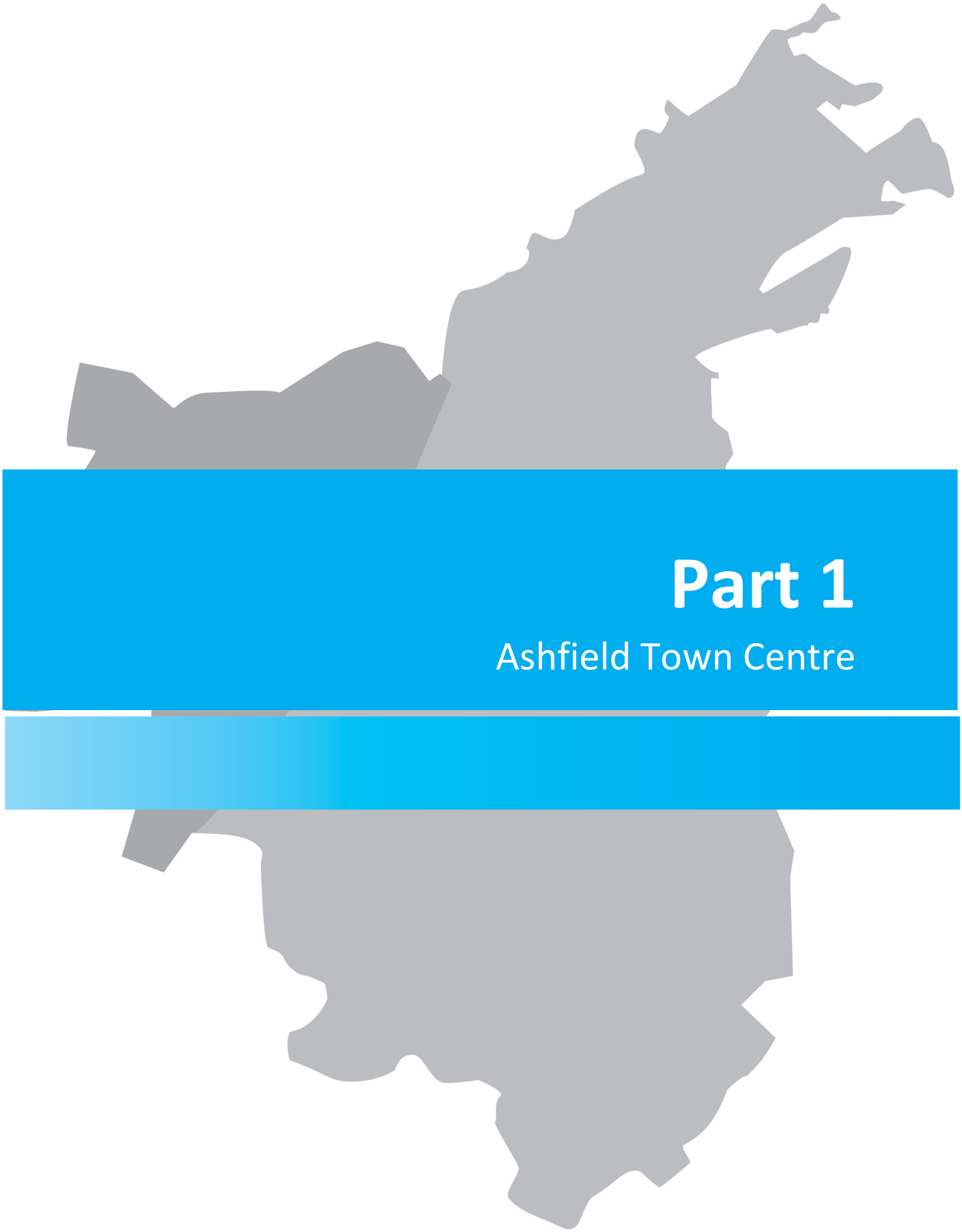
Chapter D

Precinct Guidelines

Table of Contents



Part 1

Ashfield Town Centre

Application

This Guideline applies to the following development categories:

- All development within the Ashfield Town Centre as defined within **Map 1** of this Part.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

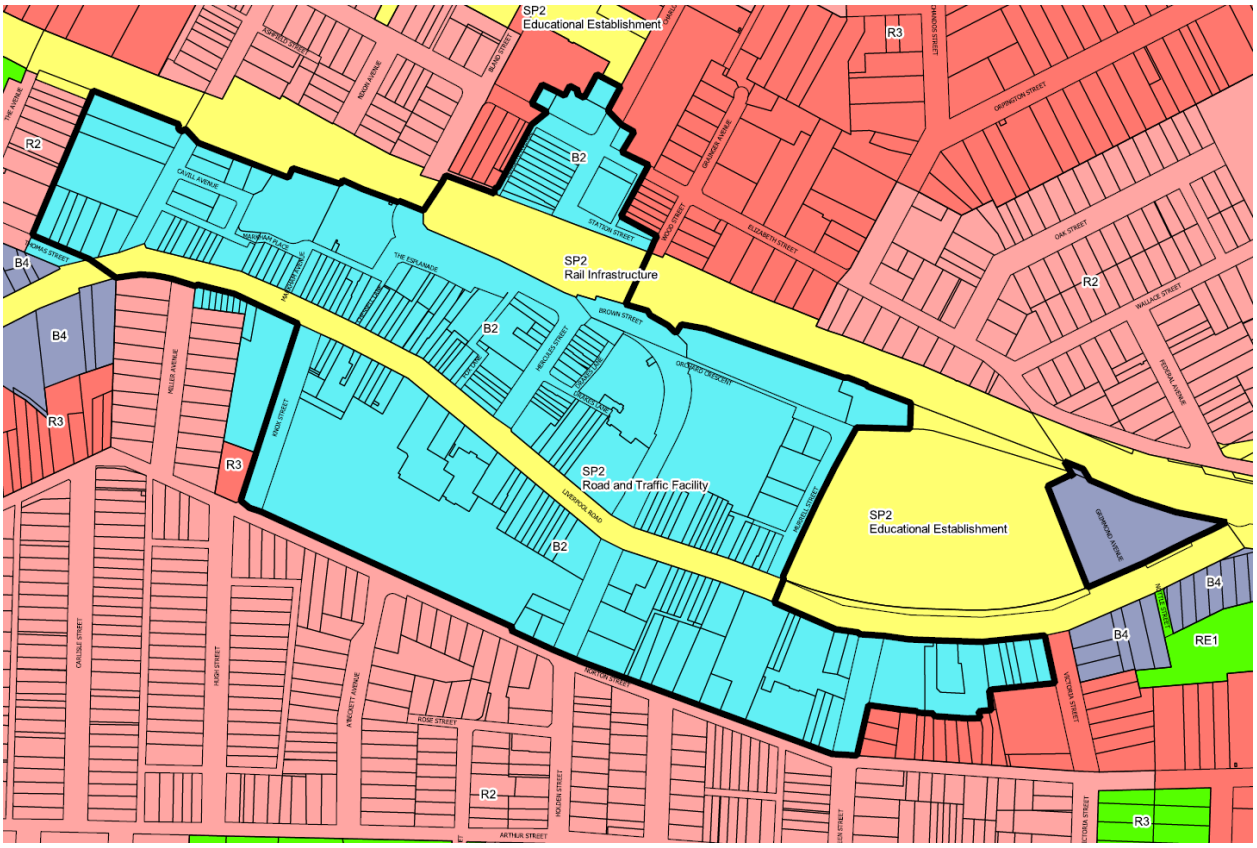
The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To produce controls which are specific to development in the Ashfield Town Centre and that are not contained in **SEPP 65** and the **Apartment Design Guide**.
- To identify the character and elements that are unique to the Ashfield Town Centre, which must be taken into account by new development, including considerations pursuant to the **SEPP 65** Principle – "Context and neighbourhood character".
- To define the desired character of the public domain, in terms of building scale, building setback, building design, street scale and open space requirements, in order to have development that has a sympathetic and appropriate impact on the Town Centre.
- To achieve a high level of architectural and landscape design composition in the Ashfield Town Centre, in order to provide an attractive built form and landscape, and a "sense of place" for users and occupants of the town centre.
- To require active street frontages where appropriate, with good physical and visual connections between buildings and the street, in order to provide a lively Town Centre with good levels of pedestrian safety.
- To provide for pedestrian comfort and protection from weather conditions over areas of public land such as public footpaths.
- To ensure new development does not compromise development potential of neighbouring sites.
- To ensure development provides adequate occupant amenity, including solar penetration and privacy from adjoining developments.
- To ensure adequate levels of economic activity and employment are maintained by stipulating minimum amounts of commercial floor space and the preferred location of commercial floor space within the Town Centre.
- To provide a high quality landscape that contributes environmentally to the Town Centre and provides a sustainable urban environment.
- To improve amenity for users of the Town Centre by creating more areas for public open space and for tree planting.
- To provides guidelines for sites containing heritage items to show how those sites can be adapted to accommodate new development.
- To ensure appropriate levels of solar access within developments and to adjoining and nearby properties



Map 1 – Applicable Land

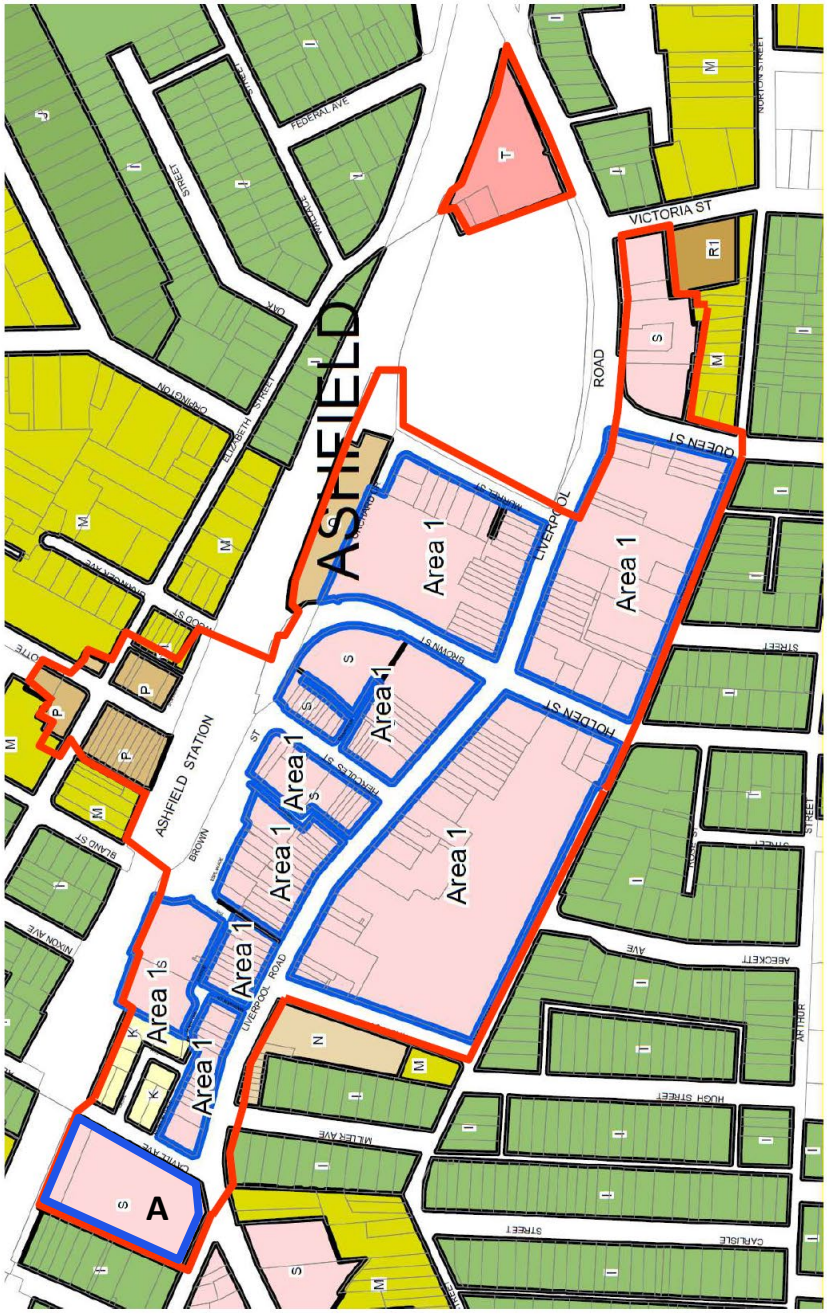
Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Context			
PC1.	Context: • identifies key matters that affect building and open space design and influence the desired character of the Ashfield Town Centre and address Principle 1 – Context and neighbourhood character of **SEPP 65**. • identifies how heritage items in the Ashfield Town Centre can be conserved and adapted, by identifying areas within heritage curtilages which may take additional development.	**DS1.1**	Acknowledging **State Environmental Planning Policy No. 65, Principle 1- Context**, **Principle 9 – Aesthetics**, the desired character for architectural composition of Residential Flat Buildings within mixed developments shall be either: • of a **traditional language** (see definitions) **Or** • a modern/contemporary architectural appearance only with **high compositional standard** (see definitions) and architectural excellence is achieved, and where architectural cues are given to the existing townscape of the Town Centre.
		DS1.2	Commercial buildings/non-residential buildings employing contemporary or non-historic building styles shall achieve a **high compositional standard**.
		DS1.3	Ground Level Shopfront Design shall be compatible with the existing townscape architectural composition.

Performance Criteria	Design Solution	
	DS1.4	Development that has blank side wall facades without windows shall have those walls modelled to give the building an articulated and attractive appearance, and a high compositional standard.
	DS1.5	Street front building facades, which are above ground level, shall be: • predominantly of masonry material; • contain recessed openings for windows which use proportions found in the existing townscape; **And** • take architectural cues from the existing architectural townscape.
	DS1.6	Alterations to existing front building facades which are above ground level shall be sympathetic to the existing architectural compositions and townscape and enhance the appearance of the building.
	DS1.7	For the purpose of having an appropriate pedestrian building scale in the Town Centre, development on certain sites are required to comply with the **Street wall height zone,** in accordance with **Clause 4.1AA of the Inner West LEP 2022**.
	DS1.8	**Public Open Space.** Certain development identified in **Section 3 – Landscape** shall contribute to the provision of public open space, in order to contribute environmentally to the Town Centre, improve amenity for users of the Town Centre by providing areas for tree planting and public sitting areas, and provide a unified natural landscape in the Town Centre. Development for those sites identified in **Section 4 - Pedestrian Amenity & Security** shall provide weather protection for pedestrians over public open space, in accordance with the requirements of that Section.
	DS1.9	**Vibrant and Safe Town Centre** Development in the Town Centre shall maximize public safety and create a lively Town Centre by having shopfront and building design and ground floor commercial uses, as stipulated in **Section 4 - Pedestrian Amenity & Security**.
Building Heights		
PC2. Building height: • achieves a strong and consistent definition of the public domain, establish the desired spatial proportions of the street and define the street edge. taking into account the maximum building heights specified in the Building Height Map forming part of **Inner West LEP 2022**. • achieves comfortable street environments for pedestrians in terms of daylight, scale, sense		Maximum building height for new developments are stipulated in the Height of Buildings Map forming part of the **Inner West LEP 2022** and related clauses, which include provisions for a lower podium **street wall height**.
		The maximum number of storeys shall be as shown in **Map 2** arrived at using the criteria shown in **Figure 1**.
		Maximum heights will not be able to be achieved unless the development servicing requirements of this Chapter-are met. This in turn might mean site amalgamations are necessary to achieve adequate site area.

Performance Criteria	Design Solution
of spatial enclosure and wind mitigation. • requires a built form which facilitates an outlook to, and surveillance of, the street by occupants of buildings. • ensure future development does not compromise development potential of adjoining properties and /or reduce solar access for adjoining properties. • maintains reasonable solar access to the public domain. • Is capable of accommodating all of a buildings functional requirements.	Council may consider a height bonus of up to 7 metres for development within **Area 1** of Ashfield Town Centre– as shown on **the Inner West LEP 2022 – Height of Buildings Map** in accordance with the provisions of **Clause 4.3A of Inner West LEP 2022**. ***Note:*** *In circumstances where additional height is proposed under the provisions of* ***Clause 4.3A of Inner West LEP 2022*** *it may be necessary to make a written request to vary other development standards applicable to the proposal e.g. maximum allowable floor space ratio.*
	Development is not to compromise the ability of adjacent sites to build to their full floor space ratio potential, with regard to maintaining solar access for potential residential flat development on adjacent sites. Development applications are required to submit a three dimensional building envelope study of adjoining sites to demonstrate compliance with this Design Solution. ***Note:*** *Three dimensional building envelope study means using a computer 3 dimensional model to demonstrate in block form development on a particular site.*
	Street Wall Height zones: • apply to development on those sites identified in **Area 1** within the **Height of Buildings Map** within the **Inner West LEP 2022**; **And** • subject to a maximum street wall height of 12 metres extending for a distance of 12 metres from the primary street frontage of the property, as seen in **Map 3** and **Figure 1** – Refer to **Clause 4.3B of Inner West LEP 2022**. ***Note:*** *Council will consider variations to the 12m setback from the primary road frontage requirement of the* ***Inner West LEP 2022****, in circumstances where sites have a smaller site length less than 35 m, and where* ***Clause 4.6 – Exceptions to developments standards*** *of the* ***Inner West LEP 2022*** *is used.*
	External facades of buildings, including buildings above the street frontage height, are to be parallel with the primary street boundary of the property.
	Provide adequately sized ceiling heights to establish flexible and functional commercial ground floor layouts
	Provide adequate ground floor clearances for site servicing for waste collection and loading and unloading by trucks
	Take into consideration provision of roof top gardens with structures situated within the maximum height stipulated in

Performance Criteria	Design Solution
	the **Inner West LEP 2022**.



LEGEND

K	10	Maximum 3 storeys
P	17	Maximum 4 storeys
R1	22	Maximum 6 storeys
S	23	Maximum 6 storeys

Sites with 7m height bonus (2 storeys) pursuant to clause 4.3A of the Ashfield LEP 2013

A – Refer to "Controls for Special Areas" 2-6 Cavill Avenue, clause DS 12 - 7

Map 2 – Number of Storeys

_____ Location of 12 m Street Wall Height identified in Inner West LEP 2022, Clause 4.3 B

_ _ _ _ _ Desired location for 12 m Street Wall Height pursuant to clauses PC2 and DS 2.6

Map 3 – Street Wall Height Zone

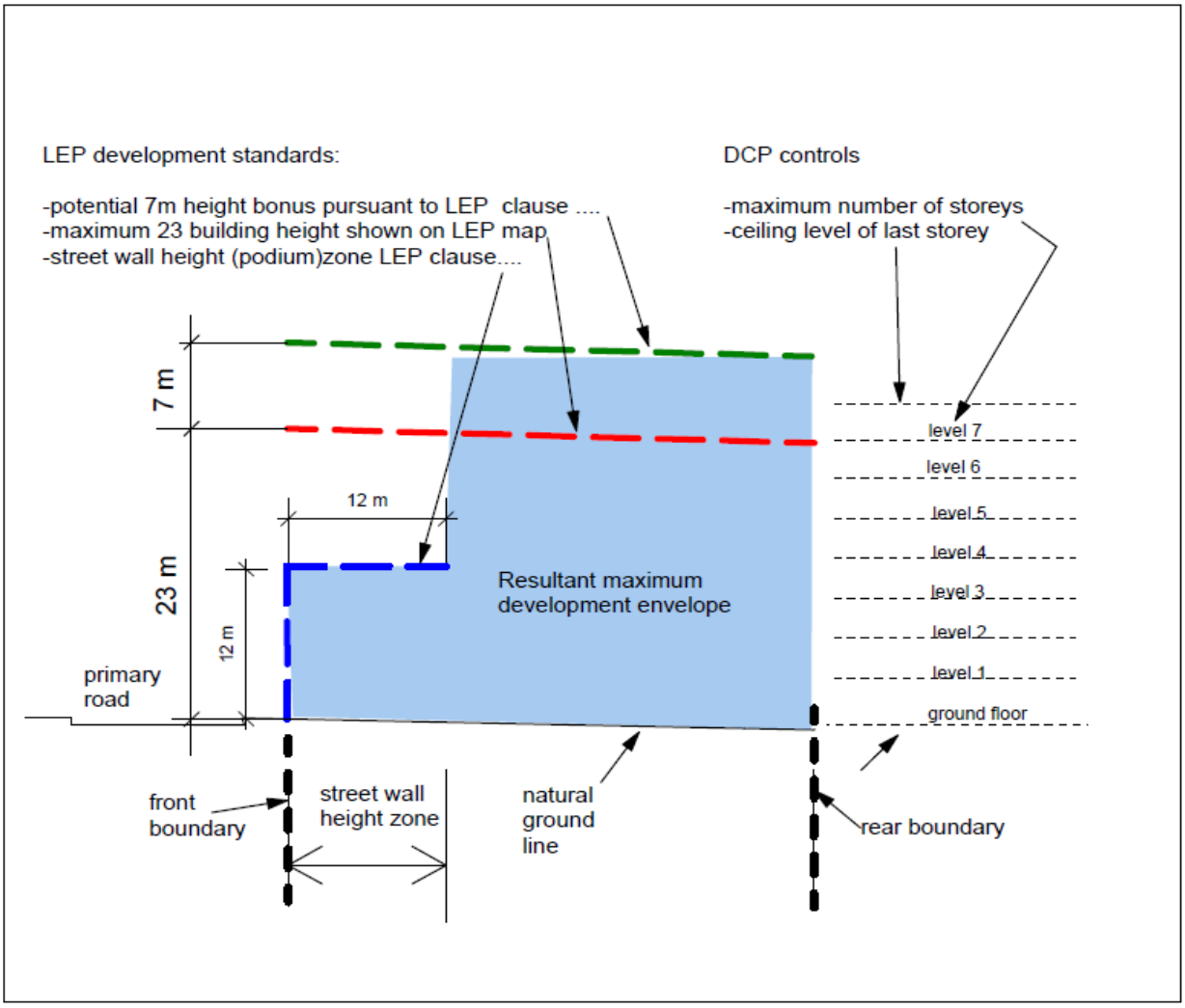


Figure 1 – Explanation of Maximum Number of Storeys (Area 1)

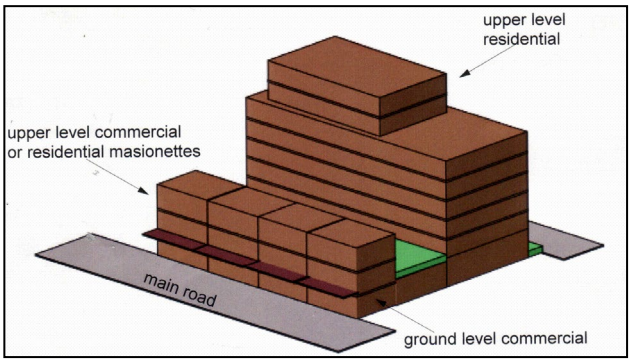
Maximum Number of Storeys

In accordance with the **Inner West LEP 2022**, **Building Height** is measured from the slope of the natural ground level and maximum building heights have taken into account a 3 metre height allowance for a **roof level zone** containing structures such as plant rooms.

Clause 4.3(2A) of Inner West LEP 2022 does not permit habitable floor space within 3 metres of the topmost point of maximum building height for sites within **B2 Local Centre** and **B4 Mixed Use zones** in Ashfield town centre.

The maximum permitted building height allows for sloping land levels and a higher floor to ceiling height for commercial uses at lower levels for servicing requirements and to permit truck access into buildings. It also allows for roof top gardens and ancillary structures for communal open space.

Conceptual Diagram



Performance Criteria	Design Solution
Landscaping	
PC3.1 Landscaping: • Enables deep soil planting, permitting the retention and/or planting of trees and shrubs that will grow to a large or medium size. • provides attractive streetscapes, enhance the Town Centre and improve urban air quality and contribute to biodiversity. • creates public open space areas in particular areas by encouraging dedication of land to provide areas for wide verges for outdoor public seating, tree planting and artwork, in order to activate the street and enhance the use of the Town Centre. • ensures the adequate provision of communal open space areas for residential development within Ashfield Town Centre.	**DS3.1** Development of the type specified in this section and identified in areas shown on **Map 4** shall provide a **development setback** in order to enable wider verge areas for public footpaths, public seating areas, tree planting, and street awnings. **Development setback** means that the development allotment is reduced in size in order to create a "residue lot" to be dedicated for public open space. A **residue lot** is an allotment created for the purpose of: • enabling a public verge/footpath area to be created which is wide enough to contain external public seating, space for tree planting, and pedestrian flow capacity. **And** • land comprising the residue lot is dedicated (ownership given) to Council at the completion of development work and the land forms part of public open space. ***Note:*** *The land area dedicated to Council will be included when calculating allowable floor space ratio and as a credit towards any required* ***Section 7.11 contributions****.*
PC3.2 Specify with regard to particular residential development affected by **SEPP65**, which residential development must provide pursuant to the **Apartment Design Guide** "communal landscape area" requirements	**DS3.2** Development types listed below, and which are identified on the areas designated on **Map 4** are required to provide a **development setback**: • mixed use development such as ground floor businesses and upper level apartments buildings up to 8 storeys in height; • new restaurant buildings; • change of use to an existing building to create a new restaurant, where the rear of the site presently is an open space including containing an open car parking area; • new office buildings; • new shops including supermarkets, grocery, food takeaway; • site development areas larger than 1000m^2 **And** • other forms of development where Council considers that the setback requirement is necessary for urban design and public domain reasons affecting the site.
	DS3.3 The following developments do not require **development setbacks:** • minor alterations and additions to business properties, including offices, restaurants, others where the additions do not exceed 10% of the existing floor space; • minor alterations and additions to existing flat

Performance Criteria	Design Solution	
		buildings, where the additions do not exceed 10 percent of the existing floor space; **Or** • any work that Council considers a minor alteration and in the circumstances should not provide a **development setback**.
	DS3.4	Developments required to provide a **development setback** must lodge a land subdivision concept plan and residue lot layout plan showing: • position of the new lots to be created; **And** • the residue lot which will be dedicated to Council for the purpose of a public verge /footpath area, and the position of future in-ground services, in order to ensure that structures, works or excavations are properly located so that the y do not restrict trees for deep soil areas.
	DS3.5	Communal Open Space: • must be provided for development to which **SEPP 65** applies; **And** • complies with the Communal Open Space requirements of the **Apartment Design Guide**.
	DS3.6	Communal Open Space may be located in the following positions: • on the roof of the residential flat building; **Or** • at ground level where it abuts or will abut a major civic public open space identified in this Part or **Public Domain Strategy** and is be designed to integrate with that space. For 2-6 Cavill Avenue Ashfield- Refer to Controls for Special and Clause PC13 and its Design Criteria ***Note:*** *Landscaping of all types of buildings, including provision of roof gardens where practical is strongly encouraged. A landscape concept plan should be prepared and submitted with the development application. This should indicate the landscape principles to be used. Depending on the type of development and site circumstances, Council may apply conditions of consent requiring a more detailed landscaping plan/landscape maintenance plan to be submitted for approval after a development is approved (refer to Council's development application form for more information). All landscaping will need to be completed prior to occupancy of the building.*
	DS3.7	Where developments are unable to achieve to provide suitable communal open space, such as on small lots, sites within business zones, or in a dense urban area, they should:

Performance Criteria	Design Solution	
		• provide communal spaces elsewhere such as a landscaped roof top terrace or a common room; • provide larger balconies or increased private open space for apartments; **And** • demonstrate good proximity to public open space and facilities and/or provide contributions to public open space.
	DS3.8	Development along the Esplanade and Markham Place areas which provides a **development setback** identified on **Map 6** and provides a **residue lot** may provide a smaller communal landscape area than stipulated above. The area of the residue lot may be deducted from the amount of area required for communal open space.
	DS3.9	Planter boxes, such as those provided on roof top communal open space, shall: • provide soil depth, soil volume and soil area appropriate to the size of the plants to be established, in accordance with the **Apartment Design Guide**; • provide appropriate soil conditions and irrigation methods; **And** • provide adequate drainage. ***Note:*** *The above information shall be shown adequately on any submitted Landscape Drawings, and be coordinated with the architectural documentation to take into account the structure of a building including slab thicknesses and beam locations.*
	DS3.10	Refer to Controls for Special Areas – 2-6 Cavill Avenue, at clauses PC12 and PC13 and locations for tree retention and "green" landscaping setting.

Map 4 – Development Setback Zone

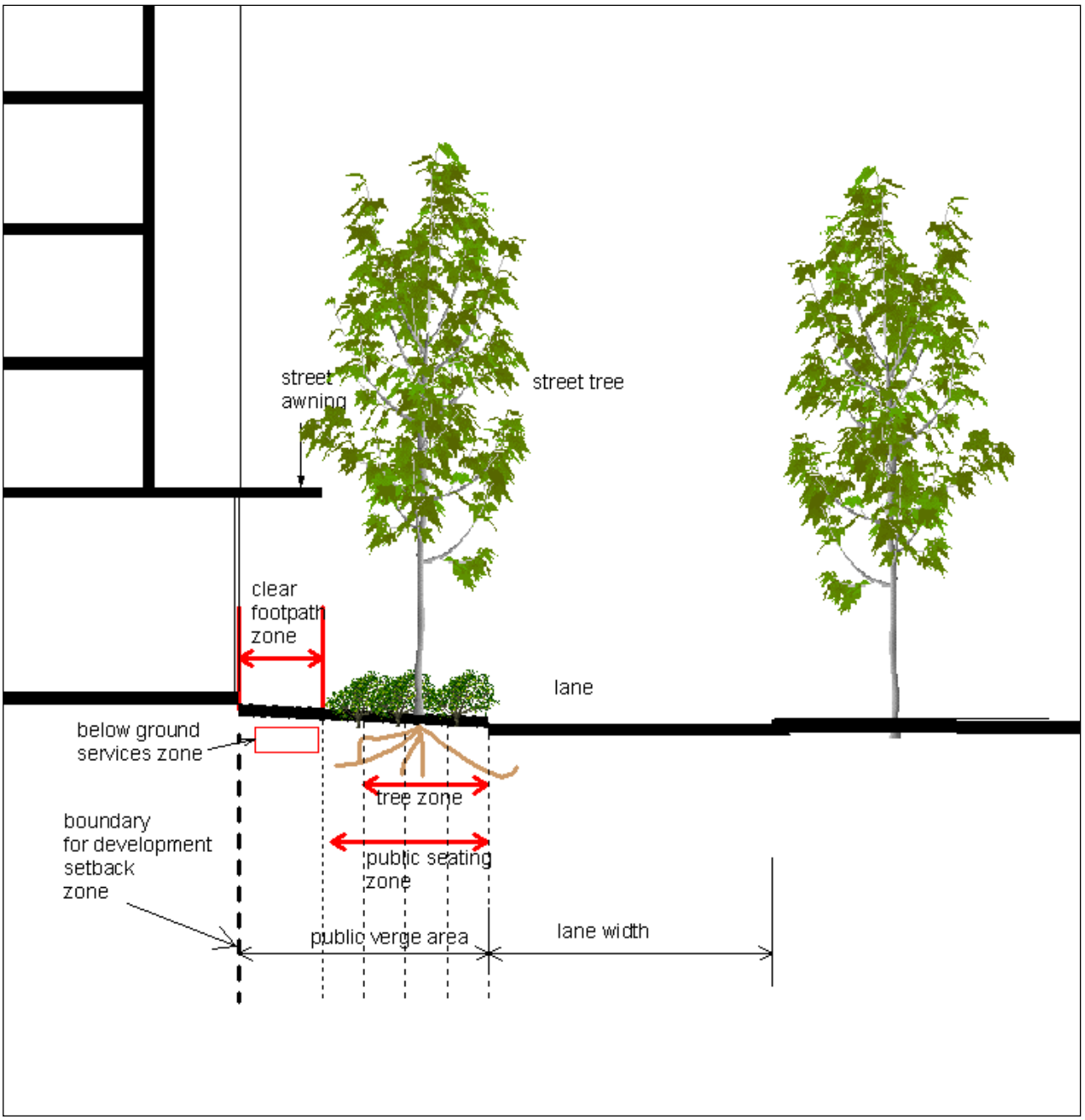
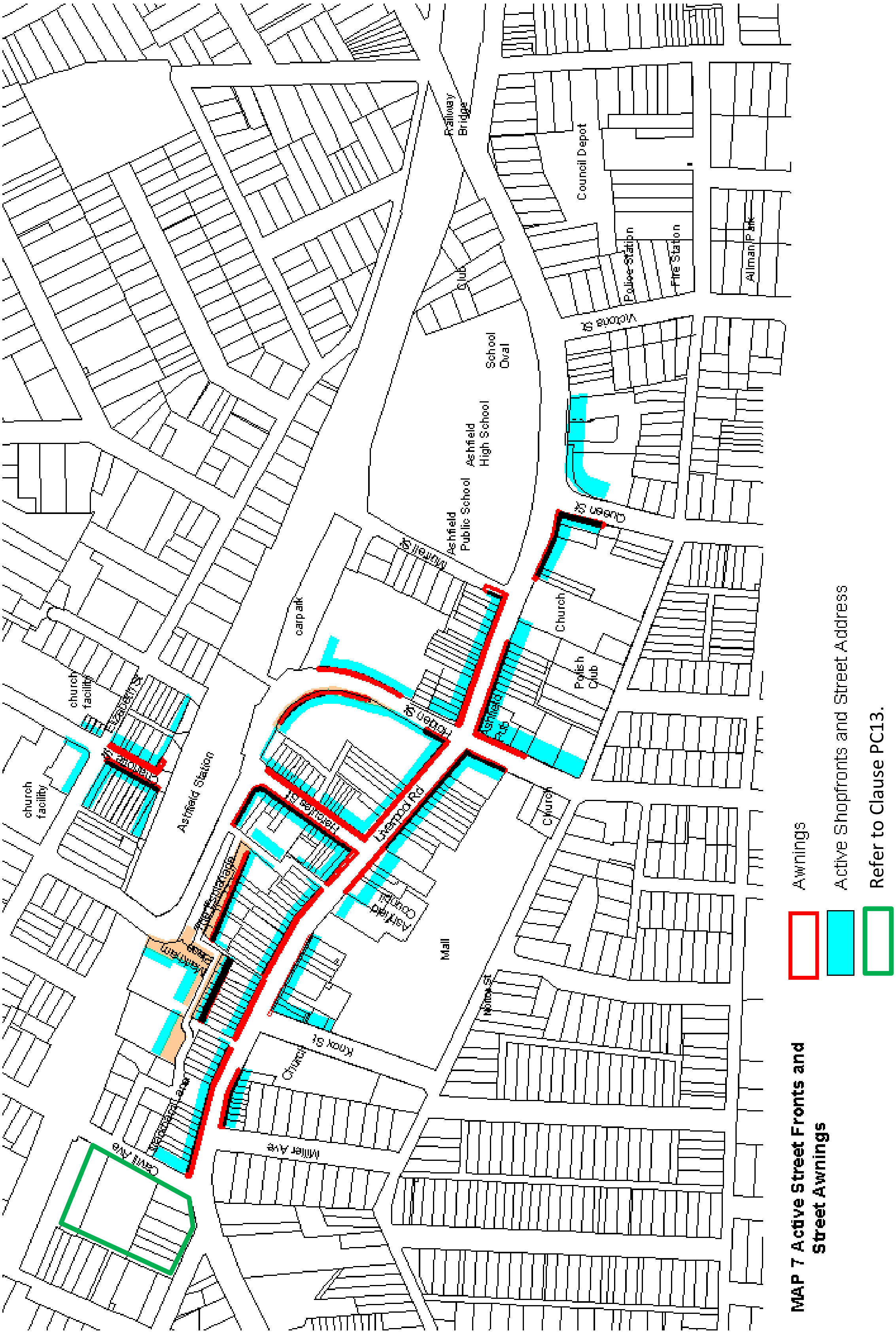


Figure 2 – Public Verge Area

Performance Criteria	Design Solution
Pedestrian Amenity & Safety	
PC4.1 Amenity: • promotes pedestrian activity and safety in the public domain • maximises active street fronts in Ashfield Town Centre and define areas where active streets are required or are desirable • ensures buildings are to address the street where active street frontages are required • ensures the provision of awnings along the commercial core street frontages and other retail areas.	**DS4.1** Active frontage uses are defined as one of a combination of the following at street level: • entrance to shops and commercial premises; • shop front; • clear glazed entries to commercial and residential lobbies; • café or restaurant if directly accessed from the street; • active office uses, such as reception areas, if visible from the street; **And** • public building or community facilities if directly accessed from the street.
	DS4.2 Active street frontages are required in the areas shown on **Map 7**. Refer to Clause PC13 for 2-6 Cavill Avenue, Ashfield.
	DS4.3 Sites required to have active street frontages shall have shopfronts which are predominantly glazed, in order to ensure that adequate visibility of the street occurs, with the minimum amount of glazed area being as follows: • Shopfronts shall have as part of their ground level façade, a glazed area which is a minimum of 80 percent of the width of the shopfront, measured vertically from ground level to a minimum of 2.1 metres above ground level. **And** • The glazed area shall be transparent, so as to enable visibility of the street from the interior of the building.
	DS4.4 Any on grade (ground level) car parks are to be set back behind an active street frontage, and designed in accordance with the controls set out in **Part – A8 Parking, DS4.1**.
	DS4.5 A **street address** is required on ground level of all areas identified in **Map 5**. **Street address** includes the following: • entries, lobbies, and habitable rooms with clear glazing overlooking the street; **But** • excludes car parking areas.
	DS4.6 Awnings along street frontages are to be provided for all new developments as indicated in **Map 5**. Awnings are to be designed to be in accordance with the following: • constructed out of metal framing and steel roofing material; • have a minimum ground level clearance of 3m, or

Performance Criteria	Design Solution
	which matches approximately the height of existing or adjacent awnings; **And** • lighting installed to the underside in accordance of the awning in accordance with Council requirements.
	DS4.7 Refer to **Part A7- Access and Mobility** of **this DCP** for requirements for access to buildings for people with disabilities.
	DS4.8 Residential development along rear lanes is to ensure that windows contained in residential flat building are positioned to ensure that surveillance occurs of those lane areas.
PC4.2 Security: • ensures developments are safe and secure for occupants, by reducing opportunities for crime through environmental design • contributes to the safety of the public domain • encourages a sense of ownership over public and communal open spaces.	**DS4.9** The following security devices shall be required in Residential Flat Buildings: • ground and first floor levels shall have fitted security devices which comply with Australian Standards; • ground floor and entry porticos shall have as a minimum double barrel security and fire locks; • lighting which meets the relevant Australian standard of 40 lux, spaced at appropriate intervals to provide the required surveillance in basement parking areas and along pedestrian routes; **And** • for developments higher than 3 storeys, an electronic surveillance system for open space on the site and for the basement car park areas, which includes a closed circuit television and surveillance camera, linked to a Manager's office which has the relevant control panels.



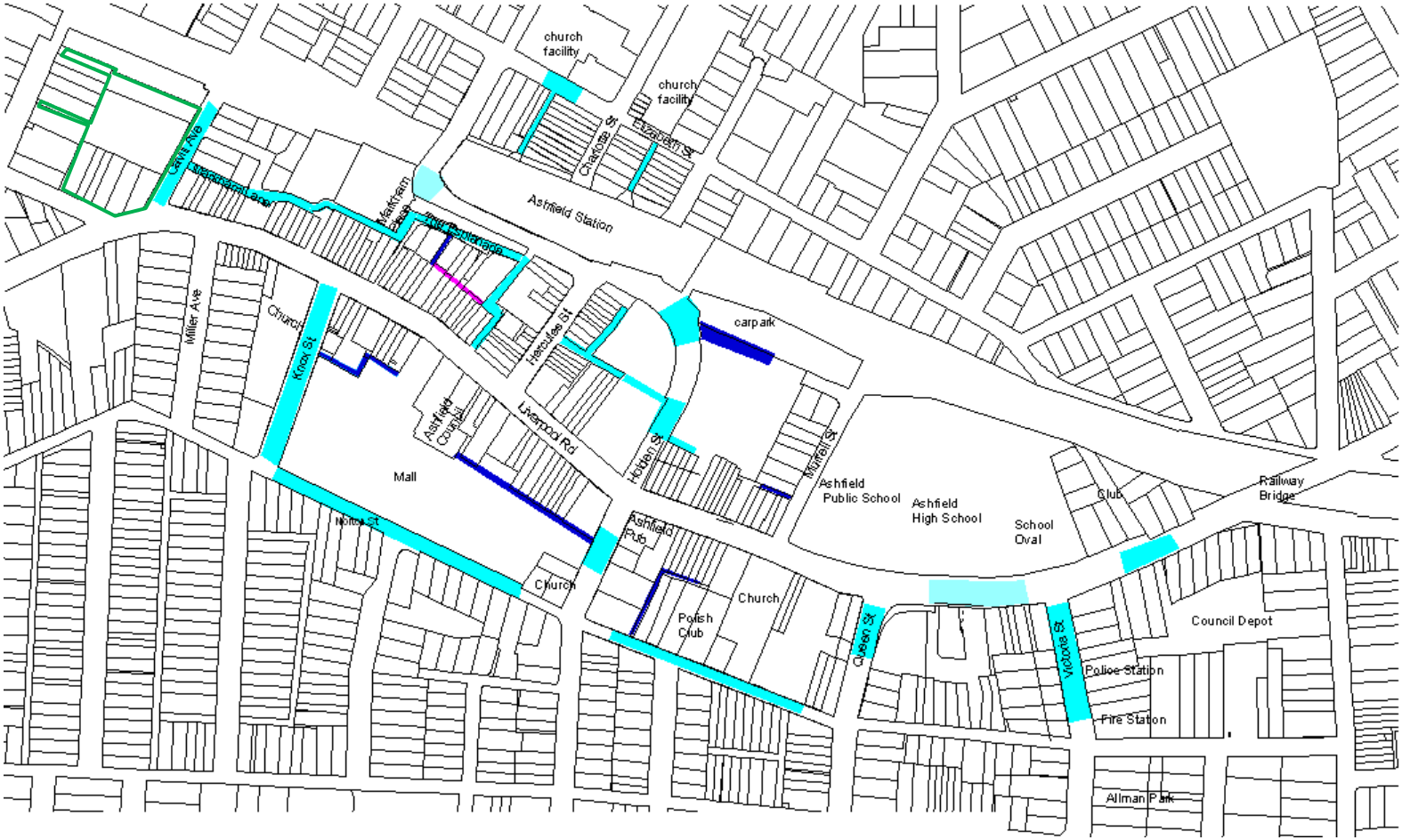
Map 5 – Active Street Frontage and Awning

Performance Criteria		Design Solution	
Controls for Low Scale Infill Residential Buildings			
PC5.1	To provide controls for residential flat dwellings which are not affected by **SEPP 65**, in order to ensure an adequate level of amenity for occupants.	**DS5.1**	Refer to **Part C1 – Building Sustainability** of this Policy for information on the requirements of **BASIX SEPP** and dwellings including flats.
PC5.2	To ensure that small scale Residential Flat Building development has no adverse impact on streetscape.	**DS5.2**	Dwellings which are adjacent business uses shall have glazing and wall finishes that ensures that acceptable internal noise levels are achieved, these noise levels shall be in accordance with the **Environmental Protection Authority Guidelines** with regard the following rooms: • Living Rooms - 40 dB(A) maximum noise level • Bedrooms - 35 dB(A) maximum noise level • Kitchen - 40 dB(A) maximum noise level.
		DS5.3	Daylight access is required to be provided to the minimum standards set by the **Building Code of Australia**.
		DS5.4	Solar access is required to be provided to the energy efficiency standards set by **BASIX**
		DS5.5	External communication structures, air conditioning units, and antennas shall be located in accordance with the requirements under **Development Servicing** for this Part of the DCP.
		DS5.6	External clothes drying area for each dwelling shall be screened from view, with large scale details provided with a development application showing any screening devices such as louvers or parapets.
		DS5.7	Alterations to front building facades shall be sympathetic to the existing architectural townscape of the town centre in accordance with the requirements of **Section 1 – Context of this Part of the DCP.**
Social considerations & Residential Development			
PC6.1	To respond to **SEPP 65 – Principle 8: Housing diversity and social interactions** and the **Apartment Design Guide** to ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types and occupancy rates.	**DS6.1**	A minimum of 20% of the number of units within a mixed use development shall be smaller studio (no larger than 35 sqm) or one bedroom apartments (no larger than 50sqm)
PC6.2	To address the **SEPP 65 – Principle 8: Housing diversity and social interactions** by requiring a certain percentage of smaller dwellings which due to their size will be comparatively more affordable in terms of rental costs and purchase prices.	**DS6.2**	It must be demonstrated at Development Application stage that the proposed building design layout is capable of achieving compliance with **Building Code of Australia** requirements for access to buildings for people with disabilities, including (where applicable) up to the point of entry into a buildings containing residential apartments. Refer to **Part A7 – Access and Mobility** of this Plan which details Council's **Universal Accessible Design** requirements for residential apartment layouts.
		DS6.3	It must be demonstrated at Development Application stage, where seeking a height bonus pursuant to **Clause 4.3A** of the **Inner West LEP 2022**, the procedural steps that will be taken for the provision and transfer of affordable housing to

Performance Criteria		Design Solution	
			community housing providers.
Development Servicing			
PC7.1	Site servicing facilities: • ensures that site services and facilities are adequate for the nature and quantum of development • establishes appropriate access and location requirements for servicing of development • ensures service requirements do not have adverse amenity impacts • ensures that site facilities, such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures, are effectively integrated into development and are visually unobtrusive.	**DS7.1**	Adequate facilities are to be provided within any new development for the loading and unloading of service/delivery vehicles.
		DS7.2	Areas required for vehicular access to parking areas, waste collection, loading and unloading, are to minimise and establish the functional area required to be able to service the development, but also ensure that all necessary service areas have been provided for. This shall be demonstrated by submitting a **service area function plan** similar in format to that shown on **Figure 3**.
		DS7.3	All service doors and loading docks are to be adequately screened from street frontages and from active overlooking by existing development.
		DS7.4	An area shall be provided on site to accommodate bins for garbage collection and recycling of waste, with waste storage and collection areas being designed pursuant to **Part C3 – Waste Management** of this DCP.
		DS7.5	Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: • away from the street frontage; • integrated into the roof design and in a position where such facilities will not become a skyline feature at the top of any building; **And** • adequately setback from the perimeter wall or roof edge of buildings.
		DS7.6	Mail boxes for residential buildings and/or commercial tenancies shall be provided in one accessible location adjacent to the main entrance to the development. Mail boxes should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building. Mail boxes shall be secure and large enough to accommodate articles such as newspapers.
PC7.2	Location of vehicular driveways and manoeuvring areas: • minimises the impact of vehicle access points on the quality of the public domain • minimises the impact of driveway crossovers on pedestrian safety and streetscape amenity.	**DS7.7**	Driveways which provide access to development for car parking, deliveries for loading and unloading and waste collection, shall be provided from lanes and secondary streets identified on **Map 8**. This is because Liverpool Road is a major arterial road and unsuited for this service function, and because the service access function is incompatible with the desirable townscape for Liverpool Road.
		DS7.8	Access ways to underground parking should be sited and designed to minimise noise impacts on adjacent or nearby habitable rooms, including bedrooms.
		DS7.9	Car parking shall be located below ground level for major development, and be in accordance with **Part A8 - Parking.**

Performance Criteria	Design Solution	
	DS7.10	Driveways which provide access to development for car parking, deliveries for loading and unloading and waste collection, shall be provided from lanes and secondary streets identified on **Map 8**. This is because Liverpool Road is a major arterial road and unsuited for this service function, and because the service access function is incompatible with the desirable townscape for Liverpool Road.
	DS7.11	Access ways to underground parking should be sited and designed to minimise noise impacts on adjacent or nearby habitable rooms, including bedrooms.

Map 6 – Development Servicing & Access



Areas of road which can be used by vehicles to access sites for car parking and servicing.

Privately Owned land and vehicular access

Rights of way for particular properties over private land.

Refer to Clauses PC12 and PC13

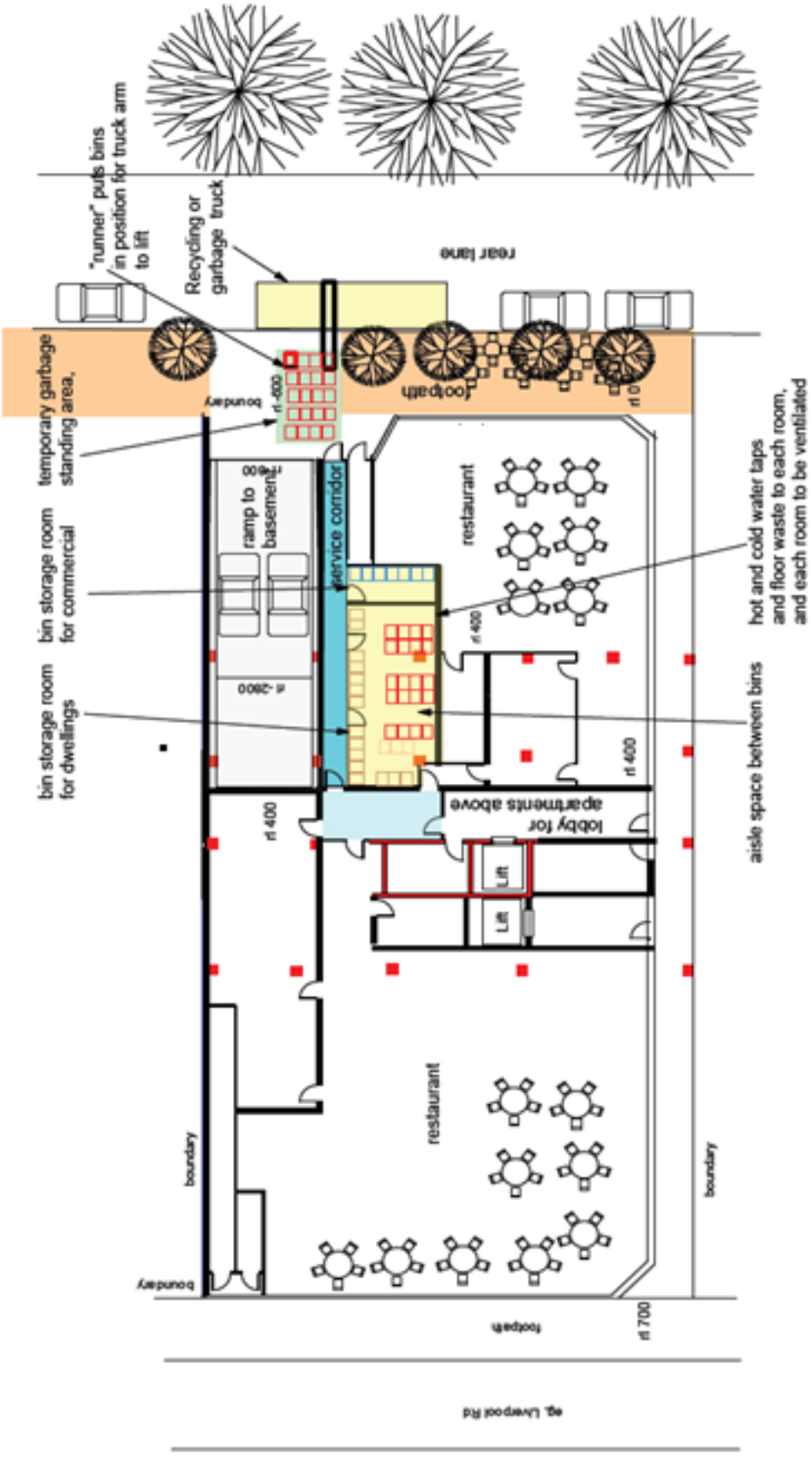


Figure 3 – Development Servicing Concept Plan

Performance Criteria		Design Solution	
Commercial Development			
PC8	Commercial developments: • provides minimum amounts of commercial (non-residential) areas at ground level in order to provide for employment floor space, create lively streets and public spaces, encourage a variety of mixed-use developments, a diversity and range of shopping and recreational activities for workers, residents and visitors. • requires attractive ground level shopfront facades in order to benefit the town centre's streetscape and character. • ensures that mixed development and commercial development achieve good urban design outcomes by minimizing the impacts of utilitarian components of development such as car park entries, service areas, waste collection, air conditioning and electronic devices. • encourages the painting of facades using Council's painting guides. • provides adequately sized ground floor ceiling heights to establish flexible and functional commercial ground floor layouts. • proposed signage visually complements (not challenge) the architectural composition of buildings and should enhance the Ashfield Town Centre	**DS8.1**	Where mixed development occurs, the majority of the ground floor area of buildings should comprise business use, in order to promote employment and active street frontages. Residual areas for service functions such as driveway ramps, waste storage, plant rooms, shall be kept to a minimum; this can be done by demonstrating compliance with the **Development Servicing** requirements of this DCP. For 2-6 Cavill Avenue Ashfield refer to Clause PC13.
		DS8.2	Car parking required pursuant to **Part A8 – Parking** of this DCP shall be placed below ground, for substantial developments in order to maximise ground level commercial space, and to maximize potential for active street frontages
		DS8.3	Service Areas for commercial development shall be provided in accordance with the Development Servicing requirements of this DCP. Refer also to **Part A8 – Parking**.
		DS8.4	Minimum ceiling height for ground floor commercial uses is 3.3 metres. The minimum ceiling height is to increase to 4 metres if the Commercial use is a Café/Restaurant. The Development Application is to demonstrate that allowance has been made for above ceiling mechanical requirements any structural beams and slabs.
		DS8.5	Refer to **Part A10 – Signs and Advertising Structures** of this DCP and **Schedule 2 of Inner West LEP 2022**. Signage is also controlled by **State Environment Planning Policy No. 64**. **SEPP 64** includes requirements for making signage compatible with the desired future character of an area, and therefore meets the requirements of the **Context** requirements within this Chapter
		DS8.6	The minimum amount of glazed area shall be as stipulated in the **Pedestrian Amenity and Safety** section of this Part.
		DS8.7	Shopfronts shall not have any "**roll-a-door**" type grille or opaque security shutters, except in the following circumstances: • only security shutters which are predominantly transparent are permitted.
		DS8.8	Ground level shopfront composition shall be arranged in a way which complements the building style of the façade and enhances the streetscape.
		DS8.9	Awnings shall be provided in the locations stipulated on **Map 5**
		DS8.10	Air-conditioning units and satellite dishes elements shall be designed and located as follows: • must not be located on front façade and positioned at the rear of the building; • must be setback at least 1.5 m from all adjoining property boundaries, other than the front building line adjoining the street;

Performance Criteria		Design Solution	
			• use non-reflective materials; **And** • if roof or wall/pole mounted, diameter must not exceed 1.8 m excluding feed element; must be located to rear of property; and do not extend above the highest point of the roof and not be located above a parapet.
		DS8.11	Applications for strata subdivision of offices shall address issues of wall partitioning and fire egress, allocation of bathroom and kitchen facilities, waste storage locations, business signage and parking allocation.
Environmental Management			
PC9.1	To provide environmental controls that affects development in the Town Centre not covered by overriding environmental planning legislation such as **BASIX**.	**DS9.1**	All **Class 2** residential flat buildings are required to comply with **BASIX**.
PC9.2	To check that design at development application stage is likely to comply with the energy provisions of the Building Code of Australia at Construction Certificate stage.	**DS9.2**	All **Class 5 to 9** non-residential developments are required to comply with **Building Code of Australia** energy efficiency provisions. In order to ensure that development applications are likely to comply with this, and avoid the need for any future development consent variations, the following shall be submitted with the development application: • For development over $1 million in value an **Energy Efficiency Report** or Certificate, stating that the proposal will comply with the **Building Code of Australia CA Part** J, shall be submitted by a suitably qualified consultant.
		DS9.3	Balconies shall be designed to accommodate an area for the drying of clothes, and be designed in a way which screens the drying area from view from street level.
PC9.3	To restrict the reflection of sunlight from buildings onto surrounding areas and buildings.	**DS9.4**	New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
		DS9.5	Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.
		DS9.6	Subject to the extent and nature of glazing and reflective materials used, a **Reflectivity Report** that analyses potential solar glare from the proposed development on pedestrians or motorists may be required.
		DS9.7	Developments shall submit a waste generation management statement showing the amount of waste day to day activities will generate, and a description of how occupants of the development will transfer their waste to waste collection areas on the site as required by **Part C3 – Waste Management**.
Controls for Special Areas - Development on sites with heritage items			
PC10.1	To maintain a historic architectural setting for the	**DS10.1**	For heritage items identified in **Map 7,** development shall

Performance Criteria		Design Solution	
	Town Centre, which will contribute to a key part of the urban design qualities of Ashfield Town Centre		retain the front part of the building to the extent shown in **Figure 4**, being a minimum distance equal to the depth of two existing rooms, or greater distance if recommended in the buildings heritage conservation plan.
PC10.2	To allow new development on sites in circumstances when the historic architecture is retained, e.g. on larger sites where parts of the site are not of historic value such as a rear car park area or later building additions, and where new work: • does not distort or obscure the cultural significance of the architecture to be retained; • does not detract from historic architectural interpretation and appreciation; • new development on heritage listed sites respects the historic architecture to be retained, by ensuring that: • sufficient curtilage is provided around historic architecture to be retained; **And** • the design of new development has regard to the fabric and prevailing character of the historic architecture such as proportions, materials and finishes.	**DS10.2**	New **infill development** on the sites referred to in **DS10.1** shall ensure that there is **adequate curtilage** around the retained building to allow the conserved building to be seen "in the round" and understood as a stand- alone historic structure, as shown in the principles in **Figure 4**
		DS10.3	Any rear **infill development** located on the sites identified on **Map 7** shall be located as to comply with curtilage requirements above and shall ensure that it uses recognisable architectural cues such as massing, proportions, detailing and coursing lines, materials and finishes, to complement the adjacent historic architecture that is to be retained. Reference should be made to **Part E - Heritage Conservation** for more detailed considerations

Parts of sites which are Heritage Items where rear infill development can be considered by Council subject to clause 10.1 of this Part.

