walls and recessed spaces.
34. Areas of blank façade for structural and articulation purposes are only permitted with a width of no greater than 600mm.
35. Finer construction detailing and more textural materials, such as face brick, stone and timber, are encouraged at ground floor to add richness to the pedestrian experience of the built environment.
36. For major retail developments including supermarkets and discount department stores, such stores are to avoid having any blank wall fronting the street frontage. Any blank walls are to be 'wrapped' by specialty shops fronting the public domain.
37. Operable shopfronts for cafes and restaurants are encouraged to promote lively interaction between the public and private domains.

##### Access to premises

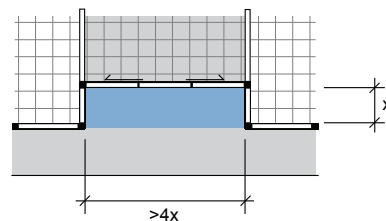
38. Buildings must provide access to all ground floor retail or commercial premises which front the street. This must be the primary means of accessing a given tenancy. On sloping sites, the levels must be contiguous at the entries, but may vary elsewhere by no more than 600mm.
39. At pedestrian access points, the ground floor façade may be set back up to 1.2m provided that the resulting space is at footpath level (or graded from footpath level to the building entry) and has a depth to frontage (at building line) ratio of not more than 1:2.



*Recessed entry door increases area of window display*



40. Any development containing a public internal circulation space from which retail premises are accessed must ensure that the street access to such circulation space contributes positively to the public domain. The entry point must be flanked by active uses and may be set back up to 2m to provide an extension to the public domain, provided the resultant space is at footpath level and has a depth to frontage (at building line) ratio of not more than 1:4.



41. Garage doors should be set back. All vehicle entries are to have security shutters and be designed to integrate with the overall façade composition.

### Visual connection

42. Development includes display windows with clear glazing to ground floor retail and commercial premises with a maximum window sill height of 700mm. Glazing is not to be frosted or otherwise obscured at eye level; between the heights of 0.7-2.1m.
43. Upper level building uses are to be designed so that they overlook the public domain particularly where continuous awnings are not provided, allowing opportunities for casual surveillance.
44. All ground floor lobbies are to have direct visual connection with the street, with clear sight lines.
45. Security features at ground level complement the design of the façade and allow window shopping and the spill of light into the street out of business hours.
46. Roller shutters over windows and entry doors are not permitted.

### Arcades, Laneways and Through Site Links

Arcades, laneways and through site links can enhance the permeability of centres by expanding the pedestrian network. They have the potential to contribute to a vibrant pedestrian shopping environment.

# Part 5 Building Types

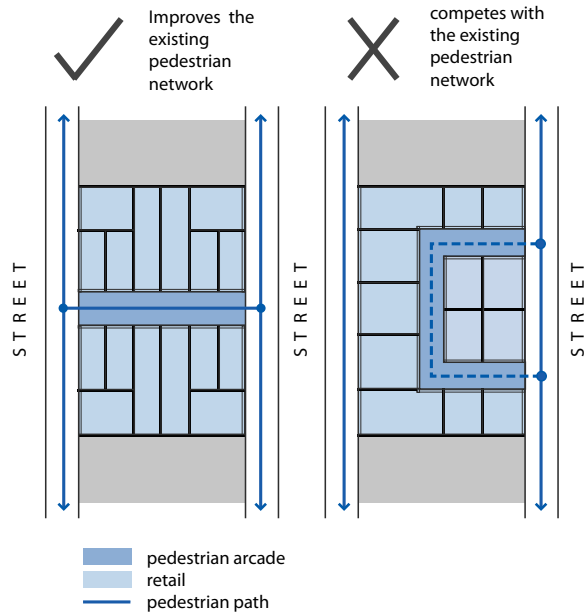
## 5.3 Mixed Use



*Pedestrian walkways improve a centre's permeability*

Through site links, arcades, shared ways and laneways are to be provided as shown in special precinct structure plans in Part 7.

47. New through site links should be connected with existing and proposed through block lanes, arcades and pedestrian ways and opposite other through site links.



48. Existing arcades and walkways must be retained or replaced when a site is redeveloped.

49. Pedestrian through site links and arcades are to:

- a. have active frontages,
- b. be clear and direct thoroughways for pedestrians,
- c. have a minimum width of 3.5m non-leasable space clear of all obstructions (including columns, stairs and escalators),
- d. where practicable, have access to natural light for at least 50% of their length,
- e. where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance

50. Consider supplementing walkways and arcades with outdoor areas such as courtyards and outdoor rooms.

51. Laneways that form part of the pedestrian network are to:

- a. have as a minimum 50% active frontage to the lane. Development on narrow lots may vary this requirement.
- b. have separate and clearly articulated vehicle access points and building entrances to avoid pedestrian and vehicular conflicts
- c. have service areas that are unobtrusive. Preferably orientate service areas perpendicular to lane frontage.

52. In Ramsgate Centre, to facilitate service and pedestrian access, a new laneway is to be provided between Dillon Street and Meurants

Lane along the rear property boundary of business properties fronting Rocky Point Road. The proposed laneway is 6m in width and is to be achieved through dedication to Council at the rear of the properties at 236-290 Rocky Point Road, Ramsgate.

The applicant is to indicate how any temporary access to properties on Rocky Point Road can be converted to retail uses once the lane is constructed and access is gained to development from the lane.



*Awning design highlights building entry.*



*The awning of this building accentuates the corner*

### Awnings

53. Continuous awnings are to be provided to all retail streets, and are to provide protection from both sun and rain
54. Awnings meet the following requirements:
  - a. minimum soffit height of 3.3m;
  - b. maximum fascia height of 600mm;
  - c. minimum setback from edge of kerb of 600mm; and
  - d. maximum step of 900mm on sloping sites, which must not compromise environmental protection.
55. Awning height provides continuity with adjoining properties and follows the street gradient. It is to be of sufficient depth to provide good shade and shelter to pedestrians.
56. Under awning lighting is included, either recessed into the soffit of the awning or wall mounted on the building.
57. Variation in the awning treatment at lobbies and entries to upper level building uses is encouraged to improve the legibility of the building.

### Parking

58. Where a building contains residential and non-residential uses, separate lift access must be provided from basement car parking to the residential and non-residential areas.
59. Residential parking spaces must be secure and separate from non-residential vehicle parking and servicing areas.

#### Further Information

Development Near Rail Corridors and Busy Roads – Interim Guideline” available on the Department of Planning’s website: [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)



5.4

highway commercial

## Part 5 Building Types

### 5.4 Highway Commercial



*Example of commercial development along highways*

#### Explanation

This section of the DCP applies to development on land zoned B6 Highway Corridor. This land is situated along the Princes Highway between Rockdale Town Centre and Wolli Creek.

Highway commercial development provides employment opportunities within the city and fills a need for large floor plate retail and commercial space which is not dependant on walk in trade and central locality.

The Princes Highway corridor is well served by the road network and is situated to attract passing vehicular trade, potentially from outside the city. Its highly visible location means that developments along the corridor are critical in promoting a positive image for the city; one of high environmental amenity and design standard as well as economic prosperity.

The design of highway commercial development should respond to the speed and perception of passing motorists as the predominant viewer and potential user of the development.

#### Objectives

- A. To ensure development is flexible, adaptable and robust enough to cater for a variety of future light industrial, retail and commercial uses
- B. To ensure development creates a positive streetscape which responds to heavy vehicle usage at higher speeds and achieves a high quality architectural design that promotes business enterprise along the corridor
- C. To ensure the environmental and streetscape amenity of surrounding streets and adjoining properties is protected
- D. To ensure development can cater for service vehicles without adverse impact on the ingress and egress of building users or the existing traffic network

#### Controls

##### Development Setbacks

1. On primary frontages to the Princes Highway continuous uniform street setbacks are to be followed where evident.
2. Buildings must be at least 4.5m from the side boundary where adjoining any residential development. If adjoining business development, zero side setbacks are permissible.
3. Buildings must be at least 6m from the rear boundary where adjoining any residential zoned land.



#### Building Siting and Layout

4. Development must respond to topography, views and sight lines.
5. The preferred location for retail display space is in internal showrooms.
6. The location and means of access to customer car parking should be clearly visible to passing motorists.
7. Developments are to avoid locating vehicle driveways adjoining residential zoned properties without a landscape buffer or suitable acoustic insulated fence.
8. Building layout must avoid any potential for overlooking or overshadowing of adjoining residential zoned properties.
9. Developments must locate any potential noise sources away from any adjoining residential uses.

#### Building Design

10. The façade modelling of a development should utilise large expressed elements to relate to passing motorists and articulate the key components of the building such as entries, showrooms and the like. Finer detail expressing environmental control, individual tenancies and building levels should be used to add richness to the architectural design.
11. Buildings are to be designed with a strong relationship to the street through glazing. Extensive blank walls are to be avoided.
12. Signage must be integrated into the overall façade design.
13. Sun shading is to be provided appropriate to orientation for glazed portions of the facade.
14. Roof design is to be incorporated into the overall building design and built form modelling.
15. Consider environmental sustainable design features such as exhaust vents for natural ventilation to be incorporated into the roof form.
16. Roof space is not to be used for car parking or external retail space.
17. Free standing lightweight sail structures for sun shading are permitted where integrated into the overall landscape design.
18. Showrooms are to have a minimum floor to ceiling height of 4.0m and preferably higher.



*Environmental control devices add interest to facade design and protect glazing*



*Interesting building facade elements and showroom displays can this type of development*

#### Public Domain Interface

19. Car parking should preferably be located:
  - a. At the rear of building away from the street frontage.
  - b. Behind the front building line.
  - c. Within a basement car parking structure.

## Part 5 Building Types

### 5.4 Highway Commercial



*Car parking is to be incorporated into landscaping design*

20. Any parking located within the front setback area must be suitably landscaped to add positively to the streetscape and not detract from the building's relationship with the street.
21. Where a building is set back, a landscaped strip (min width 1.2m) is to be provided along front property boundary. The landscaped strip must not obscure buildings or obstruct the opportunities for passive surveillance of the buildings from the street and visa versa. The preferred planting will be ground covers and low bushes with larger canopy trees which allow clear sight lines at eye level.
22. Where fences are provided to street frontages they must be no greater than 1.8m high and be of steel palisade type or similar.

# 5.5

## industrial

# Part 5 Building Types

## 5.5 Industrial



*Industrial development includes building articulation and landscaping*

### Explanation

This section of the DCP applies to light industrial development. Industrial development generates a significant amount of employment opportunities and thus plays an important role in the economy of the City. However, given the nature of the uses, there are often associated impacts with respect to noise, traffic and environmental amenity issues on adjacent and nearby areas.

The light industrial precincts in Rockdale are generally located in clusters out of the City's commercial centres. The major industrial precincts are:

- West Botany Street Industrial Precinct,
- Turrella Industrial Precinct,
- Production Avenue, Kogarah,
- Bonar Street and Wolli Creek areas.

### Objectives

- A. To ensure industrial development is functional, flexible and achieves a high standard of design
- B. To ensure the siting and design of industrial buildings contribute to personal safety, property security and environmental sustainability
- C. To ensure industrial development has minimal impacts on adjacent sensitive land uses such as residential and recreational uses
- D. To ensure the use of appropriate landscaping within industrial areas to provide a pleasant environment that complements the design of the building

### Controls

#### Building Heights

1. The height of any building or portion of a building within 12m of a boundary (including any setback zone) with a residential or open space zoned property is not to exceed 9m.

#### Development Setbacks

2. The street setback of an industrial building must respond to the dominant street setback and the character of the street.
3. Where development is opposite a residential zone and not separated by a Classified Road, buildings must be set back from the street boundary at least 7.5m if it is a primary frontage or 4.5m if it is a secondary street frontage.
4. Where the development has a common boundary with a residential zone the building must set back 4.5m from the side boundary and 6m from the rear boundary.

#### Building Siting and Layout

5. An active frontage use such as a building entry, show room, administration office or customer service area should be located at the front of the building to articulate the front building facade and provide surveillance of the street.
6. Development layout must avoid any potential for overlooking or overshadowing of adjoining residential properties and private open space.
7. Noise generating activities should be located away from office and staff rest areas, and away from nearby sensitive land uses such as residential land or recreational open space.

#### Building Design

8. A development must use architectural elements to articulate the front and other façades visible from the public domain. Large expanses of blank wall must be avoided.
9. Building design should incorporate decorative façade treatments such as projecting wall elements, shading devices and legible building entrances.
10. Unfinished concrete is not permitted on any façade visible from the public domain.
11. No service plumbing pipes, other than downpipes for the conveyance of roof water are to be visible from any public place.
12. All open storage areas are to be located so as to be not visible from any public place and clearly defined on plan application.
13. Roof design must be incorporated into the overall building design and consider features to maximise natural day light and ventilation.

#### Public Domain Interface

14. A minimum 2m wide landscape strip must be provided along all street frontages and boundaries that adjoin a railway corridor, residential or open space zone.
15. The landscape strip at the street frontage must not obstruct opportunities for passive surveillance of the street. The preferred planting is ground covers and low shrubs with larger canopied trees which allow clear sightlines at eye level.
16. The boundary adjoining open space or a railway corridor must be planted to avoid graffiti. The preferred planting is shrubs that grow to a minimum height of 2m.
17. Security fencing is to be constructed of materials that enhance the visual amenity of the area. Solid fences are avoided to discourage graffiti and enhance surveillance.
18. Parking within the front setback is to be accessed from the street by a driveway and must be incorporated into the overall landscape design.

#### Main Road Street Frontages

19. Developments fronting West Botany Street or Princes Highway

## Part 5 Building Types

### 5.5 Industrial

should provide tenancies with a greater proportion of commercial space.

20. The commercial space in these developments is to be located along the West Botany Street or Princes Highway frontage and is to have a strong visual connection with the street.
21. Individual tenancies and building entries must be clearly articulated and expressed in the building design to establish a commercial streetscape character.
22. Building facades fronting West Botany Street or Princes Highway are to create a strong street presentation through greater levels of façade articulation and building design quality.

part 6  
other development

## Part 6 Other Development

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### Introduction

In addition to previous parts of this DCP, this part provides additional controls relating to specific types of sensitive land uses. They are:

- Child care centres;
- Restricted premises and sex services premises;
- Telecommunication facilities; and
- Advertising and signage.

Certain types of development such as boarding houses, senior housing and affordable housing are covered by State Environmental Planning Policies (SEPP). These types of development will be assessed against the relevant SEPP and Part 3, 4, and 5 of this DCP.



# 6.1

## child care centres

## Part 6 Other Development

### 6.1 Child Care Centres

#### Explanation

This section of the DCP applies to the construction, use and operation of a child care centre. It is to be read in conjunction with all parts of this DCP. Child care centres provide essential infrastructure in the City that addresses the community's needs and fosters the local economy.

Applicants wanting to operate a child care centre need to obtain approval from Bayside Council and NSW Department of Community Services (DoCs) to satisfy current State Government regulations, namely:

- development consent under the Environmental Planning and Assessment Act 1979 is required from Bayside Council; and
- a licence to operate is required under the Children's Services Regulation 2004 from the (DoCs).

The Children's Services Regulation 2004 requires that an application for a licence cannot be made until development consent has been obtained. Therefore a development application for a child care centre is to be approved prior to lodgement of a licence application to DoCs.

Development consent is required for the following:

- establishment of new purpose built child care centres;
- conversion of existing buildings to child care centres;
- extensions / alterations to existing child care centres;
- extensions of the operation hours or outdoor play time of existing child care centres; and
- increasing the number of children attending an existing child care centre.

#### Objectives

- A. To encourage the provision of high quality child care centres which meets the needs of the community, including users of the facility and owners and users of surrounding land uses
- B. To encourage the provision of child care centres in commercial and residential developments
- C. To identify appropriate locations for the provision of child care centres, that are convenient to public transport nodes, as a key element in the development of sustainable communities
- D. To ensure that child care centres are appropriately located on sites where high levels of safety, security, environmental health and amenity for children are achieved

#### **Further information**

*Applicants should ensure the design of the development satisfy the licensing requirements of new centres, refer to Department of Community Service (DoCS) website: [www.community.nsw.gov.au](http://www.community.nsw.gov.au).*

- E. To minimise the adverse impacts associated with child care centres on adjoining properties and surrounding areas, such as those created by noise, traffic generation and on-street parking
- F. To ensure a safe environment for pedestrians, particularly children, motorists and cyclists around child care centres
- G. To ensure the child care centre integrates with the character of the streetscape and local built form
- H. To ensure that well designed spaces are provided that are safe and functional, and enable staff supervision of children at all times

## Controls

### Provision of Child Care Places

1. Child care centres must provide a minimum of 33% of their child care spaces for children under the age of 2 years.
2. The breakdown of ages of the proposed number of children and the clarification in relation to group sizes are required to be provided with the Development Application.
3. A maximum number of 50 children is permitted in a child care centre in residential zones, unless it can be demonstrated by the applicant that any additional children will not result in unreasonable impact on the amenity of adjoining properties and/or streetscape.

### Location

4. In locating a new child care centre the following guideline should be considered:

#### Child care centre location guideline

##### Child care centres are preferably located:

- within or close to commercial/town centres/major places of employment;
- near public transports;
- in residential areas adjacent to commercial or mixed use developments;
- close to schools, libraries, churches and other community facilities;
- in/adjacent to public open space ;
- on large corner sites or sites which adjoin no more than 2 residential properties;
- within purpose built buildings for child care.

##### Child care centres should not be located:

## Part 6 Other Development

### 6.1 Child Care Centres

- 
- in close proximity to existing or approved child care centres in residential zones;
  - on the same street in residential zones, depending on the nature and length of the street, where another centre (including a centre that has been approved) already exists;
  - where there are unsatisfactory on street parking/traffic conditions or restrictions (for example, on bus stops, no standing areas, unsafe traffic volumes or with poor sight distances);
  - on narrow, one way, dead end roads or cul de sacs (unless the property has a double street frontage with a drive-through capability);
  - on sites with a boundary to Classified Roads;
  - on steep sites;
  - in view of the entrance to drug clinics, sex industry, adult entertainment premises and other such uses;
  - in/adjacent to industrial areas/contaminated sites or other similar site where health hazard may occur;
  - within 100 metres from high voltage transmission lines, pylons and electrical substations or any other electromagnetic radiation;
  - in flood risk areas.
- 
5. Centres in the vicinity of existing/approved centres must demonstrate that there are no negative cumulative impacts on;
    - a. traffic movement, on street parking and pedestrian safety;
    - b. noise; and
    - c. residential streetscape.
  6. Child care centres should be located where there is maximum pedestrian safety, such as:
    - a. foot ways adjacent to the site are wide enough for prams to pass;
    - b. pedestrian access is segregated from any vehicular access to the site;
    - c. dropped kerbs are provided for pram or wheelchair access where necessary;
    - d. adequate pedestrian crossing facilities are provided to access the site from nearby train stations/bus stops.
  7. Child care centres are not permitted on properties:
    - a. subject to a high hazard 1% Annual Exceedance Probability (1 in 100 year) flood or high hazard overland flows; or

- b. subject to a 1% Annual Exceedance Probability (1 in 100 year) flood or overland flows that are not high hazard, unless there is an area within the development above the Probable Maximum Flood of sufficient size to comfortably accommodate all the children and staff.
8. Child care centres are not to be located on sites with any boundary to classified roads or at busy intersections.
9. Council may consider a reduction in allotment width for a child care centre accommodating no more than 20 children. However, the applicant must demonstrate in the application that the required indoor/outdoor space, car parking and landscaping have been provided.

#### Building Design

10. Child care centres must be designed in character with the existing streetscape (ie buildings located in residential areas must maintain an appearance consistent with the nearby residential streetscape).
11. In residential areas, child care centre development must observe the prevailing street setbacks and the side/rear setbacks required for a dwelling house. See Part 5.1 Low and medium density residential in this DCP.
12. Children under 2 years of age must be cared for on the ground floor of a building to facilitate ease of access and safety.
13. An above ground floor child care centre may only be considered where there is no alternative location on the ground floor. It will be assessed on its merits with respect to child safety and/or impacts on residential amenity.
14. Building design is to provide linkages between indoor and outdoor spaces that enable uninterrupted lines of sight and visual interaction with the outside environment from each activity centre, providing a high degree of supervision throughout, both indoors and outdoors.
15. Details are to be provided of all advertising structures that are proposed to be located on the site.
16. All new child care centres, building conversions and additions to existing premises must comply with the minimum access requirements outlined in Section 4.5.2 of this DCP.

#### Visual and Acoustic Impact

17. Buildings must be orientated and designed to minimise potential impacts on the residential amenity of adjoining property with regards to visual privacy and noise. Adequate screening should be provided where balconies and decks cause privacy concerns for adjoining properties.
18. A number of factors must be considered to ameliorate noise generation from child care centres. These include:
  - a. layout and orientation of the building;
  - b. erection of noise barriers;

## Part 6 Other Development

### 6.1 Child Care Centres

- c. insulation of external noise sources (e.g. air conditioners);
  - d. window glazing;
  - e. fencing placement, design and materials.
19. An Acoustic Report undertaken by a suitably qualified acoustic consultant is required for centres in/adjacent to residential zones. The report must demonstrate how the site planning and building design minimise noise impacts, and that noise levels (measured at any point on the boundary of the site between the centre and adjoining property over a 15-minute period) will not exceed 5dBA above the background level. The report should include recommended noise attenuation measures.
20. A Plan of Management is required for centres in/adjacent to residential zones indicating the hours and specifics of indoor/outdoor play and how noise impacts upon neighbours will be minimised. The use of outdoor playing areas may be limited subject to site and adjoining property circumstances.
21. All boundary fencing to play areas must provide sound insulation equal to a lapped timber fence.
22. Where the centre is affected by excessive noise, the centre must be designed to minimise the impact of that noise source, for example, using appropriate screening devices or locating sensitive areas (e.g. sleeping rooms) away from the source of noise.
23. Child care centres must be insulated according to AS 2021-2000 Acoustics Aircraft Noise Intrusion if it is located on land that exceeds 20 Australian Noise Exposure Forecast (ANEF) contours.

#### Indoor and Outdoor Space

24. The child care centre must comply with the minimum indoor space and the minimum outdoor space provisions as prescribed by the Children's Services Regulation 2004 and included in the following table:

Extract from Children's Services Regulation 2004

##### Indoor Play Space

A minimum of 3.25 square metres of unencumbered indoor play space\* per child that is exclusively for the use of the children is to be provided.

*\* Unencumbered space does not include items such as any passage ways or thoroughfares, door swing areas, kitchen, cot rooms, toilet or shower areas located within the building or any other facility such as cupboards and areas set aside for sleeping, staff and administration.*

##### Outdoor Areas

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A minimum of 7m<sup>2</sup> of useable outdoor play space\* per child that is exclusively for the use of children is to be provided. However, in accordance with Best Practice Guidelines in Early Childhood Physical Environments a minimum rate of 15m<sup>2</sup> of useable outdoor space per child is recommended. Depending on the size and layout of the proposed child care centre it is encouraged to provide in excess of the minimum 7m<sup>2</sup>. This may however not be possible depending on the circumstances of the case.

*(\* For the purposes of calculating useable outdoor space, items such as car parking, storage sheds and other fixed items which prevent children from using the space or that obstruct the view of staff supervising children using the space, are to be excluded.)*

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25. Indoor spaces and facilities such as office, staff room and nappy change area are to comply with the provisions of the Children's Services Regulation 2004.
26. The outdoor play spaces are to be:
  - a. located at ground level and at the rear of the Centre;
  - b. located away from the main entrance of the child care centre, car parking area or vehicle circulation areas;
  - c. located so as to have immediate access to toilets;
  - d. located (where practicable) to the northern or north-eastern end of the site and not to the south of the building. It should be able to receive a minimum of 3 hours direct sunlight during the centre's operating hours;
  - e. of a design and layout that enables clear sight lines to all areas from other areas of the child care centre for easy supervision at all times;
  - f. provided with adequate separation from the living/bedroom windows of surrounding dwellings;
  - g. adequately fenced on all sides. All gates are to be self-closing and child proof with child proof locks. All fencing to adjoining public spaces is to be a minimum height of 1800mm;
  - h. provided with a rainwater tank (minimum capacity of 2,000 litres) installed on site;
  - i. at least half the outdoor area is to be unencumbered and available for free vigorous play and is to include a variety of surfaces such as grass, sand, hard paving and mounding; and
  - j. adequately shaded in accordance with Shade for Child Care Services published by the NSW Cancer Council and NSW Health Department. Physical shading devices are to provide sun protection to children and be integrated into the design of the building and the outdoor area.
27. Sandpits are to be a minimum size of 12m<sup>2</sup> to allow a number of children to congregate at one time. They are to be surrounded by a ledge (minimum 800mm) for play and maintenance purposes.
28. Tree and shrub planting must not expose children to toxic, spiky or

## Part 6 Other Development

### 6.1 Child Care Centres

other hazardous plant species.

#### Parking and Pedestrian Safety

29. Development must comply with the car parking, access and movement requirements contained in Part 4 General Principles for Development of this DCP.
30. All on-site parking arrangements must ensure the visual attributes of the streetscape are maintained, particularly having regard to the street character, existing landscaping, tree removal and number of vehicle crossings.
31. On-site vehicular movements must be separated from pedestrian access by safety fencing, gates or other means.
32. Where on-site parking and a drop off and pick up area can not be provided due to site constraints, adequate provision of on street parking and kerbside drop off and pick up must be demonstrated.
33. All applications for child care centres must be supported by a Traffic Report prepared by a suitably qualified traffic engineer/company addressing as a minimum the following factors:
  - a. the prevailing traffic conditions
  - b. the likely impact of the proposed development on existing traffic flows and the surrounding street system
  - c. pedestrian and traffic safety
  - d. justification of any variation to the parking requirements (if any proposed) and
  - e. how impacts of drop-off and pick up will be accommodated.
34. The use of the kerb side parking lane may be permitted for set down and pick up of children subject to meeting the following criteria:
  - a. the road carriageway has a minimum width of 12m; and
  - b. parking restrictions and/or traffic controls do not prevent the lawful use of the street for parking; and
  - c. the street is not a classified road; and
  - d. the dedication of the on-street parking for set down and pick up does not extend beyond the side property boundaries of the

#### **Further information on indoor and outdoor space:**

*The installation of playground equipment must conform to the appropriate Australian Standards:*

- *playground surfacing specifications, requirements and test methods: AZ/NZS 4422:1996;*
- *playground equipment development, installation inspection, maintenance and operation: AS/NZS 4486:1997;*
- *playground design safety aspects: AS 1924:198.*



- site, and does not encroach within 10m of a corner of another street; and
- e. a Road Safety Audit (Stage 5 Audit) has been undertaken by an accredited auditor in accordance with AUSTRROADS and the audit result is satisfactory; and
  - f. the parking is not used by staff or a resident.
35. Traffic calming devices in heavily trafficked routes or places where there is potential of traffic hazards are to be provided at the cost of the applicant.

#### Hours of Operation

36. Specific hours of operation are required to be submitted with the Development Application.
37. In residential zones the hours of operation are limited to between 7 am and 7 pm, Monday to Friday. Extensions to the hours will only be considered where there will be minimal conflicts with surrounding properties, such as traffic and noise impact.

#### Dual use – Child Care Centre/Residential Dwelling

38. If a residential component is included, the residence must be occupied by either the owner/operator or a member of staff.
39. The dual use of the site must not result in over development of the site to the detriment of the users of the site and the amenity of surrounding residential areas.
40. Where a residence forms part of the centre, private open space with a minimum 30 square metres and a minimum width of 6 metres is required to be designed to provide privacy for the

#### Further information on parking

*In determining the number of parking spaces required for a Child Care Centre in terms of the number of children attending the centre and the number of staff working at the centre, the following DoCS requirements can be used to establish an approximate figure:*

*The maximum number of children that may be specified is:*

- 30 children under the age of 2 years, and
- 60 children of or above the age of 2 years but under the age of 6 years who do not ordinarily attend school.

*Staff to Child Ratios:*

- 1:4 in respect of all children who are under the ages of 2 years,
- 1:8 in respect of all children who are 2 or more years of age but under 3 years of age, and
- 1:10 in respect of all children who are 3 or more years of age but under 6 years of age.

## Part 6 Other Development

### 6.1 Child Care Centres

exclusive use of the residents of the dwelling. This area can be provided as a ground level courtyard. Ideally, this private open space should be designed so that it receives 3 hours of sunlight between the hours of 9 am and 3 p.m. in midwinter.

41. The provision of one off-street parking space must be provided for exclusive use of the residents. This space may not be 'stacked'.
42. Separate access to the dwelling house must be provided.

#### **Further information on child care centre development:**

*New buildings and existing buildings (such as one having a change of use) must meet the requirements of the BCA. Child care centres are defined in the BCA as "Early Childhood Centres", and requirements can vary depending upon the building design and other factors.*

*Applicants must refer and comply with the requirements of the Child Care Centre Fire Safety Manual, NSW Fire Brigades Public Education Section, Child Safety Unit, 1992.*

# 6.2

restricted premises  
and sex services  
premises

## Part 6 Other Development

### 6.2 Restricted Premises and Sex Services Premises

#### Explanation

Council's responsibilities in relation to restricted premises and sex services premises are primarily concerned with land use planning under the Environmental Planning & Assessment Act, 1979 and the operation of premises in accordance with conditions of consent.

This section provides guidelines for the regulation of restricted premises and sex services premises to minimise amenity impacts on adjoining land uses, particularly residential and other sensitive land uses.

In addition to addressing the specific requirements under this section, applicants must also observe the relevant Part 4 General Controls of this DCP, particularly with respect to sustainable building design, social equity and movement and vehicular access.

#### Objectives

- A. To ensure that the design and external appearance of restricted premises and sex services premises (including colour scheme and lighting) does not have an adverse impact on the architectural character of the surrounding built environment and streetscape appearance
- B. To ensure that the safety of all staff and visitors to restricted premises and sex services premises is maintained when approaching, entering and leaving the premises
- C. To ensure that restricted premises and sex services premises are provided with appropriate facilities in accordance with the relevant occupational health and safety provisions, in particular, the Occupational Health and Safety Regulations 2001
- D. To ensure that adequate and suitable facilities are provided within restricted premises and sex services premises to ensure the privacy, comfort, safety and security of staff and patrons
- E. To ensure that advertising and signage associated with restricted premises and sex services premises is discreet, does not draw attention to the use and does not result in visual clutter or other adverse visual impacts on the surrounding area
- F. To minimise the potential for the operation of sex services premises to cause a disturbance in the surrounding area because of its size, location, hours of operation, number of employees or clients, or proximity to another sex services premises in the area
- G. To ensure the safe and adequate storage, handling and disposal of contaminated waste

#### Controls

##### Design of Premises

1. Restricted premises and sex services premises must be designed so that there is only one visible pedestrian entrance to the premises from the primary street frontage. In instances where there is no front access and/or front access is impractical, Council will consider

a side or rear pedestrian access where adequate attention has been given to safety and security matters.

2. Rear or side pedestrian access is to be limited to one only, unless it can be demonstrated to Council's satisfaction that more than one access contributes to the amenity and functional efficiency of the restricted premises or sex services premises and surrounding uses and does not result in safety and security concerns or visual clutter via the need for additional signage.
3. The external appearance of restricted premises and sex services premises must respect the character and appearance of the streetscape, such that they do not become a prominent feature in the street. In this regard, the external colour schemes of premises are to be in keeping with the surrounding colour schemes (i.e. vivid and/or ostentatious colour schemes are not to be used).
4. Restricted premises and sex services premises must not display sex related products, books, pictures, mannequins and the like in the windows, doors, outside the premises, or any other location visible from a public place.
5. All entrances and exits of restricted premises and sex services premises must have appropriate lighting to ensure the safety of all staff and visitors as they arrive and leave the premises. Any flashing, intermittent etc lighting used in conjunction with a restricted premises and sex services premises must not be visible from a public place.

#### Signage

6. Signs are to be limited to identification of the premises by its name and/or address.
7. There is to be only one sign, not exceeding 1.5m<sup>2</sup> in area per premises.
8. In instances where the primary pedestrian access is from the rear of the site (and subject to Council's assessment as to the safety aspects) a second sign may be provided at the rear of the site, indicating only the business name and the street number or address.
9. The content, illumination and shape of the sign must not interfere with the amenity of the locality. In this regard, signs are not to include suggestive or offensive material, or include colours or designs that may distract passing motorists. Signs may only be illuminated if they will not cause nuisance to any adjoining premises or interfere with the amenity of the area.
10. In addition to a business identification sign, a clearly visible street number is to be displayed on the premises in order to avoid disturbances to surrounding premises that may arise out of confusion as to the location of the restricted premises or sex services premises.

#### Health

## Part 6 Other Development

### 6.2 Restricted Premises and Sex Services Premises

11. All applications for sex services premises must comply with the requirements of the Public Health Act 1991 and the requirements of the New South Wales Health Department.
12. The use of the sex services premises must not give rise to:
  - a. transmission of vibration to any place of different occupancy;
  - b. a sound level at any point on the boundary of a site greater than the background levels specified in Australian Standard AS 1055 - Acoustics - Description and measurement of environmental noise, or;
  - c. an "offensive noise" as defined in the Noise Control Act 1975.

#### Parking

13. Reduced parking requirements may be considered for sex services premises if the applicant provides sufficient evidence that there is adequate on street car parking and/or public transport services close to the premises. It will also be necessary for the applicant to demonstrate that a reduction in the on site parking will not result in an adverse affect to the amenity of the adjoining residential locality or properties caused by on street parking.
14. The design of off street car parking for a sex services premises must ensure the safety and security of workers, clients and the general public. The design of the premises must consider the installation of security cameras in the car parking area.

#### Operation of Sex Services Premises

15. Effective good management and operation of sex services premises is fundamental to limiting any detrimental impact on the amenity of the neighbouring premises, in reducing the impact on the character of the area, and for ensuring the safety and security of all staff and visitors. An Operational Plan can assist in identifying the potential impacts and the measures to be taken to reduce these, and in clearly defining responsibilities and procedures.

An Operational Plan must be included with any development application for a sex services premises.

#### Waste Disposal

16. Waste may be collected by Council or nominated waste contractor. Prior to the lodgement of DAs, applicants should contact Council's Waste Services Unit to discuss relevant arrangements.
17. Development must comply with Council's Technical Specification - Waste Minimisation and Management.
18. All waste contaminated with bodily fluids, excretions or the like, and sharps waste is to be stored in appropriate containers suitable for collection and disposal and in compliance with any WorkCover requirements.
19. Waste containers are to be stored and collected from within the site.

#### Review of Operation

20. All development consents granted to sex services premises applications must be initially limited to a period of 12 months. At the completion of this period, Council will re-evaluate the proposal in terms of any complaints received regarding the approved operations and compliance with any conditions of development consent.
21. If Council is satisfied that the sex services premises has operated in an orderly manner and with limited impact upon surrounding and nearby land uses, it will then grant a development consent under s.80(1) of the Environmental Planning and Assessment Act 1979.
22. Council may also impose conditions of consent relating to the hours of operation. This will also be the subject of review after 12 months. If after the 12 months trial, the approved hours of operation are causing a disturbance in the neighbourhood, Council may further restrict operating hours.
23. Where consent is granted, a specified operator will be nominated on the consent. If the operator changes, Council must be notified prior to the new operator commencing. This will be required as a condition of consent.
24. If the number of sex workers, or hours of operation, are proposed to be changed, a new development application will be required.
25. In addition to the existing powers of Council to serve notice upon the premises operating without consent or outside existing conditions of development consent, an application can be made by Council to the Land and Environment Court under Section 17 of the Restricted Premises Act 1943 seeking an Order that the premises not to be used as a *sex services premises*.

**Note:** *Section 17 of the Restricted Premises Act 1943 sets out the grounds under which an application to close a sex services premises can be made.*

#### Further Information

Legislation website: [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)

The NSW Department of Health provides various Fact Sheets at [www.health.nsw.gov.au](http://www.health.nsw.gov.au)





# 6.3

## telecommunication facilities

## Part 6 Other Development

### 6.3 Telecommunication Facilities

#### Explanation

This section applies to telecommunication facilities, including any fixed transmitter / receiver, its supporting infrastructure and ancillary development detailed under the Telecommunications Act 1997 that require the development consent of Council.

Telecommunication facilities including mobile phone towers, roof top antennae and broadband aerial cabling have become an integral part of the modern built environment. However, these types of facilities have the potential for significant adverse impacts on Rockdale's amenity and streetscapes.

The consent requirements for telecommunication facilities are determined by:

- Telecommunications Act 1997,
- Telecommunications (Low Impact Facilities) Determination 1997, and
- State Environmental Planning Policy (Infrastructure) 2007.

Low impact facilities covered in the Telecommunications (Low Impact Facilities) Determination 1997 do not need to comply with State Planning and Environmental Laws. Low impact facilities do not require development consent from Council. Typical examples of low impact facilities include:

- Satellite dishes and antennae attached to existing buildings,
- In building coverage infrastructure,
- Underground cabling, and
- Small equipment shelters.

State Environmental Planning Policy (Infrastructure) 2007 (Clauses 113 to 116) sets out the consent requirements for telecommunications facilities that are not designated as low impact facilities.

This section of the DCP provides controls for the siting, design and installation of these telecommunications facilities and associated infrastructure that require development consent from Council.

#### Objectives

- A. To apply a precautionary approach\* to the site selection, design, installation and operation of telecommunications infrastructure, particularly with respect to minimising the potential for Electromagnetic Radiation exposure to the public and avoidance of community sensitive locations

**Note:** As set out in Section 5.1 of the ACIF Code (C564:2004) – *Deployment of Mobile Phone Network Infrastructure*.

- B. To guide carriers in the siting and design of telecommunications facilities
- C. To encourage the practice of co-location of facilities, whereby a number of different telecommunication facilities are installed on one structure

- D. To achieve equity for the various stakeholders by endeavouring to balance their various needs
- E. To implement principles of urban design in respect to telecommunications infrastructure
- F. To provide infrastructure that is visually compatible with surrounding character and locality/visual context

## Controls

### Location

1. In selecting a site for the deployment of telecommunication infrastructure, applicants are to adopt a precautionary approach, particularly in regards to minimising electromagnetic radiation exposures and avoiding community sensitive locations, consistent with Section 5.1 of the ACIF Code. Preferred land uses (as determined by this Council) include:
  - Industrial areas; and
  - Commercial areas.
2. An Electromagnetic Radiation assessment, prepared in accordance with the ARPANSA EMR prediction methodology and report format, as described in Appendix B of the ACIF Code, is to be submitted with the development application.
3. Wherever possible, telecommunication infrastructure should be co-located with other existing telecommunications facilities. Notwithstanding, where co-location is proposed, the applicant is to provide documentation to demonstrate consideration has been given to the cumulative impacts of all co-located facilities, with respect to electromagnetic radiation exposure, visual amenity and structural safety.
4. If telecommunication infrastructure is not to be co-located with existing facilities, details of the process employed in identifying opportunities for co-location and the reasons why this was unsuitable or inappropriate must be included with the development application.

### Design and Construction

5. Proposals must consider provision for the range of available alternate infrastructure including new technologies, to minimise unnecessary or incidental electromagnetic radiation emissions and exposures, as required under Section 5.2.3 of the ACIF Code.
6. The design and construction of a facility must include measures to restrict public access to the facility. Approaches to the structure must contain appropriate signs warning of electromagnetic radiation exposure and providing contact details for the facility owner/manager.
7. The minimum requisites that shall apply where relevant are the Building Code of Australia for purposes of construction and the relevant exposure levels as directed by the Australian Communications Authority. The applicant must provide Council with

## Part 6 Other Development

### 6.3 Telecommunication Facilities

certification about the standards with which the facility will comply.

8. Telecommunication facilities and supporting infrastructure are to be designed in such a way as to minimise or reduce their visual impact from the public domain and adjacent areas.
9. Infrastructure must:
  - a. be designed in consideration of the local context;
  - b. be integrated with the existing building structure;
  - c. have concealed cables where practical and appropriate;
  - d. be unobtrusive where possible; and
  - e. be consistent with the character of the surrounding area.
10. Where a facility is located at ground level, suitable landscaping/ screening is to be provided to soften the appearance of the facility.

# 6.4

## advertising and signage

## Part 6 Other Development

### 6.4 Advertising and Signage

#### Explanation

This section of the DCP applies to signage within the entire City. Signage helps people find their way around the City, find specific locations and can enhance the streetscape.

The controls contained within this section complement the provisions of State Environmental Planning Policy No.64 – Advertising and Signage, State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and Bayside LEP 2021.

Generally, the permissibility of signage is determined by Bayside LEP 2021, including signage that can be carried out as exempt development, except where superseded by a State Environmental Planning Policy.

#### Objectives

- A. To ensure that design of all signage is of a high quality and that it relates to building architecture and streetscape character
- B. To convey advertisers' messages and images while complementing and conforming to both the development on which it is displayed and the character of the surrounding locality
- C. To prevent inappropriately designed and uncoordinated advertising which will detract from an area's visual character

#### Controls

##### Inappropriate Sign Types

1. The erection of the following types of signs is not permitted:
  - a. flashing, moving or video signs;
  - b. signs other than building identification signs above the awning in a Commercial zone;
  - c. a sign erected on or above the parapet of a building, other than a building identification sign;
  - d. a sign attached to a building and capable of movement;
  - e. projecting wall sign (attached to a wall and projecting horizontally more than 300mm).

##### Streetscape and Amenity

2. Any signage proposed within an open space or infrastructure zone will be assessed on its merit, with consideration including the effect on the amenity of adjacent residential properties.
3. In order to protect the amenity of residential uses adjoining

##### **Further Information**

*A structure on public land or on or over a public road requires the prior approval of the relevant authority administering the Roads Act 1993, the Local Government Act 1993, the Crown Lands Act 1989 or any relevant legislation, regardless of whether development consent is required or not.*

commercial area, advertising in commercial zones are not permitted on walls or structures facing adjoining residential zones.

4. In circumstances where the amenity of nearby residential areas will not be detrimentally affected, illumination may be permitted.

However, special care will need to be taken so as to avoid any likely nuisance to nearby residents as a result of glare or light spillage. If necessary, such advertisements will need to be time clocked to turn off at 10pm and possibly fitted with suitable light baffles and screened as appropriate.

5. Electrical conduits to illuminated signs are to be taken directly into the building or otherwise screened to the satisfaction of Council.
6. The size, scale and number of advertisements and advertising structures respond to their context, and integrate with the streetscape rather than dominating it.
7. The colours used in the design of an advertising sign or structure must complement the colour finish of the building to which it will be attached.
8. Corporate colours should be limited to the advertising sign or structure, and should not be applied to the painted surface of the building.
9. Advertising should not impact upon natural features and any trimming or lopping of significant trees should be avoided at all times. Where this is absolutely necessary details of the extent of the lopping and identification of the specific trees will be required with the application.

#### Size

10. The maximum advertising area for:
  - a. Commercial zones is 0.5m<sup>2</sup> of advertising area per 1m of shopfront;
  - b. Enterprise Corridor and Industrial zone is 1m<sup>2</sup> of advertising area per 3m of street frontage.
11. Signs must be of a size and proportion which complements the scale and proportion of the existing facade, as well as surrounding buildings and signs.
12. Health Consulting Rooms in a residential zone are permitted a single advertisement located wholly within the boundary of the subject property and with a maximum size of 0.75 m<sup>2</sup>.

#### Design

13. A signage strategy is to be submitted with a development application for any building that requires advertising or signage and must include details of the location, type, construction and total number and size of signs on the building/site.

**Note:** All future signs on the building or site must be consistent with

## Part 6 Other Development

### 6.4 Advertising and Signage

*the approved signage strategy.*

14. Where a building or site contains multiple tenancies or uses, a coordinated approach for all signs is required.
15. All advertisements in a foreign language must contain a legible English equivalent.
16. Advertising structures are to form an integrated part of the facade of buildings and must reinforce architectural elements and design.
17. Signage must not obscure decorative forms or mouldings and must observe a reasonable separation distance from the lines of windows, doors, parapets, piers, and the like.
18. Materials used must be durable, fade and corrosion proof and of a high aesthetic quality.

#### Impact on Heritage Significance

19. Advertising proposed for heritage items must have regard to its heritage significance and must complement the item. The architectural characteristics of a building should always dominate.
20. Signs on buildings or in areas of heritage significance must not by their size, design or colour detract from the character or significant qualities of individual buildings, their immediate context or the wider streetscape context of the area.
21. Historic signs may have their own significance and must not be obscured or diminished by later signage.

