

# 9.25

## STRATEGIC CONTEXT ST PETERS TRIANGLE







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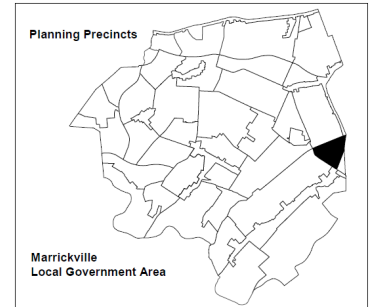
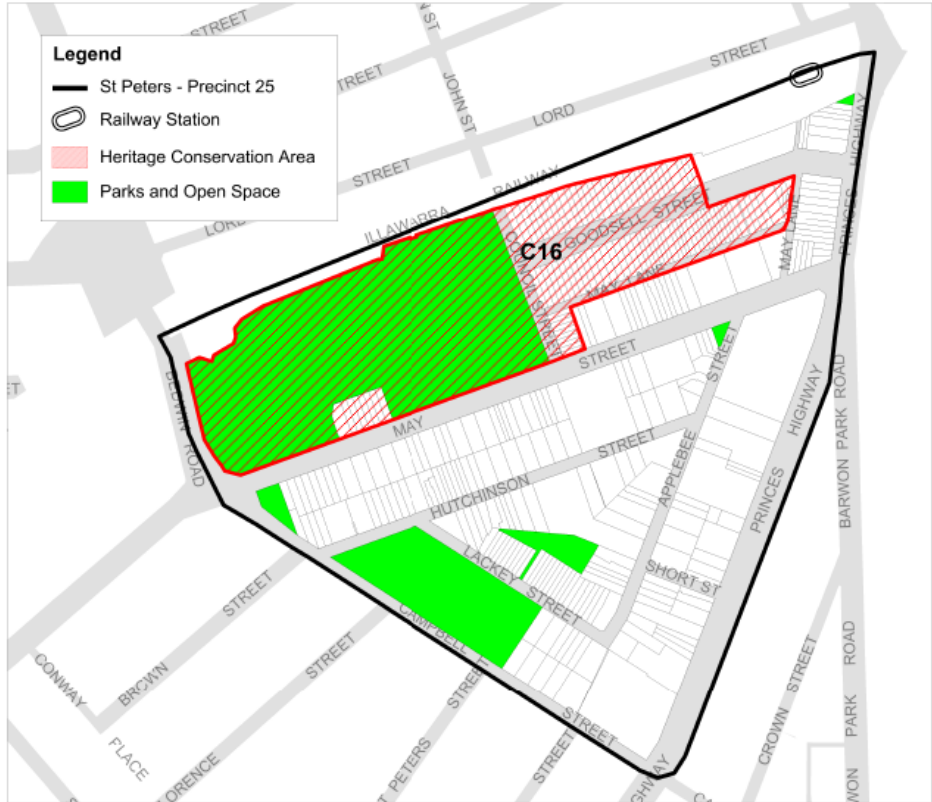




# Part 9 Strategic Context

## 9.25 St Peters Triangle (Precinct 25)

### Map of precinct



### 9.25.1 Existing character

This precinct is located on the eastern edge of the the land where this DCP applies between the Princes Highway, Campbell Street and the Bankstown Rail Line.

It is close to Sydney Airport, Port Botany and Newtown Town Centre. St Peters Rail Station is located at the north-eastern edge of the precinct.

Throughout the 19th and early 20th centuries St Peters and adjoining Tempe were important brick making centres, while the area was an important supplier of raw materials for the building and development industry. The area’s southern regions were abundant in suitable clay soils, as well as the timber needed to fuel the kilns, and swamps and river lands provided the necessary water supplies. As a result, chimney stacks such as the ones situated in Sydney Park dotted the skyline.

Today the precinct comprises a mix of residential and industrial buildings reflective of its historical development. The land uses within the precinct are mainly light manufacturing with a mix of uses such as local light industry and urban support services, retail, residential, freight and logistics, office, artist studios and creative industries. May Lane has become a focus for street art and the May Lane Art Project is an outdoor gallery space.

A variety of local open space and sports fields are available at Simpson Park and Camdensville Park with regional space in Sydney Park nearby. A portion of the western edge of the precinct to Campbell Street is reserved SP2 Infrastructure (Classified Road) while the Princes Highway is a major arterial road carrying over 40,000 vehicles per day.

While the surrounding streets of May Street, Campbell Street and the Princes Highway carry large volumes of traffic the internal streets of Hutchinson Street, Applebee Street and Lackey Street are narrow (approximately 10 metres wide) one-way streets with low traffic movements. The narrowness of streets and high level of built upon area generally contributes to a lack of street trees within the precinct. The exception to this is the street tree planting in Goodsell Street which contributes to its streetscape character.