MAP 7 - Infill development on heritage listed sites

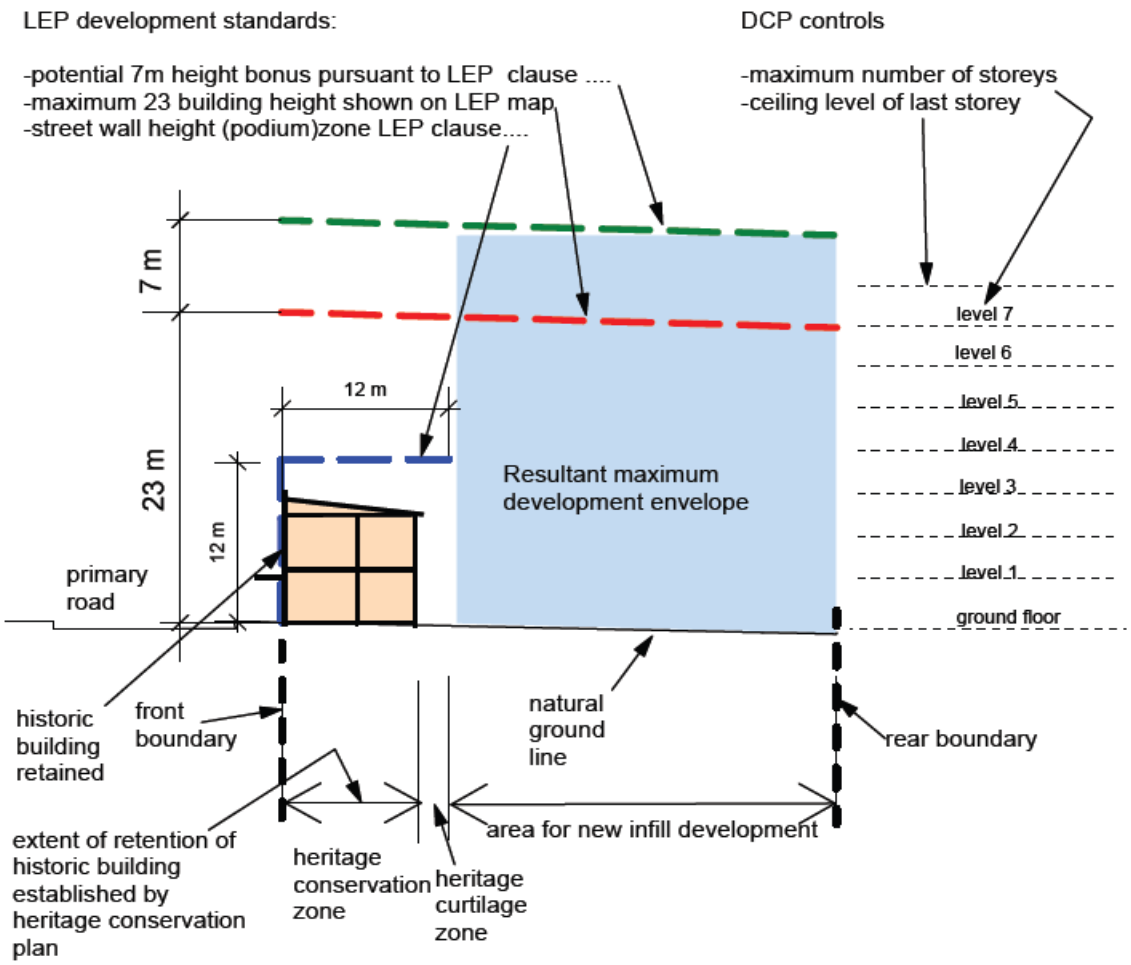


Figure 4 - Section -Architectural Conservation

Performance Criteria		Design Solution	
Controls for Special Areas – 'Wests Site' 95-115 Liverpool Road, Ashfield			
PC11.	The site forms a key part of the eastern entry into the Ashfield Town Centre and this prominent position has a high degree of visual exposure. This includes a long boundary with the Ashfield Boys High School of approximately 85m within direct view of Liverpool Road and surrounds. The existing club building has a particular geometric aesthetic style that needs to be acknowledged with any new building composition in order to achieve an adequate compositional relationship. Being adjacent to the school, interface issues need to be adequately considered to ensure there are no conflicts between the school and activities on the club site. Adequate car parking must be provided on site to ensure that there is no loss of local on-street parking or disturbance to residents during the club's opening hours from9 am to 6 am.	**DS11.1**	The following site-specific controls affect the land within a heavy black line shown on **Map 8A** below.
		DS11.2	All **Class 5 to 9** non-residential development is required to comply with the **Building Code of Australia** energy efficiency provisions. This includes club buildings. In order to ensure that development applications are likely to comply with this, and avoid the need for any future development consent variations, an **Energy Efficiency Report or Certificate**, stating that the proposal is likely to comply with the **BCA Part J,** shall be submitted by a suitably qualified consultant. Council strongly encourages Wests "go beyond" the minimum legislated sustainability requirements of the **BCA** and construct a building that is "best practice" in terms of sustainable building design including but not limited to the following measures (refer also to **Part C1 - Building Sustainability**):
		DS11.3	Development of the site shall provide the following energy provisions: • enclosed car park areas should be designed with variable fan speed drive (VSD) and carbon monoxide (CO) monitoring, as well as passive supply or passive exhaust where possible; • a highly efficient lighting design and control strategy to reduce artificial lighting energy consumption and allow maximum advantage to be taken of daylight; • efficiency controls including timers and motions sensors to car park, common areas and plant rooms; • roof-mounted solar panels and photo-voltaic systems to provide hot water/electricity. These systems to typically deliver approximately 60% of yearly water heating energy for serviced apartments with a gas back-up for security of supply during night-time or cloudy periods; • building form and fabric to be carefully considered to balance solar heat gains, daylight, glare and views to outside. Passive design strategies to include external shading devices to the western elevation, insulation for walls and ceilings, and high-performance glazing where necessary; **And** • all serviced apartments to have energy-efficient appliances and lighting for bedrooms, bathrooms, laundries, toilets and hallways.
		DS11.4	Development of the site shall provide the following water management provisions: • water efficient fittings installed across the

Performance Criteria	Design Solution
	development; • where utilised, cooling towers to have 6 cycles of concentration or greater, reducing water consumed in air-conditioning by up to 50%, as well as reducing chemical use in treatment; • rainwater harvested from all rooftops for use in the following applications: • private landscape irrigation; **And** • car-washing & wash-down. • native, drought-resistant planting maximised to reduce water consumption used; • extensive storm water detention to minimise runoff quantities. The use of permeable surfaces to be considered wherever suitable; **And** • rainwater capture from rooftops for reuse in buildings to reduce storm water runoff as well as mains potable water use.
	DS11.5 In order to maintain the streetscape quality along the verge area along Liverpool Road, the following shall be retained: • existing street trees along the Liverpool Road footpath; • decorative curved sculptural wall and planting at the north east corner of the site; **And** • extensive landscaping to be provided adjacent to the railway line including suggested additional tree planting in Elizabeth Street to enhance the northerly presentation of the building given the importance of this aspect of the structure facing residential properties.
	DS11.6 In order to avoid any visual disfigurement of walls along or near the boundary with the school oval site and resultant adverse visual impacts on the Town Centre, any walls or other structures placed on the boundary shall be detailed/treated in way in which graffiti is discouraged including use of suitable protective coatings to facilitate easy paint removal.
	DS11.7 In order to avoid an excessively bulky building scale interface with the adjacent school oval site, provide a degree of separation for acoustic privacy from the activities on the school, reduce building mass and minimise winter overshadowing, any part of a building 6.0 metres or more in height above natural ground level shall have a minimum setback of 7.5 metres (inclusive of any building appendages such as balconies) to the school oval except as provide for in **DS11.8** below

Performance Criteria	Design Solution	
	DS11.8	In order to maximise modulation of the western elevation, Council will consider any **Design Justification Report** submitted with the development application setting out the rationale for any building setback less than 7.5 metres but not less than 5 metres from the western boundary.
	DS11.9	An **active shopfront**, being rooms with large areas of glass which will give surveillance of the area, shall be provided along the Liverpool Rd frontage, except where impractical to do so (e.g. near the car park entry), with a minimum depth of 4 metres.
	DS11.10	Any new development on the site must comply with **Part A8 - Parking**, and, in addition, have regard to the following: • currently the club provides car parking off site at 1-7 Victoria Street for approx. 133 cars. If this site is sold to a new owner, resulting in a reduction in car parking available for the club, this might lead to a loss of on-street car parking in the area. Council will take this matter into consideration when assessing whether sufficient car parking has been provided or will be able to be provided on the club site, when assessing any new major development application on the club site.
	DS11.11	Council will only support car parking above ground level in the following circumstances: • car parking visually appears to be a maximum height of two storeys above ground level facades of the car park have a high level of architectural composition which will enhance the urban design of the area, (i.e. the car park does not solely express an engineered structural layout); **And** • any car park elevations fronting Liverpool Road, and along the boundary with the school for a distance of 20metres must be designed to appear as if they are building facades which continue the aesthetic composition of the existing club building, be predominantly solid with fenestration included as necessary to achieve the desired composition.
	DS11.12	Access for people with disabilities will be in accordance with **Part A7 - Access and Mobility** and **Part A8 - Parking**. A report shall be submitted with the development application demonstrating how all public areas are able to be accessed by a person with disabilities.
	DS11.13	A high degree of architectural composition is required for any new building. This shall have particular regard to: • the length of walls along the boundaries of the site, and the need to ameliorate any visual

Performance Criteria	Design Solution	
		blandness with sophisticated architectural modelling and use of different materials and colours including a high level of building presentation/modulation to the northern elevation of the building which has an aspect to adjacent residential properties. • any new building composition designed to complement the "abstract" geometric composition of the existing club premises. • any new building to provide an active street frontage to Liverpool Road, including entrances from Liverpool Road in addition to the existing Club entrance. • establishing an appropriate building scale along Liverpool Road, with a building setback of 10 metres to the Liverpool Road boundary required for any parts of the building placed above the façade/parapet line of the existing Club". **And** • retaining privacy for residents to the north of the building.
	DS11.14	The existing easement for rail access is to be kept clear during at all times. Any development must also address issues of noise and vibration, graffiti control and storm water discharge associated with the proximity of the site to the rail corridor as well as matters such as balcony design to prevent items being thrown on to the rail corridor. A geotechnical report is required with any future development application demonstrating that the development will not impact on the safety/stability of the rail corridor. Refer to requirements of Transport NSW.

MAP 8 - Wests Leagues Club Site

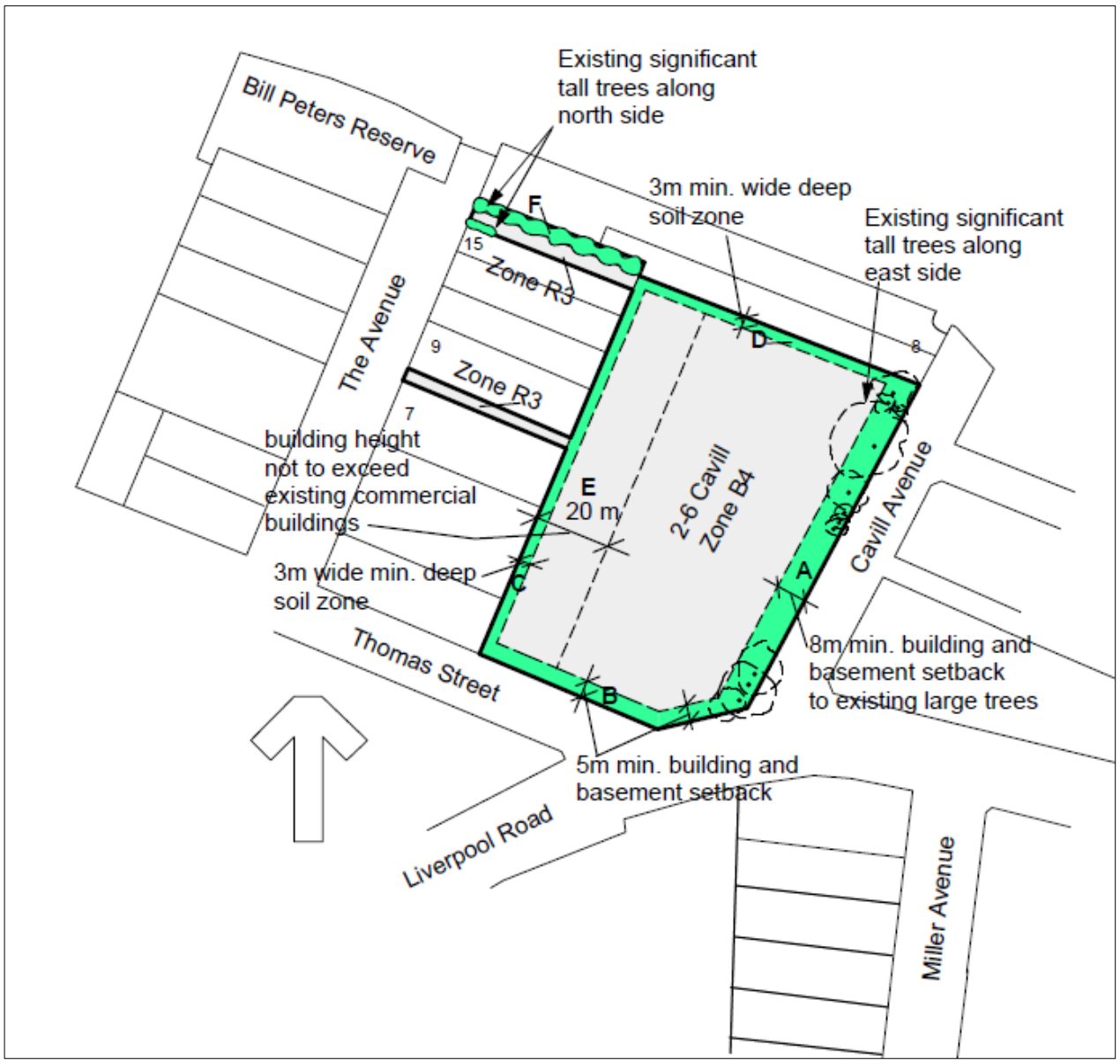
Performance Criteria	Design Solution
Controls for Special areas – 2-6 Cavill Avenue Ashfield for the area identified on Map 9. Added 5 April 2019.	
PC12 Ensure major new development maintains the existing desirable spatial character of the site and the contribution that it makes to the public domain, takes into consideration particular Council policies, including those matters listed below. • The site forms a key western part of the Ashfield Town Centre and is in a prominent position with a high degree of visual exposure. It is also a unique site in the town centre being a very large size not found in other parts of the town centre. It has a different existing building and landscape typology to that found in the town centre. There are two existing 5- 6 storey commercial buildings which are good examples of modernist design for that period, which are in a large landscaped garden setting which include several tall trees along the Cavill Avenue front garden area. This green setting makes a strong contribution to the public domain. • The southern part of the site is within the western gateway area affected by Council's Ashfield Public Domain Strategy 2014 - which seeks to have various improvements along the Liverpool Road verge area and surrounds. • There are pedestrian links through the north part of the site between the Bill Peters Reserve (park) at The Avenue, through to Cavill Avenue, with parts of that route framed by trees. This includes the internal laneway off The Avenue which has significant tall trees on its north side and along part of the south side with wide tree canopy cover. • Traffic entry and exit is both off Thomas Street and Cavill Avenue. Waste Collection is contained within the site using an internal perimeter roadway. • Existing buildings on the site are in positions that do not overshadow adjacent residential properties in The Avenue Street after 11 am, and have no significant winter overshadowing impacts on nearby residential areas in Miller Avenue Heritage Conservation Area to the south.	**DS12.1** *(maintain garden setting)* *(privacy)* Major new development shall ensure that the following are provided: A garden setting is provided along the site frontage along Cavill Avenue and Liverpool Road with: i) Building setbacks, basement setbacks, and provision of deep soil zones in the locations indicated in **Map 9** in areas denoted A for a minimum width of 5 metres in order to establish large trees, and accommodate a widened footpath, and: ii) Existing large trees along Cavill Avenue, identified on **Map 9** in areas denoted A, being retained and there being: - a minimum building and basement setback from the Cavill Avenue boundary of 8 metres - a minimum of 6 metres radius clear either side of the trunk of those trees clear of any building structures on the site iii) Additional trees planted along the Cavill Avenue frontage to achieve the height and scale of existing trees being protected in (ii) A garden setting is provided along the site frontage of Thomas Street, with: iv) Building setbacks, basement setbacks, and provision of deep soil zones in the locations indicated in **Map 9** in areas denoted B for a minimum width of 5 metres in order to establish large trees, and accommodate a widened footpath. An Arborist Report shall be submitted at Development Application stage showing that any basement or structural walls shall be adequately located in positions that do not adversely impact the root system and health of those trees in (ii) and (iii) and (iv). Screening trees to provide privacy are to be planted along the boundary with properties in The Avenue Street within a 3m wide deep soil zone in areas denoted C on **Map 9.** Provision of trees along the northern boundary in area denoted D on **Map 9** planted within a 3m wide deep soil zone, in order to continue to provide privacy for the apartments at 8 Cavill Avenue, Ashfield. *(tree protection in laneway)* Protection of existing trees in the laneway garden part in area denoted F on **Map 9.** An Arborist Report shall be submitted at Development Application showing how this will be achieved, and in addition specify in detail what measures shall be used at construction stage to ensure protection of those trees.

DS12.2	Major development shall ensure that buildings located on the north western parts of the site adjacent residential properties off The Avenue shall be as follows: Buildings storeys above the 23 metre height plane of the Inner West LEP 2022 shall be setback from the major north west boundary by a minimum distance of 20 metres. Building storeys below the 23 metres height limit of the Inner West LEP 2022 shall comply with the minimum setbacks stipulated in the Apartment Design Guide for residential development.
DS12.3	*(pedestrian links)* Pedestrian pathway links between Thomas Streets and Cavill Avenue shall be provided. Major new development shall apply a public easement on the land title to enable this.
DS12.4	*(public domain plan)* Pubic verge/footpath areas shall be designed to enhance the western entry into the town centre taking into consideration the concepts in the Ashfield Town Centre Public Domain Plan 2014. This shall include consideration of new footpath pavements and street lighting, and having a wider footpath along Liverpool Road and Thomas street to better accommodate pedestrian movements. Council's Ashfield Street Strategy shall also be adhered to including appropriate street tree species.
DS12.5	*(vehicle access)* Vehicle entry and exit for the site shall be predominantly on the properties which service the previous approved commercial use of the site at 2-6 Cavill Avenue, being from Cavill Avenue and Thomas Street.
DS12.6	*(waste management and site layout)* Major new development shall provide an internal roadway system designed and constructed to allow for waste collection by trucks within the site, and not be on public street and verge areas. Waste collection such as resident's bins shall not be from a public place such as a footpath or public street. Any waste storage areas shall not be visible from a public street. The above shall be documented at adequate detail at Development Application stage and demonstrated to accommodate and service the site needs, so as to ensure there are no future adverse affects on the public domain due to a lack of adequate upfront design resolution. An easement will be created to allow Council trucks to enter the site to collect waste and an indemnity provided to Council to enable this.

DS12.7	*(number of storeys)* Maximum number storeys shall be 9 levels for the part of the site zoned B4- Mixed Use, subject to compliance with clause DS 12.2 which requires having varying building heights on the site to address particular issues and site conditions.
DS12.8	*(varying building heights)* Maximum building heights on the site shall ensure there is a variety of building scale/heights that sympathetically respond to adjacent and nearby building scales and townscape built form characteristics, comply with clause DS12.2 and DS 12.11, provide adequate levels of solar access to communal open space areas, and building heights achieve minimum building setback distances for properties off The Avenue and 8 Cavill Avenue as stipulated in the Apartment Design Guide.
DS12.9	*(standard of composition)* Major new development, including contemporary design, shall have adequate architectural modelling that ensures there are no monolithic building outcomes, and the building design meets the standards of architectural composition specified in clauses PC 1 and DS1.1 of this DCP part (Ashfield Town Centre) and as defined in Part G of the DCP – "high standard of architectural composition". This shall include there is expression and differentiation of the bottom levels of the building from the main body of the building and provision of a "human scale", compliance with DS 12.10, articulation of the top of the building, and an adequate relationship established with the townscape of the town centre and gateway position of the site. Varying building cladding and finishes are to be used which shall enhance the appearance of the building. On site open space areas and their surrounding building facades shall provide a sense of place for residents, with building facades being well composed and not have a repetitive mechanical appearance, open spaces having adequate tree canopy cover including regular planting of trees in adequately sized planter boxes or deep soil areas, well composed footways and public spaces, and locations provided for seating areas.
DS12.10	*(9th storey)* Major Development shall have any uppermost 9th storey with a building setback for a minimum of 5m around its perimeter, except where : • the uppermost storey is predominantly used for communal open space and this accommodates elements such functional and ancillary structures including stairway access enclosure, pergolas, roof gardens or planter boxes, and lift motor rooms, and: • the structures are arranged as architectural features which enhance the composition of the built form as viewed from the public domain.
DS12.11	*(solar access nearby properties)*

			Major development shall ensure (i) there is no winter overshadowing of adjacent residential properties between 12 noon and 3pm in The Avenue in addition to that created by existing buildings (ii) no overshadowing of residential properties in Miller Avenue in winter between 9am and 3pm
PC13	Under the Inner West LEP 2022 there are several major development options for the site. Each of these must ensure that the positive characteristics of the site are maintained as identified in PC 12. In addition, each of these will need to address certain considerations for: activation of ground levels for surveillance and public safety, appropriate amounts of business and employment generating floorspace, and provision of communal open space areas and their locations. The major development options include: • Development Type 1- Retention or additions to the existing buildings, for land uses permissible in the B4 zone such as stand alone residential flat buildings or mixed use developments. • Development Type 2 - Demolition and construction of new buildings characteristic of a town centre typology such as mixed use developments which seeks to maximise the potential Floor Space Ratio of 3.0: 1 at 23 m height, and the additional 7m height bonus provisions of the Inner West LEP 2022 which generate additional FSR. Such as having a large site building coverage for commercial or retail uses, with residential flat buildings above a podium, provision of podium level and roof top communal open space and gardens, as occurs in other parts of the town centre • Development Type 3 - Demolition of existing buildings and having a predominantly residential flat buildings use, with maximising the 9 storeys permissible on the site and provision of ground level communal open space given the large site area. With Clause 4.3 (2A) of the Inner West LEP 2022 not applying which requires non habitable roof top uses, for providing roof top communal open space and gardens and various functional building elements. The above three types are referred to as "Major Development" in the Design Solutions column.	**DS13.1**	*(activation)* Development Type 2 (such as new mixed use) shall ensure there are active frontages, as defined by clause DS4.1 of this part of the DCP (Ashfield Town Centre) such as shopfronts or similar, along Thomas Street, Liverpool Road and Cavill Avenue. This shall include having ground level entry lift lobbies for any upper level residential flat building to address those streets. Development Type 3 (majority residential flat buildings) shall provide an adequate amount of ground level shopfronts or similar, in combination with provision of ground level residential lift lobbies, for activation and surveillance of the public domain along Thomas Street, Liverpool Road and Cavill Avenue.
		DS13.2	*(communal open space)* Development Type 1 (existing buildings and additions) and Type 2 (new mixed use) shall ensure there is provision of communal open space that comply with the minimum areas stipulated in the Apartment Design Guide for the residential flat building component, including use of podium levels and roof top locations as required. Such locations shall have high amounts of tree canopy cover.
		DS13.3	*(Type 3- communal open space locations and amount)* Development Type 3 (predominantly residential flat buildings) shall provide at a ground level location communal open space and deep soil areas that comply with the minimum areas stipulated in the Apartment Design Guide, (25 percent of site area for COS). Such locations shall have high amounts of tree canopy cover. Open space areas within the site shall have a landscape design which is holistic, provides a sense of place for residents, has a compositional relationship and connectivity with the front garden areas along the Cavill Avenue frontage of the site and pedestrian links through the site.
		DS13.4	*(variations- amount of commercial or similar floorspace)* Clause DS8.1 of the this part of the DCP (Ashfield Town Centre) requires a particular minimum provision of ground level commercial /business floor space expressed as percentage of site area, for provision of employment floor space and the general needs of the town centre. This control is devised for small site types. Given the large site type, these requirements may be varied for Development Type 1, Type 2, Type 3, provided an economic analysis is submitted that demonstrates there will not be any adverse impacts on businesses in the town centre should there be a lower provision of commercial or retail or business floor space compared to that stipulated in Clause DS 8.1.

PC14	Ensure there are acceptable traffic impacts on local adjacent streets.	**DS14.1**	A detailed traffic assessment report shall be submitted at Development Application stage. This shall include that existing and anticipated intersection performance are modelled, including Thomas Street/The Avenue, Thomas Street/Liverpool Road, and Liverpool Road/Cavill Avenue, and a traffic management plan put in place.
		DS14.2	A traffic management plan shall be submitted with a development application and include the following: - Vehicle entry and exit from the site is to maximise use of Cavill Avenue and Thomas Street. - Large vehicles such as delivery vehicles and waste and recycling trucks must only use Cavill Avenue and Thomas Street as entry and exit points. - The site's internal laneway on the lot adjacent 15 The Avenue is to be designed to be a shared way between pedestrians and vehicles, with minimal traffic movements, in order to maintain an existing pedestrian route through the site between The Avenue and Cavill Avenue. - Consideration given to restricting laneway use of The Avenue to after business hours.
PC15	Ensure adequate amenity for residents of 8 Cavill Avenue Ashfield.	**DS15.1**	Any buildings along the northern portion of the land adjacent 8 Cavill Avenue of the site must: - Where affected by State Environmental Planning Policy No 65 comply with the minimum separation distance stipulated in the Apartment Design Guide for apartment buildings, and - All other structures shall ensure there is an adequate separation distance that provides adequate amenity for apartments at 8 Cavill Avenue, including an attractive outlook with landscaping and - Any driveway or carparking area along the northern part of the site shall have noise mitigation measures to reduce noise impacts for apartments at 8 Cavill Avenue including use of noise attenuating walls.


Bill Peters Reserve
Existing significant tall trees along north side
3m min. wide deep soil zone
Existing significant tall trees along east side
F
15
Zone R3
9
Zone R3
7
The Avenue
D
8
building height not to exceed existing commercial buildings
E
20 m
2-6 Cavill Zone B4
Cavill Avenue
3m wide min. deep soil zone
C
A
8m min. building and basement setback to existing large trees
Thomas Street
B
5m min. building and basement setback
Liverpool Road
Miller Avenue

Map 9

Part 2

Ashfield East

Application

This Guideline applies to the following development categories:

- All development within the "Ashfield East" area as defined in **Map 1** within this Part.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

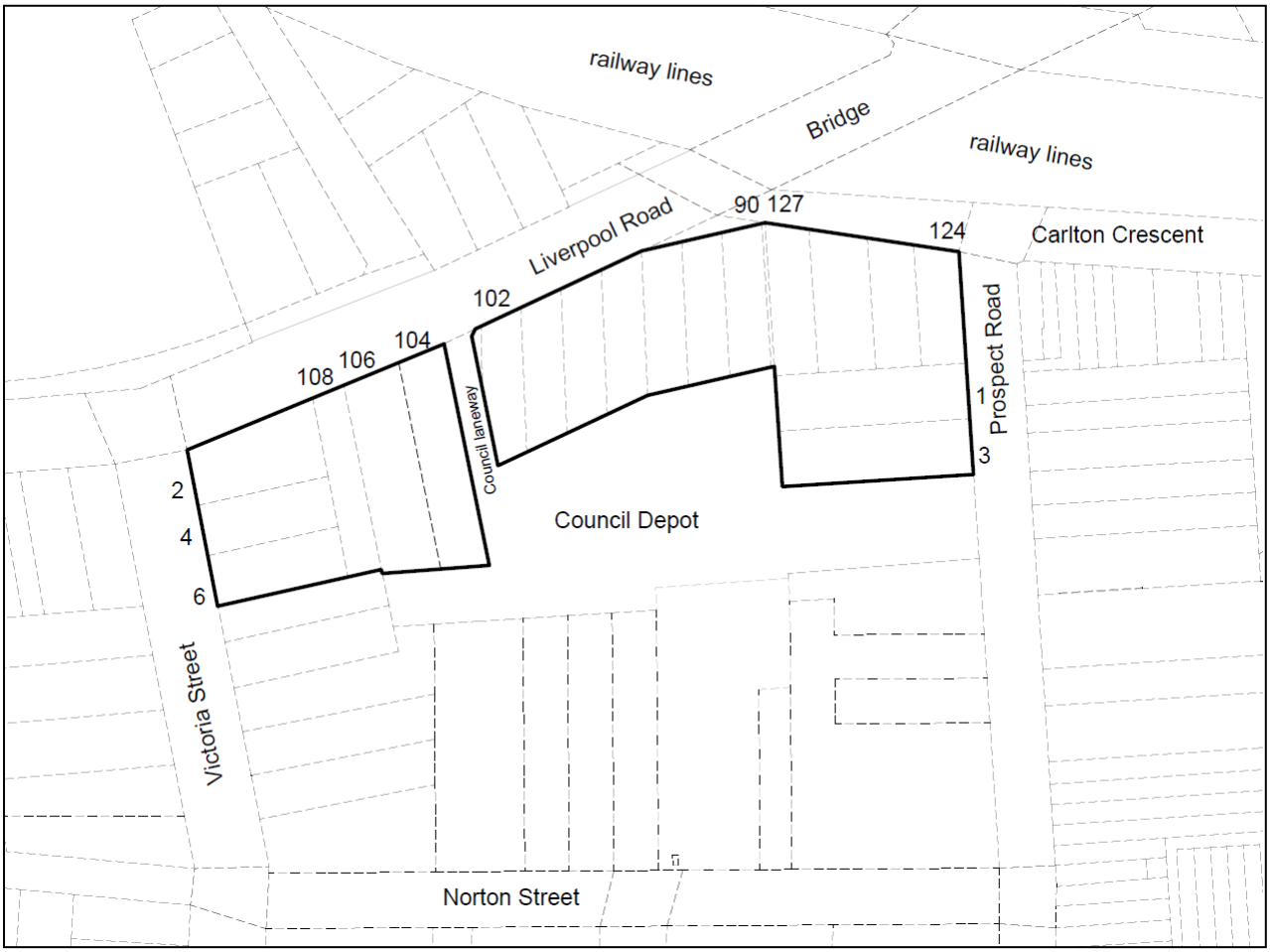
The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To identify the desired character of the townscape which must be taken into account pursuant to the **SEPP 65** Principle – 'Context and neighbourhood character' for applicable residential development.
- To define the desired spatial character of the Ashfield East in terms of building scale, building setback, site layout, open space requirements, and the desired interface between public and private domain . This is in order to promote development outcomes that will have a positive, transformative effect for the eastern gateway to the Ashfield Town Centre.
- Achieve a high level of architectural composition in order to provide an attractive built form, a sense of place for residents, and create a distinct landmark spatial character for the eastern nodal Ashfield East gateway location.
- To provide a high quality natural landscape setting, and green canopy cover, to the frontages of buildings along Liverpool Road and entry to the town centre.
- To require active street frontages where appropriate, with good physical and visual connections between buildings and the street, in order to provide good levels of pedestrian safety.
- To ensure residential development provides adequate occupant amenity, including winter solar penetration, minimising traffic noise impacts from Liverpool Road, and provision of communal open space with winter solar access.
- Ensure development sites have vehicular ingress and egress locations which cause least disruption to main arterial roads, are in position which enables safe entry and exit from developments, and comply with relevant Roads and Maritime Services requirements.
- Ensure developments and their allotment configuration do not adversely affect the potential for adjacent sites to redevelop to their full potential under the Inner West LEP 2022, including taking into consideration vehicular access points and necessary allotment amalgamations.
- Provide surveillance of the public domain from new buildings to achieve adequate levels of public safety.



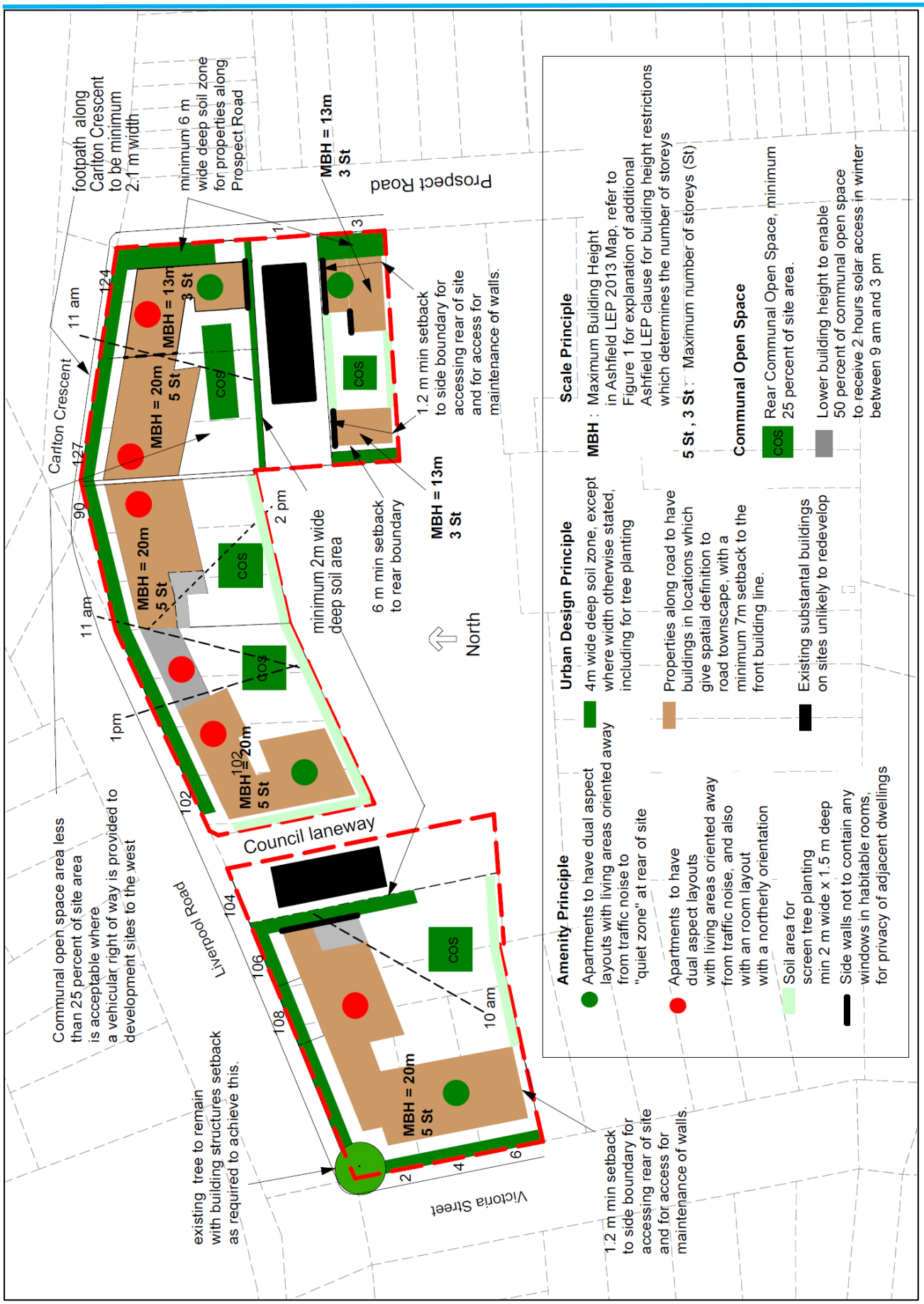
Map 1 – Applicable Land – Area within black outline is referred to as "Ashfield East" in this DCP part.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Context			
PC1.	• Contextually to identify key matters that affect building and open space design and influence the desired character of the townscape of the Ashfield East strip and address **Principle 1 – Context and neighbourhood character** of **SEPP 65**.	**DS1.1**	As a response to **State Environmental Planning Policy No. 65 Principle 1 – Context, Principle 9 – Aesthetics**, the desired character for architectural composition of residential flat buildings shall be of a **traditional architectural composition**, (see Definitions) except in circumstances where **DS1.2** below applies.
	• Landscaping provides an aesthetically attractive, visually consistent landscaped public domain along Liverpool Road and other roads within Ashfield East.	**DS1.2**	Council will support a modern/contemporary architectural appearance only when a **high compositional standard** (refer to Definitions) and therefore architectural excellence is achieved. If a **high compositional standard** (see Definitions) cannot be achieved, in order to avoid a "bland" building appearance, a **traditional architectural composition** which displays longstanding design canons is required in accordance with **DS1.1.**
		DS1.3	Non-residential buildings employing contemporary or non-historic building styles shall also achieve a **high compositional** standard.
		DS1.4	Large side wall facades which are prominent/ visible such as occur in apartment and/or commercial buildings, must be modelled to give the building an attractive, articulated appearance and a **high compositional standard.** This shall include use of varying building cladding materials and building planes.
		DS1.5	Development along the main road(s) of the Ashfield East "strip" shall create a lively pedestrian environment by having an active frontage to any ground level shopfronts or for other commercial uses, or by having wide glazed ground level entry foyers into apartment buildings. Refer to the requirements for **Pedestrian Safety** at **PC5**.
		DS1.6	Refer to the requirements for **Building Heights** in **PC2** and **Building Location** in **PC3** and **Map 2** within this part which requires buildings to address the road, be in a position which gives spatial definition to the road, have consistent front buildings setbacks, and buildings to be located in positions which provide communal open space which has adequate winter solar access.
		DS1.7	Refer to **PC4** for Landscaping Performance Criteria. Trees are to be planted along the frontage of sites and shall be: • planted at a minimum initial height of 1.8m; • species approved by Council; **And** planted at regular intervals.
		DS1.8	**On grade (ground level or above ground) car parks** are not permitted.

Building Height and Scale	
PC2. Building height: • minimises amenity impacts on adjoining residential properties. • defines the maximum permitted building scale in terms of number of storeys as restricted by the **Inner West LEP 2022.** • Enables adequate levels of winter solar access to ground level communal open space. • Maximum number of storeys accommodates non habitable roof top zones and their potential installations, such as lift overruns, any required mechanical plantrooms, enclosed access stairways, pergolas and open space structures for green canopy cover.	Maximum building heights as defined are shown on the **Inner West LEP 2022 - Height of Buildings Map**, and the number of storeys is further restricted by the limitation in **Clause 4.3 of Inner West LEP 2022**, see the explanatory notes in **Figure 1**. Maximum storeys are found in clause **DS 2.2**.
	The maximum number of storeys is shown in **Map 2** which defines the maximum desired building scale for Ashfield East.
	Provide adequately sized ground floor ceiling heights to establish flexible and functional commercial ground floor layouts, including the guidelines found in the Apartment Design Guide.
	Provide adequate ground level floor to ceiling clearances for servicing for waste collection and loading and unloading by trucks.
	Locate any functional structures such as plantrooms, lift motor rooms or roof top structures as required at the top of the building and within the maximum building height. Refer to **Figure 1**.
	Provide rooftop architectural features within the maximum building height.

Building Location and coordinated development			
PC3.	Buildings are: • to be located and arranged in a consistent way which gives spatial definition to Liverpool Road and side streets. • buildings provide surveillance of the road for public safety. • buildings and basements are setback from Liverpool Road, Carlton Crescent, Prospect Road and Victoria Street in order to provide a garden setting, deep soil planting areas wide enough to accommodate large and dense tree planting, improve the public domain and visually frame Council's verge areas, for pedestrian comfort, and amenity of residents. • provide sufficient areas for ground level communal open space which has adequate levels of winter solar access and complies with the minimum areas stipulated in the Apartment Design Guidelines. • to ensure the building scale is sympathetic with nearby lower density residential properties. • to ensure development does not compromise future development potential of residual adjoining properties and /or reduce solar access for adjoining properties. • there is adequate amenity for residents of buildings.	**DS3.1**	Buildings should be located and arranged in a way which addresses **PC3** and adequately responds to the site layout guidelines shown in **Map 2**.
		DS3.2	Buildings within locations where front setbacks apply - see **Map 2** - shall have a minimum setback to the front building line of 7m in order to provide uniformity, order, and continuity of building form along the public domain.
		DS3.3	Basements shall have a minimum setback of 4 metres to the front building line in order to provide deep soil planting areas and establishment of trees, as shown on **Figure 2 – Verge Section and front garden.** ***Note:*** *A 4-metre deep soil width is necessary in order to have adequate soil volume, drainage conditions etc, for trees to thrive and create sufficient width to allow for tree canopies, and to compensate for any hard paved areas that must be accommodated in the front setback zone.*
		DS3.4	Designs shall show all required functional installations between the front building line and front boundary, including any mechanical installations for services such as fire hydrant boosters, and locate these structures and design and screen their setting so as to minimise their visual impacts.
		DS3.5	Buildings are located and apartment layouts and room locations are provided which maximise amenity for residents, refer to **PC6** – Resident Amenity.
		DS3.6	Building are located and arranged, and have maximum building heights, so that adequate levels of winter solar access is provided to communal open space areas for residential flat buildings as shown on **Map 2**.
		DS3.7	Communal Open Space identified in **Map 2 –Landscape Areas**: • must be provided for apartment development to which **SEPP 65** applies; **and** complies with the communal open space requirements of the **Apartment Design Guide**. **and** is at ground level and contains the amount of deep soil area specified by the Apartment Design Guide.



Map 2 – Maximum number of storeys, building and open space locations – Principles

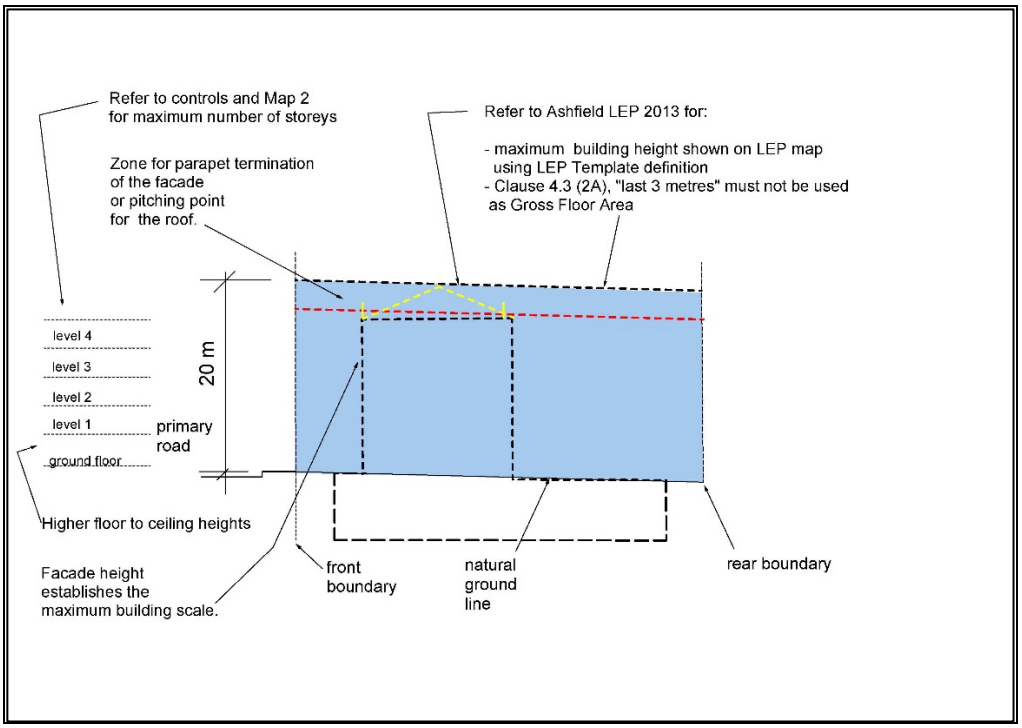


Figure 1 – Maximum Building Envelope

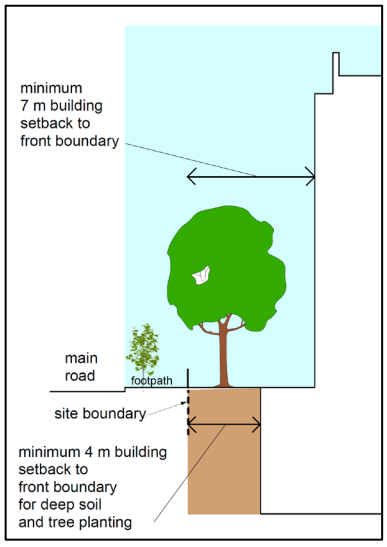
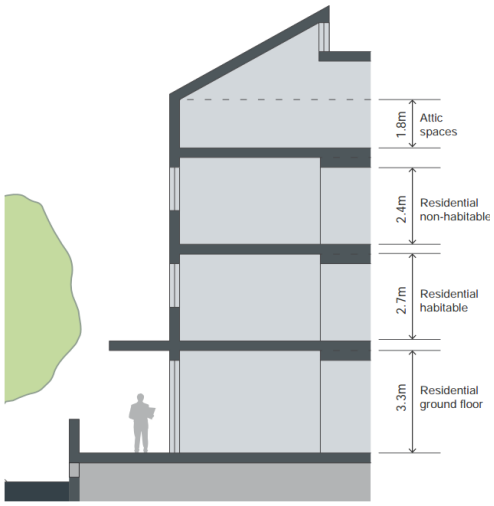


Figure 2 - Public verge and front garden deep soil area

Performance Criteria	Design Solution
Landscaping	
PC4. Landscaping: • provides an aesthetically attractive, visually consistent landscaped public domain along Liverpool Road and other roads within Ashfield East. • provides areas that have deep soil planting, allowing for planting of substantial tall trees and significant plantings. The aim is to enhance the townscape setting of buildings and improve urban air quality/ biodiversity, and to provide amenity for residents, given the RMS restrictions on Council verges. • provides adequate areas for green canopy cover. *Note Road Maritime Services guidelines do not permit non frangible trees, being ones with trunk diameter more than 100 mm, within 3 metres of kerb on a main road. Reasons include avoiding interference with traffic and large vehicles and various services. This restricts planting by Council on public verges to small trees.*	**DS4.1** Development must provide building setbacks and deep soil zones in accordance with **DS 3.3** to establish trees and ground cover. **DS4.2** Provide landscaped areas in locations accordance with **Map 2.** **DS4.3** Trees are to be planted along the frontage within sites and shall be: • planted at a minimum initial height of 1.8m; • species approved by Council taking into account the Ashfield Tree Strategy 2015; • planted at regular intervals. **DS4.4** Planter boxes, such as those provided on roof top open space, shall: • provide soil depth, soil volume and soil area appropriate to the size of the plants to be established, in accordance with the **Apartment Design Guide**; • provide appropriate soil conditions and irrigation methods; • provide adequate drainage. **DS4.5** Communal open space shall be in locations shown on **Map 2** and shall have substantial planting, and which has adequate levels of winter solar access in order for the establishment and maintenance of planting.

Performance Criteria		Design Solution	
Safety and Security			
PC5.	Ensure adequate levels of pedestrian safety and security by • promote pedestrian activity and safety in the public domain. • maximise active street frontages in Ashfield East and define areas where active street frontages are required. Security: • ensures developments are safe and secure for occupants by reducing opportunities for crime through environmental design. • contributes to the safety of the public domain. • encourages a sense of ownership over public and communal open spaces.	**DS5.1**	Mixed use and residential development facing roadways, side streets or public spaces must have windows positioned along that frontage to ensure that surveillance of the public domain occurs.
		DS5.2	Where shopfronts or business reception areas are provided at ground level they should be predominantly glazed in order to ensure they are visible from the street.
		DS5.3	Where there are entry lobbies only to residential flat development at ground level, such as to lift lobbies, the width of the lobby shall be a minimum of 3 m which is glazed, and has glazing a minimum of 2.1 metres high in order to achieve adequate visibility and surveillance of the street.
		DS5.4	The following security devices are required in a building containing apartments: • ground and first floor levels shall have fitted security devices which comply with the Australian Standard; • ground floor and entry porticos shall have as a minimum double barrel security and fire locks; • lighting which meets the relevant Australian standard of 40 lux, spaced at appropriate intervals to provide the required surveillance in basement parking areas and along pedestrian paths; • for developments higher than 3 storeys, an electronic surveillance system for open space on the site and for the basement car park areas, which includes a closed circuit television and surveillance camera, linked to a Manager's office which has the relevant control panels.