#### Safety

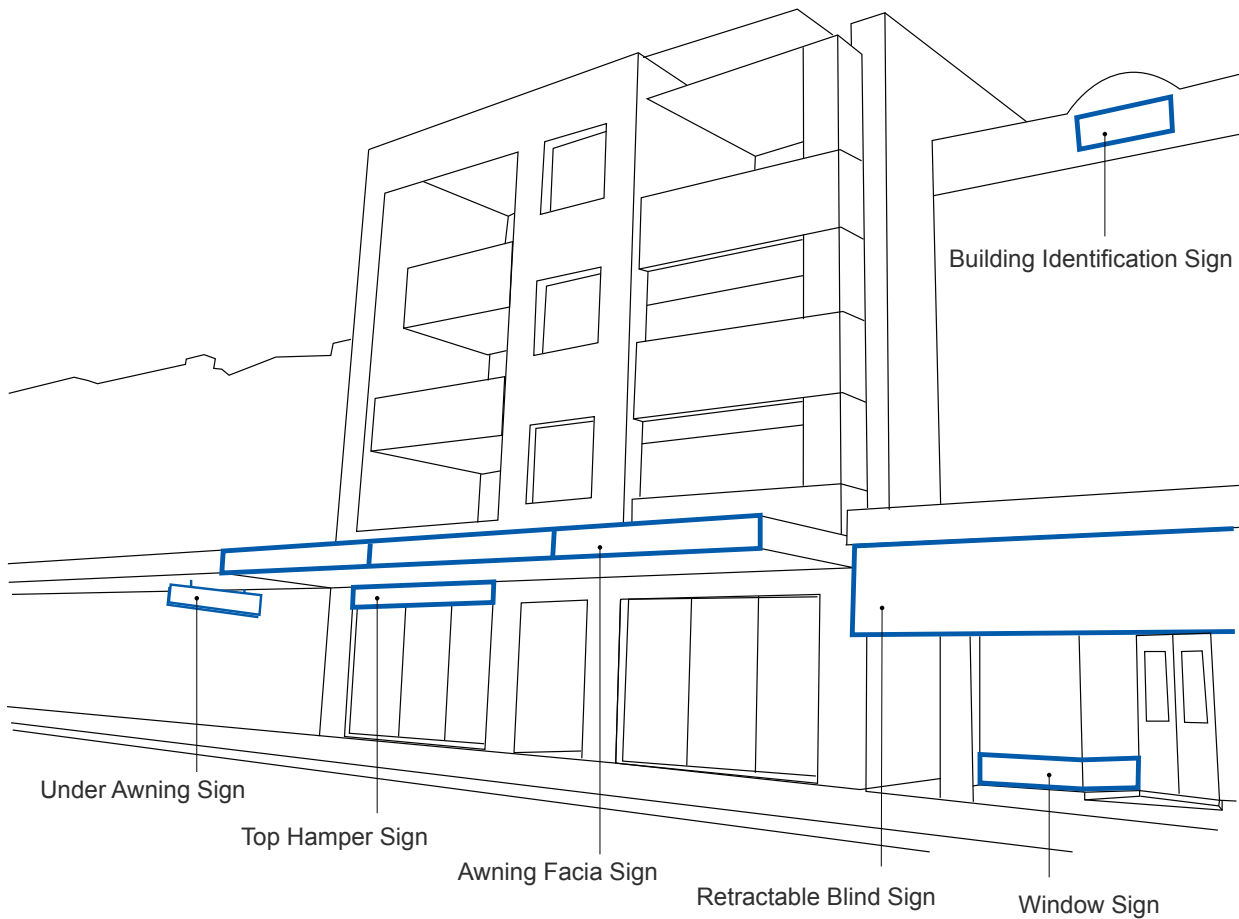
22. Advertising signs and their supporting structures must not be:
  - a. hazardous to passers-by;
  - b. located so as to be hazardous for traffic safety and must not obscure a driver's or pedestrian's view of road or rail vehicles, pedestrians or features of the road, railway or footpath (e.g. junctions, bends, changes in width);
  - c. so highly illuminated that they cause discomfort to, or inhibit vision of drivers or pedestrians;
  - d. mistaken as an official traffic sign and must not distract a drivers attention or be confused with instructions given by traffic signals.

**Note:** *Advertisements located near traffic signals or on roads subject to high traffic volumes will be considered on the basis of likely effect upon road safety. The views of the Police Traffic Branch and Roads and Traffic Authority may be sought.*

#### Specific Sign Types

23. Awning Facia Sign
  - a. must be attached to the fascia or return of an awning;
  - b. must form part of the awning;





### Types of sign

- c. must not be illuminated;
- d. must not project above or below the awning fascia;
- e. must contain sign writing that is limited to the street number, name and general nature of the business;
- f. must not include product identification.

### 24. Directory Board

- a. must be designed and constructed of high quality material and incorporated into the architecture of the site;
- b. must be of a size proportionate to that of the site on which it is located;
- c. must not dominate landscaped areas.

### 25. Flush Wall Sign

- a. must be attached to the wall of a building (other than the transom of a doorway or display window);
- b. must not projecting more than 300mm from the wall;

## Part 6 Other Development

### 6.4 Advertising and Signage

- c. the design and scale of lettering must be in proportion to the area of the building to which it will be applied, and of a complementary character.

#### 26. Painted Wall Sign

- a. advertisements which are to be painted directly onto external wall surfaces of commercial buildings will be judged on the merits of the particular case taking into consideration the objectives of this plan.

#### 27. Pole or Pylon Sign

- a. must be erected on a pole or pylon independent of any building or other structure;
- b. must have a maximum height of 6m;
- c. building must be setback from the street alignment;
- d. limited to one pole sign erected on each street frontage of the site.

#### 28. Portable Sign (including a-frame)

- a. must be a portable, freestanding sign consisting of one or two boards;
- b. must have a maximum height of 1m, length and width of 500mm;
- c. if displayed on public land, must be in accordance with Council's Commercial Use of Footways policy.

#### 29. Retractable Blind Sign

- a. must be used for business identification purposes only.

#### 30. Top Hamper Sign

- a. must be attached to the transom of a doorway or display window of a building;
- b. maximum of one per premises;
- c. maximum projection of 100mm from the building facade;
- d. must have a minimum clearance of 2.13m above ground level;
- e. must have dimensions proportionate to the size of the top hamper fascia;
- f. must not exceed 600mm in height, with a maximum length of 4m;
- g. must not obscure the top hamper, by allowing a proportion of the wall surface area of the top hamper to be exposed.

#### 31. Under-Awning Sign

- a. must be attached to the underside of an awning (other than the fascia or return end);
- b. maximum dimensions 2.5m in length and 0.5m in height;

- c. located in a horizontal position at right angles to the building facade;
- d. minimum clearance of 2.6m above the pavement level;
- e. must not project beyond the edge of the awning;
- f. must have a separation distance between signs of one suspended under-awning sign for every 3m of shopfront length;
- g. must be securely fixed to the awning by means of suitable metal supports not exceeding 50mm in width or diameter.

#### 32. Window Sign

- a. A sign attached to, or displayed on, the shop window must not exceed 40% coverage of that window.



part 7  
special precincts

## Part 7 Special Precincts

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### Introduction

This part of the DCP provide additional design requirements for certain areas in the City that require special consideration. Development in these area is to be designed with regards to the provision of Part 4 and Part 5, and with emphasis on the additional requirements of this Part. In the event of any inconsistency between this part and Part 4 or 5, this part will prevail.

The areas included in this part are:

- Wolli Creek;
- Bonar Street Precinct;
- Bexley Town Centre;
- Ramsgate Beach commercial area.
- Rockdale Town Centre

# 7.1

## wolli creek

# Part 7 Special Precincts

## 7.1 Wolli Creek

### 7.1.1 Background and Context



Wolli Creek Redevelopment Area

### Explanation

This section provides detailed provisions for development in the Wolli Creek area that:

- a. establishes a vision and key strategies to guide development;
- b. provides detailed urban design objectives and performance criteria to ensure that development responds to its context and the overall vision;
- c. ensures design is environmentally sustainable and takes into account the sensitivity of environmental issues which affect the area; and
- d. provides for flexibility and an integrated approach to the development process.

“Wolli Creek Redevelopment Area” to which this section applies, is generally bounded by Wolli Creek and the Cooks River to the north, the Southern & Western Suburbs Ocean Outfall Sewer (SWSOOS) to the west, Innesdale Road to the south and Marsh Street to the east, as shown on Wolli Creek Redevelopment Area map.

An approved Concept Plan applies to the Discovery Point site which is located within the north western sector of Wolli Creek. The site includes Discovery Point Park, the Cooks River foreshore, and the Wolli Creek Railway Station providing access to the Illawarra and East Hill rail lines.

Development within Discovery Point must comply with the approved Concept Plan and this DCP. In the event of any inconsistency between the Concept Plan and the DCP, the Concept Plan will prevail.



## Regional Context



Regional Context

Wolli Creek forms the southern anchor of Sydney's major employment corridor by virtue of its location and major public infrastructure elements including the Wolli Creek Railway Station, M5 motorway and close proximity to Sydney Airport.

This provides Wolli Creek with direct access by rail to south-western, southern and eastern Sydney, direct motorway access to Port Botany, south-western and eastern Sydney and the CBD, thus making it one of the most accessible places to live and work in the Sydney Metropolitan Region. Its location, adjacent to the proposed Cooks Cove development, will ensure the area reinforces the southern extent of Sydney's economic hub of activity.

Wolli Creek has the potential to link to an extended regional open space network that includes Botany Bay, Cooks Cove, Cahill Park and the Cooks River foreshore, the Alexandra Canal and out to

Homebush Bay.

Wolli Creek is evolving from an industrial area into a high density mixed use, residential and commercial area. In keeping with its unique location and accessibility to public transport, Wolli Creek will achieve some of the highest densities within the western area of the Bayside LGA. To ensure that this occurs in a way that benefits the city both economically and aesthetically, a Vision and Structure Plan have been developed which, along with specific controls, will guide the achievement of this goal.

## Part 7 Special Precincts

### 7.1 Wolli Creek

#### Local Context

Wolli Creek is located on the southern banks of the Cooks River and Wolli Creek. The land is very low lying and flood liable in most parts.

Fortunately, land adjoining the main waterways has been spared from industrial development, providing great opportunity to capitalise on the area's unique setting. Existing open space and environmental protection zones along the Cooks River and Wolli Creek have protected these locations and retained them as open space environments. Opportunities therefore exist for creating and capturing significant views of the region and waterways.

Wolli Creek contains some significant heritage items, namely the Wolli Creek Wetlands, the Tempe House Precinct incorporating Tempe House, St. Magdalen Chapel and their setting on the Cooks River, and the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS). These items illustrate Wolli Creek's historical development and provide key reference points and landmarks in the area.

Historically, a range of industrial and urban activities have had a substantial impact on the natural environment and land contamination will be an issue during Wolli Creek's redevelopment. Although located adjacent to the Airport, it is outside the flight path configuration thereby avoiding serious aircraft noise. However noise generated by the three railway lines and arterial roads will need to be mitigated.



*Natural and heritage features of Wolli Creek*

#### 7.1.2 Vision



*Constructed development within the area*

The vision for Wolli Creek is to create a high quality, high density urban environment, for living, working and recreation. An activity hub will evolve around Wolli Creek Railway Station and along Brodie Sparks Drive, with ground floor retail, a rail interchange, street dining and cafes. This area will be the focus and heart of Wolli Creek supporting activity day and night.

New development will be designed to define open space and streets. It will capitalise on the strategically important location of Wolli Creek and engage positively with busy roads and intersections and will respond sensitively to existing residential, foreshore and park settings. Wolli Creek will be clearly legible as the gateway to the St George region when viewed from the Princes Highway and Marsh Street.

Streets will be attractive and pleasant and support ground floor activity where appropriate particularly at major “hubs” such as Brodie Spark Drive. Good surveillance of public spaces and streets will be provided from residential and office uses. A sense of community will evolve through shared use of public spaces and a cohesive design of the public domain.

Wolli Creek residents and workers will walk, cycle and use public transport and will have access to a wide range of recreation, entertainment and shopping facilities within Wolli Creek.

The heritage items and natural features of the area will be conserved and celebrated. The network will encourage use of the extensive recreation and open space facilities within Wolli Creek and provide good connections from outside the area.

Wolli Creek’s location, being 8km from Sydney CBD, containing a major railway interchange - one stop from the airport, and being close to the M5 Motorway - will help to establish it as an important employment base within the region.

## Part 7 Special Precincts

### 7.1 Wolli Creek

#### 7.1.3 Structure Plan



Wolli Creek Structure Plan

The Structure Plan for Wolli Creek responds to the Vision and the objectives for the area and provides the overriding principles for the future development of the area.

The key elements that drive the Structure Plan are described further in the following sections:

- Land use strategy
- Road network and vehicular access
- Open space and movement
- Building form: building heights and density
- Street character and development setbacks
- Environmental Management

7.1.4 Land Use Strategy



Land Use

Wolli Creek has traditionally been an employment area and its transition into a mixed use and high density residential area should not lose that tradition of employment uses. On that basis Council requires all development within the B4 Mixed Use Zone to consider the mix of uses that are feasible for that development and particularly the opportunities for employment generating development.

Retail, transport and urban street life activity is focused on the northern end of the precinct, creating a “heart” around Brodie Spark Drive and the railway station. Busy pedestrian areas and non-residential uses such as shops, studios, offices, cafes, recreation and promenade opportunities will promote this activity hub.

A mixed use precinct will be established in the southern portion of the area between the Illawarra Railway and the Princes Highway. This area will provide for either residential, retail or

commercial uses within a development. Retail uses on the ground floor will not be mandatory in this precinct. As this area is flood liable, careful design consideration will need to be given to the requirement for elevated ground floor levels.

High density residential development will be promoted throughout Wolli Creek, including purely residential developments opposite Cahill Park and on the western side of the Illawarra Railway Line and in the southern portion of the precinct.

Highway business will be located along Princes Highway to provide a range of large floorplate retail and commercial spaces that take advantage of their highly visible and accessible locations.

## Part 7 Special Precincts

### 7.1 Wolli Creek

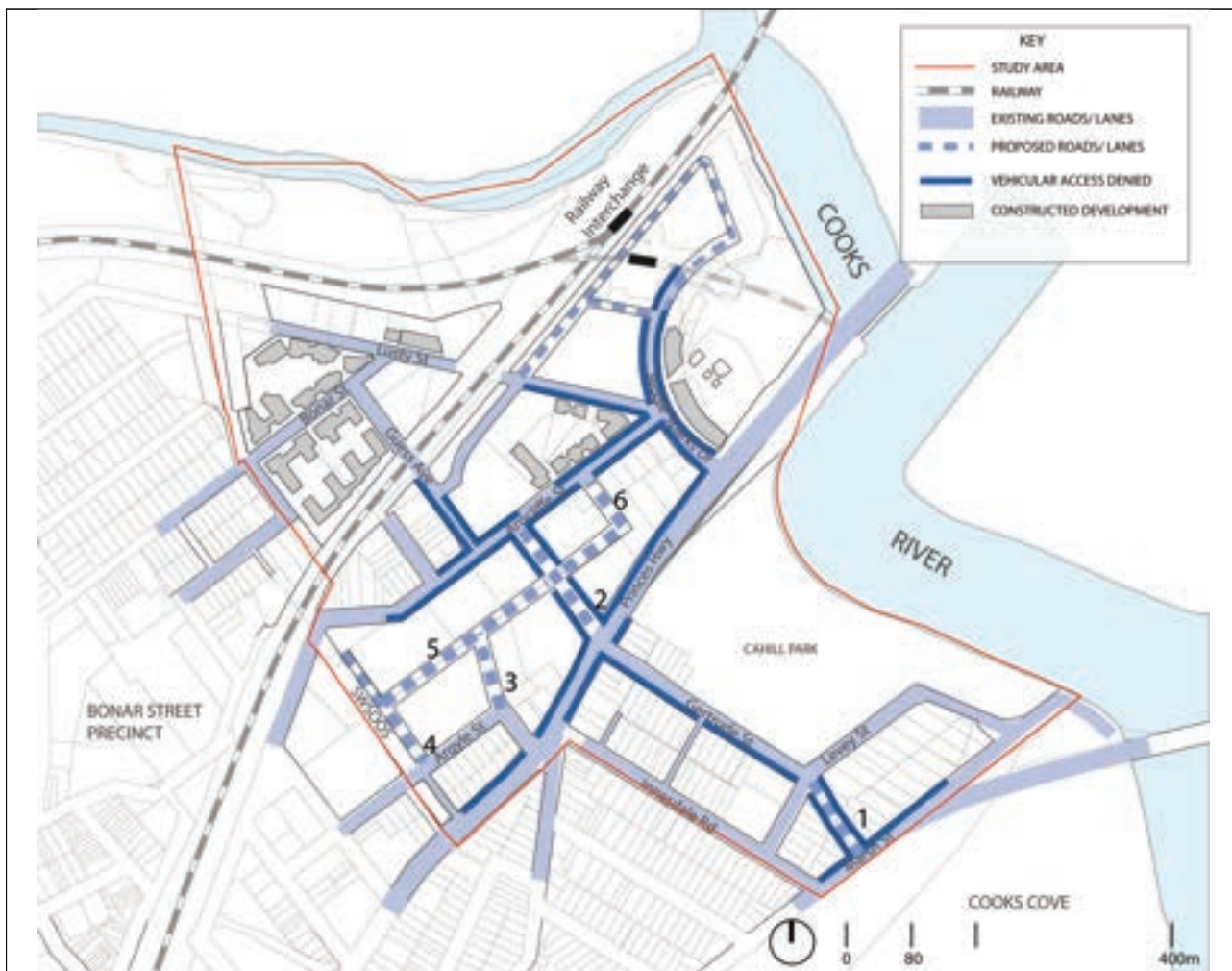
#### Objectives

- A. To provide a wide range of opportunities for different types of employment generating activities to meet regional and local needs
- B. To provide for the day-to-day shopping and service needs of the local community
- C. To change the character of the area from a degraded industrial environment to a high quality residential and commercial precinct, with a vibrant retail node

#### Controls

1. Development is encouraged to provide commercial development in the area designated as town centre on the Land Use diagram.
2. Where height difference between the street and the ground level of a building occurs (due to flooding constraints), ground floor uses should promote surveillance of the public domain by locating entrances, balconies, garden areas or locating steps between the street and dwellings.

### 7.1.5 Road Network and Vehicular Access



Road Network and Vehicular Access

A series of well integrated new streets are proposed to facilitate movement and access around the precinct. Wolli Creek is to be unified with a legible district link road running east-west between Marsh Street, along Gertrude Street and through to Arncliffe Street. The new road will provide a direct connection between Arncliffe and the proposed Cooks Cove development. Gateways to Wolli Creek will be located at Marsh Street and on the Princes Highway to assist in orientation and way finding.

To assist vehicular movement, vehicular access to development sites will be restricted on main traffic routes.

### Objectives

- A. To create a permeable road network that facilitates efficient vehicular access to and circulation within the area which can be conveniently used by all modes of transport
- B. To encourage use of public transport and alternative transport modes to help prevent further congestion of the regional road system

## Part 7 Special Precincts

### 7.1 Wolli Creek

#### Controls

1. New roads/road widenings are to be provided as per the Road Network and Vehicular Access diagram and the following table:

Table - Proposed new roads/road widenings

Road	Location	Width
New road 1	extension of Gertrude Street between Marsh and Levey Street	23m
New road 2	extension of Gertrude Street between Princes Highway and Arncliffe Street	23m
New road 3	between northern end of Argyle Street and Bonnie Doon Channel	18.4m
New road 4	extension of Argyle Street adjacent to SWSOOS	12m
New road 5	both sides of Bonnie Doon Channel	10.5m each side
New road 6	between northern end of new road 5 and Arncliffe Street	18m
Princes Highway	widening of west side between No. 47 and 123	4.5m
Gertrude Street	widening of north side between Princes Highway and Levey Street	3.1m
Arncliffe Street	widening of north side between No. 15 and 29	5m
	widening of south side between No. 34 and 94	
Lusty Street	widening of north side	2m
Argyle Street	widening adjacent to SWSOOS	2m
Robert Lane	widening of both sides	2m
Innesdale Lane	widening of both sides	2m

2. Vehicular access to development sites is to comply with the Road Network and Vehicular Access diagram.
3. Vehicular entries should be located on secondary frontages with a preference to rear lane access, where possible.

#### Further information

Council's current development contributions plan requires all development within the Wolli Creek area to make monetary contributions towards the upgrading of the area's road network. In addition, the contributions plan requires access roads within development sites to be constructed at no cost to Council. The land for these access roads and for all proposed road widenings is to be dedicated at no cost to Council. Council may accept offers for the provision of road works identified in the contributions plan as works-in-kind in full or part satisfaction of the monetary contributions. Refer to the contributions plan for details.



### 7.1.6 Open Space and Movement



Open space and pedestrian/cycle network

#### Open Space

Wolli Creek contains a number of significant local open space opportunities including Cahill Park, the Cooks River foreshore and Wolli Creek Wetlands. The acquisition of land for new or extended open space areas has also been identified, including land for the Lusty Street Reserve, the Town Park and the extension of Cahill Park along Gertrude Street. The Discovery Point site and grounds of Tempe House contains publicly accessible open space areas and the Cooks River foreshore.

The Wolli Creek and Bonar Street Precinct Public Domain Plan and Technical Manual has also been prepared and supplements the provisions of this Plan. The intent of the Public Domain Plan is to change the urban quality of Wolli Creek from a brownfields industrial site to a high quality urban precinct through streetscape improvements including landscaping, street furniture and the undergrounding

of utility services. The Public Domain Plan will assist in creating a sense of continuity and cohesiveness in the area by establishing a theme and landscape character conducive to each precinct’s strategy, built form and land use.

#### Pedestrian Paths and Cycleways

The Wolli Creek area is located at, or near a number of regional open space corridors which mostly follow local waterways. These include the Cooks River valley (which links downstream with Cook Park and the Botany Bay foreshore), the Wolli Creek valley (which will become the focus of a new regional park), the Rockdale Wetlands Corridor and the Alexandra Canal (proposed by Marrickville and City of Sydney Councils as a future recreation corridor). The Kurnell to Homebush Bay cycleway passes close to Wolli Creek.

The area therefore has excellent opportunities to

## Part 7 Special Precincts

### 7.1 Wolli Creek

take advantage of its local and regional accessibility for pedestrians and cyclists, and to promote them as viable alternative transport modes to and from Wolli Creek.

Linkages have been identified to better connect streets and open space for easy access and increased choice of movement, including an east-west axis and creation of a new Town Park at the centre of the axis in the heart of Wolli Creek. The SWSOOS and Bonnie Doon Canal will form part of this network as unique heritage and recreation opportunities.

Additional pedestrian and cycle facilities proposed in Wolli Creek include:

- Bridge over Wolli Creek to Waterworth Park, Earlwood;
- Underpass beneath Princes Highway at Cooks River;
- Pedestrian and cycle path along Cooks River foreshore and link path to Arncliffe Street.

### Objectives

- A. To ensure that the nature and distribution of public spaces, buildings and facilities enhances the public domain and links key features and activities within Wolli Creek
- B. To promote pedestrian and cycle links to encourage sustainable travel in the precinct
- C. To enhance local pedestrian and cycle routes and link them with regional networks, residential areas, work, shopping and recreation activities and public transport nodes.
- D. To consider and take advantage of the SWSOOS and its location by incorporating it into an open space network
- E. To retain, manage and upgrade environmentally significant areas, including Wolli Creek Wetlands and the Cooks River

### Controls

1. Pedestrian and cycle ways must be implemented as shown on the Open Space and Pedestrian/Cycle Network diagram.
2. Provide safe pedestrian and cycle access across streets with ground level crossings preferable to pedestrian bridges and overpasses.
3. Provide two street level crossings across the Princes Highway at Gertrude Street and Brodie Spark Drive to maximise pedestrian and cycle connections at grade.
4. Provide a small plaza (min size 200sqm) on the corner of Arncliffe Street and Brodie Spark Drive at 94 Arncliffe Street.

7.1.7 Built Form: Building Heights and Density



Building Height

The heights and floor space ratio controls of buildings in Wolli Creek generally provide for high density development. The LEP controls nominate a range of permissible heights and floor space ratios throughout the precinct that respond to particular site characteristics. The controls seek to locate taller building heights at key gateway locations and retail activity nodes.

Objectives

- A. To provide a reasonable incentive to achieve high quality development with a range of uses

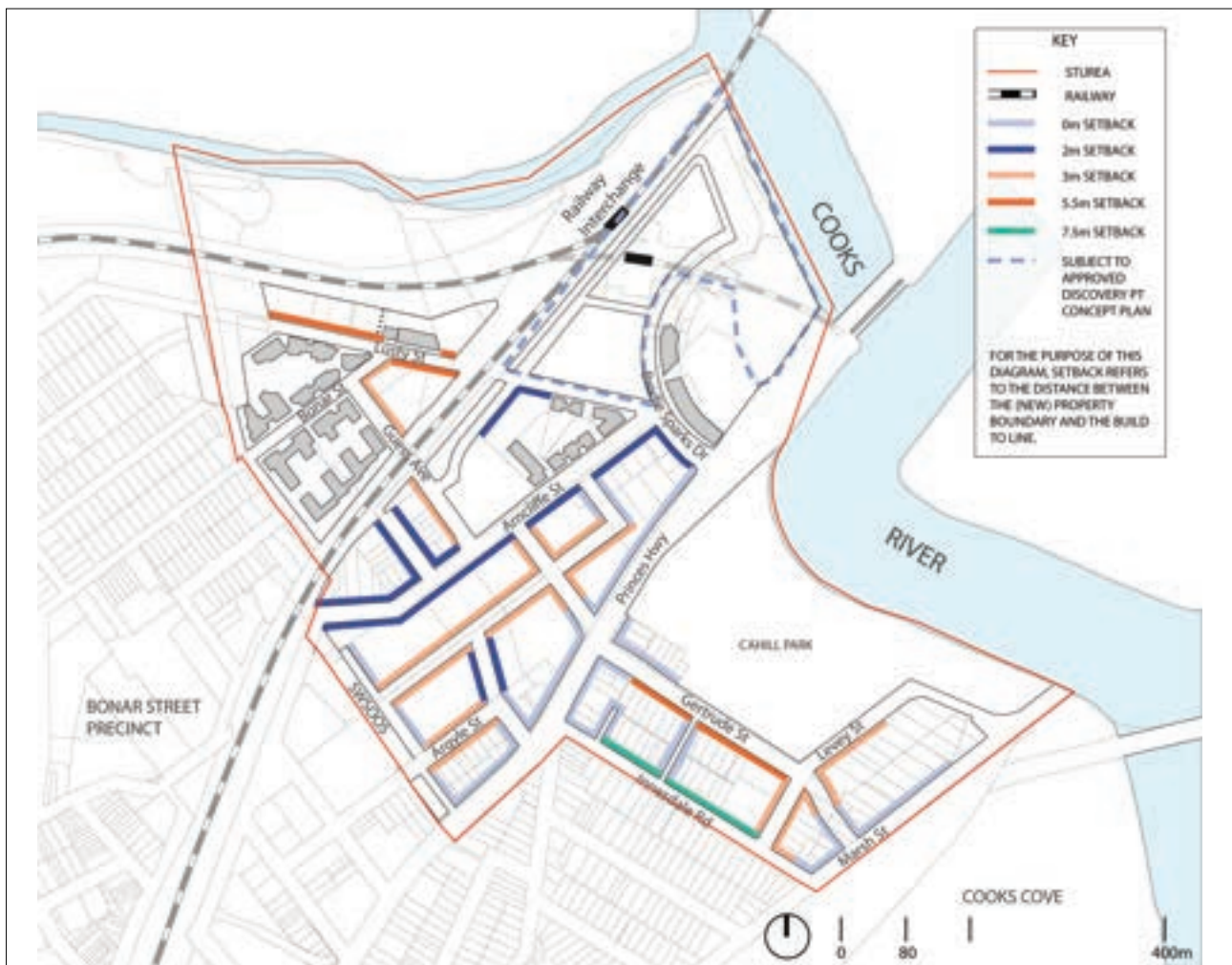
Controls

1. Key sites as identified in the Building Height diagram are developed as prominent gateway sites to announce the precinct from beyond the area.
2. Preserve solar access to Cahill Park, public plazas and other parks between 12noon to 2pm on June 21.

## Part 7 Special Precincts

### 7.1 Wolli Creek

#### 7.1.8 Street Character and Setbacks



*Development Setback*

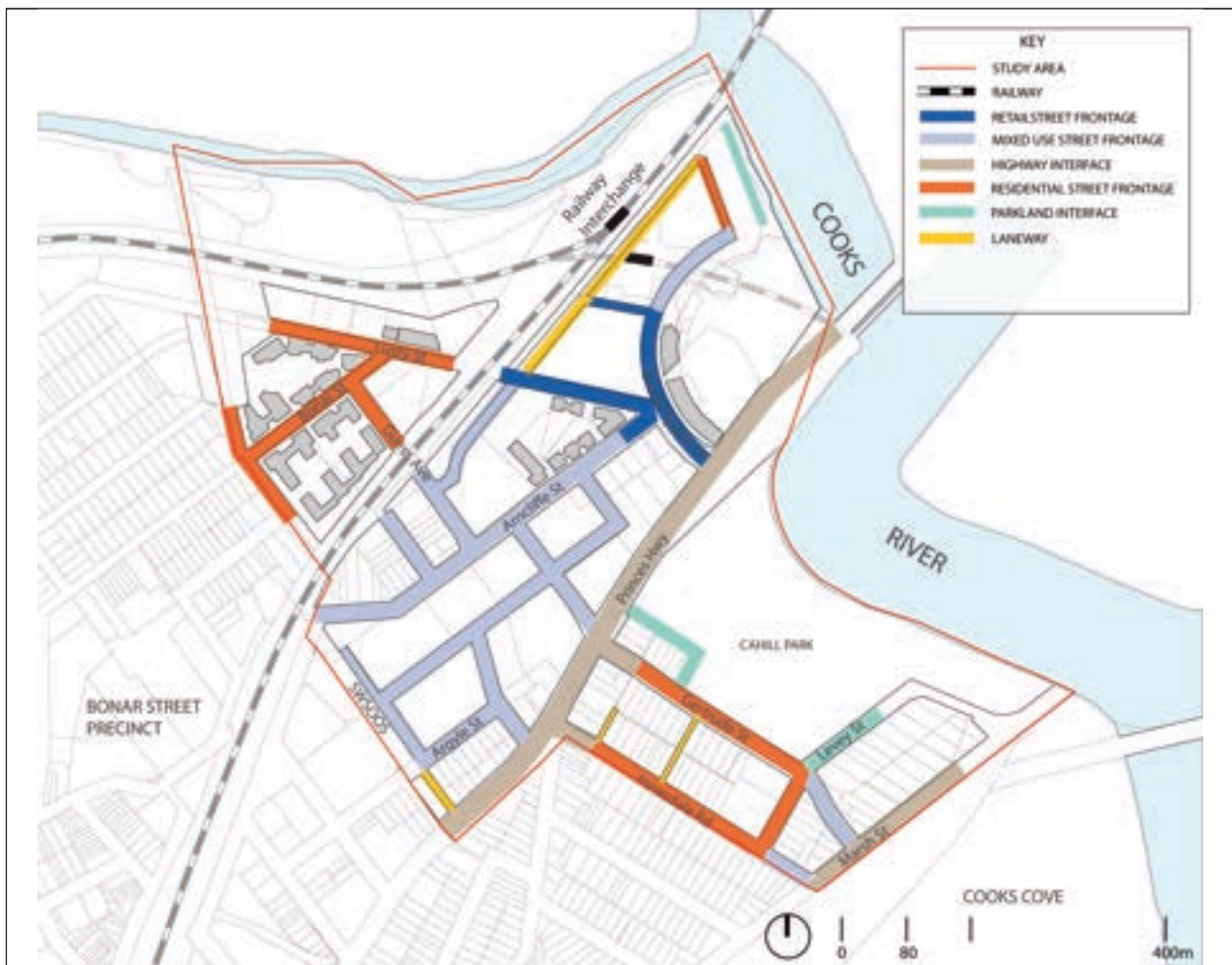
Setbacks within Wolli Creek will allow for pedestrian friendly environments that offer public amenity and ensure that entries to buildings are defined and inviting. On upper levels, setbacks and building articulation provide an environmental design response.

### Objectives

- A. To promote consistent edge treatment to streets and open space so that the built form reinforces the public domain
- B. To create a town centre that is the heart of the precinct with high quality streetscapes, active building edges, high quality pedestrian environment and good access to transport links
- C. To ensure developments have active frontages to streets to increase security and passive

surveillance for the safety of pedestrians and property

- D. To provide streets that facilitates a variety of ground floor uses and is attractive and comfortable for pedestrians
- E. To provide a fitting entry into the St Georges region and Bayside and to reinforce the importance of Princes Highway and Marsh Street as gateways to the Bayside LGA
- F. To encourage a range of commercial and retail uses along Princes Highway and Marsh Street that capitalise on close proximity to the airport and the future redevelopment of Cooks Cove
- G. To create streets that are characterised by distinctive residential apartment buildings within a landscaped setting
- H. To provide a 'green finger' through the precinct,



Street Character

reinforced with street tree planting and the new town park at Arncliffe Street

- I. To encourage retail and commercial uses along the street and adjacent to parkland that activate the space and provide views across Cahill Park and the Cooks River
- J. To improve pedestrian access along laneways and to facilitate vehicular access to development on the laneways
- K. To achieve adequate residential amenity for development along the laneway

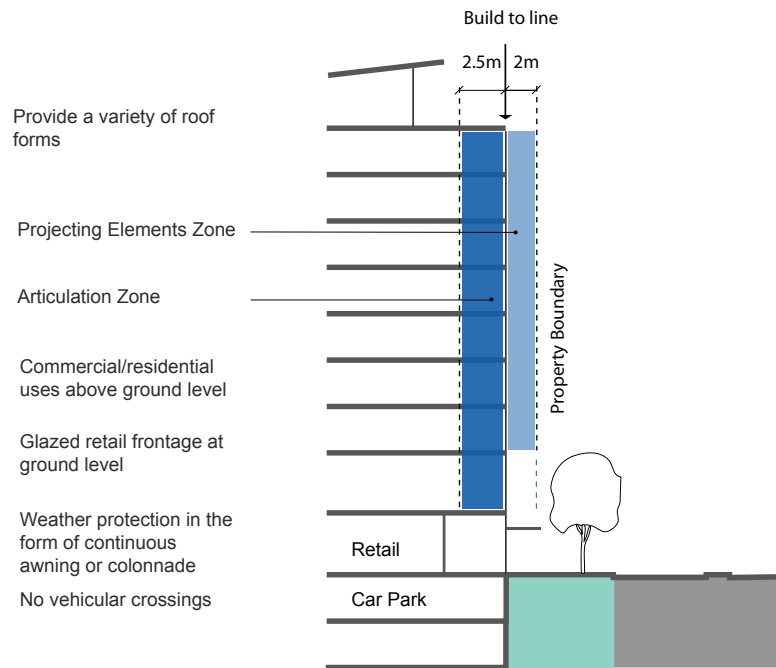
### Controls

1. Building design is to provide street wall buildings with zero side setback at the street frontage.
2. Development is to comply with the specific setback and design requirements as indicated in the diagrams:
  - Development Setback;
  - Street Character; and
  - relevant Street Frontage Sections.
3. Development is to comply with the Wolli Creek and Bonar Street Precinct Public Domain Plan and Technical Manual.

# Part 7 Special Precincts

## 7.1 Wolli Creek

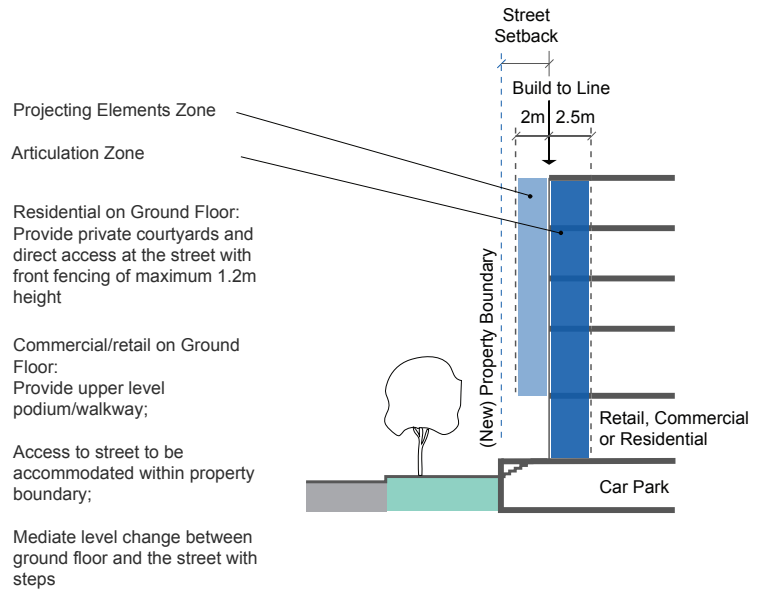
### Retail Street Frontage



Section: Retail Street Frontage

4. Development identified as having a Retail Street Frontage by the Street Character diagram is to:
  - a. ensure buildings address corners and engage the public domain at street level and provide pedestrian amenity with a consistent awning or shelter;
  - b. activate ground floor with retail and commercial uses; and
  - c. ensure building design must achieve an outstanding level of design excellence.
5. Brodie Spark Drive is to be a lively retail street that provides opportunities for social interaction, such as cafes and outdoor dining.
6. Street wall building(s) complement the built form and architectural character of existing buildings on the northern side of Brodie Spark Drive and southern side of Magdalene Terrace.

Mixed Use Street Frontage



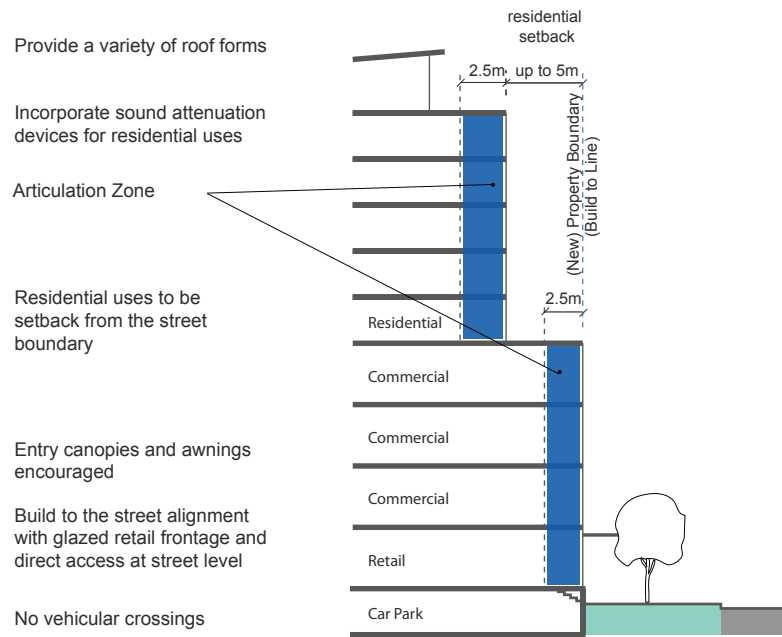
Section: Mixed Use Street Frontage

7. Development identified as having a Mixed Use Street Frontage by the Street Character diagram is to:
  - a. activate the ground level whilst satisfying flooding constraints;
  - b. provide access stairs where there are height differences between the street and the ground floor;
  - c. provide active uses related to residential entrances and commercial uses on street level floor space to assist in creating a lively and active street; and
  - d. ensure ground floor uses interact with the public domain and incorporate any of the following features: pedestrian areas; outdoor trading areas; walkways; garden and planted areas fronting residential uses; main entrances to buildings and suites.

Highway Interface

## Part 7 Special Precincts

### 7.1 Wolli Creek

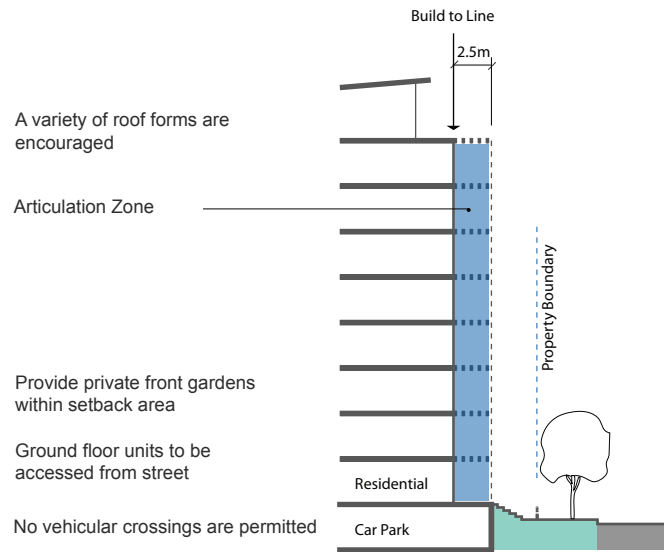


*Section: Highway Interface*

8. Development identified as having a Highway Interface by the Street Character diagram is to:
  - a. ensure building design achieve an outstanding level of design excellence;
  - b. accommodate uses that benefit from exposure to passing traffic in lower storeys, such as retail, showrooms, studios and galleries;
  - c. offer water and park views suited to upper storey commercial and residential development; and
  - d. use building design to minimise conflicts between highway and users.

### Residential Street Frontage





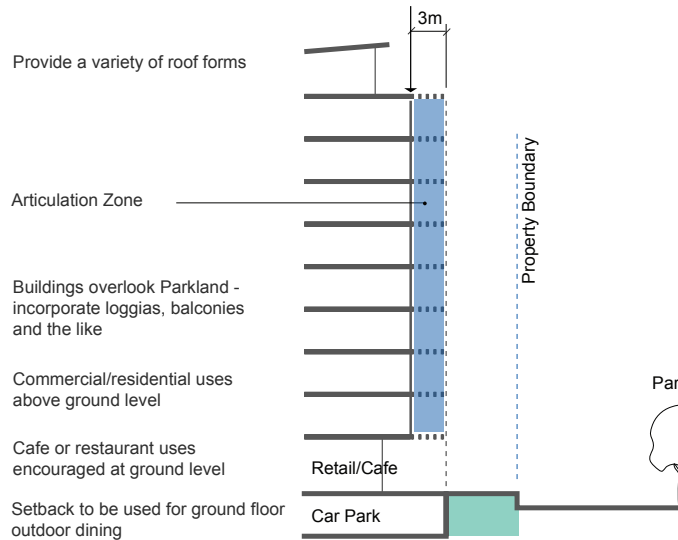
*Section: Residential Street Frontage*

9. Development identified as having a Residential Street Frontage by the Street Character diagram is to:
  - a. address the street with balconies, building entrances and living rooms or bedrooms on the ground floor; and
  - b. provide a front fence with a maximum height of 1.2m.
10. Development on Innesdale Road is to
  - a. set back the fifth level from the property boundary by additional 3m to preserve solar access to buildings on the south side of Innesdale Road.
11. Development on Gertrude Street is to
  - a. set back the top level from the building edge fronting the communal open space by 3m.
12. Development on Lusty Street is to
  - a. provide gaps between buildings (min 12m) on the north side to facilitate view corridors;
  - b. provide a setback between the zoning boundary and any building to reduce overshadowing of the public park; and
  - c. provide a minimum 3m setback between the railway line corridor and any multi level parking structure to allow deep soil planting to screen the structure.

# Part 7 Special Precincts

## 7.1 Wolli Creek

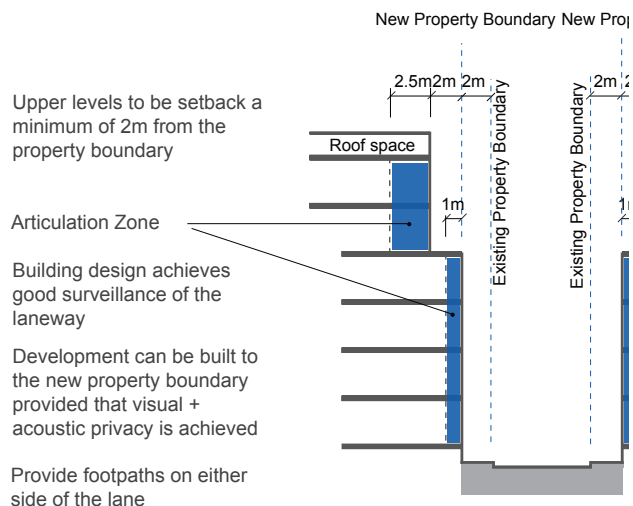
### Parkland Interface



Section: Parkland Interface

13. Development identified as having a Parkland Interface by the Street Character diagram is to:
  - a. activate ground floors with retail and commercial uses;
  - b. provide good surveillance of the park; and
  - c. be predominantly glazed on ground floor to promote views to the park.

### Lane Frontage



Section: Lane Frontage

14. Development identified as having a Lane Frontage by the Street Character diagram is to provide pedestrian footpath on both sides of the lane.

#### 7.1.9 Environmental Management

It is imperative that both during and post construction and when the area is ultimately developed that the environmental quality of Wollli Creek is not adversely affected, and improved if possible. Site development must be conducted in accordance with the requirements of all relevant Government Agencies, environmental legislation and Part 4 of this DCP.

The following specific environmental issues are relevant to Wollli Creek area and must be considered in development:

##### **Stormwater management**

The Wollli Creek area is currently an older style industrial environment. The existing drainage system is not appropriate for the high density and high quality development that will occur in this area in the future.

Council has undertaken a drainage study to identify what additional drainage works will be required in this area. Included in these works will be improvements needed to convey stormwater from other areas through Wollli Creek without causing local flooding.

Stormwater management for the area will need to include the provision of water quality management measures, such as the installation of gross pollutant traps. To facilitate water reuse, the first 10-20mm of stormwater run-off is to be retained on site for on-site irrigation and perhaps limited toilet flushing.

Stormwater treatment devices will need to be provided on individual sites by proponents to treat on-site generated pollutants, while broader scale devices to treat pollutants generated on public areas will be funded through the Section 94 Plan.

On-site “detention” is not encouraged in this area, as the land is located at the lower end of catchments and detaining stormwater could exacerbate the risk of local flooding.

New development in Wollli Creek will be expected to meet the cost of upgrading drainage in the area and of the provision of water quality improvement measures, through contributions under Section 94.