Lots sizes range from 170m<sup>2</sup> for a typical terrace to 3,000m<sup>2</sup> for larger industrial sites. Building heights across the precinct range from single storey residential and industrial buildings to three to four storey commercial/industrial buildings and a recent six storey residential flat building on the southern corner of May Street and the Princes Highway. The predominant building height in the precinct is one to two storeys.

The precinct is located in the EC 1 East sub-catchment, which drains southwards to the Cooks River. This precinct contains the Goodsell Estate Heritage Conservation Area and Lackey Street & Simpson Park, St Peters Heritage Conservation Area.

### 9.25.2 Desired future character

The precinct was identified in the *Marrickville Urban Strategy 2007* as an investigation area for redevelopment of industrial land into a new centre (potential village), with improved access to shops, services and transport for new residential development, increased housing choice and employment. However, it was acknowledged that the precinct would require initial investigation then comprehensive masterplanning to understand its potential capacity for housing and employment.

In 2009 a masterplan for the precinct was developed with the following vision:

*“A place which is sustainable in the way it functions, in the way that it reinvigorates and re-uses existing buildings and structures, the way that it makes the most of its proximity to the railway line and public transport and in the way that it connects with the natural environment within and beyond its boundaries.*

*A place which retains its ties with the community and which establishes an exemplary urban environment.*

*The unique qualities and possibilities for St Peters Triangle will realise a vital, mixed use precinct which complements and supports its neighbourhood and its cultural setting.”*

The desired future character for this precinct is:

1. To retain existing character buildings (groups or rows) and adapt, recycle and blend new with old.
2. To protect the identified Heritage Items within the precinct.
3. To enhance existing streets, lanes and open space.
4. To improve pedestrian amenity and link the series of open spaces within the precinct via new pedestrian links.



5. To create new active and mixed use streetscapes with May Street to be the central activity street within the precinct.
6. To link St Peters Rail Station more effectively to the precinct.
7. To support and extend creative laneways.
8. To encourage new hubs of activity along Hutchinson Street, Applebee Street and May Lane for live/work and creative uses.
9. To create a special site (for example, a village square, community garden or open air market that supports local artists) in the centre of the triangle to integrate the surrounding creative industry and uses with local residents.
10. To provide building heights to fit the context with restricted heights on narrower streets and laneways and taller buildings along the Princes Highway, May Street and Campbell Street.
11. To develop building envelopes to strongly define existing streets and laneways.
12. To identify signature development opportunities along the Princes Highway (at the Campbell Street and King Street intersections) to help define the precinct along this major road.
13. To integrate design excellence and sustainability across the precinct and within individual buildings and open spaces/public domain.
14. To protect the identified values of the Goodsell Estate Heritage Conservation Area.
15. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
16. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

As a mixed use precinct, the St Peters Triangle could provide urban support services and light industry, as well as an expanded service industry role. Other suitable future industries could include research and development, peak body representation, non-government organisations and creative industries.

Opportunities for low cost space to assist start-up and creative businesses/industries and for community services are envisaged within the area.

The choice of zones, introduction of live/work and creative industries provisions and the following DCP controls should encourage the retention of light industrial activities and minimise land use conflict between residential housing and employment activities. Careful and innovative design will be needed for future development to achieve the outcomes sought for the precinct.

### **9.25.3 Heritage Conservation Areas (HCAs)**

The precinct contains HCA 16: Goodsell Estate Heritage Conservation Area (C16) and HCA 37: Lackey Street & Simpson Park, St Peters Heritage Conservation Area (C38). Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### ***9.25.3.1 HCA 16: Goodsell Estate Heritage Conservation Area (C16)***

The Goodsell Estate Heritage Conservation Area is historically significant for demonstrating the principles and patterns of the LGA's development from colonial to contemporary eras.

The area contained many brick and pottery works including Frederick Goodsell's Steam Brick Factory (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terraces facing May Street were built by Goodsell and occupied by brickmakers. The HCA also includes a property at 665 Princes Highway which predates the Goodsell Estate subdivision. It also contains a small collection of Victorian shops located at 9 May Street and along the Princes Highway.

The HCA is historically significant for the pattern of the built forms that responded to the progressive release of land for development. The terrace groups in the area were built as a result of successive land releases and demonstrate the patterns of subdivision and development in the area.

The HCA is aesthetically significant for its narrow and dense streetscape development of 19th and early 20th century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. These establish a tightly described street wall which creates a sense of intimacy and privacy, emphasised by the mature fig trees at the eastern end of the streetscape which contribute positively to the aesthetic values of the area.