Performance Criteria	Design Solution
Residential Amenity	
PC6. Residential amenity: • Ensure that amenity considerations affecting residents are addressed including solar access, privacy/overshadowing impacts affecting adjacent and nearby residential properties and traffic noise mitigation. • Ensure careful consideration is given to the matter of apartment layout design and reducing traffic noise from Liverpool Road to protect the amenity of occupants of apartments. • Provide adequate areas of recreational open space for residents. • Adequate amenity is provided for existing adjacent residential flat buildings and houses.	**DS6.1** Development of a standalone residential flat building shall ensure that ground level apartments have adequate setback from the main road in accordance with clause **DS3.2**, and have adequate treatments to building facades to minimise noise impacts from the roadway, and floor layouts that comply with Clauses DS 6.5 and DS 6.6.
	DS6.2 Ceiling height of residential ground floor is to be consistent with the Apartment Design Guide in order to increase ground floor amenity through greater daylight access and retain adaptability of ground floor for alternative uses (Refer to **Figure 3** below).  Figure 4C.2 Ceiling heights of minimum 2.7m help to achieve good daylight access and natural ventilation to residential apartments **Figure 3** *Source: Department of Planning & Environment Apartment Design Guide*
	DS6.3 Where rooftops are used for resident open space adequate structures shall be provided for a person's shading. This may include pergolas.
	DS6.4 Maximum noise levels for the following rooms within apartments shall be: • Living areas 40 dBA • Bedrooms 35 dBA ***Note:*** *Development Applications for apartment buildings shall provide evidence that this requirement can be achieved including details of the type of glazing materials and design methods used.*
	DS6.5 **Apartment building design – buildings facing Victoria Street and Prospect Road.** For buildings located parallel to and along the above roads, the majority of apartments shall have "cross through " layouts which have living rooms opening onto the "quiet side" within the site, and also have a dual orientation to enable morning and afternoon winter solar access, as shown in the design principles in **Figure 6** and building locations in

		Map 2 . This is in order to minimise exposure to traffic noise, provide acceptable levels of amenity to residents and provide adequate surveillance of the main road verges for public safety. ***Note:*** *The above requirement may require the use of more than one lift per level.*
	DS6.6	**Apartment building design – Southern Side Liverpool Road and Carlton Crescent.** For buildings located along the southern side of Liverpool Road, the majority of apartments shall have their living areas within a "cross through" apartment layout, with living areas having a dual orientation opening onto the southern "quiet side" and also northern orientation for solar access as shown in the apartment layout principles in **Figure 5** and building locations in **Map 2**. This will minimise exposure to traffic noise, provide acceptable levels of amenity to residents, and provide surveillance of public areas to achieve "safer by design" objectives. ***Note:*** *The above requirement may require the use of more than one lift per level and separate circulation hallways.*
	DS6.7	Where development is adjacent sites shown on **Map 2** which identifies those residential flat buildings that are unlikely to redevelop, new development shall ensure that • apartment layouts do not have habitable room windows which directly overlook adjacent dwellings. • perimeter of development sites have deep soil areas in locations identified in **Map 2** for tree planting in order to provide a landscape "amenity buffer" and screening . This is in order to have an adequate soil volume plus good drainage conditions and sufficient width to allow for tree growth.
	DS6.8	Communal open space for residents shall be provided in locations shown on **Map 2** and be at ground level with adequate levels of winter solar access to the extent indicated on **Map 2.**

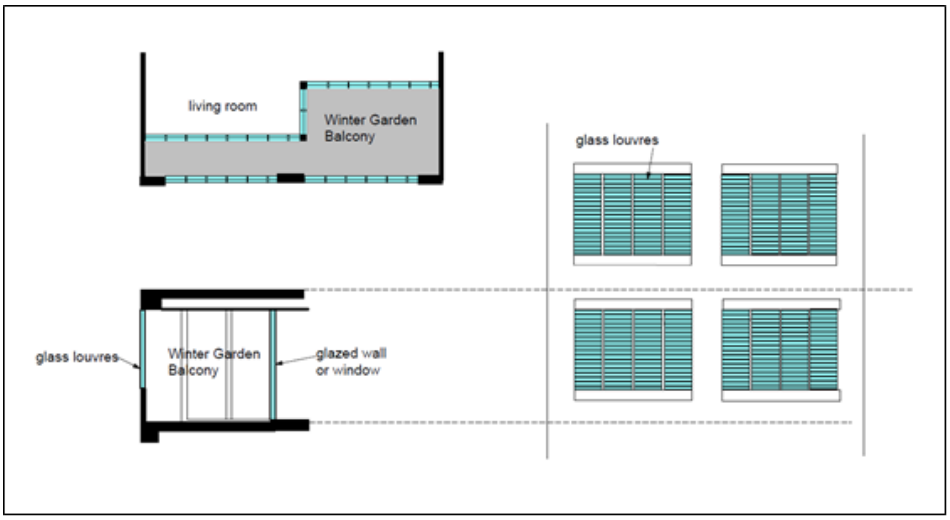


Figure 4: "Winter Garden Balconies" for noise reduction

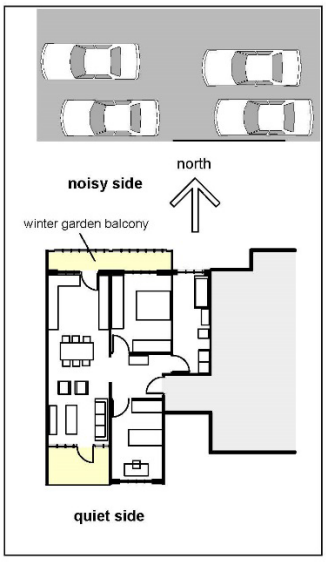


Figure 5: Dual Aspect apartments on southern side of Liverpool Road, with living areas opening onto "quiet" side within site.

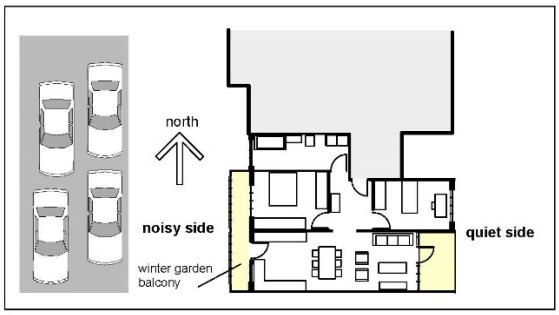


Figure 6: Dual Aspect apartments with an east west orientation, with living areas opening onto "quiet" side within the site. Similar principles apply for sites facing east.

Performance Criteria	Design Solution
Social considerations and residential development	
PC7. Residential development: • responds to **SEPP 65 – Principle 8: Housing diversity and social interactions** and the **Apartment Design Guide**, in order to ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types and occupancy rates. • addresses **SEPP 65 – Principle 8: Housing diversity and social interactions** by requiring a certain percentage of smaller dwellings which will be comparatively more affordable in terms of rental cost and purchase price. • requires **Universal Design** to be an upfront consideration in the design process.	DS7.1 A minimum of 20% of the number of apartments in residential flat buildings or shop top housing developments with more than 5 dwellings should be smaller studio or 1 bedroom apartments. DS7.2 It must be demonstrated at Development Application stage that the proposed building design layout is capable of achieving compliance with **Building Code of Australia** requirements for access to buildings for people with disabilities, including (where applicable) up to the point of entry into a buildings containing residential apartments. Refer to Section 2, A, -**Part A7 – Access and Mobility** of this Plan which details Council's **Universal Accessible Design** requirements for residential apartment layouts.
Commercial Development	
PC8. Commercial development: • Where ground level commercial space or non-residential floorspace is proposed, to ensure ground floor building layouts are of sufficient area to enable business uses to function efficiently. • ensure that mixed use/commercial developments achieve good urban design outcomes by concealing as far as possible the visual impact of utilitarian components of development such as car park entries, service areas, waste collection, air conditioning and electronic devices. • provides adequately sized ground floor ceiling heights to establish flexible and functional commercial ground floor layouts.	**DS8.1** Residual areas for service functions such as driveway ramps, waste storage, plant rooms etc. must be screened from the public domain. **DS8.2** Car parking required pursuant to this Plan shall be placed below ground level in order to maximize potential for active street frontages – Refer to Section 2, A **, Part A8 – Parking.** **DS8.3** Service Areas for commercial development shall be provided in accordance with the requirements of Section 2, A, **Part A8 - Parking**. **DS8.4** Minimum ceiling height for ground floor commercial uses is 3.3 metres, with additional allowance made for services and structural components above the ceiling line . The minimum ceiling height is to increase to 4 metres if the Commercial use is a Café/Restaurant. The Development Application is to demonstrate that allowance has been made for above ceiling mechanical requirements and structural beams and slabs. **DS8.5** Shopfronts/display areas shall: • not have any "roll-a-door" type grille or • opaque security shutters (excluding predominantly transparent security shutters); be designed in a way which complements the building style of the façade and enhances the streetscape.

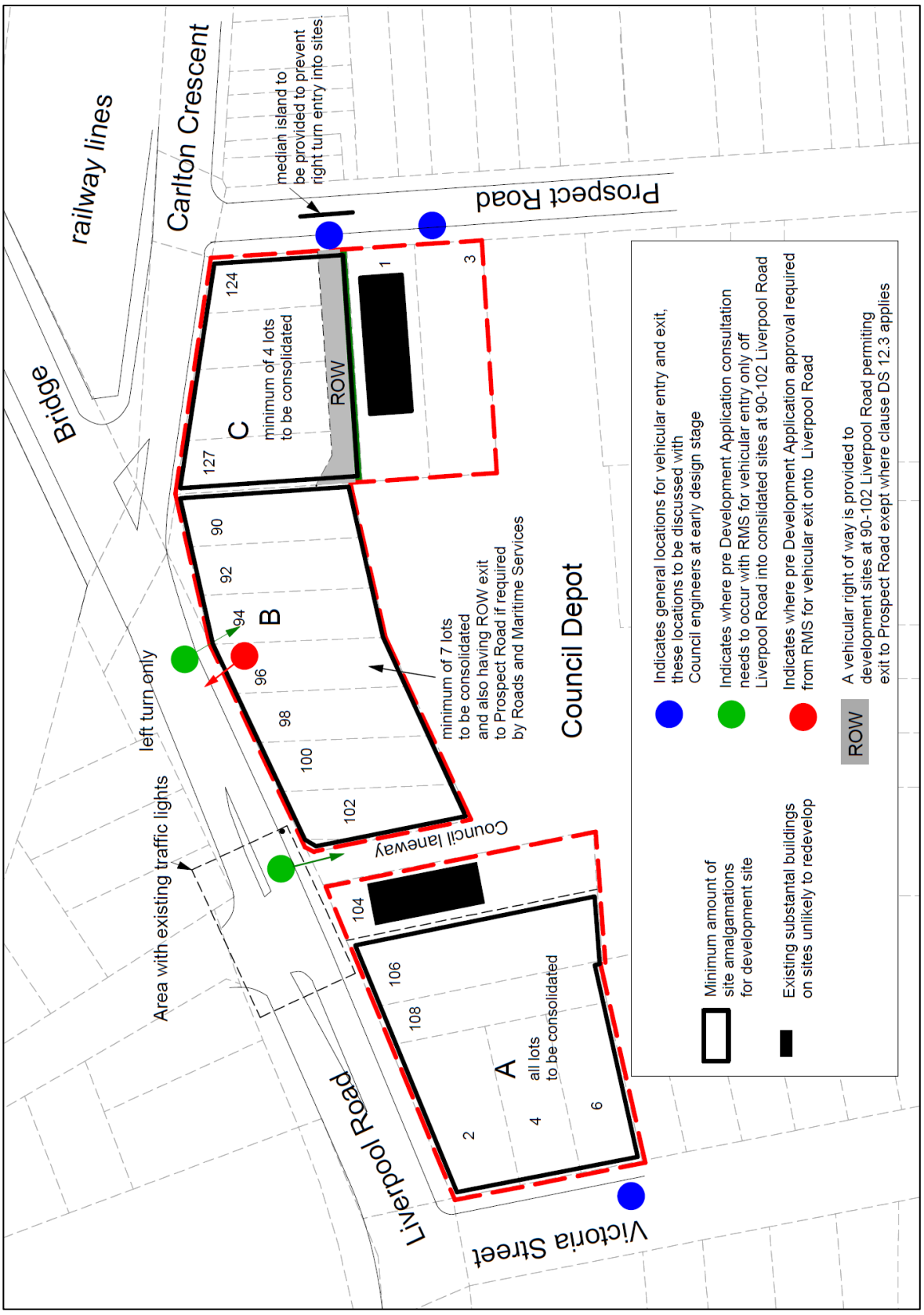
DS8.6	Air-conditioning units and satellite dish elements shall be designed and located as follows: • must not be located on the front façade or above an awning and be positioned at the rear of the building; • must be setback at least 1.5 m from all adjoining property boundaries, other than the front building line adjoining the street; • Must use non-reflective materials; • if a satellite dish is roof or wall or pole mounted, its diameter must not exceed 1.8 m excluding feed element; must be located to rear of property; and not extend above the highest point of the roof or located above a parapet.

Development Servicing

PC9.	Development servicing requirements: • ensure that site services and facilities are adequate for the nature and quantum of development. • ensure servicing activities do not have adverse amenity impacts. • minimise vehicle access points and driveway crossings to improve pedestrian safety and streetscape amenity.	**DS9.1**	Access ways to underground parking areas should be sited and designed to minimise noise impact on adjacent or nearby habitable rooms, including bedrooms.
		DS9.2	Adequate facilities are to be provided within any new development for the loading and unloading of service/delivery vehicles for commercial development.
		DS9.3	An area shall be provided on site to accommodate bins for garbage collection and recycling of waste for any non-residential uses. This area shall not be visible from the street and be behind the building line. Refer to Section 2, Chapter C, **Part 3 – Waste Management**
		DS9.4	Waste collection, loading and unloading locations are to be detailed at development application stage.
		DS9.5	Service doors and loading docks are to be adequately screened from street frontages and from active overlooking by existing development.
		DS9.6	Mail boxes for buildings shall be provided in an accessible location adjacent to the main entrance to the development. Mail boxes should be integrated into a wall where possible with material finishes and colours that complement the finishes of the building. Mail boxes must be secured and large enough to accommodate small parcels.
		DS9.7	Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: • away from street frontages, • integrated into the roof designs and placed in a position where such facilities will not become a skyline feature at the top of any building, • adequately setback from the perimeter wall or roof edge of buildings.

Performance Criteria		Design Solution	
Site Amalgamations, Vehicular Access Controls< Development Servicing			
PC10.	• New development ensures that the extent of site amalgamation has an adequate resulting site area for development to function adequately, taking into account Roads and Maritime Services	**DS10.1**	New development must have a consolidated development site which is of a size which is capable of accommodating vehicular entry and exit locations which are compatible with existing road conditions , complies with relevant

Performance Criteria	Design Solution	
requirements for vehicular access from main roads, provides vehicles access points to the development site, and also ensures that any remaining sites are able to redevelop to their full potential under the Inner West LEP 2022. • Ensure that upfront consultation occurs with the Roads and Maritime Services and Council's engineers to establish acceptable vehicles entry and exit points from development sites given that Liverpool Road is a state road and has particular constraints in Ashfield East for vehicular exit to Liverpool Road. *Note the Roads and Maritime Services must give approval for locations of vehicular entry and exit off main roads.* • Minimise the impact of vehicular entry and exit points on existing residences in Prospect Road and maximise traffic and pedestrian safety. *Explanatory Note: Council has a laneway identified on **Map 3** used by the council depot for vehicular entry and exit. Roads and Maritime Services have advised that only a left turn in movement off Liverpool Road may be supported for use of the laneway to access any development site, due to the configuration of existing traffic lights.*		legislation and Roads and Maritime Services roadway guidelines, and complies with the principles in **Map 3**.
	DS10.2	New development must demonstrate that remaining adjacent sites are to redevelop in the future to their full potential under the Inner West LEP 2022. Any development application shall be accompanied by conceptual diagrams for adjacent or affected sites to show this will be achieved including traffic entry and exit.
	DS10.3	New development identified in **Map 3** comprising amalgamation of properties along 124-127 Carlton Crescent shall provide a right of way to Prospect Road for vehicular access to remaining properties along Liverpool Road to ensure that those sites are capable of redevelopment. This is not required if sites at 90-102 Liverpool Road have prior Development Approval which does not require use of Prospect Road for vehicular exit.
	DS10.4	Use of the laneway owned by Council identified on **Map 3** lane accessed off the Liverpool Road traffic lights is subject to negotiation and approval by Council.
	DS10.5	Driveways which provide access to development for car parking, deliveries for loading and unloading and waste collection, shall be provided from road locations generally in locations identified on **Map 3**. These locations reflect Roads and Maritime Services requirements as submitted for the Planning Proposal amendment to the Inner West LEP 2022 to change zonings for Ashfield East. "Upfront" consultation prior to any design finalisation must occur with Council's engineers and the Roads and Maritime Services to determine appropriate locations, with consultation documentation provided with a Development Application.
	DS10.6	Use of Prospect Road for entry and exit shall be limited to a left turn movement in and out of Prospect Road, and with a median island provided to prevent right turn entry movements in Prospect Road, as shown in **Map 3.** If required street kerbs shall be repositioned to accommodate the median island width in Prospect Road, subject to approval of Council's engineers, with the construction work being at the applicant's cost. A survey and design shall be provided at Development Application stage to determine the extent of work required.
	DS10.7	In the event 104 Liverpool Road is sought to be redeveloped, site layout design shall ensure use of the adjacent Council laneway for vehicular both entry and exit to Liverpool Road is enabled, by providing a wider laneway which aligns with existing traffic lights to the satisfaction of the Roads and Maritime Services.



Map 3- Site amalgamations and vehicular access – Principles

Part 3

Ashfield West

Application

This Guideline applies to the following development categories:

- All development within the Ashfield West as defined within **Map 1** within this Part.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

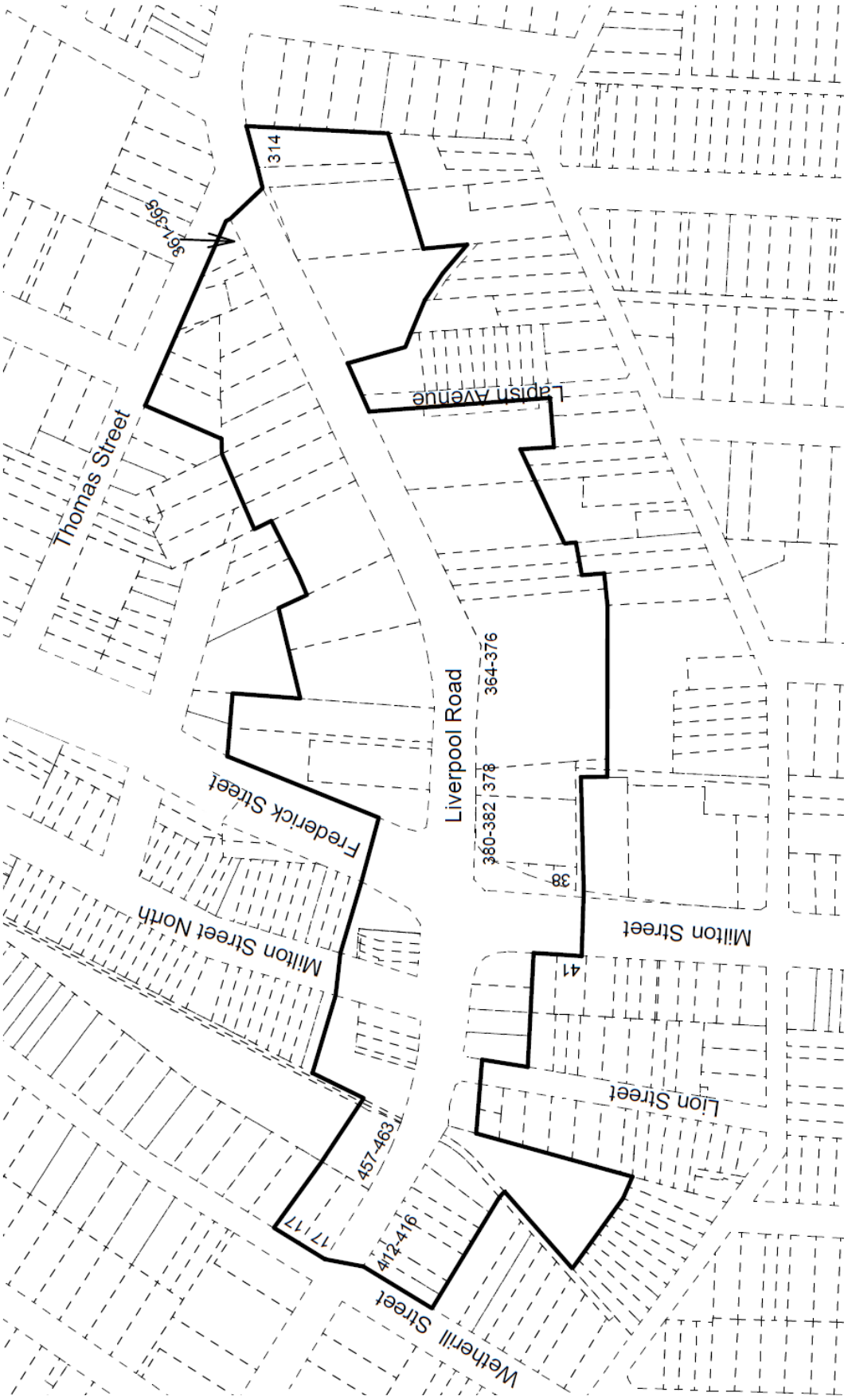
The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To produce controls specific to residential flat development and shop top housing in Ashfield West not contained in **State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65),** and the **Apartment Design Guide**. In addition, produce generic controls for non-residential development permitted in the B4 Mixed Use Zone in Ashfield West as identified within the **Inner West LEP 2022.**
- To identify the townscape elements and environmental considerations that are unique to Ashfield West, which must be taken into account by new development, including considerations pursuant to the **SEPP 65** Principle – 'Context and neighbourhood character'.
- To define the desired character of the Ashfield West in terms of building scale, building setback, building design, street scale and open space requirements, and the desired interface between public and private domain in order to promote development outcomes that will have a positive, transformative effect.
- To achieve a high level of architectural and landscape design composition in Ashfield West, in order to provide an attractive built form and landscape, a sense of place for residents, and create a distinct spatial character
- To require active street frontages where appropriate, with good physical and visual connections between buildings and the street, in order to provide good levels of pedestrian safety.
- To ensure residential development provides adequate occupant amenity, including solar penetration and privacy from adjoining developments.
- To provide a high quality landscape setting to the frontages of buildings along Liverpool Road and Thomas Street which will improve the visual and environmental quality of the area. In practical terms this means more tree planting and upgraded footpaths to significantly enhance amenity for pedestrians along Liverpool Road and an improved setting for all buildings



Map 1 – Applicable Land

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Context			
PC1.	To identify key matters that affect building and open space design and influence the desired character of the townscape of the Ashfield West strip and address **Principle 1 – Context and neighbourhood character** of **SEPP 65**.	**DS1.9**	As a response to **State Environmental Planning Policy No. 65 Principle 1 – Context, Principle 9 – Aesthetics**, the desired character for architectural composition of residential flat buildings shall be of a **traditional architectural composition**, (see Definitions) except in circumstances where **DS1.2** below applies.
		DS1.10	Council will support a modern/contemporary architectural appearance only when a **high compositional standard** (refer to Definitions) and architectural excellence is achieved. If a **high compositional standard** (see Definitions) cannot be achieved, and in order to avoid a "bland" building appearance, a **traditional architectural composition** is required in accordance with **DS1.1**.
		DS1.11	Non-residential buildings employing contemporary or non-historic building styles shall achieve a high compositional standard.
		DS1.12	Ground Level Shopfront Design shall respond to the requirements for **Commercial Development** within this Part.
		DS1.13	Large side wall facades which are prominent/ visible such as occur in apartment and/or commercial buildings, must be modelled to give the building an attractive, articulated appearance and a high compositional standard.
		DS1.14	Development along the main road(s) of the Ashfield West "strip" shall create a lively pedestrian environment and maximize public safety by having an active frontage to ground level shopfronts or for other commercial uses, or by having wide glazed ground level entry foyers into apartment buildings. Refer to the requirements for **Pedestrian Amenity and Safety** within this Part.
		DS1.15	Refer to the requirements for **Building Heights** and **Map 2** within this Chapter which requires (for urban design reasons) buildings to address the road and to be in a position which gives spatial definition to the street/road by having consistent front buildings setbacks in some areas and in addition requires certain sites in other areas to have buildings sited in a way that which will give spatial emphasis e.g. corner sites.
		DS1.16	Development in Thomas Street shall by sympathetic to the residential character and building typologies of the street, including the building scale of adjacent properties. This shall include demonstrating that architectural cues with adjacent development.
		DS1.17	Proposed signage visually complements (not challenge) the architectural composition of buildings and should enhance the Ashfield West townscape.
Building Height			

Performance Criteria		Design Solution	
PC2.	Building height: • minimises amenity impacts on adjoining low density residential properties • defines the maximum permitted building scale including number of storeys as stipulated within the **Inner West LEP 2022,** and is capable of accommodating all of a building's functional requirements		Maximum building heights are shown on the **Inner West LEP 2022 - Height of Buildings Map**, and are affected by the limitation in **Clause 4.3 of Inner West LEP 2022**, see the explanatory notes in **Figure 1**.
			The maximum number of storeys are shown in **Map 2** which defines the maximum desired building scale for Ashfield West, with perceivable scale generally measured to the parapet edge or roof pitching point of a building.
			Provide adequately sized ground floor ceiling heights to establish flexible and functional commercial ground floor layouts
			Provide adequate ground floor clearances for sites servicing for waste collection and loading and unloading by trucks
			Take into consideration provision of roof top gardens and structures located within the maximum height stipulated in the LEP
Building Location			
PC3.	Buildings are: • to be located and arranged in a way which gives spatial definition to the road and provides surveillance of the public domain • to ensure the building scale is sympathetic with surrounding lower density residential properties • to ensure future development does not compromise development potential of adjoining properties and /or reduce solar access for adjoining properties.	**DS3.8**	Buildings should be located and arranged in a way which gives spatial definition to the road and provides surveillance of the public domain and places for front setback natural landscapes and trees. Refer to **Map 2** which shows site locations for: • buildings with zero front setbacks for spatial definition of corner areas and containing ground floor non- residential uses; **Or** • buildings are to be setback from the front boundary to enable landscape areas for tall tree planting.
		DS3.9	Buildings within locations where front setbacks apply - see **Map 2** - shall have a minimum setback to the front building line of 6 metres in order to provide uniformity, order, and continuity of building form along the public domain.
		DS3.10	New buildings adjacent or nearby neighbouring **R2 Low Density Residential** and **R3 Medium Density Residential** zones must step down in building scale if required in order to be at a level which is sympathetic in height with those properties, as generally shown on **Map 2**.
		DS3.11	Development must not compromise the ability of adjacent sites to build to their full floor space ratio potential. Issues that need to be considered are maintaining northern winter solar access to future potential residential flat development on adjacent sites.

Map 2 – Maximum number of storeys and preferred building locations

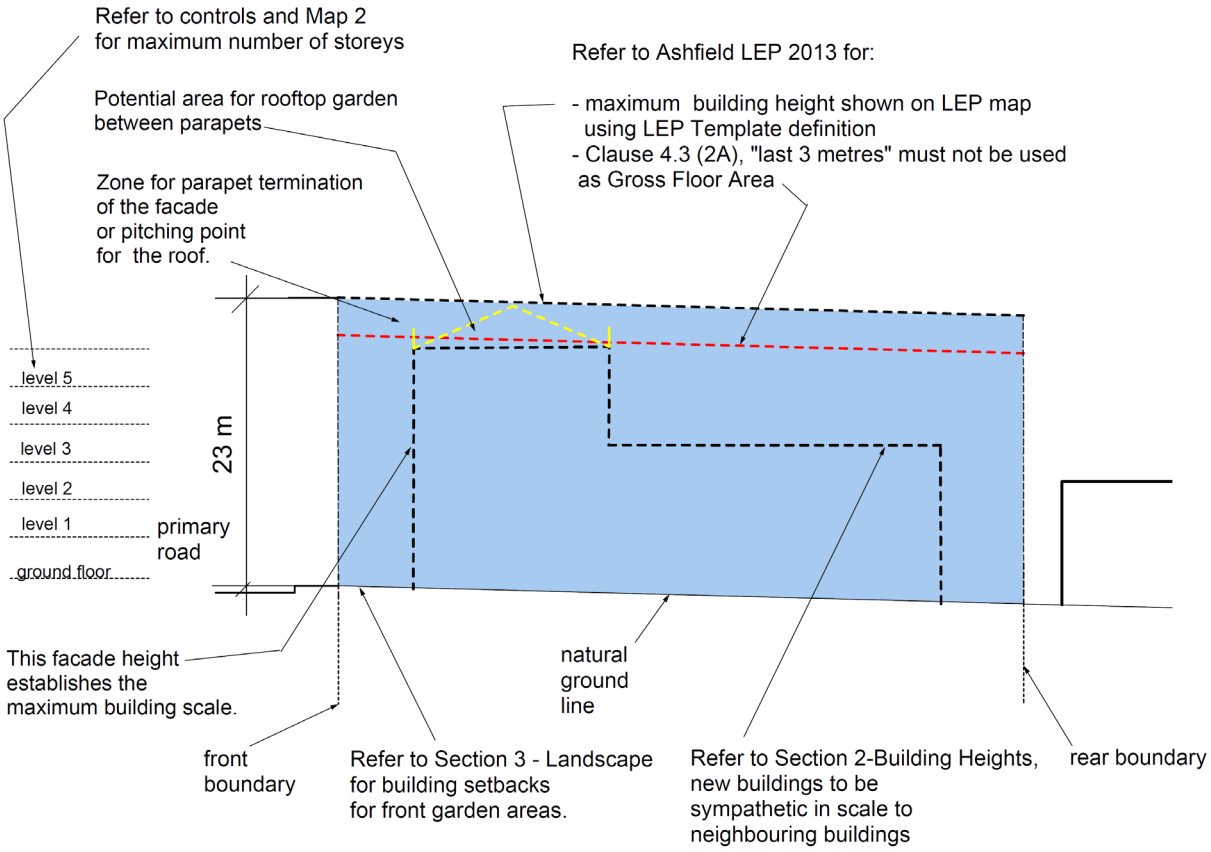


Figure 1 – Explanatory Diagram - maximum number of storeys

***Note**: The maximum number of Storeys shown on **Map 2** which defines the maximum building scale and the principles illustrated on **Figure 1** above are based on the following:*

- ***Inner West LEP 2022** requires "Building Height" to be measured from the line of slope of the natural ground level to the uppermost part of the building including plant rooms etc. Maximum building heights stipulated in the LEP have been derived at by taking into account a 3 metre height allowance for a non-habitable "roof level" containing structures such as plant rooms, see **Clause 4.3 2A of Inner West LEP 2022**.*
- *Maximum permitted building height accommodates sloping land levels. It also accommodates higher ground floor to ceiling heights for commercial uses to accommodate vehicle servicing requirements, truck access into buildings, and places affected by local flooding and accommodates roof top gardens and other rooftop structures.*
- ***Figure 1** uses a 23m height limit to illustrate principles. Where other sites in Ashfield West have lower maximum heights similar principles apply.*

Performance Criteria	Design Solution
Landscaping	
PC4. Landscaping: • provides an aesthetically attractive, visually consistent landscaped public domain along Liverpool Road and other roads within Ashfield West • identifies areas that require deep soil planting, allowing for planting of trees and significant plantings. The aim is to enhance the townscape setting of buildings and improve urban air quality/ biodiversity, and to provide amenity for neighbouring properties • ensures the adequate provision of communal open space areas • integrates buffer areas along the street frontage and site boundaries to increase amenity for surrounding properties and the public domain.	**DS4.6** Development must provide a building setback including a setback to any basement levels to enable a 3-metre wide **deep soil planting area** along the main road frontage for establishment of tall trees (tree species will be specified by Council) as shown on **Map 3 –Landscape Areas** and **Figure 2**. ***Note:*** *A 3-metre deep soil width is necessary in order to have adequate soil volume, drainage conditions etc. for trees to thrive and create sufficient width to allow for tree canopies.*
	DS4.7 Development within the area shown on **Map 3 –Landscape Areas** must provide a building setback including a setback to any basement levels for positions shown on **Map 3 – Landscape Areas** to enable a 3-metre wide **deep soil planting area** along the boundary with neighbouring dwellings. This area is to be densely planted with trees in order to provide screening of new development and maintain privacy for neighbouring houses. ***Note:*** *A 3-metre deep soil width is necessary in order to have adequate soil volume, drainage conditions etc. for trees to thrive and create sufficient width to allow for tree canopies.*
	DS4.8 Communal Open Space identified in **Map 3 –Landscape Areas**: • must be provided for apartment development to which **SEPP 65** applies; **And** • complies with the communal open space requirements of the **Apartment Design Guide**. ***Note:*** *Landscaping of all types of buildings, including provision of roof gardens where practical is strongly encouraged. A landscape concept plan should be prepared and submitted with the development application.*
	DS4.9 Trees are to be planted along the frontage of sites and shall be: • planted at a minimum initial height of 1.8m; • species approved by Council; **And** • planted at regular intervals.
	DS4.10 For RMS land on the corner of Liverpool Road and Milton Street: • refer to **Controls for Special Areas - Milton Street laneway, 36-38A Milton Street, and 378, 380-382 Liverpool Road** within this Part for special landscape requirements for corner sites at Liverpool Road and Milton Street. See **Map 3 - Landscape Areas** and **Map 6**.
	DS4.11 For the Ashfield RSL site at 364-378 Liverpool Road:

Performance Criteria	Design Solution
	• Refer to **Controls for Special Areas - 364-378 Liverpool Road, including Ashfield RSL site (Land within B4 Mixed Use Zone)** within this Part and **Map 3** for special landscape requirements for Ashfield RSL site - 364-378 Liverpool Road.
	DS4.12 Planter boxes, such as those provided on roof top communal open space, shall: • provide soil depth, soil volume and soil area appropriate to the size of the plants to be established, in accordance with the **Apartment Design Guide**; • provide appropriate soil conditions and irrigation methods; **And** • provide adequate drainage. ***Note:*** *The above information shall be shown adequately on any submitted Landscape Drawings, and be coordinated with the architectural documentation to take into account the structure of a building including slab thicknesses and beam locations.*

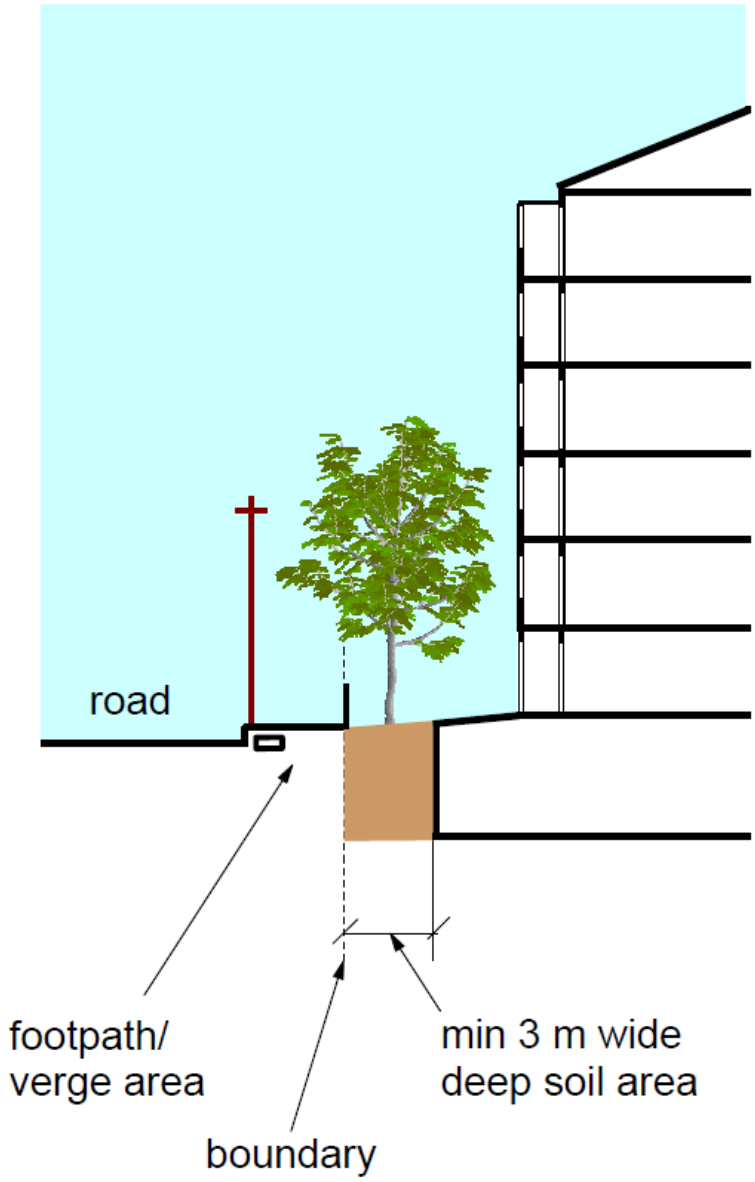


Figure 2 - Public Verge and front garden deep soil area

Map 3 - Landscape Areas

Amenity Principle for neighbouring properties :

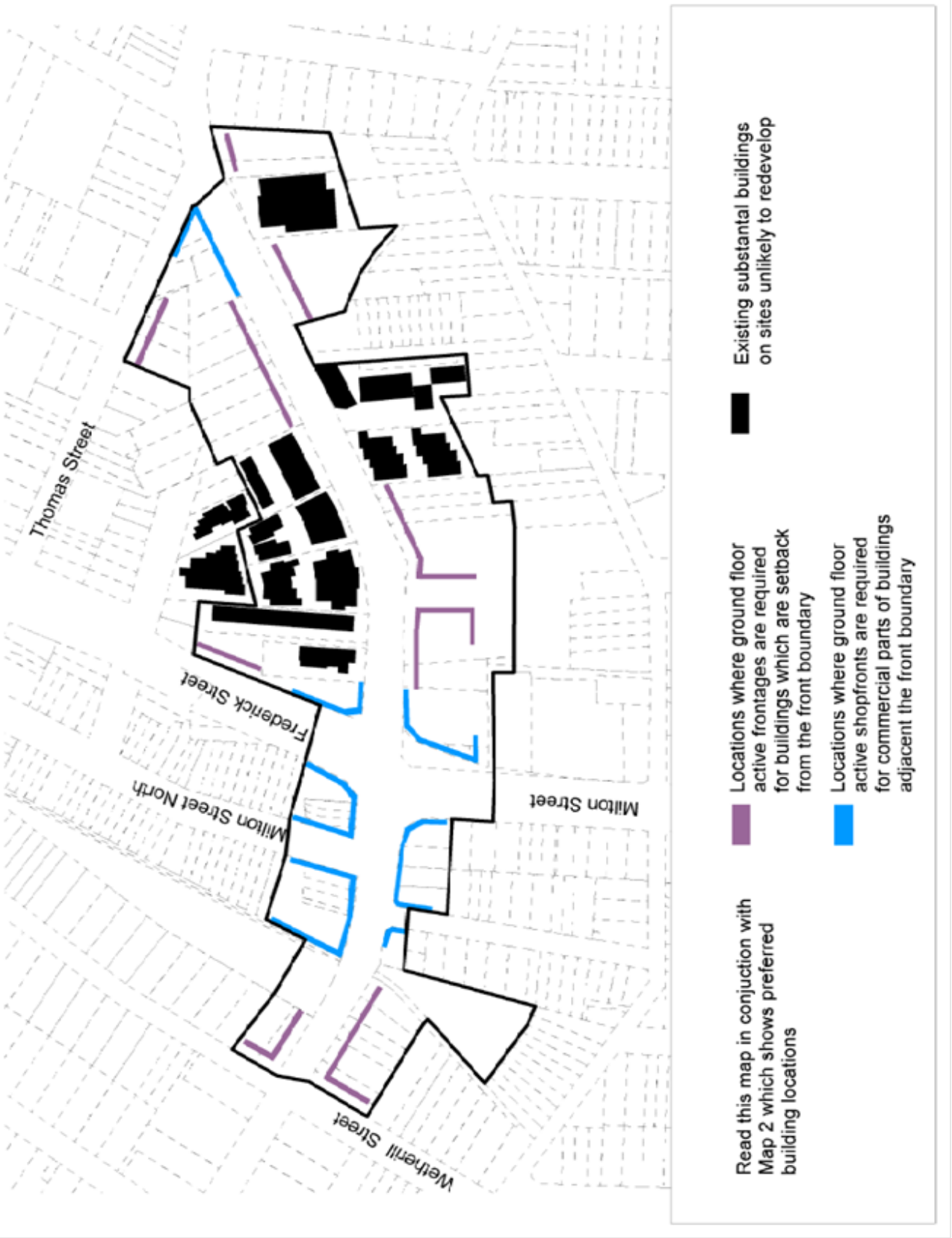
- 3m min. wide deep soil zone with dense tree planting, to establish a buffer for adjoining dwellings

Urban Design and Amenity Principles :

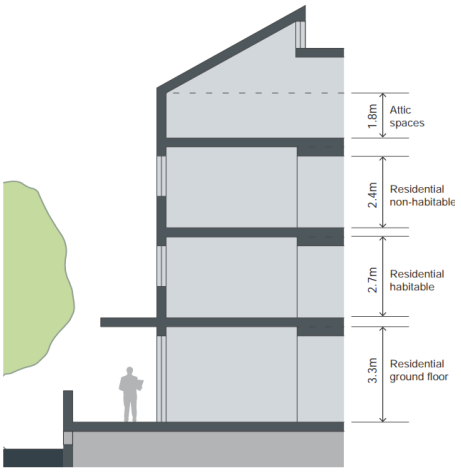
- 3m min. deep soil zone along frontage to establish trees, for :
  - streetscape improvement and public amenity
  - visual amenity for residents in dwellings facing road
- footpaths on privately owned land, accessible by public
- Sites with existing deep soil planting in front garden areas
- major existing buildings on sites unlikely to redevelop in short to medium term
- Where residential flat buidlings are proposed and affected by State Environmental Planning Policy no 65 a 25% communal open space requirement is required for sites larger than 1200 sq m.

Refer also to notes on map for specific areas

Performance Criteria	Design Solution
Pedestrian Amenity	
PC5. Pedestrian amenity: • promote pedestrian activity and safety in the public domain • maximise active street frontages in Ashfield West and define areas where active street frontages are required • Minimise the visual impact of on grade car parking on the streetscape • Ensure provision of awnings along the commercial core street frontages and other retail areas.	**DS5.5** Active street frontages: • are required in the areas shown on **Map 4 – Active Street Frontages**; **And** • where active street frontages are required for Shop Top Housing or Residential Flat Buildings shall ensure that upper level parts of buildings have windows or balconies that provide surveillance of the public domain.
	DS5.6 Mixed use/residential development facing rear lanes or public spaces must have windows positioned along that frontage to ensure that surveillance of the public domain occurs.
	DS5.7 Where shopfronts or business reception areas are provided at ground level they should be predominantly glazed in order to ensure they are visible from the street.
	DS5.8 Where there are entry lobbies only to residential flat development at ground level, such as to lift lobbies, the width of the lobby shall be a minimum of 5 m and have glazing a minimum of 2.1 metres high in order to achieve adequate visibility and surveillance of the street.
	DS5.9 Any **on grade (ground level) car parks** are to be set back behind an active street frontage, and designed in accordance with the controls set out in **Part A8 Parking (DS4.1**).
	DS5.10 Street awnings shall be provided to buildings which have zero setbacks to front boundaries for those buildings locations identified on **Map 4 - Active Street Frontages.**



Map 4 - Active Street Frontages

Performance Criteria	Design Solution
Security	
PC6. Security: • ensures developments are safe and secure for occupants by reducing opportunities for crime through environmental design • contributes to the safety of the public domain • encourages a sense of ownership over public and communal open spaces.	**DS6.1** The following security devices are required in a building containing apartments: • ground and first floor levels shall have fitted security devices which comply with the Australian Standard; • ground floor and entry porticos shall have as a minimum double barrel security and fire locks; • lighting which meets the relevant Australian standard of 40 lux, spaced at appropriate intervals to provide the required surveillance in basement parking areas and along pedestrian paths; **And** • for developments higher than 3 storeys, an electronic surveillance system for open space on the site and for the basement car park areas, which includes a closed circuit television and surveillance camera, linked to a Manager's office which has the relevant control panels.
Residential Amenity	
PC7. Residential amenity: • Ensure that amenity considerations affecting residents are carefully considered including solar access, privacy/overshadowing impacts affecting adjacent and nearby residential properties and traffic noise mitigation. • Ensure careful consideration is given to the matter of apartment design and reducing traffic noise from Liverpool Road and from Milton Street to protect the amenity of occupants of apartments. • Provide adequate areas of recreational open space for residents. • Ensure that amenity considerations affecting residents are carefully considered including solar access, privacy/overshadowing impacts affecting adjacent and nearby residential properties and traffic noise mitigation. • Ensure careful consideration is given to the matter of apartment design and reducing traffic noise from Liverpool Road and from Milton Street to protect the amenity of occupants of apartments.	**DS7.1** Development of a standalone residential flat building shall ensure that ground level apartments have adequate setback from the main road, appropriate floor level positions, and adequate treatments to minimise the impacts from the roadway.
	DS7.2 Ceiling height of residential ground floor is to be consistent with the Apartment Design Guide in order to increase ground floor amenity through greater daylight access and retain adaptability of ground floor for alternative uses (Refer to **Figure 3** below)  Figure 4C.2 Ceiling heights of minimum 2.7m help to achieve good daylight access and natural ventilation to residential apartments *Source: Department of Planning & Environment Apartment Design Guide*
	DS7.3 Maximum noise levels for the following rooms within

Performance Criteria	Design Solution	
		apartments shall be: • Living areas 40 dBA • Bedrooms 35 dBA ***Note:*** *Development Applications for apartment buildings shall provide evidence from an acoustic engineer that this requirement can be achieved including details of the type of glazing materials and design methods used.*
	DS7.4	**Apartment building design - Northern side of Liverpool Road.** For buildings located along the northern side of Liverpool Road, a majority of apartments shall have their living areas oriented to the north as shown in the "apartment layout principles diagram" in **Figure 5**. Other rooms located adjacent to the road may alternatively have adjustable glazing which is adequate in thickness to reduce noise levels into the rooms. This is in order to minimise exposure to traffic noise, provide acceptable levels of amenity to residents, and provide adequate surveillance of footpaths for public safety. ***Note:*** *The above requirement may require the use of more than one lift and separate circulation hallways.*
	DS7.5	**Apartment building design - Southern side Liverpool Road.** For Buildings located along the southern side of Liverpool Road, the majority of apartments shall have their living areas within a "cross through" apartment layout, with living areas having a dual orientation opening onto the southern "quiet side" and also northern orientation for solar Communal Open Space access as shown in the apartment layout principles in **Figure 6**. This will minimise exposure to traffic noise, provide acceptable levels of amenity to residents, and provide surveillance of public areas to achieve "safer by design" objectives. ***Note:*** *The above requirement may require the use of more than one lift and separate circulation hallways.*
	DS7.6	**Apartment building design - Frederick Street and Milton Street** For buildings located adjacent Frederick street and Milton Street which are directly exposed to traffic noise, apartments shall have "cross through" layouts which have living areas opening onto the "quiet side" within the site, and also have a dual orientation to enable morning and afternoon winter solar access as explained in the apartment layout principles **Figure 7**. This is in order to minimise exposure to traffic noise, provide acceptable levels of amenity to residents, and provide adequate surveillance of the main road verges for public safety. ***Note:*** *The above requirement may require the use of more*

Performance Criteria	Design Solution	
		than one lift and separate circulation hallways.
	DS7.7	Refer to **Landscape** requirements for this Part for the provision and location of communal open space for apartment buildings and perimeter buffer areas**.**

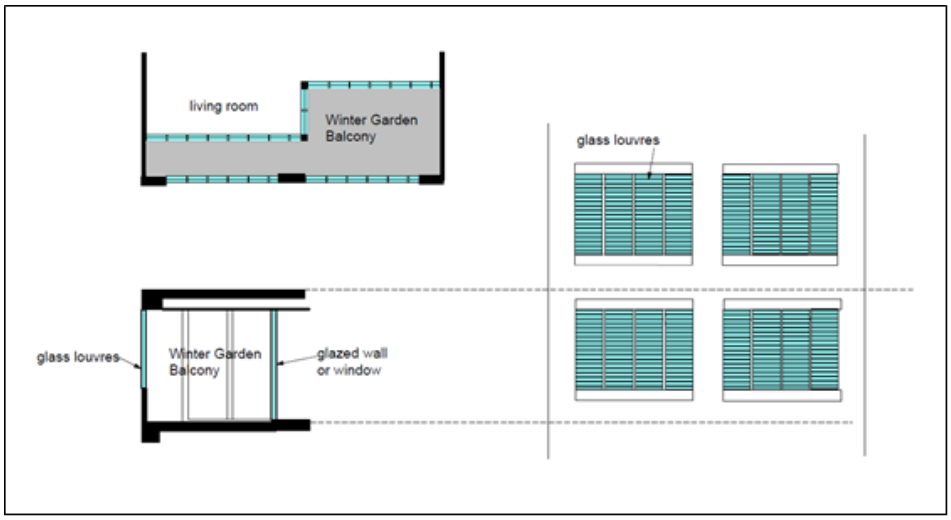


Figure 4: "Winter Garden Balconies" for noise reduction

Figure 5: Northern orientation with apartments on "quiet side"

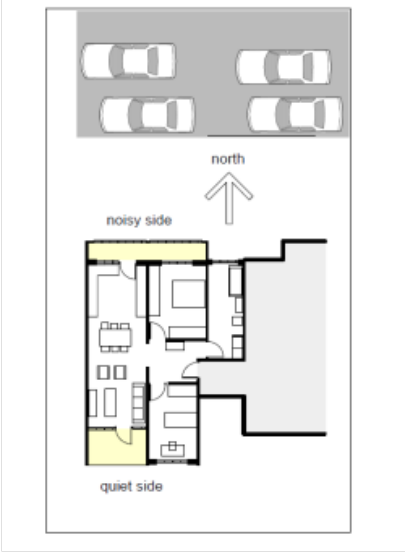


Figure 6: Dual Aspect apartments on southern side of road, with living areas opening onto "quiet" side within site.

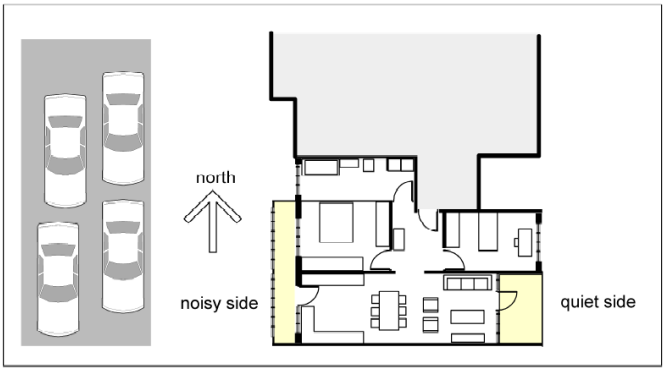


Figure 7: Dual Aspect apartments with an east west orientation, with living areas opening onto "quiet" side within the site

Performance Criteria	Design Solution	
Social considerations and residential development		
PC8. Residential development: • responds to **SEPP 65 – Principle 8: Housing diversity and social interactions** and the **Apartment Design Guide**, in order to ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types and occupancy rates. • addresses **SEPP 65 – Principle 8: Housing diversity and social interactions** by requiring a certain percentage of smaller dwellings which will be comparatively more affordable in terms of rental cost and purchase price. • requires **Universal Design** to be an upfront consideration in the design process.	**DS8.1**	A minimum of 20% of the number of apartments in residential flat buildings or shop top housing developments with more than 5 dwellings should be smaller studio or 1 bedroom apartments.
	DS8.2	It must be demonstrated at Development Application stage that the proposed building design layout is capable of achieving compliance with **Building Code of Australia** requirements for access to buildings for people with disabilities, including (where applicable) up to the point of entry into a buildings containing residential apartments. Refer to **Part A7 – Access and Mobility** of this Plan which details Council's **Universal Accessible Design** requirements for residential apartment layouts.
Commercial Development		
PC9. Commercial development: • maximise the amount business (non-residential) floor area at ground level for particular sites in order to provide for employment floor space, activate the street frontage and buffer any upper floor residential uses • ensure that mixed use/commercial developments achieve good urban design outcomes by concealing as far as possible the visual impact of utilitarian components of development such as car park entries, service areas, waste collection, air conditioning and electronic devices • provides adequately sized ground floor ceiling heights to establish flexible and functional commercial ground floor layouts.	**DS9.1**	Where buildings have zero front building setbacks, as shown on **Map 2**, and have non-residential uses at ground level, the majority of the ground floor area of buildings should comprise business use.
	DS9.2	Residual areas for service functions such as driveway ramps, waste storage, plant rooms etc. must be screened from the public domain. This can be achieved by complying with the requirements of **Development Servicing** within this Part.
	DS9.3	Car parking required pursuant to this Plan shall be placed below ground level for more substantial developments in order to maximise ground level commercial space, and to maximize potential for active street frontages – Refer to **Part A8 - Parking**
	DS9.4	Service Areas for commercial development shall be provided in accordance with the requirements of Development Servicing within this Chapter. Refer also to **Part A8 - Parking**.
	DS9.5	Minimum ceiling height for ground floor commercial uses is 3.3 metres. The minimum ceiling height is to increase to 4 metres if the Commercial use is a Café/Restaurant. The Development Application is to demonstrate that allowance has been made for above ceiling mechanical requirements and structural beams and slabs.
	DS9.6	Refer to **Part A10** of this Plan and **Schedule 2 of Inner West LEP 2022**. Some signage is also controlled by **State Environment Planning Plan No. 64 (SEPP 64)**. **SEPP 64** includes requirements for making signage compatible with the desired future character of an area.
	DS9.7	Shopfronts/display areas shall: • provide a minimum amount of shopfront glazed area in accordance with the requirements of

Performance Criteria	Design Solution	
		Pedestrian Amenity and Safety within this Part. • not have any "roll-a-door" type grille or opaque security shutters (excluding predominantly transparent security shutters); **And** • be designed in a way which complements the building style of the façade and enhances the streetscape.
	DS9.8	Air-conditioning units and satellite dish elements shall be designed and located as follows: • must not be located on front façade or above an awning and be positioned at the side or rear of the building; • must be setback at least 1.5 m from all adjoining property boundaries, other than the front building line adjoining the street; • Must use non-reflective materials; **And** • if a satellite dish roof is wall or pole mounted, diameter must not exceed 1.8 m excluding feed element; must be located to rear of property; and not extend above the highest point of the roof or located above a parapet.
Development Servicing		
PC10. Development servicing requirements: • ensure that site services and facilities are adequate for the nature and quantum of development. • establish appropriate access and location requirements for servicing of development. • ensure servicing activities do not have adverse amenity impacts. • minimise vehicle access points and driveway crossings to improve pedestrian safety and streetscape amenity. • ensure site facilities such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures, are effectively integrated into development and are visually unobtrusive.	**DS10.1**	Driveways which provide access to development for car parking, deliveries for loading and unloading and waste collection, shall be provided from road locations generally in locations identified on **Map 5 - Development Servicing and Access**. "Upfront" consultation prior to any design finalisation should occur with Council's engineers and RMS to determine satisfactory locations.
	DS10.2	Access ways to underground parking areas should be sited and designed to minimise noise impact on adjacent or nearby habitable rooms, including bedrooms.
	DS10.3	Adequate facilities are to be provided within any new development for the loading and unloading of service/delivery vehicles. Refer to **Part A8 – Parking – Design Principles**
	DS10.4	An area shall be provided on site to accommodate bins for garbage collection and recycling of waste for any non-residential uses This area shall not be visible from the street, behind the building line. Refer to **Part C3 – Waste Management** and the diagrams in **Figures 8** and **9** in this Part**.**
	DS10.5	Areas for waste collection, loading and unloading, are to be detailed at development application stage. This shall be demonstrated by submitting a "service area function plan" similar in format to that shown on **Figures 8** and **9** with the development application which shows:

Performance Criteria	Design Solution	
		• waste collection room areas, including garbage bins, recycling bins, other bins • pathways for manoeuvring of bins to and from Waste collection room areas; **And** • required truck manoeuvring areas, and or truck parking positions for the emptying of bins onto trucks
	DS10.6	Service doors and loading docks are to be adequately screened from street frontages and from active overlooking by existing development.
	DS10.7	Mail boxes for buildings shall be provided in an accessible location adjacent to the main entrance to the development. Mail boxes should be integrated into a wall where possible with material finishes and colours that complement the finishes of the building. Mail boxes must be secured and large enough to accommodate small parcels.
	DS10.8	Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: • away from street frontages, • integrated into the roof designs and placed in a position where such facilities will not become a skyline feature at the top of any building, **And** • adequately setback from the perimeter wall or roof edge of buildings.