## Part 7 Special Precincts

### 7.1 Wolli Creek

#### Flood management

Wolli Creek is generally low-lying, with ground levels predominantly between RL 2.00 and 5.00 (Australian Height Datum). Flooding is known to occur in all parts of Wolli Creek. The “Wolli Creek, Bardwell Creek and Bonnie Doon Channel Flood Study” indicates that most of the area would be inundated in a 1% annual exceedance probability (AEP) flood (ie. the “1 in 100 year” flood). Council’s flood policy however, requires buildings to be built to a design floor level which is the design level plus freeboard. The design flood is established at the 0.5% AEP (annual exceedance probability) flood and the freeboard 500mm.

**Further information on flood management:**

*Eve Street- Cahill Park Flood and Drainage Study (July 1996),*

*Wolli Creek, Bardwell Creek, Bonnie Doon Channel and Cahill Park Floodplain Management Study” (March 1998)*

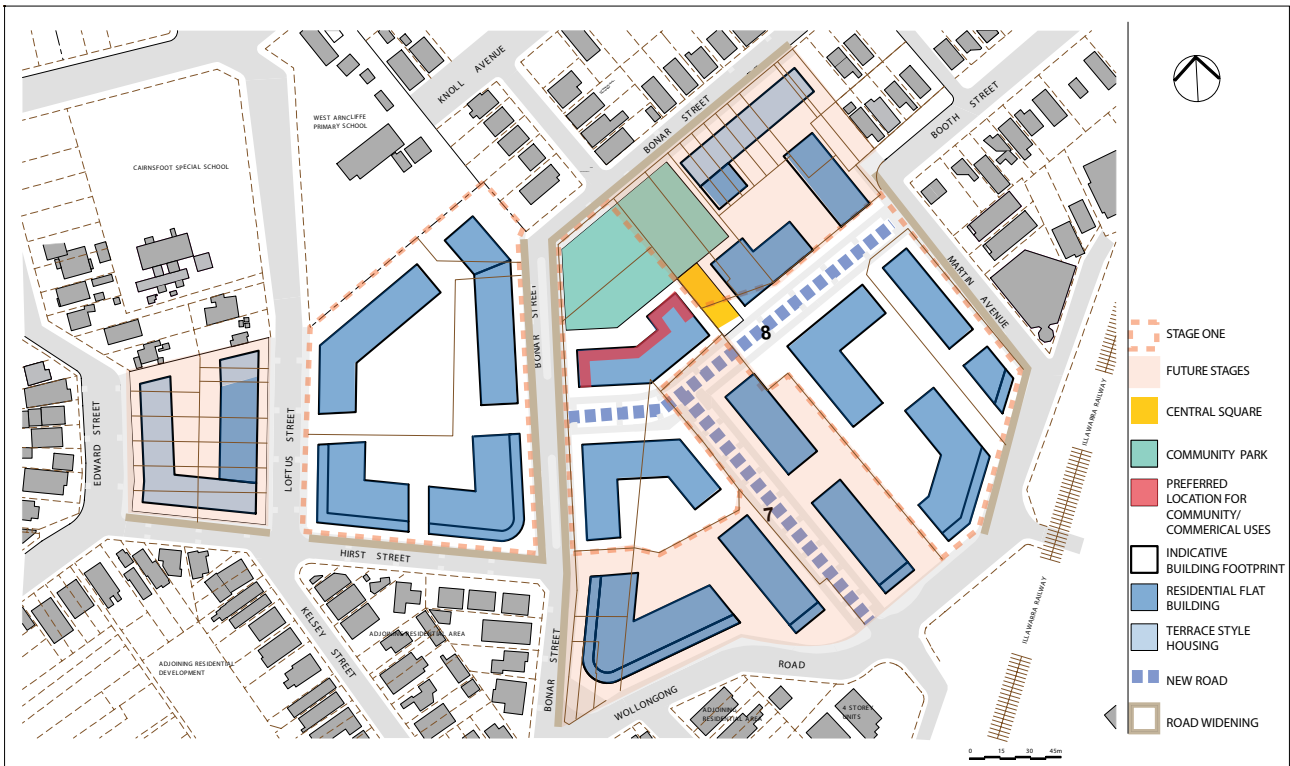
*North Arncliffe Drainage Study (May 2000).*

7.2

bonar street precinct

# Part 7 Special Precincts

## 7.2 Bonar Street Precinct



Structure plan

### Explanation

The Bonar Street precinct in Arncliffe is well served with public transport and is located in close proximity to Arncliffe shopping centre and Wolli Creek. The precinct will be transformed from an underutilised industrial area into a medium to high density residential environment. It is envisaged that the redevelopment of the precinct will be staged and that existing uses within the precinct will continue to operate.

This section supplements Parts 2, 3.4, 5 and 7 of this DCP and contains site specific controls for the precinct. In the event of any inconsistency between the controls in this section and the controls in other sections of the DCP, this section prevails.

Refer to the Wolli Creek and Bonar Street Precinct Public Domain Plan and Technical Manual for detailed controls for streetscape design, street tree planting and concept designs for the community park and plaza.

### Objectives

- A. To promote the development of the land predominantly for medium-high density residential use with a mix of dwelling types, with a limited amount of compatible uses including retail, child care, community facilities and open space to serve local residents
- B. To allow for underutilised properties to be redeveloped while existing viable businesses in the precinct continue operations in the short term

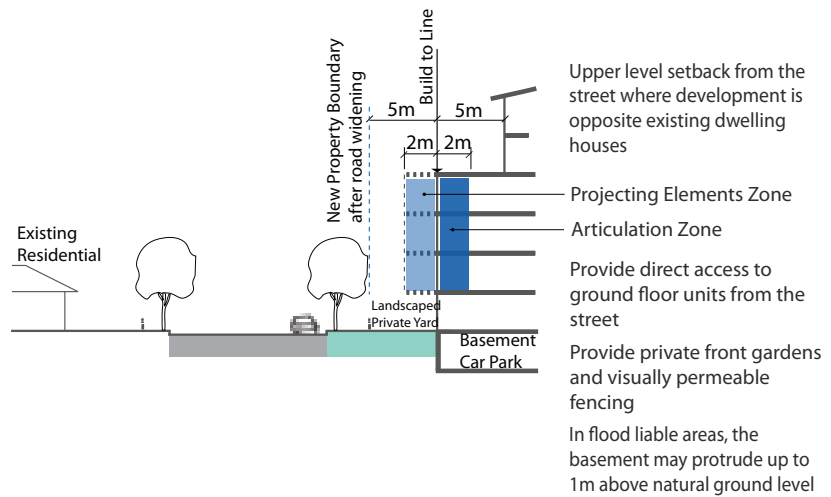
- C. To ensure that new residential development provides an acceptable level of amenity where located adjacent to non-residential land uses, through appropriate design responses
- D. To achieve buildings of a distinctive contemporary character articulated in response to the local and environmental context to ensure a safe, permeable and legible public domain
- E. To create attractive landscape settings for buildings with a clear definition between public and private spaces
- F. To integrate the stormwater drainage corridors with landscape features as far as practical
- G. To provide a range of open spaces for all age groups including a community park and central square
- H. To maximise public safety and provide adequate protection of property against flood events
- I. To ensure existing floodplain users do not experience any increase in flood level

### Controls

1. Commercial uses, local shops, restaurants/ cafes or child care facilities should be located on at least part of the ground level of the building next to the Bonar Street/ New Road West intersection and the central square and community park.
2. Provide a street edge building form that defines streets and ensures legibility of the streetscape, provides street addresses for all buildings, view corridors through the precinct, and adequate setbacks for landscape treatment to the street edge.
3. Building setbacks from road frontages are to be wholly available as deep soil planting zones clear of car parking structures. Building façade articulation zones should be co-ordinated with deep soil planting zones and landscape plans to optimise root and canopy space for large trees along street frontages.
4. Provide direct access to the street from private yards where possible to maintain connection between public and private domains.
5. Provide passive surveillance of the street from the buildings. Definition between the private frontages and the public domain is to include visually permeable fencing and walling. Fencing is to be designed to allow filtered views of the street to maintain passive surveillance.
6. Development is to comply with the Wolli Creek and Bonar Street Precinct Public Domain Plan and Technical Manual.
7. Development is to incorporate setbacks at the street frontage in accordance with the following street section diagram:

# Part 7 Special Precincts

## 7.2 Bonar Street Precinct



Street Section

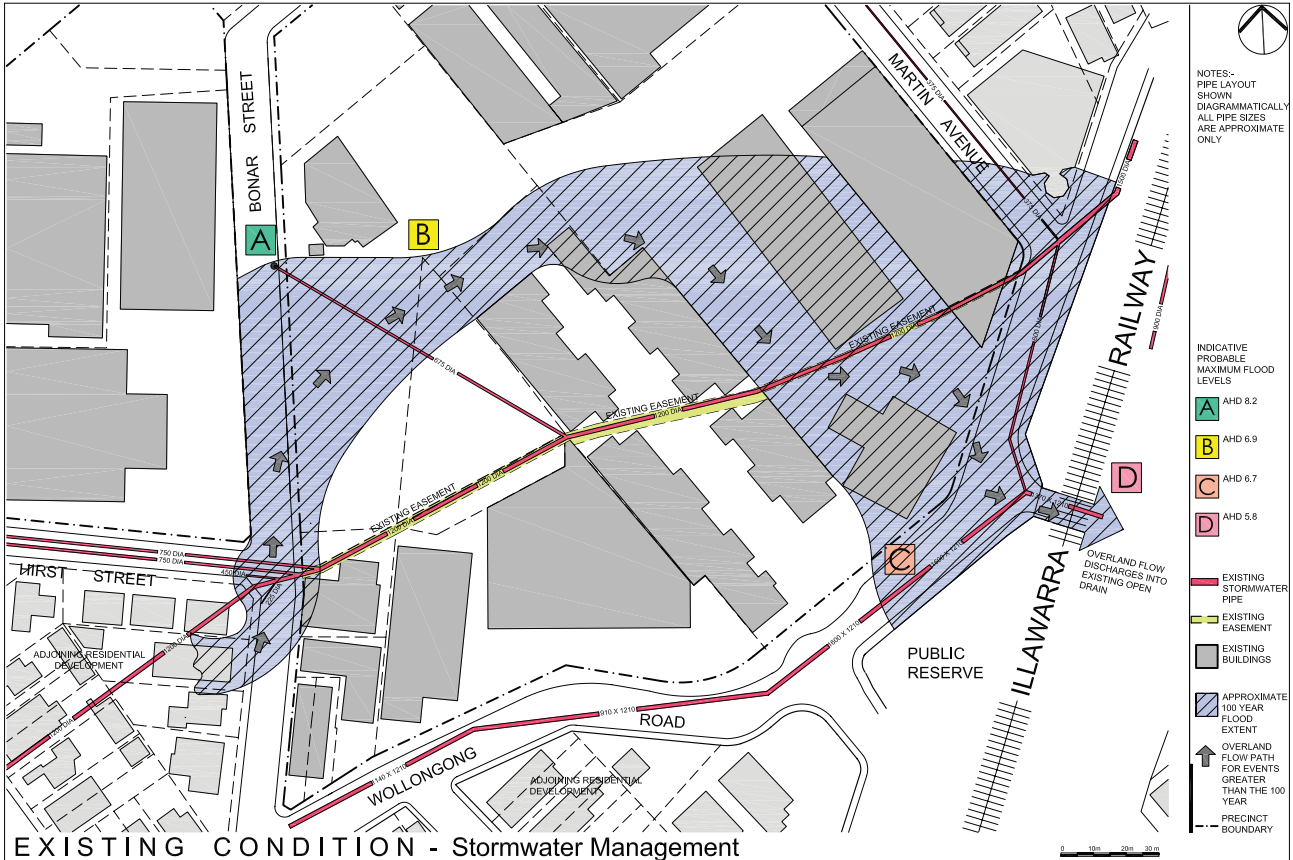
- New roads are to be provided as per the Bonar Street Precinct Structure Plan and the following table:

Table - Proposed new roads/road widenings

Road	Location	Width
New road 7	connecting Wollongong Road at Firth Street to the new road 8	18.4m
New road 8	connecting Bonar Street to new road 7 and extending to Martin Avenue	18.4m
Hirst Street	widening of north side, Edward Street to Loftus Street	2.05m
	widening of north side, Loftus Street to Bonar Street	1.1m
Bonar Street	widening of east side, Wollongong Road to Hirst Street	1.12m
	widening of west side, Hirst Street to right hand bend	3.43m
	widening of east side, Hirst Street to right hand bend	1.4m
	widening of south east side, right hand bend to No. 63 - 69	2.7m
Wollongong Road	widening of west side, Allen Street underpass to Martin Avenue	1.27m
Martin Avenue	widening of south west side	1.6m

- Development is to provide on-site detention of water in accordance with Council’s specific requirements for this precinct.
- The stormwater management system identified in the Stormwater Management Plans (as shown on the following diagrams) is to be implemented in conjunction with new development in the precinct.
- As part of any development on the eastern side of Bonar Street, all of the Stage 1 stormwater works (as shown on the following diagrams) must be completed to the satisfaction of Council prior to





the construction of footings or basements for any new residential development.

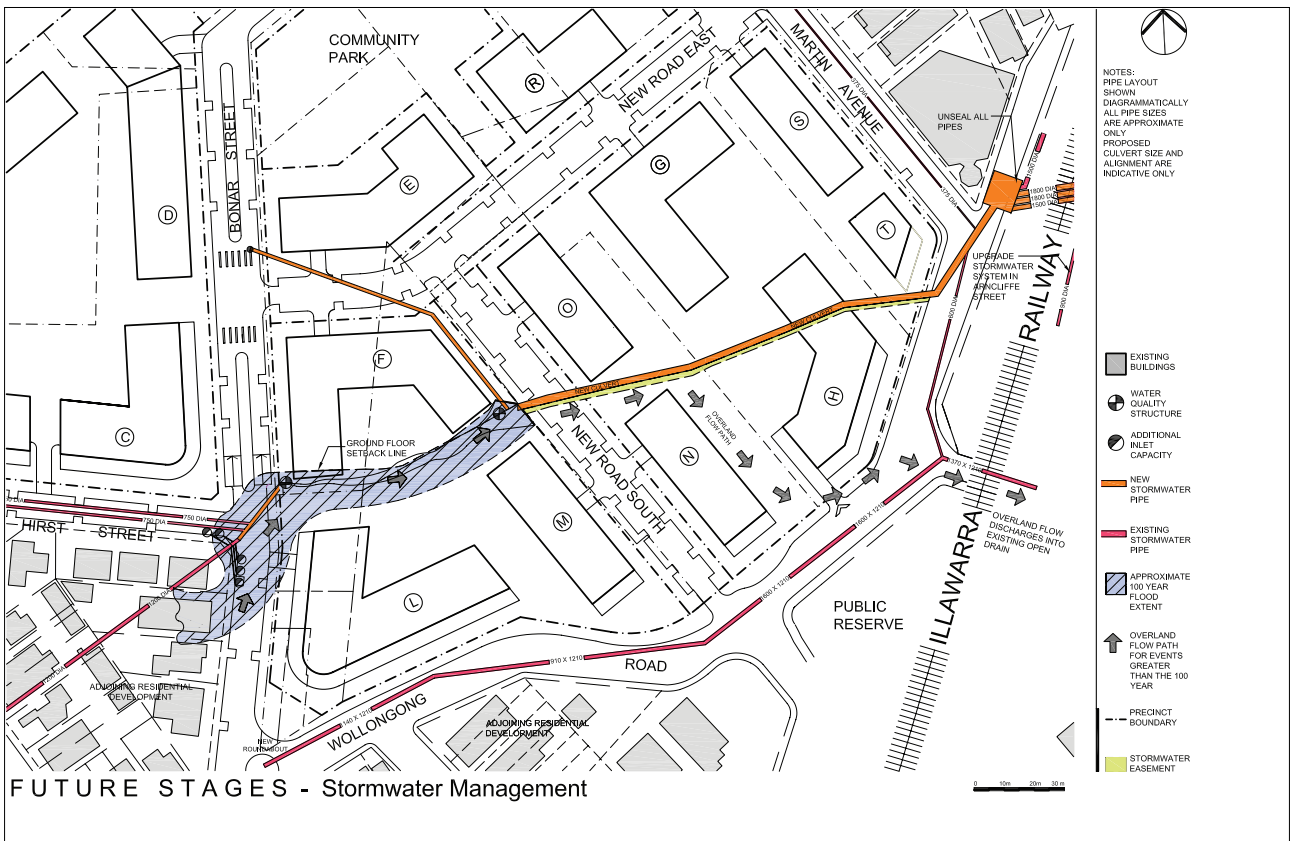
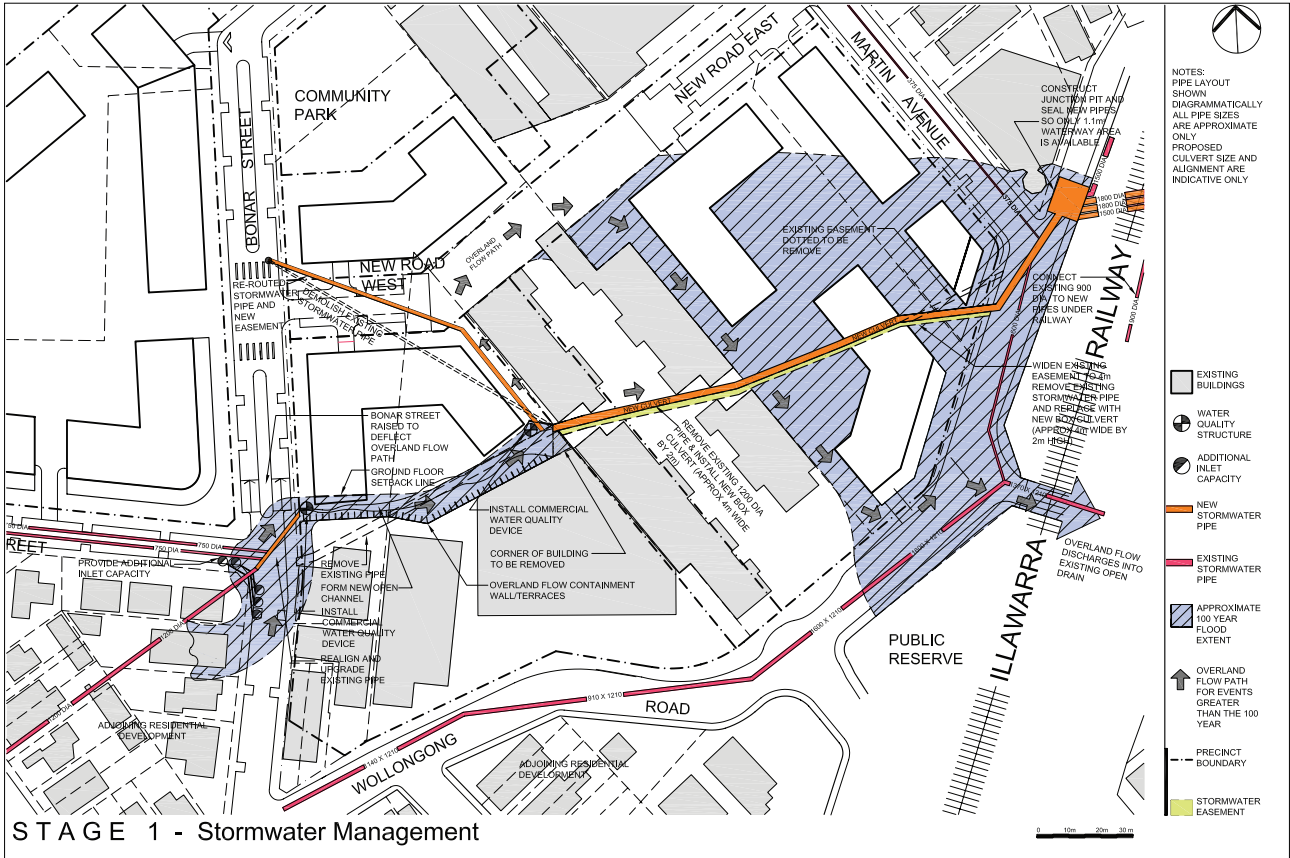
- Development on the western side of Bonar Street can be completed and occupied without implementing the Stage 1 stormwater works.

**Further information on new roads/road widenings**

Council's current development contributions plan requires all development within the Bonar Street Precinct to make monetary contributions towards the upgrading of the precinct's road network. In addition, the contributions plan require each development to construct any road widenings adjacent to their site at no cost to Council. The land for these road widenings and the proposed new roads is to be dedicated at no cost to Council. Council may accept offers for the provision of road works identified in the contributions plan as works-in-kind in full or part satisfaction of the monetary contributions. Refer to the contributions plan for details.

# Part 7 Special Precincts

## 7.2 Bonar Street Precinct



7.3

bexley town centre

## Part 7 Special Precincts

### 7.3 Bexley Town Centre

#### Explanation

Bexley Town Centre is an important centre in Bayside, situated on a major roadway and surrounded by a large residential population within its walking catchment.

The centre is currently dominated by the busy Forest Road which impacts upon the amenity of pedestrians and adjoining shopfronts and residences. However, the centre has convenient vehicle access and parking.

Bexley Town Centre has an opportunity through redevelopment to gain greater pedestrian permeability and amenity, as well as improved character and function.

#### Objectives

- A. To facilitate the transformation of Albyn Street and Albyn Lane into active and vibrant retail areas, and provide an alternative pedestrian experience to Forest Road
- B. To improve the pedestrian permeability of the centre, particularly between Albyn Street and Forest Road
- C. To provide usable and lively public space at the heart of the centre that enhances the character of the town centre and provide places of gathering

#### Controls

##### Pedestrian Connection

The pedestrian permeability of the centre would be improved by the provision of a pedestrian connection between Forest Road and the Albyn Street car park, which will expand the pedestrian network. This will contribute to a vibrant pedestrian shopping environment.

1. A through site pedestrian arcade is encouraged within the area indicated on the Bexley Town Centre Structure Plan.
2. A through site pedestrian arcade is to:
  - a. have active frontages on both sides, with retail units having a minimum depth of 8m;
  - b. be a clear and direct throughway for pedestrians;
  - c. have a minimum width of 4m non-leasable space clear of all obstructions (including columns, stairs and escalators);
  - d. where practicable, have access to natural light; and
  - e. where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance.

##### Public Domain

The existing open space area at the intersection of Oriental Street and Forest Road will be improved to provide greater opportunities for gathering and outdoor dining, with protection from the noise of Forest



- KEY**
- Town Centre Boundary
  - Pedestrian connection to be provided within hatched area
  - New public space
  - Upgraded public domain
  - New Active retail frontage
  - Albyn Lane extension
  - Setback to facilitate lane extension
  - Albyn Lane setback

Not to scale

*Bexley Town Centre Structure Plan*

## Part 7 Special Precincts

### 7.3 Bexley Town Centre

Road.

A new public open space will be established as part of any redevelopment of Albyn Street public carpark to contribute to the creation of a heart to the centre, that is connected to the proposed pedestrian arcade between Forest Road and Albyn Street.

3. Development of Albyn Street Public Carpark is to provide an area of public open space which will:
  - a. connect with the pedestrian arcade between Forest Road and Albyn Lane;
  - b. facilitate the extension of Albyn Lane to connect with Albyn Street;
  - c. be fronted by active retail uses;
  - d. be open to the sky; and
  - e. have a minimum area of 100m<sup>2</sup>.

#### Retail Activity

To provide a high quality pedestrian retail environment, Albyn Road and Albyn Lane will take on a retail character with active frontages and outdoor dining on a pleasant tree lined street.

4. Albyn Street and Albyn Lane are the preferred street frontages for vehicle and service access. Notwithstanding this, active retail frontages are to be provided along Albyn Street and Albyn Lane where possible, as indicated on the Bexley Town Centre Structure Plan.
5. Developments fronting Albyn Street and Albyn Lane are to:
  - a. have separate and clearly articulated vehicle access points and building entrances to avoid pedestrian and vehicular conflicts; and
  - b. have service areas that are unobtrusive and have minimal street presence. Preferably orientate service areas perpendicular to lane frontage.

#### Access

Convenient rear lane access will be maintained and enhanced to properties along Forest Road to improve amenity and encourage redevelopment. The improvement of Albyn Lane will also integrate with the pedestrian network increasing the permeability of the centre.

6. Developments on properties from 394 to 408 Forest Road are to provide a rear setback of 6m to allow the extension of Albyn Lane to connect with Albyn Street, as indicated on the Structure Plan. The setback area is to be dedicated to Council at no cost.

**7.4**

**ramsgate beach  
commercial area**

## Part 7 Special Precincts

### 7.4 Ramsgate Beach commercial area

#### Explanation

This section applies to all development on land zoned B4 Mixed Use in the Ramsgate Beach commercial area.

Ramsgate Beach commercial area is a vibrant local centre situated adjacent to the Botany Bay foreshore. It is situated in the southern area of the City, and serves the regular shopping needs of residents living on the peninsula. The current lot subdivision, prime beach side location, and generous public domain at Ramsgate Road offer the potential for the Centre to grow as a local centre, providing a greater range of retail services to residents, as well as becoming a lively beach side destination.

#### Background

Ramsgate Beach commercial area is relatively young, built during the emergence of the private motor vehicle. This means that the commercial area is spread over a large area. It also contains an eclectic mix of buildings with differing characters and there is no consistent street edge or building height datum, which is typical of the City's other local centres.

This also means that Ramsgate Beach commercial area has a relatively large lot subdivision pattern compared to other older Centres, which typically grew more densely around public transport nodes. This means that it has a much greater potential for site consolidation necessary for redevelopment to be achieved.

The Centre is predominantly car based, although it is served by a number of bus routes. There is a significant supply of at-grade carparking off Ramsgate Road, as well as on-street parking in adjoining side streets. Despite this car centricity, pedestrian movement around the Centre is convenient due to wide footpaths and pedestrian crossings. This results in the Centre also being well patronised by residents within the Centre's walking catchment.

Commercial activity in the Centre is focused on Ramsgate Road, which is a major connection between Rocky Point Road and the foreshore. The commercial area benefits from a landscaped median, and wide verges with significant street tree planting. This particularly wide street arrangement, combined with the adjoining at-grade parking, creates a very generously scaled public domain that is not typical for the Bayside LGA.



#### Vision

Ramsgate Beach commercial area will grow and be revitalised in a way that takes advantage of its unique character, and become a vibrant, lively and attractive beach side centre. Redevelopment on both sides of Ramsgate Road which complements the generous and well landscaped public domain will provide a boulevard feel. As well as the redevelopment of older building stock on the southern side of Ramsgate Road, new development on the north side will expand the Centre to create additional commercial opportunities and a 'loop' for pedestrian with improved connection to the foreshore.

The Centre will be characterised by diverse buildings with a sense of openness and lightness, typical of successful beach side centres. New buildings will create a generous scale to Ramsgate Road with breaks between them to ensure sunlight penetrates to the street, and overshadowing is minimised which will improve the centre's ambience.

The Centre will continue to be convenient to visit for pedestrians and private motor vehicle users. New developments will include sufficient carparking to meet demand, some of which will be provided at-grade to respond to the high water table which limits excavation for basement parking. Parking will be located so that it does not detract from commercial activity within the Centre.

#### Objectives

- A. To facilitate growth and revitalisation of Ramsgate Beach commercial area which enhances the Centre's commercial functions.
- B. To provide high quality buildings which create a varied and interesting streetscape which reflects to the Centre's beach side location.
- C. To ensure new development allows significant solar access to Ramsgate Road, and creates a sense of openness in the Centre, allowing distant skyline views from the public domain.
- D. To protect the amenity of the low and medium residential areas which adjoin the Centre.

## Part 7 Special Precincts

### 7.4 Ramsgate Beach commercial area

## Controls

### Carparking

1. Where the water table restricts excavation for basement carparking necessary to meet the carparking requirements in Part 4.6, at-grade parking is permitted at the rear of the site.
2. At-grade parking is not to be visible from the street frontage, except for a single access driveway, and it is to be located behind active retail uses which are at least 12m deep and address the street frontage.
3. A landscape screen is to be provided between any open at-grade parking and adjoining residential properties.

### Built Form and Setbacks

4. All developments are to express a 3 storey podium along Ramsgate Road which is to be built to the front property boundary.
5. To create variation and articulation in street frontage facades, the levels of buildings above the podium should be setback at least 2m from the front property boundary.
6. The podium of all developments is to be built to the side boundary at the street frontage, except where vehicle or pedestrian access to the development is provided along the side boundary. Where this is required, the podium may be setback from the side boundary up to 4.5m.
7. The levels of all buildings above the podium are to have a side setback of 4.5m on sites with a street frontage width greater than 30m, and 3m on sites with a street frontage width less than 30m.
8. For development situated on the southern side of Ramsgate Road, any part of a building above the 4th floor must provide a minimum rear setback of 24m.

### Streetscape

9. The Ramsgate Road facade of any development is to be heavily articulated with variations to the building edge, and is to include a high proportion of balconies and avoid large expanses of blank walls.
10. Developments should respond to the Centre's beachside location by using a variety of environmental protection elements such as screens and louvres and a palette of materials which create a sense of lightness and openness and evoke a beachside feel.
11. For buildings with a width at the street frontage greater than 30m, the facade of the levels of building above the podium is to be broken with significant recesses. These are to be at intervals no greater than 24m and are to give the impression of breaks between buildings. They should be at least 4.5m wide and 3m deep.

**7.5**

rockdale town centre

#### 7.5.1 Introduction

Bayside is undergoing change. The Bayside Local Strategic Planning Statement (LSPS) sets out Council's vision to create opportunities for growth and improvements, while protecting and enhancing the natural areas, landscapes and waterways of Bayside including the former Rockdale local government area (LGA).

The Rockdale Town Centre Masterplan and Public Domain Plan (2012) were developed based on the community's aspirations and vision for Rockdale to guide the transformation of the town centre through redevelopment and placemaking. To realise Council's commitment to provide economic and jobs stimulus and deliver a legacy of safe, quality public and open space, Council has led various urban design investigations for the Rockdale Town Centre to establish appropriate built form and public domain outcomes.

The studies considered the Masterplan, the character of redevelopment that has occurred since its adoption, the Centre's high levels of public transport service, the need to accommodate population growth and the constraints placed on redevelopment by the topography, airport restrictions, parking and servicing requirements. The controls in this section of the DCP are based on the outcomes of these studies to unlock urban renewal on sites yet to be redeveloped by providing more certainty and making the centre a more attractive place for investment and residents by improving the quality of built form and public domain outcomes.

The Rockdale Town Centre Masterplan and Public Domain plan apply to all land within the town centre as identified in Figure 7.5.1.

#### Application and How to Read this DCP

This section applies to the area of land zoned B2 Local Centre and B4 Mixed Use within the Rockdale Town Centre area, including any roads and open space. Where there are any discrepancies with similar provisions in other sections of the DCP, the provisions in this section prevail. Development must otherwise be consistent with all other relevant provisions of the DCP.

This DCP works in conjunction with the Bayside LEP Height of Buildings Map and the Design Excellence clause to establish building heights and further building envelope controls within the Rockdale Town Centre. The requirements of this DCP must be considered for any development within the Application area to achieve Design Excellence.

This DCP also works in conjunction with the Rockdale Town Centre Masterplan and Public Domain Plan to establish controls for public domain interfaces and the intended public domain outcomes within the town centre. The Bayside LEP specifies that any development within the Application area is to improve the quality and amenity of the public domain to achieve Design Excellence.

The following applies to each site as identified in Figure 7.5.1 below:

#### General Provisions

The provisions in Section 7.5.2 apply to all development within the Application area.

The provisions include a height hierarchy strategy and a public domain framework to strengthen the identity and improve amenity of the Town Centre as a whole.

The General Provisions provide an amalgamation pattern and built form controls that establish where and how the maximum heights specified in the Bayside LEP Height of Buildings Map can be achieved. It should not be expected that the maximum Height of Buildings control can be achieved on all sites or across the full extent of a site.

#### Special Character Areas

The provisions in Section 7.5.3 apply to all development where the General Provisions apply within the applicable Special Character Area boundary identified in Figure 7.5.1.

The provisions state the desired future character of each area and provide design guidance, built form and public domain controls detailing how development is to achieve the future character.

Where there are inconsistencies between the General Provisions and specific built form and public domain controls for a character area, the area-specific controls prevail. All other objectives and controls in the General Provisions still apply. For example, building articulation requirements are to be considered in addition to (and within) the building envelopes illustrated in the character area provisions.

The detailed built form illustrated within the character area is not a prescriptive design resolution. It is intended to outline a cohesive built form strategy that allows all sites to achieve more equitable amenity and development outcomes. It also shows critical dimensions where a bespoke response is required to adjoining existing/future development.

Development adjoining sites identified in the 'Detailed Built Form' diagrams must demonstrate how the design integrates with future development on those sites and that those sites can be developed with outcomes equivalent or better to those intended in this DCP.

#### 'Reference Context'

Since the Rockdale Town Centre Masterplan was first prepared, sites have been amalgamated, proposals for redevelopment of several sites have been approved and developments on various sites are complete, under construction or have current approvals – providing an established built form context for future development identified as 'Reference Context' in Figure 7.5.1.

Development adjoining sites identified as 'Reference Context' must demonstrate that those sites can still be developed as intended.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Further Investigation

Areas marked as 'Further Investigation' indicate where detailed urban design and built form studies are in progress and/or must be undertaken to inform an amendment to this DCP before development applications can be fully considered for those sites.

These areas include significant or highly constrained sites, sites adjoining heritage buildings or adjoining Council-owned land that would require an integrated urban design study and concept design to be developed in consultation with Council.

#### Important – 'Non-conforming' development:

The controls in this DCP intend to achieve an orderly, equitable and cohesive pattern of development that benefits all sites as well as the Rockdale Town Centre as a whole.

If a development is proposed that:

- does not conform with the amalgamation pattern or built form controls (including the 'Detailed Built Form Controls') specified in this DCP, or
- modifies amalgamation patterns or building envelopes established as 'Reference Context',

the Development Application must:

1. Include a detailed urban design study illustrating how the development relates to the intended height hierarchy, building massing distribution and public domain outcomes across the whole Town Centre.
2. Demonstrate that the development achieves the desired future character of the Special Character Area where it is located. Where relevant, it must also demonstrate that the proposed development appropriately relates to the desired future character of adjoining area(s).
3. Include a concept design illustrating, as a minimum, existing and future development on the subject block and on any sites that could have development potential or amenity affected by the proposal.
4. Demonstrate that all sites, including the neighbouring sites can achieve their development potential, amenity and public domain outcomes as intended in the DCP and Public Domain Plan, or better.
5. Demonstrate that an orderly and cohesive pattern of development can be maintained for the entire precinct, equal to or better than depicted in the 'Detailed Built Form Controls'.
6. Demonstrate that development on the whole block can comply with the objectives of the ADG as well as accommodate the required built form, public domain outcomes, vehicular access, basement parking, servicing facilities, loading, storage and waste management areas as detailed in this DCP

*Note: the maximum Height of Buildings controls specified in the Bayside LEP should not be expected to be achieved where development does not comply with the amalgamation pattern or where there are significant departures from the built form and public domain controls.*

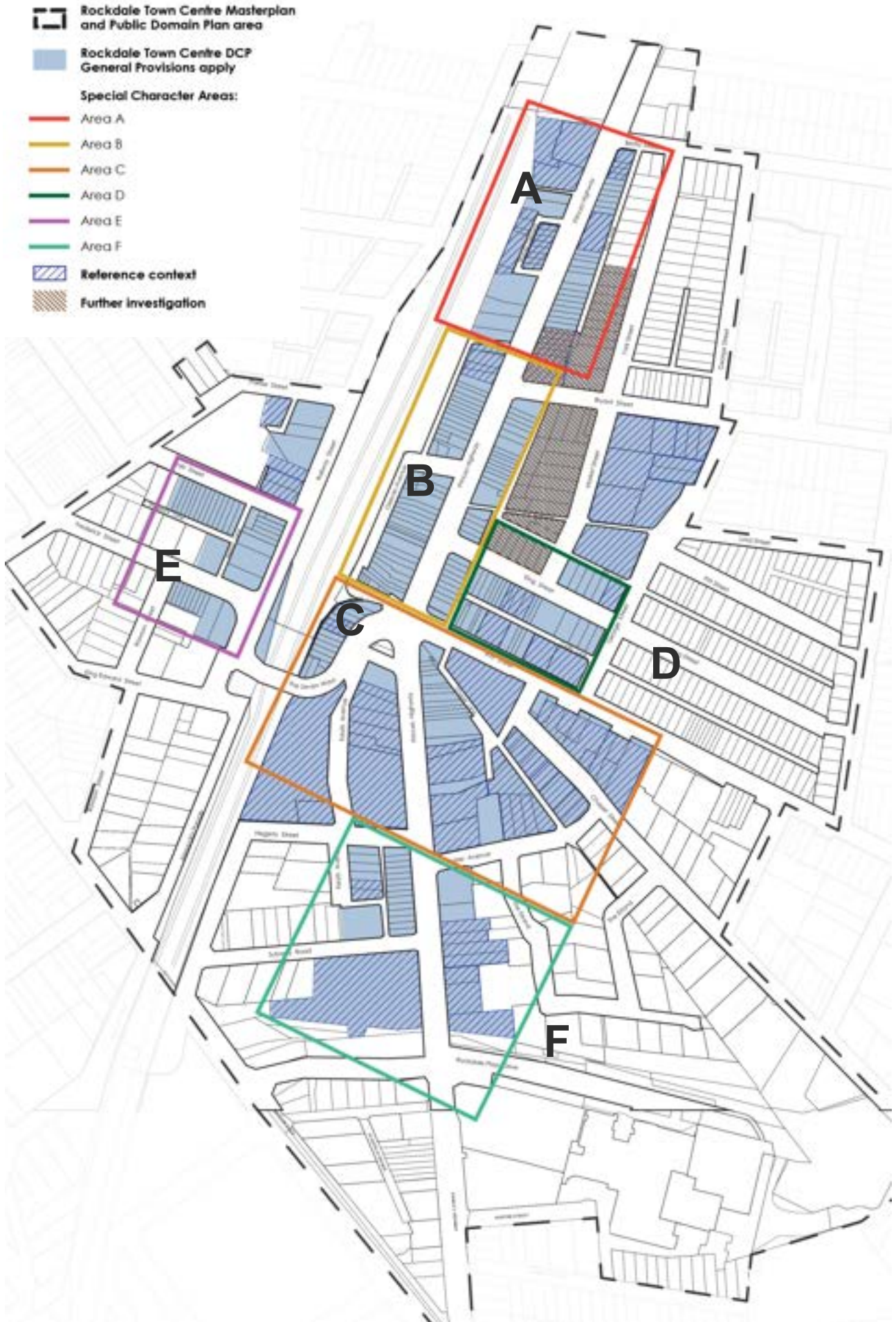


Figure 7.5.1 Application of this DCP

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Vision

The controls in this DCP support the vision established in the Rockdale Town Centre Masterplan 2012 to create a “vibrant and liveable inner-city town”, which is “a great place to shop, work, visit and live”.

The Masterplan was developed based on the community’s aspirations and vision for Rockdale, and established a series of design strategies and initiatives for transforming the town centre through redevelopment and placemaking. The vision and the key initiatives and strategies to help revitalise the town centre are reflected in Figure 7.5.2 and in the objectives of this DCP.

#### Objectives

- A. To deliver new housing and retail/commercial offerings that complement the overall activation and revitalisation of Rockdale Town Centre.
- B. To provide for appropriate employment opportunities in accessible locations within mixed use development.
- C. To facilitate the redevelopment of the area through the amalgamation of existing lots to achieve a high quality urban form and architectural quality.
- D. To ensure development responds to the characteristics of the site and individual areas to foster a sense of place and enhance a positive image of the Town Centre.
- E. To ensure new development creates a legible landscape, contributes to the street and reinforces the “human scale” built form.
- F. To encourage Ecologically Sustainable Design principles to reduce energy, materials and water consumption.
- G. To ensure that an orderly and cohesive pattern of development is maintained as sites are redeveloped, allowing all sites to retain amenity and achieve quality built form outcomes.



- |   |   |
|---|---|
| 1. Establish a unique identity for Rockdale           |  |
| 2. Grow the town heart and civic role                 |  |
| 3. Increase the vitality and lifestyle                |  |
| 4. Improve the pedestrian experience                  |  |
| 5. Strengthen the Centre's economic hubs              |  |
| 6. Provide convenient and legible access for visitors |  |

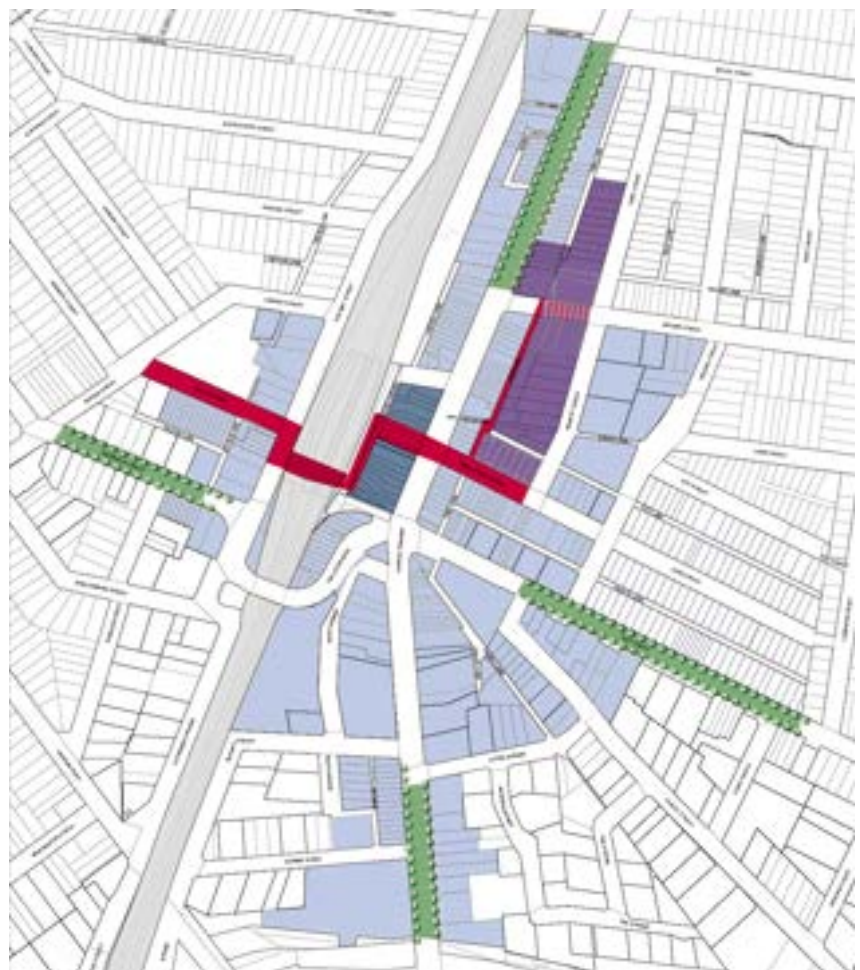
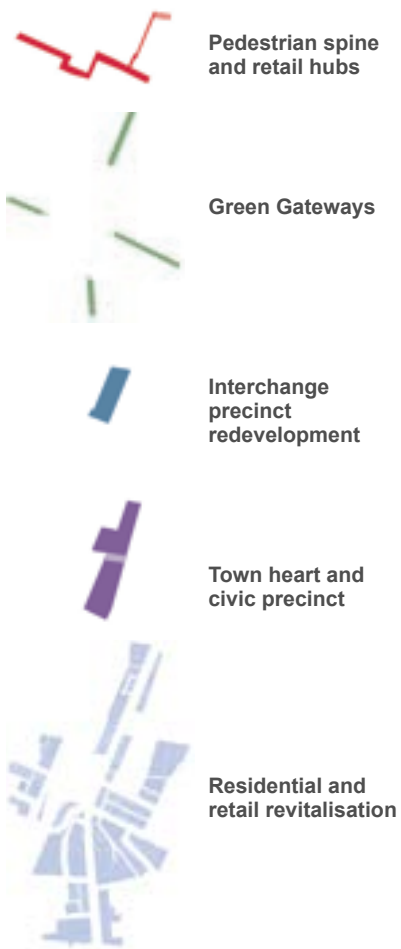


Figure 7.5.2 Rockdale Town Centre – Broader initiatives and strategies

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### 7.5.2 General Provisions

The provisions in this section apply broadly to all development within the Rockdale Town Centre. Where more specific provisions apply under Sections 7.5.3, those provisions are to apply in the case of any inconsistency.

##### G-1. Site Amalgamation

Amalgamation of sites can achieve appropriate densities and improved amenity quality of an area. Site amalgamation is an attempt to balance planning requirements and intensification to revitalise the area, as well as achieving the desired character.

##### Objectives

- A. To facilitate appropriate dwelling yields, generation of employment, and a built form that will provide a positive contribution to the spatial definition of the street.
- B. To encourage site consolidation of allotments for development to promote the desired urban design outcomes and efficient use of land.
- C. To ensure that redevelopment does not isolate lots, or prevent land parcels from reaching their redevelopment potential including meeting the NSW Apartment Design Guidelines (ADG).
- D. To ensure efficient and safe vehicle and pedestrian entry points can be achieved.
- E. To create and maintain amenity for existing and future occupants.