The HCA demonstrates the range of modest housing available to the Victorian worker and contributes to the evidence of the evolution of the terrace typology the area throughout the second half of the 19th century to its final form before being superseded by the suburban cultural landscape.

The key period of significance for the Goodsell Estate Heritage Conservation Area is 1869-1957.

**C1** HCA 16 Goodsell Estate Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 16 Goodsell Estate Heritage Conservation Area include:

- b. Victorian Italianate. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** Camdenville Park must be retained as open space.

### **9.25.3.2 HCA 37: Lackey Street & Simpson Park, St Peters Heritage Conservation Area (C37)**

The Lackey Street/Simpson Park Heritage Conservation Area is of local historical significance for its late Victorian period (1880s) subdivision pattern, which was constrained by the pattern of the earlier 1862 subdivision 'The Brompton Estate', and for its long row of terraces (19-53 Lackey Street) built 1882-1884 by local builder William Salisbury Baker as working class housing.

The Lackey Street terraces are of aesthetic significance as local representative examples of late 19th century working-class Victorian Filigree style terrace housing, of particular aesthetic interest for their open space setting at both front and rear (with Simpson Park at the front and public open space at the rear), and as a long continuous row of identical terraces interrupted only by the access lane to the open space at the rear.





As Lackey Street is narrow, the terraces are built with verandahs and balconies to the street alignment, and the Ficus trees along the street frontage of Simpson Park overhang the street, Lackey Street presents a distinctive streetscape.

The Heritage Conservation Area is considered locally rare as an unusually long row of late 19th century terraces with open space to both front (Simpson Park) and rear. Simpson Park, created in 1924, is considered a relatively rare example of a park resulting from local community action to provide open space in a working class area in the early 20th century.

The core period of significance for the terrace housing in Lackey Street is late 19th century (1880-1900).

- C3** HCA 37 Lackey Street & Simpson Park, St Peters Heritage Conservation Area has been identified as containing the following streetscapes:
  - a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 37 Lackey Street & Simpson Park, St Peters Heritage Conservation Area include:
  - b. Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- C4** Simpson Park must be retained as open space
- C5** The public open space to the rear of the terraces (accessed via a laneway between terraces at Nos. 35 & 37 Lackey Street) must be retained as open space.

#### 9.25.4 General objectives

- O1** To implement the masterplan to revitalise the uses of the precinct to create a vital mixed use area that complements and supports its neighbourhood setting while establishing a unique and diverse community.
- O2** To ensure design excellence and sustainability are implemented across the precinct as it redevelops.
- O3** To ensure the efficient and orderly development of the precinct.

#### 9.25.5 Masterplan Area (MA 25.1)

- C6** Development within the Precinct must be implemented in accordance with the masterplan as shown in Figure 25.1 and the development controls detailed in this section of the DCP.