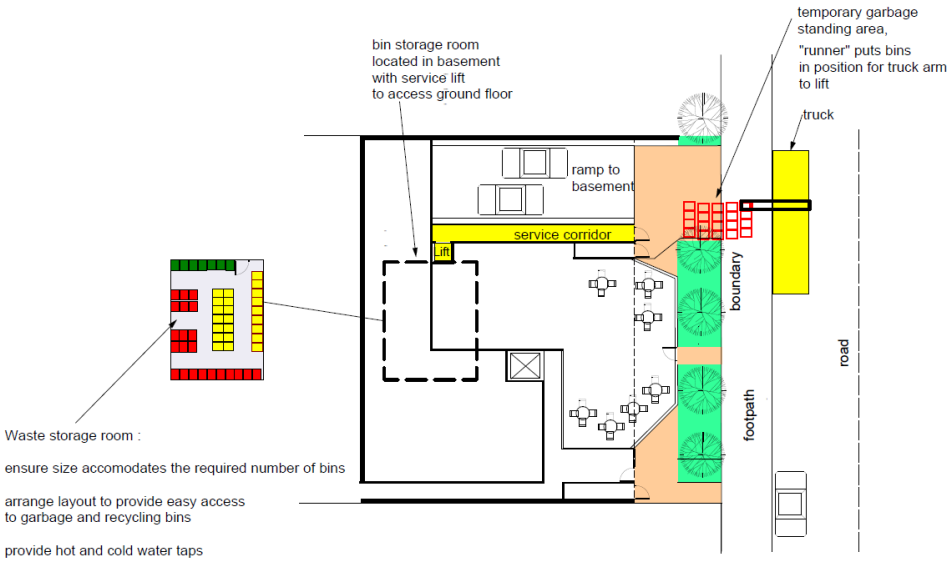


Figure 8: Development Servicing Concept Plan - ground level business use

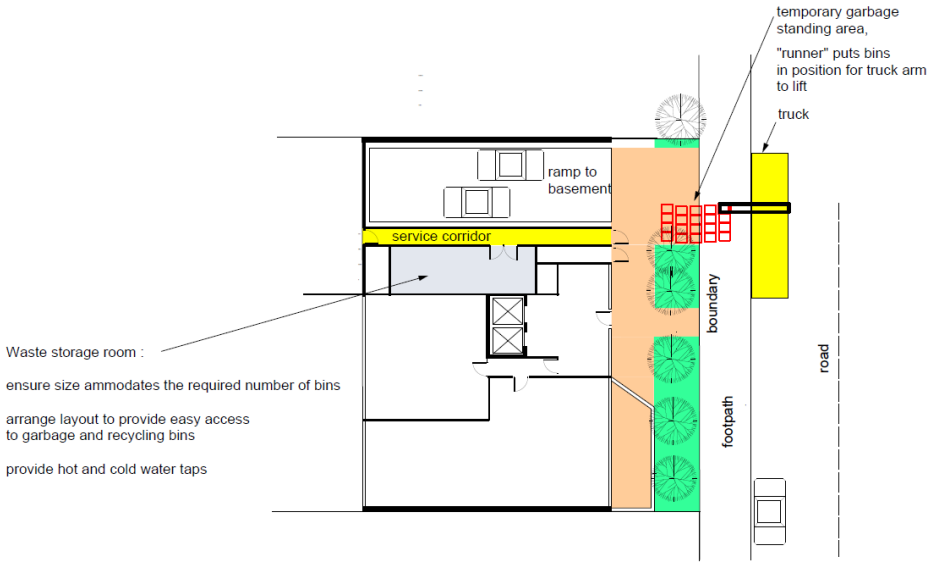
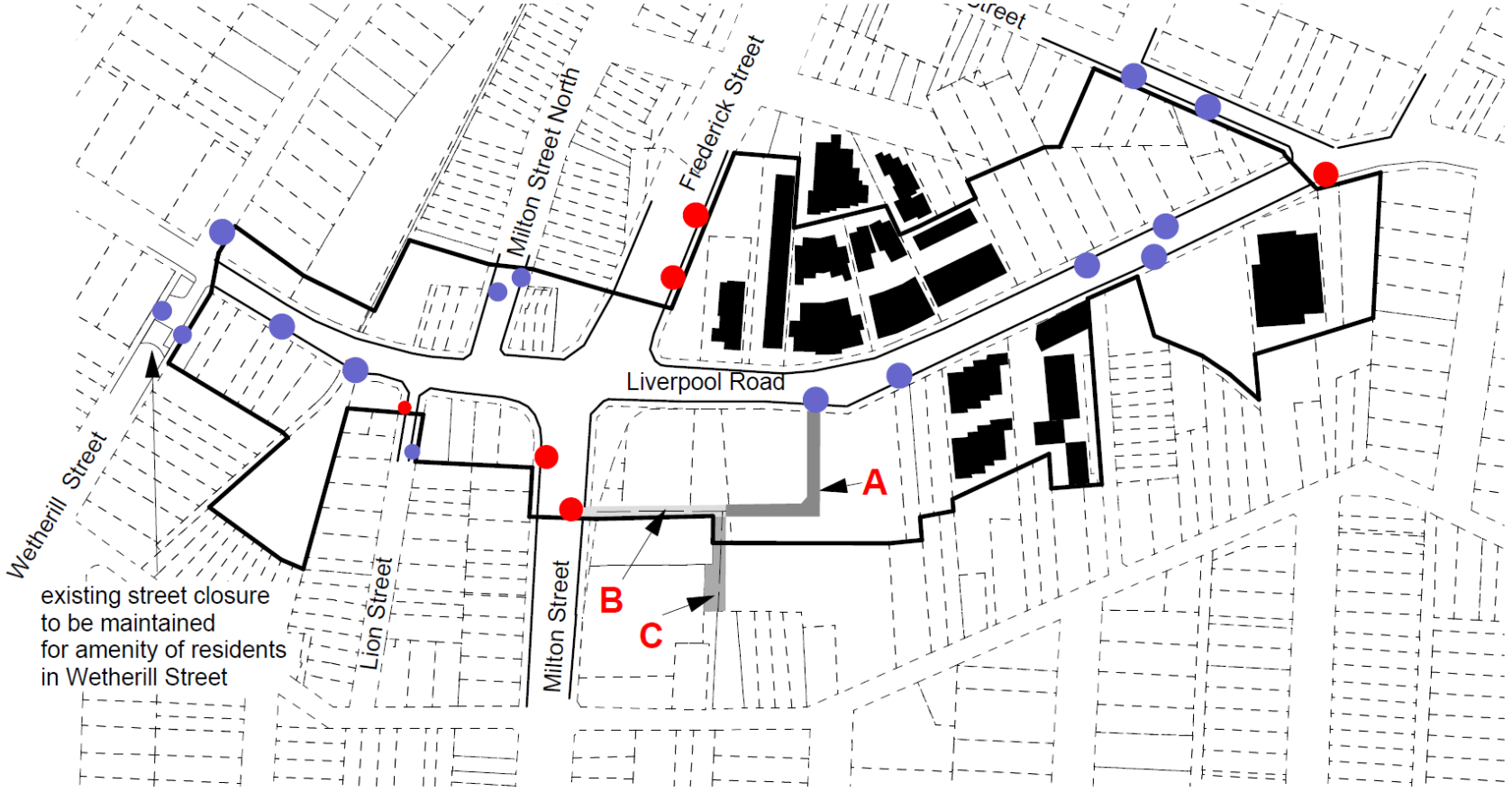


Figure 9: Development Servicing Concept Plan - ground level residential use

Map 5 – Development Servicing and Access



Indicates general locations for vehicular entry and exit, these locations to be discussed with Council engineers at early design stage

Indicates where pre Development Application consultation needs to occur with RMS, eg distance/relationship with traffic lights, affect on traffic flow on regional road

Existing substantal buildings on sites unlikely to redevelop

A Indicates area where an internal private street is to be provided to enable access to the site and carparking areas and serviec areas, and to provide exit to west onto Milton Street. Also refer to Map 2 -Building Locations

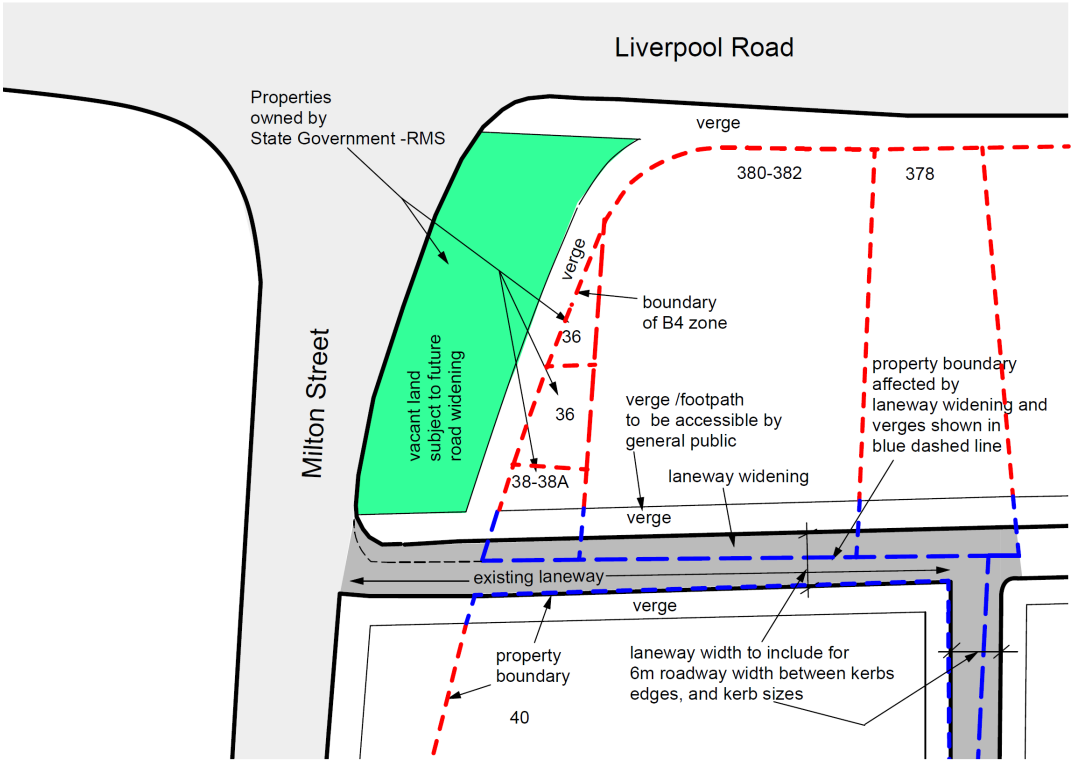
B Existing laneway to be widened to two lanes to enable access to the sites at 380-382 Liverpool Roa , refer to Map 6 for more detail .

C Existing laneway to be widened to two lanes to enable easy vehicular movements and servicing of adjacent properties.

Performance Criteria		Design Solution	
Environmental Management			
PC11.1	Sustainable development: • encourages environmental performance in Ashfield West which goes "beyond" mandatory legislation such as **BASIX** • ensures that building design at development application stage is likely to comply with the energy provisions of the **Building Code of Australia** at the Construction Certificate stage.	**DS11.1**	**Class 2** apartment buildings must comply with **BASIX.**
		DS11.2	**Class 5 to 9** (non-residential) buildings are required to comply with **Building Code of Australia (BCA) Part J, Energy Efficiency Provisions**. In order to ensure compliance, and to minimise/avoid the need for development consent modifications an **Energy Efficiency Report** stating that the architectural design will comply with the **BCA** shall be prepared by a suitably qualified consultant and submitted with the development application where the work exceeds $2 million in value.
		DS11.3	Balconies shall be designed to accommodate an area for the drying of clothes, and designed/placed to screen the drying area from public view.
PC11.2	To avoid reflecting of sunlight from buildings onto surrounding areas and buildings.	**DS11.4**	New buildings and facades must not result in glare that causes discomfort or is hazardous to pedestrians or drivers.
		DS11.5	Visible light reflectivity from building materials used on facades of new buildings should not exceed 20%.
		DS11.6	Depending on the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development to pedestrians or motorists may be required.
PC11.3	To achieve minimum levels of recycling of waste generated by development.	**DS11.7**	Developments shall submit a waste generation management statement showing the amount of waste day to day activities will generate, and a description of how occupants of the development will transfer their waste to waste collection areas on the site as required by **Part C3 – Waste Management**.
Controls for Special Areas - 364-378 Liverpool Road, including Ashfield RSL site (Land within B4 Mixed Use Zone)			
PC12.1	To apply site specific controls to particular sites, in order to improve the permeability of major sites and interface with adjoining areas and amenity for local residents.	**DS12.1**	Communal open space for use by residents is to be provided generally in the location shown on **Map 3 - Landscape Areas**.
PC12.2	The Controls specified apply to any significant large scale redevelopment of that section of the Ashfield RSL Club site currently zoned for B4 Mixed Use purposes at 364-378 Liverpool Road. These site specific controls (previously agreed in discussions with the Club owners as part of a wider community consultation process) are intended to achieve good development outcomes for mixed use purposes including a possible new club building and associated apartments within building complexes up to 6 storeys in height.	**DS12.2**	A continuous central open space "spine" area shall be provided between Liverpool Road and Milton Laneway (rear 380 Liverpool Road) as shown on **Map 3 - Landscape Areas**. This is to include a central roadway for traffic access to parking areas and large vehicles access including for servicing, and with any roadway having side verge areas for footpaths and tree planting and street lighting. This area shall be accessible by the general public.
		DS12.3	Traffic access shall be from Liverpool Road or from Milton Lane only (behind 380 Liverpool Road) and not from Norton Street.
Controls for Special Areas - Milton Street laneway, 36-38A Milton Street, and 378, 380-382 Liverpool Road			
PC13.	To apply site specific controls to particular sites shown on **Map 6**, in order to improve urban design conditions including safety and security of public laneways,	**DS13.1**	The following controls apply to land on 380-382 Liverpool Road and 36- 38 Milton Street as shown on **Map 6**, for any major redevelopment of the site.

Performance Criteria	Design Solution	
landscape setting, and to facilitate vehicular access to sites.	**DS13.2**	**Widening of Milton laneway** Milton Lane as shown on **Map 6** shall be widened to a minimum of 6m. measured kerb to kerb, with a footpath area on the northern side minimum 2m. wide and to Council's requirements. Street lighting to Council requirements must also be provided. Widening is required in order to provide 2 lane traffic access into the neighbouring sites and provide safe pedestrian access along the widened laneway. An additional reason is to provide good connectivity with any redeveloped Ashfield RSL site. Widening of Milton Lane will also improve access from Milton Street and facilitate left turn movements into and from the laneway to this street. The widened laneway when completed must be dedicated to Council for public use.
	DS13.3	Avoid locating any basement areas beneath the widened laneway, given that this laneway is to be dedicated to Council for public use.
	DS13.4	Consultation shall occur with **Roads and Maritime Services** to ensure that adequate sight lines are provided for left turning movements into Milton laneway and to ensure any vehicle access points to proposed buildings are appropriately located.
	DS13.5	**Active shopfronts and surveillance of the street** Buildings shall have an adequate amount of active shopfronts sufficient enough to provide surveillance of the adjacent public domain. Those buildings on their upper levels shall have windows positioned to be able to provide surveillance of the laneway.
	DS13.6	**Treatment of vacant land at corner Liverpool Road and Milton Street** In order to improve the visual appearance of vacant land at the corner with Liverpool Road and Frederick Street owned by the Roads and Maritime Services and reserved for road widening, Council will consider varying maximum permitted floor space ratio for a development application for 380-382 Liverpool Road pursuant to **Clause 4.6 (exceptions to development standards) of Inner West LEP 2022** in the following circumstances: • A landscaping improvement plan is prepared for vacant RMS land (land subject to future road widening shown on **Map 6**) to improve its visual appearance. In order to activate any variation pursuant to **Clause 4.6 of Inner West LEP 2022** the submitted landscaping proposal is to be endorsed between the developer and **RMS** with landscaping work to be carried out/completed by the developer in accordance with the requirements of **RMS** prior to occupation of any approved development on 380-382 Liverpool Road; • As the landscaping work is dependent on the

Performance Criteria	Design Solution
	agreement of the Roads and Maritime Services and will be an additional cost, in the event agreement is reached the architect shall submit a detailed estimate of costs for the work, prepared by an independent quantity surveyor. The cost of the landscaping work and associated administrative/insurance costs etc. may determine the quantum of the FSR/Height variation considered appropriate by Council; **Or** Any variation to FSR controls in **Inner West LEP 2022** is subject to an acceptable urban design outcome being achieved.



Map 6 – Corner Liverpool Road and Frederick Street, and Milton Lane

Part 4

Croydon Urban Village

Application

This Guideline applies to the following development categories:

- All development within the Croydon Urban Village as identified within **Map 1**.

This Part provides additional objectives and more detailed development controls for development within Croydon Urban Village. It takes into consideration that a significant part of Croydon Urban Village has been identified as a heritage conservation area in the **Inner West LEP 2022**.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

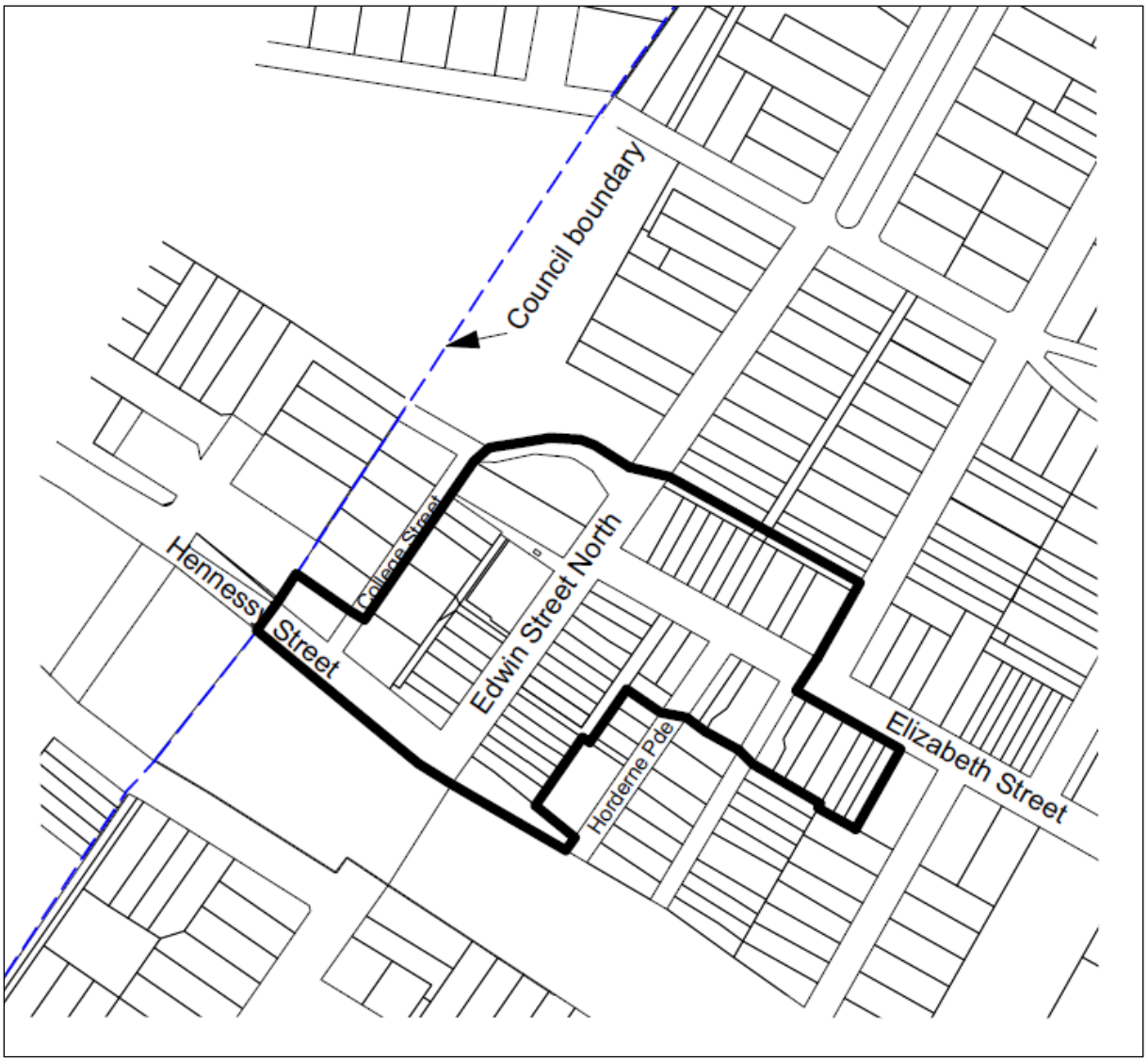
The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- Maintain and enhance the existing character and identity of Croydon Urban Village precinct and promote business activity, including after hour activities such as restaurants and cafes.
- Retain identified heritage values and achieve a sympathetic “historic theme” for the precinct.
- Ensure that new development in all locations is of a design, scale and finish which complements the heritage conservation area which applies to part of this area.
- Improve safety through good design and provision of adequate lighting and active shopfronts.
- Ensure that new development is in scale with predominant parapet and facade heights in the Urban Village.
- Ensure residential development provides adequate amenity for occupants including good winter solar penetration to living areas whilst maintaining privacy and solar access to existing residential development.
- Ensure new development does not adversely impact on the amenity of adjacent or nearby residential properties



Map 1 – Applicable Land

Section 1 – General Guidelines

This section applies to sites which are not located within the Edwin Street North Conservation Area and are not Heritage Items- Refer to **Section 2 – Heritage Conservation** for guidelines for these areas.

Performance Criteria		Design Solution	
Ground level retail or business premises			
PC1.1	Specify the minimum amount of ground level commercial areas required in order to have areas have sufficient area for the operation of retail or business premises and promote activation of street frontages for pedestrian safety.	**DS1.1**	Ground level commercial uses shall have a minimum gross floor area of 60 sqm or comprise 50 percent of the site area, whichever is the greater area.
PC1.2	Minimise areas dedicated to service functions.	**DS1.2**	Residual space for service functions such as driveway ramps, waste storage, plant rooms must be kept to a minimum. Exceptions are ground level entry areas and foyers for upper level residential development.
Building Height			
PC2.	Building Height: • retains a consistent scale of buildings viewed from Edwin Street North and Elizabeth Street • avoids overlooking and overshadowing of adjoining residential development • promotes a building form which does not have an overbearing visual presence on adjacent development • ensures that individual buildings are visually integrated within the Urban Village.		The maximum building height to which a building may be erected on land to which this Part applies is 10 metres (refer to **Inner West LEP 2022**).
			The maximum number of storeys to which a building may be erected on land to which this Design Solution applies, is three storeys excluding any basement car park level that is entirely below natural ground level. Refer to **Figure 1** for locations of upper level storeys.
Building Alignment			
PC3.	Building Alignment: • to enhance and revitalise the streetscape character of the commercial precinct • to maintain the established building alignment along the street.	**DS3.1**	The alignment of new developments or additions to existing structures should match that of adjoining buildings and/or the predominant street alignment. Existing building alignments are a major characteristic of the precinct's development. In new developments or additions to existing structures, the alignment should match that of adjoining buildings and/or the predominant street alignment.
		DS3.2	Buildings fronting the street should have a continuous alignment and should not step back at street level or any upper level storey.
Built form			
PC4.	Built form: • reinforces the existing building typology and character of the urban village; • protects the privacy and amenity of properties in adjacent **R2 Low Density Residential** zones; and • maximises pedestrian safety and surveillance of the public domain.	**DS4.1**	Refer to **Map 2** which shows the location of the "built form" for parts of buildings above ground level, in order to have: • buildings located in a position which gives spatial definition to the street; • buildings that maximise separation (setback) from adjoining residential properties to protect their amenity; **And**

Performance Criteria	Design Solution	
		• building and window placements which assist surveillance of the street.
	DS4.2	Sites shown on **Map 2** shall have rear 3m wide deep soil areas for tall tree planting in order to provide screening and a buffer zone for the amenity of adjacent neighbouring properties.
	DS4.3	New development shall be sympathetic to the existing historical building typology. Buildings and shall incorporate architectural building elements such as roofs, parapets, balconies, window fenestrations, facade proportions, and detailing to create interest. Designs must take architectural cues (where relevant) from adjacent original building designs.
	DS4.4	Built form resulting from any consolidation of sites shall have a facade composition which has a vertical proportion and width which is similar to the existing typology of individual historic terrace buildings.
	DS4.5	Development at the rear of the sites opposite or adjacent **R2 Low Density Residential** areas shall step down in building scale and have rear deep soil buffer areas for sites shown on **Figures 1** and **2**.
	DS4.6	Development at the rear of sites and adjacent laneways shall provide surveillance of the laneways from apartments and any group level entry lobbies. This requirement will inform the appropriate design and placement of windows and balconies.

MBH= maximum building height in Ashfield LEP

Existing buildings unlikely to redevelop

Historic buildings ,
with parts shaded which
give definition to street

Sites within Conservation Area .
Historic building frontage gives
spatial definition and character
to street.

Minimum 3m wide
deep soil zones adjacent
neighbouring residential
properties

Minimum 3m wide
deep soil area along
site frontage adjacent street

Upper level (storeys above ground level) parts of new buildings

General Principles:

New Buildings to reinforce historic setting including :

- built form having a building frontage aligning with street boundary and to continue spatial definition of street
- upper levels to have "thin" building cross section, to follow historic "terrace" building typology

Upper levels to maximise building separation with adjoining/nearby R2 Zoned low density areas.

Map 2 - Required placement of upper levels of new buildings and landscape buffers

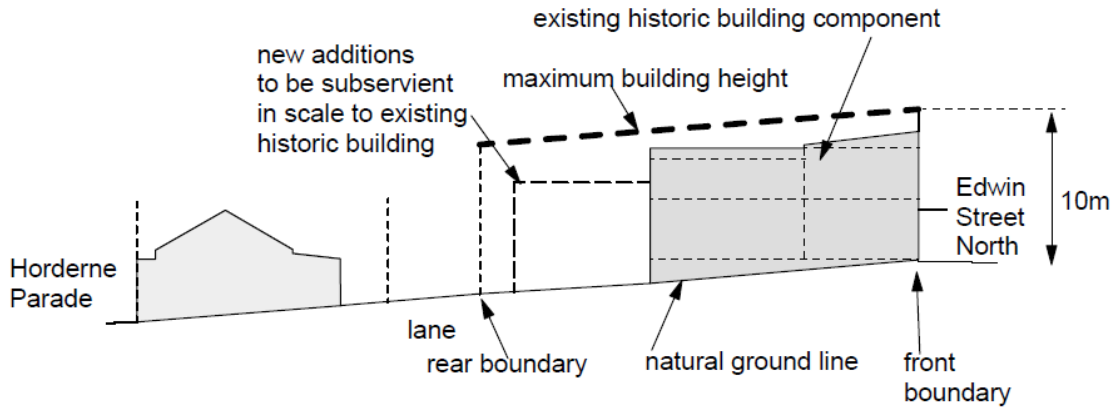


Figure 1 – Principles for sites adjacent to dwellings

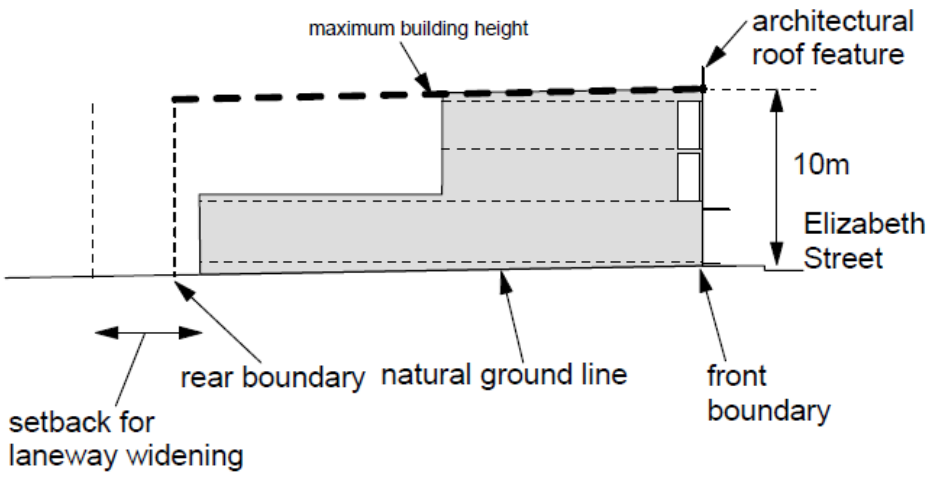


Figure 2 – Principles for sites adjacent to laneway

Figure 3 - Building Elevation Principles

Performance Criteria		Design Solution	
Building facades			
PC5.	To encourage building facades which are sympathetic to the existing building typology and character of the area.	**DS5.1**	Additions to the façade of existing structures will only be considered where these clearly relate to the form and character of the existing building. Alterations should mirror the detailing of the original structure.
		DS5.2	Facades of new buildings should relate to the form and character of buildings in the immediate vicinity.
		DS5.3	Articulation of new building facades is encouraged through techniques and including position, spacing and design of major vertical and horizontal elements such as piers, panels, line changes, string course, cornices and bays.
		DS5.4	The size, preparation and placement of windows and doors should relate to the size and design characteristics of the new building.
		DS5.5	Buildings on street frontages shall not have long "runs" of blank façades.
		DS5.6	Facades of new commercial buildings should be divided into "bays" of a dimension appropriate to the scale of the building proposed and complementary to the built form typology of similar buildings within the Urban Village.
		DS5.7	Building materials are to be compatible with the predominant materials used for other buildings within the Urban Village.
Awnings			
PC6.	To encourage retention or reconstruction of awnings characteristic of the Urban Village.	**DS6.1**	Awnings should be incorporated in new development where sites have existing awnings or where awning are fitted to adjoining buildings.
		DS6.2	Awnings should match the height, width, form and materials of existing or adjacent traditional awnings.
		DS6.3	Awning continuity between buildings in different ownership is required.
Signage			
PC7.		**DS7.1**	Signage requiring approval is to be in accordance with the requirements of **Part A10 – Advertising and Signage Structures** and any applicable provisions of **State Environmental Planning Policy No. 64 - Advertising and Signage**
Access for People with Disabilities			
		DS7.1	Refer to **Part A7 – Access and Mobility of Inner West DCP 2016**.
Residential Amenity			
PC9.	Residential Amenity: • ensures that residents have adequate amenity, solar orientation; • ensures the adequate provision of private	**DS8.1**	Apartments must be designed /placed so that living areas have a minimum three hours of winter solar access.
		DS8.2	Sites where identified on **Map 2** are required to have rear deep soil areas for tall tree planting in order to provide

Performance Criteria		Design Solution	
	and communal open space; • ensures that the privacy of adjoin existing houses is protected. • provides appropriately sized private open space and balconies.		screening and a buffer zone for the amenity of adjacent neighbouring properties.
		DS8.3	Apartment buildings shall have private open space in the form of balconies dimensioned to comply with the requirements of the **Apartment Design Guide**.
		DS8.4	Minimum building separation for apartments within the Urban Village is to comply with the requirements of the **Apartment Design Guide**.
		DS8.5	Apartments shall not directly overlook any adjacent residential properties. External screens must be used to achieve compliance if necessary.
		DS8.6	Proposals subject to assessment under SEPP. 65, required to provide a minimum area of communal open space equal to 25 % of the site as stipulated within the **Apartment Design Guide**.
Waste and storage collection			
PC10.	To minimise the visual exposure of waste storage areas from the public domain.	**DS10.1**	Waste storage areas are to be located out of public view, and not along or nearby street frontages. Waste storage and collection is required in accordance with **Part C3 – Waste Management**
Car parking			
PC11.	To provide adequate provision of car parking for occupants and visitors.	**DS11.1**	Car parking is required in accordance with **Part A8 - Parking.** ***Note**: Concessions are available for changes of building use within Croydon Urban Village.*

Section 2 – Heritage Conservation Guidelines

This section applies to sites which are located within the Edwin Street North Conservation Area or contain a heritage item within Croydon Urban Village.

Performance Criteria		Design Solution	
Conservation			
PC1. 1	Provide guidelines for the protection of heritage items and the significance of the heritage conservation area.	**DS1.1**	Refer to **Inner West LEP 2022** for heritage conservation considerations. Individual heritage items and buildings within the Conservation Area are to be retained and conserved - see **Inner West LEP 2022** and refer to **DS1.4**
PC1.2	To ensure the **Statement of Significance** and **Distinctive Qualities** for the **Edwin Street North Conservation Area** are considered in the design process.	**DS1.2**	New infill development is to be of a minor scale and placed at the rear of sites and is to be architecturally sympathetic to existing historic buildings. New architectural detail and fabric is to be of a form, scale and finish that respects any existing item and the distinctive qualities of the Conservation Area.
PC1.3	Inform applicants how culturally significant parts of buildings are to be conserved.	**DS1.3**	Refer to **DS2.2-DS2.3**, **DS3.1-DS3.2** and **DS4.1-DS4.5** for specific infill development controls.
		DS1.4	Any application for alterations to a site within a Conservation Area or Heritage Item must demonstrate that the **Statement of Significance** and the **Distinctive Qualities** for the Edwin Street North Conservation Area have been adequately responded to as stated and referenced in **Part E1 – Heritage Conservation Area**
Building Height - Rear Infill Development			
PC2.	Building height for rear infill development: • retains consistent scale of buildings when viewed from the main streets • promotes a building scale which will not have an overbearing visual presence on historic buildings • ensures that individual buildings are visually integrated into the Urban Village		Design Solutions for Building Height - Rear Infill Development should be read in conjunction with the explanatory height diagram shown in **Figure 4**.
			Any rear infill building shall be of a low rise scale whose height and number of storeys will be dependent on achieving a satisfactory compliance with the Statement of **Significance and Distinctive Qualities** in **Appendix 1 and 2**.
			The maximum number of storeys for the main historic part of buildings located along Edwin Street North is 2 (two) storeys.

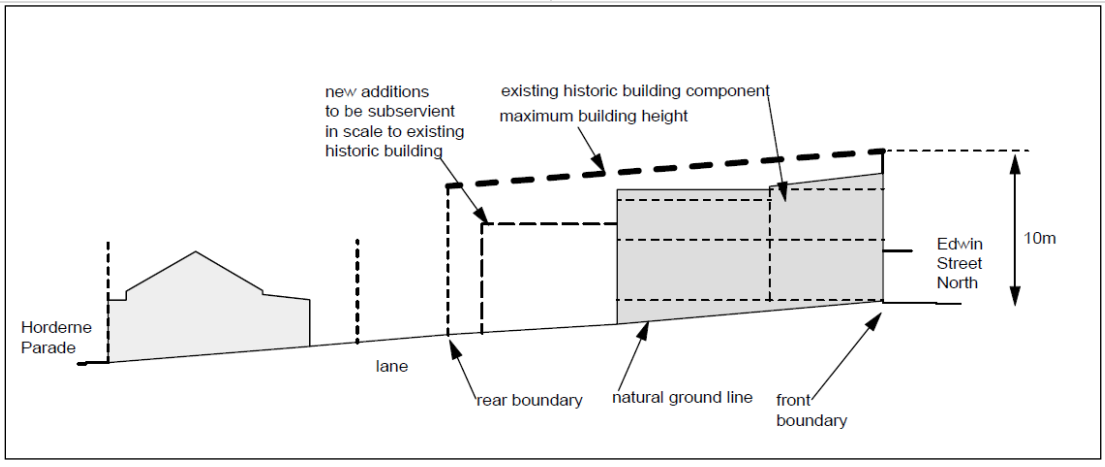


Figure 4 – Section showing maximum heights in Heritage Conservation area

Performance Criteria		Design Solution	
Roof Profile - Rear infill development			
PC3.	The form, pitch materials and parapet height of new roofs to a rear infill building should match or otherwise complement to the existing roof profiles of the historic building on the site	**DS3.1**	Roof forms for rear infill building should generally be skillion, hipped or gabled.
		DS3.2	New roofs are to be of the same material as buildings within the precinct, or in a material which is visually sympathetic. Appropriate materials include slate, terracotta tiles and corrugated steel. More modern fabric and forms such as coloured cement or profiled extruded steel are inappropriate.
Building Facades			
PC4.	To provide complementary controls in relation to the retention of building facades within Conservation Areas and for Heritage Items.	**DS4.1**	Existing historic facades along the main street and side laneways are to be retained and conserved as required by the **Inner West LEP 2022**, and taking into account the matters stated in **Part E1 – heritage Conservation**
		DS4.2	Facades of new rear infill buildings should relate and take "architectural cues" from the form and character of buildings in the immediate vicinity. The articulation of new building facades of rear infill development is encouraged through techniques and including position, spacing and design of major vertical and horizontal elements such as piers, panels, line changes, string course, cornices and bays. The size, preparation and placement of windows and doors should relate to the size and design characteristics of the new building.
		DS4.3	Wherever possible, façade elements for new rear infill development such as windows, doors and balconies are to match the placement and proportions of similar elements on other buildings within the conservation area.
		DS4.4	Building materials for new rear infill development should relate to the existing historic palette of materials throughout the precinct.
		DS4.5	Window and door joinery, where painted, may be in a traditional material such as timber or a new material such as extruded metal. Extruded metal frames should be of a size and configuration in keeping with the traditional context of the precinct.
Shopfronts			
PC5.	To retain, restore or reconstruct the original shopfronts to preserve the character of buildings within the Urban Village.	**DS5.1**	Original early shopfronts in existing buildings shall be retained and conserved.
		DS5.2	Remnants of original shopfronts fittings, such as window framing, tiled entries and doors should be retained, repaired and used wherever possible.
		DS5.3	The reinstatement of early shopfronts, where these have been replaced by unsympathetic modern designs is encouraged. Existing shopfronts should not be bricked up or otherwise filled in.
		DS5.4	If a shopfront has been lost, reconstruction should be undertaken using the form and detailing of existing examples

Performance Criteria		Design Solution	
			in the area.
		DS5.5	Avoid shopfronts which are filled in and do not have display windows facing the street.
		DS5.6	Security bars or roller shutters are not permitted.
Awnings			
PC6.	To require retention or reconstruction of awnings characteristic of the commercial precinct.	DS6.1	Existing awnings should be retained and conserved.
		DS6.2	Accurate restoration or reconstruction of original street awnings/verandahs is encouraged.
		DS6.3	Reinstatement of awnings is encouraged where there is evidence that they were originally fitted or where there is a break in a continuous run of awnings.
Ground level retail or business premises			
PC7.	To ensure ground level commercial areas have sufficient area for the operation of retail or business premises and promote activation of street frontages for pedestrian safety.	DS7.2	Ground level commercial uses shall have a minimum gross floor area of 60 sqm or comprise 50 percent of the site area, whichever is the greater area.
Residential Amenity			
PC8.	To maintain a level of residential amenity for adjoining residential properties.	DS8.1	Upper level apartments shall not directly overlook any adjacent residential properties.
		DS8.2	External screens must be used to achieve compliance if necessary.
Waste Storage and Collection			
PC9.	To minimise the visual exposure of waste storage areas from the public domain.	DS10.1	Waste storage areas are to be located out of public view, and not along or nearby street frontages.
Car Parking			
PC10.	To provide adequate provision of car parking for occupants and visitors	DS10.2	Car parking is required in accordance with **Part A8 - Parking**. ***Note:*** *Concessions are available for changes of building use within Croydon Urban Village.*

Part 5

Neighbourhood Centre (B1) Zone

Application

This Guideline applies to all development within areas zoned **B1 - Neighbourhood Centre** on land where this DCP applies.

Within this Guideline, provides additional objectives and development standards to enhance the function and appearance of development within the B1 Business Neighbourhood Zone.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To provide additional guidelines which complement the specific **Inner West LEP 2022** objectives for **B1- Neighbourhood Zones**
- Define the desired character of the Neighbourhood Centre **townscape and streetscape**, in terms of building scale, building setback, building design, streetscape and open space requirements.
- Detail the desired interface between the public and private domain in order to promote development outcomes that will have a positive, transformative impact and achieves a “desired character” consistent with the specific **Inner West LEP 2022** objectives applicable to this zone.
- Achieve a high level of architectural composition in order to provide an attractive built form, a **sense of place** for residents, and create a distinct spatial character that achieves **Inner West LEP 2022** objectives for this zone.
- Require **active street frontages** where appropriate, with good physical and visual connections between buildings and the street in order to enhance pedestrian safety.
- Ensure development maintains adequate standards of privacy and solar access to existing residential development.

Section 1 – General Guidelines

This section applies to sites which are not located within a Conservation Area or a Heritage Item- Refer to **Part 2 – Heritage Conservation and Heritage Items** for guidelines for these areas.

Performance Criteria		Design Solution	
Context			
PC1.1	To identify key matters that affect building design and influence the desired character of the townscape or streetscape of the Neighbourhood Centres.	**DS1.1**	Building design composition shall be of a high standard and be sympathetic and take architectural cues from the desirable parts of the existing residential streetscape or townscape. The desired design character shall be of a **traditional architectural composition**, and includes the following requirements: • primary street frontages shall not have long runs of blank façades; • facades of new commercial buildings are to be divided into bays of dimensions appropriate to the scale of the building proposed; • articulation of building facades is required through techniques which include position, spacing and design of major vertical and horizontal elements such as building bays, fenestration, string course, cornices and bays. The size, preparation and placement of windows and doors should relate to the size and design characteristics of the new building; **And** • new building materials are to be compatible with/complement the materials used for similar buildings within the precinct.
PC1.2	To ensure signs must visually complement (not challenge) the architectural composition of buildings and should enhance the townscape	**DS1.2**	Council will support a modern/contemporary architectural appearance, for sites which are not within a heritage conservation area, only in circumstances where a **high compositional standard** is achieved.
PC1.3	To promote pedestrian activity and safety in the public domain.	**DS1.3**	Large side wall facades which are prominent /visible must be modelled to give the building an attractive, articulated appearance and a high compositional standard.
PC1.4	To ensure developments are safe and secure for occupants, by reducing opportunities for crime through environmental design.	**DS1.4**	Refer to **Figure 1** which shows site layout principles and location of the desired "built form" for parts of buildings above ground level. New development is required to achieve the following: • give adequate regard to the character and amenity of adjacent and nearby residential areas including any heritage items or heritage conservation areas; • buildings are positioned to give spatial definition to a road frontage or along the corners sites; • upper levels of buildings are designed to maximise building separation (setback) from adjoining residential properties to retain amenity; • buildings incorporate a transitional sympathetic

Performance Criteria		Design Solution	
			(lower) building scale in the vicinity of dwelling houses; **And** • buildings are setback from 2m to side boundaries or 3m to rear boundaries in order to provide for deep soil perimeter landscaped "buffer" areas.
		DS1.5	Refer to the relevant parts for **Pedestrian Amenity** and **Safety**, **Landscaping** and **Active Street Frontages**.
Upper level apartments			
	Shop Top Housing development: • ensures residential apartments are not located on the ground floor and commercial uses remain the dominant land use on the site.		Apartments comprising "shop top housing", must be located above a ground level commercial level. In addition, in order to meet the objectives of **Inner West LEP 2022** apartments are not to constitute the majority land use on a site within a **B1 Neighbourhood Business Zone**.
			Refer also to the requirements for Commercial Development within this Part which details minimum gross floor area requirements for ground level non-residential uses.
Residential amenity			
PC3.	Residential amenity: • ensures that residents have adequate amenity, solar orientation. • ensures that the privacy of adjoining residential properties is protected. • ensures that amenity considerations for residents include impacts on adjacent and nearby residential properties.	**DS3.1**	Apartments incorporate living areas which achieve a minimum of 3 hours of solar access in winter months.
		DS3.2	Minimum building separation for apartments within the **B1 Neighbourhood zones** is to comply with the requirements of the **Apartment Design Guide**.
		DS3.3	Apartments must not directly overlook adjacent dwelling houses. rooftop gardens for communal open space are not acceptable due to potential for overlooking of adjacent house properties.
		DS3.4	Where development is located adjacent to dwelling-houses in nearby **R2** or **R3 Residential zones**, the perimeter of sites shall have deep soil areas for tree planting in order to provide a landscape "amenity buffer" and screening to neighbouring houses, as shown in **Figure 1 - Site Layout principles**. These areas shall be a minimum of 2 m wide adjacent side boundaries, or 3m adjacent rear boundaries, and contain deep soil and not have any structures located beneath them. This is in order to have an adequate soil volume plus good drainage conditions and sufficient width to allow for tree canopies. ***Note:*** *This Design Solution does not apply to minor alterations and additions to existing buildings.*
		DS3.5	Proposals subject to assessment under **SEPP 65**, required providing a minimum area of communal open space equal to 25 % of the site, and that area is to contain a deep soil area sized to be a minimum of 10 percent of site area.
Pedestrian amenity and safety			
PC4.1	Pedestrian amenity • promotes pedestrian activity and safety in	**DS4.1**	All sites are to have, where practical, ground level active street frontages, refer to the requirements for **Commercial Development** within this Part.

Performance Criteria		Design Solution	
	the public domain • promotes active street fronts within Neighbourhood Centres • buildings to address the street where active street frontages are required.	**DS4.2**	Large voids or blank walls at ground floor level are to be avoided.
PC4.2	To ensure developments are safe and secure for occupants, by reducing opportunities for crime through environmental design.	**DS4.3**	The following security devices are required in buildings containing mixed business and residential uses: • first floor levels shall have security devices fitted which comply with the Australian Standard; • ground floor and entry porticos shall have as a minimum double barrel security and fire locks; **And** • lighting which meets the relevant Australian standard of 40 lux, spaced at appropriate intervals to provide the required surveillance in basement parking areas and along pedestrian paths.
Building height and separation			
PC5.1	To ensure compliance with maximum building heights of **Inner West LEP 2022**.	**DS5.1**	Building heights are to comply with the **Inner West LEP 2022 Height of Buildings Map**.
		DS5.2	The maximum number of storeys shall be as follows: • **B1 zones** not within Heritage Conservation Areas: Maximum 3 storeys. ***Note:*** *Utilisation of roof space may be permitted as an additional level provided the space is wholly contained within a pitched roof plane which has a roof pitch no lower than 22º and the roof ridge does not exceed the maximum building height of the* ***Inner West LEP 2022****.*
PC5.2	To minimise amenity impacts on adjoining low density residential properties.	**DS5.3**	New buildings shall be located in a place which maximises separation with neighbouring house properties, and also provides an appropriate building orientation which addresses minimum solar access for apartments.

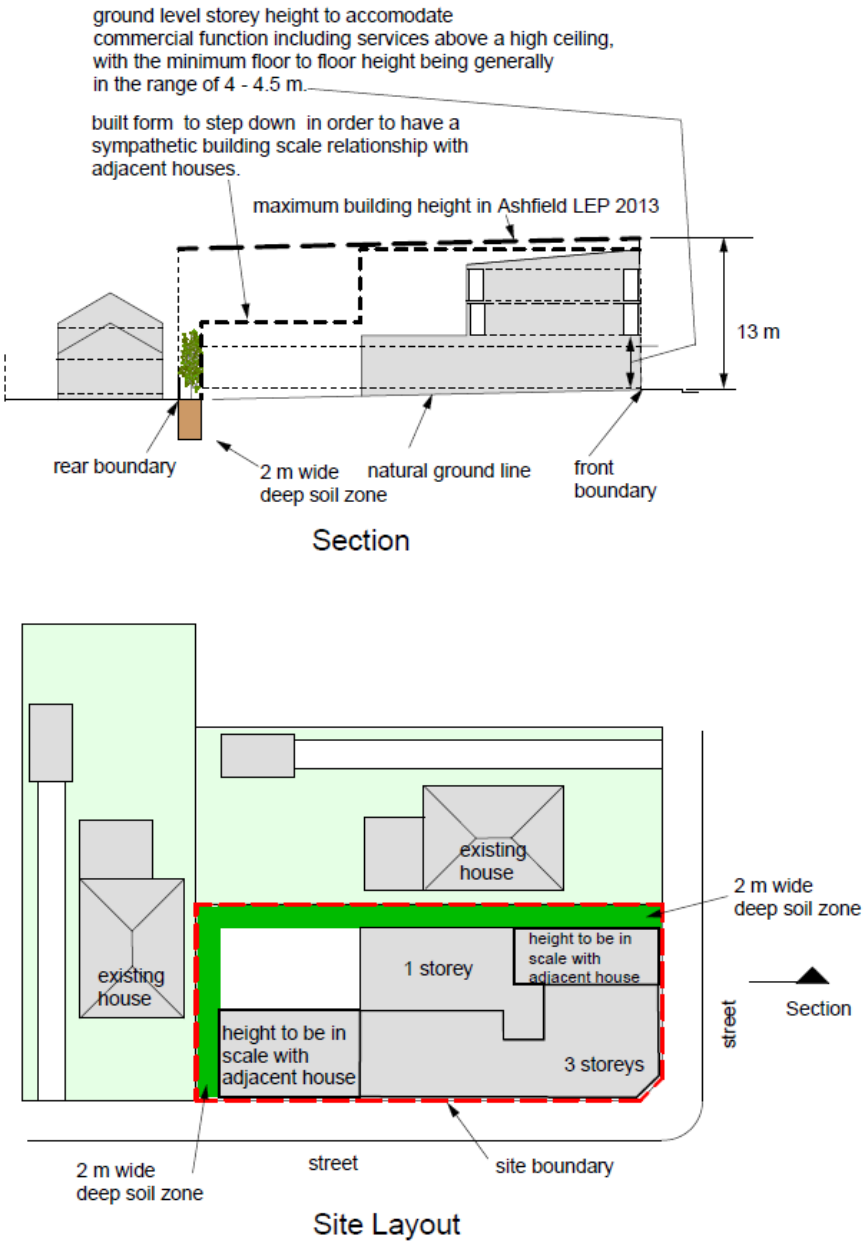


Figure 1 - Principles – Corner Sites bounded by houses

Performance Criteria	Design Solution	
Access for people with disabilities		
PC6.	**DS6.1**	Refer to **Part A7 – Access and Mobility** for requirements that need to be met for access to the point of entry to dwellings and access within any upper level apartments, in situations where apartments have lift access.
Signage		
Ensure signs must visually complement (not challenge) the architectural composition of buildings and should enhance the townscape	**DS7.1**	Refer to **Part A10 – Advertising and Signage Structures** of this Plan for guidelines. **Inner West LEP 2022** permits certain types of signs to be erected or replaced without approval (subject to conditions). Refer also to **Schedule 2 (Exempt Development)** of the **Inner West LEP 2022**
Commercial Development		
PC8. Commercial development: • maximise the amount of business (non-residential) gross floor area at ground level for sites in order to provide for employment floor space, activate the street frontage and to comply with Inner West LEP 2022 objectives for the B1 Neighbourhood zone • ensure ground floor building layouts are of sufficient area to enable business uses to function efficiently. • provide adequately sized ground floor ceiling heights to establish flexible and functional commercial ground floor layouts. • ensure that mixed use/commercial developments achieve good urban design outcomes by concealing as far as possible the visual impact of utilitarian components of development such as car park entries, service areas, waste collection, air conditioning and electronic devices.	**DS8.1**	The majority of the ground floor part of buildings must contain business uses, in order to comply with the **Inner West LEP 2022** zoning and land use objectives.
	DS8.2	A minimum of 50 percent of the ground level gross floor area shall be for business uses. Residual areas for service functions such as driveway ramps, waste storage, plant rooms, shall be designed to be unobtrusive. Ground level entry areas and foyers for upper level apartments are also permitted but should be a minor component of overall ground floor area.
	DS8.3	Minimum ceiling height for ground floor commercial uses is 3.3 metres. The minimum ceiling height is to increase to 4 metres if the Commercial use is a Café/Restaurant. The Development Application is to demonstrate that allowance has been made for above ceiling mechanical requirements any structural beams and slabs.
	DS8.4	Car parking required pursuant to this Plan shall be placed below ground level for substantial developments, or otherwise placed behind ground floor commercial uses in order to maximize active street frontages - This Design Solution does not apply to alterations and additions to existing development which are of a minor nature - Refer **Part A8 – Parking**.
	DS8.5	Refer to **Part C2** of this Plan and **Schedule 2 of Inner West LEP 2022.** Some signage is also controlled by **State Environment Planning Plan No. 64 (SEPP No. 64)**. **SEPP 64** includes requirements for making signage compatible with the desired future character of an area.
	DS8.6	All sites are to incorporate ground level "active street frontages", except for areas required for site servicing or similar, e.g. driveway access. An active street frontage shall be predominantly glazed in order to ensure that adequate visibility of the street occurs, and may comprise glazed retail shopfronts, showrooms, glazed entries and lobbies to businesses, and the like.
	DS8.7	Shopfronts/display areas shall not have any "roll-a-door" type grille or opaque security shutters (excluding

Performance Criteria	Design Solution	
		predominantly transparent security shutters).
	DS8.8	Shopfront/display area designs shall be arranged in a way which complements the building style of the façade and enhances the streetscape.
	DS8.9	Air-conditioning units and satellite dish elements shall be designed and located as follows: • must not be located on front façade or above an awning and to be positioned at the side or rear of the building; • must be setback at least 1.5 m from all adjoining property boundaries; • must use non-reflective materials; **And** • if a satellite dish roof is wall or pole mounted, diameter must not exceed 1.8 m excluding feed element; must be located to rear of property; and not extend above the highest point of the roof or located above a parapet.
Development Servicing		
PC9. Development Servicing: • ensures that site services and facilities are adequate for the nature and quantum of development. • ensures servicing activities do not have adverse amenity impacts. • locates parking areas so that they are not visible from the public domain.	**DS9.1**	Access ways to underground parking areas should be sited and designed to minimise noise impact on adjacent or nearby habitable rooms, including bedrooms.
	DS9.2	Refer to **Part A8 - Parking – Design Principles** and for the amount of car parking required. Adequate facilities are to be provided within any new development for the loading and unloading of service and delivery vehicles. ***Note:*** *This Design Solution does not apply to minor alterations and additions to existing developments.*
	DS9.3	An area shall be provided on site to accommodate bins for garbage collection and recycling of waste. This area shall not be visible from the street, be behind the building line.
	DS9.4	Areas for waste collection, loading and unloading, are to be detailed at development application stage, and include: • waste collection room areas, including garbage bins, recycling bins; **And** • pathways for manoeuvring of bins to and from waste collection room areas.
	DS9.5	Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: • away from street frontages; • integrated into the roof designs and placed in a position where such facilities will not become a skyline feature at the top of any building; **And**

Performance Criteria	Design Solution
	• adequately setback from the perimeter wall or roof edge of buildings.