#### Controls

1. Development is to comply with the relevant amalgamation patterns outlined in Figure 7.5.3.
2. If development is proposed on a site that does not conform to Council's amalgamation pattern, the development application must:
  - a. Demonstrate that negotiations were undertaken with neighbouring owners to seek amalgamation and enable coordinated redevelopment.
  - b. Provide evidence that reasonable offers have been made to the owner(s) of each of the affected sites to purchase, including written valuations for each site undertaken by two independent Valuers registered with the Australian Institute of Valuers.
  - c. Demonstrate that the site has sufficient width to accommodate the proposal whilst still maintaining quality design outcomes. Site amalgamation must not compromise the significant features of existing sites or adjoining sites, including streetscape and landscape features (e.g. trees, rocky outcrops).
  - d. Demonstrate that development on the alternative amalgamation pattern can achieve equal or better outcomes than specified in this DCP – Refer to Section 7.5.1 'Application' for details.
  - e. Demonstrate that an alternative amalgamation pattern can be achieved by neighbouring sites and that an orderly and cohesive pattern of development can be maintained for the entire character area/ precinct achieving equal or better outcomes than specified in this DCP - Refer to Section 7.5.1
3. On sites identified as Reference Context, any intensification of development or change to building forms may require further amalgamation in addition to any requirements specified in Section 7.5.1.

*Note: the maximum Height of Buildings as identified in the Bayside LEP should not be expected to be achieved where development does not comply with the intended amalgamation pattern or where there are significant departures from the built form and public domain controls.*

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre

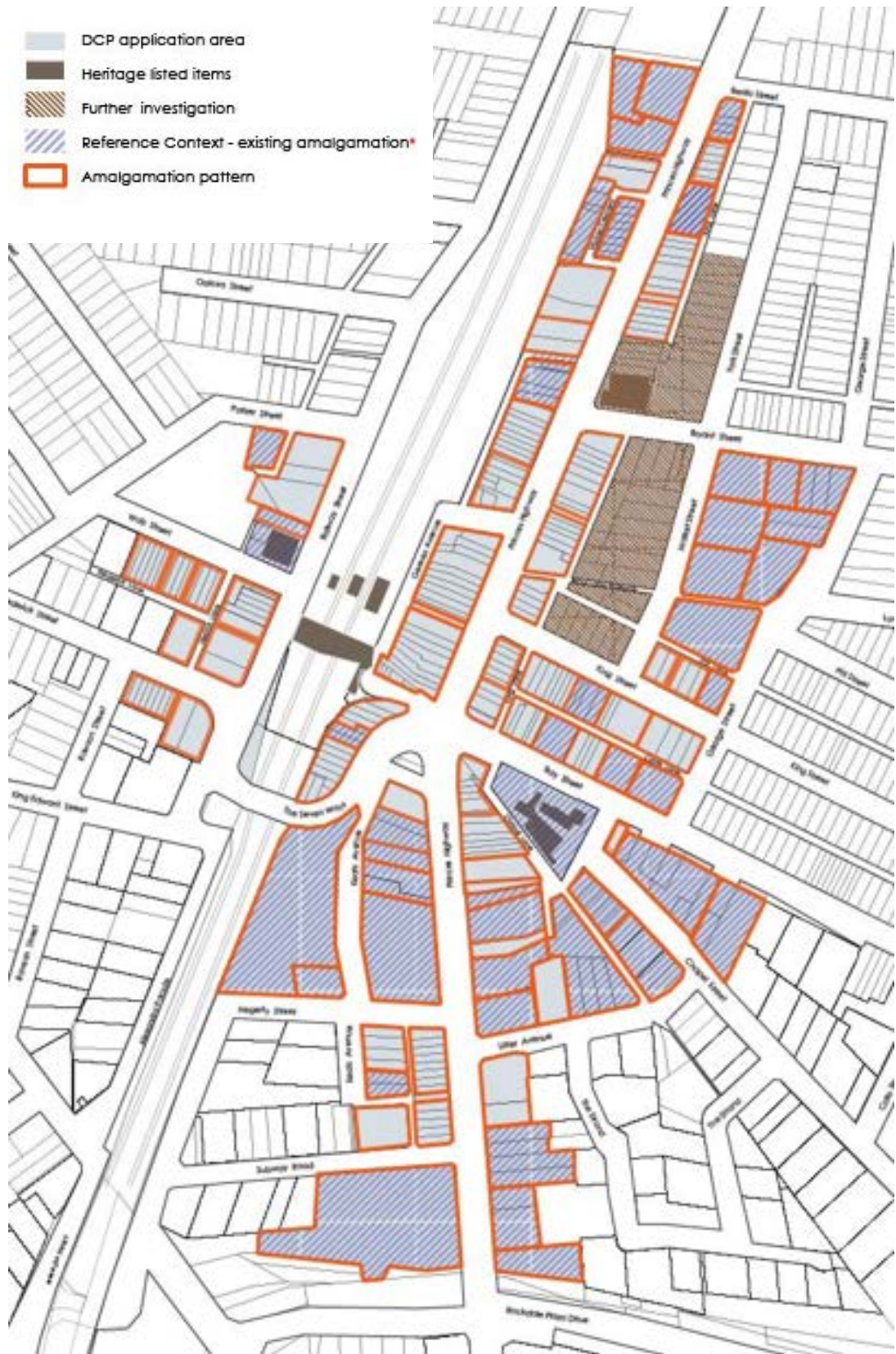


Figure 7.5.3 Amalgamation pattern

\* For Reference Context sites, the figure reflects the amalgamation of lots as per the latest approved development. Any intensification of development or change to building forms on those sites may require further amalgamation in addition to any requirements specified in Section 7.5.1.

## G-2. Built Form

### Building Massing, Height and Articulation

Built form massing and articulation is fundamental to enhance the identity and character of streetscapes and neighbourhoods. Façade treatments create variety and interest while contributing to the continuity of the streetscape.

A building should define and support adjacent streets, parks, and open spaces at an appropriate scale, fit harmoniously within the surrounding context and skyline and assist in achieving transition to lower-scale buildings.

Long unarticulated façades provide less interest and variation at the pedestrian level. At upper storeys, long, continuous façades prevent sunlight access and sky views to the street. Building façades should be broken up both physically and visually. Breaks in long building façades provide mid-block connections for pedestrians and create additional public spaces.

### Objectives

- A. To minimise visual impact, provide relief to the high-density built form and create variety and interest while contributing to the streetscape.
- B. To improve access to sky views, permit vistas between buildings and through sites, and contribute to a more attractive skyline.
- C. To ensure that building massing distribution reinforces and improves the urban character of the locality and provide visual connections between the Town Centre and the features that shape its identity.
- D. To ensure future built form reflects and considers the traditional fine-grained subdivision pattern of the area through architectural expression and built form principles.
- E. To ensure building heights, massing and articulation respond to topography and other unique site features and constraints.
- F. To ensure building massing distribution optimises design quality outcomes and does not prevent other sites from achieving quality redevelopment.
- G. To ensure building massing distribution retains and/ or enhances solar access to open spaces, canopy cover and delivers improved public domain outcomes.
- H. To ensure new development is appropriate to the scale of nearby streets, public spaces, and buildings
- I. To minimise overshadowing on surrounding development and public domain and minimise privacy issues between residential buildings.
- J. To enhance energy efficiency and increase daylight within buildings.
- K. To avoid a continuous wall of towers facing Princes Highway and to limit and clearly define the scale of the street wall.
- L. To maintain solar access to King Street Place and achieve a consistent high pedestrian amenity character along King Street.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Controls

1. Building massing and articulation including street wall heights and setbacks are to be provided in accordance with the relevant sections of this DCP.
2. Building heights in storeys and the siting of towers/ taller portions of buildings are to be provided as indicated in Figure 7.5.4.
3. Towers/ taller portions of buildings (above 9 storeys) are to be slender and orientated to avoid presenting its longest face to the public domain particularly along Princes Highway, Railway Street and King Street.
4. Lower-scale buildings/ tower forms (9 storeys or less) when orientated towards Princes Highway are to be read as a strong podium upon which sits a lighter, modulated building allowing vistas between buildings to the skyline beyond.
5. Floor to ceiling heights and spacing of built forms are to be consistent with the objectives of the ADG.
6. Development must maintain at least 3 hours of sunlight between 9am and 3pm on 22 June (winter solstice) to King Street Place.
7. Along narrow laneways, provide strong street edge definition on lower levels creating a human scale to the laneway with upper level units providing passive surveillance of the space.
8. The maximum building length should not exceed 45m above the street wall or 60m below the street wall.
9. Surface effects with limited depth are not to be relied on to provide articulation and modulation.
10. Within each development, towers, podiums and private open space are to be sited so that adjoining sites retain development potential and amenity.
11. On sites that share a boundary with a residential zone, the height of the podiums is to respond to the height of buildings in that residential zone, and the built form above the podium set back as to minimise amenity impacts.
12. Design of buildings in proximity to a heritage item should respond to alignment and street wall height, setbacks above street wall height, and façade articulation elements with bulk and scale that are sympathetic to the heritage item

#### Street Wall Heights

The role of the street wall is to frame the public realm, articulate entrances, and assist in the creation of an attractive and animated public realm which provides a safe, and interesting, pedestrian experience.

The street wall should define and support adjacent streets and open space at an appropriate scale. It should also integrate with adjacent street wall buildings, assist in achieving transition down to lower-scale buildings, and minimise the impact of parking and servicing on the public realm.

Within each character area, consistent street wall heights and podium-tower relationships help establish an identity for each area and a legible urban hierarchy across the Town Centre

#### Objectives

- A. To provide street edges that reinforce and reflect the various uses and the unique identity of each character area while defining a legible urban hierarchy across the town centre.
- B. To ensure building heights at street level are responsive to the human scale.
- C. To provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.
- D. To promote views to the sky from the street or laneway.
- E. To provide an appropriate transition to adjoining heritage places when viewed from the street
- F. To provide appropriate transitions and be integrated with adjoining development, including planned future development.

#### Controls

1. Street wall heights are to be in accordance with Figure 7.5.4

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre

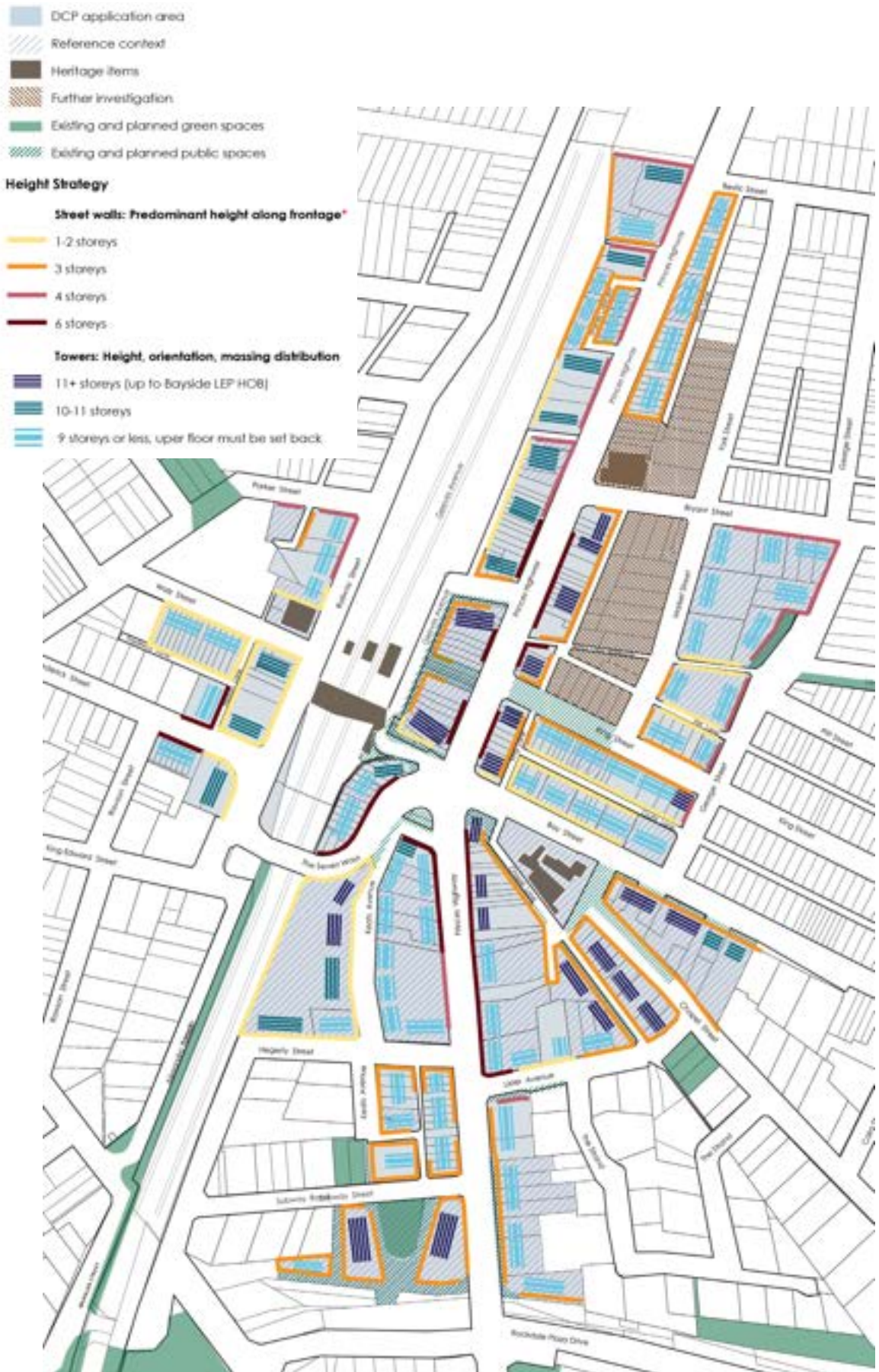


Figure 7.5.4 Height hierarchy and building massing distribution

\* Indicates the predominant street wall height required along each public domain frontage. Buildings and facades are to be designed to provide transitions between podiums of adjoining developments. Podiums are to wrap around corners at consistent heights unless the street walls are recessed to expose tower facades .



#### Setbacks

Street setback controls define the building line and determine the location of buildings relative to the street boundary allowing an existing or desired future street character to be reinforced.

Side and rear setbacks help provide sufficient space for trees and landscaped areas, protect privacy of habitable rooms and outdoor living areas of existing development and reduce building bulk. In certain areas, such as the town centre core, having buildings built to the side boundary help define a more urban character.

Placing buildings above the street wall away from streets, open space, and neighbouring properties will reduce visual and physical impacts of the tall buildings and allow the base (street wall section of a building) to be the primary defining element for the site and adjacent public realm. Appropriate upper level setbacks are required for taller buildings to fit harmoniously within an existing context, including sites that contain or are adjacent to heritage properties.

#### Objectives

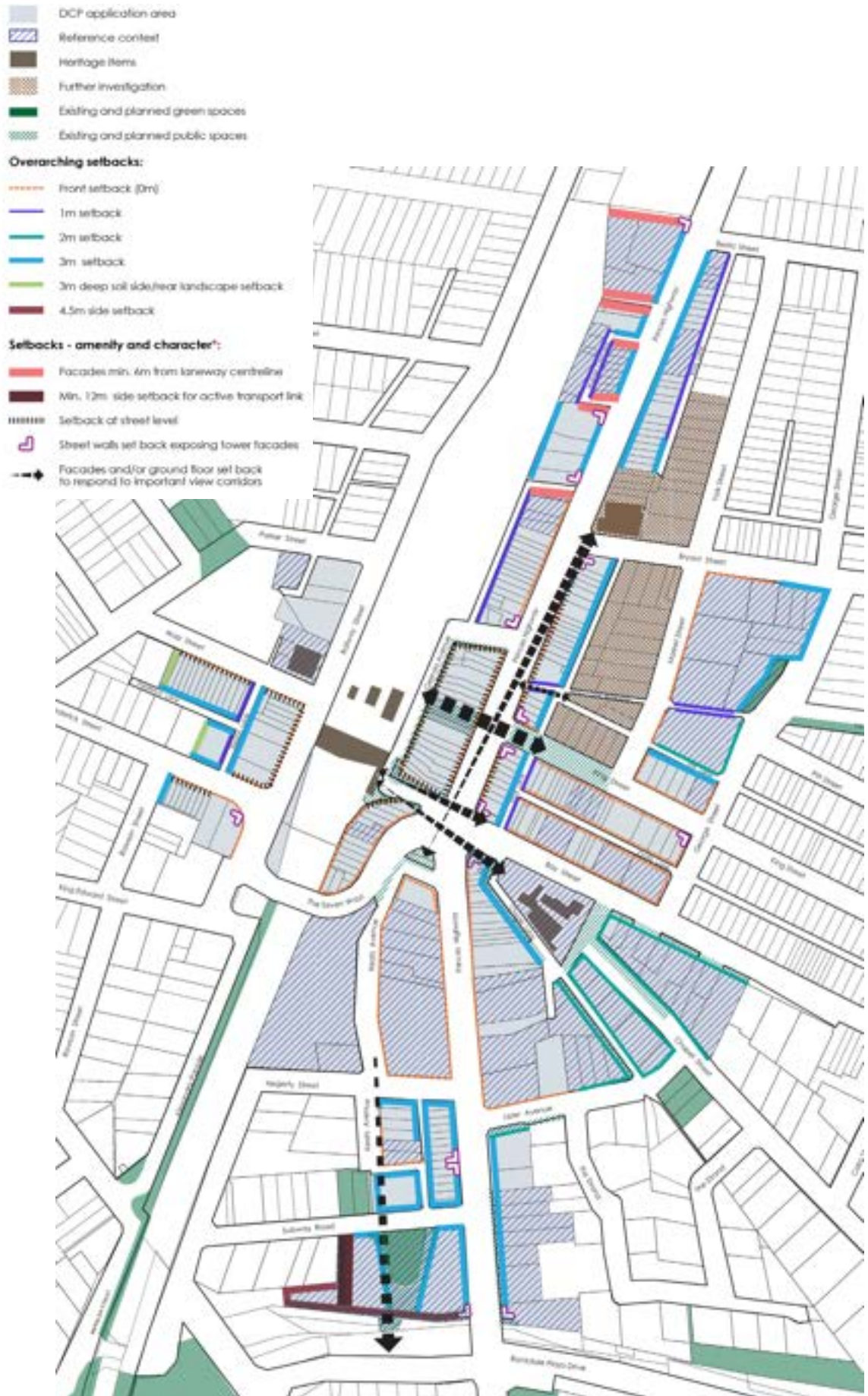
- A. To enhance the existing character of streets.
- B. To define the street edge and contribute towards a consistent street enclosure.
- C. To frame and enhance views and vistas to natural and constructed character defining features of the town centre.
- D. To increase pedestrian amenity and provide pedestrian sight lines to the train station.
- E. To increase amenity, minimising road noise propagation, wind tunnels and urban heat islands.
- F. To minimise perceived building bulk and scale from the street.
- G. To allow for sunlight and sky views.
- H. To minimise adverse wind impacts on the pedestrian environment, noise propagation and urban heat islands.
- I. To contribute towards the distinctive character of Rockdale Town Centre.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Controls

1. Setbacks are to be provided in accordance with Figure 7.5.5 and the relevant sections of this DCP.
2. Figure 7.5.5 indicates the overarching setbacks from the property boundary and additional requirements such as setbacks at street level and locations where the street wall is to be 'peeled back' to provide additional public domain.
3. Additional setbacks and building articulation are to be provided to retain and enhance important view corridors and to improve visual connections to the train station, the Town Hall and Library buildings illustrated in Figure 7.5.5
4. Lower-scale buildings/ tower forms indicated in Figure 7.5.4 (9 storeys or less) are to provide a minimum 3m setback to the top floor.
5. Towers are to be set back a minimum 3m from the street wall and as so that buildings are read as distinctive podium-tower forms even from a distance. None of the building elements including building articulation or façade treatments should encroach on to the setback.
6. On sites that share a boundary with a residential zone, the built form above the podium is to be set back as needed to minimise amenity impacts.
7. A minimum 9m rear setback is to be provided where development shares a rear boundary with a residential property.



\* Refer to Section 7.5.3 Special Character Areas and to the Rockdale Town Centre Public Domain Plan for details

Figure 7.5.5 Setbacks

#### Building and Façade Design

The facades of a building visible from the street play an important role in contributing to the amenity, aesthetic quality and attractiveness of an area. Facades should therefore be designed to have a contextually responsive scale and aesthetic, proportion and rhythm, solid-to-void relationships and materiality. Care and attention should be given to their design to ensure the building stands up to critical observation from near and afar. It is essential that all building elevations are considered and designed as an integral part of the overall development.

#### Controls

1. Ensure building façades are well resolved, and proportioned with an emphasis on the human scale by:
  - a. Reflecting and responding to the orientation of the site using elements such as sun shading and other passive environmental controls where appropriate.
  - b. Providing building articulation such as expressed vertical circulation, well designed roof form, shading devices and balconies.
  - c. Integrating car parking entry doors within the overall design of the façade.
  - d. Containing roof forms, building services and screening elements within the overall height controls and fully integrating those elements with the architectural concept.
  - e. For mixed use buildings and all buildings facing Princes Highway, using 'podium-tower' forms with emphasised detail at the ground floor to highlight the human scale of development.
  - f. Incorporating consolidated upper setbacks to avoid a tiered 'wedding cake' form, particularly where staggered setbacks are required to address matters like overshadowing.
  - g. Developing materials, textures and colours that respond to local characteristics.
  - h. Ensuring building façades are articulated to mitigate the appearance of building bulk and to express the elements of the building's architecture.
2. Facades should respond to the location and hierarchical role of the building within the context of the town centre by:
  - a. Expressing street corner locations by giving visual prominence to parts of the façade such as varied building materials and colours, articulation, or well-designed roof form.
  - b. As identified in Figure 7.5.5 and where possible, articulating podium facades at key street corners to deliver additional public domain and improved view corridors by 'peeling back' the podium façade and exposing the tower façade.
  - c. All exposed tower façades are to be well integrated within the architecture and present high-quality finishes as perceived from the street and from afar, creating new urban markers in highly visible locations

- d. The exposed facades are to be designed to ensure a high-quality experience of the public domain below, achieving weather protection and street activation.
  - e. Responding sympathetically to the existing natural and constructed character defining features of the Town Centre (historic and emerging urban markers) including the Town Hall and Library buildings, the Guild Theatre, the train station, rock outcrops, significant trees and vegetation clusters.
  - f. Ensuring highly visible facades are unique and create interest while presenting a consistent rhythm of elements/articulation to reduce visual bulk.
3. Building and façade design should improve amenity by:
- a. Providing articulated facades and edges which are modelled to maximise solar access and privacy to existing and future residents.
  - b. Providing appropriate space for outdoor dining and include articulation/façade treatment to retain amenity of residential above, facilitating the development of a night-time economy.
  - c. Where in proximity to a heritage item, using appropriate materials, finishes and façade design and providing a bulk and scale which is sympathetic to the heritage item.
  - d. Minimising extensive expanses of blank, glass or solid walls.
  - e. Where development presents blank walls or incorporates a party wall that will be visible from the public domain (irrespective of whether that could be hidden by any future adjoining development), using high quality materials, textures and variations in alignment consistent with the street façade. Reliance upon surface effects with no depth is not acceptable
  - f. Along laneways, the whole podium will have a direct relationship with the lane and be composed to create interest and engage with laneway users.
  - g. Providing a definite edge to open spaces with an internal layout and façade design with encourages interaction between occupants of the building and the street. Building activity visible from the open space is to add sense of vibrancy and create further visual interest
  - h. Integrating entries to basements and servicing such as substations, mailboxes, booster valves into the building design.

## G-3. Public Domain

### Street Role and Hierarchy

This section complements the permissible land uses set out in Bayside LEP 2021. It controls how these uses are arranged and located within developments to ensure buildings interact with the street to achieve their desired role.

Active uses at ground level are encouraged within Rockdale Town Centre to ensure vibrant streetscapes and community meeting places.

### Objectives

- A. To ensure new development increases the level of activity and vibrancy of the Centre and positively addresses and engages with the public domain.
- B. To ensure new development is sustainable by minimising environmental impact and being able to accommodate future changes to land use demands and social demographics.
- C. To ensure that the non-residential character of Princes Highway, Bay Street, The Seven Ways and Walz St is maintained.
- D. To maintain the existing fine grain character and human scale of the existing retail strips around the station and the King Street pedestrian mall.
- E. To ensure shopfronts and business premises complement the streetscape character.
- F. To create a vibrant local activity centre.
- G. To respond to the desired future character of the streets and avoid providing a back-of house interface to areas where there is opportunity for future activation such as the Civic Precinct, King Lane, Geeves Lane, Chapel Lane
- H. To provide a controlled visual connection between public and private domains.
- I. To enhance pedestrian safety, security and amenity around and within commercial premises.
- J. To ensure efficient carparking and vehicle access which maximises the Centre's existing service lane network and public parking, and does not detract from the quality and extent of retail services or street activity

**Controls**

1. Development is to comply with the standards for ground floor building uses and access locations set out in the following table for all street frontage types, which are shown in Table 7.5.1 and Figure 7.5.6.

Street role	Description	Standard
Primary Retail	High activity with continuous ground floor retailing	<ul style="list-style-type: none"> <li>• Minimum 80% of the ground floor frontage to be activated by retail and business premises</li> <li>• Residential lobbies can occupy no more than 20% of the total ground floor frontage</li> <li>• No ground floor residential permitted</li> <li>• No vehicle access permitted</li> <li>• No service access permitted</li> </ul>
Centre Edge Commercial	Provides additional retail and commercial opportunities at the edge of the Centre	<ul style="list-style-type: none"> <li>• Ground floor frontage to be activated by retail and business premises</li> <li>• Access to residential lobbies permitted and encouraged</li> <li>• No ground floor residential (Except for properties under Schedule 1 in the BLEP 2021.)</li> <li>• Vehicle access permitted where the development does not front a Service Laneway or Centre Edge Mixed Use street</li> <li>• Service access permitted where the development does not front a Service Laneway or Centre Edge Mixed Use street</li> </ul>
Centre Edge Mixed Use	High density residential at the edge of the Centre with opportunities for retail or commercial uses	<ul style="list-style-type: none"> <li>• Active retail uses on the ground floor frontage, preferably along Princes Highway and open space</li> <li>• Mixed use (commercial/residential) on the ground in other street frontages.</li> <li>• Access to residential lobbies should be from this frontage</li> <li>• Ground floor residential with direct street access</li> <li>• Vehicle access permitted where the development does not front a Service Laneway</li> <li>• Service access permitted where the development does not front a Service Laneway</li> </ul>
Active Laneway	Vibrant space activated by the co-location of pedestrian activity and service functions	<ul style="list-style-type: none"> <li>• Ground floor frontage to be activated by retail and business premises</li> <li>• Residential lobbies can be accessed off active laneways</li> <li>• No ground floor residential permitted</li> <li>• Vehicle access permitted</li> <li>• Service access permitted</li> </ul>
Service Laneway	Primarily serves service function and provides vehicle access	<ul style="list-style-type: none"> <li>• No ground floor residential</li> <li>• Vehicle access is to be provided from service lane</li> <li>• Service access is to be provided from service lane</li> </ul>

Table 7.5.1 Street role and hierarchy

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

2. Along *Activated Frontages* and/or where predominantly retail/commercial uses are provided:
  - a. All developments are to face the street and/or public open spaces. Main building entries to be located along the streets.
  - b. Entries to active frontage tenancies are to be accessible and at the same level as the adjacent footpath.
  - c. Conserve the existing fine grain character of the precinct through built form elements and architectural expression.
  - d. Awnings are to be provided to the full extent of the frontages.
  - e. The design of active street frontages must not incorporate security roller doors and window bars.
  - f. The use of frosted screens or opaque glass is discouraged.
  - g. On sloping sites, the maximum level change between ground floor tenancies and the adjacent footpath is to be 600 mm at any point. For flood prone land, advice should be sought from Council's engineers.
  - h. Integrate artworks into the design of private developments, in publicly accessible locations such as main entrances, lobbies, street frontages, gardens, walls and rooftops.
  - i. Design is to facilitate outdoor dining particularly along open spaces, King Street, Walz Street, surrounding the station, and punctuated along Princes Highway where further protected from the Highway e.g. within setbacks at street level and wide corners.
  - j. Design to facilitate night-time activation by providing features that help protect residential amenity (noise and light impacts) e.g. treatment and recesses to balconies on lower floors.
3. Where uses are not predominantly retail/commercial:
  - a. Achieve a balance between active uses and services to ensure no frontage is completely dominated by servicing or carparking.
  - b. Achieve a diversity of fine-grained frontages.
  - c. Ensure ground floor building services including waste, loading and parking occupy less than 40% of the ground floor area.
  - d. Provide awnings/ canopies over footpaths where retail uses are proposed.

*Note: Within this DCP, **Activated Frontages** is defined as any streets identified as Primary Retail, Centre Edge Mixed Use, Centre Edge Commercial, and Active Laneway.*

*Note: Refer to the Rockdale Town Centre Public Domain Plan for details about street trees and further character defining features of the street hierarchy.*



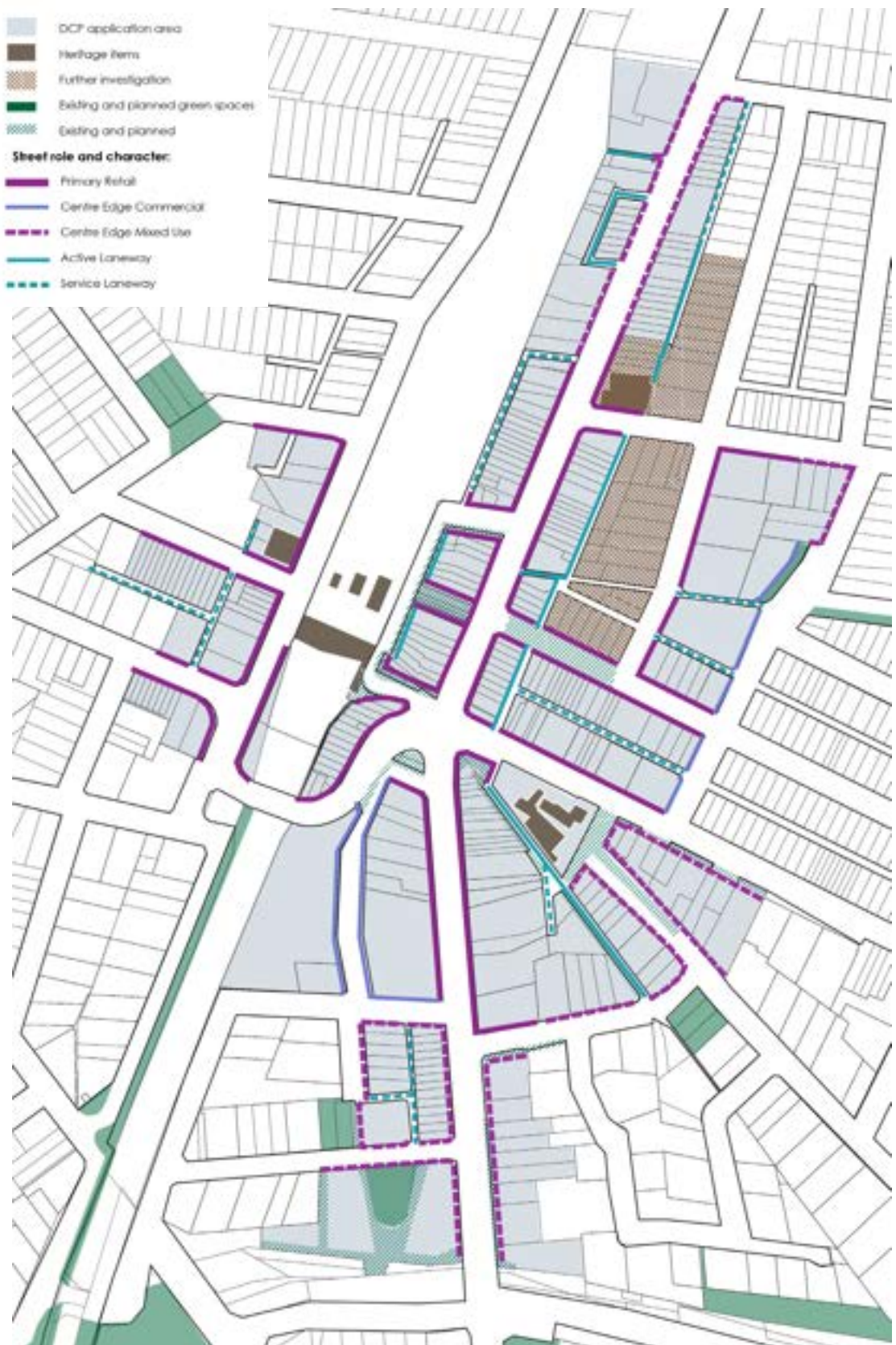


Figure 7.5.6 Street role and hierarchy

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Movement and Pedestrian Connections

##### Objectives

- A. To enhance connectivity through the Town Centre for pedestrians and cyclists as sites redevelop.
- B. To ensure the safety of pedestrians and cyclists.
- C. To improve connectivity to the train station.
- D. To provide activated spaces with high pedestrian amenity offering protection from the surrounding busy road and railway

##### Controls

1. Applicants are to deliver through site links in accordance with Figure 7.5.7 and engage with Council in investigating potential future links.
2. Existing connections are to be retained unless it can be demonstrated that an alternative connection point can deliver an improved public domain outcome and achieve a better pedestrian permeability outcome overall.
3. Relocation of existing connections are not acceptable in lieu of any requirement for providing additional pedestrian connection.
4. Through-site links are to be privately owned and maintained, but must be subject to a positive covenant on title ensuring unlimited, unimpeded access by the general public at all times.
5. In addition to any other requirements in this DCP, through-site- links are to be designed to:
  - a. be a clear and direct throughway for pedestrians and provide a clear line of sight between public places;
  - b. be easily identified by users and include signage;
  - c. provide active frontages on both sides;
  - d. have a minimum width of 4.5 metres non leasable space clear of all obstructions (including columns, stairs and escalators);
  - e. include materials and finishes such as paving materials, tree planting and furniture consistent with adjoining streets and public spaces and be graffiti and vandalism resistant;
  - f. demonstrate compliance with Crime Prevention Through Environmental Design (CPTED) principles;
  - g. where practicable, have access to natural light and include landscaping

*Note: Refer to the Rockdale Town Centre Public Domain Plan for details about movement and connectivity.*

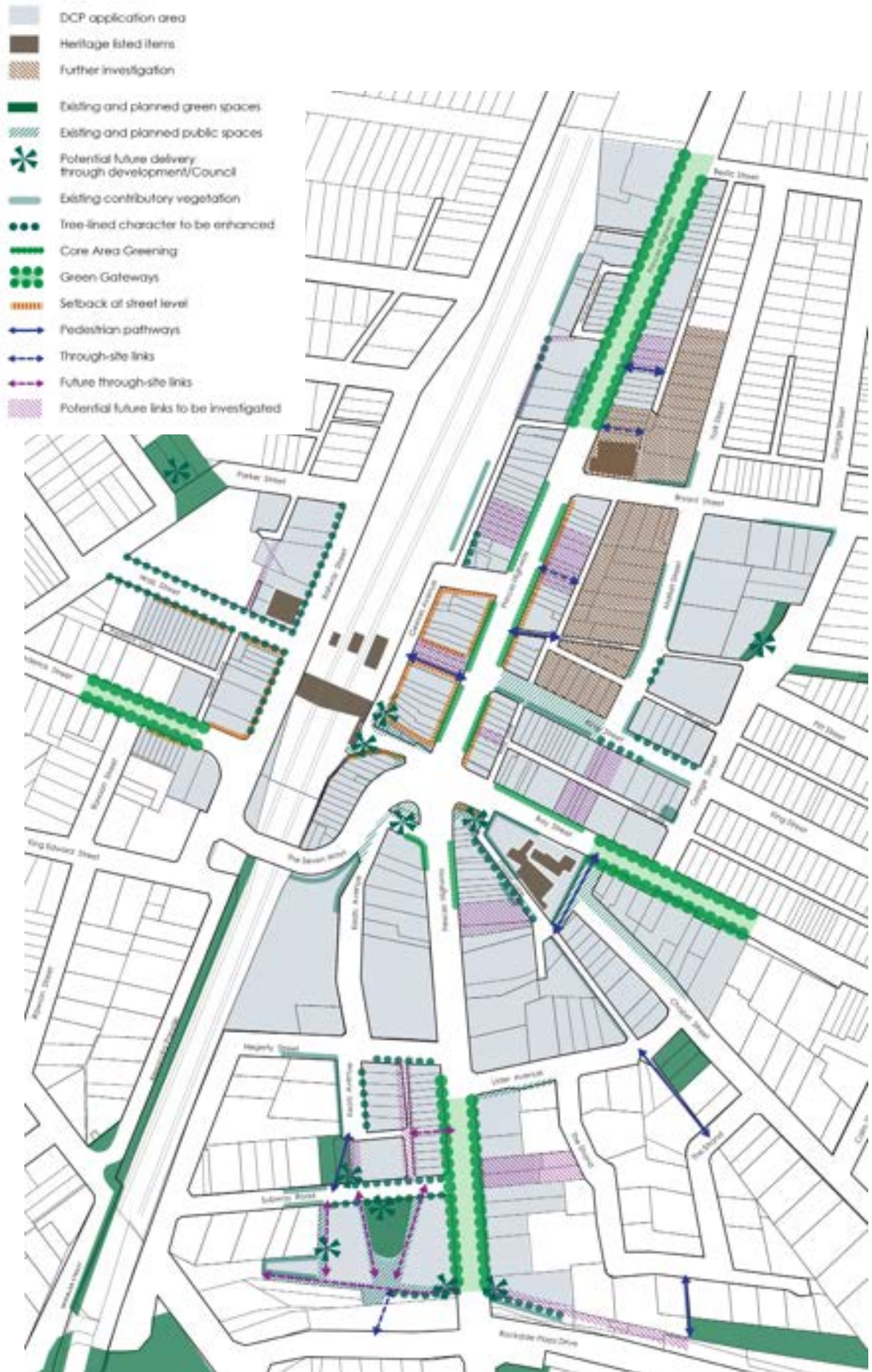


Figure 7.5.7 Intended public domain outcomes

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Public Domain Character and Interfaces

##### Objectives

- A. To increase outdoor dining opportunities, landscaping and space for pedestrians on the footpath by providing a balance between undercrofts, awnings and street tree planting.
- B. Provide appropriate weather protection along public domain interfaces to increase pedestrian amenity as well as visually unify character areas and rows of retail premises.
- C. To enhance and/or respond to existing character defining features of the Town Centre as presented to the public domain.
- D. Provide Green Gateways that define the arrival experience into the Centre and enhance a positive image of Rockdale while mitigating negative amenity impacts from busy roads.
- E. Increase canopy cover across the Town Centre and enhance existing vegetation to strengthen the character of tree-lined streets.
- F. Provide appropriate conditions including deep soil, siting and species selection for landscaping to mature and allow for the continuation of the green canopy of the surrounding areas
- G. Provide a greener outlook and improve the public domain even on constrained sites and/or areas where a distinctively urban character is intended through a combination of features such as greening of facades, coordinating awning design with setbacks at street levels.

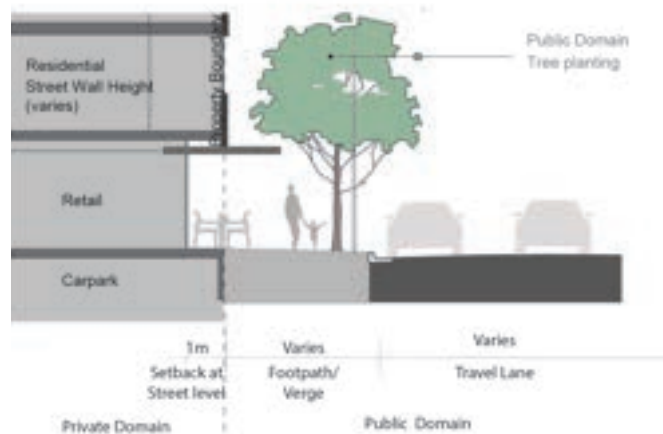
#### Controls

1. Development is to deliver public domain interfaces and respond to the intended public domain character as described in Figure 7.5.7.
2. Awnings are to be provided as follows:
  - a. Awnings shall be a minimum 2m deep and the underside of the awning is to be a minimum 3.2m above the footpath.
  - b. Alternative awning dimensions and setbacks will only be accepted unless where it can be demonstrated that:
    - i. a better public domain outcome is achieved through additional setbacks at street level, above ground planting and/or additional street tree planting.
    - ii. sufficient weather protection is achieved including protection from wind, sun and rain.
  - c. Steps in awnings are only permissible to accommodate sloping streets and if required over vehicle entrances. In such cases, proposals are to demonstrate that the design has sought to minimise the height and visual appearance of each step. No steps over 600mm will be allowed.
  - d. Awnings should be setback minimum 1m from the face of the kerb to accommodate traffic/parking and utility poles where those are not required to be removed.
  - e. Where street trees are proposed, the awning should be setback from the kerb along its entire length by a minimum 1.5m to accommodate the trees.
    - a. Where a specific design response and/ or alternative awning dimensions are identified for a Special Character Area (Section 7.5.3) or in the Public Domain Plan applicable the site, those will have precedence if conflicting with awning setbacks and dimensions above.
    - b. The majority of the awning ceiling and underside of the fascia along the primary and secondary active street frontages is to be integrated with adjoining existing and approved developments.
    - c. Awnings, lighting and signage are to be made of good quality materials and well integrated within the architecture particularly around corners and along other highly visible locations.
    - d. Planting above awnings along the area identified as 'Core Area Greening' in Figure 7.5.7 is to be integrated as possible. Refer to Public Domain Plan.
    - e. Spaces under awnings are to be well lit at all times through artificial and natural lighting. Consider incorporating glazing/ transparent material in the awning to allow solar access where planting on awnings is not provided.
  - f. Awnings are not to slope towards the street. Gutters and downpipes are not allowed at the street edge.

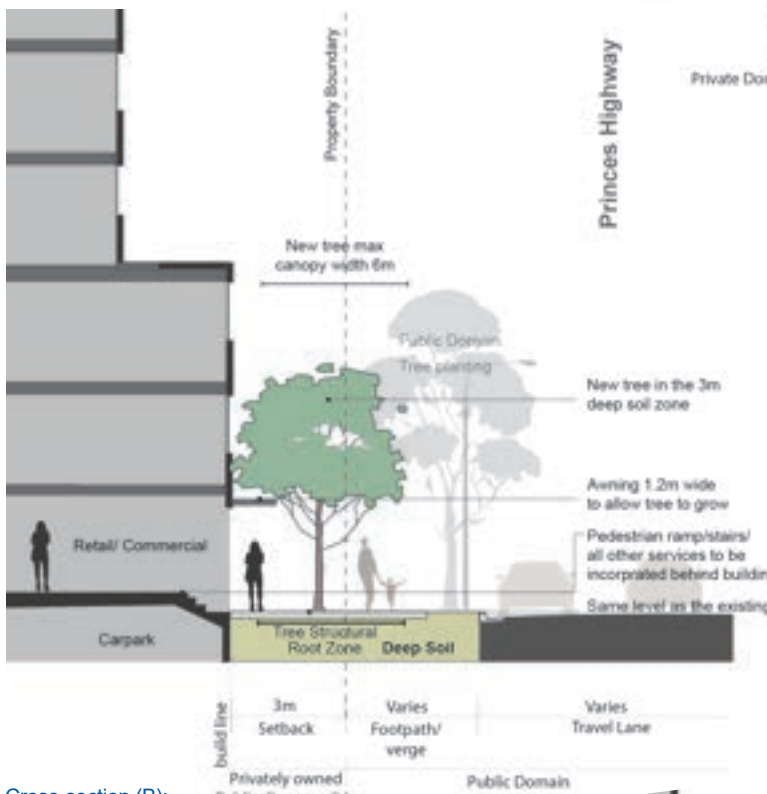
## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

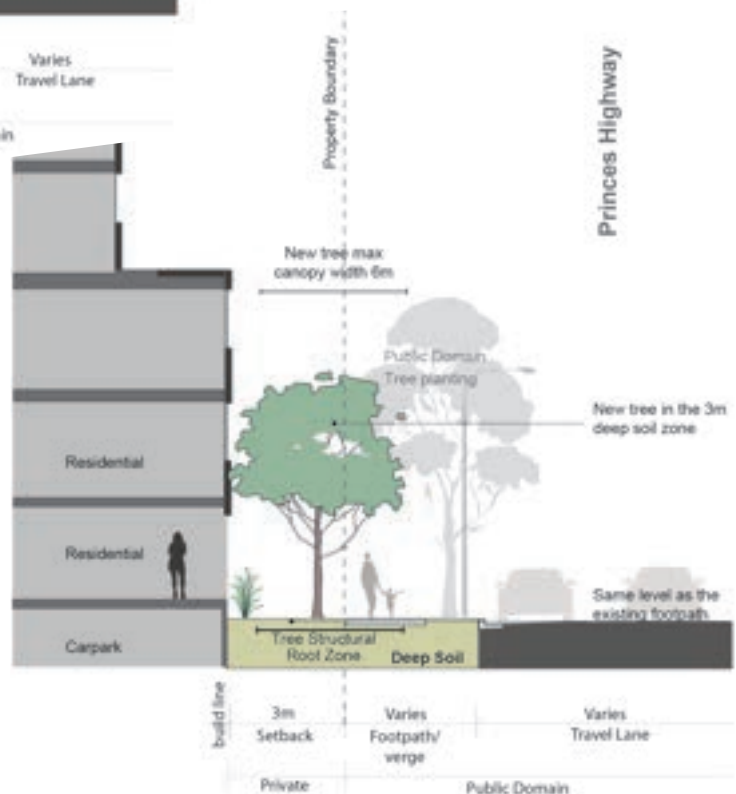
3. Setbacks at street level are to be provided where indicated in Figure 7.5.5 (Built Form - Setbacks) as follows:
  - a. In addition to any other applicable setbacks from the property boundary, a further minimum 1m of setback at street level is required along the whole frontage generally as indicated in Cross-Section (A) below.
  - b. The setback at street level is to be measured as an average across the frontage width to allow for variations and indentations that:
    - reflect a fine-grained, human-scale retail character,
    - integrate with adjoining development and read cohesively along the same footpath, and
    - provide transitions to avoid 'dead-ends' and ensure pedestrian safety.
  - c. Deeper and/or taller (two-storey) spaces are required where specified in Section 7.5.3 or in the Public Domain Plan, and encouraged along larger-scale retail or to retain/ enhance view corridors and vistas.
  - d. Recessed spaces at the street level are to be attractive and well proportioned (depth and height) as experienced from the footpath and from a distance.
  - e. The recessed spaces are to be designed in conjunction with landscaping, footpaths, lighting and awnings to improve retail attractiveness and opportunities for outdoor dining, increase green canopy cover, discourage anti-social behaviour and improve pedestrian safety and amenity.
  - f. Any pavement should use the same materials as the new footpath to promote public access to commercial premises.
  - g. The setback areas are to remain in private ownership and are not intended to be dedicated to, or maintained by Council.
  - h. Minimise the need for, and the impact of columns. Colonnades will only be permitted where it:
    - allows improved proportions and usability of recessed spaces,
    - does not obscure views of retail frontages or separates street frontage activity from the street,
    - can be made continuous for an entire street block,
    - is designed with narrow vertical elements, well integrated within the architecture of the building, responds to surrounding buildings and context
4. Along Green Gateway frontages, unless otherwise specified in Section 7.5.3 or in the Rockdale Town Centre Public Domain Plan:
  - a. A 3m deep soil zone and setback is to be provided generally as indicated in Cross-Sections (B) and (C) below.
  - b. Basement and sub basement carpark design should be consolidated beneath building footprints.
  - c. Any level changes including requirements to meet flood constraints should be incorporated within the footprint of the building. Any ramps/ stairs are not allowed in the 3m zone.
  - d. Awning depth up to 1.5m to provide weather protection as well as allow space for trees to grow.
  - e. The 3m landscape setback is to remain in private ownership and not intended to be dedicated to or maintained by Council.
  - f. Any pavement should use the same materials as the new footpath to promote public access to commercial premises.