**NB** *Other sections of the DCP will also remain relevant for example car parking, accessibility.*

## ILLUSTRATIVE MASTER PLAN

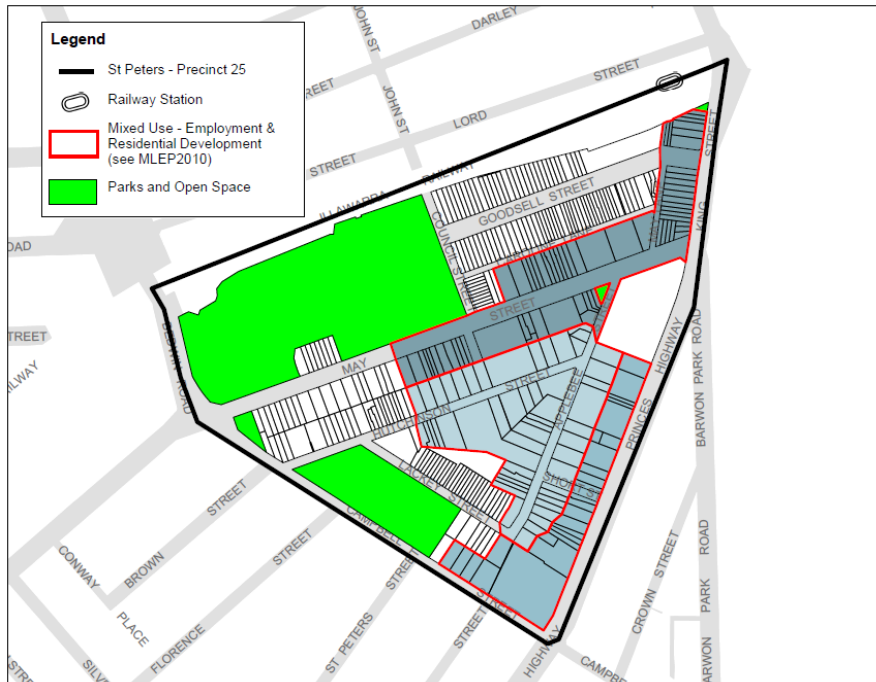


Figure 25.1: St Peters Triangle Precinct masterplan



## 9.25.6 Precinct-specific planning controls

The precinct has specific controls which permit residential development above an employment generating use. The following map provides a simple overview of the areas within the precinct where both residential and employment activities can take place under Inner West LEP 2022 (the colours represent the underlying land use zones).



## 9.25.7 Traffic and access

- C7** Development within the precinct must generally conform to the traffic and access strategy as shown in Figure 25.2.
- C8** The shared zones proposed in Figure 25.2 must be incorporated in new development.
- C9** Additional pedestrian links, in particularly those from Hutchinson Street through to May Street, Camdenville Park and St Peters Rail Station must be created as the precinct redevelops and development applications are lodged.



Figure 25.2: St Peters Triangle masterplan traffic and access strategy

### 9.25.7.1 Traffic and access guidelines

1. Hutchinson Street, Lackey Street, Applebee Street and part of May Lane must be maintained as one-way streets to help minimise traffic and must be altered to create shared zones where the pavement is taken from property line to property line. This allows greater flexibility of use, particularly where sharing between truck and car parking, traffic and bicycle movement and pedestrian activity.
2. Vehicular entry points must generally conform to those shown in Figure 25.2 to encourage the amalgamation of lots and to:
  - i. Limit the number of vehicular crossings along May Street and minimise interference with pedestrians in this new activity spine;
  - ii. Manage vehicular access along the Princes Highway and Campbell Street; and
  - iii. Minimise traffic volumes by providing access to new development via new linkages without the need to travel through Hutchinson or Lackey Streets.



3. Pedestrian entries to buildings must be predominately located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts.
4. To maintain active street frontages and good streetscape design, vehicle entry points must be as narrow as possible (a maximum driveway width of 6 metres is suggested).
5. Adequate separation distances between vehicular entries and street intersections must be planned and incorporated into design proposals.
6. New higher density development requiring car parking should locate parking underground.

**NB** *Council encourages integrated transport solutions and supports low parking provisions close to rail stations and bus stops.*

### 9.25.8 Public domain strategy

**C10** Redevelopment within the precinct must contribute to the achievement of:

- i. Additional pedestrian linkages (as shown on Figures 25.1 and 25.2) to improve connections between the existing and established surrounding residential neighbourhood through to existing public open space and St Peters Rail Station (this includes pedestrian access into and out of the special green site to create a safer environment and the creation of through links to May Street to improve direct walking access to the park and rail station - see Figures 25.6 for further details);
- ii. Public domain enhancements (with improvements to traffic management, footpaths, business frontages and street lighting) particularly along the shared zones and laneways to prioritise walking;
- iii. A green pedestrian corridor which connects the primary school to the rail station from St Peters Street, through Simpson Park, Council Street and Goodsell Street;
- iv. Improved pedestrian routes; and
- v. Opportunities for cyclists along May Lane (the section that runs parallel to the Princes Highway) and Applebee Street as part of a shared zone arrangement.

### **9.25.8.1 Shared zone guidelines**

#### **Key characteristics of a shared zone**

- i. A driver must give way to any pedestrian in the zone;
- ii. Traffic loads are generally less than 500 vehicles per day; and
- iii. Speed limit is 10km/h.

#### **Attributes of a typical share zone**

- i. No definition between pedestrian and vehicular zone;
- ii. No kerblines;
- iii. Change of paving indicates parking areas;
- iv. Low traffic volumes, high pedestrian activity; and
- v. Building uses open towards/spill out onto the zone (for example café tables and chairs).

#### **Application**

- i. Allows greater flexibility for use of road space;
- ii. Loading and parking zones can be defined;
- iii. Ability to introduce street trees;
- iv. Ability to introduce two way bicycle activity;
- v. Supported in principle by Inner West Council; and
- vi. Subject to final RMS approval.



Figure 25.3: Creation of shared zones.

*The series of images illustrate Applebee Street (showing before and after) and how paving continuously between property boundaries gives more room for vehicle parking as well as passing traffic whilst still allowing for landscaping and for pedestrians to share the space.*

**NB** While Council and the RMS have given in-principle support for the shared zone, early approval from Council's Pedestrian, Cyclist and Traffic Calming Advisory Committee will be essential.