Part 2 – Heritage Conservation and Heritage Items

This section applies to sites which are located within a Conservation Area or contain a Heritage Item.

Performance Criteria		Design Solution	
Conservation			
PC1.	Provide guidelines for the protection of heritage items and the significance of the heritage conservation area.	**DS1.1**	Building design composition for properties that are heritage items or are within Heritage Conservation Areas, such as infill development and minor alterations and additions to existing historic buildings, and the interiors of Heritage Items, must follow the requirements of **Inner West LEP 2022** Heritage Conservation provisions - see **Clause 5.10** of the **LEP** and **Part E – Heritage Conservation** of this DCP.
		DS1.2	New **rear infill development** is to be of a minor scale and placed at the rear of sites and is to be architecturally sympathetic to existing historic buildings. New architectural detail and fabric is to be of a form, scale and finish that respects any existing item and the distinctive qualities of the Conservation Area.
Building Height - Rear Infill Development			
PC2.	Rear infill developments: • retain consistent scale of buildings when viewed from the main streets. • promote a building scale which will not have an overbearing visual presence on historic buildings. • ensure that individual buildings are visually integrated into the Neighbourhood Centre.		Any rear infill building shall be of a low rise scale whose height and number of storeys will be dependent on achieving a satisfactory compliance with the relevant Statement of Significance for the site. This is in order to have a building scale which will not have an overbearing visual presence on historic buildings.
			The maximum number of storeys for the main historic part of buildings shall be the same as the existing building.
Roof profile - rear infill development			
PC3.	The form, pitch materials and parapet height of new roofs to a rear infill building should match or otherwise complement to the existing roof profiles of the historic building on the site	**DS3.1**	Roof forms for rear infill building shall generally be: • skillion, hipped or gabled; **And** • materials for new roofs are to be of the same material as buildings within the precinct, or in a material which is visually sympathetic. Appropriate materials include slate, terracotta tiles and corrugated steel. This is in order to complement the existing roof profiles of the historic building on the site. More modern fabric and forms such as coloured cement or profiled extruded steel are inappropriate.
Building Facades			
PC4.	To provide complementary controls in relation to the retention of building facades within Conservation Areas and for Heritage Items.	**DS4.1**	Existing historic facades along the main street and any side laneways are to be retained and conserved as required by the **Inner West LEP 2022**, and take into account the matters stated in their **Statement of Significance**.
		DS4.2	Facades of new **rear infill** buildings should relate and take **architectural cues** from the form and character of buildings on the existing historic building. The articulation of new

Performance Criteria		Design Solution	
			building facades of rear infill development is encouraged through techniques and including position, spacing and design of major vertical and horizontal elements such as piers, panels, line changes, string course, cornices and bays. The size, preparation and placement of windows and doors should relate to the size and design characteristics of the new building.
		DS4.3	Wherever possible, façade elements for new **rear infill development** such as windows, doors and balconies are to match the placement and proportions of similar elements in other historic buildings within the conservation area or on the site.
		DS4.4	Building materials for new **rear infill development** should relate to the existing historic palette of materials throughout the precinct.
		DS4.5	Window and door joinery, where painted, may be in a traditional material such as timber or a new material such as extruded metal. Extruded metal frames should be of a size and configuration in keeping with the traditional context of the precinct.
Shopfronts			
PC5.	Retain, restore or reconstruct the original shopfronts to preserve the character of buildings.	**DS5.1**	Original early shopfronts in existing buildings shall be retained and conserved.
		DS5.2	Remnants of original shopfronts fittings, such as window framing, tiled entries and doors should be retained, repaired and used wherever possible.
		DS5.3	The reinstatement of early shopfronts, where these have been replaced by unsympathetic modern designs is encouraged. Existing shopfronts should not be bricked up or otherwise filled in.
		DS5.4	If a shopfront has been lost, reconstruction should be undertaken using the form and detailing of existing examples in the area. Avoid shopfronts which are filled in and do not have display windows facing the street. Excessive security bars or roller shutters are not permitted.
Awnings			
PC6.	Require retention or reconstruction of awnings characteristic of the commercial precinct.	**DS6.1**	Existing awnings should be retained and conserved.
		DS6.2	Accurate restoration or reconstruction of original street awnings/verandahs is encouraged.
		DS6.3	Reinstatement of awnings is encouraged where there is evidence that they were originally fitted or where there is a break in a continuous run of awnings.

Part 6

Enterprise Zone (B6) – Parramatta Road

Application

This Guideline applies to the following development categories:

- All development along Parramatta Road generally zoned B6 Enterprise Corridor under the Inner West LEP 2022.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To create a better streetscape that improves pedestrian amenity and attracts new enterprise.
- To achieve a more cohesive built form character through consistent treatments and controls.
- To improve the visual character and urban design of the Parramatta Road Corridor.
- To protect residential amenity of adjoining neighbourhoods.
- To encourage new development to meet a high standard of architectural quality and environmental sustainability.
- To protect heritage items and heritage conservation areas.
- To manage the impact of traffic generation and site access, in particular, on the local road network.
- To ensure the operational needs and servicing and new development are appropriately provided for without affecting adjacent properties.
- To enhance pedestrian and cycle amenity along the across the corridor.

Background

The NSW Government through the Metropolitan Plan for Sydney 2036 and the draft Inner West Subregional Strategy identified the preferred strategic direction for land along Parramatta Road as an 'Enterprise Corridor'.

Through the Draft Parramatta Road Structure Plan and Ashfield Urban Planning Strategy 2010 (adopted by Council October 2010), Inner West Council supported these directions by identifying the corridor as B6 Enterprise Corridor and permitting only non-residential land uses under Inner West LEP 2022.

The zoning and development standards for the B6 Enterprise Corridor zone under Inner West LEP 2022 facilitate urban renewal for a wide range of employment generating purposes.

In February 2016, the NSW Government approved the State Significant Infrastructure application for the WestConnex Motorway. The areas that are affected are shown on **Map 1** and **2**. These areas will be compulsory acquired by the State Government in order to construct the new Motorway. The remaining parts of corridor unaffected by the WestConnex will be required to comply with this part's guidelines.

The Existing Corridor

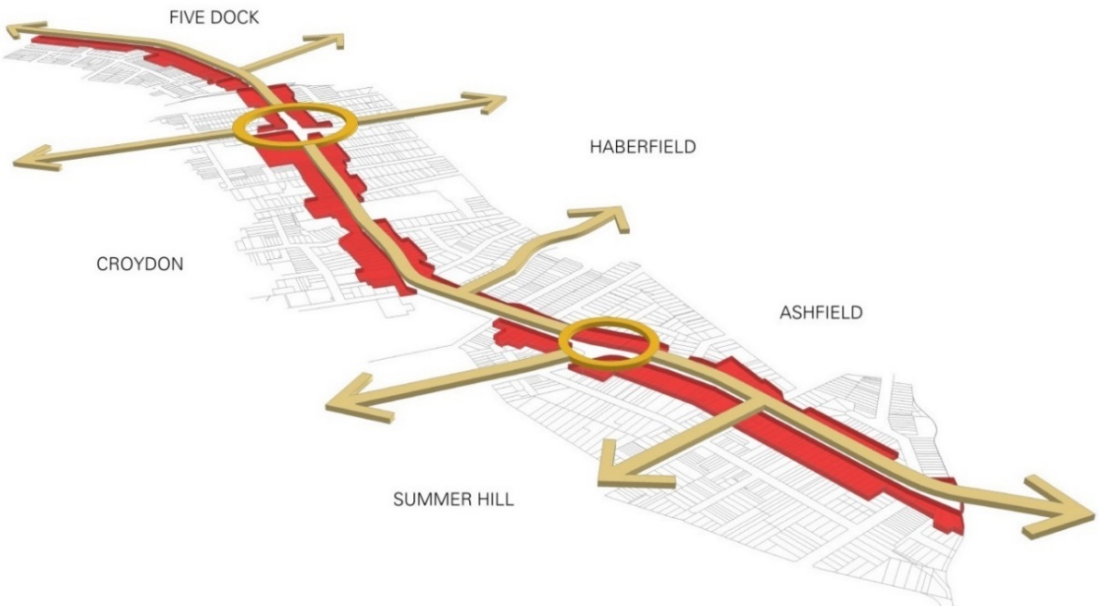
Parramatta Road is one of Sydney's oldest and most important road corridors linking the Sydney and Parramatta CBDs.

It is also one of Sydney's busiest roads with well in excess of 60,000 vehicles per day. Parramatta Road traverses a number of LGAs, including a length of over 3km within the LGA. The land along the Parramatta Road Enterprise Corridor covers approximately 24ha and has developed over a long period of time. The resulting buildings are of varying age, form and quality.

Due to the role and function of Parramatta Road as a key vehicular route, a large proportion of development along Parramatta Road is for the motor related industry (including online car sales). However, the changing nature of the industry has reduced demand for locations like Parramatta Road, leaving the corridor underutilised and inviting revitalisation.

Over the past few years there have been many attempts to tackle the challenge of delivering better outcomes along Parramatta Road, and specifically to develop a functional and attractive corridor that is more than just a vehicular route.

This section describes the existing elements of Parramatta Road, including the key road connections, public spaces, existing land uses and built form characteristics. As Parramatta Road is a long corridor, this DCP identifies four different areas along the road. These areas do not necessarily have defining characteristics but identify four geographic areas.



Parramatta Road Enterprise Corridor runs approximately 3km and connects Summer Hill, Haberfield, Ashfield, Croydon and Five Dock

Ashfield Urban Planning Strategy 2010

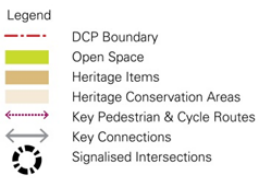
Area 1 North

Area 1 'North' is bound by Lang Street to the west and Dobroyd Parade to the east. Area 1 includes only land on the southern side of Parramatta Road. Land to the north of Parramatta Road is within the City of Canada Bay LGA and is not subject to this DCP.

Croydon Road is a key connection to Croydon to the south whilst Great North Road connects to Five Dock shops to the north. The Dobroyd Stormwater Canal passes behind Parramatta Road out into Iron Cove.

The existing uses and built form character within Area 1 is predominately car related; with a number of older style open car yards, car service centres and mechanics. Development within Area 1 is generally of low quality, with little recent investment in development or new buildings. The exception being the contemporary Audi Dealership (in the adjoining Canada Bay LGA).

Clusters of remnant, terrace style shops contribute to the character of the Area as they have consistent built form characteristics (i.e. height, architectural style, front setback).



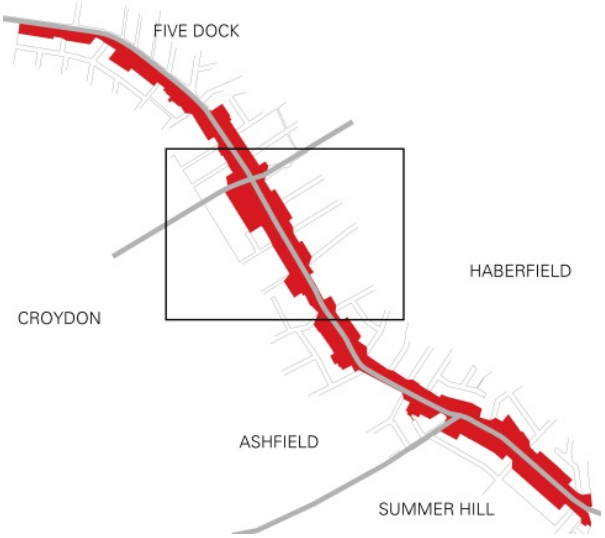
Area 2 Central

Area 2 'Central' is bounded by Dobroyd Parade to the north and Chandos Street to the south. Area 2 includes land on both sides of Parramatta Road, bounded by the Haberfield Conservation to the north and Ashfield to the south. Part of this area is affected by the WestConnex approval of February 2016; refer to **Section 3** for more information.

The intersection of Wattle Street, Parramatta Road and Frederick Street is a major intersection and key link between Parramatta Road and the City West Road/Western Distributor. The Bunnings Store, a heritage item, is a local landmark building marking this busy intersection.

Bland Street is a secondary connection between Haberfield to the north east and Ashfield to the south, with a pedestrian overpass incorporating lifts providing access over Parramatta Road. This crossing of Parramatta Road is an important link between Haberfield Public School and Ashfield Station and is located close to historic Yasmar and the former Brescia site.

The built form of Area 2 is generally characterised by a number of automotive sales and warehouse retail sites with wide street frontages, little street activation and varying levels of activity. The Bunnings site and the Muirs Dealership are the largest land holdings in the area.



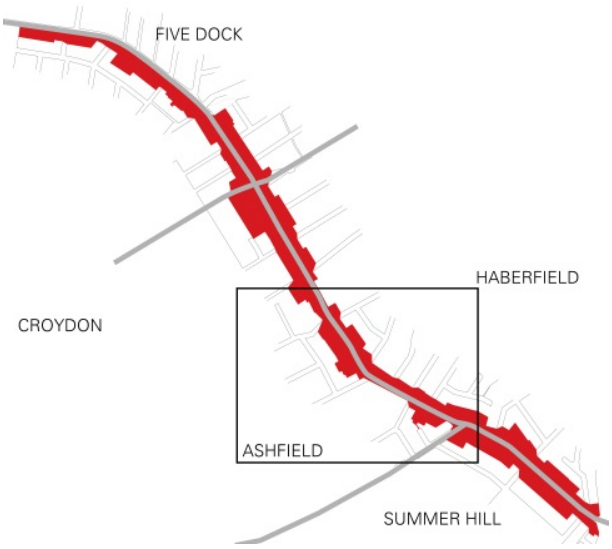
Area 3 Central

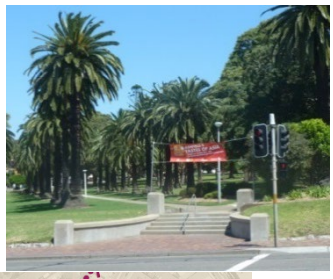
Area 3 'Central' is bounded by Chandos Street to the north and Liverpool Street to the east. Area 3 includes land on both sides of Parramatta road, bounded by the Haberfield Conservation to the north and Ashfield to the south. Part of this area is affected by the WestConnex approval of February 2016; refer to **Section 3** for more information.

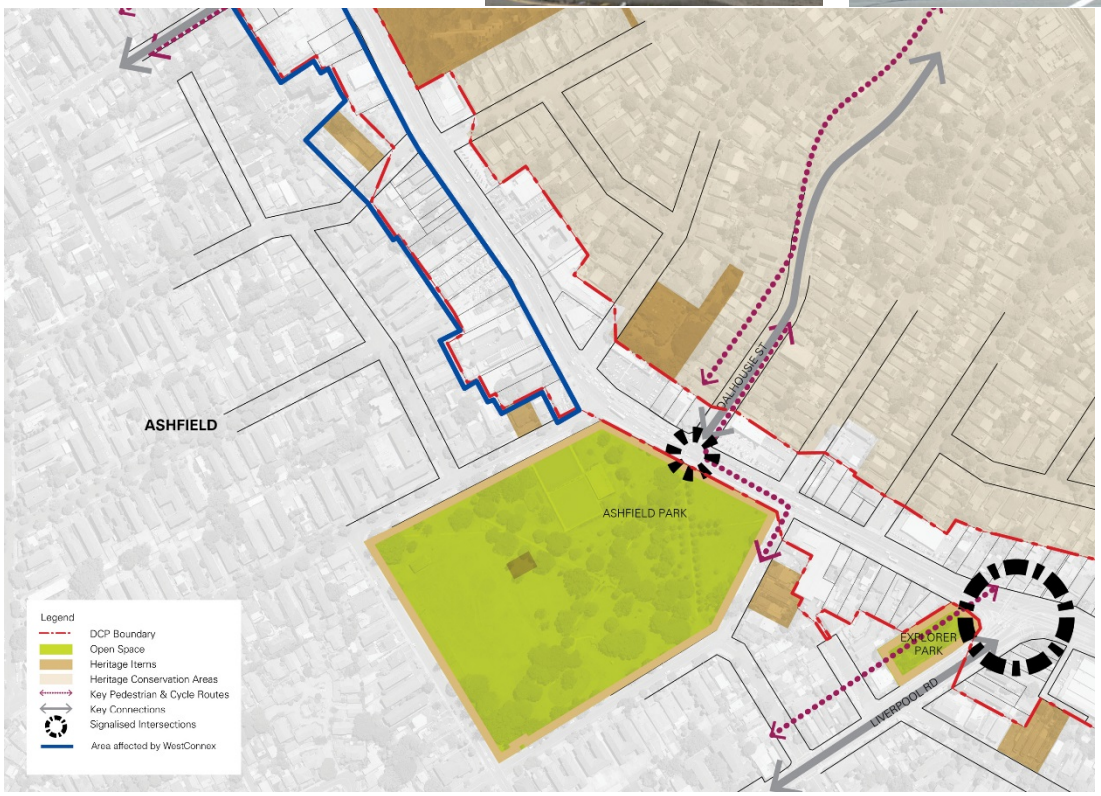
Dalhousie Street is the southern gateway to Haberfield Conservation Area and is a key connection between and Parramatta Road and the Haberfield village centre to the north. This street provides the only formal pedestrian crossing of Parramatta Road within this locality and connects directly to pathways within Ashfield Park, and is a highly trafficked pedestrian route as a result.

Ashfield Park is a major civic open space within the LGA, providing a visual break in the buildings and a passive area for recreation.

This area is characterised by the prominence of vacant and dilapidated sites, minimal development to the street frontage and a lack of streetscape activation. A number of car related businesses are located within Area 3, including open car yards, mechanics and a service station, with a mix of other unrelated uses including a motel, aged care facility and non-car related small businesses.

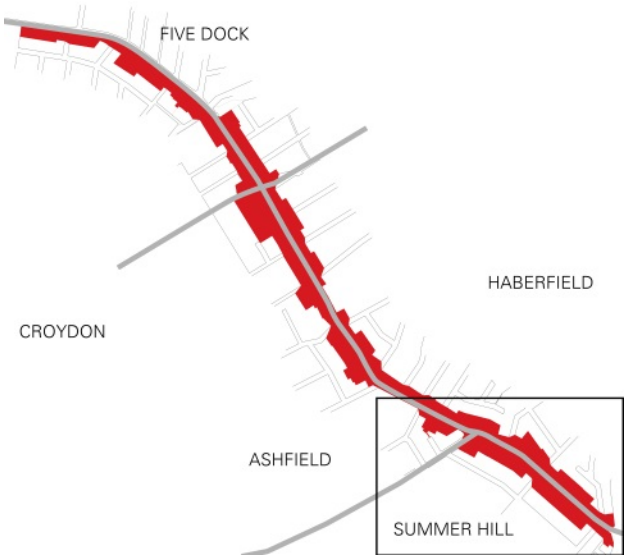






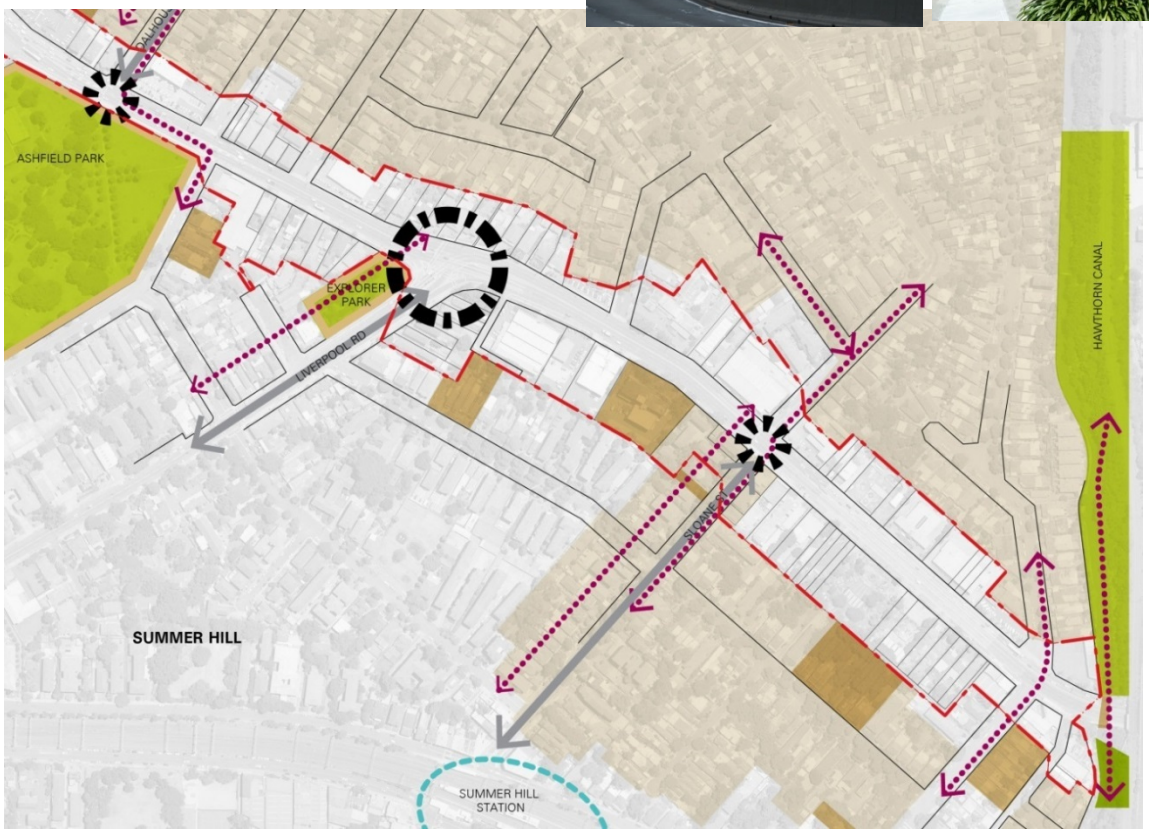
Area 4 South

Area 4 'South' is bounded by Liverpool Road to the west and Hawthorne Canal to the east. Area 4 includes land on both sides of Parramatta road, bounded by the Haberfield Conservation to the north and Summer Hill to the south. This Area has the greatest level of accessibility to public transport, with the entire precinct being within 800m walking distance of Summer Hill rail station and in close proximity to potential north-south open space links. Accessibility will improve with the expansion of the light rail network from Lilyfield to Dulwich Hill, along Hawthorne Canal and along the eastern boundary of Area 4.



Liverpool Road (Hume Highway) is a major connection to south-western Sydney and the intersection with Parramatta Road is of regional importance. Sloane Street provides a local pedestrian connection across Parramatta Road from east Haberfield to Summer Hill.

The area contains a mix of businesses, auto related uses, residential buildings and motels. The rail overpass and Hawthorne Canal corridor act s as a prominent visual marker denoting the edge of this area. Built form and land use within this precinct is comprised of a varied mix of architectural styles, ages, heights and purposes.



Section 2: The Future Enterprise Corridor

The key principles underpinning the renewal of the Parramatta Road Enterprise Corridor for land not affected by WestConnex are:

- Encourage revitalisation and employment generation through new and additional development capacity;
- Capitalise on the proximity of the Corridor to the Sydney CBD, existing and proposed public transport networks and the skilled residential workforce;
- Reinforce Parramatta Road as an employment generating corridor;
- Facilitate a wide range of different employment uses and high quality urban design;
- Improve the pedestrian amenity and visual character of the corridor; and
- Attract more investment, new employment opportunities and enhance economic sustainability.

Due to passing traffic and good access to public transport, Parramatta Road is an ideal location for various forms of enterprise and employment generating uses – including offices, warehouses, retail and local services. These uses are generally not negatively affected by road traffic and benefit from the accessibility of the corridor to the Sydney road network, public transport and passing trade.

The table below illustrates the wide range of permissible land uses that may be accommodated within the B6 Enterprise Corridor zone. Examples of the potential new building forms are shown below.

The DCP aims to provide a framework that requires consistent elements while facilitating a wide range of built form outcomes to adapt to the changing nature of employment uses along Parramatta Road. Corridors are transitional in nature and the DCP endeavours to be robust while remain contemporary as the corridor develops.

Permitted uses in the B6 Enterprise Corridor zone

Category	Examples
Business and office	Business premises, Office premises
Retail	Bulky goods premises, Industrial retail outlets, Shops, Showrooms
Warehousing and supplies	Warehouse or distribution centres, Wholesale supplies, Garden centres, Hardware and building supplies, Timber and building supplies, Landscaping materials supplies, Storage premises
Industries	High technology industry, Light industries
Motor services	Vehicle repair stations, Vehicle sales or hire premises, Service stations
Accommodation	Hostels, Tourist and visitor accommodation
Leisure and community	Child care centres, Community facilities, Function centres, Places of public worship, Registered clubs, Recreation facilities (indoor)

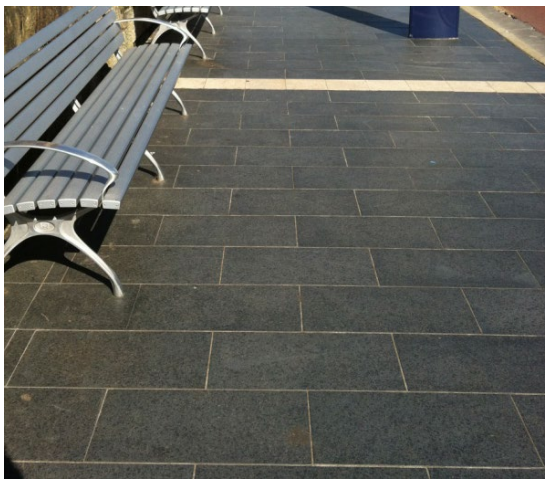
Examples of typical enterprise corridor development

Section 3: General Guidelines

This section sets out the general objectives and controls that are applicable to development to which this Part applies, which are limited by the parameters of the development standards of the **Inner West LEP 2022**.

The public domain within the corridor is generally controlled by **Roads and Maritime Services** as part of the road reserve of Parramatta Road. As Council is not the land owner of the majority of the public domain, there are limitations to the provision of public domain improvements.

Performance Criteria		Design Solution	
Public Domain			
PC1.1	To improve the amenity for pedestrians, cyclists, workers and residents.	**DS1.1**	New development immediately adjacent to public spaces shown on **Figure 6** (i.e. Ashfield Park, Hawthorne Canal, Dobroyd Canal and Explorer Park) is to: • enhance and improve existing public spaces, **And** • provide a positive interface with the public space and be of a high visual and design quality as viewed from the public space. For example, blank walls along public spaces are to be avoided.
PC1.2	To ensure that trafficable public spaces and pedestrian connections are safe and accessible, with high levels of pedestrian comfort, visual amenity and design quality.	**DS1.2**	Development is to enhance the amenity and functionality of the key pedestrian and cycle routes nominated at **Figure 6**.
PC1.3	To encourage more pedestrian activity along and across Parramatta Road.	**DS1.3**	Any development proposing or requiring the full or partial closure of a side road should incorporate a new pocket park and/or shared space with seating and hard and soft landscaping treatments. Continuous pathways along the Parramatta Road frontage should be incorporated into the pocket parks.
PC1.4	To provide opportunities for new public spaces and pedestrian connections along and adjoining Parramatta Road.	**DS1.4**	New development incorporating new or enhanced public spaces / plazas should incorporate public art.
PC1.5	To accommodate the Greenway Project.	**DS1.5**	Where new development is proposed, the undergrounding of existing overhead electricity and telecommunications cabling (along the Parramatta Road frontage) is preferred, at full cost to the applicant. Where this is not possible, existing lines are to be replaced with aerial bundled cables.
PC1.6	To improve pedestrian amenity, safety and accessibility.	**DS1.6**	New development immediately adjacent to the Greenway Project should positively respond and enhance the Greenway, which is proposed to provide a new light rail network and public space along the ex-freight line.
PC1.7	To improve visual character and continuity of the Parramatta Road streetscape.	**DS1.7**	New major development (i.e. not alterations and additions) is to incorporate an upgrade to Parramatta Road footpath to provide a full verge width footpath. A high level of footpath treatment (ie granite pavers) is required at the locations nominated at Figure 6. All treatments are to be to the
PC1.8	To improve the image, quality and amenity of Parramatta Road through new public domain treatments.	**DS1.8**	

Performance Criteria	Design Solution
 *Indicative public domain treatment at key locations*	specification of Council.

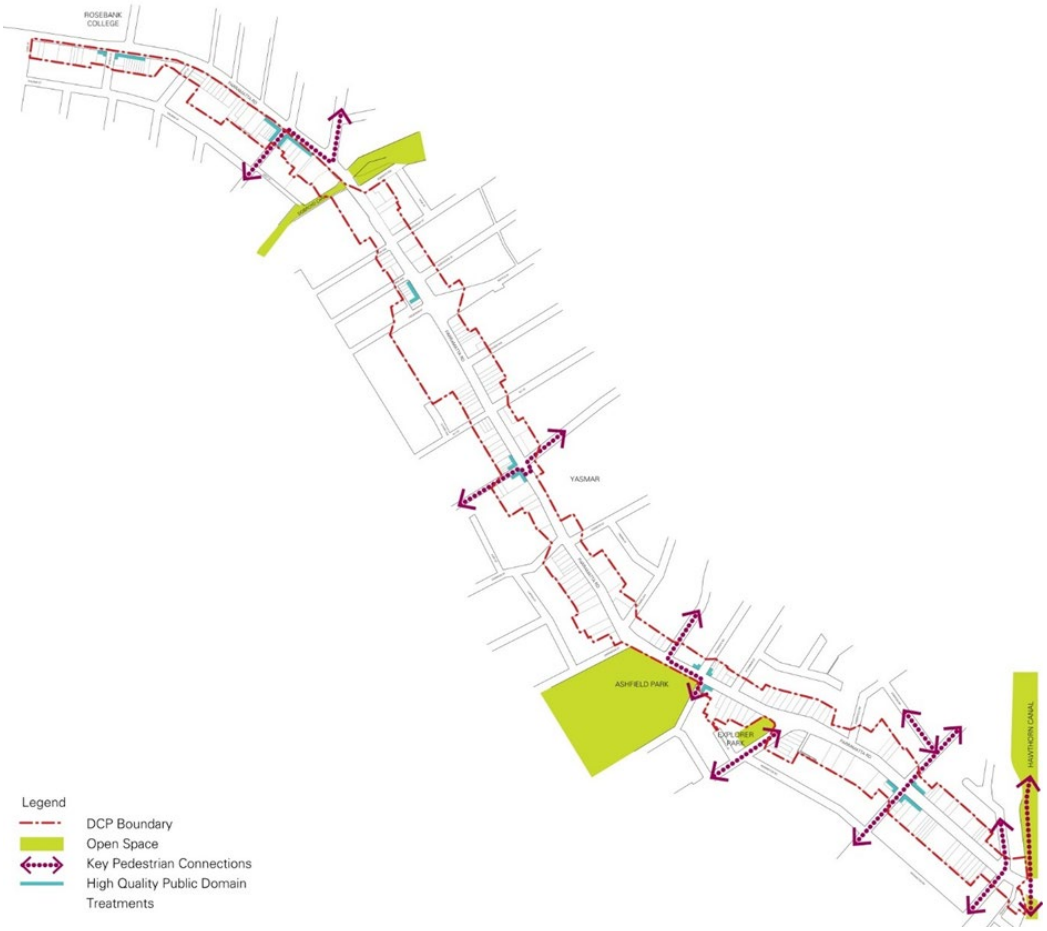


Figure 6 – Public Domain Elements

Performance Criteria		Design Solution
Subdivision and Site Amalgamation		
PC2.1	To ensure that sites are of a size and dimension that can provide building envelopes that optimise the development potential provided under the **Inner West LEP 2022**.	A minimum site frontage of 25m to Parramatta Road is to be provided for new developments (i.e. not including alterations and additions of existing buildings). See **Figures 25** and **26** in **Part 3.9** for matters to consider. Council may consider varying this requirement for: • corner sites that have side street vehicular access, • sites that have rear lane access, **And** • 'contributory buildings' that are unable to be amalgamated (refer to **Section 3.5** for definition of 'contributory building').
PC2.2	To promote the orderly redevelopment of the corridor for enterprise corridor related uses.	The site frontage should facilitate sufficient land area within the development site to: • minimise the number of driveways along Parramatta Road, • provide a legible and safe driveway, • accommodate servicing vehicles, **And** • accommodate and encourage visitor parking to reduce reliance of visitor parking on local streets.
PC2.3	To facilitate safe and efficient vehicular access to and egress from Parramatta Road to ensure the safety and amenity of existing and future businesses, customers and residents.	Site amalgamation is encouraged where lots are narrow and sites are in fragmented ownership.
PC2.4	To minimise the number of driveway crossings accessing Parramatta Road.	Subdivision is to result in lots sufficient in size and frontage that are useable for a range of business, retail and service functions consistent with the role of the Parramatta Road Enterprise Corridor and the main types of development permitted.
	 *Isolated sites are undesirable and where possible should be included in the proposed amalgamation*	Subdivision is to minimise vehicle access point along Parramatta Road. Subdivision is to avoid the creation of battle-axe lots. Subdivision is to avoid the isolation of small lots with limited development potential due to size and/or frontage.
Building, Siting and Design		
	Building, Siting and Design:	**DS3.1** The Parramatta Road frontage of new development is to

Performance Criteria	Design Solution	
• promotes a high quality architectural form that strengthens the urban character and identity of the Parramatta Road Enterprise Corridor. • improves the visual quality and pedestrian amenity of the corridor through requiring buildings to be located on or near the street alignment. • improves the continuity of the corridor's built form, through consistent building alignments and built from Form. • ensures an appropriate scale and form of development in areas that adjoin predominantly residential and heritage precincts. • ensures appropriate solar access is retained to residential properties adjacent to the corridor. • creates an active and engaging streetscape that encourages business activities and contributes to a high quality urban design outcome. • encourages high quality architectural outcomes that promotes a positive image for business enterprise along the corridor. • encourages the use of high quality materials and finishes on visually prominent facades and elements of buildings. • controls the design of showrooms to ensure they contribute positively to the streetscape and public domain with high quality architecture, materials and finishes. • ensures that the visual prominence of corner sites buildings are optimised for commercial and architectural purposes. • improves the Parramatta Road streetscape by ensuring that the development of corner sites optimise their visual prominence in the public domain. • provides active shopfronts which provide surveillance of the road and contribute to public safety and security. • provides a satisfactory building interface with future public open space areas such as regional public pathways and the "GreenWay".		be designed to: • be oriented towards the street, • engage with the street with high proportion of glazing, • minimise the extent of driveways and service entries, • include high quality materials and finishes, • have a minimum floor to ceiling height of 3.5m for ground floor space; • provide ground floor uses generally at the same level as the footpath to ensure equitable paths of accessible travel, **And** • utilise appropriate architectural design features such as awnings, louvres roofs etc to provide architectural interest and for energy efficiency where relevant.
	DS3.2	New development is to be generally consistent with the setback principles illustrated in the locations shown at **Figures 8 –11(maps)** , and maximum ceiling height and building setback planes at **Figures 12,13, 14, 15** (sections) . Development adjoining residential areas is to be consistent with residential amenity controls in Section 3.6.
	DS3.3	A larger front setback (than defined at **Figures 8 - 11**) is permitted where it provides for a building pedestrian entry point, plaza space or the like. The front setback area is to be designed to: • avoid ambiguous external spaces with poor pedestrian amenity and security, • contribute to and enhance the public domain and streetscape, **And** • provide areas of deep soil planting to allow tree planting to soften the appearance of long building frontages.
	DS3.4	Secondary/side street frontages (shown at **Figure 7**) are to: • reinforce the visual prominence of the street corner with the corner component of the building built to the street, • provide a transitional setback that responds to the established setback of adjoining properties within the secondary street, **And** • avoid long, unvaried facades.
	DS3.5	All sites are to have where practical active frontages, except in situations where this is not practical where such areas are required for site servicing or similar, eg driveway access. Where shown in yellow on **Figures 8-11 (maps)**, those part those part of the sites are required to have

Performance Criteria	Design Solution	
		active street frontages for urban design reasons. An active street frontage can comprise glazed retail shopfronts, showrooms, glazed entries and lobbies to businesses, and the like.
	DS3.6	Where sites have a wide frontage and are not shown in orange line in **Figures 8,9,10,11 (maps)** buildings should be located on the site so as to ensure that adequate amount and parts of the building provides an active shopfront which provide surveillance of the street/roadway.
	DS3.7	Sites adjacent the canals or open space areas shown in **Figures 8 and 11 (maps)** shall ensure that their buildings address those open space areas, including having shopfronts, and give consideration to providing terrace areas and night time lighting.
	DS3.8	Where buildings are setback from the street, tree planting may be provided within the front setback to soften the appearance of large expanses of facade. All tree planning is to consider the impact on street
	DS3.9	Zero side setbacks are permitted, except where that boundary is directly adjacent to an existing residential flat building or dwelling within the corridor, or adjacent to a residential dwelling adjoining the corridor. In these cases, the required setback is to be determined on merit having regard to providing an appropriate standard of residential amenity (ie sunlight and daylight access, visual and acoustic privacy). Refer to controls relating to **Residential Amenity** for this Part.
	DS3.10	New development is to be consistent with the rear setback type where required on the maps at **Figures 8-11** and as required by the sections at **Figures 13, 14, 15**. A larger side setback and/or stepped building form may be required in some cases in order to provide the required solar access to adjoining residential properties.
	DS3.11	Large solid and/or blank portions of a facade facing a street frontage will only be considered where it is integral to an innovative or logical design response, or are a logical design response (eg. extension of an existing building), and the finish materials are high quality.
	DS3.12	External roller shutters, facing the Parramatta Road frontage are not permitted. Security grilles may be fitted internally only.
	DS3.13	The design of buildings is to be predominantly massed towards the street frontage and away from residential properties to the rear. The upper levels of buildings are to be built to the Parramatta Road street setback and generally not stepped back.
	DS3.14	Building forms are encouraged to be articulated with expressed elements such as awnings, cornices, eaves, parapets skillion roof forms and the like.

Performance Criteria	Design Solution	
	DS3.15	Corner site buildings, in particular prominent corner sites identified at **Figures 8 - 11 (maps),** are to address and positively respond to both street frontages and reinforce the built form and prominence of the street corner. Building designs are to incorporate architectural elements such as: increased bulk and height, articulated building elements, street awnings, prominent, high level roof forms, corner pediments, cornices, expressed eaves with shadow lines, splayed / chamfered corner setbacks etc.
	DS3.16	All building plant, mechanical services and telecommunications equipment is to be located, designed and screened so as to minimise their visual impact from the street and public domain.
	DS3.17	The design of car sales showrooms are to: • include the majority of cars displayed within an enclosed building form, • be sited to address the street alignment, and designed so that key operational spaces are legible from the street with large display windows, **And** • incorporate the storage of any vehicles on site behind the building line and to the rear of the site

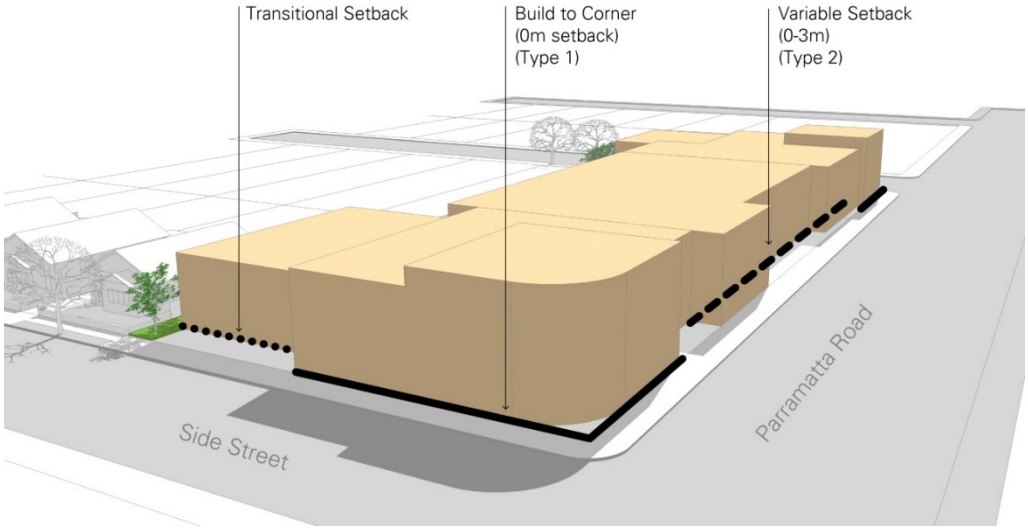


Figure 7 - Building Setback Principles

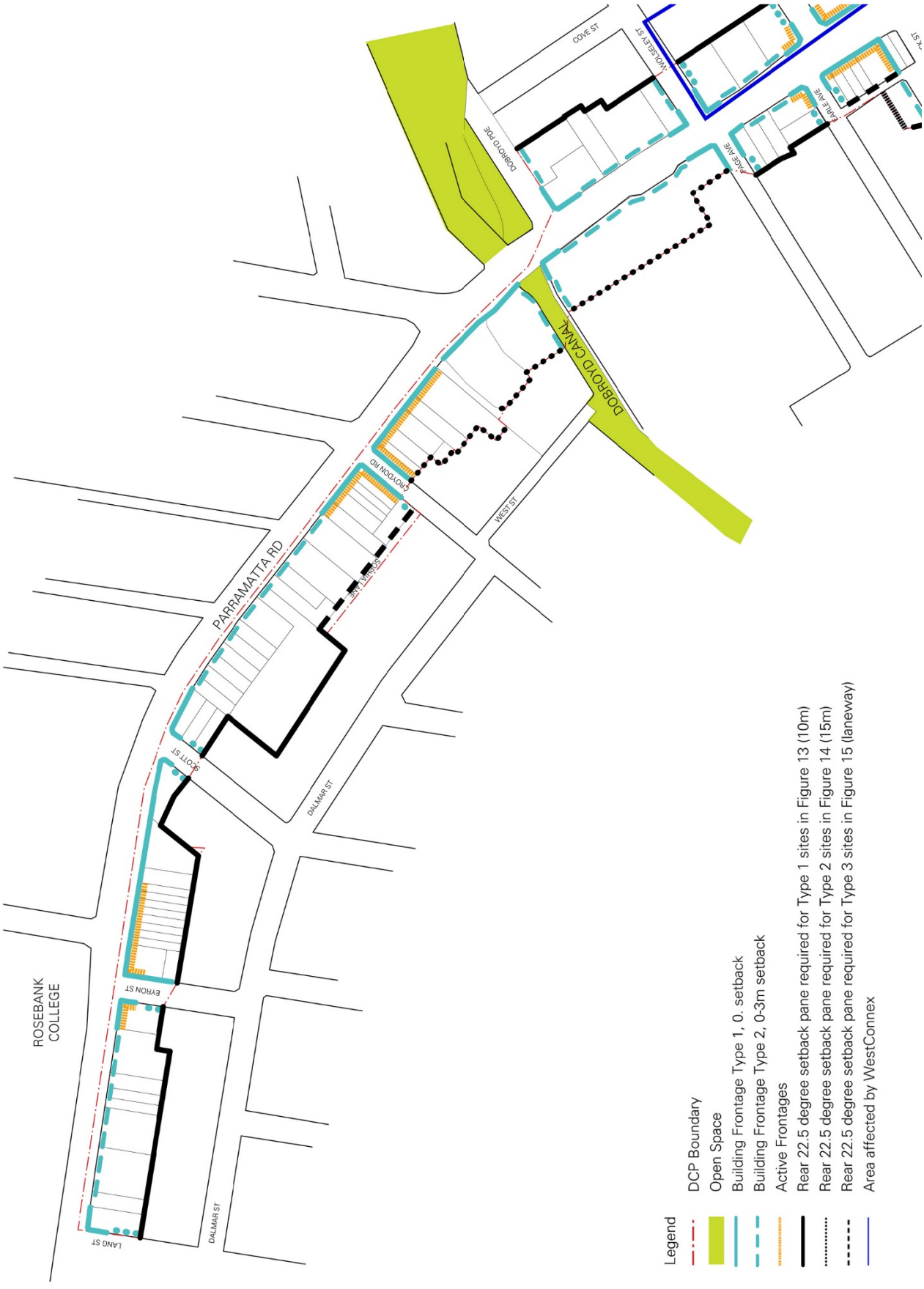


Figure 8 – Frontages and Setbacks Plan (Area 1)

Figure 9 – Frontages and Setbacks Plan (Area 2)

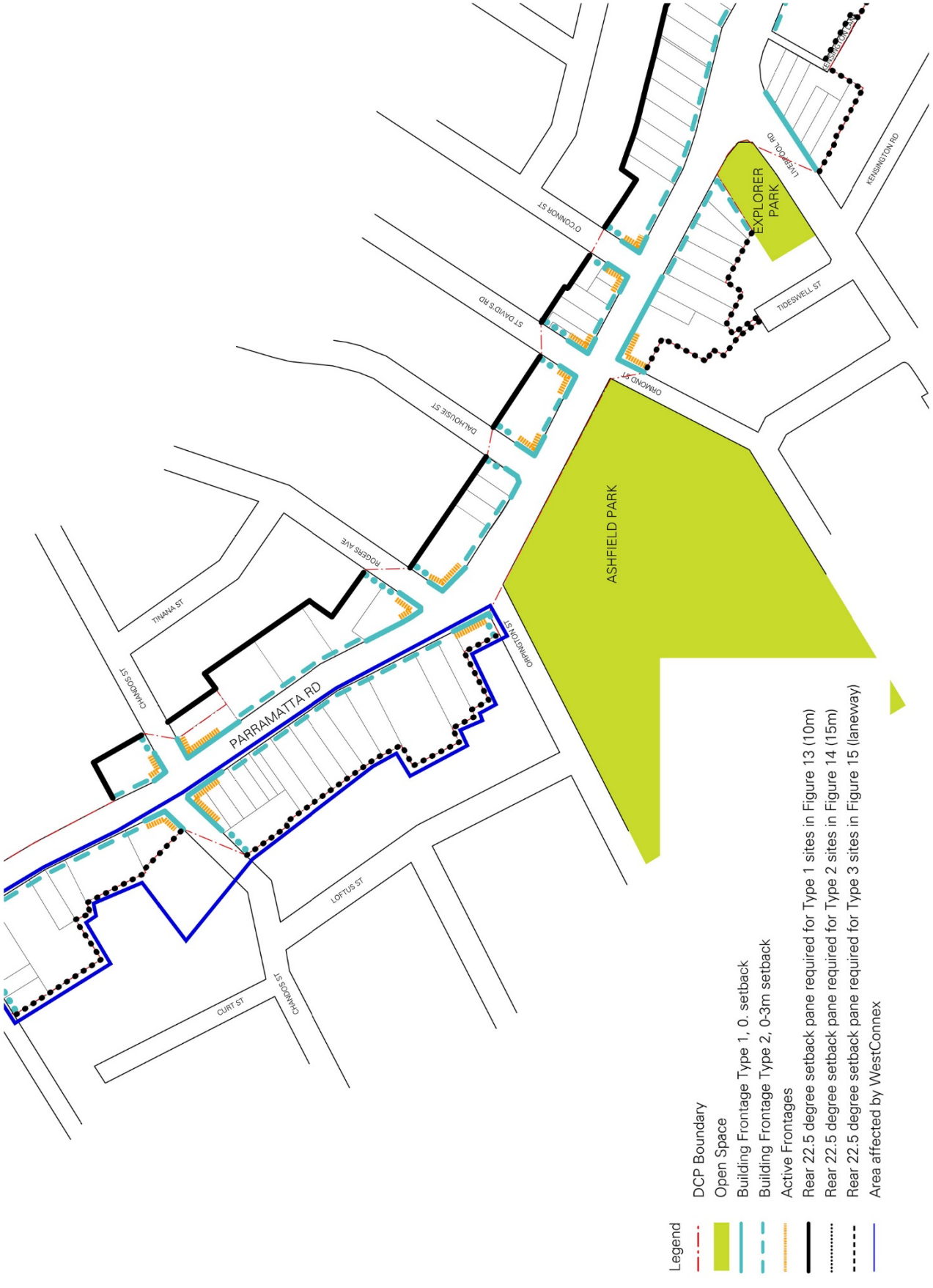
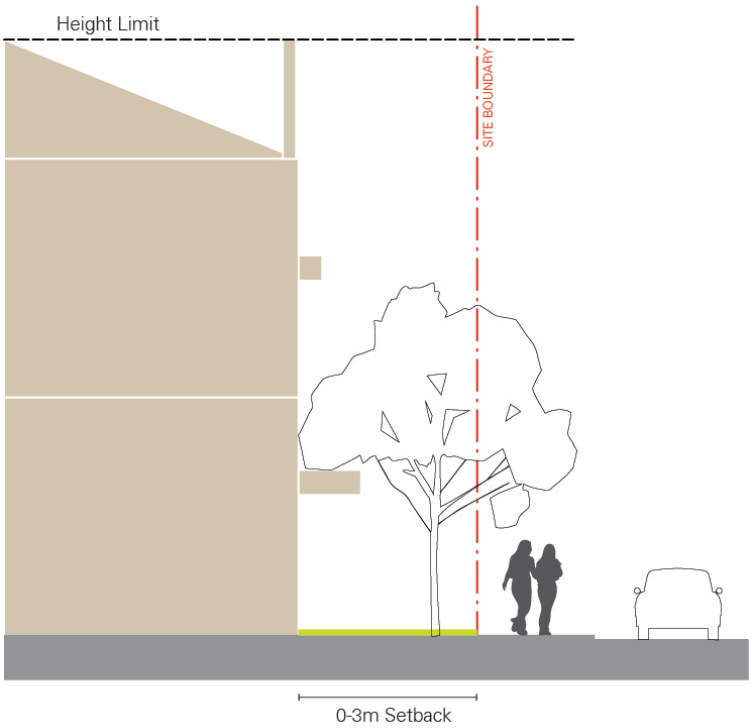
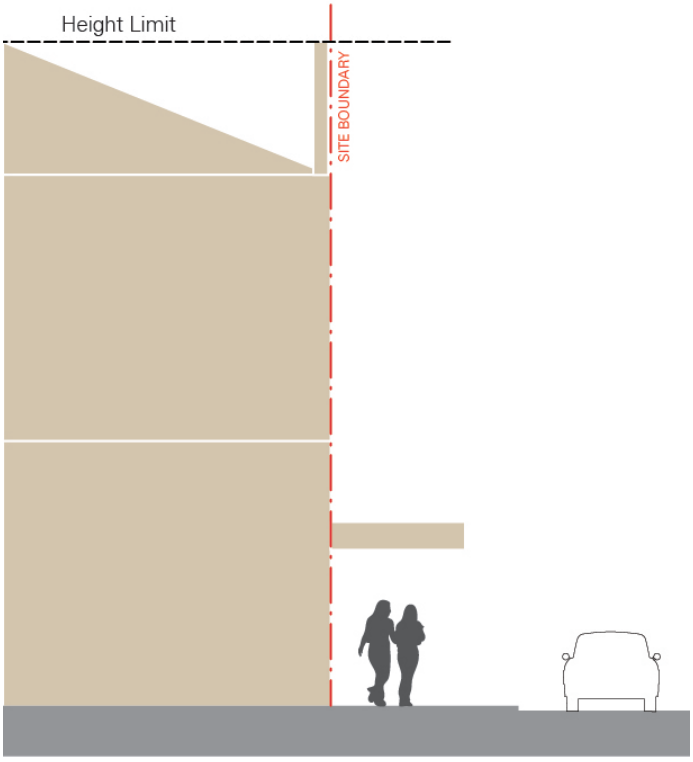


Figure 10 – Frontages and Setbacks Plan (Area 3)

Figure 11 – Frontages and Setbacks Plan (Area 4)



Frontage Type 2 (Variable 0-3m setback)



Frontage Type 1 (0m setback)

Figure 12 - Frontage Setback Types

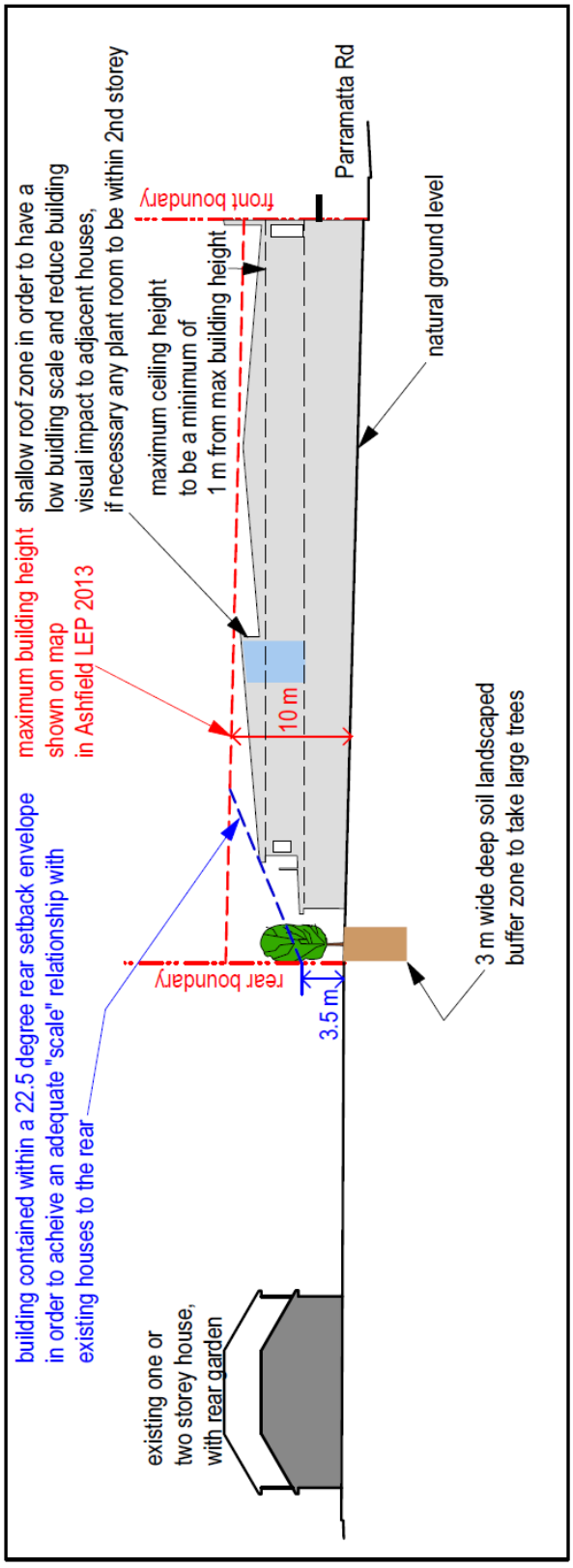


Figure 13 - Building Setback Plane Type 1 for sites where the maximum height is 10 m in the LEP Map, see Figures 8-11 (maps).