Cross-Section (A): Typical setback at street level



Cross-section (B): Green Gateway typical retail/commercial interface along Princes Highway.



Cross-section (C) Green Gateway typical residential interface along Princes Highway

The Green Gateways have different treatments depending on the ground floor uses and location (Bay Street, Frederick Street, Princes Highway). Any proposed landscape design plans along the Green Gateway areas are to be referred to Council for comments earlier in the application process.

#### G-4. Building Typologies

A variety of uses and new development is anticipated in Rockdale Town Centre. The general requirements for specific land uses are provided below.

##### Commercial

1. Provide legible entry/ lobby areas accessed from a public street.
2. Commercial uses should address streets to provide surveillance to increase safety and activation of streets.
3. Ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain.
4. Basement parking must not protrude above the level of the adjacent street or public domain.
5. All parking provided within an above ground structure must be fully sleeved by either active uses or uses that provide surveillance of the street along all facades visible from the public domain, including facades that would be made visible when adjoining sites redevelop.

##### Mixed Use

1. Provide a range of appropriately sized and configured tenancies that meet commercial, or market needs to avoid large (>100m<sup>2</sup>) floorplates that may remain vacant.
2. Incorporate non-retail uses such as gymnasiums, childcare centres, community facilities and medical suites that service the local residential and worker population.
3. Ensure that the location of ground floor uses either activates or provides surveillance to the public domain.
4. Provide awnings to active street edges.
5. Create clear legible entries for each use.
6. Innovative solutions to provide the flexibility to meet future commercial space demand are encouraged. This includes but is not limited to:
  - A series of large studio apartments on the same floor which could be fitted out for commercial use.
  - Two storey units designed so that one floor could operate as a home office separate from the private living spaces.
  - Utilising space within podiums to provide commercial tenancies where the building footprint is deeper than permissible for residential units.
  - Wrapping above ground carparking in commercial space or residential uses that could be fully/partly converted into employment generating uses.
  - Splitting lobbies to provide both residential and commercial use on the same floor providing the commercial space adjoining any



railway or busy road and the residential space where the outlook is more amenable.

7. For those areas in the B2 Local Area where ground floor residential apartments are permitted, the design of commercial/retail spaces should not be compromised. They should have enough space for sufficient internal circulation movement and able to accommodate a greater range of retail/commercial uses. This includes but is not limited to:
  - Commercial/retail uses must have a street frontage.
  - Each commercial/retail unit should be at least 6m in width and 13m in depth.

### Residential Design

Given the Centre's access to high frequency public transport and the available range of retailing, greater population density is encouraged. Increased population within the Centre's walking catchment will also add to the Centre's activity and vibrancy. Rockdale Town Centre is the ideal location to provide dense inner city style apartment living for a variety of household demographics.

A diversity of housing choice is to be offered by mixed use developments by providing a variety of apartment types and sizes. Innovative solutions to meeting current and future housing demands and changing household structures is encouraged. This includes but is not limited to:

8. A diversity of housing choice is to be offered by mixed use developments by providing a variety of apartment types and sizes. Innovative solutions to meeting current and future housing demands and changing household structures is encouraged. This includes but is not limited to:
  - a. 3 bedroom units which can be divided into a 2 bedroom unit and studio unit, sharing a common entry,
  - b. 2 or 3 bedroom units with all bedrooms having ensuites,
  - c. Units with large home office spaces which are separable from private living areas,
  - d. Operable internal walls to allow multiple rooms or larger single rooms to be created as needed.
9. Where permitted, ground level residential units which are directly accessible from the street should include spaces suitable for use as a home office.

#### G-5. Site Access and Servicing

Site design, open space and streetscaping are imperative to enhance the public realm and the character and quality of Rockdale Town Centre. The following objectives and controls address specific elements of site design, open space and streetscaping such as parking and servicing. These elements should be well-designed and located to minimise their impact on the aesthetic quality and function of the site and the Town Centre as a whole.

##### Site Access

##### Objectives

- A. To enhance pedestrian activity.
- B. To improve the aesthetics of the Town Centre.
- C. To enhance pedestrian and cyclist safety.

##### Controls

1. Access to parking, servicing and loading should be provided at the rear of the building, or via laneways. On corner sites, access should be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.
2. Consolidated/ shared vehicular access between developments within a block is encouraged to improve pedestrian safety and the amenity of the public domain, particularly where:
  - a. the proposed development does not comply with the amalgamation pattern/ built form controls specified in this DCP; or
  - b. the site is the first or the largest site to be developed within a block.
3. Where future shared access is proposed, knock out panels are to be provided at basement level(s) to allow safe and convenient access to all neighbouring sites.
4. Servicing and loading must be accommodated internally within the building.
5. Pedestrian access should always be prioritised for the safety and enjoyment of residents and visitors.
6. The number and width of vehicle access points should be minimised to avoid conflicts between pedestrians and vehicle traffic.
7. No on site loading bay is required for developments with less than 1000 m<sup>2</sup> of retail space.
8. Where no loading bay is provided on site, all retail tenancies are to have access to a street or lane with a marked loading bay, either directly or via a common retail servicing space separate from the residential basement parking area.
9. Where garbage trucks are required to enter the site for the collection of residential/commercial waste, developments should be designed to accommodate on-site truck movement

10. *Splay corners are to be dedicated* in road reserves at intersections to improve pedestrian access as follows:
  - a. Residential / Mixed use Subdivision 3m x 3m.
  - b. Commercial subdivision 4m x 4m.

### Parking

#### Objectives

- A. To minimise the visual impact of car parking from the street and adjoining sites.
- B. To ensure pedestrian safety.
- C. To provide resident and visitor car parking rates in accordance with the car parking rates required by the ADG.

#### Controls

1. Underground parking structures should not encroach into the required landscape buffers above ground to ensure the long-term viability of mature trees and vegetation.
2. Where underground parking structures must unavoidably encroach beyond the building footprint or into a landscape buffer, a minimum depth of 1m of uncompacted soil should be provided below grade to support opportunities for tree planting and other landscaping along the streetscape.
3. All parking provided within an above ground structure must be fully sleeved by either active uses or uses that provide surveillance of the street along all facades visible from the public domain, including facades that would be made visible when adjoining sites redevelop.
4. Surface parking is discouraged and must be should be limited to visitor and retail / commercial parking and located at the rear of the building to be hidden from public view.
5. Surface parking is discouraged and must be limited to visitor and retail / commercial parking and located at the rear of the building to be hidden from public view.
6. Visitor carparking provided on site must be provided behind a security gate or shutter accessed via intercom.
7. Despite the requirements of the Parking and Loading Technical Specification, developments including residential accommodation are only required to provide on-site loading for removalists for a small rigid vehicle.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Waste Storage and Recycling Facilities

##### Objectives

- A. To encourage waste minimisation (source separation, reuse and recycling) and ensure efficient storage and collection of waste and the quality design of facilities.
- B. To ensure that where Council garbage trucks are required to enter the site for the collection of residential waste, developments can accommodate on-site truck movement.

##### Controls

1. Ensure that residential flat buildings and mixed use buildings have a communal Garbage and Recycling Room located in the basement of the building. This area should:
  - a. be capable of accommodating Council's required number of standard waste containers and should be designed in accordance with Council's Technical Specification – Waste Minimisation and Management
  - b. provide additional space for the storage of bulky waste, such as clean-up materials awaiting placement at the kerb, or recycling.
2. In buildings more than three storeys in height, provide a system for the transportation of garbage from each floor level to the Garbage and Recycling Room(s) such as a garbage chute system. Where such facilities are proposed, provide space on each floor for storage of recyclables, preferably adjacent to the lift well. Details of the garbage chute system should be provided with the Development Application.
3. Nominate on the site of residential flat buildings and mixed use buildings an area for communal composting. Although the operation of such a facility will depend upon the attitudes of unit holders and their management, the potential should exist. It is appropriate for this area to be incorporated in the landscaping plans for the development. Design communal composting with the following features:
  - a. locate with consideration of proximity to units, odour and location of the drainage system
  - b. purpose-build the facility. There are a variety of techniques available and advice on this and public health considerations should be obtained from Council
  - c. the composting facility should be signposted, and should be made the responsibility of the body corporate

#### Service Lines / Cables

##### Controls

1. Developments are required to have all overhead cables on all frontages of the development site relocated underground (this includes all electricity cables, telecommunication cables etc.),
2. Redundant poles should be removed, and underground street lighting columns should be installed.
3. The under grounding and installation of street lighting is to be at no cost to Bayside Council.

### G-6. Urban Greening

#### Objectives

- A. To provide high quality landscaping that softens built forms and positively contributes to urban amenity.
- B. To provide sustainable and biodiverse landscapes with appropriate species selection and maintenance systems.

#### Controls

1. Ensure that developments incorporate landscaping elements to soften the built form and introduce natural greenery. This can be delivered in several ways, outlined below.

##### Vertical gardens

- Green vertical gardens like green walls and facades are a space efficient way to incorporate vegetation into a development, providing shade, insulation and improving the urban environment. These can be implemented internally and externally in various ways including green façades, hanging gardens, living walls, vertical gardens and bio-façades.
- If green walls are proposed:
  - i. Design and locate green walls to suit the orientation and microclimate conditions (including width of the street and solar exposure) and enable access for maintenance.
  - ii. Provide details of the support system, which should not affect the structural integrity or waterproofing of the building.
  - iii. Ensure green walls have an integrated irrigation system using non-potable water.

##### Ground floor gardens

- In major developments, ground floor garden areas should be incorporated to contribute to visual amenity and soften building interfaces through deep soil planting and large trees. Ground floor garden areas should be considered in spaces with public realm access.

##### Raised gardens

- Raised gardens contribute positively to the amenity and visual interest of a development and can facilitate community interaction. Raised gardens can be implemented on structures such as podiums, (integrated with) awnings, rooftop terraces, private and common outdoor areas and balconies.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Green Roofs

Any proposal for green roofs shall:

- Undertake a detailed site analysis to assess the site suitability, including consideration of the climate conditions (e.g., solar orientation and wind loads), surrounding environment and the structural capacity of the roof, etc.
  - Suitably identify roof access, growing medium (substrate) type and depth required for various types of vegetation, function and type of green roof and plant schedule in accordance with the roof structural capacity.
  - Select native and drought/heat tolerant plant species.
  - Be designed with high standard components, including waterproofing membrane, growing medium, vegetation layer, root barrier, insulation and drainage system, etc.
  - Maximise retention and reuse of stormwater.
  - Consider integration of solar panels on the green roof.
2. Landscaping should be considered holistically in the early design stages of a development to inform the building design. Retrofitting landscaping elements should be avoided to completed building designs as this can result in poor outcomes that may not be viable.
  3. All landscaping should be regularly maintained and should not impact on the safety of public and private areas. Hardy and resilient species should be selected in an urban environment to ensure that all landscaping and vegetation is viable.

#### Communal open space and landscape design

The density and intensity of develop envisaged in the Centre means that opportunities should be sought to utilise space within developments for communal use with soft landscaping to improve the amenity for residents and the character of the Centre.

1. Minimum communal open space is to be provided as required by the Apartment Design Guide.
2. At least 50% of the communal open space should be soft landscaping.
3. Refer to Part 4.3.3 Communal Open Space for design specifications.
4. All soft landscaping areas in a development must have access to Greywater or Rainwater to meet their watering needs.

### G-7. Development on Busy Roads

The New South Wales Development near Rail Corridors and Busy Roads– Interim Guideline aims to protect the health and wellbeing of residents from the impacts of road traffic pollutants. Council recognises that air quality and noise along and in proximity to the Princes Highway needs to be considered.

#### Objective

- A. To protect the health and wellbeing of residents through good design.

#### Controls

1. Development along Princes Highway and other busy roads within the Rockdale Town Centre must address SEPP Infrastructure requirements.
2. Different design solutions may be required to mitigate the effects of development along Princes Highway and other busy roads. Developments could incorporate recommendations on building design, internal layout, and architectural principles to achieve an acceptable internal acoustic environment in accordance with the Development in Rail Corridors and Busy Roads – Interim Guideline (2008) prepared by NSW Department of Planning to support the Infrastructure SEPP.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### 7.5.3 Special Character Areas

In addition to the building design and built form controls which apply across the Centre, there are also a number of Key Precincts which have more detailed, site-specific requirements.

For sites yet to be developed in the Town Centre, the 'Key Precincts' section of this DCP provides detailed built form controls and outlines a 'reference built form context' established through consideration of existing development, sites with approved development applications and sites with site specific DCP controls.

Detailed built form controls have not been provided for sites with an established reference built form context. Should changes to these sites be proposed, applicants are required to undertake detailed urban design analysis to establish appropriate outcomes for their sites.

The following controls are required in addition to any controls in Parts 7.5.1 - 7.5.2.

The Rockdale Town Centre Masterplan envisages significant improvement and expansion to the public domain network through the re development of these precincts. Particular regard should be given to the relevant section of the Rockdale Town Centre Masterplan's Structure Plan and the Public Domain Plan for these precincts.



## A: Princes Highway North

### Desired Future Character

This area is located towards the northern edge of Rockdale Town Centre and provides an entry point to the centre on Princes Highway.

The Library building and the Town Hall are character defining features of this area and are crucial to the identity and sense of place of the whole Town Centre. The future built form should positively respond to, but not compete with or detract from their character. Design of adjoining buildings is to demonstrate careful consideration of all different facade features, while views and vistas that frame the arrival experience into the Centre should be considered for all future surrounding buildings.

The area is identified as a “Green Gateway” and hence an integral part of the future character of the precinct will comprise significant street tree planting.

The street edge along Princes Highway will be defined by modulated built form transitioning from the taller forms and strong urban character in the core area to the more spacious and open character of the surrounding residential area. The built form will have regard to the high speeds of observers and to retaining a human-scale experience from the public domain, and be clearly read as a strong podium upon which sits a lighter, modulated building allowing vistas between buildings to the skyline beyond.

The design of retail spaces in this area is to increase diversity of offerings providing opportunities for business that can complement the Centre but do not need to be situated in the core such as alternative types of retail, hotels or entertainment uses like function centres, pubs.

The constrained land surrounded by Waines Crescent offers an opportunity for new development to deliver a more fine-grained human-scale response to the street as in important contrast to the surrounding forms that relates to the Town Hall character and creates balance on both sites of Princes Highway.

Facades and public domain interfaces at King Lane, Geeves Lane and Waines Crescent require a well developed response that does not present a “back-of-house” outlook but reflect the future potential of the adjoining areas including the future of Geeves Lane carpark and the Town Centre Heart and Civic Precinct.



## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Quality Built Form

1. Development to present a podium-tower nature.
2. Overall massing to be lower in scale in relation to the core, with taller portions of buildings only allowed where massing can present as slender towers facing E-W (perpendicular to Princes Highway), with western facades slanted/articulated to minimize solar access and amenity impacts on developments to the south.
3. On the eastern side of Princes Highway N-S facing buildings are to be lower in scale and spaced a minimum of 4.5m from the side boundary to provide amenity and avoid a wall of tall massing facing Princes Highway
4. Along Princes Highway, street walls are to be set back a minimum of 3m to deliver a Green Gateway as indicated in the General Provisions and detailed the Rockdale Town Centre Public Domain Plan
5. Along Princes Highway, towers are to be set back min 3m from the street wall except on corners where the street wall is 'peeled back' to deliver additional public domain.
6. With exception of the corner of Fox Lane, where a new urban marker could create further interest, façade design and building articulation should respond to and not compete with the Library and Town hall buildings which are to remain the dominant character features of the streetscape.

#### Quality Public Domain

7. Residential uses along King Lane are discouraged on the ground floor, particularly along the area marked Active Laneway in Figure 7.5.6 (facing the B2 zone - the future Civic Precinct).
8. Where residential uses are provided on the ground floor or if only service-related uses are provided on the ground-floor facing King Lane, increased setbacks are required to ensure amenity of residents and the laneway.

*Note: Applicants are to refer to the Rockdale Town Centre Public Domain Plan and work in consultation with Council during the early stages of the public domain design, including pedestrian links and private-public domain interfaces (setbacks at street level/ corners, Core Area Greening, Green Gateways) identified in Figure 7.5.7.*



Figure 7.5.8 Area 1: Built Form Controls

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre

### B. Princes Highway Core

#### Desired Future Character

Development will enhance the identity and amenity of the core area by providing a legible built form hierarchy, visual and physical connections between the railway station, King Street and Bay Street, and improving the public domain to create a positive, recognisable image of Rockdale.

Strong bold buildings are presented generally built to the boundary with facades designed with regard to the speed of the observer, containing large scale elements and features that will read as a single composition from afar and will become recognisable landmarks at key corners.

The built form response will become more subdued closer to the Town Hall and Library buildings are to the dominant character features within their surroundings and as perceived from Princes Highway (from north and south). View corridors between the Princes Highway station core area and the Town Hall are essential to the Town Centre's sense of place and identity and must be retained.

From the public domain, the experience of a fine-grained human scale retail along Princes Highway is retained while additional setbacks are to be provided strategically to respond to different needs such as enhancing view corridors/visual connections, providing sufficient space for landscaping, outdoor dining and/or providing respite from major railway and road corridors.

The look and feel of the Princes Highway strip and the arrival experience from the train station will be improved by public domain upgrades and improvement to shop fronts delivered through the redevelopment of amalgamated sites. That will foster economic development by encouraging people to stay and experience the Town Centre instead of just passing by.

A stronger direct visual and physical link between King Street and Geeves Avenue will deliver the continuation of the "Retail Spine" as described in the Masterplan.

Facades and public domain interfaces along King Lane, Geeves Lane and Geeves Avenue should not reflect a "back of house" outlook. The street interfaces should be activated reflecting the opportunities for future revitalisation of the Town Heart and Civic Precinct and the Geeves Street carpark. Building design should acknowledge that those facades will define how Rockdale is perceived by thousands of people travelling daily by train and arriving from Bryant, King and Bay Streets.



#### Quality Built Form

1. Development to be generally of a podium-tower nature towards the centre of the blocks exposing a strong, continuous landmark-quality tower facade at key corners and highly visible locations.
2. The tallest building forms are located in this area, providing a differentiation from the rest of the Town Centre seen from different viewpoints (skyline and public domain) delivered through a strongly defined 6-storey street wall punctuated by slender tall towers.
3. Taller portions of buildings are only allowed where massing can present as slender forms facing Princes Highway and King Lane, sufficiently separated as to emphasise their vertically.
4. Western facades of buildings orientated E-W are to be modelled/ further articulated to minimise solar access and amenity impacts on developments to the south.
5. At the north-western edge of the precinct, building massing and facade design should deliver a new urban marker/ landmark building as perceived both from Princes Highway and Bryant Street.
6. In the north-eastern portion of the precinct (towards the Town Hall and library buildings), building massing and facade design should respond to, and not compete with the Town Hall by providing additional setbacks and/or modelling/ articulating facades to retain view corridors as well as using more subdued materials and finer-grained facades.
7. Any development at the "Interchange Site" must first be subject to a detailed urban design/masterplanning study to establish additional built form and public domain controls that align with this DCP and the intended future character for the area.
8. Building configuration within the Interchange site should provide a direct visual and physical connection between the King Street Mall and the train station.
9. Development on sites along Tramway Arcade and Bay Street (including the southern portion of the Interchange site) must also respond to the intended future character, built form and public domain outcomes described in Area C (Princes Highway and Bay Street Junction)

#### Quality Public Domain

10. Along the eastern side of Princes Highway, where identified in Figure 7.5.5, the additional set back at street level is to be of a minimum 1.5m in depth along the frontage (allowing for indentations and transitions) with sufficient height to facilitate small-scale retail yet retaining the historical fine-grained, human-scale character.
11. On the Interchange site (western side of Princes Highway fronting the station), the additional set back at street level is to be of a minimum depth of 3m along all frontages to the public domain and proportionate height commensurate with the importance of the site as the gateway to the Town Centre and to facilitate a larger-scale retail and higher pedestrian flow.
12. On the Interchange site, a dedication for local road widening of (2.5m wide) it to be provided along Tramway Arcade and Geeves Avenue as per the Bayside LEP 2021.

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre



Figure 7.5.9 Area B - Detailed Built Form

### C. Princes Highway and Bay Street Junction

#### Desired Future Character

The Junction core area itself presents a unique urban structure that marks the arrival point into the heart of the Town Centre. The existing built form has traditionally provided unique, interesting site-specific designs that yet establish a cohesive dialogue between Town Centre landmarks including the Rockdale Hotel, the Station Corner, the Prince's Corner and the heritage listed site.

The Junction core also enjoys an important direct visual connection to the Town Hall and has historical civic importance to the community as the site of an Anzac Memorial, although the existing space would need upgrading.

Restricted vehicular access and the irregular shape of lots along the Junction core limit built form outcomes yet offer opportunity to deliver unique landmark buildings that contribute to the identity of the Town Centre.

Development in the 'Chapel Street Precinct' has progressed and the emerging new character of high-pedestrian amenity, landscaped/ tree-lined places is to continue to be enhanced by future development. The large group of trees fronting the heritage listed site to the north of the precinct provides a rare 'green landmark' in the heart of the Town Centre to which future development is to relate.

Chapel Lane will have an important role connecting a rapidly increasing number of residents to the railway station, to the local park and playground and beyond to regional facilities. Future development in the northern end of Chapel Lane is to provide a clearly identifiable and highly accessible gateway between the station area and the laneway.

The public domain, view corridors and vistas between the station (Tramway Arcade) and Bay Street (Figure 7.5.5) are to be enhanced by any development along that corridor. Reconnecting the Town Centre with the train station is a key objective of the masterplan. Improving activation and public domain on the station surroundings is essential for the centre to fulfill its potential as an economic hub.

Development along Tramway Arcade and on the corner of Bay Street and Chapel Lane is to be set back and articulated to improve (besides retaining the existing) public domain and view corridors and vistas to and from the station.



## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### Quality Built Form

1. The tallest building forms (10-12 storeys depending on topography) are to be located in distinct slender towers directly facing the corners of Bay Street and Tramway Arcade.
2. A generously proportioned setback (minimum 2-storeys at street level) is to be provided along the southern portion of Tramway Arcade and the south western corner of Bay Street to enhance view corridors and provide additional public domain.
3. Building forms and facades flanking the core Junction area are to be of high-quality design and materials, respond to the unique urban structure and use historical cues (see above) to deliver new Town Centre landmarks.
4. Building forms and facades flanking the heritage listed site (E-W) along Bay St are to be of high-quality design/ materials and articulated to frame and enhance vistas from the station area to the significant vegetation and beyond.
5. Except at designated corners (Figure 5.5.5), towers are to be set back a minimum 3m from the street wall.

#### Quality Public Domain

6. At the corners of Bay Street and Tramway Arcade, the street wall is to be set back exposing the tower facades and providing additional pedestrian space.
7. Development along Tramway Arcade adjoining the station is to provide additional high quality public spaces through setbacks and public domain upgrades.
8. A high-quality pedestrian space establishing a direct connection between Chapel Lane and the train station is to be delivered at the south western corner of Bay Street (Princes Highway).
9. Along Bay Street, development is to reinforce a distinct 'boulevard' character, facilitate an active transport corridor and deliver a 'Green Gateway' as specified.
10. At the corners of Bay Street and Tramway Arcade, the street wall is to be set back to expose the tower facades and provide additional, high-quality pedestrian space.
11. Development along Tramway Arcade adjoining the station is to provide additional high quality public spaces through setbacks and public domain upgrades.
12. Development fronting the War Memorial is to engage with Council to coordinate upgrades to the public space and improve active transport access to Keats Avenue.

*Note: Applicants are to refer to the Rockdale Town Centre Public Domain Plan and work in consultation with Council during the early stages of the public domain design, including pedestrian links and private-public domain interfaces (setbacks at street level/ corners, Core Area Greening, Green Gateways) identified in Figure 7.5.7.*





Figure 7.5.10 Area C - Detailed Built Form

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### D - King Street

##### Desired Future Character

King Street Place, the pedestrianised area of King Street has evolved as a new focus for the community activity providing a place for people to gather in the town centre. It will continue to function as a key retail hub, complemented by new redevelopments, with an improved night and weekend life.

The character is defined by a built form with active retail frontages providing a unique mix of existing, traditional retail and emerging contemporary facades, and by a tree-lined pedestrian friendly public domain.

Development in this area will frame the King Street pedestrian mall and the King Street edge defined by modulated built form extending the unique active frontages and tree-lined character towards George Street while transitioning from the strong urban character in the Centre core to the more open, greener character of the surrounding residential area.

The uniquely urban and active yet open, sunny and human-scale character of the built form is to be retained along the whole of King Street with relatively lower highly modulated building forms flanking the street and taller slender forms restricted to the edges of the street to mark the entry points and retain amenity.

##### Quality Built Form

1. Generous setbacks are to be provided to building forms on the southern side of King Street, to allow existing and future residential buildings on Bay Street to maintain ADG compliant solar access.

##### Quality Public Domain

2. Development must maintain at least 3 hours of sunlight between 9am and 3pm on 22 June (winter solstice) to King Street Place.
3. Development is to encourage outdoor dining and night-time activation. Building design should take into consideration providing protection from noise and light from outdoor dining spaces (e.g. articulation/treatment to balconies) as to not hinder night-time activation
4. Development is to protect and enhance significant vegetation, including the large tree at the corner of George Street and Crofts lane and deliver a tree-lined street along the full extent of King Street.





Figure 7.5.11 Area D - Detailed Built Form

#### E. Walz Street

##### Desired Future Character

The desirable character of the precinct is as articulated in the Rockdale Town Centre Masterplan 2012 and will be further enhanced:

*“The Walz Street Precinct is a vibrant retail hub with a predominance of ethnic food outlets and fresh food supplies. It has a village feel despite its fringe location at the western edge of the Centre. Whilst the precinct trades well, there are a number of traffic and parking issues. The steep topography of Walz Street, particularly at the street and footpath interface, can also constrain the pedestrian experience.”*

The vitality and character of the precinct will be enhanced by improving the public domain.

The existing character and scale as experienced from the public domain will be retained by providing a two-storey street wall height along Walz Street and Railway Street that will maintain a cohesive street character as the emerging precinct develops.

The tallest building forms have been located along Railway Street, Creating a defined edge to the precinct more consistent with the scale of the building forms on the eastern side of the railway.

##### Quality Built Form

1. A two-storey street wall height along Walz Street and Railway Street maintains the character of the existing precinct and contributes to a cohesive street character as the emerging precinct develops.
2. Architectural detailing and materiality is to provide a rich visual texture and a symbolic reference to the history of the place, the building's use or occupant.
3. The average maximum height of building form is 7 storeys. Increase the height of building form to 8 storeys along the edge of Railway Street to define the corners. A stepping down height of building to 4 storeys to response the residential character on Frederick Street. Refer to Figure 7.5.12 which indicates the maximum number of permissible storeys.
4. For the flood affected lots, the maximum number of storeys may vary depending on the recommended freeboard allowance above the 1% Annual Exceedance Probability (AEP) level for floor levels.
5. Zero front setback for most of the development sites to provide an active and urban frontage for the town centre.
6. 3m front setback 23-25 Frederick Street to align with the neighbouring residential character.
7. The average setback above the podium should be a minimum of 4m, It should be developed in accordance with Figure 7.5.12.
8. Zero setback for the first 6 storeys (14-26 Frederick Street) of the new development .
9. The minimum rear setback should be 3m to provide separation to

the thoroughfares Refer to Figure 7.5.12 for details.

10. The minimum side setback should be 3m with landscaping to provide separation r to any adjoining residential buildings.
11. In all circumstances residential components of the development must comply with the minimum building separation objectives of the ADG.

#### Quality Public Domain

12. The pedestrian-scale streetscape will include generous footpaths and landscaping.
13. At ground level, awnings, canopies, sun shading and screening elements can project forward of the street setback line.
14. A 1m wide street level set back (reference section) is to be provided in locations shown on figure 7.5.5 allowing extra space for outdoor dining and retail experience.
15. Buildings are built to the street boundary and aligned with the street frontage.
16. For any new development, engagement with Council planners and engineers should be sought during earlier design stages to ensure the ground floor level access will be appropriately connected to the public domain.
17. Along Walz Street, the footpath must have a maximum 1:40 cross fall to the kerb. The east-west slope must be kept as close as possible to 1:25 for the length of the footpath to ensure a consistent slope along the building line.
18. Continuous awnings provided for shops, cafes and other commercial uses, with a minimum of 2m in depth to allow sufficient space for street trees to grow.
19. Landscaping provided along Walz Street, Frederick Street and Railway Street to improve amenity for pedestrians and outdoor diners.
20. Refer to general provisions for active frontages, movement and access.

*Note: Applicants are to refer to the Rockdale Town Centre Public Domain Plan and work in consultation with Council during the early stages of the public domain design, including pedestrian links and private-public domain interfaces (setbacks at street level/ corners, Core Area Greening, Green Gateways) identified in Figure 7.5.7.*

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre

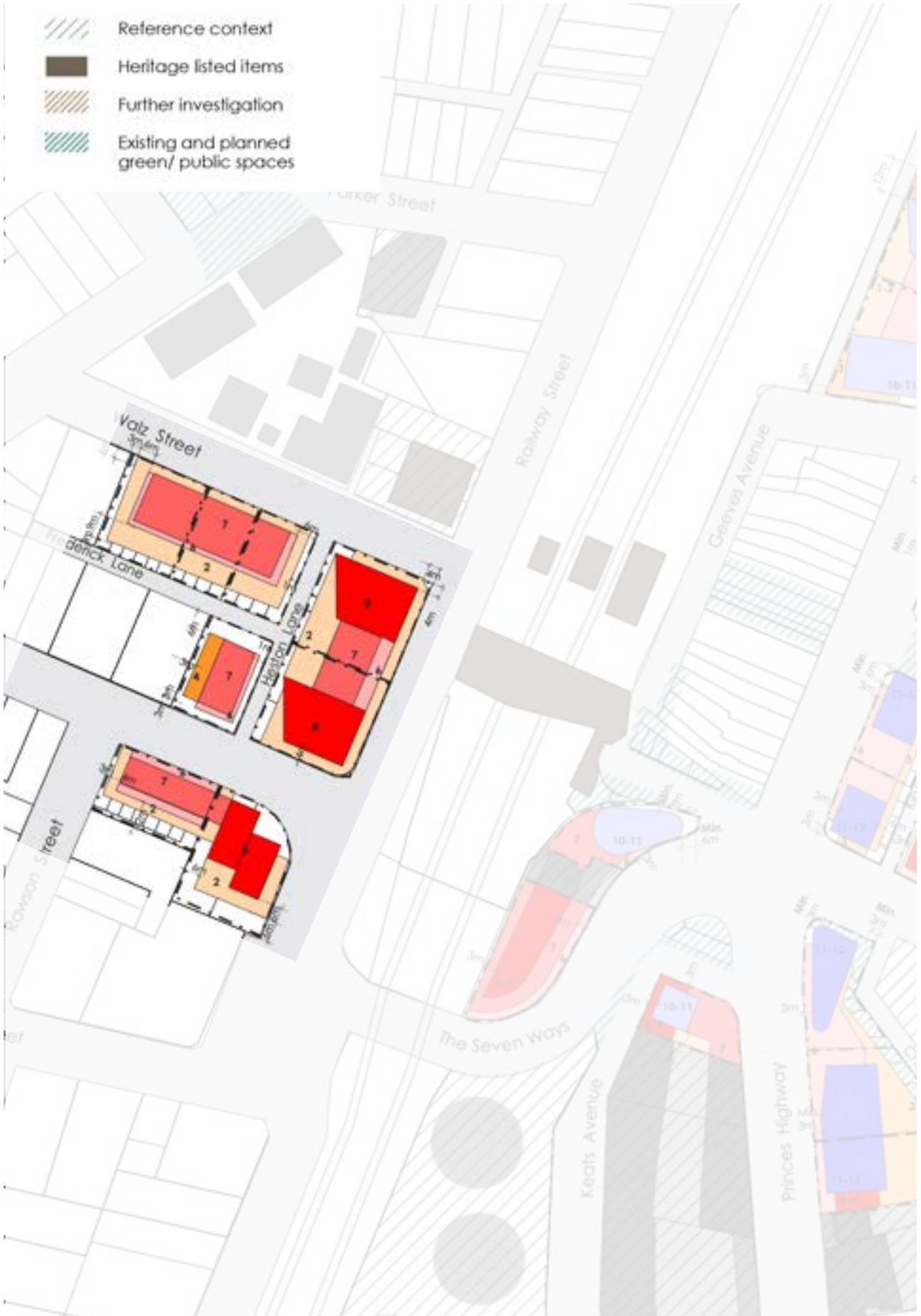


Figure 7.5.12 Area E - Detailed Built Form

**Flooding**

Walz Street Precinct slopes down from Watkin Street at 26m AHD to Railway Street at 19m AHD. The western edge of Railway Street and the lots south of Frederick Street are prone to the 1% AEP flood event (Refer Figure 7.5.12).

1. Any new development should take the overland flooding into consideration in the design and should ensure that new development does not exacerbate flooding on adjoining properties and elsewhere in the area
2. All new development applications should be supported by a flood study to assess the potential hydraulic impacts of the development.

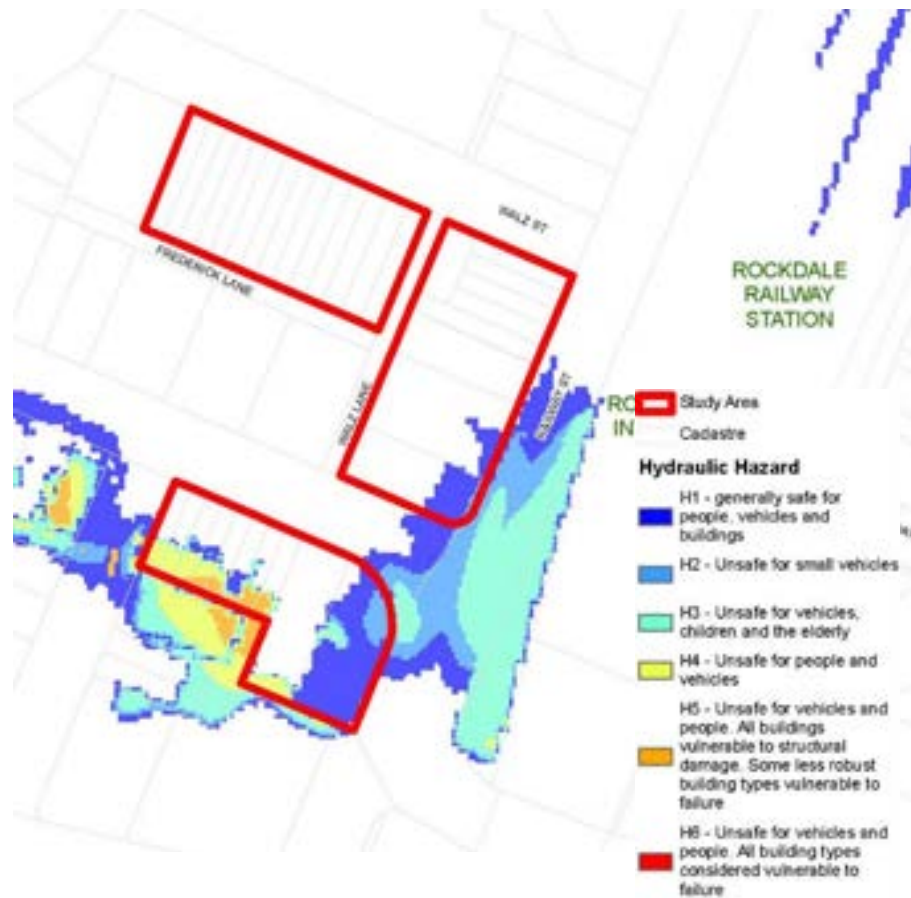


Figure 7.5.13 Walz Street Precinct 1% AEP Flooding

## F. Princes Highway Southern Gateway

### Desired Future Character

As the Town Centre grows, it will expand along the Princes Highway into the stretch south of the centre which contains more traditional highway business uses and older building stock, and presents a pedestrian unfriendly environment due to traffic noise and lack of environmental protection (awnings, street trees).

The existing uses along the highway and the Muddy Creek corridors have created a barrier to the rapidly growing number of residents in Kogarah and Rockdale to access services and retail across the two suburbs, dampening the economic opportunities of the area.

Permeability along and around the highway and Muddy Creek corridors will be key to allowing a supporting residential population within convenient walking distance to patronise the Town Centre.

The high-density residential area along Hayburn Avenue and The Strand (adjoining the emerging Chapel Street developments) offers greener, quieter streets. Yet, the lack of connectivity to the west and the south currently results in an underutilised/ less safe pedestrian environment. Development on the eastern side of the highway should consider further integration with this area to improve overall connectivity and amenity outcomes.

The area to the west of the highway benefits from Keats Avenue as an emerging local spine that provides a more direct connection to the station protected from the railway and highway noise. The existing built form between Keats Avenue, Subway Road and Princes Highway creates visual and physical barriers to connectivity and amenity; the configuration of the existing 'Pathway' does not mitigate those issues.

Development along and to the south of Keats Avenue is to strengthen this corridor as an active transport spine from the station to the Muddy Creek corridor and across the creek to Rockdale Plaza Drive.

Revitalisation of the Muddy Creek has progressed along the corridor towards Rockdale and Kogarah including an active transport link. Development along Muddy Creek is to facilitate (and not preclude) that outcome and developers are to work with Council to deliver a coordinated approach to the corridor that also considers flood risk mitigation.

It is also important that the Town Centre be differentiated from other centres and businesses along the highway to visitors travelling by motor vehicle to encourage people to stop and visit. Providing landscaped front setbacks to Princes Highway, retaining/ enhancing a greener outlook to the Muddy Creek corridor and providing landmark buildings at strategic corners will create a gateway and signify to passers-by that the Town Centre is a point of difference.



#### Quality Built Form

1. Building massing is to read distinctively as a 3-storey podium-tower form at street frontages and as seen from the public domain, and provide transitions towards adjoining residential areas.
2. Buildings are to be set back a minimum 3m from the frontages facing the public domain and a minimum 4.5m from the boundaries adjoining land zoned for Special Purposes along the Muddy Creek corridor.
3. Spacing of built forms are to be consistent with the objectives of the ADG.
4. Further setbacks and articulation (e.g. setbacks at street level, exposed tower facades) are to be provided to protect and enhance view corridors and vistas (Figure 7.5.5)
5. Building massing distribution is to enhance visual and physical connectivity along Keats Avenue from the station to, and beyond the Muddy Creek.
6. Towers are to be set back 3m from the street wall and a minimum 6m from the property boundary. At strategic corners and where indicated in Figure 7.5.5, the street wall is to be 'peeled back' to expose the tower façade and provide additional high-quality public domain.
7. Provide landmark buildings at the corners of Rockdale Plaza Drive.
8. A continuous façade along the Muddy Creek frontage is to be avoided and not to exceed the maximum building lengths specified in Section 7.5.2.

#### Quality Public Domain

9. Development along Princes Highway is to deliver a Green Gateway as specified.
10. Retain and enhance vegetation at the corners of Rockdale Plaza Drive and along the Muddy Creek frontages
11. Provide new connections and engage with Council to investigate potential integrated outcomes where identified in Figure 7.5.7.
12. Development is to facilitate an active transport corridor along Keats Avenue towards and across Muddy Creek.
13. Development along Muddy Creek is to facilitate (and not preclude) the revitalisation of the Muddy Creek Corridor and provision of an active transport corridor. Developers are to work with Council in the early design stages to achieve an integrated approach that includes flood mitigation.

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre

#### For the site at 591-597 Princes Highway, Rockdale:

1. A new public domain with an area of at least 1,950m<sup>2</sup> is to be provided centrally on the site and fronting Subway Road. The public domain is to be privately owned and maintained but must be subject to an easement in favour of Council for its use by the general public.
2. Pedestrian links are to be provided through the site as generally depicted in Figure 7.5.7 and the Rockdale Town Centre Public Domain Plan.
3. Ground floor uses are to address and activate the public domain as well as road frontages where possible.
4. Unless stated otherwise, building setbacks are to be in accordance with Figure 7.5.15.
5. Establish a 3-storey street wall to Princes Highway and Subway Road and setbacks from the property boundary as follows:
  - i. A minimum 3m setback to level 3
  - ii. A minimum 6m setback above level 3
6. Not limiting the requirements of Clause 8 Section 7.5.2 'Building Massing, Height and Articulation', the length of the façade along the Princes Highway frontage may exceed the maximum 45m if it is demonstrated that the street wall achieved is complementary to the proportion/scale of the neighbouring street wall buildings. To facilitate this:
  - a. The levels above level 3 may project up to 3m into the required setback for a maximum of 30% of the length of the building.
  - b. The building must comply with the Green Gateways as specified in the Public Domain Plan.
7. A continuous façade along the Muddy Creek frontage should be avoided where possible. Where the façade length exceeds 50m, a high degree of articulation is required to reduce the impact of the building. A combination of design solutions such as breaks in the building, varying heights, blades and alternative finishes and treatments can be used to achieve a suitable outcome.