### 9.25.9 Site amalgamation

To achieve the objectives of the masterplan, site amalgamations will be required within the precinct. The required amalgamation pattern is provided in Figure 25.4 and is a guide to supporting redevelopment within the building envelopes and height, floor space and built form controls of the masterplan.

#### Objectives

- 04** To encourage redevelopment and increased densities along certain streets within the precinct to support mixed uses comprising residential, light industrial and/or commercial uses of high quality and amenity.
- 05** To enable the height and FSR controls for the precinct to be achieved through site amalgamation.

### Controls

- C11** The redevelopment of allotments must wherever possible conform to the amalgamation pattern in the control diagram in Figure 25.4.
- NB** *Figure 25.4 provides a preferred minimum lot size for redevelopment. In some cases this coincides with a property boundary, indicating that its further subdivision would not be supported; however, it could be amalgamated with an adjoining site.*
- C12** For May Street and Hutchinson Street key amalgamation criteria include:
- Three to six properties for amalgamation;
  - 25 metres to 30 metres of street frontage once amalgamated; and
  - 1,000m<sup>2</sup> to 1,200m<sup>2</sup> in area.
- C13** For the Princes Highway (and Applebee Street) key amalgamation criteria include:
- Amalgamated lot boundaries that correspond with the desired through site links where possible;
  - Dual street frontage of 40 metres to 50 metres once amalgamated; and
  - 2,000m<sup>2</sup> to 4,000m<sup>2</sup> in area.
- C14** Amalgamation of allotments must not result in any adjoining sites being isolated to the extent that it is not possible for development to occur in accordance with the urban design vision for the Masterplan Area.
- C15** Notwithstanding amalgamation provisions within Figure 25.4 land zoned B7 Business Park may be developed without site amalgamation to facilitate small scale live work developments. However, it should be noted that the height and FSR controls within the Masterplan may not be able to be achieved without site amalgamation.
- C16** In order to achieve the maximum built form controls contained in MLEP 2011, properties identified as part of an indicative minimum site amalgamation in Figure 25.4 must be consolidated with all the other properties that form part of that indicative minimum site amalgamation.
- NB** *Height and FSR controls may not be able to be achieved without site amalgamation as indicated in Figure 25.4.*
- NB** *For other areas in the precinct, amalgamation is not necessary. Lower scale, fine grain development is to be retained, and the adaptive reuse of buildings is encouraged to retain the character of the area. This includes some existing larger sites (see Figure 25.4) which are suitable for redevelopment without amalgamation.*