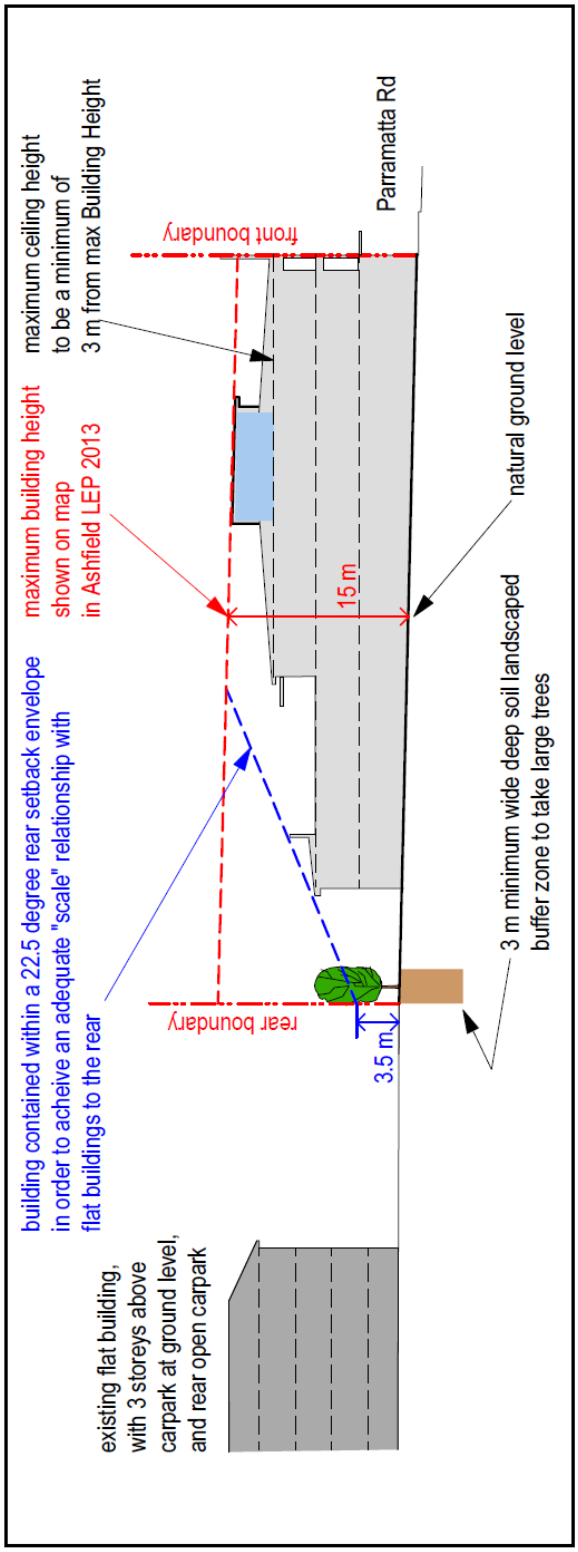


Figure 14 - Building Setback Plane Type 2 for sites where the maximum height is 15 m in the LEP Map, see Figures 8-11 (maps).

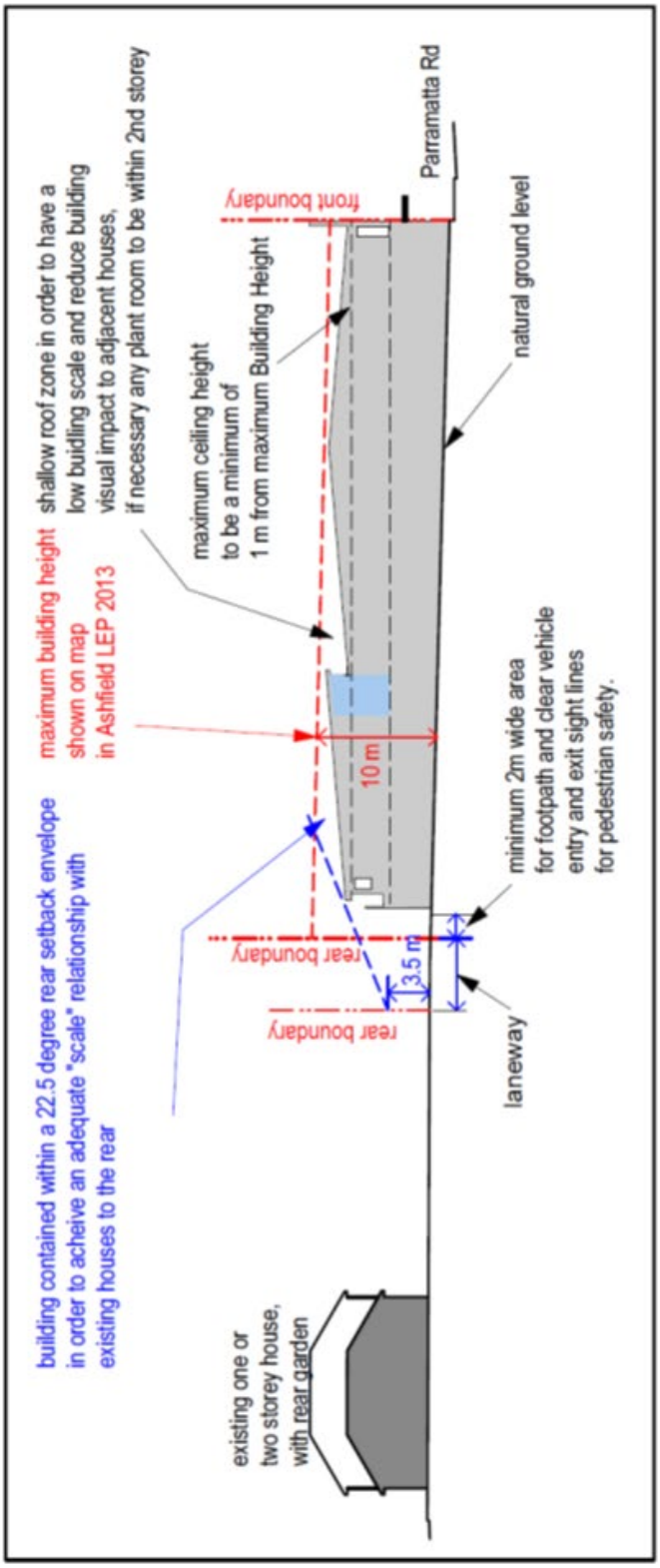


Figure 15 - Building Setback Plane Type 3 for sites which have rear laneways, see Figures 8-11 (maps).

Performance Criteria		Design Solution	
Site Specific Controls			
PC4.1	To encourage specific outcomes on certain sites that supplement the general development controls.	**DS4.1**	Development on the sites nominated in the table below (and shown at **Figures 16 - 19**) is to be consistent with the following provisions.
PC4.2	To provide an Urban Design context to the Parramatta Road strip by identifying specific landmark sites or areas that will contribute to defining the future spatial character of the strip.		
PC4.3	To improve the Urban Design character of the Parramatta Road strip.		

Area Specific Urban Design considerations

Site	Provisions
SSC 1- Western corner of 542-554 Parramatta Road and SSC 2- 321 Parramatta Road (Council site) adjacent Dobroyd Canal Zone at **Figure 16**	These sites are adjacent an area that has potential for a regional "pedestrian trail" (pathway) linking Iron Cove to the north with the Croydon suburb to the south, by using an underpass beneath the bridge and Council land either side of the bridge. New development at these nodes should be designed to have a building interface which will address any future "Dobroyd Pedestrian Trail". This should include use of active frontages, appropriate locations for windows, potential use of ground level terrace areas, night time lighting, in order to provide surveillance of the area.
SSC 3 Dobroyd Canal Zone 542-554 Parramatta Road at **Figure 16**	The large site size of 542-554 Parramatta Road, and development standards of the Ashfield LEP, will result in a large building mass which will be a "landmark" feature of the visual landscape of the road, and so the building design should be of a "high compositional standard" as required by Part 3.13. Any proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have precise/accurate visual impact assessment, and to assist with community consultation. Consultation must occur with the Road and Traffic Authority for traffic ingress and Egress requirements should occur prior to any finalisation of a design. The requirements of Part 3.9 must be followed in relation to examining traffic impacts and minimising impacts for local streets and whether or not local street closures are required.

Site	Provisions
SSC 4 "Bunnings" 476 Parramatta Road located at Figure 17	This is a large prominent corner site, which has a "landmark" heritage item listed building in the Local Environmental Plan which is located on the corner of the site. This building must be retained. The site already has its own signalised traffic light road access into the site off Frederick Street. Any new additional building development should have a "high compositional standard", and also respect and be sympathetic the historic building on the site. Any major proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have a precise and accurate visual impact assessment, and to assist with community consultation.
SSC 5 (Former Brescia Site) 202 Parramatta Road located at Figure 17.	This site is affected by the February 2016 WestConnex approval.
SSC 6 186 and 196 Parramatta Road located at Figure 17	This site is affected by the February 2016 WestConnex approval.
SSC 7 150-154 Parramatta Road located at figure 18	These sites are at the top of ridge and so have "dominant visual impact" when viewed from the east and Ashfield Park, and so the building design should be of a "high compositional standard" as required by Part 3.13.
SSC 8 Parramatta Road, between Dalhousie Street and St David's Road located at Figure 18	This is a prominent corner site, being in a "landmark gateway" area into the Haberfield Conservation Area, and within the visual setting of the historic Ashfield Park. Any new development should have a "high architectural standard" and acknowledge its historic setting by having sympathetic spatial relationship with the neighbouring Haberfield Conservation Zone The requirements of the DCP must be followed for ensuring the Amenity of adjacent residences is protected, including having perimeter tree screen planting and acoustic screens. Any major proposals should be computer modelled in 3 dimensions, and a copy submitted with the Development Application for insertion into Council's "SIMURBAN Model", in order for the application to be able to have a precise and accurate visual impact assessment, and to assist with community consultation.
SSC 9	These sites area are mentioned because of their difficult development context. The sites contain houses whose living environment is very

Site	Provisions
63 -105 Parramatta Road (Currently houses) located at Figure 19	poor since they are exposed to the traffic conditions of the major traffic intersection between Parramatta Road and Liverpool Road. Future business development will need to amalgamate sites and ensure that no houses remain "landlocked". Consultation must occur with the Road and Traffic Authority for traffic ingress and Egress requirements should occur prior to any finalisation of a design. The requirements of the DCP must be followed for ensuring the Amenity of adjacent residences in Haberfield is protected, including having perimeter tree screen planting and acoustic screens.
SSC 10 1-5 Parramatta road and SSC 10 2 Parramatta Road adjacent future "GreenWay Corridor" located at Figure 19	These sites are within an area that has potential for a "regional pedestrian trail" (Greenways corridor) linking Iron Cove to the north with the Cooks River at Dulwich Hill to the south using an overpass over Parramatta Road. These sites are nearby the Light Rail Station. New development at these nodes should be designed to have a building interface which will address any future "GreenWay Corridor Pedestrian Trail". This should include use of active frontages, appropriate locations for windows, potential use of ground level terrace areas, night time lighting, in order to provide surveillance of the area.

Examples of corner building responses

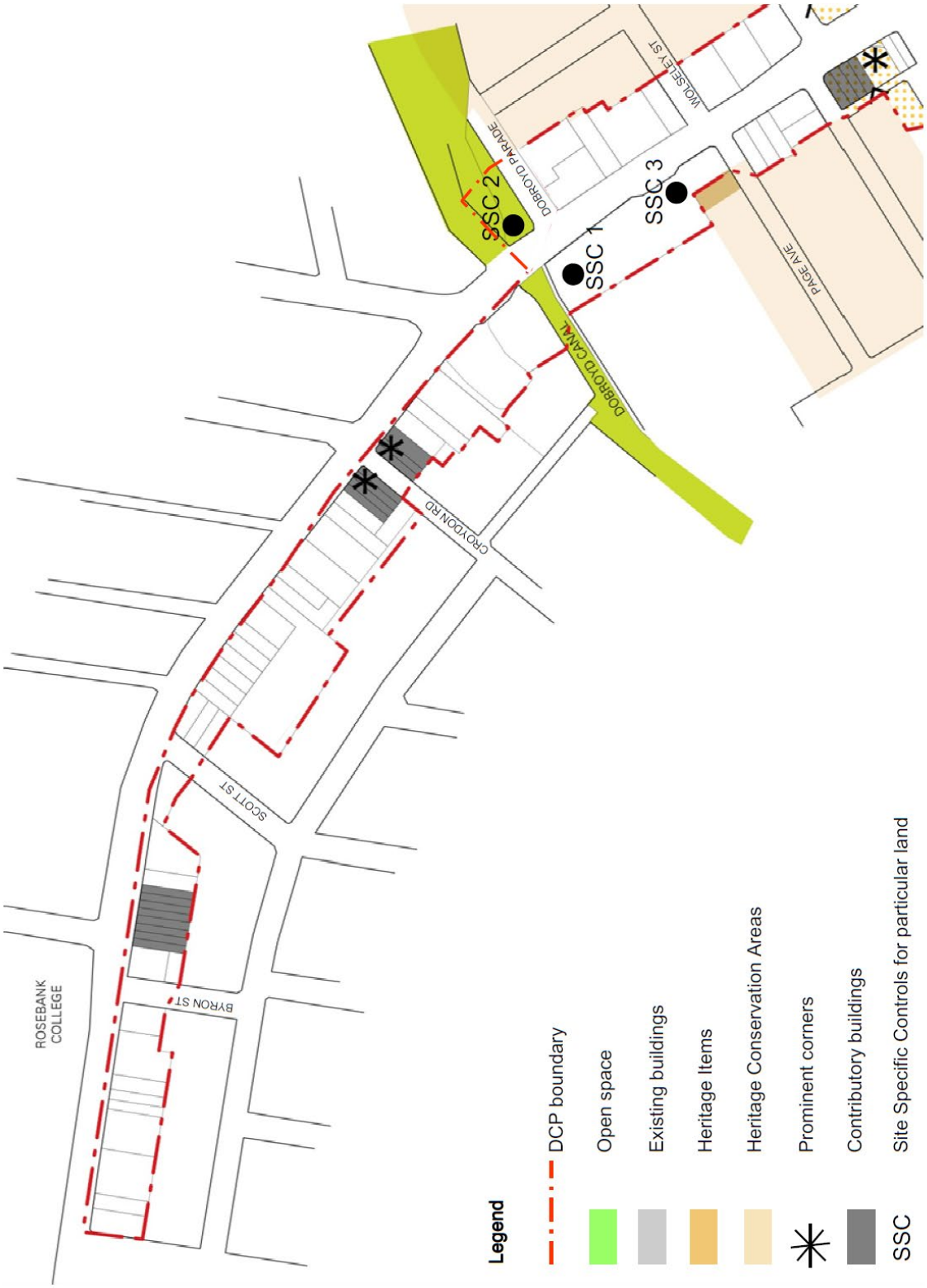


Figure 16 - Built Form, Heritage and Site Specific Controls (Area 1)

Figure 17 - Built Form, Heritage and Site Specific Controls (Area 2)

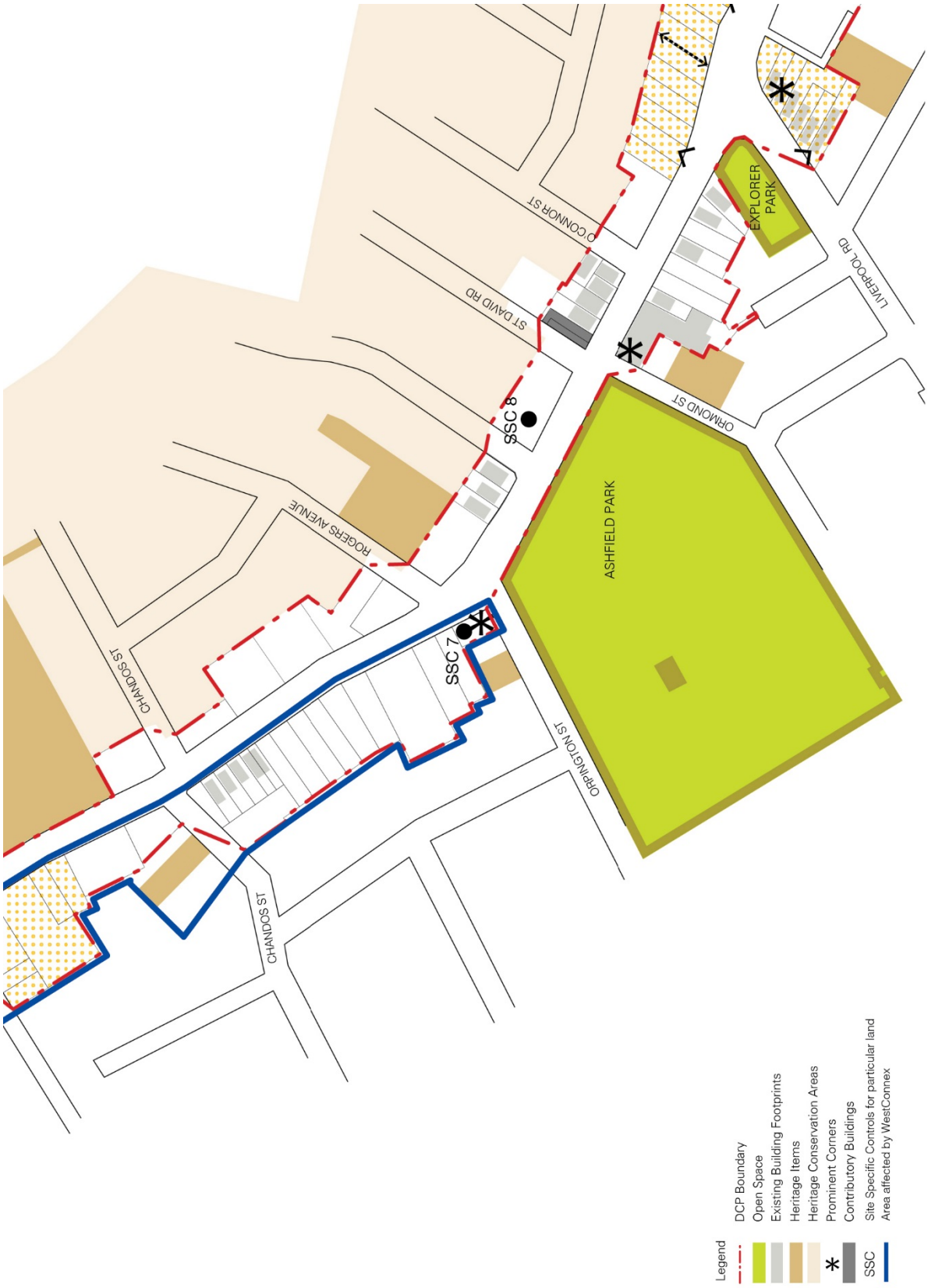


Figure 18 - Built Form, Heritage and Site Specific Controls (Area 3)

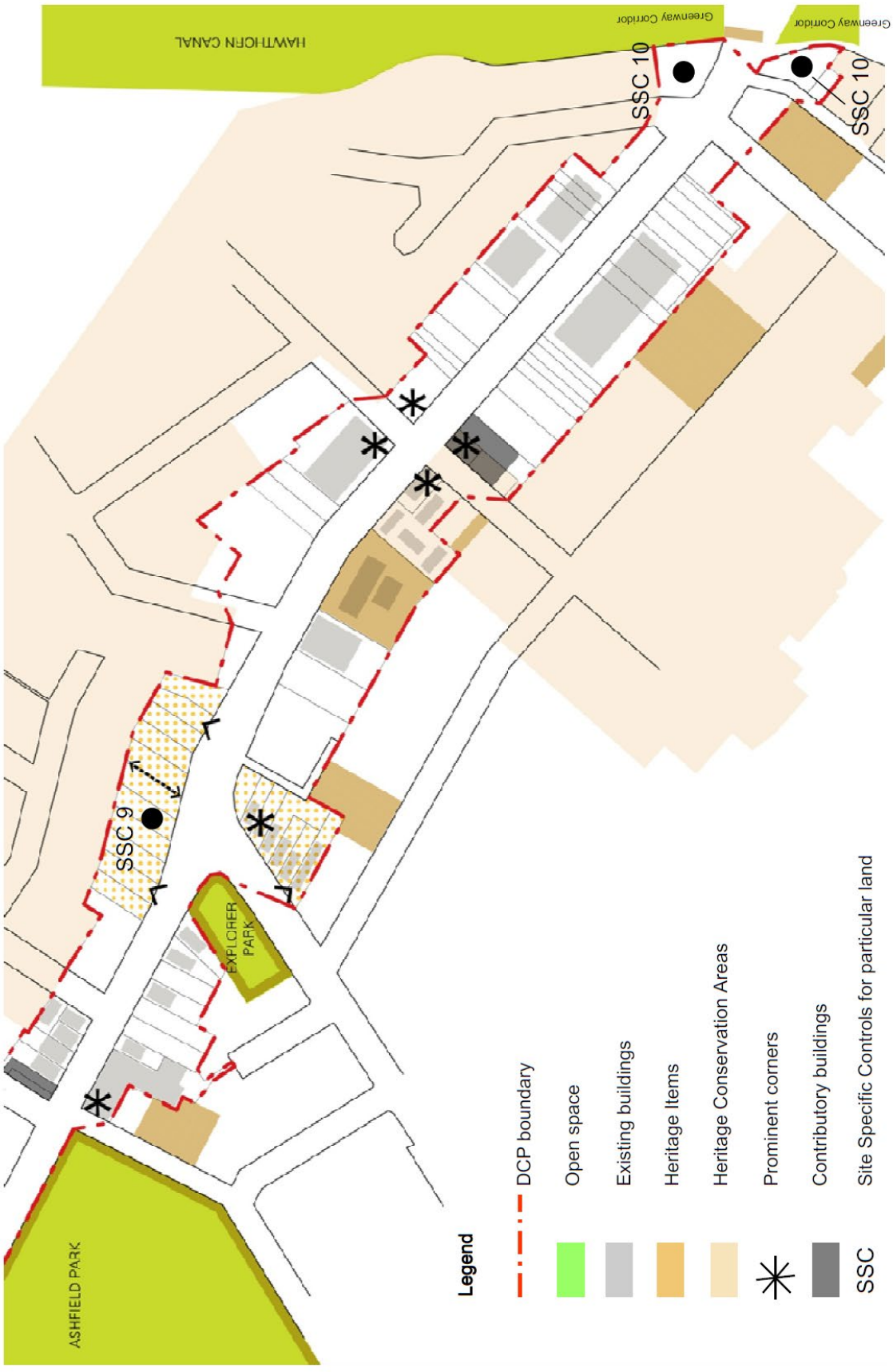


Figure 19 - Built Form, Heritage and Site Specific Controls (Area 4)

Performance Criteria		Design Solution	
Interface with Heritage Items, Conservation and with Contributory Buildings			
PC5.1	To ensure that new development complements and responds to buildings of heritage significance.	**DS5.1**	Heritage items located within the Parramatta Road Enterprise Corridor are to be retained and adaptively reused for appropriate uses.
PC5.2	To ensure that new development is sympathetic to the characteristics of adjoining heritage conservation areas.	**DS5.2**	Development of a heritage item is required to respect and respond to the heritage significance and character of the building and its curtilage.
PC5.3	To encourage new development that complements and responds to heritage items and heritage conservation areas in a contemporise response	**DS5.3**	New development that is in the vicinity of a heritage item is to consider the compatibility of the proposal with the significance and character of the heritage item.
PC5.4	To encourage the retention and restoration of buildings that contribute to the character and history of Parramatta Road.	**DS5.4**	New development adjoining heritage conservation areas at **Figures 16-19 (maps)** is not to detract from the qualities and significance of the conservation area.
		DS5.5	Corner buildings, or buildings fronting a side street off Parramatta Road, that adjoin a heritage conservation area are to be setback 3m from the secondary street (or side street off Parramatta Road) to provide a transition to the front setbacks of the adjoining conservation area. The setbacks along the side streets are to be landscaped to transition into the landscaped nature of the conservation areas.
		DS5.6	The buildings identified at **Figures 16-19 (maps)** as 'contributory buildings' have been identified as buildings that include built form elements (eg. setbacks, architectural style, awnings) that add to the character of Parramatta Road. The development of new buildings (or alterations to existing buildings) on sites incorporating 'contributory buildings' should retain or restore the key components of the building that add to the character of Parramatta Road. Such elements may include: • buildings built to the front setback; • awnings and active frontages; • two storey frontages; **And** • rear lane access and parking.
Residential Amenity			
PC6.1	To ensure that new development within the Parramatta Road Enterprise Corridor is designed to maintain adequate visual and acoustic privacy for the residents and users of surrounding buildings.	**DS6.1**	Development should consider the scale and visual impact of the building's interface with adjoining residential dwellings, taking into consideration: • compliance with building envelopes and setbacks required in **Section 3.3**, **And** • provision of the landscape zone at the rear (**Section 3.8**).
PC6.1	To minimise the impact of light spill on adjacent residential properties.	**DS6.2**	Development is to be designed to minimise overlooking of adjoining residential properties. Measures include: • avoiding rear facing balconies,

Performance Criteria		Design Solution	
			And • minimising rear facing windows. Where this is impractical, windows should incorporate fixed screening or the like.
PC6.1	To protect solar access enjoyed by neighbouring residential development.	**DS6.3**	The design and layout of development is to locate any major potential noise sources away from adjoining residential properties.
PC6.1	To minimise the impact of noise on the amenity of neighbouring residential dwellings.	**DS6.4**	All building plant / mechanical ventilation vents is to be located to minimise impacts on the habitable rooms within adjacent residential properties and be soundproofed.
PC6.1	To provide for appropriate scale of built form at the interface with adjoining residential areas.	**DS6.5**	Council may limit the trading hours and/or the hours for waste collection/deliveries for particular uses where there is the potential for significant impact on residential amenity.
		DS6.6	The design and location of any external lighting is required to: • ensure no unreasonable light spill to the living/recreational areas of any adjoining residential properties, **And** • minimise conflict with/detract from street lighting and road safety signs.
		DS6.7	Direct solar access to windows of the principal living area and principal open space area of adjacent residential properties must: not be reduced to less than three hours between 9.00am and 3.00pm on 21 June; **Or** not be further reduced where less than three hours of sunlight is currently available on 21 June.
		DS6.8	An acoustic wall may be provided where vehicular access or servicing occurs along a common property boundary in order to protect the amenity of any adjoining residential area.
		DS6.9	Applications for late-trading premises must include a Plan of Management detailing measures to protect the amenity of nearby residential areas in terms of noise and safety.
		DS6.10	Refer to **Part F10 of DCP 2016** for controls for Drive In Take Away Food Establishments, where permissible.
Awning and Pedestrian Shelter			
Awning and Pedestrian Shelter • improves the amenity for pedestrians using the Parramatta Road Enterprise CorrTo provide shelter for pedestrians at key activity locations along the corridor. • ensures a high quality and continuity of design in awnings.		**DS7.1**	Awnings are generally required where Active Frontages are required, as shown in the locations at **Figures 8 – 11 (maps).**
		DS7.2	Awnings should be provided to buildings on Parramatta Road frontage, where a 0m setback is proposed. As a minimum, an awning should be provided at the main building entry and/or corner (for corner sites).
		DS7.3	Awnings should be designed to:

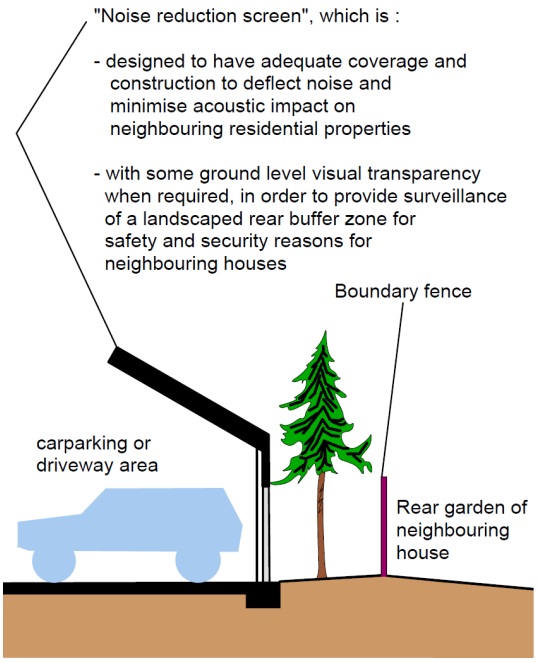
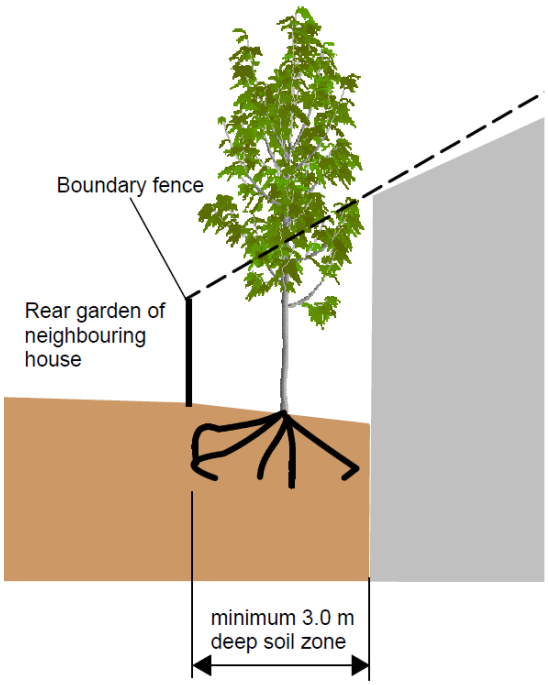


Figure 20 - Acoustic screen and minimising noise impacts

Performance Criteria	Design Solution	
• allows for awnings without impeding vehicular movement or the provision of street trees along the corridor.		• provide appropriate weather protection to pedestrians; • consistent with the height of any adjoining awnings and typically between 3m and 4m above the footpath level; • be consistent or complementary in design with any adjoining awnings; • be a minimum width of 2.5m; • accommodate existing or proposed street trees; **And** • ensure appropriate clearance from the traffic lanes (typically 600mm from the kerb edge).
	DS7.4	New awnings are to be compatible with the scale, architectural features of the host building and adjacent buildings.
	DS7.5	Awnings located on corner buildings are required to wrap around the corner.
	DS7.6	Awnings should contribute to the management of building heat loads as described in **Environmental Management** of this Part**.**
Landscape and fencing		
PC8. Landscape and fencing: • generally improve the quality of landscaping along the Parramatta Road Enterprise Corridor and on individual sites. • To create a consistent planting theme to encourage a visual coherence along the corridor. • To enhance the visual interface between buildings on Parramatta Road and adjoining residential development. • To discourage the use of front fencing where not required for privacy or security purposes. • To enhance the visual quality of the corridor through consistent materials and finishes of fencing.	**DS8.1**	Where buildings are set back from the Parramatta Road frontage and/or secondary street frontage, the setback zone is to be finished in a combination of hard and soft landscape treatments.
	DS8.2	The design of any front landscape treatment should: comprise a simple palette of low-growing ground covers (or the like); not obscure sightlines between the building and the street; **And** incorporate feature tree planting with appropriate species selected to complement the scale of the setting, the width of the setback, distance from underground infrastructure (if relevant), aspect and other environmental parameters.
	DS8.3	Feature species comprising larger canopy trees that allow clear sight lines at eye level are preferred. Palm species shall not be used.
	DS8.4	A landscape zone is to be provided along the rear boundary of sites, where there is a direct interface with residential uses as shown on **Figures 13** except for a laneway. The minimum width of this zone is 3m as shown in **Figure 22** in order to ensure sufficient space for root establishment. This zone is to accommodate shrubs and tree planting that provides an appropriate level of screening of the development whilst maintaining a degree of solar access to the rear of adjacent residential properties. The deep soil

Performance Criteria	Design Solution	
		planting zone is not to be used for driveways, storage or parking.
	DS8.5	Landscaping of at-grade parking areas is to be consistent with **Part A8- Parking of Inner West DCP 2016.**
	DS8.6	Front fencing to Parramatta Road that is visible from the public domain is only permitted where an adequate safety and security case can be demonstrated. Where fencing is required forward of the building line, it is to be: • a maximum height of 1.8 m, • a steel palisade style fence, • black in colour (i.e. black PVC, powder coated or the like), **And** • set back at least 0.5m from the street frontage with low landscaping provided in front.
	DS8.7	Any gates are to be consistent and complementary with the adjacent fencing styles and be designed to open inwards.

Figure 21 – Interface with house



Ensure adequate width is available
to establish tree planting to visually screen
new development and provide
a "sympathetic background" interface", with :

- tree canopy contained within the site to avoid leaf litter onto neighbouring properties

- tree root system contained predominantly within the site

- a width that will allow adequate visibility for surveillance of the buffer zone

- a width with adequate room to maintain and clean the area

Figure 22 – Typical Rear Setback Landscape Zone

Performance Criteria		Design Solution	
Parking, Services and Access			
PC9.1	To ensure the provision of off-street parking satisfies the needs of occupants, residents and visitors, including people with disabilities, and provides an appropriate balance between public and private transport having regard to the capacity of the local road network.	**DS9.1**	On-site parking (including service and delivery vehicle provision) is to be provided in accordance with the table below (select uses only) and the rates specified in Part **A8 - Parking** of the DCP. Variation to the rates may be considered by Council where development involves the retention of the existing building(s).
PC9.2	To encourage active transport measures such as the promotion of walking and cycling.	**DS9.2**	Applications must demonstrate that all parking demand generated by a development must be provided wholly within the site, and should not result in the reliance on on-street parking in surrounding streets, and where applicable demonstrate that the design principles shown in **Figures 25 and 26** have been addressed.
PC9.3	To ensure that the design of parking facilities are safe and efficient and consistent with good design and environmental standards.	**DS9.3**	Parking and loading areas are to be located underground or at-grade, either at the rear of a site or along the side of the allotment (see **Figure 23**). All parking areas are to be located behind the front building line and, where relevant, the secondary frontage building line.
PC9.4	To ensure that vehicle access does not unnecessarily impact on pedestrian safety or street frontage activity.	**DS9.4**	All parking and loading areas are to be designed to comply with **AS/NZS 2890.1:2004**.
PC9.5	To ensure that parking and site vehicular access do not dominate the Parramatta Road streetscape.	**DS9.5**	Customer parking areas are to be easy to identify and navigate to encourage their use by visitors and reduce reliance of parking on local streets.
PC9.6	To ensure traffic movements and site vehicular access do not unreasonably impact upon the residential amenity of adjacent residential properties.	**DS9.6**	At-grade parking must not be the dominant feature when viewed from the street and should incorporate appropriate landscaping to soften and screen these areas.
PC9.7	**Note:** Parramatta Road is defined as a 'Classified Road' for the purposes of Section 101 of **State Environmental Planning Policy (Infrastructure) 2007**.	**DS9.7**	No parking or loading areas are permitted between the building and the Parramatta Road frontage.
		DS9.8	In addition to the provisions of this section, the design of all parking areas is to be in accordance with the relevant provisions of **Part A8 - Parking of DCP 2016**.
		DS9.9	Where servicing of the site requires the use of large vehicles (for example for waste collection or deliveries), or the proposed building is of sufficient size that it may require the use of large vehicles in the future, sufficient manoeuvring space should be provided to allow vehicles to enter and exit the site in a forward direction.
		DS9.10	Site vehicular access points are to: • be limited to generally 1 per site, **And** • where possible, be provided from a side street or rear lane.
		DS9.11	Existing rear lanes are to be utilised and extended where possible. The provision or creation of new laneways (public or private) is encouraged.
		DS9.12	Where site vehicular access is provided from a side street, the following impacts are to be considered:

Performance Criteria	Design Solution	
		• residential amenity of development adjacent to the site and on the opposite side of the street, **And** • potential traffic volumes within the local street network.
	DS9.13	Vehicular access points are to be designed to: • integrate with the facade of the building, • minimise conflicts with pedestrians, • comply with **AS/NZS 2890.1:2004**, • be set back as far as possible from adjacent intersections, **And** • address opportunities to consolidate vehicular access points to Parramatta Road.
	DS9.14	New development should demonstrate that the design of driveways and loading docks is appropriate for the vehicular servicing requirements of the proposed use. Loading facilities should be provided in accordance with the current **RMS 'Guide to Traffic Generating Developments 2002'** and **AS 2890.2**.
	DS9.15	A **Work Place Travel Plan** is required for all new developments employing more than 20 people, and should detail measures to encourage the use of public transport, cycling, walking to work and carpooling, including the provision of bike parking, showers and change rooms. Refer to the **Premier's Council for Active Living** website for guidance on the preparation of **Work Place Travel Plans www.pcal.nsw.gov.au/workplace_travel_Plan**
	DS9.16	Lockable bicycle parking and facilities are to be provided in accordance with the table below and the **NSW Bicycle Guidelines (RMS, 2005)**. Where a use is not defined, parking should be provided in accordance with **Part A8 - Parking of DCP 2016**.
	DS9.17	The following end of journey bicycle facilities for facilities should be provided: • 1 shower for the first 5 employee bicycle spaces, plus 1 for each 10 employee bicycle spaces thereafter, • 1 locker per 3 employee bicycle spaces • 1 change room or direct access to a communal change room for each shower. The change room may be provided as a combined shower and change room.
	DS9.18	For major developments, a **Transport Impact Assessment** must be prepared by a suitably qualified consultant which addresses the requirements of the **RMS Guide to Traffic Generating Development 2002**. In addition, the **Transport Impact Assessment** must also consider any potential impact on local residential streets and recommend

Performance Criteria	Design Solution
	measures to protect residential amenity where applicable. Such measures could include full street closures, partial street closures or treatment with traffic calming measures (**Figure 20**). Consideration should be given to local street treatments including the following: • adjacent land uses, • potential impact on the adjacent residential streets, • available local access routes, • impact on pedestrians and cyclists and provision for access, **And** • potential safety issues as a result of any increase in vehicle movements.

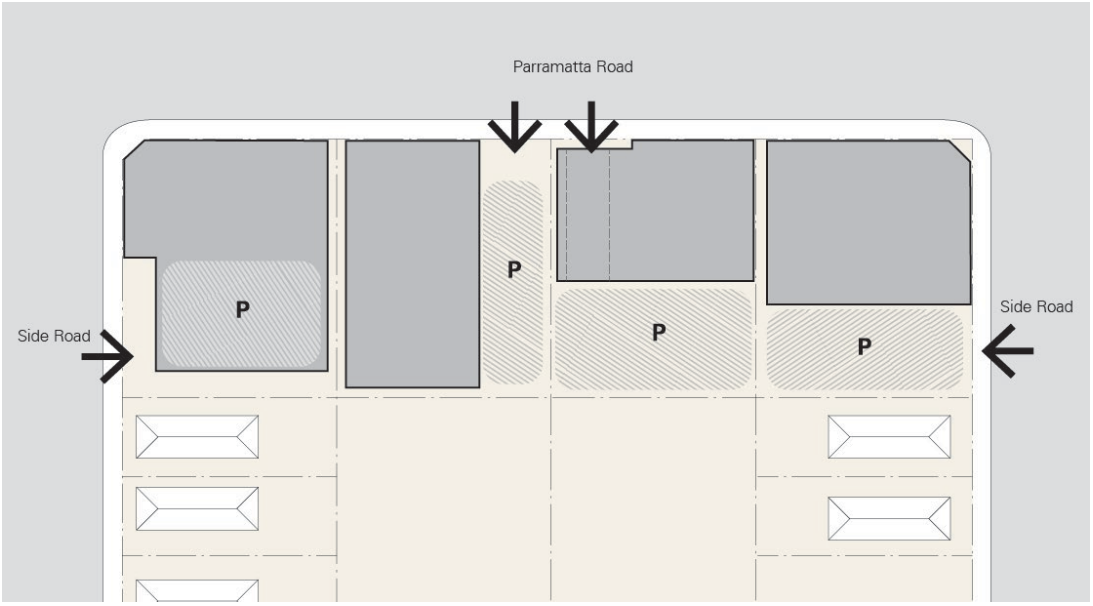
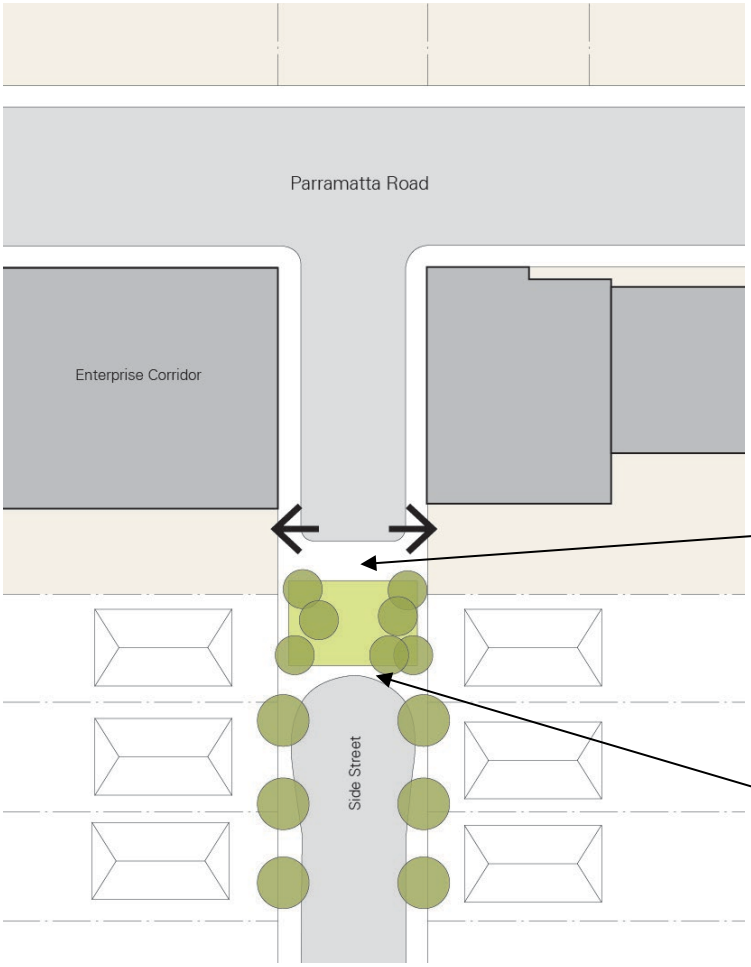


Figure 23 – Site Access and Parking Location Principles



Where possible, vehicular entry is from side street and not from Parramatta Road

Full street closure or partial street closure is considered depending on extent of traffic impacts on existing street.

Figure 24 - Example of Potential Side Street Closure

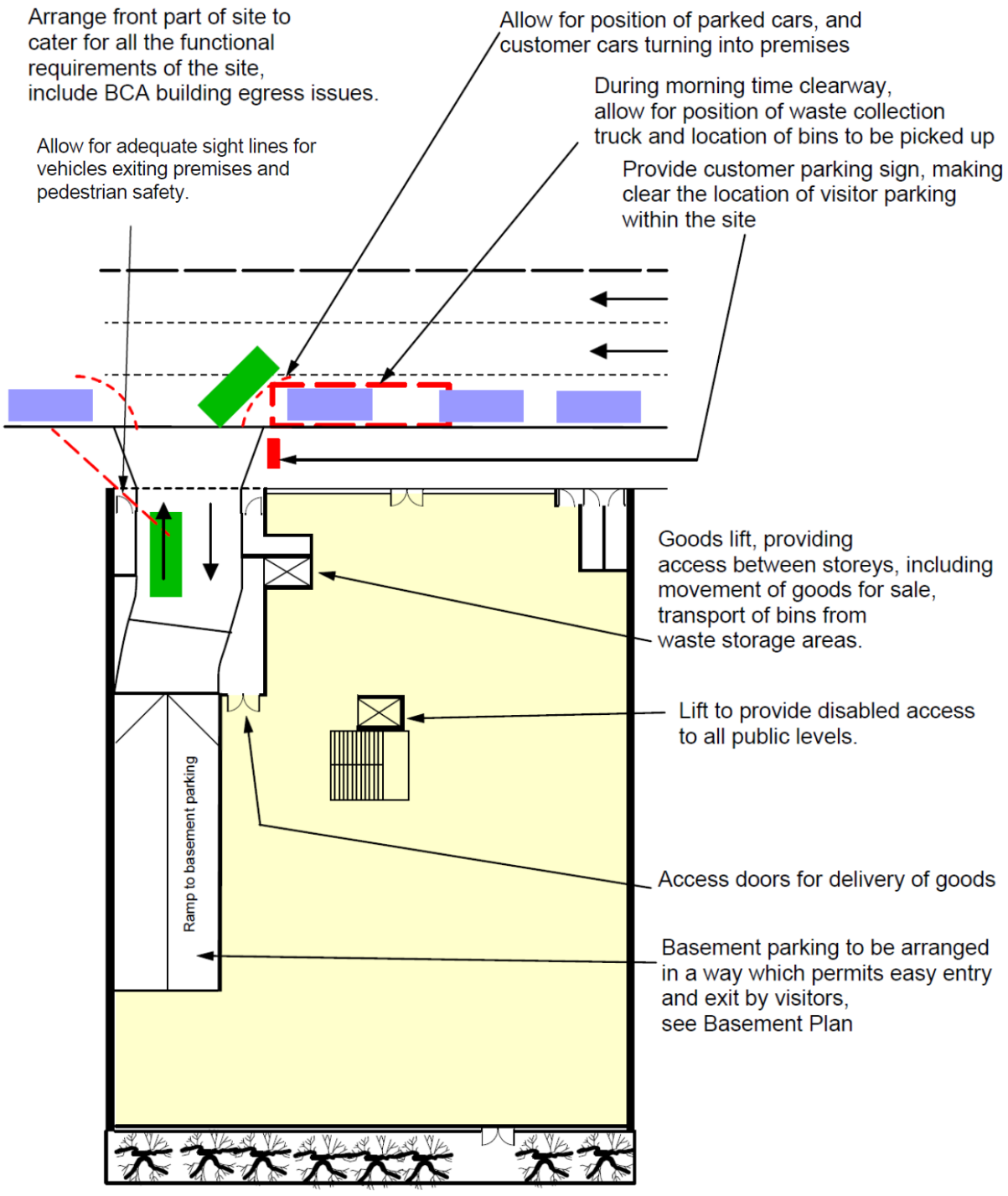


Figure 25 - Site Access and Parking Location Principles diagram for consideration of site width and commercial development showing ground floor plan (level 1 plan not shown).

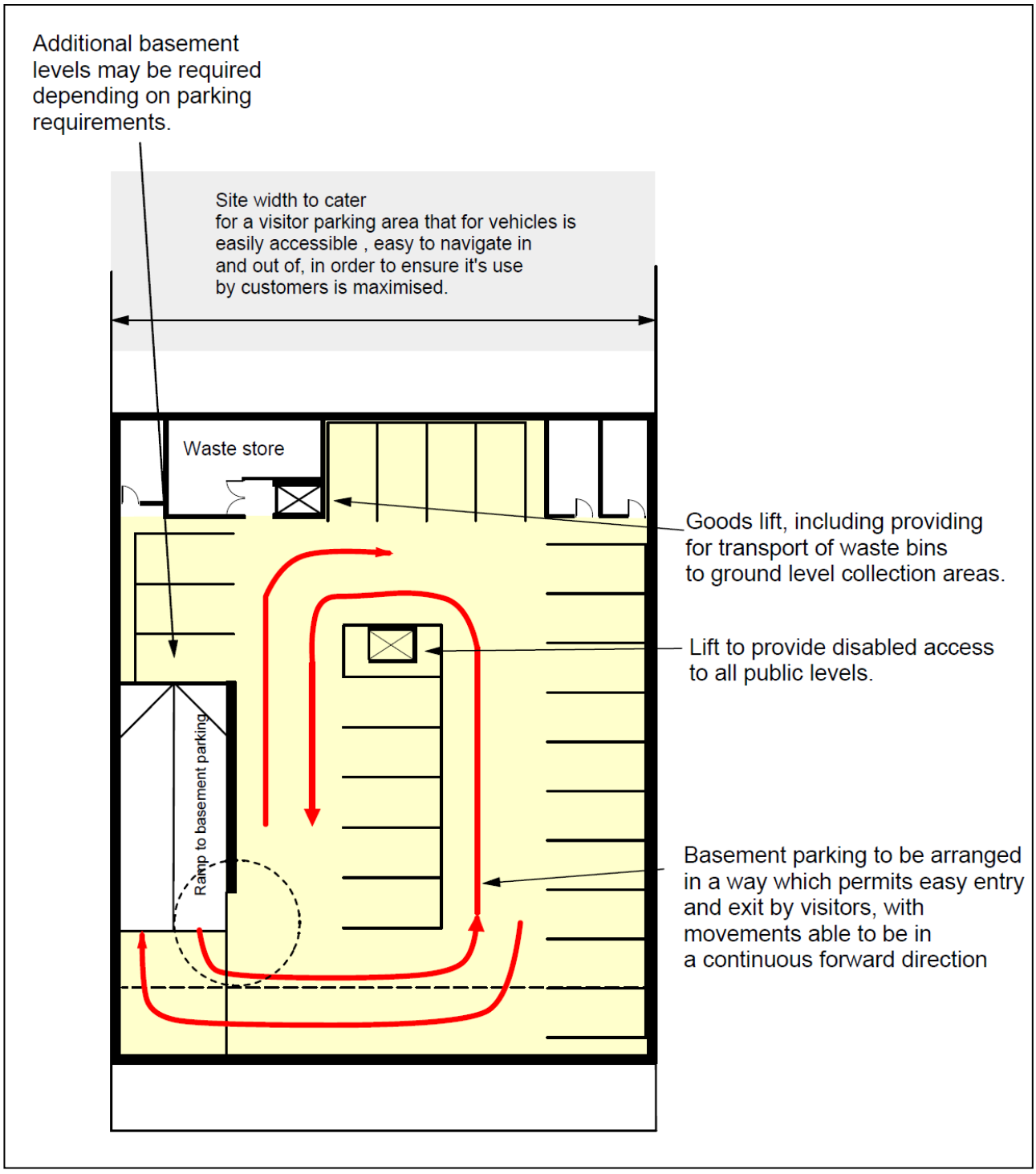


Figure 26 - Site Access and Parking Location Principles diagram for consideration of site width and commercial development showing basement floor plan.