*Note: Applicants are to refer to the Rockdale Town Centre Public Domain Plan and work in consultation with Council during the early stages of the public domain design, including pedestrian links and private-public domain interfaces (setbacks at street level/ corners, Core Area Greening, Green Gateways) identified in Figure 7.5.7.*

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre

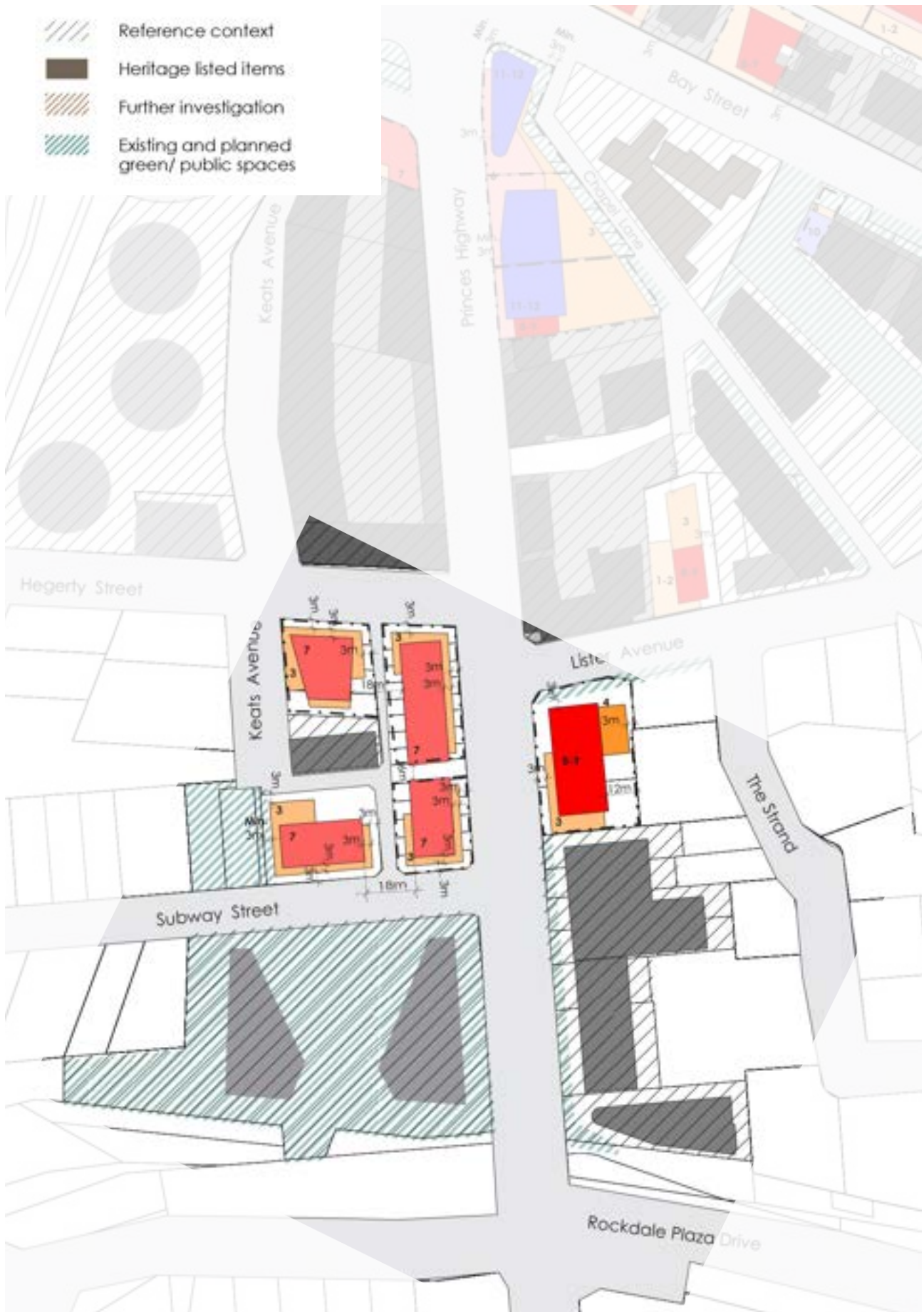


Figure 7.5.14 Area F - Detailed Built Form

# Part 7 Special Precincts

## 7.5 Rockdale Town Centre

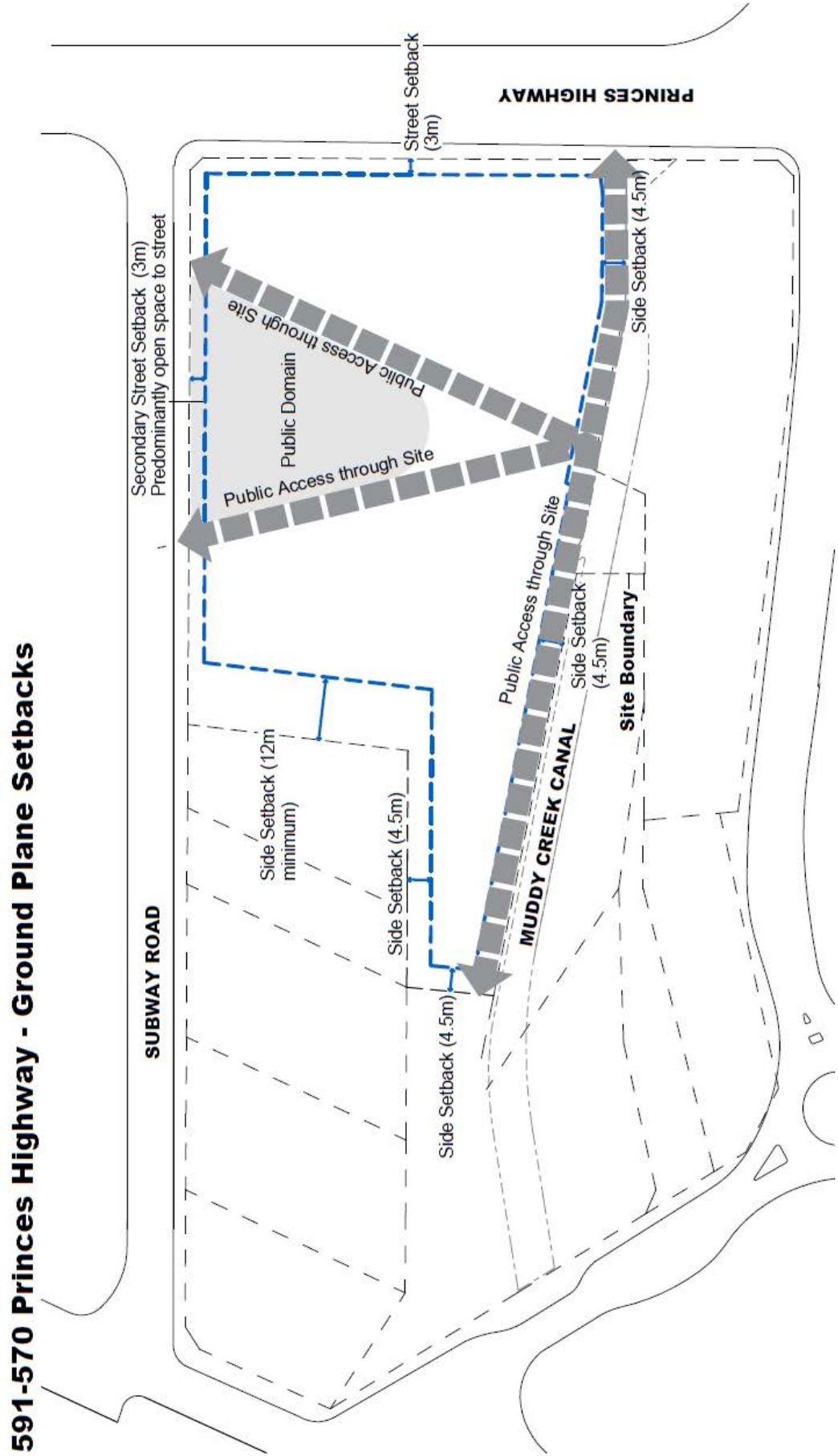


Figure 7.5.15 Area F - 591-570 Princes Highway - Ground Plane Setbacks

Rockdale Transport Interchange Precinct (Geeves Avenue Precinct)

The Rockdale Transport Interchange Precinct (Geeves Avenue Precinct) is defined as 471 - 517 Princes Highway, 6 and 14 Geeves Avenue and 2-14 Tramway Arcade, Rockdale and as illustrated in Figure 7.5.16 below - Street Role Diagram.

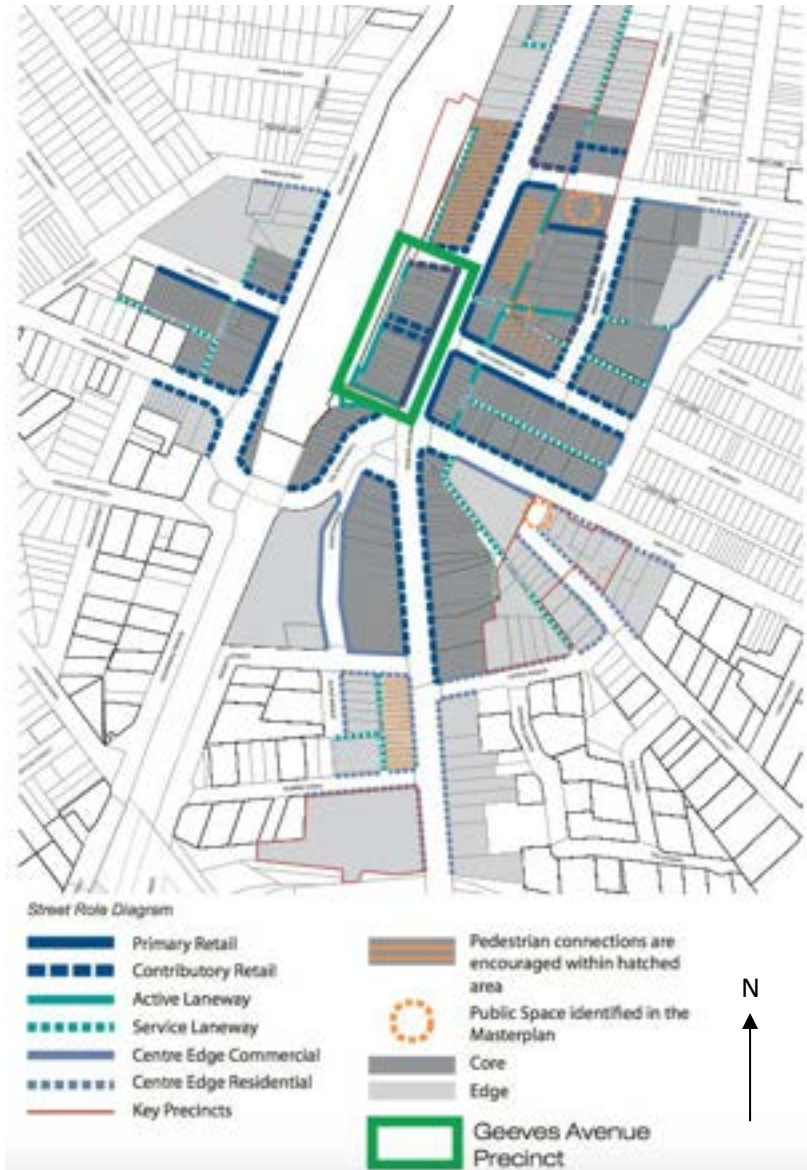


Figure 7.5.16: Street Role Diagram

#### 1. Public Domain

Desired future character:

The Interchange Precinct is situated within the Rockdale Town Centre and forms a critical part of the Town Centre due to its proximity to the Rockdale Train Station and bus interchange, as well as the commercial properties along Princes Highway. The Interchange Precinct is in a highly accessible location adjacent to the Seven Ways intersection and experiences high levels of pedestrian traffic. Given its prominent location, the Interchange Precinct has the potential to transform into a landmark mixed use precinct with active street frontages and high density residential towers.

A pedestrian through site link and upgraded pedestrian footpaths with street level active uses will be incorporated to improve the pedestrian experience and positively contribute to the public domain. The Interchange Precinct will create a pedestrian-friendly focal point providing connectivity between the transport interchange and the Rockdale Town Centre.

At street level, a six-storey street wall defines the west side of Princes Highway, with a three-storey frontage to Geeves Avenue to present the human scale of the development. A tower will be provided at each end of the Precinct, presenting a distinctive element from both directions of Princes Highway.

Objectives:

- a. Provide streets and footpaths that prioritise pedestrians, cycling and public transport use.
- b. Provide a well-connected pedestrian network that facilitates permeability of movement to and from the site.
- c. Ensure the pedestrian footpaths and through site links are safe, highly accessible, well lit and promotes public use.
- d. Provide suitable weather protection for pedestrian links through the provision of undercrofts, awnings or other design features.
- e. Present appropriate frontages to the surrounding streets and public domain in terms of scale, finishes and architectural character.
- f. Ensure active uses are provided on street level to contribute to active street frontages and enhance pedestrian amenity.

#### 2. Landscape design and green architecture

Objectives:

- a. High quality and long lasting landscaping is to be provided throughout the site.
  - b. Landscaping is to be incorporated to foster environmental benefits such as mitigating the urban heat island effect, reducing flood impacts and improving air quality.
  - c. Ensure plant species are appropriately selected to suit the soil and micro-climatic conditions.
  - d. Encourage landscaping that is designed to integrate with the architectural design of the building and provide visual relief.
  - e. Encourage well designed and maintained green roofs and green walls in suitable buildings and locations, including the podium setback areas along all street frontages.
  - f. Provide street tree planting to enhance the amenity of the public domain.
3. An open air pedestrianised through site link is to be provided at ground floor to the centre of the precinct which is 12m wide, with 6m of the links width accommodated within Stage 1 and the remaining 6m accommodated in Stage 2. The pedestrianised through site link will connect the Rockdale bus interchange and Princes Highway, as illustrated in Figure 7.5.17 below - Indicative Design.
  4. Active retail zones are to be provided along the street frontages and through site link, as illustrated in Figure 7.5.17 - Indicative Design.
  5. The indicative pedestrian access points are illustrated in Figure 7.5.17 below – Indicative Design.

6. The following setbacks are to be incorporated (refer to Figure 7.5.17 below for further detail):
  - a. A 2.5m setback is to be provided along Geeves Avenue as measured from the pedestrian footpath;
  - b. A 3m setback is to be provided along Princes Highway as measured from the pedestrian footpath; and
  - c. A minimum setback of 4.5m is to be provided along Tramway Arcade.

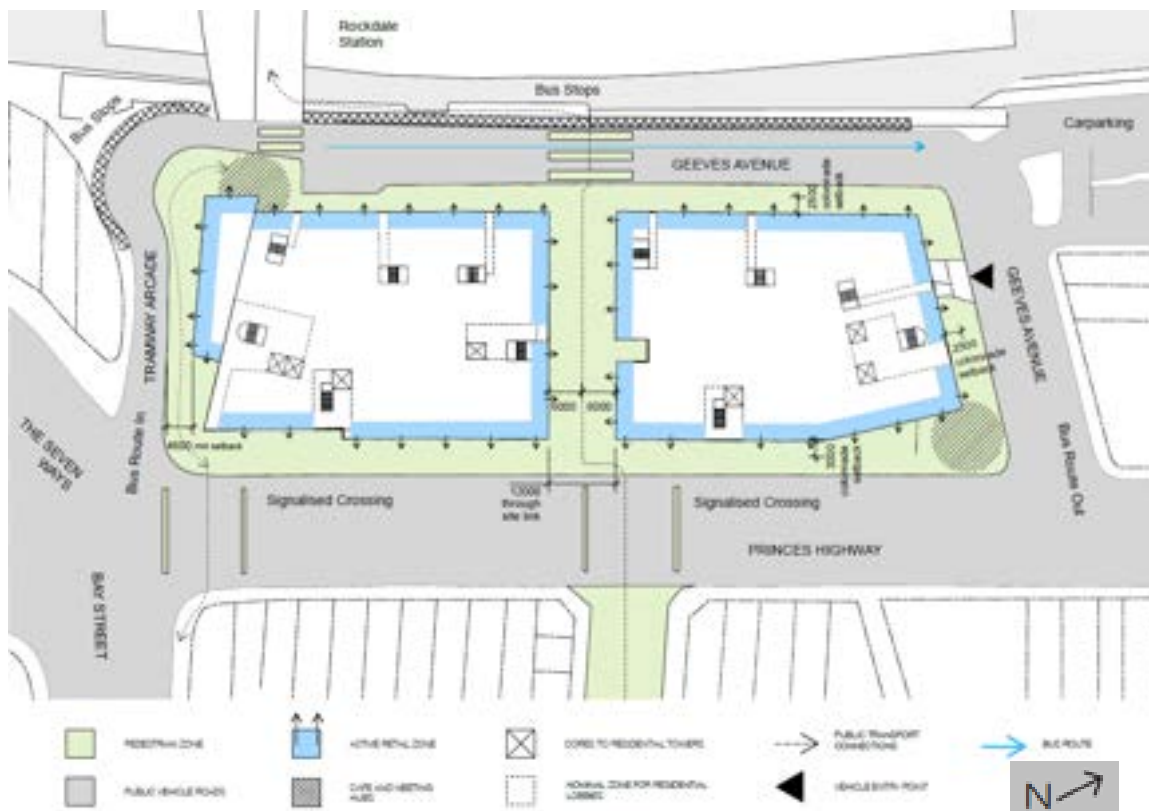


Figure 7.5.17: Indicative Design for the Rockdale Transport Interchange Precinct

7. The required amalgamation pattern for the precinct is outlined below and illustrated in Figure 7.5.18 below:
  - a. **Stage 1:** (southern portion of the precinct): includes the sites 493 (part of), 495, 501, 507, 509, 513-517 Princes Highway and 2, 4, 6, 8-12, 14 Tramway Arcade and incorporates one of the landmark buildings. Stage 1 also incorporates 50% of the through-site link to be located on sites 495 and part of 493 Princes Highway.
  - b. **Stage 2** (northern portion of precinct): includes the sites 471, 475 – 477, 483, 485, 487, 489, 491 and 493 (part of) Princes Highway and 6 and 14 Geeves Avenue. Stage 2 also incorporates 50% of the through-site link to be located on sites 495 and part of 493 Princes Highway.

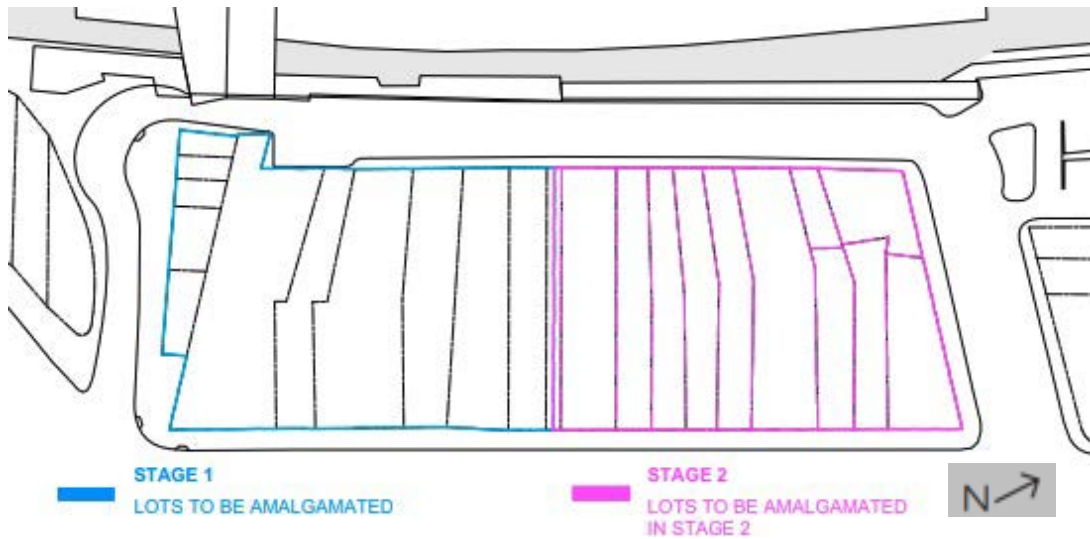


Figure 7.5.18: Required Stages for Redevelopment

8. The massing for the precinct is to be consistent with Figures 7.5.19-7.5.24 below and incorporates the following:
  - a. A 6 storey podium along Princes Highway and 3 storey podium along Geeves Avenue (north and west) with higher elements setback above these primary street frontage heights
  - b. Two 12-storey landmark buildings, with one to the northern end of the precinct and the other to southern end of the precinct;
  - c. The built form to 2-14 Tramway Arcade is to be 3 storeys; and
  - d. The built form to the centre of the precinct is to be between 5 and 6 storeys.



Figure 7.5.19: Indicative Massing for the Precinct



## Part 7 Special Precincts

### 7.5 Rockdale Town Centre



Figure 7.5.20: Indicative north-south section, looking west

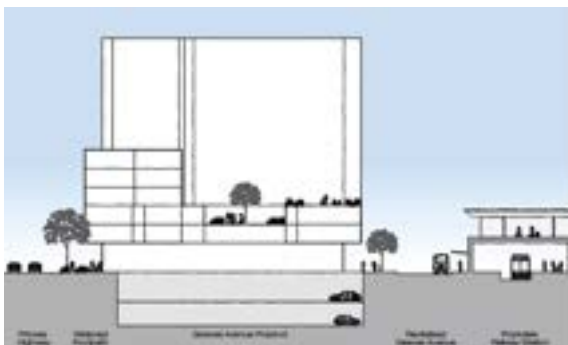


Figure 7.5.21: East-west section, looking south near the railway station



Figure 7.5.22: East-west section, looking south near the bus stops on Geeves Avenue

9.

The indicative temporary and final vehicle access points are detailed in Figures 7.5.25-7.5.26 below.

There is to be only one temporary access point along the western edge of Geeves Avenue for Stages 1 and 2, whilst a basement connection will connect the stages (refer to Figures 7.5.25 and 7.5.26).

Once the entire precinct is redeveloped, there is to be only one vehicle access point along the northern edge of Geeves Avenue (refer to Figure 7.5.26).

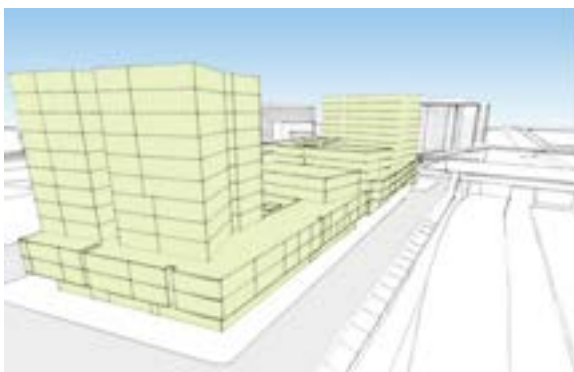


Figure 7.5.23: Indicative 3D massing looking southeast from Geeves Avenue adjacent to the railway station



Figure 7.5.24: Indicative 3D massing looking northwest from the intersection of The Seven Ways and Princes Highway

## Part 7 Special Precincts

### 7.5 Rockdale Town Centre



Figure 7.5.25: Temporary access solution for Stages 1 and 2

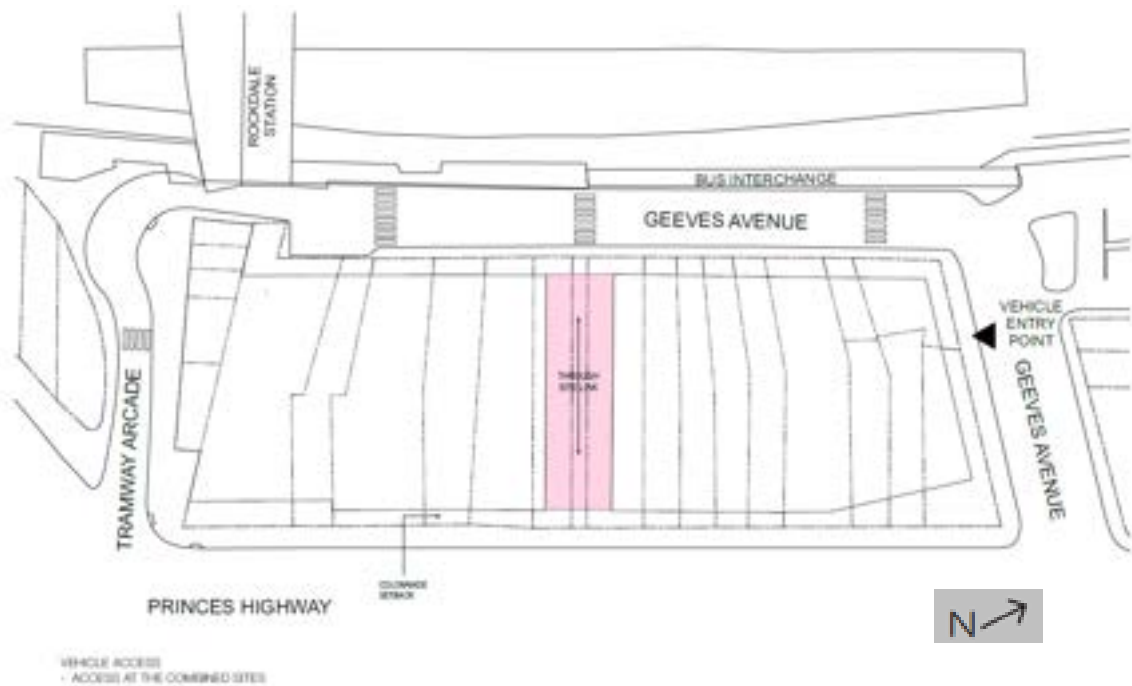


Figure 7.5.26: Final Access Solution once entire Precinct is Redeveloped

10. The parking arrangements for the site will be consistent for the following:

- a. 1 space per 40sqm for commercial uses.
- b. 1 space per 140sqm for retail uses.
- c. Residential car parking shall be provided at a maximum rate consistent with the RMS Metropolitan Sub-regional Centres Parking Rates.
- d. Bicycle parking at a minimum rate of:
  - (i) 0.5 secure bicycle parking spaces per apartment
  - (ii) 0.5 secure bicycle parking spaces per 100sq.m GFA of commercial/retail floor space

7.6

177 Russell Avenue  
Dolls Point

## Part 7 Special Precincts

7.6 177 Russell Avenue, Dolls Point

### 177 Russell Avenue, Dolls Point

These controls apply to 177 Russell Ave, Dolls Point (Lots 80-83 in DP 2237) and recognize the unique attributes of the site. These attributes include the orientation of the consolidated site and the frontages to Peter Depena Reserve and Waradiel Creek and the built form characteristics of surrounding development. These attributes provided the basis for the increased height and density controls that now apply to the site.

This section must be read together with other relevant sections of the DCP, however, where there is a conflict, the controls in this section prevail.

### Objectives

- A. To enable a comfortable and safe pedestrian access from Russell Ave to Peter Depena Reserve adjacent to the western side of Waradiel Creek.
- B. To maximise ground floor activity and ensure a landscaped interface on the Russell Ave, Waradiel Creek and Peter Depena Reserve frontages.
- C. To reduce the apparent height of any future development by disguising the top floor and creating a distinct and architecturally pleasing roof form.
- D. To ensure the Oak tree in the south-western corner of the site is preserved.

### Controls

#### Development setbacks

1. The building footprint is established in accordance with the building setbacks indicated in Figures 1 and 2 below.
2. The building footprint includes the area inside the outer face of the external walls of the building, including balconies that are not enclosed, except for those on the top floor. The building footprint does not include any podium required to mitigate ground floor flood risk.
3. The building footprint of the top habitable floor is not to exceed 75% of area of the building footprint below.

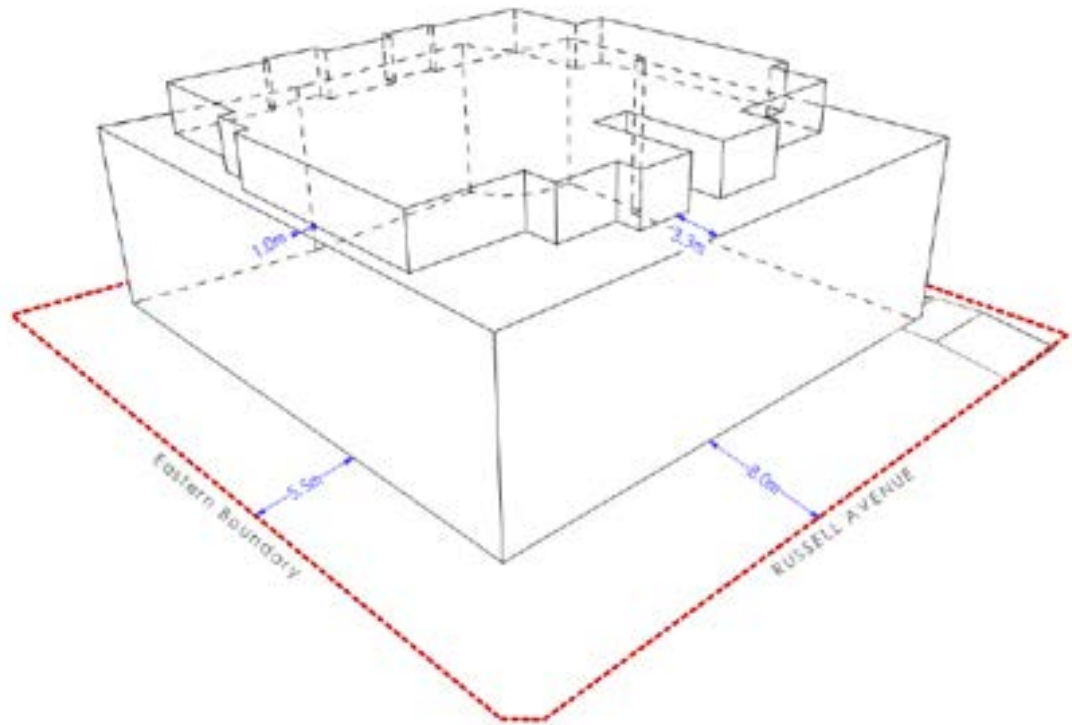


Figure 1 - Indicative building envelope with minimum setbacks indicated (north-east view)

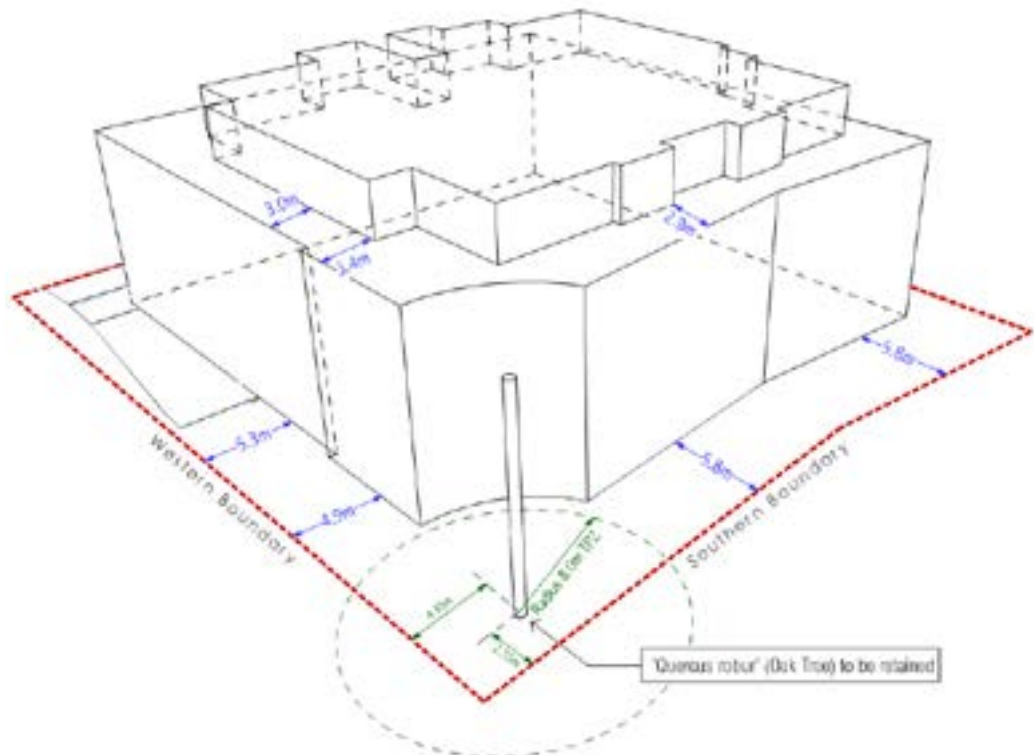


Figure 2 - Indicative building envelope with minimum setbacks indicated (south-west view)

Note: The building massing diagram for the top floor illustrates the minimum setbacks at key locations and the maximum building mass permitted on the top floor relative to the floors below. The final arrangement of this floor may vary provided the setback and maximum floorplate controls are observed.

## Part 7 Special Precincts

7.6 177 Russell Avenue, Dolls Point

### Building Height – Storeys

1. The maximum number of storeys permitted above the flood planning level (RL +2.500) is five (5).

Note: The fifth storey is required to provide increased setbacks as shown in Figures 1 and 2, which includes a minimum increased front setback of 3.3m from the floor below.

### Landscaped Area and Deep Soil

1. The minimum landscaped area is 35% of the site area. Landscaped area includes planting on structure provided the soil depths are no less than shown in Table 5 (page 116) of the Apartment Design Guide.
2. The minimum deep soil area is 20% of the site area.
3. The deep soil area is to be located around the perimeter of the site to create a landscaped interface with the adjacent public spaces.

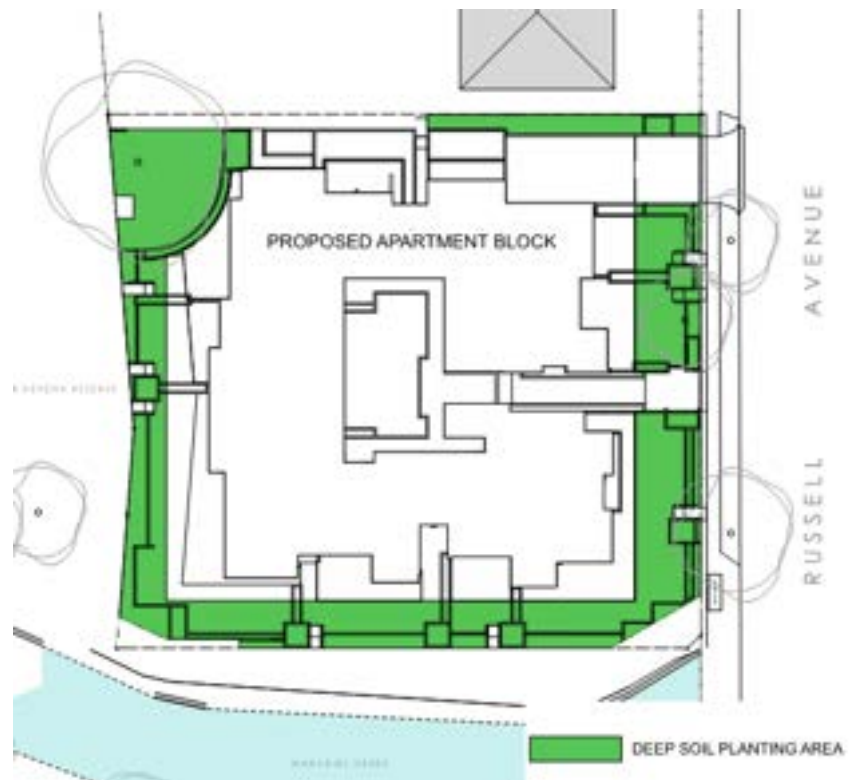


Figure 3 - Site plan illustrating quantum and indicative location of deep soil zones

### Building Design

1. Ground floor apartments adjoining Russell Ave, Waradiel Creek and Peter Depena Reserve are to have direct access to and from the public spaces they adjoin.
2. Perimetre fencing is to be of an open style to promote casual surveillance. Landscaping is to soften the interface and balance privacy with passive surveillance in appropriate locations.

# 7.7 Arncliffe and Banksia

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### 7.7.1 – INTRODUCTION

##### 1.1 Explanation

Identified as Planned Precincts by the Department of Planning and Environment (DP&E), Arncliffe and Banksia form part of the NSW State Government's A Plan for Growing Sydney.

The Bayside West Precincts 2036 has been prepared to guide the renewal of these areas. The Strategy outlines the vision for growth in these areas and plans for the infrastructure needs to support this population increase. Detailed planning has been undertaken for areas within the Arncliffe and Banksia Precincts as part of the DP&E Planned Precincts program including detailed urban design analysis, economic testing and infrastructure planning.

Together with the Rockdale Town Centre Master Plan, Wolli Creek and Bonar Street Precincts, the Arncliffe and Banksia Precincts propose to deliver a vibrant highway corridor with exceptional access to public transport, employment, accommodation and housing.

The adapted Structure Plan presented in this section of the DCP identifies the objectives of the Bayside West Precincts 2036 and the Arncliffe and Banksia Precinct Proposal, drawing upon the detailed analysis undertaken for the Arncliffe and Banksia Planned Precincts. The Structure Plan identifies the desired future character of Arncliffe and Banksia, detailing key development sites and built form outcomes.

This section of the DCP applies to development within the boundary of the precinct as shown in "Figure 7.7.1 Regional Context" on page 7|108.



Figure 7.7.1 Regional Context



### 1.2 Aims and Objectives of this Section

The purpose of this section of the DCP is to guide the future development of the precinct by:

- a) Identifying the vision, development principles, key elements and indicative structure for the future development of the Precinct;
- b) Communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications;
- c) Ensuring the orderly, efficient and environmentally sensitive development of the Precinct; and
- d) Promoting a high quality urban design outcome.

### 1.3 Relationship to other sections of the DCP

This section of the DCP provides specific development provisions for the Arncliffe and Banksia Precincts. Development within the Precincts will need to have regard to this section as well as the other sections of the Rockdale Development Control Plan 2011.

Controls within this section of the DCP supersede the 'Development setback' controls in Part 5.3 Mixed Use. All other sections of Part 5.3 Mixed Use still apply. In the event of any inconsistency between this Section and the other Sections of the Rockdale DCP 2011, this Section will prevail to the extent of the inconsistency.

In addition to provisions of this DCP, any development in the Arncliffe and Banksia Planned Precinct areas must also be consistent with the adopted visions of the Bayside West Precincts 2036.

### 1.4 State Environmental Planning Policy No.65 – Design Quality Residential Apartment Development

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to residential flat buildings and the residential component of a shop top housing development in the Precincts. Such development is to have regard to SEPP 65 and Apartment Design Guide in addition to the relevant provisions provided in this DCP.

### 1.5 Purpose of this DCP

The primary focus of the Bayside West Precincts 2036 is to establish Precincts that are enjoyable, vibrant and pleasant places to live, work and visit. This section of the DCP will focus on ensuring the desired role and character of streets in the Precincts is achieved by the activation and engagement with the street and public realm environs. The DCP controls also inform the configuration and uses of buildings, as well as how the form and character of buildings affects the desired feel and experience of the public domain.

### 1.6 Application of this section

This section applies to the area of land identified as the Arncliffe and Banksia Planned Precincts, including any roads and open space within this area. The boundaries of the Precincts are identified in "Figure 7.7.2 Precinct Boundaries" on page 7|110.

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### 7.7.2 – VISION AND PRINCIPLES

##### 2.1 Vision

The vision for the Arncliffe and Banksia Precincts is to create “vibrant, attractive and connected communities, where people live and work, with great access to public transport, community facilities, new open spaces, shops and local services.”



Figure 7.7.2 Precinct Boundaries

### Objectives

- A. To create vibrant Town Centres that provide for the daily needs of the local and wider community;
- B. To provide a wide range of opportunities for different types of employment generating activities to meet local and regional needs;
- C. To provide high quality and a wide range housing choice;
- D. To promote the Princes Highway as a key regional employment and economic corridor;
- E. To ensure that new residential development provides a high level of amenity by adequately responding to the local and environmental context;
- F. To ensure a safe, connected, permeable and legible public domain that caters for the accessibility of pedestrians and cyclists;
- G. To promote the development of new buildings that display design excellence through a design review panel for buildings over 3 storeys and a competitive design process for buildings over 12 storeys;
- H. To provide access to a range of new and improved existing open space for all age groups;
- I. To maximise public safety and provide adequate protection of property against flood events;
- J. To ensure existing floodplain users do not experience any increase in flood levels;
- K. Represent “Placemaking” through the activation of space, creation of destination, and identifiable landmarks including mixed use and community facilities;
- L. Deliver exceptional environmental performance in new buildings, public and private realm and infrastructure;
- M. Foster innovation in sustainable design and construction of new apartment developments;
- N. Advocate for increased minimum environmental performance targets in new buildings;
- O. Promote upgrades through incentives and support to overcome the challenges for implementation in strata buildings; and
- P. Empower communities to engage in sustainable choices and positive resident behavior change.

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia

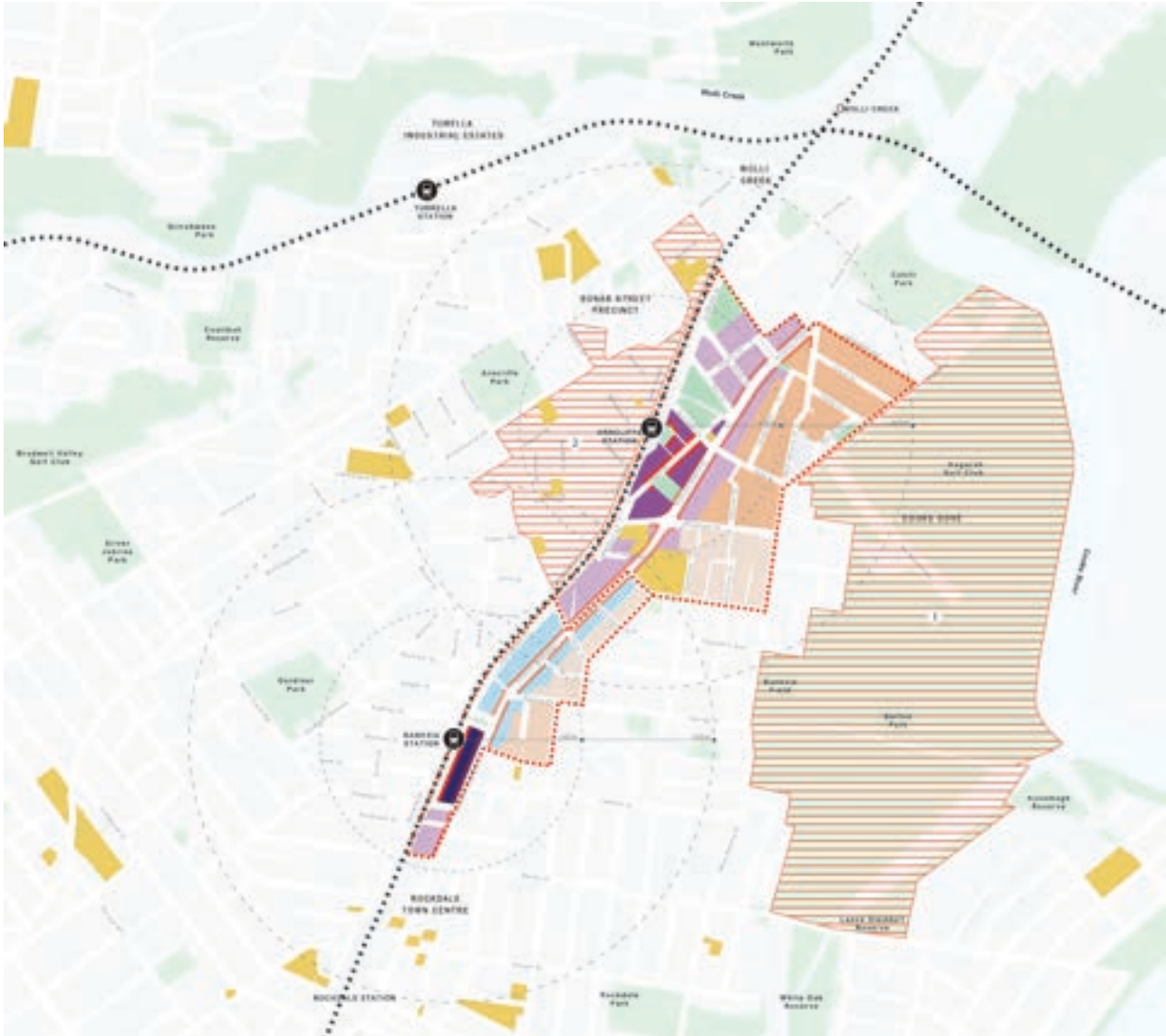


Figure 7.7.3 Structure Plan



## 2.2 Special Character Areas

The Arncliffe and Banksia Precincts have been divided into sub-Precincts, each with a future desired character as outlined on the following pages.

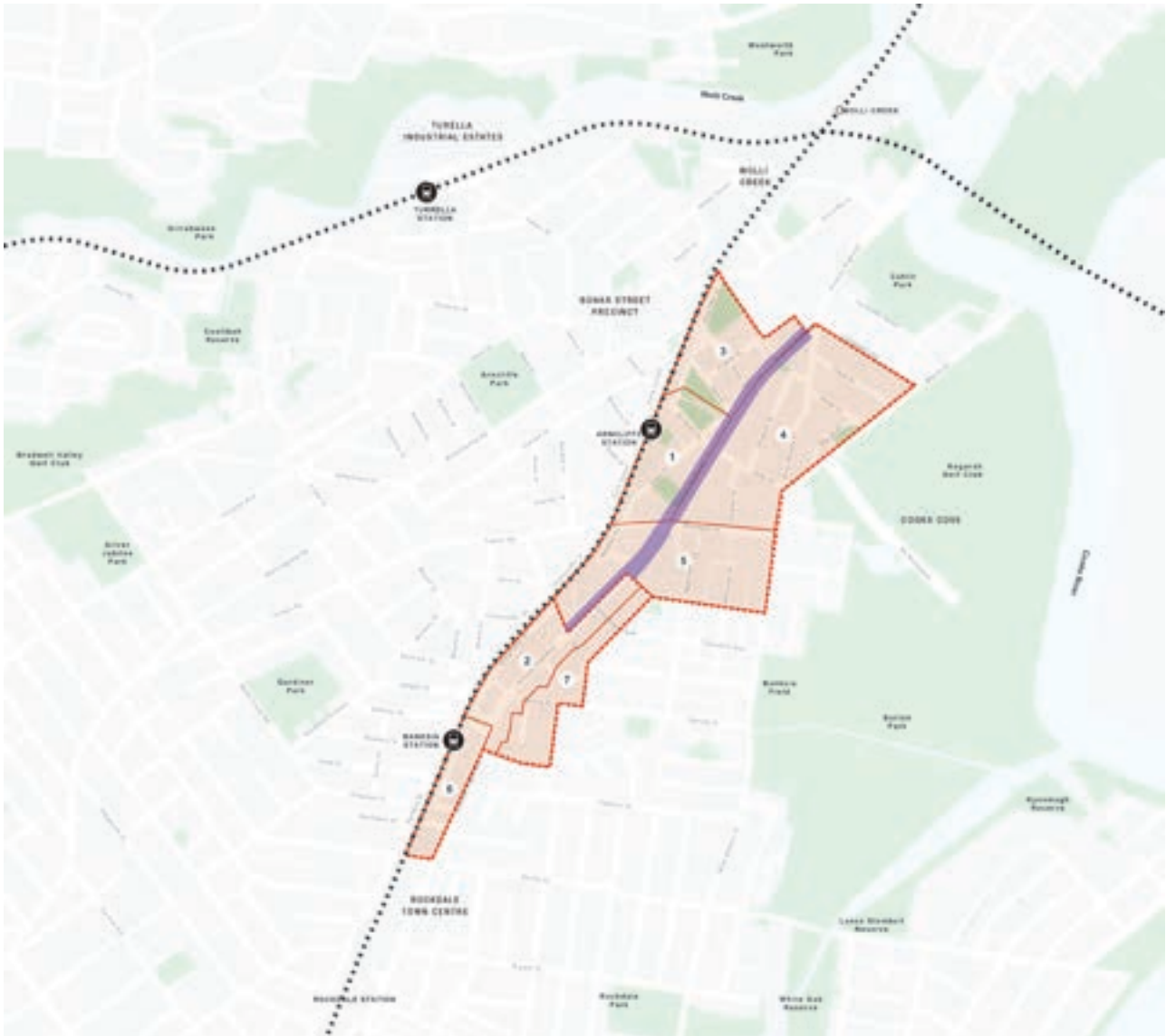


Figure 7.7.4 Special Character Areas Plan



## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia



Figure 7.7.5 Arncliffe Town Centre Sub-Precinct

### 1 - Arncliffe Town Centre

Arncliffe Town Centre identified in "Figure 7.7.5 Arncliffe Town Centre Sub-Precinct" on page 7|114 is characterised by its historic built form, landscape core, steep streets and in some locations, exposed sandstone escarpment. To the western edge of the Town Centre is the Railway station, and to the east large sites that present opportunities for renewal. Key points include:

1. Remnant large tree planting along the rail line and cliffs contribute to the visual quality of the centre.
2. Areas to the east of the railway offer some larger sites that may present opportunities for renewal. This part of the neighbourhood lacks clearly legible links, both west to the railway station and east to access and cross the Princes Highway.
3. Wooroona Reserve, located directly adjacent to the railway station, provides valuable open space. The perimeter interface with blank fences and vehicular access/servicing areas detracts from the overall quality of the space.