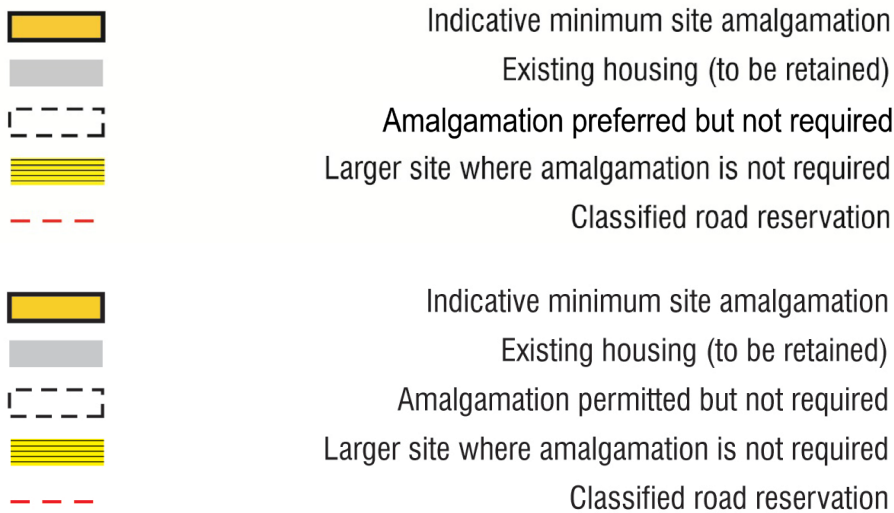
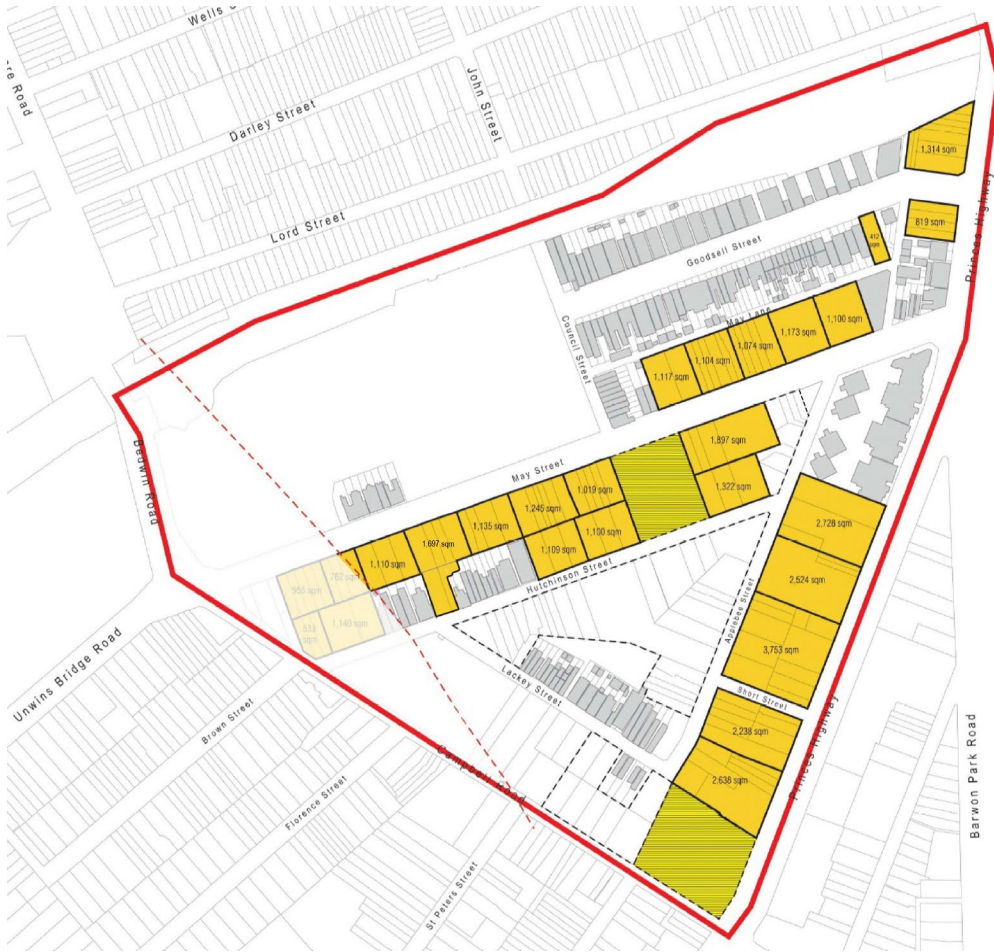


Figure 25.4: Site amalgamation

### 9.25.10 Built form

Building heights, setbacks and articulation influence development to ensure it fits within its desired future context. This context is represented by the masterplan.

The following sections provide controls relevant for those development standards and the achievement of high amenity (both internal and external), provision of open space and a safe, accessible environment.

## 9.25.10.1 Floor space ratio (FSR)

The FSR controls for the precinct have been determined to achieve the desired future built form.

- C17** The maximum FSR for any development must be consistent with the standards prescribed on the MLEP 2011 Floor Space Ratio Map.

## 9.25.10.2 Building height

Building heights are shown in metres on the MLEP 2011 Height of Buildings Map. Heights are shown in storeys in Figure 25.5 for this precinct. This section should be read in conjunction with the prescribed building heights in MLEP 2011 and the indicative street sections in Section 9.25.11.

- C18** The heights of proposed buildings must conform to the controls in Figure 25.5. The height is expressed in number of storeys.
- C19** Building heights must be read in conjunction with the indicative street sections 1, 2 and 3 in Section 9.25.11.

### Guidelines for height controls

Key features of the height controls are:

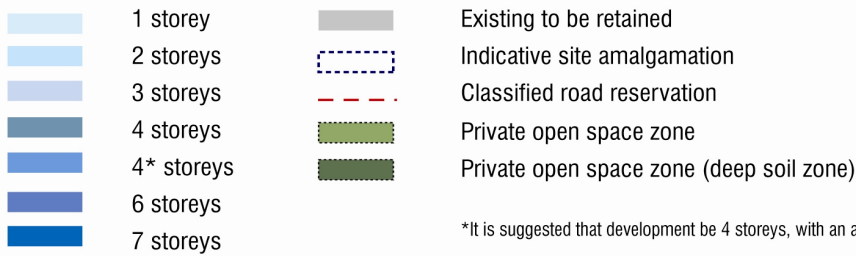
1. Opportunities for greater building height exist along the Princes Highway, particularly towards the rail station. Site frontage and proximity to the Princes Highway provides an opportunity to increase the scale of development without adversely impacting on existing adjacent residential dwellings.
2. Development must respond in part to the existing heritage scale of buildings in the Goodsell Estate Heritage Conservation Area.
3. Development must relate to the surrounding character of residential housing that is to be retained.
4. The transition between taller development and the adjacent lower scaled buildings must be done with development of an intermediate scale.
5. All development must be sited entirely within the building footprint area.