Performance Criteria		Design Solution	
Signage			
PC10.1	To reduce cumulative visual clutter on and around buildings and within the corridor.	**DS10.1**	Where Development Consent is required, all signage locations are required to be identified as part of the Development Application for the building.
PC10.2	To encourage well designed and suitably located signs which contribute to the commercial vitality of businesses.	**DS10.2**	**Part A10 – Advertising & Signage Structures of the DCP 2016** applies to all signage.
PC10.3	To encourage suitably located signs that provide a legible and clear message through the use of high quality materials and design.	**DS10.3**	Signage is generally to be in the form of flush wall mounted signs. Flush wall signs are to be designed and located in accordance with the following principles: • be compatible in scale and integrate with the architectural design of the building, • be limited to one primary sign per street frontage so as to minimise visual clutter, • generally comprise expressed lettering rather than painted signage, • relate to the proportions of the building on which it is to be located, • be generally placed on solid parapets or horizontal panels and spandrel panels below/above windows, • generally not cover fenestration or to detract from the architectural quality of the building design, • not permitted to extend above the parapet or roofline of a building, **And** • use colours and finishes that are integrated with the design and materiality of the building.
PC10.4	To reduce the number of large and/or freestanding billboard signs in the corridor.	**DS10.4**	For projecting wall signs, refer to **Part A10 – Advertising & Signage Structures of DCP 2016**.
PC10.5	To ensure that the location and design of signs are consistent with road safety principles.	**DS10.5**	Pylon signs to be located and designed in accordance with the following provisions: • one pylon sign is permissible per site, • finished in high quality materials that are integrated with the architecture of the building, • substantially not visible from adjoining residential streets, • located in a manner that is consistent with other pylon signs in close proximity, **And** • be located so as not to obscure traffic signals or distract drivers in an unsafe way.
PC10.6	To enable special individually designed signs that can provide useful landmarks and identification for an area.	**DS10.6**	The content of any signage is to: • relate to an approved use on the site, • clearly display the street number, **And**

Performance Criteria	Design Solution	
		• ensure that corporate colours, logos and other graphics are compatible with the architecture, materials, finishes and colours of the building and the streetscape.
	DS10.7	Bunting and inflatable objects are not permitted as permanent fixtures and are only permitted on a temporary basis.
	DS10.8	Signage on heritage items should respect and be consistent with the architecture, age and historical merit of the building. Significant architectural features should not be obscured.
	DS10.9	Signage visible from Ashfield Park and Yasmar are to take into consideration the visual impact of such signage when viewed from these significant heritage locations.
	DS10.10	Signage on contributory buildings is to be limited to awning and under awning signs only.
	DS10.11	Signage should not detract from: • the aesthetic qualities of adjacent heritage conservation areas; **And** • the amenity of residential properties adjacent to the corridor.
	DS10.12	Illumination (including cabling) of signs is to be concealed, integral with the sign, or provided by means of carefully designed and located remote or spot lighting.
	DS10.13	Any external lighting of signs is to be down lighting and focused directly on the sign and is to minimise the escape of light beyond the sign.
	DS10.14	Illumination and animation of signs should not impact on residential amenity and driver safety.
	DS10.15	Animated and / or moving signs are not permitted.
	DS10.16	Innovative proposals for signage not envisaged by these provisions may be considered by Council. Such proposals are to demonstrate consistency with the following: • a unique quality and place making quality, • a high level of design quality, • consistency with the Performance Criteria for Signage under this Part, • enhancement of the visual amenity of the area or building appearance, • enhancement of Parramatta Road as attractive business enterprise corridor, • not creating an undesirable precedent, **And** • compliance with the provisions of **State Environmental Planning Policy No. 64**.

Performance Criteria		Design Solution	
Environmental Management			
PC11.1	To incorporate the principles of **ecologically sustainable development (ESD)** into new development.	**DS11.1**	ESD design requirements included within the **Building Code of Australia** should be considered at the Development Application stage, where relevant, to ensure that buildings will achieve these requirements.
PC11.2	To reduce the impacts from development on the environment.	**DS11.2**	The office component of new development (in excess of 1,000m^2) is encouraged to achieve a 4 star **NABERS rating**.
PC11.3	To incorporate water sensitive urban design measures.	**DS11.3**	The design and operation of any new building should: aim to reduce embedded energy in materials, • consider avoiding rainforest timbers, • consider maximising natural airflow, • consider minimising reliance on mechanical heating and cooling, • consider installing solar panels on the roof, • consider the installation of water tanks, • consider the installation of grey water systems, • consider use of energy efficient hot water systems (heat pump or solar), **and** • consider installation of energy efficient internal and external lighting.
	Note: *Business / premises may make private contracting arrangements for garbage disposal or alternatively Council can collect waste.*	**DS11.4**	Water efficient fixtures and appliances are to be used where applicable.
		**DS11.5**	The design of north-facing building facades should consider options to manage summer heat loads and incorporate appropriate design response where possible the road environment, including: • adjustable louvres to glazing; • awnings over ground level facades; **and** • double glazing.
		DS11.6	All development is to incorporate stormwater management facilities designed in accordance with the **applicable sections and provisions contained in Section 2.25 of the Marrickville DCP 2011** and the **Stormwater Easements Policy**.
		DS11.7	Developments are to consider the use of rainwater tanks, swales and rain gardens to reduce water run off, and provide opportunity to use recycled water within the development.
Architectural and Landscape Standard			
PC12.1	To ensure that buildings and landscapes have a high architectural standard, in order to improve the visual and aesthetic spatial character of Parramatta Road	**DS12.1**	A high compositional standard is to be achieved for new buildings and landscapes. A high standard of architectural composition is one which avoids a bland or badly composed and proportioned building, and provides a visually interesting building. This is a fundamental architectural criterion which has a profound impact on streetscape and the character and use of area.
PC12.2	To ensure that buildings have a sympathetic interface	**DS12.2**	For "contemporary buildings", a high architectural

Performance Criteria		Design Solution	
	with adjacent buildings in adjacent streets, including building scale, and including having an architectural dialogue		compositional standard is achieved where a building design uses any abstract or contemporary architectural language, and employs different building components and building materials as credible compositional elements, with these components arranged to visually appear to relate to the "whole building" and giving the building a unity and complexity. A high standard is not considered one that uses repetitive or bland or minimalist forms intended to facilitate simple building construction methods or simply express the building structure.
PC12.3	To acknowledge that Parramatta Road is an important historic road and will have new buildings and landscapes which will respect this setting.	**DS12.3**	Buildings located on corner sites which have an interface with neighbouring houses in a side street, shall have their architectural composition be sympathetic to those houses. This may be achieved by using architectural cues. "Architectural cues" means that the composition of a building façade displays an architectural dialogue with another building, such as having particular building parts aligning or being in proportion or in sympathy with parts of another building.

Some existing buildings and landscapes

DS12.4 Architectural documentation shall include rendered and notated depictions of building finishes, including facades, pavements and landscape treatments.

Section 3: WestConnex

In February 2016, the NSW Government approved the State Significant Infrastructure application for the WestConnex Motorway. The areas that are affected are shown on **Map 1 and 2** below. These areas will be compulsory acquired by the State Government in order to construct the new Motorway. As part of the approval of the WestConnex, a series of conditions were applied to:

- Prevent, minimise and/or offset adverse environmental impacts including economic and social impacts;
- Set standards and performance measures for acceptable environmental performance;
- Ensure regular monitoring and reporting; and
- Provide for the ongoing environmental management of the State Significant Infrastructure.

The relevant conditions for the State Significant Infrastructure, include the following:

Urban Design Review Panel

Within three months from the date of the approval an Urban Design Review Panel will be established to provide advice and guidance during the detailed design and preparation of the Urban Design and Landscape Plan. The panel will include representatives from relevant Councils that will meet at least four times a to advise on the design of the infrastructure. This will include architectural considerations, sympathetic heritage design, landscape and urban design elements and final review of the Urban Design and Landscape Plan.

The Urban Design and landscape Plan is required to consider the impacts to residential amenity of the Haberfield heritage Conservation Area, Yasmar Estate and Ashfield Park. Furthermore, a Wattle Street Interchange Urban Design and Landscape Sub-plan will be prepared to detail the final landscaping of the area and must consider heritage impacts to the Haberfield Heritage Conservation Area and provide a design consistent within adjoining Reg Coady Reserve.

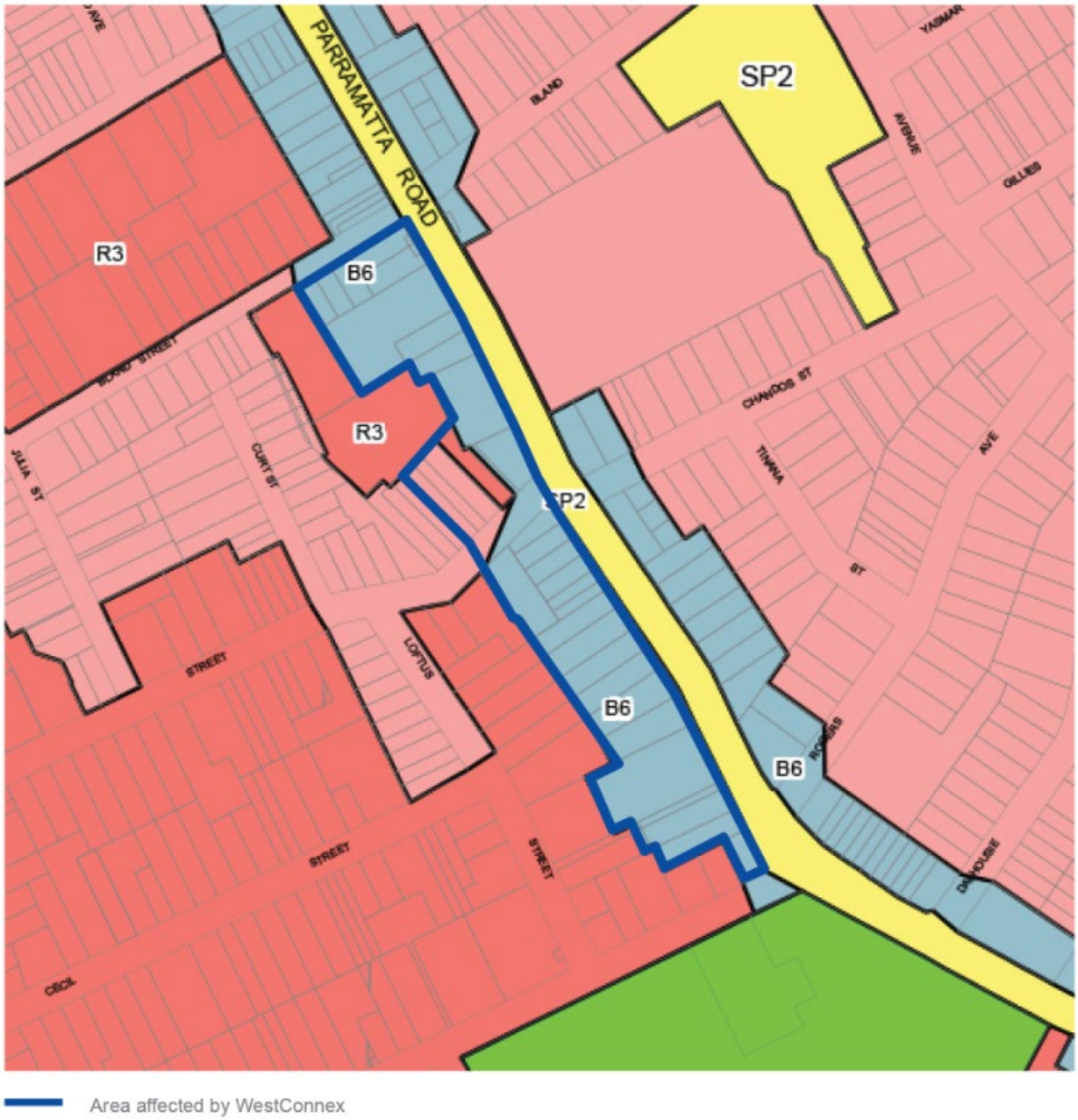
Overshadowing

Adjoining properties that are affected by overshadowing impacts from the State Significant Infrastructure are to receive a minimum of three hours of direct sunlight in habitable rooms and at least 50% of the principal open space areas between 9am and 3pm on 21 June.

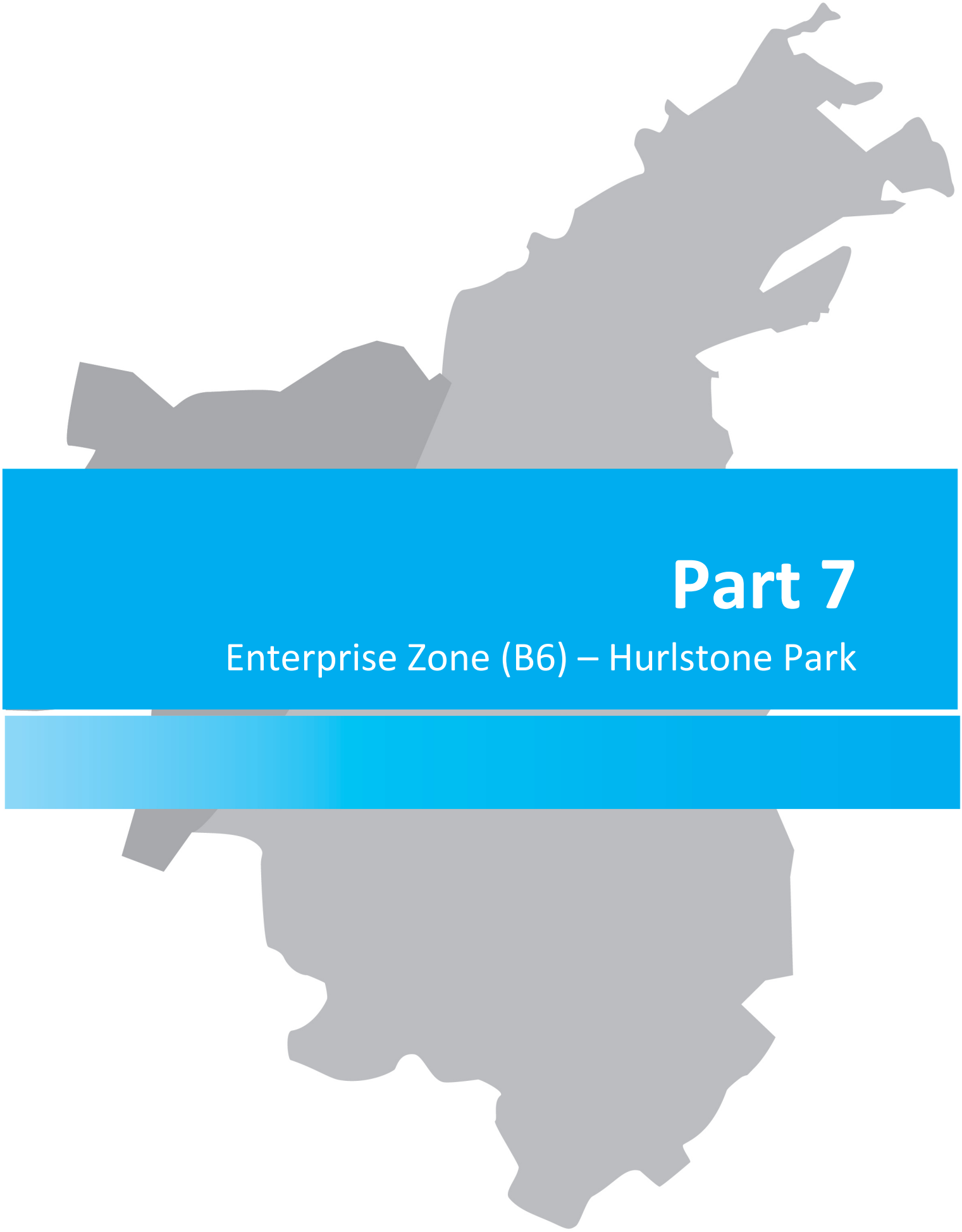
Residual Land Management

A Residual Land Management Plan will be prepared to identify any future residual land from the construction of the State Significant Infrastructure and to assess the proposed use of the land, such as community use, public recreation use and affordable or social housing. This will be undertaken through a consultative process with relevant councils and UrbanGrowth NSW, with each proposed use to be provided justification for the use chosen.

Map 1 – Areas affected by WestConnex (Area 2)



Map 2 – Areas affected by WestConnex (Area 3)



Part 7

Enterprise Zone (B6) – Hurlstone Park

Application

This Guideline applies to the following development categories:

- All development within Hurlstone Park Enterprise Zone as identified within **Map 1** of this Part.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To provide controls which support and complement the **Inner West LEP 2022** objectives for **B6 Enterprise Zone**
- To identify townscape elements and environmental considerations unique to the Hurlstone Park Enterprise Zone which must be taken into account by new development.
- To define the **desired character** of the Hurlstone Park Enterprise Zone in terms of building scale, building setback, building design, streetscape, and desired interface between the public and private domain in order to promote development outcomes that will have a positive, transformative effect and achieve a desired character.
- To achieve a high level of architectural composition in order to create a distinct spatial character and streetscape.
- To require **active street frontages** where appropriate, with good physical and visual connections between buildings and the street, in order to provide good levels of pedestrian safety.
- To ensure residential development provides adequate occupant amenity including good winter solar penetration to living areas, and at the same time maintains privacy and solar access to existing residential development.

Map 1 – Applicable Land

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Context and Built Form			
PC1.	To identify: • key matters that will affect building design and create a desired townscape and **desired character** in the Hurlstone Park Enterprise Zone. **And** • appropriate relationship with neighbouring **R2 – Low Density Residential** zone	**DS1.1**	Building design composition should be of a high architectural standard. The desired character for architectural composition of residential flat buildings shall be of a **traditional architectural composition**. Council will support a modern/contemporary architectural appearance only when a **high compositional standard** and **architectural excellence** (refer to Definitions) is achieved.
		DS1.2	If a **high compositional standard** cannot be achieved, and in order to avoid a "bland" building appearance, a traditional architectural language is required.
		DS1.3	Large side wall facades which are prominent/visible must be modelled to give the building an attractive, articulated appearance and achieve a high compositional standard
		DS1.4	Refer to **Map 2** which details desired built form arrangement for parts of structures above ground level in order to have: • buildings located in positions which give good spatial definition to Old Canterbury Road; • buildings that maximise building separation (setback) from adjoining residential properties to maintain residential amenity; • buildings that are able to have a second orientation to the rear "quiet" side of the site; **And** • buildings located to the rear of the site that will have a (transitional) lower building scale which is sympathetic in scale to adjoining properties. **And** • Providing rear open space and opportunities for perimeter deep soil planting
Signage			
PC2.	To ensure signs must visually complement (not challenge) the architectural composition of buildings and should enhance the townscape		Refer to **Part A10 – Advertising and Signage Structures** of this Plan for guidelines. **Inner West LEP 2022** permits certain types of signs to be erected or replaced without approval (subject to conditions). Refer also to **Schedule 2 (Exempt Development)** of the **Inner West LEP 2022**
Upper level apartments			
PC3.	Shop Top Housing development ensures residential apartments are not located on the ground floor and commercial uses remain the dominant land use on the site.	**DS3.1**	For "shop top housing", any apartments must be located above a ground level storey. In order to comply with the objectives of the **Inner West LEP 2022**, apartments are not to comprise the dominant land use on sites within this **B6-**

Performance Criteria		Design Solution	
			Enterprise Zone. The **Inner West LEP 2022** permits "shop top housing" uses in the Hurlstone Park B6 Enterprise zone in order to improve economic viability in situations where commercial uses are provided at ground level in order to meet the objectives of the zone. Refer to the requirements for Commercial Development within this Part which details minimum requirements for ground level non-residential gross floor area.
Residential Amenity			
PC4.	To ensure that amenity considerations for residents include impacts on adjacent and nearby residential properties including consideration of: traffic generation and vehicle access reducing traffic noise penetration to apartments from Old Canterbury Road (a regional road).	**DS4.1**	Any apartments having rooms facing Old Canterbury Road shall have balconies with 'winter gardens' as illustrated in **Figure 1** in order to mitigate noise transmission from Old Canterbury Road. For buildings located adjacent Old Canterbury Road which are directly exposed to traffic noise, apartments shall have parts of living areas/rooms which have an opening onto the "quiet side" within the site - see principles detailed at **Figure 2**. This is in order to minimise exposure to traffic noise provide acceptable levels of amenity to residents. ***Note:*** *This might require the use of more than one lift and provision of circulation hallways.*
		DS4.2	Upper level apartments shall have private open space in the form of balconies dimensioned to comply with the requirements of the **Apartment Design Guide**.
		DS4.3	Balconies are to be located facing the "quiet" (western) part of the site.
		DS4.4	Maximum acceptable noise levels for specific rooms within apartments are: • Living areas 40 dBA • Bedrooms 35 dBA Given the location of the Hurlstone Enterprise Zone adjoining a busy regional road, Development Applications which include upper level apartment buildings shall include evidence by an acoustic engineer of sound attenuation requirements that can be achieved, including details of the type of glazing materials operable louvers and the design methods used.
		DS4.5	The rear of sites adjacent to residential house sites shall have **deep soil areas** for tree and shrub planting in order to provide a landscape "amenity buffer" and screen neighbouring houses. These buffer areas shall be a minimum of 3m wide, extend along the entire rear boundary, contain deep soil, and not have any structures located beneath them, as shown in **Figure 3** and **Figure 4**. This is in order to have adequate soil volume, drainage conditions etc. for trees to thrive and sufficient width to allow for tree canopies.

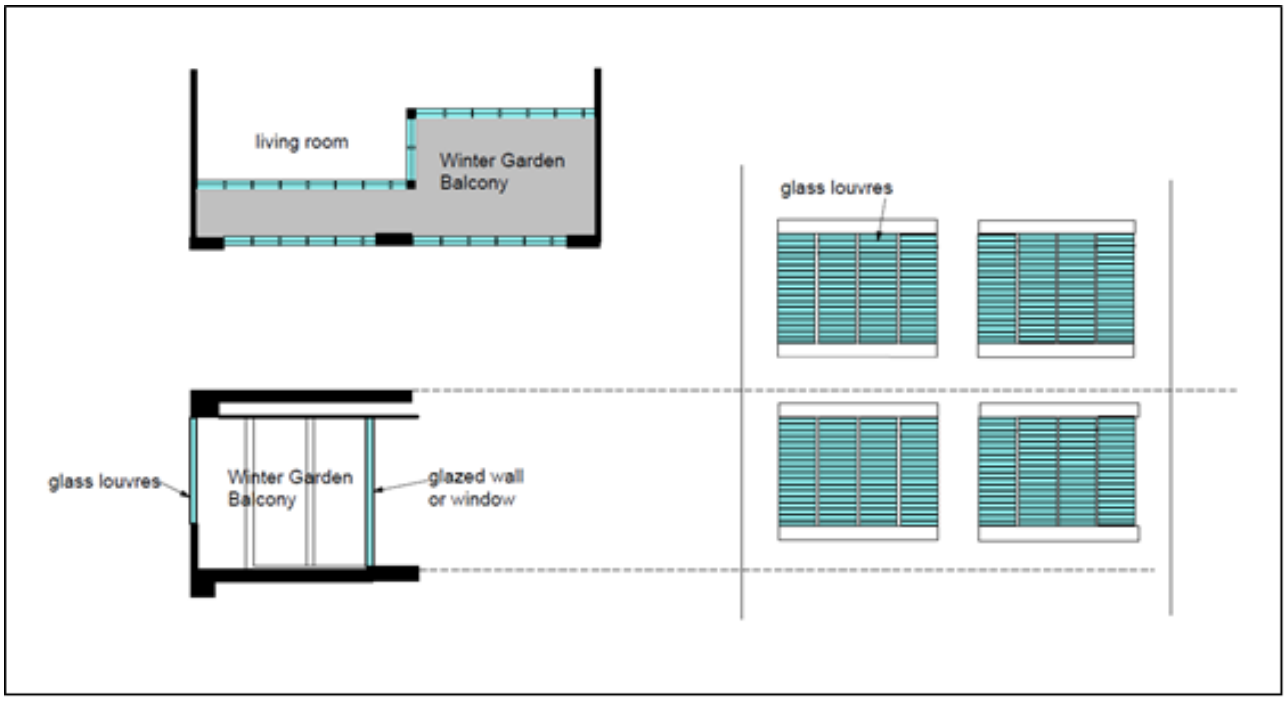


Figure 1 - "Winter Garden Balconies" for noise reduction

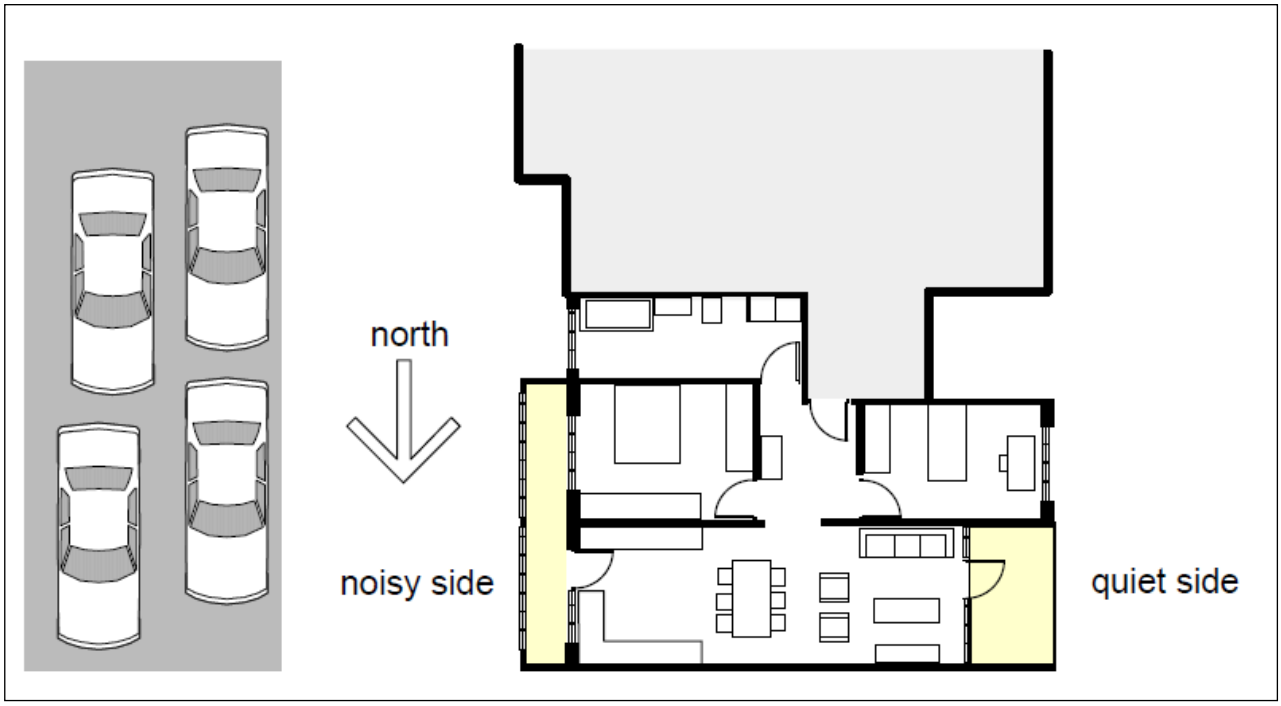
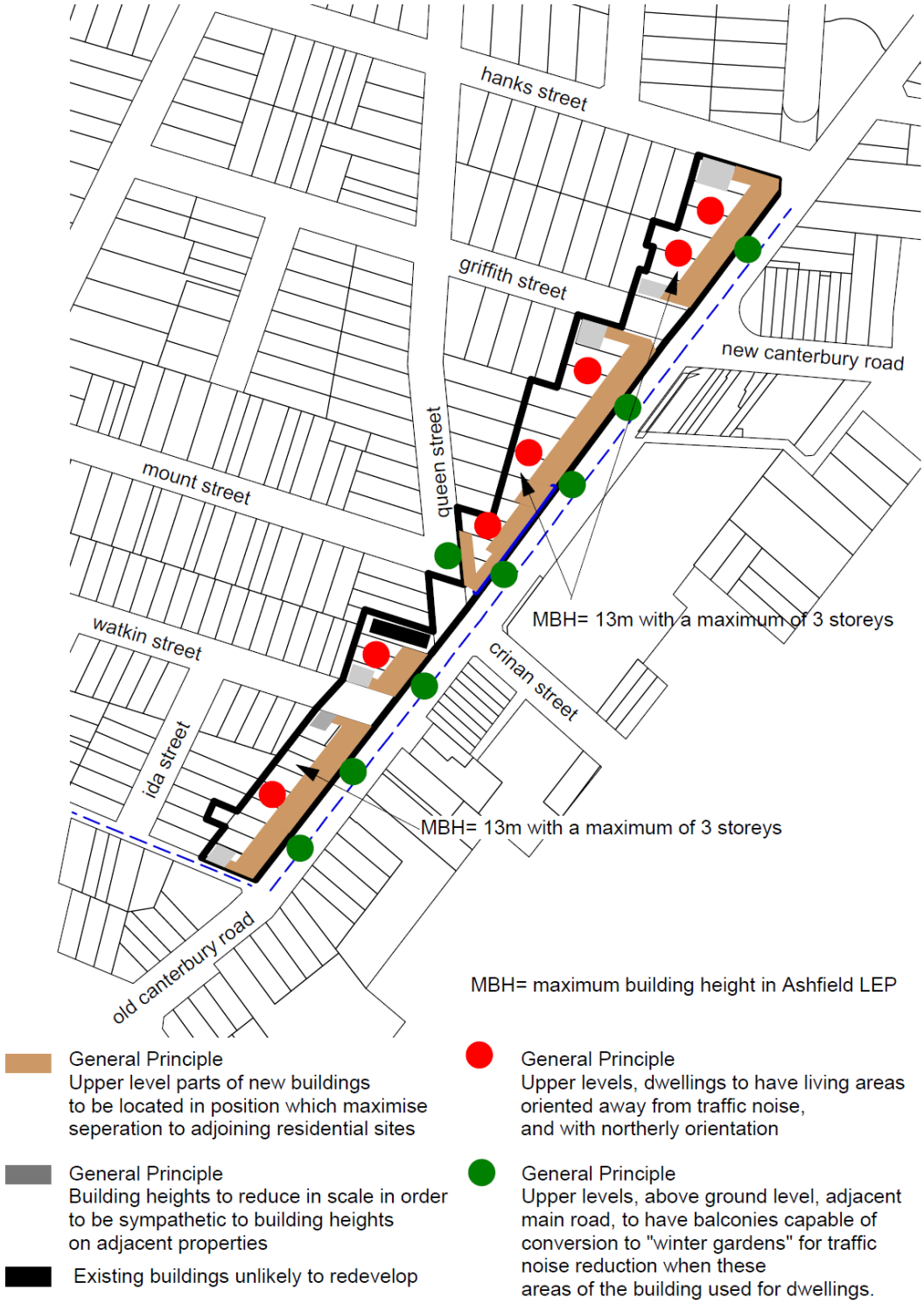


Figure - 2 Dual Aspect apartments

Performance Criteria		Design Solution	
Pedestrian Amenity and Safety			
PC5.1	Pedestrian amenity: • promotes pedestrian activity and safety in the public domain. • maximises active street fronts in Hurlstone Park and define areas where active streets are required or are desirable. • ensures buildings ~~to~~ address the street where active street frontages are required.	**DS5.1**	All buildings are to have, where practical, **active frontages** at ground level.
		DS5.2	Any on-grade (ground level) car parks are to be set back behind an active street frontage, and designed in accordance with the controls set out in **DS4.1** of **Part A8 – Parking**.
PC5.2	To ensure developments are safe and secure for occupants, by reducing opportunities for crime through environmental design.	**DS5.3**	The following security devices are required in buildings containing apartments: • first floor levels shall have fitted security devices which comply with the Australian Standard; • ground floor entry porticos shall have as a minimum double barrel security and fire locks; **And** • Lighting which meets the relevant Australian standard of 40 lux, spaced at appropriate intervals to provide the required surveillance in basement parking areas and along pedestrian paths.
Access for people with disabilities			
		DS6.1	Refer to **Part A7 – Access and Mobility** for requirements that need to be met for access to the point of entry to dwellings and access within any upper level apartments, in situations where apartments have lift access.
Building Height and Location			
PC6.	To define the maximum permitted number of storeys, taking into account the definition of "building height" in **Inner West LEP 2022**.	**DS7.1**	Maximum building heights are shown on the Inner West LEP 2022 **Height of Buildings Map**. The maximum number of storeys are shown in **Map 2**, and illustrated in the Sections in **Figures 3** and **4**.
		DS7.2	The Development Application is to demonstrate that the number of storeys an ancillary structures fit all within the maximum heights of the **Inner West LEP 2022**, by showing in detail in section that various functional and structural requirements have been met, ground floor slab relative to street level, minimum non-residential ground floor ceilings and first floor slabs, and roof structures and ancillary building components.
		DS7.3	New buildings shall be located in a place which maximises separation with neighbouring house properties, an also provides an appropriate building orientation which addresses the other objectives of this Part, such as solar orientation. Refer to **Map 2** and **Figures 2** and **3**.
		DS7.4	New buildings adjacent to, or in close proximity to dwelling - houses in the neighbouring **R2 Low Density Residential** zones must transition to a lower height at the rear in order to achieve a building scale transition which is sympathetic to

Performance Criteria	Design Solution
	these dwellings as shown on **Map 2**



Map 2 – Built Form

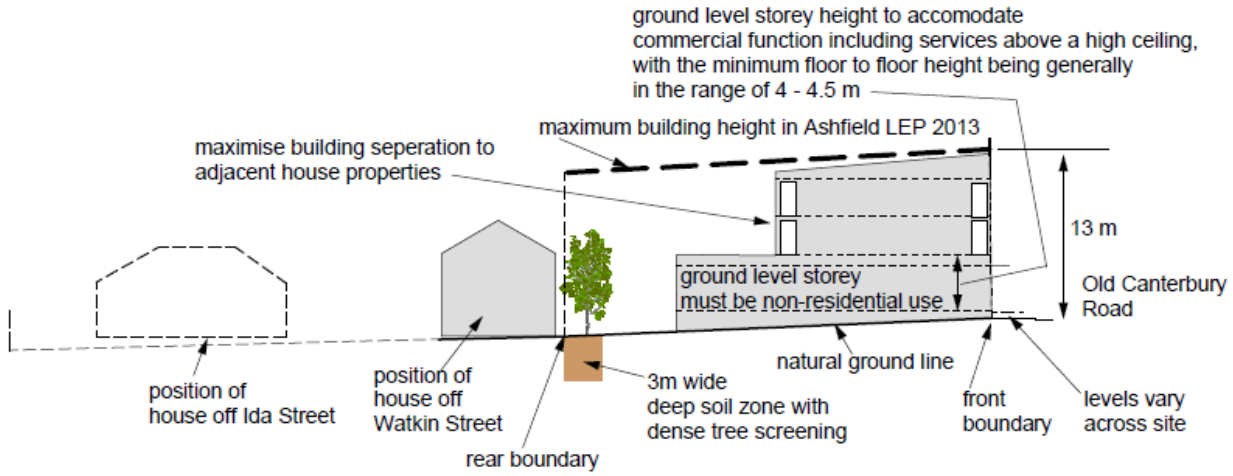


Figure 3 - Section adjacent houses at lower site levels

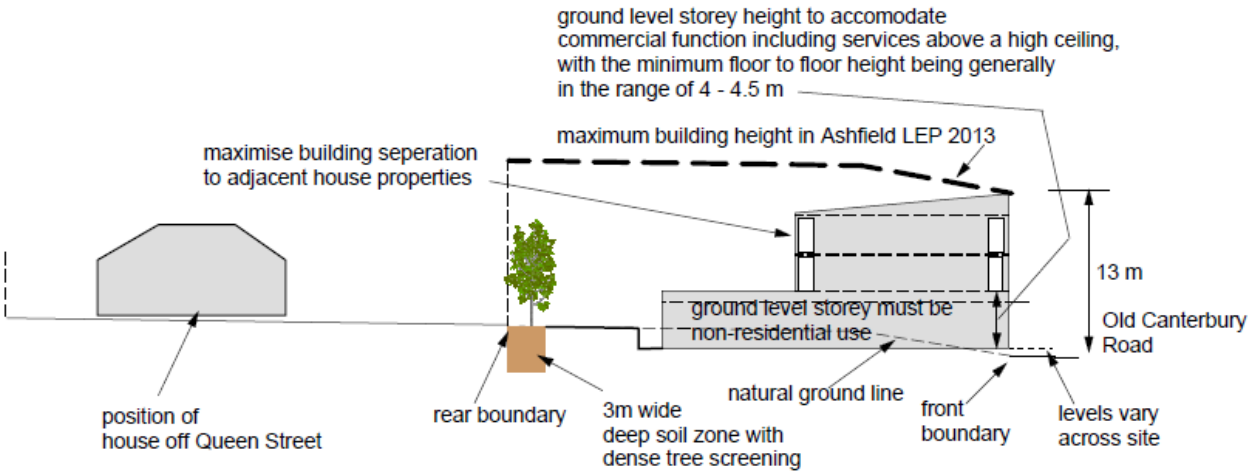


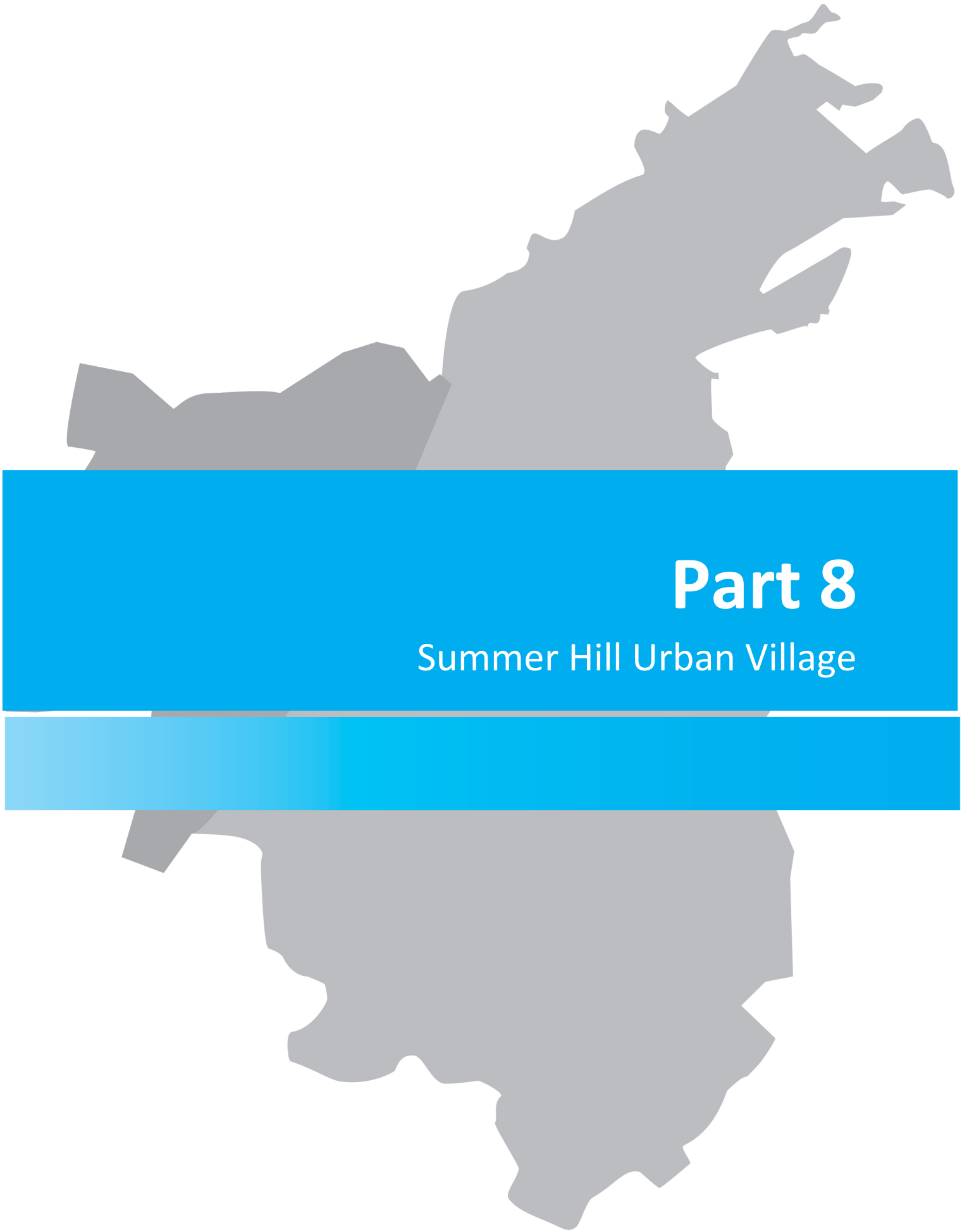
Figure 4 - Section adjacent houses at higher site levels

Performance Criteria	Design Solution
Commercial Development	
PC7. Commercial developments: • maximises the amount of commercial (non-residential) floor area at ground level in order to provide for employment floor space, activate street frontages and "buffer" any upper floor residential uses. • ensures that mixed use/commercial developments achieve good urban design outcomes by concealing as far as possible the visual impact of utilitarian components of development such as car park entries, service areas, waste collection, air conditioning and electronic devices. • provide adequately dimensioned ground floor ceiling heights to allow for functional commercial ground floor uses.	**DS8.1** The majority of the ground floor part of buildings must contain business uses. In addition, the gross floor area reserved for business uses must be a minimum of 50 percent of site area in order to maximize employment and commercial space and respond to **B6 Enterprise Zone** objectives. Exceptions will be allowed for ground level entry areas and foyers for upper level residential development. Residual areas for service functions such as driveway ramps, waste storage and plant rooms, should be kept to a minimum.
	DS8.2 Car parking required pursuant to this Plan shall be placed below ground level for more substantial developments in order to maximise ground level commercial space and to maximize the potential for active street frontages - Refer **Part A8 – Parking**.
	DS8.3 Minimum ceiling height for ground floor commercial uses is 3.3 metres. The minimum ceiling height is to increase to 4 metres if the Commercial use is a Café/Restaurant. The Development Application is to demonstrate that allowance has been made for above ceiling mechanical requirements and structural beams and slabs.
	DS8.4 Refer to **Part A10 – Advertising and Signage Structures** of this Plan and **Schedule 2** of **Inner West LEP 2022**. Some signage is also controlled by **State Environment Planning Plan No. 64** (**SEPP No. 64**). **SEPP 64** includes requirements for making signage compatible with the desired future character of an area.
	DS8.5 All sites are to incorporate ground level "active street frontages", except for areas required for site servicing or similar, e.g. driveway access. An active street frontage shall be predominantly glazed in order to ensure that adequate visibility of the street occurs, and may comprise glazed retail shopfronts, showrooms, glazed entries and lobbies to businesses, and the like.
	DS8.6 Shopfronts/display areas shall not have any "roll-a-door" type grille or opaque security shutters (excluding predominantly transparent security shutters).
	DS8.7 Shopfront/display area designs shall be arranged in a way which complements the building style of the façade and enhances the streetscape.
	DS8.8 Air-conditioning units and satellite dish elements shall be designed and located as follows: • must not be located on front façade or above an awning and to be positioned at the side or rear of the building; • must be setback at least 1.5 m from all adjoining property boundaries;

Performance Criteria	Design Solution
	• must use non-reflective materials; **And** • if a satellite dish roof is wall or pole mounted, diameter must not exceed 1.8 m excluding feed element; must be located to rear of property; and not extend above the highest point of the roof or located above a parapet.
Development Servicing	
PC8. Development Servicing: • ensures that site services and facilities are adequate for the nature and quantum of development. • ensures servicing activities do not have adverse amenity impacts. • locates parking areas so that they are not visible from the public domain.	**DS9.1** Driveways which provide access to development for car parking, deliveries for loading and unloading and waste collection, shall be provided from road locations generally in locations identified on **Map 3 - Development Servicing and Access**. "Upfront" consultation prior to any design finalisation should occur with Council's engineers and/or the Roads and Maritime Services to determine appropriate locations.
	DS9.2 Access ways to underground parking areas should be sited and designed to minimise noise impact on adjacent or nearby habitable rooms, including bedrooms.
	DS9.3 Refer to **Part A8 - Parking – Design Principles** and for the amount of car parking required. Adequate facilities are to be provided within any new development for the loading and unloading of service and delivery vehicles.
	DS9.4 An area shall be provided on site to accommodate bins for garbage collection and recycling of waste. This area shall not be visible from the street, be behind the building line.
	DS9.5 Areas for waste collection, loading and unloading, are to be detailed at development application stage, and include: • waste collection room areas, including garbage bins, recycling bins; • And • pathways for manoeuvring of bins to and from waste collection room areas.
	DS9.6 Mail boxes for buildings shall be provided in an accessible location adjacent to the main entrance to the development. Mail boxes should be integrated into a wall where possible with material finishes and colours that complement the finishes of the building. Mail boxes must be secured and be large enough to accommodate small parcels.
	DS9.7 Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: • away from street frontages; • integrated into the roof designs and placed in a position where such facilities will not become a skyline feature at the top of any building;

Performance Criteria	Design Solution
	And • adequately setback from the perimeter wall or roof edge of buildings.

Map 3 – Development Vehicular Access



Part 8

Summer Hill Urban Village

Application

This Guideline applies to the following development categories:

- All development within Summer Hill Urban Village Centre as identified within **Map 1** in this Part

Summer Hill Urban Village Centre contains a range of local services, which primarily serve the local population providing convenience shopping and a limited selection of specialty shops. Amenity within the centre requires improvement particularly with respect to pedestrian spaces, traffic flow, landscaping and general upgrading and maintenance of building facades. The treatment of signage is also of concern. The centre is seen to have a distinct heritage character and village atmosphere, which is in need of protection and enhancement. **Inner West LEP 2022** has therefore identified Summer Hill business area as "Summer Hill Central" heritage conservation area (**see Schedule 2**).

Building facades along Lackey and Smith Streets are major elements that contribute to the character and image of the Summer Hill Urban Village Centre. While it is inevitable that changes will be made to individual buildings during the course of time, it is desirable to ensure that such changes respect the built heritage and desired townscape.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

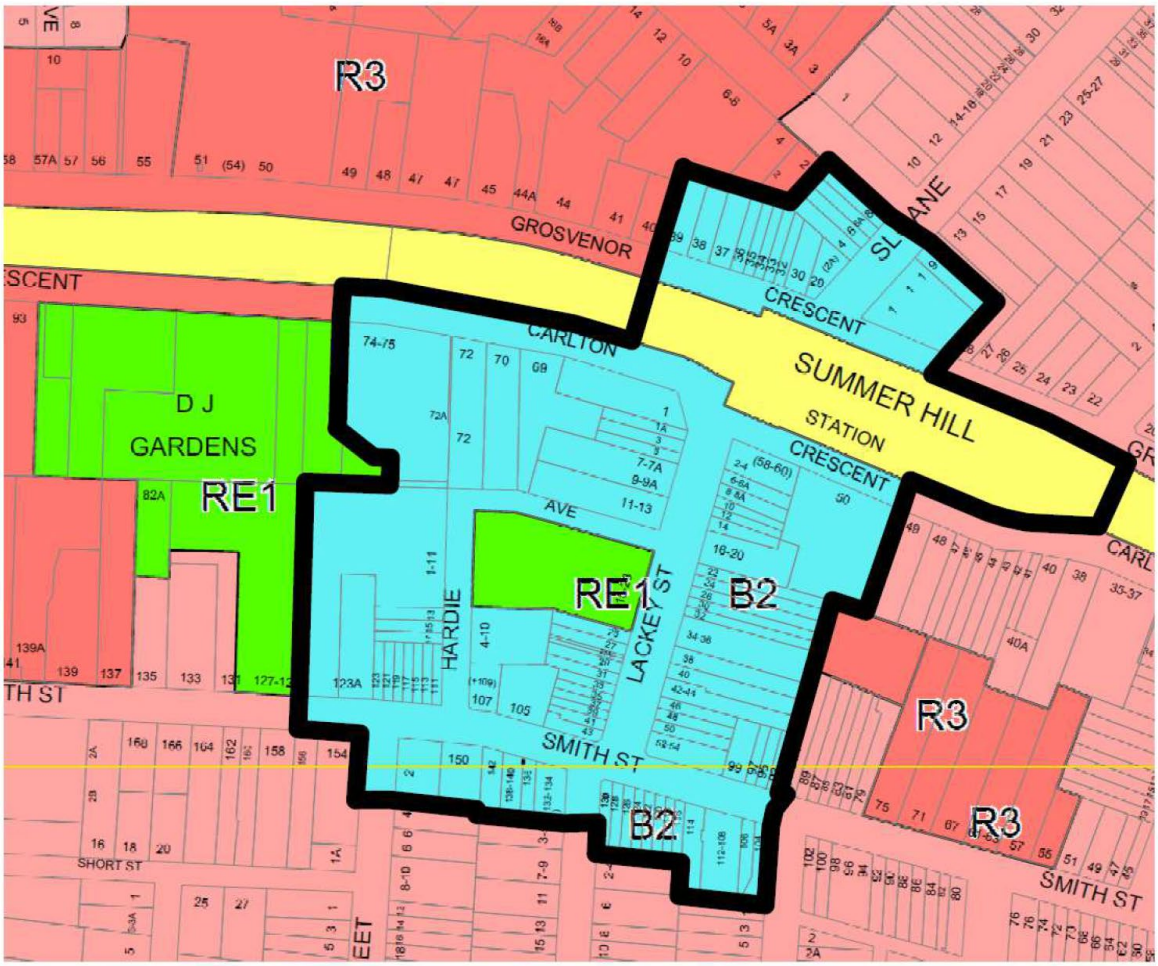
The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To maintain and enhance the existing character and identity of the Summer Hill commercial precinct so as to promote business activity, including afterhours activities such as restaurants and cafes.
- To retain identified heritage values and achieve a heritage related theme for the precinct.
- To encourage conservation of heritage items.
- To ensure that new development is of a design, scale and finish that is appropriate to the conservation area.
- To encourage improvements in the public environment, including pedestrian safety and circulation.
- To ensure that new development is of a design and scale that will enhance dominant vistas from the precinct.
- To improve safety through the provision of adequate lighting and appropriate building design and landscaping.
- To provide landowners, purchasers and developers with development guidelines to assist in enhancing the appearance and viability of the shopping centre.
- To ensure that new development is of a scale which is sympathetic to the predominant two storey height and predominant parapet and facade height of the precinct.
- To provide residents and shopkeepers of Summer Hill with certainty and ensure the desirable village/heritage character of the area is retained.



Map 1 - Applicable Land Boundary

Performance Criteria	Design Solution	
Heritage Conservation		
PC1. To ensure the protection of heritage items and the significance of the heritage conservation area.	**DS1.1**	Individual heritage items and sites with Conservation Areas with historic buildings are required to be retained and conserved under **Clause 5.10** of the **Inner West LEP 2022**.
	DS1.2	New architectural detail and fabric is to be of a form, scale and finish that respects any existing item and the conservation area.
	DS1.3	Existing face brickwork should remain unpainted.
	DS1.4	Specific matters which are to be taken into account in any development or redevelopment either directly or indirectly affecting significant buildings include: the style and design of the building; the pitch and form of the roof; the style, size, proportion and position of the openings for windows and doors; and the colour, texture, style, size and type of finish of the materials to be used on the exterior of the building to ensure compatibility with materials used in existing buildings.
	DS1.5	Restoration and/or reconstruction of original (missing or deteriorated) elements and detailing is highly encouraged.
	DS1.6	Compliance is achieved with **Part E1 – Heritage** of the DCP and the Heritage Conservation Area Character Statement
Building Design - Height		
PC2. Building height: • retains a consistent scale of buildings when viewed from the main streets. • minimises the potential for overlooking and overshadowing of business development of adjoining residential development and public areas. • promotes a size of building which does not have an overbearing visual presence on adjacent development. • ensures that individual buildings are visually integrated into the shopping centre Urban Village. • protects existing vistas to dominant landmarks.		The Design Solutions for Building Design - Height must be read in conjunction with the explanatory height diagram shown in **Schedule 2**
		The maximum building height to which a building may be erected on land to which Design Solutions for Building Design - Height applies is 10 metres pursuant to the **Inner West LEP 2022**.
		The maximum “parapet or façade height” to which a building may be erected on land to which the Design Solutions for **Building Design - Height** applies shall be 9.0 metres, in order to be similar or match existing parapet heights.
		The maximum number of storeys to which a building may be erected on land to which Design Solutions for **Building Design - Height** applies, is two storeys excluding any basement car park level that is entirely below natural ground level.
		The entire ground floor of a building erected on land to which Design Solutions for **Building Design - Height applies**, shall be occupied by non-residential uses, except for that part of the land required for loading and unloading areas, driveway areas and car parking
		In determining building height, consideration shall be given to maintain vistas to dominant landmarks, such as St Andrew’s Church spire, including the views to the spire indicated on the map in **Schedule 2**

Performance Criteria		Design Solution	
			New development shall not unreasonably restrict access to sunlight on adjoining properties or public areas, including surrounding streets.
			Where development adjoins residential zoned land or open air commercial premises, it is to be designed to allow a daily minimum of four (4) hours direct sunlight to adjoining windows and open spaces at mid-winter; and protect adjoining windows and open spaces from overlooking, loss of privacy and unreasonable transmission of noise.
Building Alignment			
PC3.	Building alignment: • enhances and revitalise the streetscape character of the commercial precinct. • maintains the established building alignment along the street.	**DS3.1**	The alignment of new developments or additions to existing structures should match that of adjoining buildings and/or the predominant street alignment.
		DS3.2	Buildings fronting the street should be continuous and should not step back at street level or at any upper level at least to the height of their tallest immediate neighbour.
		DS3.3	Buildings should remain aligned with the street frontage. Corner buildings are to provide a splay. This is an important element in the heritage character of the precinct and in providing an "open" ground floor.
		DS3.4	The redevelopment of buildings that front Hardie Avenue (including those that have their rear facades facing Hardie Avenue) are to create their own predominant building line, however, it must be similar to that of adjoining buildings.
Built Form			
PC4.	To maintain the shape and form of the centre and conserve its heritage qualities.	**DS4.1**	The shape and form of new development is to respond to the **Statement of Significance** and the **Distinctive Qualities** for the Summer Hill Central Heritage Conservation Area.
		DS4.2	The existing building envelope within the precinct is relatively simple and predominantly rectangular in character with roof, parapet, verandah, balcony, window and façade detailing used to create visual interest. New developments are to follow these established and historical forms.
Roofs			
PC5.	To ensure the form, pitch and parapet height of new roofs should match or relate to buildings within the precinct.	**DS5.1**	Roof forms should generally be skillion, hipped or gabled.
		DS5.2	New roofs are to be of the same material as buildings within the precinct, or in a material which is visually sympathetic. Appropriate materials include slate, terracotta tiles and corrugated steel. The more modern fabric and forms such as coloured cement or profiled extruded steel are inappropriate.
		DS5.3	Variation to the existing pattern of roof forms may only occur where the parapet line is not disrupted and where the new roof is not visible from the street below or adjacent public areas.
		DS5.4	Where parapet walls exist such as in much of Smith and

Performance Criteria		Design Solution	
			Lackey Streets, rear extensions or roof alterations are not to be visible from the street and must not disturb the line of the parapet.
		DS5.5	There should be no projections above the roof such as exhaust vents, antennae, etc., which are prominently visible from a street, the car park or the plaza. In no instance should such projections form part of the skyline view from any public place.
Parapets			
PC6.	To ensure the retention and preservation of parapets within the urban village.	**DS6.1**	Parapets are important elements within the existing visual environment and should be used wherever appropriate.
		DS6.2	Existing original parapets are to be retained and any adjoining development to be sympathetic to these skyline features.
Attic rooms and the use of roof space			
PC7.	To allow the use of roof spaces to be utilised as attics in a way that does not impact on the streetscape.	**DS7.1**	Roof spaces within existing buildings may be utilised as attics. However, there should be no alteration to the existing roofscape and façade along the main street elevations.
Building Facades			
PC8.1	To ensure existing facades of significant buildings are to be retained and conserved.	**DS8.1**	In general, the existing facades of significant buildings are to be retained and conserved.
PC8.2	To ensure that in all other cases, additions to facades are to be sympathetic.	**DS8.2**	Additions to the façade of existing structures will only be considered where these clearly relate to the form and character of the building itself and those of the precinct. Such alterations should seek to match the detailing of the original structure.
		DS8.3	Facades of new buildings should relate to the form and character of buildings in the immediate vicinity.
		DS8.4	The articulation of new building facades is encouraged through techniques and including position, spacing and design of major vertical and horizontal elements such as piers, panels, line changes, string course, cornices and bays. The size, preparation and placement of windows and doors should relate to the size and design characteristics of the new building. In general, fenestration with a vertical rectangular emphasis prevails within the precinct and should be used in any new structures. Fenestration within new buildings should provide for up to a maximum of 1:3 percentage ratio of glass to masonry.
		DS8.5	Major street frontages with long runs of blank façade will not be allowed. Facades should be divided into bays by vertical control lines.
		DS8.6	Facades of new commercial buildings should be divided into bays of dimensions appropriate to the scale of the building proposed and that of similar buildings in the precinct.
		DS8.7	New building materials are to be compatible with the materials used for similar buildings within the precinct.