#### Desired future Neighbourhood character

- Provide a vibrant mixed use Town Centre, extending along the east side of the rail line, with activity during the day and night.
- Eden Street and Burrows Street become retail streets, complementing Firth Street and extending the Town Centre uses and activity to the east of the rail line. Streetscape improvements delivered alongside development will further enhance the character and amenity of these streets.
- Retain active uses and street edge alignment to the corner of Eden Street to mark entry into the Town Centre.
- Wooroona Reserve is transformed into the Town Square adjacent the rail station with outdoor dining terraces along the north and south-east edge.
- Existing and new pedestrian links improve access to the railway station and create a more walkable centre.
- Eden Street Park is a new local park catering to new residents with a centrally located lawn, gardens and significant tree planting.
- Taller buildings near the station visually reinforce the area as a centre and assist in highlighting the location of key connections and open spaces.

#### Land use

- Ensure retail and business uses are provided at the ground level of existing and planned retail streets particularly on Eden Street and Burrows Street and sites adjoining Wooroona Reserve to the east.
- Development adjoining Princes Highway and parts of Eden Street should provide showroom and other commercial uses at lower levels.
- High-quality residential development is encouraged above retail and commercial uses within the town centre, and as a stand-alone use on sites outside of the centre.

### Built form

- Tall towers on larger sites should be slender and well proportioned.
- Provision of high quality residential amenity in terms of privacy and built form by complying with SEPP 65 - Design Quality of Residential Apartment Development, side and rear setbacks must follow built form separation standards as outlined in Part 2F Building Separation as outlined in the Apartment Design Guide.
- Side setbacks are to include deep soil zones and appropriate landscaped treatment.
- Building height controls should allow for generous 7 metre floor to ceiling heights for ground level showroom uses along the Princes Highway. This additional height would allow for small mezzanine levels to be incorporated.
- Retain street edge alignment and active frontages at the corner of Eden Street at Forest Road.
- A front setback of 3 metre is required, unless a specific setback is recommended in 4.1 Building Setback of this chapter.

### Public domain

- 6 metre setback and provision of a positive covenant applying to this setback, for the purposes of permitting unrestricted access for public thoroughfare, landscape and public domain maintenance on sites adjoining the Princes Highway. Where a site has more than one frontage, this requirement shall apply to each street frontage. Proposed landscape improvements include significant 'boulevard' tree planting and the creation of a dual footpath that allows for the staged delivery of the setback and continued pedestrian access during transition.
- 5 metre landscape zone within Wickham Street and Forest Road shall include large and medium size tree planting.
- A new plan for Wooroona Reserve and redevelopment of sites adjoining the park for active uses and outdoor terraces will increase usage and enjoyment.
- A new park to be delivered through the redevelopment of the Housing NSW site on Eden Street.
- Arncliffe Station Park on the M5 portal site will provide valuable open space for active and passive recreation.
- New through site links between Princes Highway and Eden Street.

## 2 - The Princes Highway Arncliffe and Banksia

The Princes Highway as identified in “Figure 7.7.6 The Princes Highway Arncliffe Sub-Precinct” on page 7|117 and “Figure 7.7.7 The Princes Highway Banksia Sub-Precinct” on page 7|118 is a major north-south arterial road serving the southern Sydney region and is a desirable location for vehicle-oriented light industrial, commercial and retail uses. Key points include:

1. It acts as a strong barrier to pedestrian and cycle connectivity with few crossings.
2. The Princes Highway currently includes a mix of businesses, from single terraced shop fronts through to large car yards and a hotel which are built on many amalgamated lots.
3. The visual character and pedestrian amenity of the Princes Highway could be improved.
4. Key existing features include: large trees on some sites, local landmarks such as Masjid Darul Imaan and St Francis Xavier Church, St David Church and views to the Sydney skyline to the north provide positive attributes.
5. Views from the Princes Highway Banksia to the ridge line to the north are of local importance.
6. The fig trees on Taylor Avenue provide a landmark from a variety of locations along the Princes Highway.





Figure 7.7.6 The Princes Highway Arncliffe Sub-Precinct

## 2.1 - The Princes Highway Arncliffe

### Desired future character

- Integrate boulevard tree planting along the Highway that reinforces the location of the Arncliffe Town Centre.
- Allow provision for destination commercial spaces and showrooms that are highly visible from passing vehicles
- A key visual identity within the precinct is the Masjid Darul Imaan Mosque. It is vital that this remains a local landmark and signals an important street entry into the Town Centre.
- Improved pedestrian and cycle environment, and amenity for businesses and residents.
- Endorse and promote high-quality mixed use development.

### Land use

- Large format commercial uses at lower levels.
- Residential levels located above lower commercial levels with visual and acoustic separation from busy road frontage.

### Built form

- Building height controls should allow for generous 7m floor to ceiling heights for ground level showroom uses along the Princes Highway. These spaces might comprise a small mezzanine.
- Communal open spaces are preferred on podiums or roof tops with high levels of amenity and less conflicts with large format commercial uses and associated service requirements.
- Where possible, vehicle entry to sites facing the Highway should be from a secondary street. Amalgamation is encouraged to minimise vehicle cross-overs.
- Winter gardens, shutters and glazing will further improve residential amenity above the busy road.
- A front setback of 3 metre is required, unless a specific setback is recommended in 4.1 Building Setbacks of this chapter.

### Public domain

- 6 metre setback and dedication on sites adjoining Princes Highway. Proposed landscape improvements include significant boulevard tree planting and the creation of a dual footpath that allows for the staged delivery of the setback and continued pedestrian access during transition.

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia



Figure 7.7.7 The Princes Highway Banksia Sub-Precinct

## 2.2 - The Princes Highway Banksia

### Desired future character

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).

### Land use

- The Banksia section of the Princes Highway will continue to encourage employment uses.
- Controls will allow the flexibility of a range of commercial uses which may not be in this location currently, such as offices.

### Built form

- Building heights are expected to remain typically around 2 storeys in the medium term however heights are permitted to encourage the development of other commercial building types (e.g. offices) where this is viable.
- Setbacks must be consistent with chapter 5.4 Highway Commercial of the Rockdale DCP 2011.
- Where possible, vehicle entry to sites facing the Highway should be from a secondary street. Amalgamation is encouraged to minimise vehicle crossovers.
- Retain vistas to Botany Bay. No building or structure is to detrimentally impact any view corridor as identified in 4.1 Site Planning page 4|6.

### Public domain

- 6 metre setback for sites to contribute to intermittent deep soil zones (minimum 6 metre x 6 metre) along the Highway frontage allowing for the planting of large trees and contribute to a boulevard character.



Figure 7.7.8 Allen Street Neighbourhood Sub-Precinct

## 3 - Allen Street Neighbourhood

This small neighbourhood identified in “Figure 7.7.8 Allen Street Neighbourhood Sub-Precinct” on page 7|119 is located between Arncliffe Town Centre and Wolli Creek and contained by the strongly defined edges of the M5 to the south, the rail line to west, Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) to the north, and Princes Highway to the east.

It includes a mix of buildings types including industrial warehouses, small walk-up apartments, car dealerships and a furniture showroom. The large consolidated industrial site may provide the opportunity to deliver new public domain for future residents and to better manage stormwater in the area.

### Desired future character

- An emerging residential neighbourhood adjacent to the Town Centre located around a new local park at Allen Street with a small cafe or shop serving local residents.
- Adaptive re-use of the SWSOOS as an east-west pedestrian corridor connecting the neighbourhood to the regional parkland to the east, to the Bonar Street neighbourhood and school via the proposed rail underpass to the west.
- Perimeter block apartment buildings with discrete towers are sited to reinforce the street grid, mark the new park and transition between the Town Centre and Wolli Creek.
- Generally mid-rise development. Taller development adjacent the Allen Street Park to mark the park within the broader context.

### Land use

- Primarily residential development.
- Large format commercial development at the lower levels of sites adjoining Princes Highway.
- Cafe or retail uses at the lower levels of residential buildings where they adjoin an open space, to assist in activating the space.
- Rezone the isolated industrial site on the corner of Allen Street and Arncliffe Street to allow for mixed use development and the development of a new open space.

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### Built form

- Development (including double height, 7 metre floor to ceiling height commercial ground floor) is proposed on sites fronting the Princes Highway, to provide a transition to Wolli Creek to the north.
- Taller buildings are proposed on the remaining industrial lot to allow for an equitable floor space on the site and the delivery of a new open space, refer to Allen Street Development Site 71135.
- Street wall height of 6 storeys, with a 3 metre setback to upper levels.
- A front setback of 3 metre is required, unless a specific setback is recommended in 4.1 Building Setbacks of this chapter.
- Provision of high quality residential amenity in terms of privacy and built form by complying with SEPP 65 - Design Quality of Residential Apartment Development, side and rear setbacks must follow built form separation standards as outlined in Part 2F Building separation as outlined in the Apartment Design Guide.
- Side setbacks are to include deep soil zones and appropriate landscaped treatment.

#### Public domain

- Proposed park on the corner of Allen and Arncliffe Streets will provide valuable open space with a northerly aspect, a new through-block connection and will help to detain storm water in a flood event.
- 6m landscape setback on sites adjoining Princes Highway.
- Arncliffe Station Park on the M5 portal site will provide valuable open space for active and passive recreation.



Figure 7.7.9 Cahill Park Neighbourhood Sub-Precinct

## 4 - Cahill Park Neighbourhood

This neighbourhood identified in “Figure 7.7.9 Cahill Park Neighbourhood Sub-Precinct” on page 7|121 is part of the broader neighbourhood that extends north to Cahill Park. Pedestrian access to centres and open spaces requires crossing busy roads such as the Princes Highway, Marsh Street, Wickham Street and West Botany Street.

The neighbourhood includes predominantly houses and car-oriented commercial uses along the Princes Highway. There is an existing unresolved scale transition between recent large apartment buildings to the north and the predominantly low scale residential neighbourhood to the south.

### Desired future character

- An extension of the existing Cahill Park residential neighbourhood to the south.
- Leafy residential streets sheltered from the north-south busy arterial roads that traverse the neighbourhood.
- Generous landscape setbacks along Wickham Street, West Botany Road and Marsh Street enhance street character and provide improved amenity for adjacent residential uses.
- Buildings that step up the hill at the northern part of Duncan Street.
- Improved east-west pedestrian routes along Duncan Street and Valda Avenue connecting to nearby open spaces and along Kyle Street connecting to the Town Centre and rail station.
- Through site links through long urban blocks improve walkability within the neighbourhood and to surrounding open spaces and schools.
- A landmark building marks the corner at the junction of Princes Highway and West Botany Street.
- Rear gardens with tree planting reinforce existing mid-block and provide landscape transition between new developments and existing Princes Highway uses.

### Land use

- Primarily residential development.
- Large format commercial development at the lower levels of development adjoining Princes Highway.

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### Built form

- Development (including double height, 7 metre floor to ceiling height commercial ground floor) is proposed on sites fronting the Princes Highway. These spaces might comprise a small mezzanine.
- Provide street edge aligned built form with active frontage to mark the corner at junction of the Princes Highway and West Botany Street.
- A front setback of 3 metre is required, unless a specific setback is recommended in 4.1 Building Setbacks of this chapter.
- Deep soil zones along rear boundary to facilitate mid-block tree planting and visual privacy between properties.
- Provision of high quality residential amenity in terms of privacy and built form by complying with SEPP 65 - Design Quality of Residential Apartment Development, side and rear setbacks must follow built form separation standards as outlined in Part 2F Building separation as outlined in the Apartment Design Guide.
- Side setbacks are to include deep soil zones and appropriate landscaped treatment.
- Retain vistas to Botany Bay. No building or structure is to detrimentally impact any view corridor as identified in 4.1 Site Planning page 4|6.

#### Public domain

- A 6 metre landscape setback on sites adjoining Princes Highway.
- A 5 metre landscape setback is required to Marsh Street, West Botany Street and Wickham Street comprising a 3 metre landscape zone with private courtyards behind to assist in ameliorating the impacts of busy roads on residential development. The landscape zone should include large and medium size tree planting.
- New through site connections (6 metre wide) between Innesdale Road and Valda Avenue will break up the proposed continuous building form and encourage pedestrian links away from busy roads. Links should be provided on the side boundary of an amalgamated development site. Through site links should generally align with Robert Lane.
- New through site connections (6 metre wide) between West Botany Road and Princes Highway will break up the proposed continuous building form and encourage pedestrian connection from the east to west. Links should be provided on the side boundary of an amalgamated development site.



Figure 7.7.10 Arncliffe School Neighbourhood Sub-Precinct

### 5 - Arncliffe School Neighbourhood

At the heart of this small neighbourhood identified in “Figure 7.7.10 Arncliffe School Neighbourhood Sub-Precinct” on page 7|123 is the Arncliffe Public School and St Francis Xavier’s linked by a pedestrian bridge across the sandstone cutting of the highway. To the east this neighbourhood is primarily residential and to the south commercial.

Forest Road/Wickham Street and the Princes Highway isolate the neighbourhood from the Arncliffe Town Centre while Marinea Street Reserve, just outside the neighbourhood boundary, and the school grounds provide some open space amenity.

#### Desired future character

- The residential neighbourhood surrounds the two schools: Arncliffe Public School and St Francis Xavier Catholic Primary School.
- The enhanced pedestrian bridge spans the sandstone cutting at the Princess Highway connecting the two parts of the neighbourhood and the schools.
- A proposed cycleway connects the Town Centre, neighbourhood and schools to Banksia Field and Barton Park in the east.
- Marinea Park to the immediate south is to provide local amenity and play space.
- A new through site link extends from Wardells Street to Hattersley Street in the south and provides easy access to Banksia rail station and centre.
- Generous landscape setbacks along Wickham Street and Forest Road enhance street character and provide improved amenity for adjacent residential uses.
- St Francis Xavier’s Catholic Church remains a local landmark along Forest Road.
- The strong building form with active frontage marks the corner at the intersection of Princes Highway and Forest Road and signals entry to the Town Centre.

#### Land use

- Retain schools and improve connections.
- Primarily residential development.
- Large format commercial development at the lower levels of development adjoining Princes Highway, with residential uses above.

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### Built form

- Smaller lots east of the Arncliffe Public School and south of Wickham Street can be developed for new 3 storey buildings, where there is a street frontage greater than 24 metre.
- A 5 metre landscape setback is required to Wickham Street and Forest Road comprising a 3 metre landscape zone with private courtyards behind to assist in ameliorating the impacts of busy roads on residential development. The landscape zone should include large and medium size tree planting.
- Provide street edge alignment and active use to south-western corner at Princes Highway and Forest Road to reinforce this important corner marking the Town Centre entry from the Highway.
- A front setback of 3 metre is required unless a specific setback is recommended in 4.1 Building Setbacks of this chapter.
- Provision of high quality residential amenity in terms of privacy and built form by complying with SEPP 65 - Design Quality of Residential Apartment Development, side and rear setbacks must follow built form separation standards as outlined in Part 2F Building separation as outlined in the Apartment Design Guide.
- Side setbacks are to include deep soil zones and appropriate landscaped treatment.
- Solar access to the school grounds - the configuration of buildings and structures must ensure that the school grounds receive a minimum of 2 hours daylight during the hours of 12pm - 2pm on 21 June (mid winter).
- Retain vistas to Botany Bay, no building or structure is to build into or on a view corridor as identified in 4.1 Site Planning page 4|6.

#### Public domain

- 6 metre setback and provision of a positive covenant applying to this setback, for the purposes of permitting unrestricted access for public thoroughfare, landscape and public domain maintenance on sites adjoining the Princes Highway. Proposed landscape improvements include significant boulevard tree planting and the creation of a dual footpath that allows for the staged delivery of the setback and continued pedestrian access during transition. At the sandstone cutting south of the Forest Road intersection, a setback shall be provided for tree planting and a footpath at the top of the cutting.
- A new through site connection (6m wide) is proposed, which will connect Wardell Street to Hattersley Street and provide the missing link in the pedestrian and cycle route on the eastern side of the rail line. Links should be provided on the side boundary of an amalgamated development site.
- A new through site connection (6m wide) connecting Segenhoe Avenue to West Botany (aligning with Brennans Road) through to the Eve Street Wetlands active transport network. Links should be provided on the side boundary of an amalgamated development site.





Figure 7.7.11 Banksia Centre East Sub-Precinct

### 6 - Banksia Centre East

East of the railway this neighbourhood identified in “Figure 7.7.11 Banksia Centre East Sub-Precinct” includes an area between Hattersley Street and the Princes Highway which is a mix of residential and commercial.

#### Public domain

- New through site connections (6m wide) is proposed, which will connect Banksia Avenue to Hattersley Street and connect Tabrett Street to Hattersley Street to provide pedestrian linkages to Banksia Station. Links should be provided on the side boundary of an amalgamated development site.
- A new through site connection (consistent with prevailing Hattersley street width) between Kimpton Street and Rockdale Street connecting Hattersley street on both sides.

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia



Figure 7.7.12 Marinea Street Neighbourhood Sub-Precinct

## 7 - Marinea Street Neighbourhood

This is part of a wider neighbourhood which extends east from the Princes Highway to Barton Park and Banksia Field identified in “Figure 7.7.12 Marinea Street Neighbourhood Sub-Precinct” on page 7|126. The majority of this wider neighbourhood is affected by aircraft noise issues such that providing more homes here is not considered appropriate. Key points include:

1. The landmark figs and tree planting along the railway corridor are key existing features which will also contribute to the future character of this centre.
2. Gardiner Park to the west is a focal point for this neighbourhood, providing a large field, play area and other spaces.
3. There is a regularity to the lot pattern and many of the existing buildings running north-south.
4. Pedestrian links to Banksia Railway Station and centres often rely on unattractive routes along the Princes Highway.
5. This neighbourhood has some attractive and established trees within the streetscape.
6. The Marinea Street Reserve (outside the precinct to the east) provides a key focal point for this locality.

### 7.7.3 - PUBLIC DOMAIN

“Figure 7.7.13 Public Domain and Open Space Network Diagram” on page 7|129 identifies the areas that will see improvements to the public domain through streetscape treatment, upgrades to existing open space, provision of new open space and active frontages in key commercial areas.

It is required that proponents liaise with Council during the design phase of the planning process to understand Council’s requirements, as in many cases, public domain improvements will be delivered as part of the redevelopment of the site.

### 3.1 Street network and design

#### Objectives

- A. To strengthen the landscape character and quality of the precincts through street tree planting;
- B. To encourage improvements to the amenity of the Princes Highway corridor through better landscaping and improved facilities for pedestrians and cyclists;
- C. To provide for improved and safer street crossings for pedestrians throughout the precincts;
- D. To enhance the precincts permeability including new and improved through site links and connections to adjacent areas outside the Precinct; and
- E. To create an attractive and comfortable streetscape for pedestrians and cyclists that comprises of consistent and high quality paving, street furniture, street tree planting, bike stands and bike racks.

#### Controls

1. The street network is to be generally consistent with “Figure 7.7.13 Public Domain and Open Space Network Diagram” on page 7|129;
2. New streets are to be generally consistent with the section 3.3 Landscape Setbacks;
3. Significant individual trees in streets or on sites are to be retained and protected where possible and appropriate;
4. Streets and public spaces are to be defined with trees of appropriate scale and species, and designed with reference to relevant Council guidelines;
5. Intersection and crossing design is to favour pedestrian convenience and safety;
6. Any proposed cycle links are to be delivered in accordance with best practice standards. Liaison with Council’s Transport Planner is required during the design phase of the planning process;
7. Provision for ‘end of trip’ facilities are encouraged in developments close to Arncliffe and Banksia Stations;
8. Footpaths are to be provided as per the sections in 3.3 Landscape Setbacks. Pavement width is to allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage is to provide for amenity without causing clutter;
9. New streets are to have shared services pits to reduce maintenance costs and reduce conflict with street planting; and
10. Street furniture and lighting is to be provided with reference to the relevant Council guidelines.

## 3.2 Public domain and open space network

### Objectives

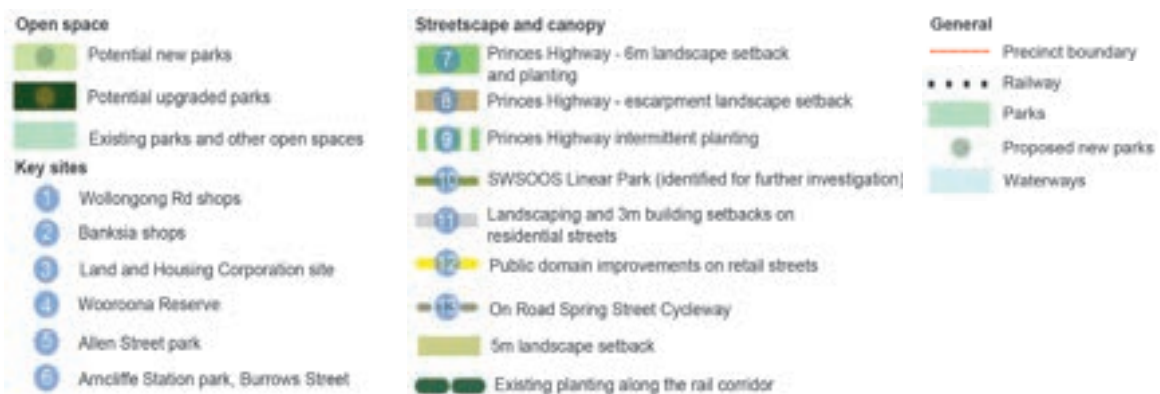
- A. To provide a range of quality public spaces including parks and plazas, for recreation and community gatherings, to support residents, workers and visitors;
- B. To improve the amenity, facilities and usage of existing parks and public spaces; and
- C. To improve connections between open space and the broader network.

### Controls

1. Provision of new open space is to be in accordance with “Figure 7.7.13 Public Domain and Open Space Network Diagram” on page 7|129;
2. New cycle links identified in “Figure 7.7.13 Public Domain and Open Space Network” on page 7|129 are to be delivered in accordance with best practice standards. Provision of end of trip facilities are to be encouraged in developments close to Arncliffe and Banksia Stations. Liaison with Council’s Transport Planner is required during the design phase of the planning process; and
3. Solar Access to Public Open Space: The configuration of buildings and structures must ensure that a minimum of 50% of the area of parks and green spaces receive a minimum of 3 hours during lunch hours (12pm - 2pm) on 21 June (mid winter).



Figure 7.7.13 Public Domain and Open Space Network Diagram





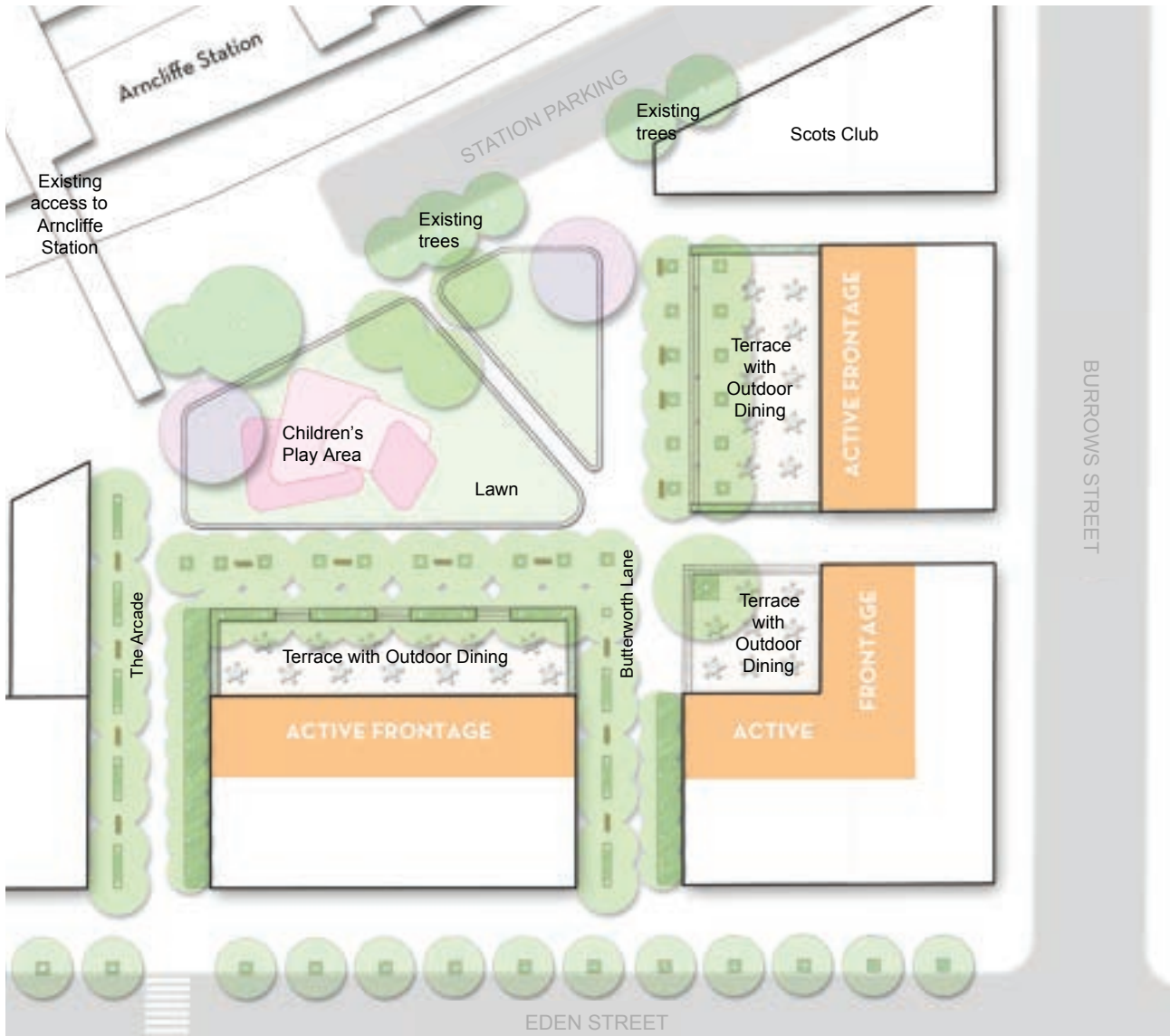


Figure 7.7.15 Indicative Concept Plan Wooroona Reserve



Grove of deciduous trees and seating - Burrows St to Arncliffe Station Entry



Opportunities for outdoor dining and cafes



Improved children's play area



Informal seating, lawn spaces

Figure 7.7.16 Wooroona Reserve Precedents

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia



Figure 7.7.17 Location Plan Eden Street

### Eden Street Development Site, Arncliffe Town Centre

The Eden Street Development Site has a total area of 1.3ha with several street frontages, including Eden Street and the Princes Highway. Redevelopment offers an opportunity for a range of uses, including: integrated housing, employment and open space within close proximity of Arncliffe Railway Station. These attributes offer an opportunity to concentrate development as well as deliver public open space for local residents.

Indicative open space and built form studies “Figure 7.7.18 Built Form and Open Space Diagram- Indicative Built Form Study” on page 7|134 and “Figure 7.7.19 Built Form and Open Space Diagram- Indicative Concept for proposed park” on page 7|134 indicate the ability for the site to accommodate buildings together with a significant new public open space.

#### Objectives

- A. Provide the opportunity for a range of uses including integrated housing, employment and open space;
- B. Provide a centrally located public open space that caters for a growing local population and offers a variety of activities; and
- C. Provision of the public open space will occur as these sites redevelop.



### Controls

1. Any redevelopment of the site is to include a new consolidated public park space that will deliver the following amenity and demonstrate compliance with the following controls and shall:
  - a. Ensure the new public park is to be located to maximise solar access;
  - b. Provide a minimum width of 50m along the Eden Street frontage with a site area of 4000m<sup>2</sup>;
  - c. Ensure direct through site links are incorporated within the new park and integrate with the new space into the surrounding streetscape;
  - d. Ensure new through site links will be provided in accordance with the diagrams on pages 7|148 and 7|149;
  - e. Provide pathway connections through the public park connecting Princes Highway to Eden Street and Arncliffe Station;
  - f. Ensure a generous landscape interface to Princes Highway with existing trees, additional tree planting, garden zones that must incorporate storm water treatment gardens;
  - g. Provide landscape setbacks as per “Figure 7.7.13 Public Domain and Open Space Network Diagram” on page 7|129; and
  - h. Ensure the new park will play a key role in the community providing new landscaping and areas for passive and active recreation activities.
2. New buildings on the site must comply with the following controls and shall:
  - a. Ensure building setbacks and site through links are in accordance with “Figure 7.7.42 Built Form and Character” on page 7|151 and through site links as shown on page 7|148 and 7|149;
  - b. The configuration of buildings and structures must ensure that a minimum of 50% of the area of parks and green spaces receive a minimum of 3 hours during lunch hours (12pm - 2pm) on 21 June (mid winter); and
  - c. Promote slender buildings, towers exceeding 8 storeys should have maximum floor plates of 800m<sup>2</sup> gross floor area.

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia



Figure 7.7.18 Built Form and Open Space Diagram- Indicative Built Form Study

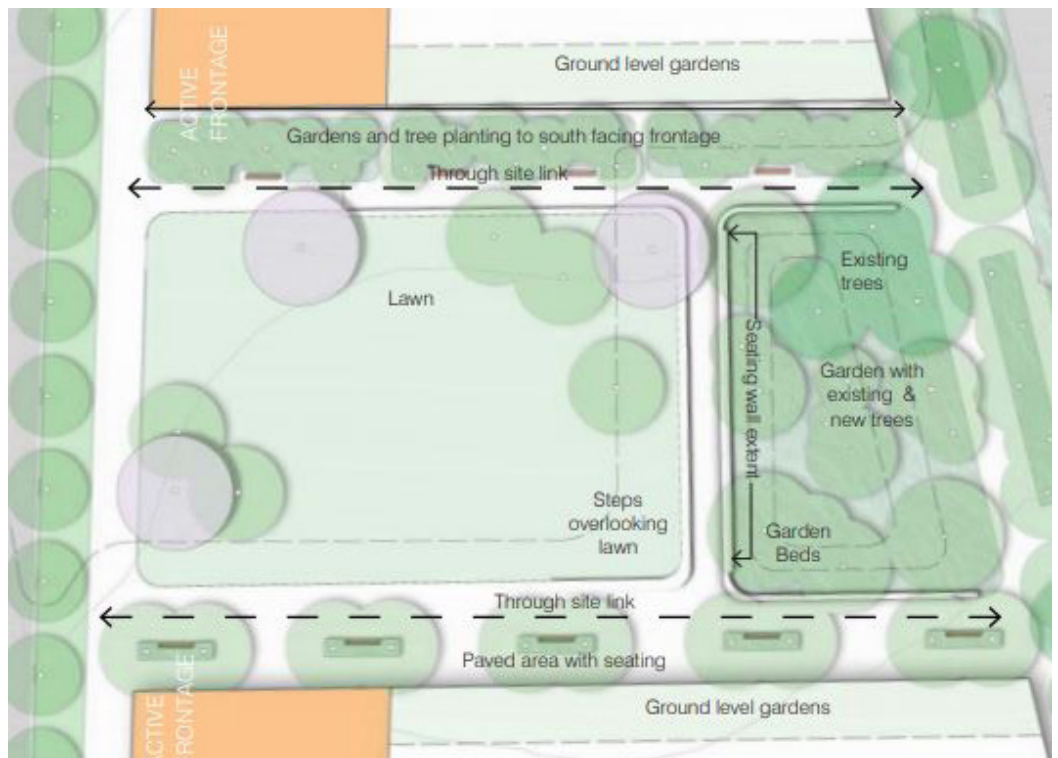


Figure 7.7.19 Built Form and Open Space Diagram- Indicative Concept for proposed park

## Allen Street Development Site



Figure 7.7.20 Location Plan Allen Street

The Allen Street Development Site “Figure 7.7.20 Location Plan Allen Street” on page 7|136 comprising Lot A DP 101124, Lot 35 DP 739309, Lot 3 DP 13475 located on the northern edge of the Arncliffe Precinct and adjoins the Wollie Creek precinct to the north. The parcel is bounded by the Southern and Western Sydney Ocean Outfall Sewer (SWSOOS) to the north, Argyle Street to the east, Allen Street to the south and Arncliffe Street to the west.

The north western half of the site is heavily constrained by stormwater and drainage issues. Two stormwater pipes run under the site and connect to the Bonnie Doon channel. Based on detailed analysis and historical observations, this area is prone to flooding. Developing on this portion of the site would further exacerbate the existing hydrological issues experienced in the area. To deal with these hydrological issues, this portion of the site is to accommodate a new park that has to capacity to serve as a short term stormwater detention basin. Built form analysis and testing of development feasibility identifies that the development of on the south eastern portion of the site would be able to accommodate and support open space on the north western portion of the site.

### Objectives

- A. To provide opportunities for the provision of public open space as part of the sites redevelopment; and
- B. To provide opportunities for play facilities, such as basket ball courts for the nearby high school.

### Controls

1. Any redevelopment of the site shall include a new public park, and demonstrate compliance with the following controls and shall:
  - a. Ensure that the new park is located in the are bounded by Allen Street, Arncliffe Street and the SWOOS;
  - b. Ensure the new park demonstrates compliance with 4.1.3. Water Management and incorporate storm water detention as required. Liaison with Council’s Flood Engineer will be required;
  - c. Ensure the area of the park is as identified at 5000m<sup>2</sup> in the supporting studies, with the park being subject to extensive flood analysis and modeling;
  - d. Provide path way connections for efficient access through the site to Allen Street and to the new pedestrian connection on top of the SWSOOS;
  - e. Provide generous landscape garden interface to the new building to the south west with new tree planting; and
  - f. Provide areas for passive and active recreation.
2. New buildings must demonstrate compliance with the following controls and shall:
  - a. Provide a 6m wide pedestrian link through the site to the Bonnie Doon Channel;
  - b. Ensure through site links are in accordance with “Figure 7.7.39 Through Site Links Plan Arncliffe North” on page 7|148;
  - c. Provide residential entries along the park edge;
  - d. Ensure the lower 6 storeys are setback 6 meters from Allen Street and Argyle Street frontages;
  - e. Promote slender buildings, towers exceeding 8 storeys should have a maximum floor plate of 800m<sup>2</sup> gross floor area; and
  - f. The configuration of buildings and structures must ensure that a minimum of 50% of the area of parks and green spaces receive a minimum of 3 hours during lunch hours (12pm - 2pm) on 21 June (mid winter).

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia



Figure 7.7.21 Indicative Concept Plan Arncliffe Station Park



Passive outdoor seating and BBQ areas



Play Facilities



Play Facilities

Figure 7.7.22 Allen Street Precedents



Figure 7.7.23 Location Plan Arncliffe Station

## Arncliffe Station Park

Arncliffe Station Park identified in “Figure 7.7.21 Indicative Concept Plan Arncliffe Station Park” on page 7|136 is located on the corner of Burrows Street and Arncliffe Street with the M5 tunnel dissecting the site in half. The park’s location is highly accessible for local residents and visitors due to its close proximity to Arncliffe Station. The park will be bound by mixed use residential development, on road parking and the Masjid Darul Imaan Mosque to the south.

### Objectives

- A. To provide opportunities for the provision of multifunctional open space;
- B. To provide opportunities for active and passive recreation; and,
- C. To activate the surrounding public domain and streetscape.

### Controls

1. A new public park will be delivered, and demonstrate compliance with the following controls and shall:
  - a. Ensure the new park is to be of a relatively flat topography for ease of access and movement;
  - b. Ensure that the new park demonstrates compliance with the 4.1.3 Water Management. Liaison with Council’s Flood Engineer is recommended during the design phase of the planning process;
  - c. Incorporate stormwater detention features as required;
  - d. Provide a variety of facilities for all age ranges and types of active and passive use;
  - e. Provide pathway connections should allow for efficient access through to Wooroona Reserve; and
  - f. Ensure any future developments adjoining or adjacent to the park will include active frontages;
2. New buildings adjacent to or within the vicinity of the site must demonstrate compliance with the following controls and shall:
  - a. Ensure building setbacks and site through links are to be in accordance with “Figure 7.7.42 Built Form and Character” on page 7|151; and
  - b. The configuration of buildings and structures must ensure that a minimum of 50% of the area of parks and green spaces receive a minimum of 3 hours during lunch hours (12pm - 2pm) on 21 June (mid winter).

## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia



Figure 7.7.24 Indicative Concept Plan Arncliffe Station Park



Play Facilities



Play Facilities



Passive outdoor seating and BBQ areas

Figure 7.7.25 Allen Street Precedents



Figure 7.7.26 Princes Highway Landscape Setback

### 3.3 Landscape Setbacks

#### Princes Highway Landscape Setback Objectives

- A. To provide strong definition to the public domain and create a consistent and attractive streetscape;
- B. To provide enhanced pedestrian amenity;
- C. To create a landscaped streetscape that can accommodate large tree species; and
- D. To reduce the visual bulk of buildings from the street.

#### Controls

1. New development in areas identified in “Figure 7.7.26 Princes Highway Landscape Setback” on page 7|139, are to:
  - a. Provide a landscape corridor along the Princes Highway Corridor from Arncliffe to Banksia. A continuous 6 metre deep soil landscape setback is proposed and are required to:
    - i. Retain existing trees, where possible. These trees provide a gateway to the precinct and improve the amenity of the street environment for pedestrians, motorists and residents.
    - ii. Where new trees are required landscape plans are to be developed in consultation with Council. New tree planting will be a minimum 600L pot size planted 8 metre apart, in accordance with Council guidelines;
    - iii. Where awnings are located they must provide adequate weather protection as well as ensuring tree planting has space to grow;
  - b. Relocate footpaths to provide expanded verge and tree planting zones;
  - c. Provide for the provision of under storey planting in garden zones, in accordance with Council guidelines; and
  - d. Include an additional footpath adjacent to retail and ground floor uses with planting;
2. Existing overhead power lines are to be moved underground as each site is redeveloped.

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia

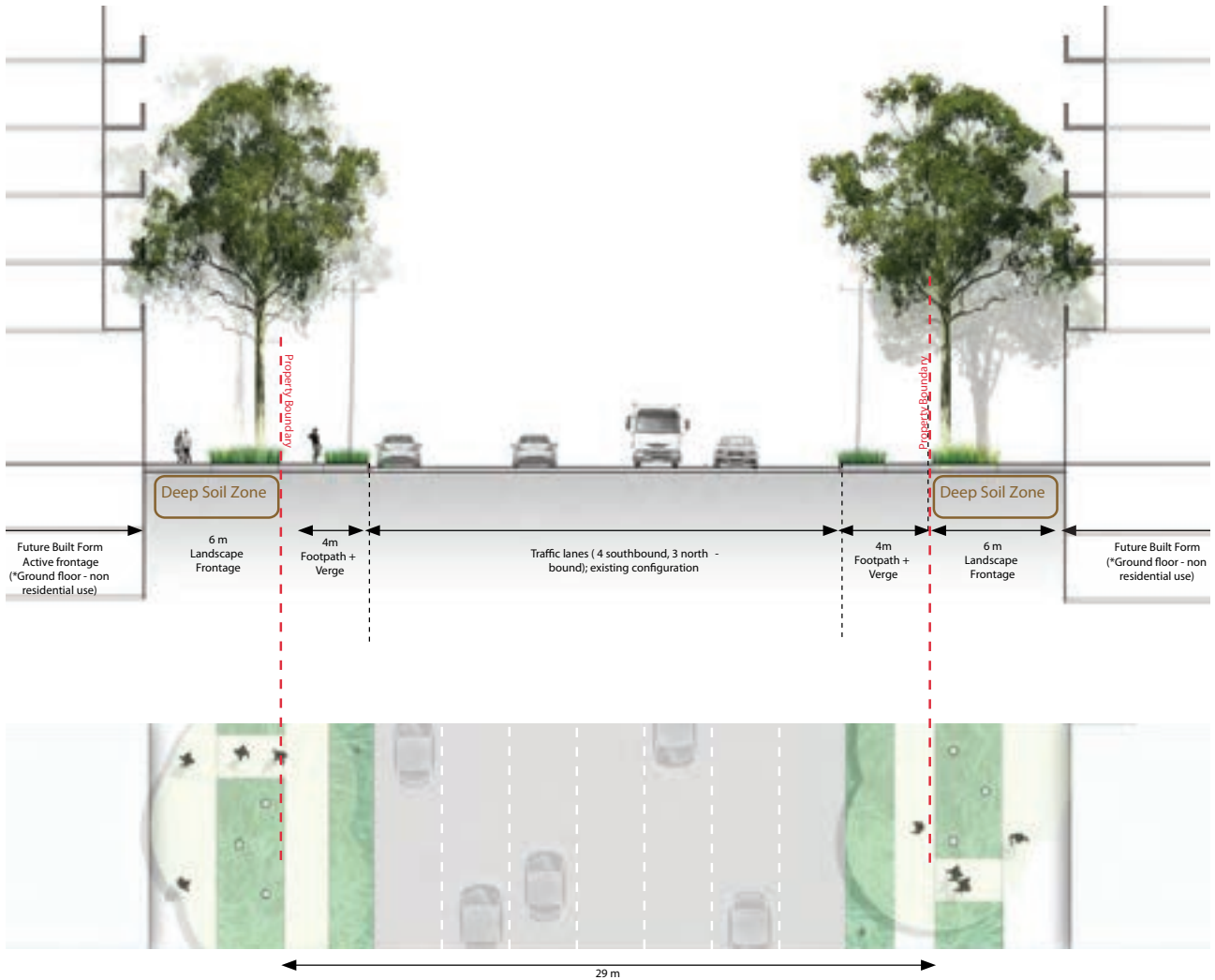
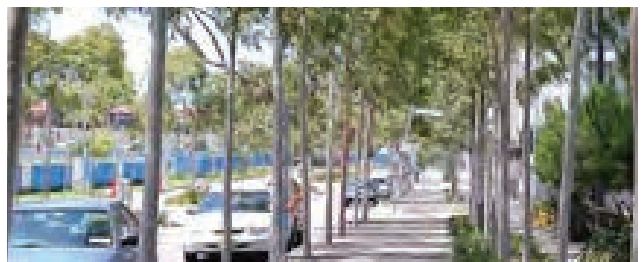


Figure 7.7.27 Indicative Section and Plan of Intermittent planting along the Princes Highway in the Arncliffe Precinct



Successful Retail Streets with large trees and wide verges



Fast growing gum trees provide a gateway to the neighborhood



Boulevard tree planting to increase amenity of street

Figure 7.7.28 Princes Highway Landscape Setback Precedents





Figure 7.7.29 Princes Highway Intermittent Planting

### Princes Highway Intermittent Planting Controls

1. New development in areas identified in “Figure 7.7.29 Princes Highway Intermittent Planting” on page 7|141, are to:
  - a. Provide a modified landscape corridor along the Princes Highway corridor from Avenal Street, South Arncliffe to Bestic Street, Banksia. In this location where there are B6 zones, retail frontages with on grade parking adjacent to the highway consolidated tree planting zones are to be provided. This allows on grade parking to be retained and for consolidated tree planting zones to be provided along the Princes Highway corridor in private land. Consolidated tree planting zones are to satisfy the following criteria:
    - i. Minimum 6 x 6 metre deep soil zones along the Princes Highway frontage (minimum requirement one consolidated planting zone per 20 metres of street frontage);
    - ii. Provision of large trees (minimum 15 metres high), in accordance with Council guidelines;
    - iii. Provision of under storey planting in garden zones, in accordance with Council guidelines; and
    - iv. Provision of WSUD treatment gardens in deep soil zones.
2. Existing overhead power lines are to be moved underground as each site is redeveloped.