To assist applicants Table 1 provides an equivalent building height (metres) to storey height.

Table 1: Relationship with height in metres with number of storeys

Storeys	Height (m)
Two storeys (with minor third storey)	9.5
Three storeys	14
Four storeys	17
Five storeys	20
Six storeys (applies to pop-up zone and area north of May Street)	23
Seven storeys	26

**NB** *While a maximum building height has been set under MLEP 2011 it does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there will be times when a building height may need to be reduced.*



\*It is suggested that development be 4 storeys, with an additional 2 storeys available in particular locations if certain design criteria are achieved.

Figure 25.5: Height of buildings

### 9.25.10.3 Public domain interface

#### C20

The redevelopment of allotments within the precinct must conform to the control diagram in Figure 25.6 in regards to:

- i. The location of active land uses and frontages at ground level;
- ii. The location of publicly accessible and dedicated pedestrian links;
- iii. Ground setbacks and upper rear setbacks to protect amenity;
- iv. Interface/articulation areas required for new development;
- v. The location and extent of a pop-up zone providing an additional two storeys upon satisfactorily demonstrating appropriate built form outcomes;
- vi. The location and extent of private open space; and

- vii. The location and extent of a new shared road dedication through to May Street.

**NB** *These controls must be read in conjunction with the built form controls shown in Figure 25.7 and the following guidelines. The dimensions are expressed in metres.*

### **Guidelines for buildings and the public domain**

1. Open space must be consolidated in the middle of the block to form useful landscaped spaces for residents (that is, central courtyards).
2. Street setbacks must be reinforced with new street trees and general landscape improvements.
3. New streets, through-site links and nominated breaks in the building form are required where indicated in Figure 25.6 to improve access throughout the precinct and enhance links, particularly to the rail station.
4. All building setbacks as indicated on Figure 25.6 must follow the alignment of streets. Street setbacks must be measured from the street boundary to the outside edge of the building to improve street landscape character.
5. To reduce the apparent scale of a building in relationship to adjacent existing development (character housing), the upper floors must be set back from the lower floors of the building where indicated.
6. Secondary upper level setbacks must reinforce the desired scale of the buildings on the street.
7. To achieve compatibility between existing housing stock (to be retained) and new development, interface zones must be applied to new development to help respond to adjacent housing. This includes built form elements (such as height or facade articulation) and landscape features (planting, fences or walls).
8. Build to lines must be observed where a consistent street edge needs to be reinforced. These build to lines include the articulation zone (balconies, bay windows or shading devices).
9. Street setbacks defined as a percentage of a build to line (for example, 80% build to frontage at street alignment) encourage the modulation of long building facades.
10. To ensure development positively contributes to the public domain and streetscape, development must front onto primary streets, incorporating, where possible, street level active uses. The building design must also avoid the occurrence of long sections of blank walls at the ground level.
11. Development facing through-site links must be built to the street alignment and must acknowledge that those through-site links are active spaces that reflect a continuity of streetscape.
12. Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection and must be integrated with the building design. Awnings will encourage pedestrian activity along streets and, in conjunction with active edges such as retail or commercial frontages, will help support and enhance the vitality of the area.



- |  |  |  |                                   |
|--|--|--|-----------------------------------|
|  | Active frontages (80% build-to frontage at street alignment) |  | Site not included in study        |
|  | 3m Setback (80% build-to)                                    |  | Pop-up zone (6 storeys)*          |
|  | Upper level rear setback 10m above 2nd storey                |  | Interface (articulation required) |
|  | Private open space zone                                      |  | Pedestrian through-site link      |
|  | Private open space zone (deep soil zone)                     |  | Required through-site link        |
|  | Existing building (to be retained)                           |  |                                   |
- \*6 storey height allowed upon satisfactorily demonstrating appropriate built form outcome.

Figure 25.6: Buildings and the public domain

### 9.25.10.4 Internal amenity, private open space and pedestrian links

**C21** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram(s) in Figure 25.7. The dimensions are expressed in metres.

**NB** The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.

**NB** These controls must be read in conjunction with the built form controls in Figure 25.6 and the following guidelines.