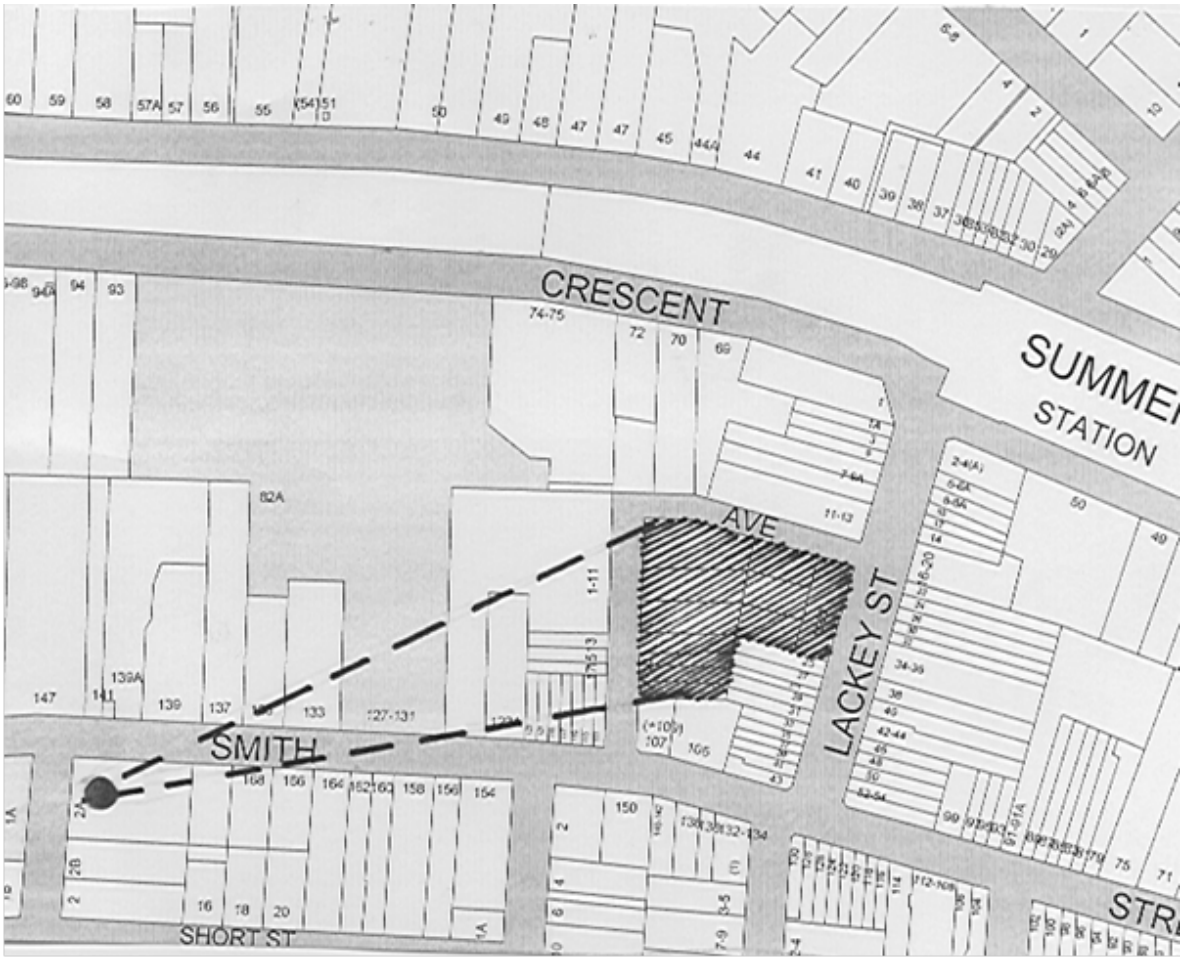
Performance Criteria		Design Solution	
		DS8.8	Facade materials and detailing in new developments should also seek to match, or otherwise sympathetically relate to, the marked verticality of facades.
		DS8.9	Wherever possible, façade elements such as windows, doors and balconies are to match the placement and proportions of similar elements on similar buildings within the precinct.
Materials			
	New building materials are to be in keeping with the traditional nature of building materials within the precinct.	**DS9.1**	Building materials for new developments or alteration to existing buildings should relate to the existing palette of materials throughout the precinct.
		DS9.2	In general, the study area contains extensive use of rendered surfaces and face brickwork. Where face brickwork is used, it should be of a uniform colour without mottle or wire cut faces and should be compatible with the toning of earlier face brickwork.
		DS9.3	Modern fabric and finishes including glass curtain walling, metal cladding and perforated screens should not be used. The removal of lightweight false facades and the reinstatement of original façade elements is encouraged.
		DS9.4	Window and door joinery, where painted, may be in a traditional material such as timber or a new material such as extruded metal. Extruded metal frames should be of a size and configuration in keeping with the traditional context of the precinct.
Shopfronts			
PC10.	To retain, restore or reconstruct the original shopfronts to preserve the character of buildings.	**DS10.1**	Original early shopfronts in existing buildings should be retained and conserved.
		DS10.2	Remnants of original shopfronts fittings, such as window framing, tiled entries and doors should be retained, repaired and used wherever possible.
		DS10.3	The reinstatement of early shopfronts, where these have been replaced by unsympathetic modern designs, is encouraged. Existing shopfronts should not be bricked up or otherwise filled in.
		DS10.4	If a shopfront has been lost, reconstruction should be undertaken using the form and detailing of existing examples in the area. Avoid shopfronts which are filled in and do not have display windows facing the street. Excessive security bars or roller shutters are not permitted.
Awnings			
PC11.	To encourage retention or reconstruction of awnings characteristic of the commercial precinct.	**DS11.1**	Existing awnings should be retained and conserved.
		DS11.2	The accurate restoration or reconstruction of original street awnings/verandahs is encouraged.
		DS11.3	The reinstatement of awnings is encouraged, where there is evidence that they were originally fitted or where there is a break in a continuous run of awnings.

Performance Criteria		Design Solution	
		DS11.4	Awnings should be incorporated in new infill development where they are fitted to adjoining buildings. Such awnings should match the height, width, form and materials of adjacent traditional awnings.
		DS11.5	Continuous runs of awnings should not be broken.
		DS11.6	Awnings will provide for tree planting where appropriate.
		DS11.7	Where awnings join other awnings, these should be weather sealed.
Verandahs, Balconies and Window Hoods			
PC12.1	To retain existing verandahs, balconies and window hoods.	**DS12.1**	Existing verandahs, balconies and window hoods should be retained and conserved.
PC12.2	To provide sympathetic verandahs, balconies and window hoods in new developments.	**DS12.2**	The accurate restoration or reconstruction of original verandahs, balconies or window hoods is encouraged.
		DS12.3	Hypothetical reconstruction of such elements, or their introduction to facades where they were never present, should not occur.
		DS12.4	Window hoods, balconies and verandahs are to be incorporated as part of the design for new infill development.
		DS12.5	New verandahs and window hoods are to be of form, material and finish which responds to existing elements within the precinct. Verandah roofs should be constructed in corrugated steel using traditional forms (bullnose, straight or ogee profile). Balustrades should be visually light and should reflect existing metal or timber detailing of balustrades in the precinct.
		DS12.6	Existing balconies should be retained and not infilled.
		DS12.7	Reinstatement of previously infilled balconies is encouraged.
		DS12.8	If balconies on new buildings have a concrete floor slab, the visible slab edge is to be painted to match the adjoining wall colour.
		DS12.9	Balcony balustrades should be of light open material. Where possible, balustrades are to match predominant examples elsewhere within the streetscape.
Vehicular Access & Parking			
		DS13.1	Refer to **Part A8 - Parking of the Inner West DCP 2016**-
Signage			
		DS14.1	Signage requiring approval is to be in accordance with the requirements of **Part A10 – Advertising and Signage Structures** of the **Inner West DCP 2016** and any applicable provisions of **State Environmental Planning Policy No. 64 - Advertising and Signage.**
Access for people with disabilities			

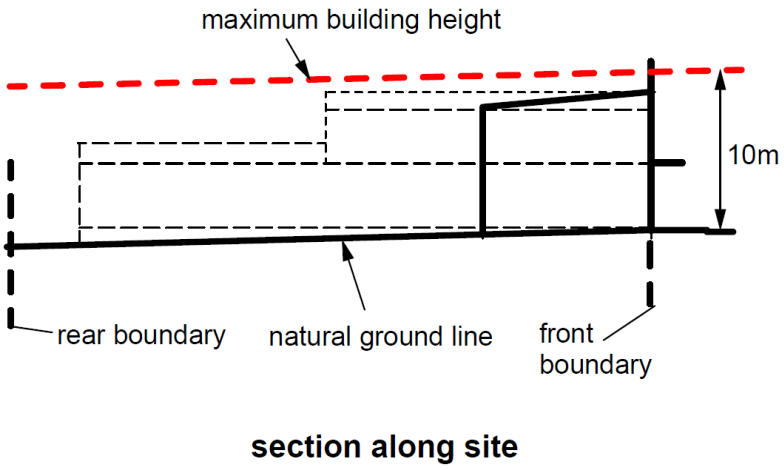
Performance Criteria		Design Solution	
		DS15.1	Refer to **Part A7 – Access and Mobility** for requirements that need to be met for access to the point of entry to dwellings and access within any upper level apartments, in situations where apartments have lift access.
Colour			
PC16.	To emphasise colour as an important part of design and environmental quality of the commercial precinct.	**DS16.1**	Colour schemes are to harmonise with the remainder of the building and streetscape.
		DS16.2	Strident, harsh or garish colours or colour combinations are to be avoided.
		DS16.3	Highlighting of vertical and horizontal façade elements should be in keeping with the surrounding development.
		DS16.4	Examples of colour schemes can be found in the **Summer Hill Main Street Study** by Godden Mackay Pty Ltd.
Pedestrian links			
PC17.1	To increase the amount of pedestrian links through the precinct, enhancing accessibility and patronage.	**DS17.1**	Consideration is to be given to safety, solar access, lighting and weather protection of pedestrian links and access.
PC17.2	To link other uses (schools, open space) in Summer Hill with the commercial precinct and railway.	**DS17.2**	Developments which reduce or remove pedestrian links will not be acceptable.
		DS17.3	Council may require provision of pedestrian links through buildings to link other uses.
Solar Access			
	To require that adequate solar access is provided to existing open spaces within the commercial precinct and surrounding space.	**DS18.1**	No development shall significantly reduce solar access to the plaza area, open space or adjacent properties.
		DS18.2	Council may require the submission of shadow diagrams with development applications to assess impact of proposed development on solar access to adjoining areas.
Reflectivity Index			
PC19.	To minimise materials and finishes that are not in character with the heritage elements or streetscape qualities of the precinct.	**DS19.1**	A building shall not be erected where the reflectivity index of glass in external walls is greater than 20%.
		DS19.2	Large glass surfaces or windows out of character will not be accepted.
Buildings Fronting Hardie Avenue Car Park			
PC20.	To provide a sense of place and a focus of activity in the main open space of the centre and to better integrate the plaza with commercial activity.	**DS20.1**	Any new building proposed for the sites that front Hardie Avenue, including those properties that contain existing buildings fronting Carlton Crescent, Lackey Street and Smith Street, are to have a front façade facing both streets.
Landscaping			
PC21.	Landscaping: • improves the amenity of the shopping centre urban village. • creates continuity between residential and commercial • encapsulates the village atmosphere.	**DS21.1**	Planting is to enhance the character of the precinct. Streetscape planting should not restrict vision. The precinct should feel safe at night.
		DS21.2	Facades of heritage elements are not to be obstructed by planting.

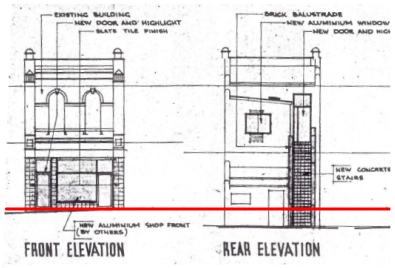
Schedule 1

Map 2 - Heritage Conservation Areas and Items



Map 3 -Summer Hill Urban Village Centre viewsheds





example of elevations of an existing building

Figure 1 - Explanatory maximum building height

Part 9

Summer Hill Flour Mill Site

Background

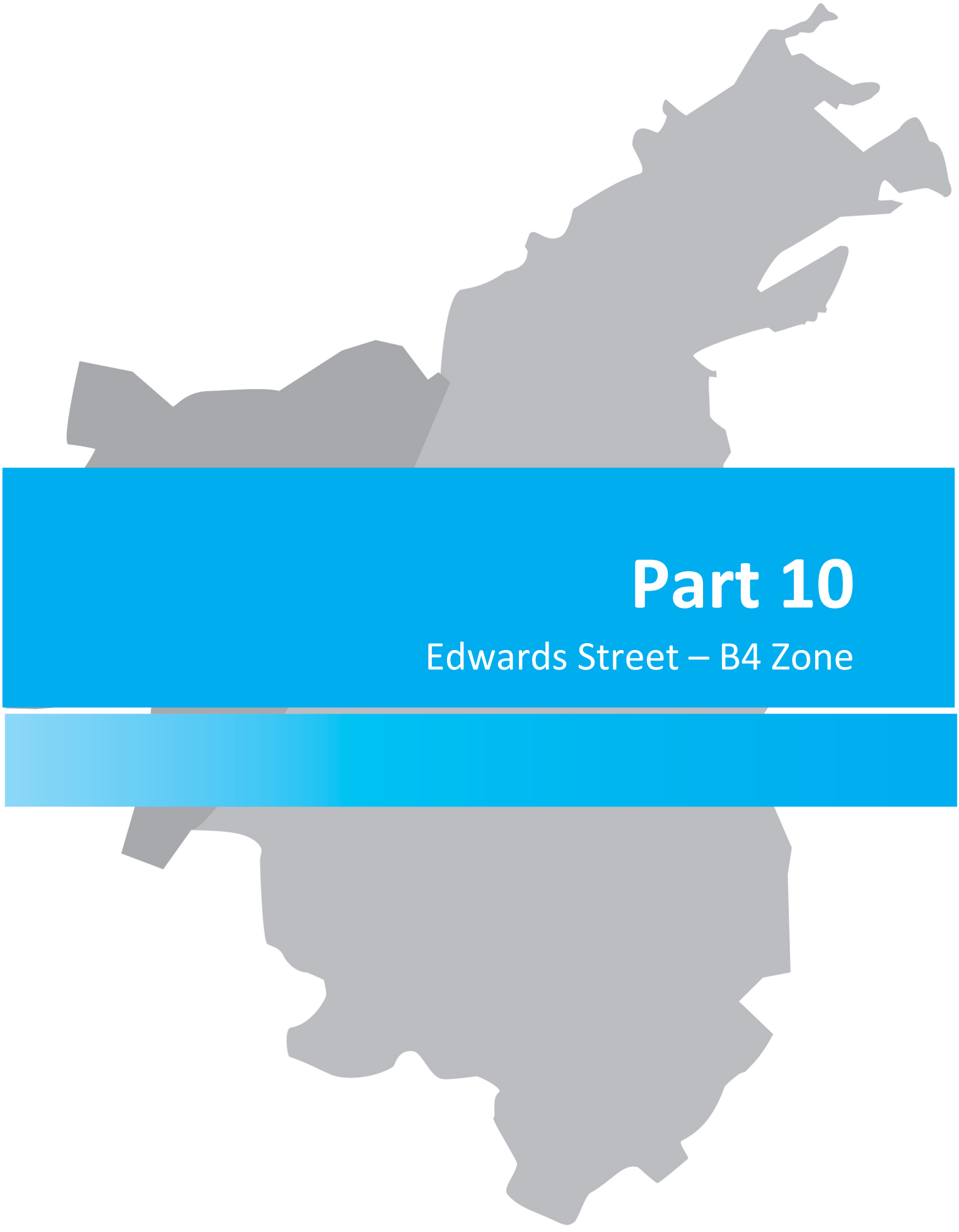
In 2012, the Summer Hill Flour Mill site (**Map 1**) was given Concept Approval by the State Government for a change in land use and density controls. The construction of the site will occur through four stages that will include:

- The re-use of six existing buildings and structures including the preservation of the historic Munco Scott Flour Mills and silo structures
- New building envelopes ranging from 2-11 storeys in height accommodating approximately 280-300 dwellings,
- 2,000-2,500m^2 of retail space,
- 3,500-4,000m^2 of commercial space,
- At-grade and basement parking,
- Public open space, new public streets and associated infrastructure works
- the dedication of a wide pedestrian pathway to Council, from Smith Street to the Lewisham Light Rail Station.

Map 1 – Summer Hill Flour Mill site

As at 5 Dec 17 various parts of the site have been given development application approval for various buildings and site uses, including apartment buildings.

Inner West Council will in the future consider reviewing the existing IN2 Light Industrial Land use zoning.



Part 10

Edwards Street – B4 Zone

Application

This Guideline applies to development on land zoned B4 Mixed Use adjoining the Summer Hill Flour Mill site to the south on Edward Street.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure new development is sympathetic to and enhances the residential character of Edward Street and adjacent open space.
- To ensure that new development takes into consideration the redevelopment of adjacent sites.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Context and Built Form			
PC1.	Development is to be sited and designed to: • be sympathetic to existing low density residential dwellings on the western side of Edward Street • be sympathetic to the GreenWay or public open space trail to the east of the sites • ensure new development does not compromise development opportunities for adjacent sites	**DS1.1**	Where fronting Edward Street, development is setback at ground level to provide for front gardens with deep soil planting
		DS1.2	A development's architectural composition is to be harmonious to houses on the western side of Edward Street by making use of sympathetic materials and finishes
		DS1.3	The built form on the site shall take into consideration likely future general building design on adjacent sites and how they will be designed to comply with the **Apartment Design Guide**
		DS1.4	Carparking shall be provided at basement level so as to not be visible at street level
Residential Amenity			
PC2.	Residential amenity: • ensures that residents have adequate levels of amenity • ensures an optimal level of solar access to main living areas, principal private open space and communal open space		An L type building form is used, with the long face of buildings is aligned along an east-west axis to maximise the number of north facing dwellings for winter solar access, and to provide a deep soil and communal area in accordance with the **Apartment Design Guide** to the northern part of the site
			Development is setback from its eastern boundary of sufficient width to accommodate a deep soil zone suitable for dense, screen tree plantings, and an outlook from apartments
Building Height and Location			
PC3.	To define the maximum building height in accordance with the **Inner West LEP 2022**.	**DS3.1**	Maximum building heights are shown on the **Inner West LEP 2022 Height of Buildings Map**.
Commercial Development			
PC4.	Commercial developments: • ensures that mixed use/commercial developments meet functional requirements and achieve good urban design outcomes by concealing as far as possible the visual impact of utilitarian components of development such as car park entries, service areas, waste collection, air conditioning and electronic devices. • provide adequately dimensioned ground floor ceiling heights to allow for functional commercial ground floor uses.	**DS4.1**	Car parking required pursuant to this Plan shall be placed below ground level for more substantial developments in order to maximise ground level commercial space and to maximize the potential for **active street frontages** - Refer **Part A8 - Parking**.
		DS4.2	Minimum ceiling height for ground floor commercial uses is 3.3 metres. The minimum ceiling height is to increase to 4 metres if the Commercial use is a Café/Restaurant.
		DS4.3	Any ground level non-residential use shall have "active street frontages", except for areas required for site servicing or similar, e.g. driveway access. An active street frontage shall be predominantly glazed in order to ensure that adequate visibility of the street occurs, and may comprise glazed retail shopfronts, showrooms, glazed entries and lobbies to businesses, and the like.
		DS4.4	Shopfronts/display areas shall not have any "roll-a-door"

Performance Criteria	Design Solution	
		type grille or opaque security shutters (excluding predominantly transparent security shutters).
	DS4.5	Shopfront/display area designs shall be arranged in a way which complements the building style of the façade and enhances the streetscape.
	DS4.6	Air-conditioning units and satellite dish elements shall be designed and located as follows: • must not be located on front façade or above an awning and to be positioned at the side or rear of the building; • must be setback at least 1.5 m from all adjoining property boundaries; • must use non-reflective materials; **And** • if a satellite dish roof is wall or pole mounted, diameter must not exceed 1.8 m excluding feed element; must be located to rear of property; and not extend above the highest point of the roof or located above a parapet.
Development Servicing		
PC5. Development Servicing: • ensures that site services and facilities are adequate for the nature and quantum of development. • ensures servicing activities do not have adverse amenity impacts. • locates parking areas so that they are not visible from the public domain.	**DS5.1**	Access ways to underground parking areas should be sited and designed to minimise noise impact on adjacent or nearby habitable rooms, including bedrooms.
	DS5.2	Refer to **Part A8 - Parking – Design Principles** and for the amount of car parking required.
	DS5.3	An area shall be provided on site to accommodate bins for garbage collection and recycling of waste. This area shall not be visible from the street, be behind the building line.
	DS5.4	Areas for waste collection, loading and unloading, are to be detailed at development application stage, and include: • waste collection room areas, including garbage bins, recycling bins; **And** • pathways for manoeuvring of bins to and from waste collection room areas.
	DS5.5	Mail boxes for buildings shall be provided in an accessible location adjacent to the main entrance to the development. Mail boxes should be integrated into a wall where possible with material finishes and colours that complement the finishes of the building. Mail boxes must be secured and be large enough to accommodate small parcels.
	DS5.6	Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: • away from street frontages; • integrated into the roof designs and placed in a

Performance Criteria	Design Solution
	position where such facilities will not become a skyline feature at the top of any building; **And** • adequately setback from the perimeter wall or roof edge of buildings.

Part 11

Industrial Zones

Application

This Guideline applies to development within land zoned IN2 Light Industrial within land to which this DCP applies.

How to use this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure that design principles and design criteria supports the objectives for Light Industry zones within Inner West LEP 2022
- To minimise any potential impact on surrounding land uses

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Plan of Management			
PC1.	To identify and mitigate potential amenity impacts on surrounding residential land uses	**DS1.1**	If a proposed development for an industrial land use is proposed near an existing residential land use, a Plan of Management is required to be prepared as part of the Development Application. A Plan of Management is to have regard to the following considerations: • proposed hours of operation; • type of uses proposed on site to enable an assessment of the potential of the development to cause noise or vibration issues which may affect residential areas, and any mitigation measures proposed; • traffic movements to and from the proposed development site, including all proposed deliveries; • proposed use of parking areas, for example for customers and staff, to ensure the proposed development does not unduly impact on off-street parking demand in nearby residential areas; • proposed measures for garbage collection, including location of bins, frequency of collection and timing of collection; • security and safety measures for example, in the case of an emergency on site; and • any other matters specified by Council.
Hours of Operation			
PC2.	To minimise the impact of operations of the proposed development to surrounding residents during opening hours.		The determination of a suitable hours of operation will be determined based on the proposed use of a site and the Likely impact that the use will cause on any nearby residential or other sensitive use
Contamination			
PC3.	To ensure that any proposed industrial development addresses any potential contamination issues that may be present on the site.	**DS3.1**	Development applications are to comply with the requirements of **State Environmental Planning Policy No 55 – Remediation of Land.**
Drainage			
PC4.1	To manage stormwater quality and quantity and minimise stormwater discharge on adjoining properties.	**DS4.1**	Drainage from any proposed industrial development must comply with the applicable sections and provisions contained in Section 2.25 of the Marrickville DCP 2011.
PC4.2	To minimise surface water runoff.		
PC4.3	To prevent groundwater contamination.		

Performance Criteria		Design Solution	
PC4.3	To encourage on site stormwater collection and recycling.		
Noise Management			
PC5.1	To minimise the exposure of surrounding residential land uses to noise from industrial land uses	**DS5.1**	• All applications for noise generating uses adjacent to or located in a building containing a residential use must be accompanied by a Noise Impact Assessment from a qualified acoustic engineer certifying that the acoustic standard can be met. • The Noise Impact Assessment should include mitigation strategies, such as utilizing landscape buffers, screened and acoustically sealed balconies, green walls, and the use of specific building materials or sound walls that manage noise at the new development
PC5.2	To ensure appropriate noise attenuation measures are incorporated into building design and site layout.		
PC6.	To ensure the consideration environmentally sustainable means of storage and/or disposal of trade waste and recyclable products.	**DS6.1**	The development must comply with the waste management requirements of the **Part C3 – Waste Management** of the DCP.

Part 12

55-63 Smith Street Summer Hill

Application

This Guideline applies to the following development categories:

- Development at 55- 63 Smith Street Summer Hill.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

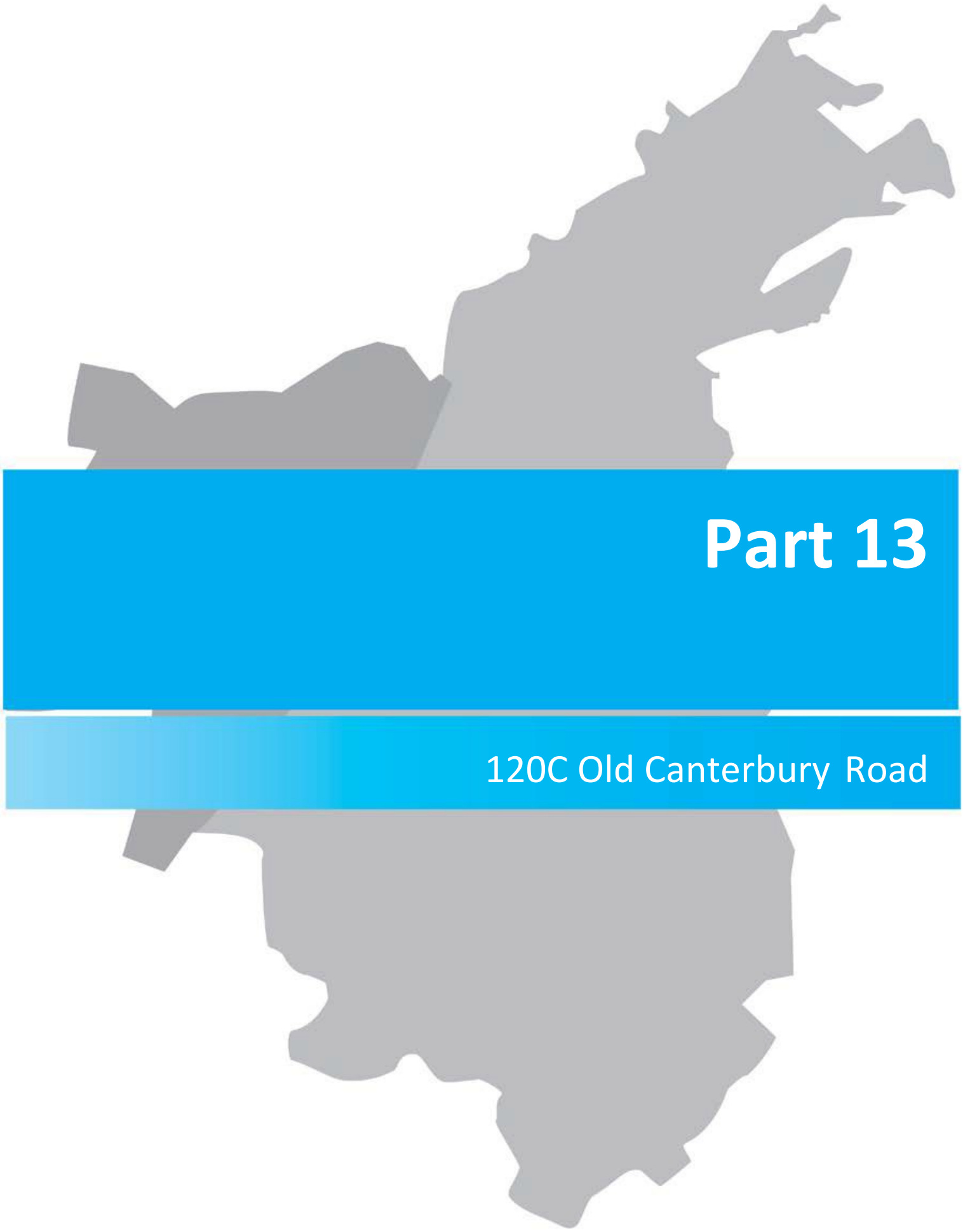
Purpose

- To produce controls which are specific to development at 55 – 63 Smith Street, Summer Hill where non-residential uses are proposed, in order to protect the amenity of adjacent and nearby residents.
- Provide guidelines for non-residential uses of the site which suit and reflect the design and configuration of existing buildings.
- To enhance the character of the neighbourhood by maintaining existing buildings and enabling adaptive reuse principles for building sustainability.
- Ensure design considerations and site use are holistic and takes into account all existing building uses on the site at any one time.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
General			
PC4.	Development: Development Applications are to be holistic by taking into consideration all the uses on the site and ensuing that the use of the premises causes no adverse impacts for adjacent and nearby properties.	**DS1.2**	• Any future development application for any building compartment will need to document the building operations for the entire site, to ensure that the requirements of this DCP are met, including car parking and servicing, waste management, and any relevant operational matters. Documentation shall include plans which are drawn accurately and at scale which is adequate to describe various components of the site. • Any building works, are to be carried out entirely within the subject site
Operation of land			
PC5.	No nuisance caused to adjacent and nearby residential properties, including controlling hours of operation, and noise attenuation.	**DS2.2**	Hours of Operation are limited to Monday to Friday 7 am to 7 pm Saturday 7am to 5 pm Sunday 8 am to 12 Midday Justification for any variations to these hours will only be approved by Council if it is demonstrated that there will not be adverse impacts on adjacent and nearby residents.
		DS2.3	All machinery in use on the site will be soundproofed to reduce the emissions of noise external to the site in compliance with the Protection of the Environment Act 1997 and EPA noise control guidelines, with details submitted at Development Application stage.
		DS2.4	The site will operate in accordance with the Protection of the Environment Operations (Noise Control) Regulation 2008.
		DS2.5	Details of building fabric components such as walls, roofs , and windows shall be submitted with a Development Application showing that there the premises are adequately acoustically insulated so as to not cause any noise nuisance for adjacent and nearby residences. This includes use of entry airlocks where necessary, and documenting the types and thicknesses of window and door material or glazing.
		DS2.6	Security or other lighting shall not cause light overspill to adjoining property owners occupiers or residents

Performance Criteria		Design Solution	
		DS2.7	There will not be any fume emissions from the site which would affect adjacent or nearby residences. Where applicable, mechanical engineers details will be submitted with a Development Application showing how this will be achieved and compliance with relevant environmental legislation.
Parking			
PC6.	Each individual building compartment on the site will provided adequate on-site employee and visitor car parking, taking into consideration all existing uses which shall be shown on any development application.	**DS3.2**	The operation of each building and land use will provide the necessary onsite vehicular parking layout in accordance with the DCP Section 2 Chapter A, Part 8 –Parking. Building uses at the rear of the site shall ensure there is adequate width for safe pedestrian pathway travel from the entry to the site which is free of any vehicles. Pathway protections such as bollards, and pavement demarcation treatments, shall be shown on the Development Application drawings.
Servicing			
PC7.	Provision of access and loading bay to allow for on-site vehicular deliveries.	**DS4.1**	All deliveries of goods to and from the site will be conducted from vehicles standing wholly within the site and this shall be demonstrated by showing on a site layout plan that vehicles are able to move in a forward direction when entering or exiting the site, and locations for loading and unloading. Deliveries will take place between the hours of 8am and 4pm Monday to Friday.
Waste			
PC8.	Provision of Waste Storage areas for any individual building compartment shall be provided and ~~s~~hall take into consideration all existing uses, and this shall be shown on any Development Application.	**DS5.1**	A waste management plan will be provided and updated with every new additional use to the site, including showing all likely amounts of waste generation and storage locations, in accordance with Section 2, Chapter C, Part 3 Waste and recycling Design and Management Standards of the DCP.
Urban Character and amenity			
PC9.	Improvement of the current building appearance and enhancement of the historic streetscape.	**DS6.1**	• Details of the appearance, and a maintenance schedule, for buildings shall be submitted with a Development Applications including showing building elevations and arrangement of any Business Identification signs. This must be demonstrated to be compatible with the existing character of the neighbourhood, including material and finishes. • No goods associated with the use, advertising structures or machinery shall be stored or displayed outside the premises at any time



Part 13

120C Old Canterbury Road

Application

This Guideline applies to development on land at 120C Old Canterbury Road, Summer Hill identified in **Map 1** in red outline. Effective 13 December 2019 as an amendment to this Development Control Plan.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure new development is of a character which is of compatible scale with adjacent or nearby buildings and of high architectural standard.
- To ensure that new development provides adequate amenity for adjacent occupants of residential flat buildings.
- That adequate vehicular access is provided to the site.
- There is a sympathetic interface with the Greenway Corridor and surrounding area.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
	(GreenWay) Ensure there is a sympathetic spatial relationship with the Inner West Council GreenWay project. This shall include consideration of the following building elements and site layout: - Treatment of walls from lower ground levels to ground level. - South west corner of building and transition from Old Canterbury Road to the railway bridge to the GreenWay corridor. - Ground level open space has capacity to form part of a pedestrian linkage from McGill Street to the Greenway. - Surveillance from apartments of the adjacent GreenWay. *The "GreenWay" is an Inner West Council project for establishing a regional "north south" public corridor which will include pathways and landscaping from Cooks River to Iron Cove. This will also include land along the open space part of the railway corridor land along the western side of the site.* *Green Walls means: A green wall is a wall partially or completely covered with vegetation which is maintained by a growing medium such as a soil.*		(GreenWay)
PC01		**DS 1.1**	Lower Ground walls containing carparking areas shall be well composed and include defined wall fenestration or relief with appropriate proportions and use of complimentary wall cladding materials to achieve a high standard of design. The structure shall not be solely based on an exposed frame reflecting structural engineering and carpark ventilation requirements. Consideration shall be given to use of "green walls".
		DS 1.2	A 2 metre wide deep soil area shall be provided along the northwest boundary as shown in **Area 1** on **Map 1** for provision of tree planting and the ability to establish "green walls". To enable this, a minimum 2m building setback from the north west boundary shall apply to all storeys below the ground level storey off Old Canterbury Road. Building setbacks to the north west boundary for ground level storeys off Old Canterbury Road and above, shall comply with Sydney Train requirements taking into account the operation of the adjacent light rail train, and take into account ground level planting areas.
		DS 1.3	The south west corner part of the building in **Area 2** on **Map 1** shall be architecturally modelled as a landmark which takes regard of the transition from the GreenWay setting to the Old Canterbury Road setting. This shall include ground level treatments adjacent to Old Canterbury Road and the modelling of the main body of the building. Consideration shall also be given to stairway connection from Old Canterbury Road to the GreenWay Corridor shown in **Area 3** on **Map 1**.
		DS 1.4	Ground level open space, which shall have deep soil and be landscaped, shall be provided in **Area 4** on **Map 1** within the site, with provision made for a pedestrian pathway between the bridge location identified on **Map 1** and the GreenWay Corridor. Public access and use of the pathway shall be provided for on the land title of the property, which is to come into effect in the event that: (i) there is a pedestrian link established between McGill Street and the GreenWay Corridor, using the private laneway and bridge as part of the route for this, or : (ii) Council notifies the site owner, including in the situation where there is a Voluntary Planning Agreement in place for public use of the land. Open space at **Area 4** and **Map 1** shall not contain any overhead building storeys.
PC02	(Public safety)		(Public safety)
		DS 2.1	

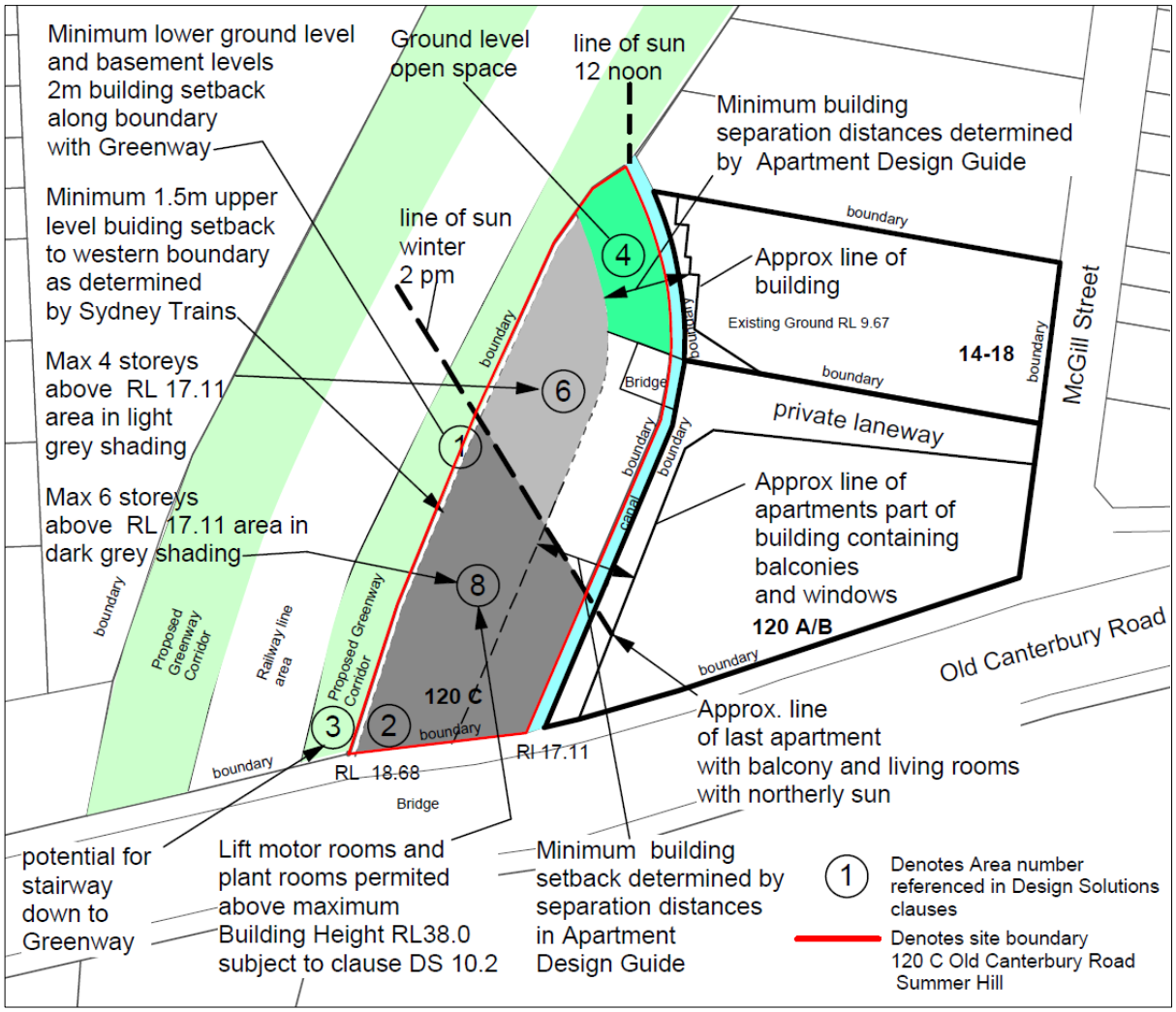
			Apartment layouts shall be arranged in a way that locates windows and balconies which provide surveillance of the GreenWay Corridor.
	(Health)		(Health)
PC03	Any eutrophication resulting from water ponding within the channel, or on the site resulting from flooding, is to be managed so as to minimise any health hazard from odours and impacts on residents on the site and on adjacent residential properties.	**DS 3.1**	Any ground level undercroft area shall be designed and use flood compatible materials to enable quick water absorption or dispersal so as to minimise any ponding and putrification and resulting odours. Consideration shall be given to perimeter plantings along the Canal and also to ensuring there is adequate cross ventilation to the underside of any structure. Relevant documents demonstrating the above has been addressed shall be provided from a suitable qualified environmental scientist at Development Application stage.
	(Traffic impact).		(Traffic impact).
PC04	Orderly vehicular access into and out of the site is to provided for. Where access to the site is to be provided via the private Right of Way laneway from McGill Street located within 120 A/B Old Canterbury Road, the design of the internal site and carparking layout shall ensure that : - Minimal disruption is caused to the operation of laneway and design ensures ease of the laneway, which is also used by residents and visitors at 120 A/B Old Canterbury Road and 14-18 McGill Street. - An orderly use of the intersection of the laneway and McGill Street. - Allowance for emergency vehicle access use from the laneway onto the site at 120 C Old Canterbury Road.	**DS 4.1**	Where use of the private laneway shown in **Area 1 Map 2** is proposed for vehicular access to the site, at development application stage a detailed on site carparking plan layout shall be provided which complies with the relevant Australian standards and also provides for **Area 2 Map 2** : - Vehicular car turning circle area for entry in and exit out of the site. - A driveway route provided at the entry area within the site that allows for a forward movement for vehicles entering and wanting to exit the site or laneway. - A driveway turning circle area, or mechanical turning bay subject to Council approval, able to accommodate emergency vehicles and large vehicles and garbage trucks. - An internal car queuing bay length long enough to accommodate cars waiting to access the carparking area, so as to not cause any queueing of vehicles on the private laneway at 120 A/B Old Canterbury Road, - A real time close circuit display system such as camera and screen should be provided in an appropriate location to inform drivers of vehicles leaving the 120 C Old Canterbury Road site of any traffic congestion on the narrow laneway from the site to McGill Street. This will enable drivers to choose whether to delay their journey prior to entering the laneway and to use the onsite vehicle turning area to return to the building car park.
		DS 4.2	Details confirming the ability to use the vehicular laneway at 120 B Canterbury Road shown on **Area 1** on **Map 2** as a right of way shall be provided at Development Application stage including the following: - legal easements. - approval of the site owner of 120 A/B Old Canterbury Road if required.

			- confirmation from a structural engineer that the laneway is able to take the weight of heavy vehicles such as the Council garbage truck fleet and all emergency vehicles.
	(Flooding)		(Flooding)
PC 05	An external evacuation pathway route shall be provided from areas affected by flooding from a 1 in 100 year event to higher levels external to the site at Old Canterbury Road.	**DS 5.1**	Provide a pedestrian pathway from areas affected by flooding, including from lower ground level open space, bridge over canal area at the entry to the carpark, any basement carparking areas, which takes people to the footpath at Old Canterbury Road.
	Due to the site being flood prone, ensure that relevant building components are above the freeboard flood level, and there is safe use of the buildings including its residential levels and for lower level carparks storeys so as to not be affected by flooding.	**DS 5.2**	A flood study shall be provided for Council approval and address the following : - Floor levels of buildings shall be as follows: Flood protection provided to residential properties is to be the 1 in 100 year flood level plus 500mm freeboard, and : All residential floors set 6.45 m above the 100 year ARI flood level of RL 11.8 and 4.25 m above the PMF flood level of RL 14.0, and : Lowest carparking floor level is at a minimum RL 12.5. - The area below the underside of the lowest carpark floor slab shall be a predominantly open area to permit flood water to flow, except for the parts required for structural support of the building structure.
	(Waste)		(Waste)
PC06	Provision made for storage and collection of waste as required in Part C3 –Waste Recycling Design and Management Standards of the Inner West DCP 2016, taking into consideration the following : - The site relies for vehicular access from a constricted right of way laneway, with Council policy being that trucks will not use access through privately owned sites unless there is in indemnity provided to Council's satisfaction, and provision is made for a garage truck turning circle and headroom, and so a consequent need for up to a 18 .5 metre turning circle within the site. - Old Canterbury Road along the front of the site is not permitted to have garbage trucks parked on the road for pick up of bins. Waste storage areas and collection areas are not to adversely affect the amenity of residents on the sites and on adjacent sites, and the quality of the public domain/public open spaces.	**DS 6.1**	Waste storage areas are not to be visible from the street, not compromise any "activation" at ground level at Old Canterbury Road, and not be located where there are likely to be visible from adjacent apartments at 120 A/B Old Canterbury Road or have odours affecting those places. Consideration shall be given to the provision of a waste storage area at lower ground levels. The waste storage area shall be directly accessible to the driveway turning circle area within the site to allow for easy removal of waste.
		DS 6.2	Details shall be provided at Development Application stage for the transfer of bins from waste storage areas to collection points, and consideration given to the use of dedicated lifts for the transport of bins between levels if required.
		DS 6.3	Waste collection is to occur by vehicles using the private laneway off McGill Street with the requirements of DS 4.2 being met.
	(Amenity of neighbouring residents)		(Amenity of neighbouring residents)
PC07	Amenity of residents at 120 A/B Old Canterbury Road and 14-18 McGill Street shall be maximised	**DS 7.1**	The northerly part of the site in **Area 6** on **Map 1** shall have lower building height identified within a building

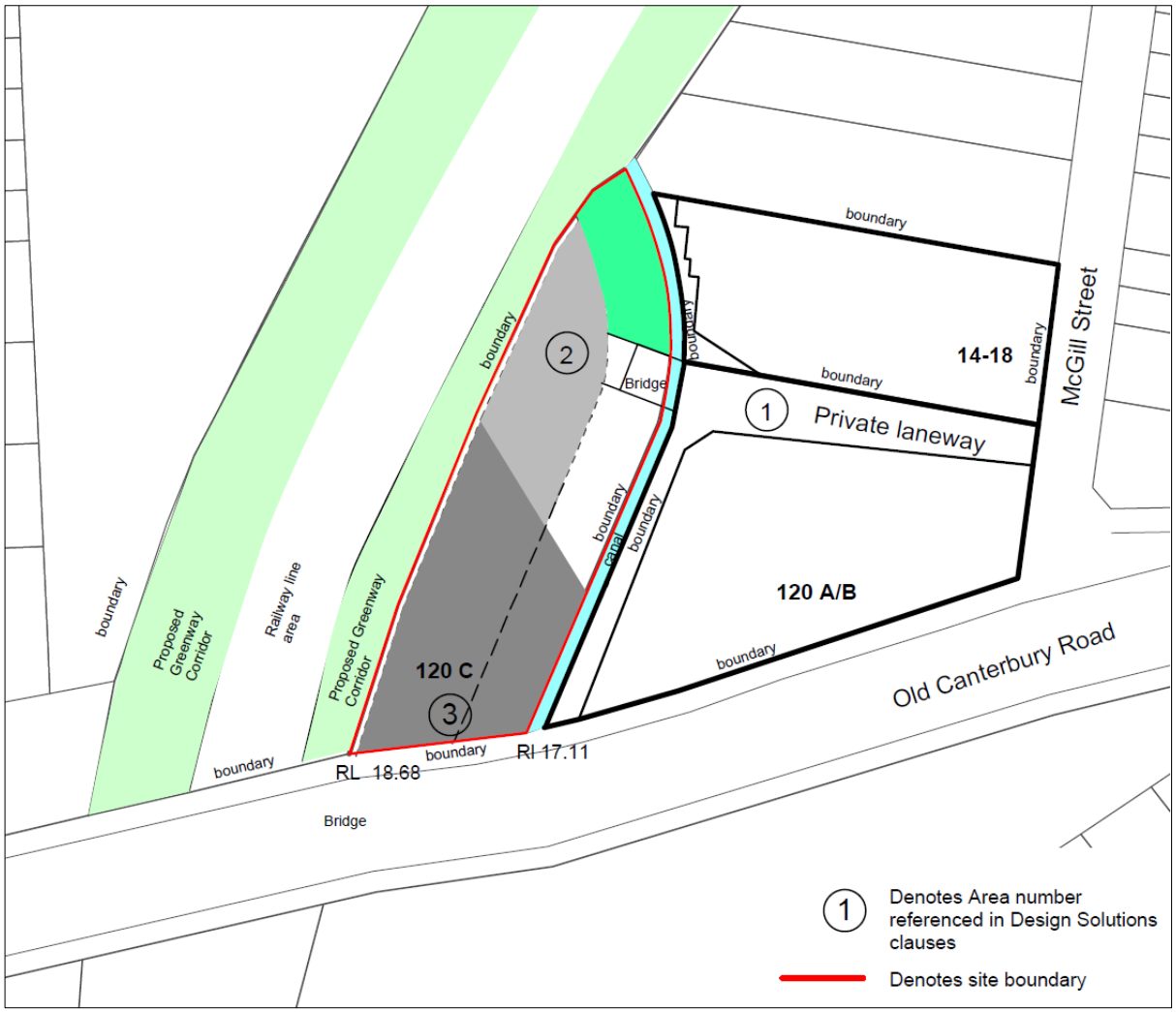
	and new development shall ensure there is adequate winter solar access building separation distances and also privacy devices provided.		envelope determined by providing a minimum of 2 hours winter solar access to apartments at 120 C Old Canterbury Road and 14 McGill Street with : - they're being a maximum of 4 storeys in **Area 6** on **Map 1** relative to the Old Canterbury Road level, and : - the top of the maximum building envelope including any parapet which affects shadowing.
		DS 7.2	Minimum separation distances shall be achieved between buildings as required by the "Apartment Design Guide" as indicated in **Map 1**, and in addition: (i) apartments directly facing 120 B Old Canterbury Road shall have an apartment layout with windows located in positions, or use of window screening devices ,which prevent any direct viewing of the adjacent apartments. (ii) continuous planter boxes or structure provided along the eastern boundary with the canal adequate enough in width and depth to contain soil and tall screening trees to provide an adequate visual buffer to adjacent development. Suitable trees species are to be as specified by a qualified person. *(iii)* sideways views to the north and the GreenWay corridor maintained for apartments at 120 B Old Canterbury Road.
	(Amenity of residents within the development)		(Amenity of residents within the development)
PC 08	Communal Open Space shall be provided for residents of the development to the amount specified in the Apartment Design Guide.	**DS 8.1**	Communal Open Space shall be provided as specified in the Apartment Design Guide equating to a minimum of 25 percent of the site as follows : - use shall be made of the northern roof top part of the building containing lower storeys indicated in **Area 6** on **Map 1** for communal open space. - use shall be made of ground level parts of the site identified in **Area 4** on **Map 1** for communal open space.
	(Childcare Centre Impacts)		(Childcare)
PC 09	The amenity of the users of the Childcare Centre at 120 A/B Old Canterbury Road shall be protected.	**DS 9.1**	Screening devices shall be provided along the eastern boundary of the site as indicated in **DS 7.2 – (i) and (ii).**
		DS 9.2	Part of the open space of the north western corner of the Childcare Centre, being a minimum area of 40 sqm, shall be identified for receiving a minimum of 2 hours winter solar access during June, July and August. The proposed building envelopes shall demonstrate that this is able to be achieved.
	(Building composition and scale)		(Building composition and scale)
PC10	Building composition shall be of a high design standard and respond to : - being in a prominent corner gateway location. – being adjacent the GreenWay corridor and the desired future "green setting" in that corridor.	**DS 10.1**	Architectural composition shall enhance the proposal's setting and relationship to the GreenWay corridor and provide readily identifiable architectural cues for that. Upper levels of the buildings adjacent Old Canterbury Road are to be setback to reduce the scale and impact of the building.

– have a similar scale and number of storey as the building at 14 -18 McGill Street.	**DS 10.2**	Maximum number of habitable storeys as measured relative to Old Canterbury Road which varies between RL 17.11 to RL 18.68, is 6 storeys for **Area 8** on **Map 1**, within a maximum Building Height RL of 38.0 as identified in the Inner West LEP 2022. Additional storeys may be contained below the Old Canterbury Road street level storey to cater for carparking and non- residential uses and take account of the following: - freeboard levels affected by flooding for the lower basement storeys. - the impact of the underside of any bottom floor slab on flooding volumes. Any rooftop structure extrusions above the maximum building height in the Inner West LEP such as lift motor rooms or plant rooms, will be required to seek a Clause 4.6 variation under the Inner West LEP 2022 and meet its criterion. In assessing this Council will take the following into consideration: - Architectural roof top features are used to enhance the composition of the building. - Modelling occurs to the top storey of the building and includes treatments to differentiate and enhance the top of the building from the main part of the building and also other architectural modelling aesthetic benefits are provided. - The building composition enhances the setting as indicated in DS 10.1.

END



Map 1 – Building Heights, site layout and setbacks.



Map 2 – Vehicular Access and Site Servicing