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia

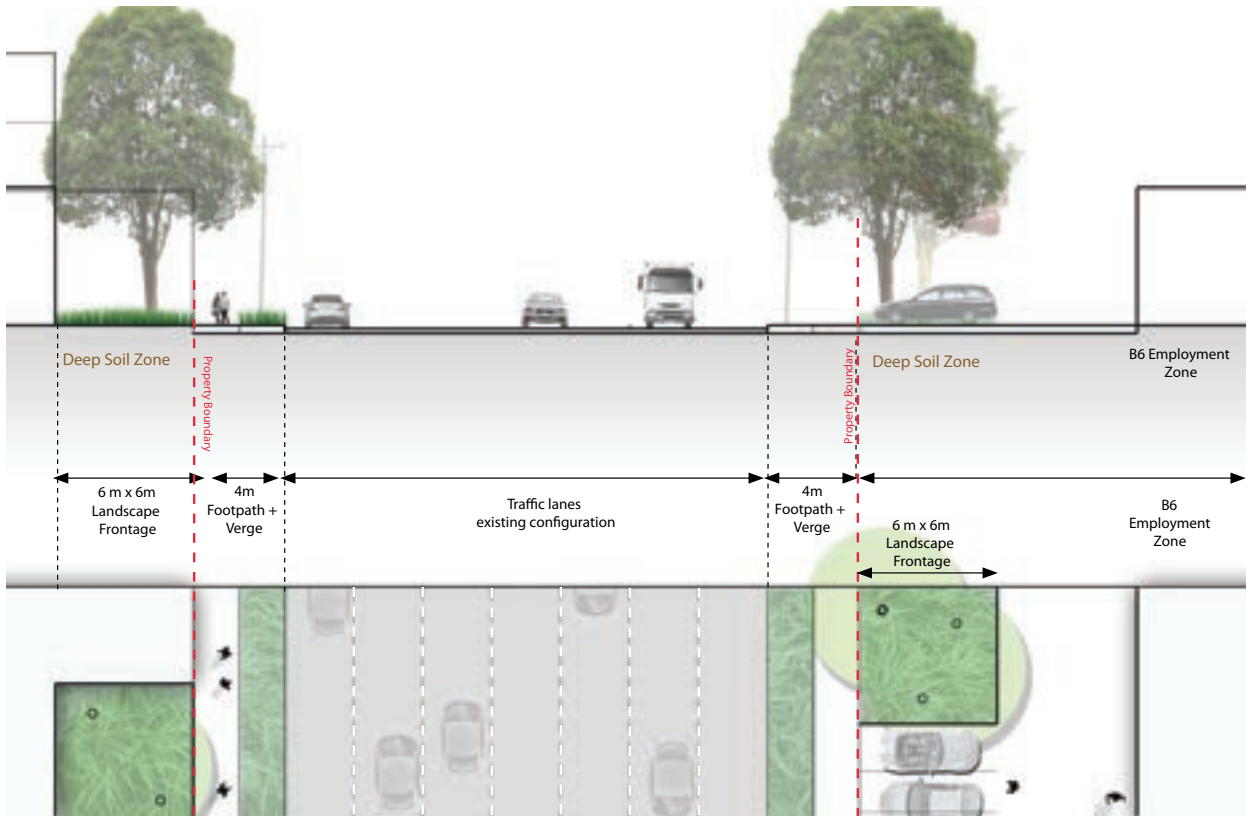


Figure 7.7.30 Indicative Section and Plan of Intermittent planting along the Princes Highway in the Banksia Precinct

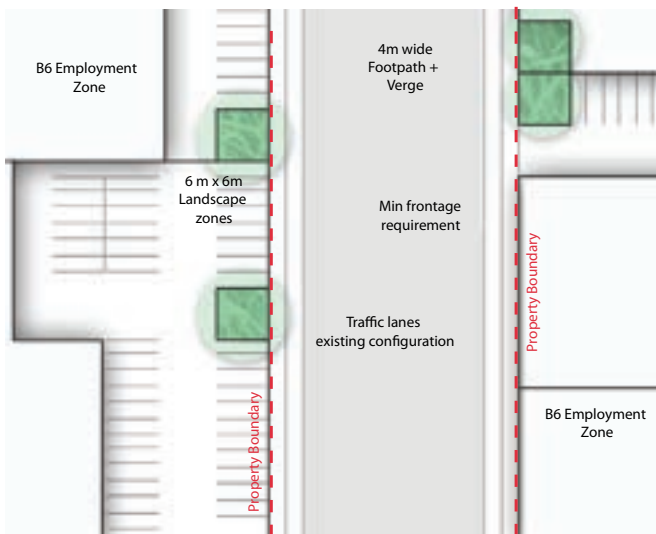


Figure 7.7.31 Option for Tree Planting along Princes Highway in the Banksia Precinct



Figure 7.7.32 Residential Streets Landscape Setback

### Residential Streets Controls

1. Improvements to existing residential streets are proposed to increase canopy cover and improve neighbourhood amenity. New development located in the areas identified in "Figure 7.7.32 Residential Streets Landscape Setback" on page 7|143, are to:
  - a. Provide expanded footpath and verge zones and reduce carriage ways where possible;
  - b. Provide ground floor private open space;
  - c. Relocate footpaths to provide expanded verge and tree planting zones;
  - d. Provide additional street tree planting to street verges, in accordance with Council guidelines;
  - e. Provide additional tree planting between on street parking bays, in accordance with Council guidelines;
  - f. Provide gardens with low shrubs and ground cover rather than lawn verges, in accordance with Council guidelines;
  - g. Consolidate deep soil within setback frontages adjacent to existing streets to allow for additional tree planting in private land. This setback should not include private open space; and
  - h. Allow for the integration and provision of rain gardens within landscape areas.
2. Existing overhead power lines are to be moved underground as each site is redeveloped.

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia

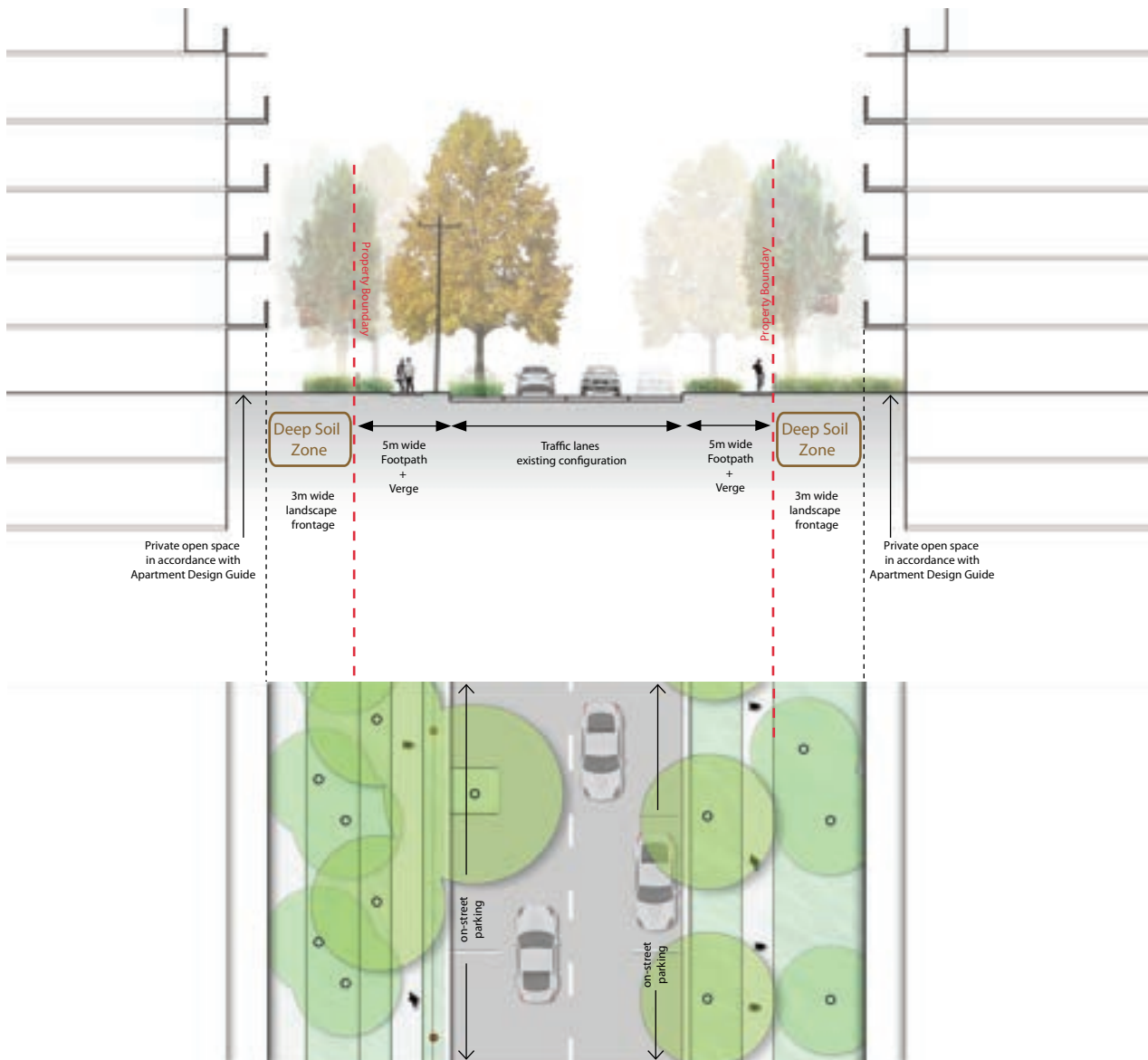


Figure 7.7.33 Indicative Residential Street Section and Plan



Street gardens using understory planting in verges



Street setbacks which incorporate generous areas of planting



Street setbacks which incorporate generous areas of planting

Figure 7.7.34 Residential Street Precedents



Figure 7.7.35 Retail Streets Landscape Setback

### Retail Streets Controls

1. Several existing street reserves are generously proportioned and establish a precedent with large street trees providing amenity and shade. Streets such as Eden Street and Hattersley Street are to be improved through increased and high quality landscaping. New development in areas identified in “Figure 7.7.35 Retail Streets Landscape Setback” on page 7|145, are to:
  - a. Retain existing large scale trees located in street reserves or setbacks or along the rail corridor;
  - b. Reduce excess carriageway areas and lane widths and providing expanded footpath zones for informal gathering, seating and outdoor dining;
  - c. Provide additional tree planting to provide shade and seasonal colour, in accordance with Council guidelines;
  - d. Provide new rain gardens that can filter street runoff;
  - e. Provide new streetscape elements including furniture and improved pedestrian lighting in accordance with Council guidelines; and
  - f. Incorporate distinctive lighting treatments that respond to local character to enhance the night time experience on primary retail streets, in accordance with Council guidelines.
2. Existing overhead power lines are to be moved underground as each site is redeveloped.

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia

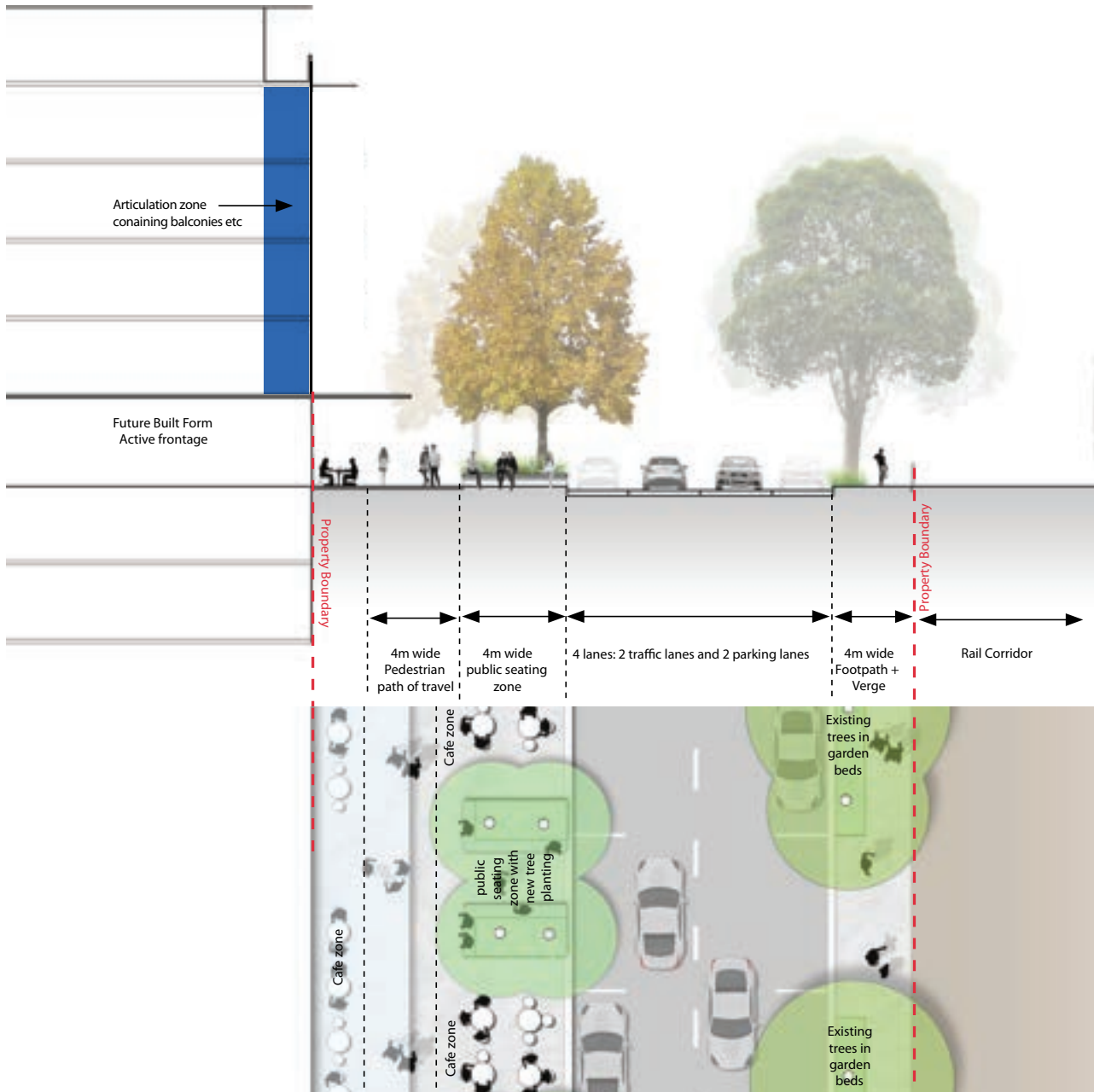


Figure 7.7.37 Indicative Concept Sketch for Firth Street



High quality street tree planting and paving to improve neighbourhood amenity



Public domain furniture including individual seats and benches



Decorative lighting to encourage night time activation

Figure 7.7.36 Residential Street Precedents

### 3.4 Through site links

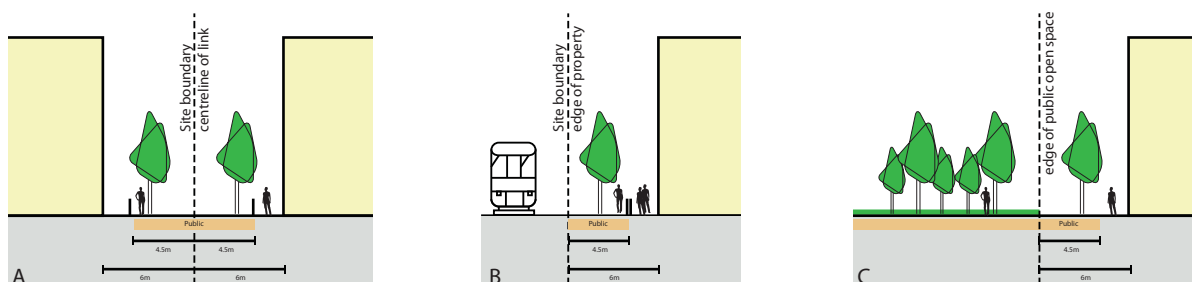
The pedestrian permeability of the Centres will benefit from the provision of additional off street pedestrian connections.

#### Objectives

- A. To enhance connectivity through the precinct for pedestrians and cyclists as sites redevelop; and
- B. To ensure the safety of pedestrians and cyclists.

#### Controls

1. Through site links are to be publicly accessible connections through sites, (but not on land dedicated to Council for a public purpose) formalised through a positive covenant on the title of the land, that provides for unrestricted access for public thoroughfare and maintenance of the public domain.
2. Through site links are to be maintained by the land owner;
3. Through site pedestrian links are to be provided generally in the locations shown on page 7|148 and 7|149;
4. Though site links and potential through site links need to be considered as part of any development application;
5. Where a through site link is provided on site, FSR is based on the total site area;
6. Pedestrian through site links can be provided in a number of ways, including arcades and open links between buildings. To ensure that pedestrian mobility and amenity can be effectively coordinated and integrated, the proponent is to liaise with Council prior to proceeding with detailed site planning and design;
7. Through site links or arcades must connect to a public street on both ends and must be of a straight alignment, with clear visual connections;
8. Pedestrian through site links are to:
  - a. provide active frontages on both sides with clear glazing for windows and doors from floor to ceiling at ground level;
  - b. be a clear and direct throughway for pedestrians;
  - c. provide a minimum for 6 metres setback to building line;
  - d. have a minimum width of 4.5 metres non leasable space clear of all obstructions (including columns, stairs and escalators);
  - e. demonstrate compliance with Crime Prevention Through Environmental Design (CPTED) principles;
  - f. where practicable, have access to natural light;
  - g. have the capacity to provide active frontages on both sides; and
  - h. be air conditioned and have clear glazed entry doors comprising at least 50% of the entrance.
9. Through site links can be adjacent to active frontages, site boundaries (A), transport infrastructure (B) or public open spaces (C) as shown “Figure 7.7.38 Typical through site link cross section” on page 7|147 below.



Note: From the site boundary or centre of proposed or existing link each site should provide:

- Minimum 6 metres setback to building line
- Minimum 4.5 metres to be publicly accessible

Figure 7.7.38 Typical through site link cross section

# Part 7 Special Precincts

## 7.7 Arncliffe and Banksia



Figure 7.7.39 Through Site Links Plan Arncliffe North



Figure 7.7.40 Through Site Links Plan Arncliffe South



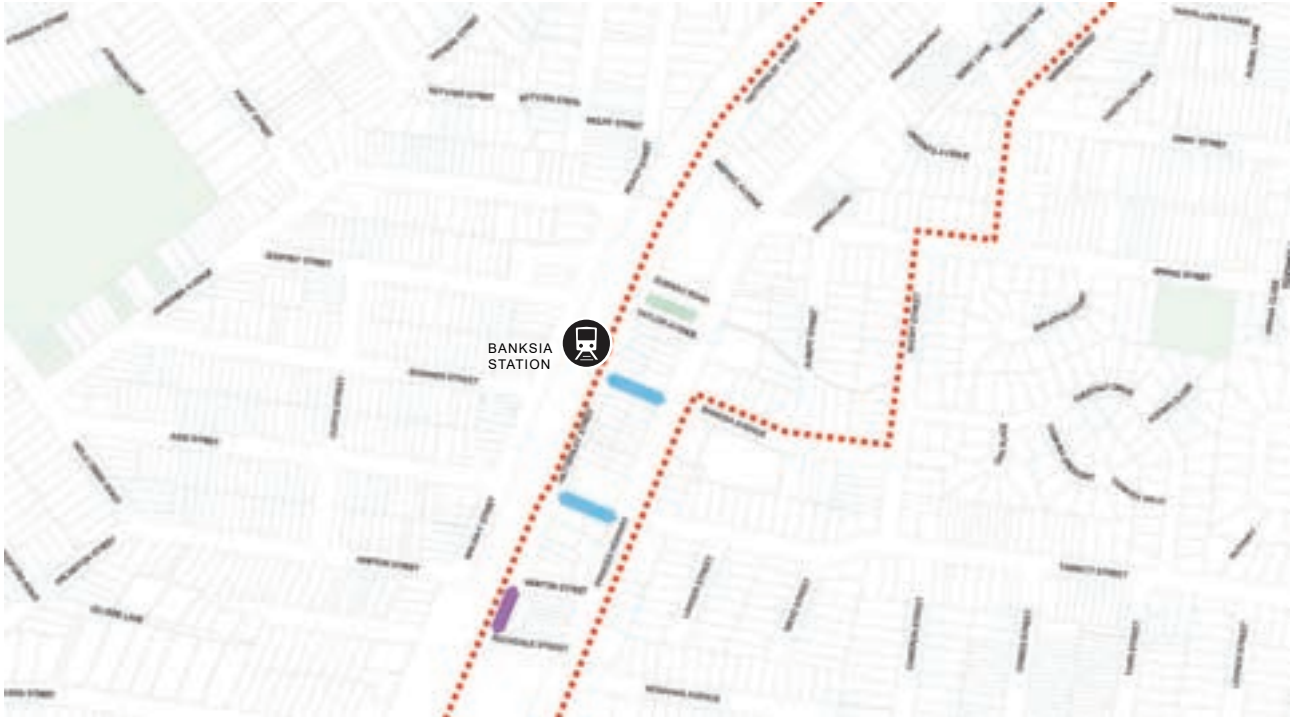







Figure 7.7.41 Through Site Links Plan Banksia

- |   |   |
|---|---|
| <b>Through site links</b>   | <b>General</b>  |
|  Through site link adjacent to site boundary - see A |  Precinct boundary |
|  Through site link adjacent to railway - see B       |  Parks             |
|  Through site link adjacent to open space - see C    |   |

#### 7.7.4 BUILT FORM

##### 4.1 Building Setbacks

###### Objectives

- A. To ensure the development creates a positive streetscape and achieves high quality architectural design that promotes commercial, retail and business activity.

###### Controls

1. New development within the Arncliffe and Banksia Precincts is to provide ground floor building setbacks in accordance with “Figure 7.7.42 Built Form and Character” on page 7|151;
2. New buildings should be built to the street alignment within the locations shown in “Figure 7.7.42 Built Form and Character” on page 7|151;
3. Buildings should be set back 6 metres along the Princes Highway. The setbacks should include significant tree planting, landscaping and a secondary footpath located closer to the shop fronts and away from the traffic; and
4. 5 metres landscaped setbacks are to consist of 3 metres landscaping and 2 metres private courtyards. The landscape zone should include large and medium size tree planting, in accordance with Council guidelines.



Figure 7.7.42 Built Form and Character



## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### 4.2 Street Wall Heights

##### Objectives

- A. To coordinate building massing along streets and across blocks;
- B. To ameliorate the effects of existing unevenly scaled and massed buildings; and
- C. In addition to the boundary setback requirements, “Figure 7.7.43 Street Wall Heights” on page 7|153 provides additional information on building form, establishing the permissible building envelope and articulation zone within the building envelope.

##### Controls

1. New development within the Arncliffe and Banksia Precincts is to provide street wall heights in accordance with “Figure 7.7.42 Built Form and Character” on page 7|153; and,
2. The building envelope shall be set back a minimum of 3m above the Street Wall Heights as identified in “Figure 7.7.43 Street Wall Heights” on page 7|153.



Figure 7.7.43 Street Wall Heights



## Part 7 Special Precincts

### 7.7 Arncliffe and Banksia

#### 4.3 Active frontages

##### Objectives

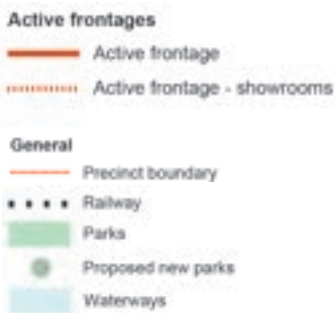
- A. To encourage active street frontages in suitable locations;
- B. To provide active street frontages to promote activity on the street and public domain; and
- C. To enhance public security and passive surveillance, and improve the amenity to the public domain by encouraging pedestrian activity.

##### Controls

1. New development is to provide an active street frontage in accordance with "Figure 7.7.44 Active Frontages" on page 7|155;
2. New mixed use development north of Forest Road and fronting the Princes Highway is to provide a floor to ceiling height of 7 metres to accommodate a wide range of retail showroom or commercial uses;
3. A building has an 'active street frontage' if all premises on the ground floor of a building presents to the street or the public domain and are used for the purposes of business or retail premises;
4. Development consent must not be granted for the erection of a building, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied that the building will have an active street frontage after its erection or change of use;
5. Despite subclause (4), an active street frontage is not required for any part of a building that is used for any of the following:
  - a. entrances and lobbies (including as part of mixed use development);
  - b. access for fire services; and
  - c. vehicle access.
6. New buildings are to demonstrate compliance with the following controls:
  - a. Ground floor frontage to be activated by retail and business premises;
  - b. No ground floor residential is permitted;
  - c. Site adjoining the Princes Highway within areas identified as Active Street Frontage - Showroom are to include entire ground floor retail activation to the Princes Highway for accommodating large format retail and commercial uses;
  - d. Locate ground levels at grade with finished footpaths;
  - e. Reinforce corner frontages on primary streets with shop front windows;
  - f. Shop fronts that can open out for restaurants and cafes are encouraged;
  - g. Residential lobbies are permitted off the street frontage;
  - h. No vehicle access permitted unless the development has no other street frontage;
  - i. No service access permitted unless the development has no other street frontage.
  - j. Provision of a separate goods lift for operations associated with large format retail and commercial uses; and
  - k. Access, circulation, parking and loading docks are designed to minimise passenger and freight vehicle movement conflicts, and vehicle / pedestrian conflicts.



Figure 7.7.44 Active Frontages



part 8  
notifications



### Introduction

Bayside Council is committed to involving the community in the planning and development process.

Community engagement promotes a shared responsibility in the planning and development process and encourages all groups and individuals interested in, or likely to be affected by a proposal, to work together to achieve the best possible outcome.

This section of the DCP outlines who will be notified of planning and development proposals, how submissions should be made and the time period in which submissions will be accepted.

## 8.1 Notifications

### Who will be notified of development applications?

#### Local Development

All local residents who may reasonably be affected by a development proposal are notified. The greater the likely degree of impact, the more people are notified. Adjoining Councils will also be notified if properties in an adjoining local government area fall within the notification area.

Where a development proposal may have more far reaching consequences, an advertisement will be placed in the local paper, the St. George and Sutherland Shire Leader and a sign on site. Advertisements appear in the Council Column every Thursday.

The Tables below indicate how many surrounding property owners and occupiers will be notified for various types of development (excluding exempt development and complying development).

Table 1 Dwelling Houses and Ancillary Development

Table 2 Dual Occupancies, Multi Dwelling Housing, Residential Flat Buildings and Mixed Use Premises

Table 3 Commercial and Light Industrial and other development

Table 4 Amendments to Development Consents and Applications

Letters will be sent to the owners and occupiers of surrounding properties as listed in the Tables. In cases where the adjoining property is a strata titled development, all strata unit owners and occupiers will be notified in addition to the Owners Corporation.

Where a development site is located on a corner or forms part of an irregular shaped subdivision, the number of properties notified will be based on the number listed in the Tables, with an allowance being made for properties directly opposite and adjoining having regard to the potential impact.

For high rise residential flat buildings, other forms of major development or development types which are not listed, the number of surrounding properties to be notified will be determined once a preliminary assessment of the potential impacts of proposal has been made.

For certain types of development, public authorities, such as RTA, Sydney Water and STA, may also be notified.

The Tables list the minimum number of properties which will be notified and should be used as a guide. If upon making a preliminary assessment of a proposal a greater number of surrounding properties should be notified, then the number of properties notified will be extended.

### **Designated Development and Integrated Development**

Designated development is development that is declared as such by an environmental planning instrument or by the Environmental Planning and Assessment Regulation 2000. Development of a certain type or scale is “designated” generally because of its potential impacts on the environment. Specific assessment and public consultation procedures are established for designated development by the Environmental Planning and Assessment Act, 1979 and include preparation of an Environmental Impact Statement (EIS), which must also be exhibited.

Integrated development is development (not being complying development) that, in order for it to be carried out, requires development consent and approval under other Acts.

Immediate neighbours of these types of proposed development and in addition other persons, who, in Council’s opinion may be affected by the development, will be notified by letter. A sign will be placed on site and an advertisement will be placed in the local newspaper on at least two separate occasions.

### **Exempt and complying development**

Exempt development does not require consent from Council to be carried out. Complying development is development that can be carried out once it is certified by Council or an Accredited Certifier.

Please refer to State Environmental Planning Policy (Exempt and Complying Development) 2008 for the types of development identified as Exempt and Comply Development and the notification requirement.

Generally, there is no opportunity for the public to make a submission in relation to Exempt and Complying Development.

However, depending on the nature and type of the Complying Development, a condition may be placed on the Complying Development Certificate (CDC) which requires the person having the benefit of the CDC (ordinarily the applicant) to give at least two days’ notice in writing of the intention to commence works to the owner or occupier of each dwelling that is situated within 20 metres of the lot on which the works will be carried out.

### Who will be notified of rezoning proposals or development control plans?

#### Rezoning Proposals

If Council resolves to give support to a rezoning application and prepares a draft Local Environmental Plan, notification letter will be sent to the properties as indicated in Table 5. Notice will be given in the local paper, the St. George and Sutherland Shire Leader and placed on Council's website [www.bayside.nsw.gov.au](http://www.bayside.nsw.gov.au). The proposal will be exhibited for a period of time as determined by the Minister to invite comments from the community.

Rezoning proposals can also be initiated by the Council itself and can cover the whole local government area. In the cases of Council initiated rezoning, the Council may undertake other extensive forms of community engagement.

#### Development Control Plans

If Council prepares a draft Development Control Plan notice will be given in the local paper, the St. George and Sutherland Shire Leader and placed on Council's website. The draft Development Control Plan will be exhibited for at least 28 days to invite comments from the community.

After considering any submissions on the draft Development Control Plan Council may approve the plan in the form it was exhibited, approve the plan with alterations, or not proceed with the plan. Council will give public notice of its decision in the local paper within 28 days of the decision.

#### **Further information on notification**

*Environmental Planning & Assessment Act 1979 and Environmental Planning & Assessment Regulation 2000 available on NSW legislation website [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)*

## Part 8 Notifications

TABLE 1 - DWELLING HOUSES AND ANCILLARY DEVELOPMENT

DA Type	Same side of Street (half to be notified on each side of property)	Opposite side of Street	Street at Rear	Advertised in paper and sign placed on site
<b>Carport/Garage/Outbuilding or other Ancillary Structures</b>				
• If to side	1	0	0	No
• If in front	2	0	0	
• If to rear	2	0	1	
Single Storey Dwelling House	2	0	1	No
Alterations or Additions to Single Storey Dwelling House	2	0	1	No
Two Storey Dwelling House	2	3	3	No
Alterations or Additions to Two Storey Dwelling House	2	3*	3	No
Alteration or Additions to a Heritage Item or a building within a Conservation Area	4	4	3	Yes
Internal alterations and/or minor external changes with or without a minor increase in floor area (< 50m <sup>2</sup> )	2	0	1	No
Swimming Pools and Spas	2	0	1	No
<b>Decks</b>				
• If to side	1	0	0	No
• If in front	2	3	0	
• If to rear	2	0	1	
<b>Satellite dishes</b>				
• If visible from street	2	3	0	No
• If visible from rear	2	0	3	
• If visible from street and rear	2	3	3	
Front and Side Return Fences greater than 1 metre in height	2	0	0	No
Retaining Walls, Masonry or Brick Dividing Fences	1 on each affected side	0	1 if affected	No
Flag Poles	2	0	0	No
Demolition	0	0	0	No
Demolition of Heritage Item or building within a Heritage Conservation Area	4	4	3	Yes
Additional use in a dwelling house that is a Heritage Item	2	3	3	No
Home Occupation	0	0	0	No
<b>Subdivision</b>				
• Boundary Adjustment only	0	0	0	No
• New lots	4	3	3	

*\*If the alterations or additions are to the rear of the property and not visible from the street, the properties on the opposite side of the street may not be notified.*

TABLE 2 - DUAL OCCUPANCIES, MULTI DWELLING HOUSING, RESIDENTIAL FLAT BUILDINGS AND MIXED USE PREMISES

DA Type	Same side of Street (half to be notified on each side of property)	Opposite side of Street	Street at Rear	
Dual Occupancy incl. granny flats	4	3	3	No
Multi Dwelling Housing (Villas and Townhouses)				
• with less than 10 dwellings	4	All immediately opposite (plus 2 either side if with 10 or more dwellings)	All abutting or opposite	Yes
• with 10 or more dwellings	8			
Residential Flat Buildings up to 4 storeys or Mixed Use Premises up to 4 storey above ground floor Commercial	8	All immediately opposite plus 2 either side	All abutting or opposite	Yes
High Rise Residential or Mixed Use Premises	To be determined having regard to scale			Yes
Boarding Houses, Group Homes, Housing for Older People or People with a Disability	8	All immediately opposite plus 2 either side	All abutting or opposite	Yes
Ancillary Development incl. awnings, BBQ's, Pergolas, Outbuildings etc.				
• If to side	1	0	0	No
• If to front	2	0	0	
• If to rear	1	0	1	
Decks				
• If to side	1	0	0	No
• If to front	2	3	0	
• If to rear	2	0	1	
Satellite Dishes				
• If visible from street	2	3	0	No
• If visible from rear	2	0	3	
• If visible from street and rear	2	3	3	
Front and Side Return Fences greater than 1 metre in height excluding columns	2	0	0	No
Retaining Walls, Masonry or Brick Dividing Fences	1 on each affected side	0	1 if affected	No
Flag Poles	2	0	0	No
Demolition	0	0	0	No
Demolition of Heritage Item or building within a Heritage Conservation Area	4	4	3	Yes
Internal alterations and/or minor external changes with or without minor increases in floor area (< 50m <sup>2</sup> )	2	1	0	No
Alterations or additions	To be determined having regard to scale and potential impact			
Strata Title Subdivision	0	0	0	No
Torrens Title Subdivision of Dual Occupancy	0	0	0	No

## Part 8 Notifications

TABLE 3 - COMMERCIAL, LIGHT INDUSTRIAL DEVELOPMENT AND OTHER DEVELOPMENT

DA Type	Same side of Street (half to be notified on each side of property)	Opposite side of Street	Street at Rear	Advertised in paper and sign placed on site
Construction of new Light Industry, commercial, Retail or Automotive Business				
• major (> 1000m <sup>2</sup> GFA)	4	3	5	Yes
• minor (< 1000m <sup>2</sup> GFA)	2	3	3	No
Major Alterations or Additions to Light Industry, Commercial, Retail or Automotive Business (> 1000m <sup>2</sup> GFA)	4	3	5	Yes
Minor Alterations or Additions to Light Industry, Commercial, Retail or Automotive Business including internal and/or external works with or without a minor increase in floor area (< 1000m <sup>2</sup> GFA)	0	0	0	No
Minor ancillary development or ancillary use	0	0	0	No
Commercial, Light Industrial Use or other Non-Residential Use in a Residential Zone or Mixed Use Zone (incl. initial use of a commercial premise)	4	3	3	Yes
Change of Commercial Use in a Commercial Zone where the use operates between 6.00a.m. and 12.00 midnight (except Brothels and Adult Book Shops)	0	0	0	No
Change of use of Light Industry to another Light Industry				
• operating between 6:00a.m. and 6:00p.m.	0	0	0	No
• operating outside of 6:00a.m. - 6:00p.m	4	3	3	No
Brothels and Adult Book Shops	10	10	5	Yes
Demolition of a Heritage Item or building within a Heritage Conservation Area	4	4	3	Yes
Demolition	0	0	0	No
Extension of trading hours beyond 12.00 midnight or before 6:00a.m. for Commercial Development	4	3	3	No
New Restaurant in Commercial Zone	0	0	0	No
New Restaurant with operating hours between 12.00 midnight and 6:00a.m. or extension of hours of a Restaurant	4	3	3	No
Child care centre				
• in Commercial Zone	0	0	0	No
• in Residential Zone	4	3	3	Yes
Signage/Advertising	4	3	3	No
New Hotels, Clubs and Places of Public Entertainment or extension of trading hours between 12.00 midnight and 6:00a.m (New or alterations & additions)	To be determined by Development Assessment Officers having regard to location			Yes
Community Facilities, Educational Establishments, Hospitals, Places of Assembly, Places of Public Worship, Recreation Areas (New or alterations & additions)	To be determined by Development Assessment Officers having regard to location			Yes

TABLE 4 - AMENDMENTS TO CURRENT DEVELOPMENT CONSENTS AND APPLICATIONS

DA Type	Same side of Street (half to be notified on each side of property)	Opposite side of Street	Street at Rear	Advertised in paper and sign placed on site
Amendment to a consent to correct an error or miscalculation (Application under Section 96(1) of EP&A Act 1979)	0	0	0	No
Amendment to a consent to reflect a minor change (Application under Section 96(1A) and Section 96(2) of EP&A Act 1979)	To be determined by Development Assessment Officers having regard to potential impact			
Minor amendment to an application before it is determined which is considered to have reduced or no greater impact on surrounding development	0	0	0	No
Major amendment to an application before it is determined	All persons previously notified and those who made submissions			No
Request for review of determination under Section 82A of the EP&A Act 1979	All persons previously notified and those who made submissions			No

TABLE 5 – DRAFT LOCAL ENVIRONMENTAL PLANS OR DRAFT DEVELOPMENT CONTROL PLANS

Plan Type	Same side of Street (half to be notified on each side of property)	Opposite side of Street	Street at Rear	Advertised in paper	Sign placed
Site specific	8	All	All abutting or opposite	Yes (For the purpose of a statutory exhibition of a draft LEP/DCP)	No
Major rezoning or DCP that applies to a type of development or affects a large area	Wider notification may be undertaken for proposals that may have a significant impact on the local area.			Yes (For the purpose of a statutory exhibition of a draft LEP/DCP)	No
	A range of community consultation methods will be undertaken by Council				



## 8.2 SUBMISSIONS

### How do I make a submission?

You may comment on any aspect of the development, rezoning or development control plan in your submission. You should make a submission if you are concerned that the proposal may adversely impact upon your property or affect your amenity. However, there is no legal requirement for you to make a submission.

Submissions must be made in writing and your name, address and contact phone number must be clearly shown. You must also state the address of the property where the development is proposed. In the case of a development application, the development application number should be stated. This will be shown on the notification letter to you, as well as in any advertisement or sign on the site.

Please note that a disclosure statement is required for a Development Application, an Environmental Planning Instrument, Development Control Plan or Development Contributions Plan:

- if the reportable political donation or gift is made within 2 years before the submission of the application;
- if the reportable political donation or gift is made after the lodgement of the application, a disclosure statement must be sent to the relevant consent or approval authority within 7 days;
- lodged statements are available for inspection at Council's Customer Service Centre, 2 Bryant St, Rockdale.

For further information refer to Council's website.

### How long do I have to make my submission?

Submissions must be in writing and received within the following timeframes from the date of the Council's letter, advertisement or site notice:

Exhibition	Timeframe
Development application	14 days (Min. 10 working days)
Designated Development / Integrated Development	30 days
Local Environmental Plan	As determined by the Minister
Development Control Plan	28 days

Submissions can be mailed, faxed or emailed to Council as follows:

Mailing address:

General Manager

Bayside Council

P.O. Box 21

ROCKDALE NSW 2216

Fax number:

02) 9562 1777

Email address:

council@bayside.nsw.gov.au

(You need to include your name, address and contact phone number)

### What happens with my submission?

#### Development Applications

All written submissions are assessed by the Development Assessment Officer and included in a report on the development application. This report goes to a more senior officer or to Council and is considered before the application is approved or refused.

Section 4.15 of the Environmental Planning and Assessment Act, 1979 requires that before determining a development application, Council must take into consideration any submissions made.

#### Rezoning Applications and Local Environmental Plans

All written submissions are assessed by a planning officer and a report detailing all submissions is prepared for Council's consideration before a decision is made whether to support the rezoning.

Council is required to have regard to submissions on draft Local Environmental Plans under the Environmental Planning and Assessment Act, 1979.

If Council decides to proceed, the Local Environmental Plan is presented to the Minister for endorsement. The Minister also has regard to whether the draft Local Environmental Plan was properly exhibited and submissions considered by the Council.

#### Development Control Plans

All written submissions are assessed by a planning officer and a report detailing all submissions is prepared for Council's consideration before a decision is made whether to adopt a development control plan.

Clause 21 of the Environmental Planning and Assessment Regulation, 2000 requires Council to consider any submissions made before it makes a decision to make, alter or not proceed with a Development Control Plan.

### Will council contact me again?

Many development applications which comply with Council's plan and policies are determined by a delegated Council officer.

Those applications which significantly exceed the codes and policies, or where there is a request by the Mayor or any Councillor, Local Environmental Plans and Development Control Plans are considered at a Council meeting

In the case of a development proposal, LEP or DCP being considered at a Council meeting, anyone who made a submission will receive a letter notifying them of the date and time of the meeting. You may address this meeting and present your views personally.

### 8.3 Notice of Determination

All parties who made submissions are notified of Council's decision.

Regular public notice of consents for applications is given in the St George and Sutherland Shire Leader, in accordance with Section 4.59 of the Environmental Planning and Assessment Act.

definitions

## Definitions

The following definitions are in addition to those contained in Bayside LEP 2021.

**Accessible housing** means housing that is designed and built to accommodate the needs of occupants with mobility impairment (Australian Standard 1428: Design for Access & Mobility Series).

**Active frontage** means that the ground floor of a building is used for one or a combination of the following:

- entrance to retail
- retail shopfront
- entrance to residential/commercial above
- café or restaurant if accompanied by an entry

Gaps in frontage, blank walls, louvre grilles for plant rooms or car parking areas are not considered to be active frontages.

**Active transport** refers to walking, cycling or using public transport. Active transport is an alternative to car travel and can provide benefits, such as increasing daily physical activity and reducing green house gas emissions. Ancillary benefits can also include an increase in the sense of community and improved mental health.

**Adaptable housing** housing that is designed and built to accommodate future changes to suit occupants with mobility impairment or life cycle needs (Australian Standard 4299: Adaptable Housing).

**Adaptive reuse** means the conversion of an existing building from one use(s) to another or from one configuration to another.

**Amenity** means the 'liveability' or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in both the public and private domain and includes the enjoyment of sunlight, views, privacy and quiet.

**ANEF** means the Australian Noise Exposure Forecast within the meaning of AS2021.

**Articulation zone** means the area of three dimensional modelling at the periphery of the building, including any changes in facade alignment, balconies, bay windows and sun shading devices.

**Building articulation** refers to the three dimensional design of a building and its surfaces. Building articulation can enrich the building's street address and character, and should respond to its orientation. Building articulation also includes modelling of the upper level and roof level of a building.

**Build to Line** means a front setback expressed as a required distance from the street edge of the building envelope. In urban areas the build to line often corresponds to a zero front setback, to establish a consistent streetscape.

**Building envelope** means the area within which a building can be built, usually represented in plan and section.

**Built environment** means the structures and places in which we live, work and play, including land uses, transportation systems and design features.

**Ceiling height** means the horizontal distance between finished floor level and the underside of the ceiling.

**Connectivity** is the degree to which networks, such as streets, railways, walking and cycling routes, services and infrastructure, interconnect. A highly-connected place will have many public spaces or routes linked to it.

**Core** means the vertical circulation (eg lift, stairs).

**Facade** means the external face of a building.

**Flexible space** means the space within a building that can be used as either residential or commercial space (or a combination of both) by virtue of its design and dimensions.

**Ground** means the existing ground level at the time of the development application.

**Habitable room** means a room used for normal domestic activities other than a bathroom, toilet, pantry, walk-in wardrobe, corridor lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods of time.

**Indigenous plants or animals** means a plant or animal species occurring at a place within its historically known range and forming part of the natural biodiversity of the area.

**Legibility** means the extent to which people can understand the layout and find their way, including cues from built forms. In short, an environment which is easily understood by people.

**Lightwell** means a shaft for air or light, enclosed on all sides or which has the potential to be enclosed by future adjoining development, and either open to the sky or glazed.

**Non-habitable room** means spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic darkrooms and clothes drying rooms.

**On-grade** means on ground level (not on a building structure).

**Parapet** means a horizontal low wall or barrier at the edge of a balcony or roof. It is often taken to refer to the decorative element which establishes the street wall height of heritage buildings.

**Penthouse** means a separate dwelling located on the roof area of a residential flat building or shoptop housing.

**Permeability** (in an urban design context) means the degree of physical and visual accessibility; more specifically, maximising connections with surrounding streets and activities and making their role clear to potential users.

**Public domain** means places or buildings within an area which are available for public use and access, including streets, public spaces, open space and public buildings.

**Private open space** means an area of land or of a build (such as a balcony or uncovered roof terrace) which is appurtenant to a dwelling and intended for the exclusive use of the occupants of the dwelling and located and designed so as to offer visual privacy to the occupants. Private open space provided at above ground level must be located a minimum of 2m above ground level.

**Street wall buildings** means buildings built to a consistent alignment to define a street edge, generally with zero side setbacks at the street frontage.

**Terrace (outdoor area)** means an unroofed and usually paved area connected to an apartment and accessible from at least one room. May be on-grade or on a structure (podium).

**Transport system (also referred to as movement network)** is the physical infrastructure of roads, footpaths, bike paths and railway lines that provide the physical connection between places. Travel time, comfort and safety are factors that determine the quality of transport systems. It is also used as a term to describe the level of service provided (e.g. accessibility to public transport, routes, frequencies and connectivity).

**Walkability** is the measure of the overall walking conditions in an area. A place is walkable when it has characteristics that invite people to walk.