### Guidelines for building depth, open space and deep soil zones

1. The depth of buildings (the dimension measured from front to back from the street to the inside of the block) must be restricted to an 18 metres – 22 metres (glass line to glass line) maximum to provide good amenity, cross ventilation, and to limit the bulk of buildings.
2. Building depth must relate to building use. Mixed use commercial buildings, for example, are permitted to have deeper commercial or retail floors. Similarly, residential uses are restricted to a maximum of 18 metres depth to ensure good ventilation.
3. Communal open space should typically be shown behind building envelopes in mid-block locations for the shared use of residents.
4. The provision of open space (of appropriate size and proportion) must be configured and designed to be usable and attractive and to provide a pleasant outlook and amenity.
5. Deep soil zones for mixed use areas must be accommodated where context and site conditions allow. Deep soil zones refer to areas of natural ground where relatively natural soil profiles can be retained within a development. Areas of deep soil must be provided (where indicated) to improve the amenity of developments through the retention and/or planting of large and medium size trees and for stormwater management purposes.



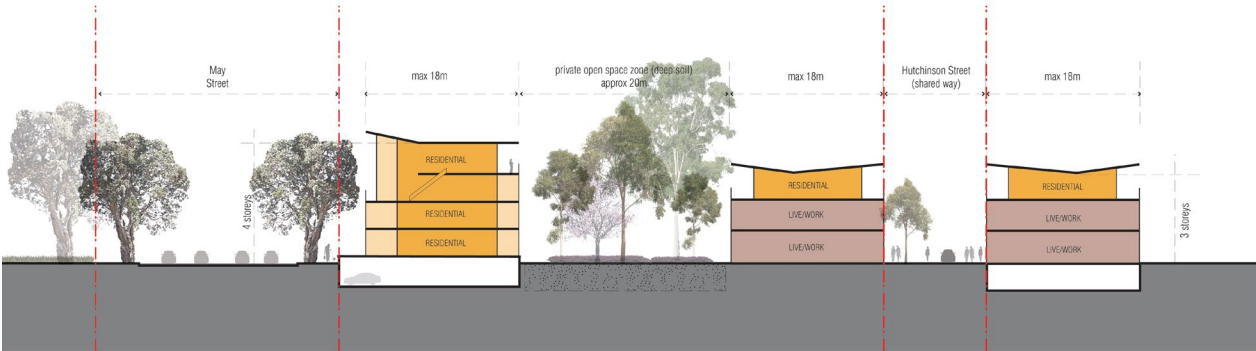
Figure 25.7: Internal amenity, private open space and pedestrian links

### 9.25.10.5 Landmarks and gateways

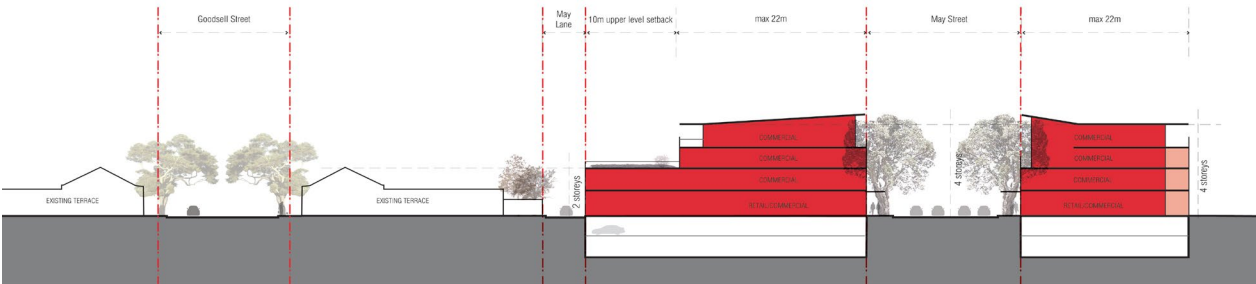
The redevelopment of allotments on the corner of Campbell Street and the Princes Highway and King Street and the Goodsell Street as signature sites must incorporate landmark features.

### 9.25.11 Indicative street sections

The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections indicate what the built form controls are intended to create while acknowledging the existing character of the area.



Street Section 1 – May Street to Hutchinson Street



Street Section 2 – May Lane to May Street





### Street Section 3 – Applebee Street to the Princes Highway

- NB** *Two storey pop-up elements must have a maximum building footprint of 400m<sup>2</sup> (approximately 20 metres x 20 metres). Separation between pop-up elements must be a minimum distance of 20 metres to ensure daylight access, visual privacy and acoustic privacy for residents.*
- NB** *Building separation refers to the distance between balcony to balcony or external wall to external wall.*
- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*