

# 9.26

## STRATEGIC CONTEXT BARWON PARK







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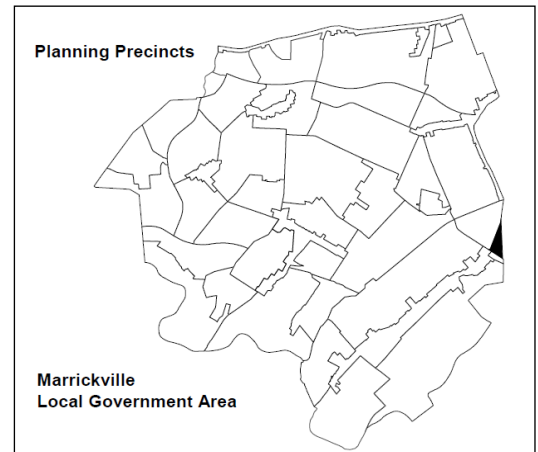
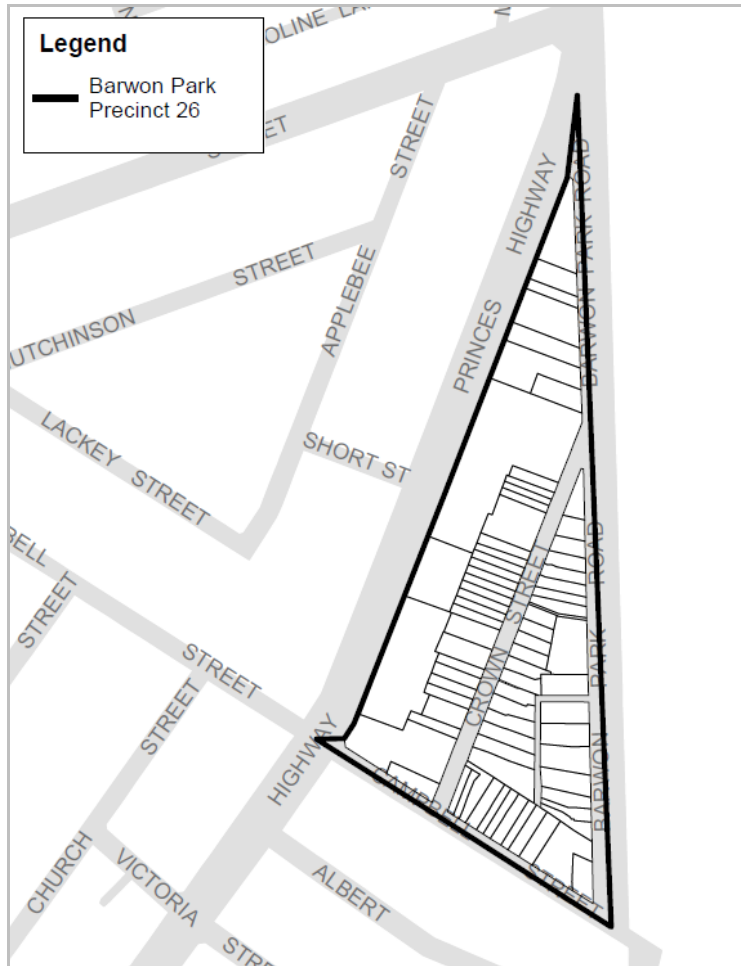




## Part 9 Strategic Context

### 9.26 Barwon Park (Precinct 26)

#### Map of precinct



#### 9.26.1 Existing character

This precinct is located in the eastern part of the the land where this DCP applies within the suburb of St Peters. It is triangular in shape and is bounded by the Princes Highway to the west, Barwon Park Road to the east and Campbell Street to the south.

The pattern of uses within the precinct consists of the remnants of earlier residential use in the area, and light industrial and commercial uses that have evolved over time. This has resulted in a mix of building types and forms. The area is surrounded by a variety of residential, industrial and commercial land uses to the south and west, and is adjacent to the regional open space of Sydney Park to the north and east.

Along the major arterial road of the Princes Highway the larger allotments accommodate various commercial, light industrial and retail uses. In the centre of the block is a more recent mixed use development with a height of four storeys and consisting of residential apartments with retail at ground floor level.

The intersection of the Princes Highway with Barwon Park Road is currently open and highly visible, and presently contains a service station. The intersection with Campbell Street contains an unremarkable building presenting blank facades to both roads.

The land subdivision pattern along Barwon Park Road varies from medium size allotments at the southern end that are industrial or commercial in use, to smaller blocks south of the intersection with Crown Street, some of which are residential and others commercial. The outlook to Sydney Park offers pleasant vistas, although this is interrupted in part by the City of Sydney Council works depot.

Campbell Street is a busy and restricted thoroughfare with frequent truck movements. It is fronted by a mix of residential terraces and villas, and the blank sidewalls of commercial/industrial uses fronting the Princes Highway and Crown Street. The Victorian character of the terraces on the northern side of Campbell Street is intact, although they are generally in a poor state.

The Crown Street streetscape is the most intact of the precinct, consisting of older housing stock on relatively small allotments (albeit with some mixed commercial intrusion) and significant heritage potential.

### 9.26.2 Desired future character

The desired future character of the area is:

1. To allow a diversity of uses including retail, commercial and residential.
2. To utilise the regional open space resource of Sydney Park through encouraging development of residential flat buildings within the precinct and the conversion of existing light industrial buildings and warehouses to residential uses where these are worthy of retention.
3. To create a strong focal identity for the precinct at its northern gateway at the corner of the Princes Highway and Barwon Park Road, through future development consisting of an expressive corner building envelope that takes advantage of the relationship with Sydney Park.
4. To allow and encourage a greater scale of development fronting the Princes Highway and at the northern end of Barwon Park Road, whilst ensuring new development is sympathetic to the low scale character of Crown Street.
5. To retain the historic value and residential character on Crown Street by retaining a primarily lower scale residential street, and encouraging the preservation of the identified period buildings and sympathetic alteration or restoration.
6. To retain the existing Victorian terraces on Campbell Street which are a remnant of the original streetscape, and ensure that new development on this street complements the existing character defined in part by the existing residential terraces, and is complementary in both scale and modelling on larger sites at either end.
7. To ensure that new development at the junction of the Princes Highway with Campbell Street includes buildings that define the street corner.
8. To ensure that ground floor non-residential uses have active fronts facing onto major street frontages to contribute to a vibrant and safe streetscape.
9. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments, particularly where fronting the Princes Highway and Campbell Street.
10. To ensure that the design of future development protects the residential amenity of adjoining and surrounding properties.



11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.

### 9.26.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.26.4 Precinct-specific planning controls

#### 9.26.4.1 Building height

The following maximum height limits relate to the building heights (in metres) and floor space ratio controls set in MLEP 2011.

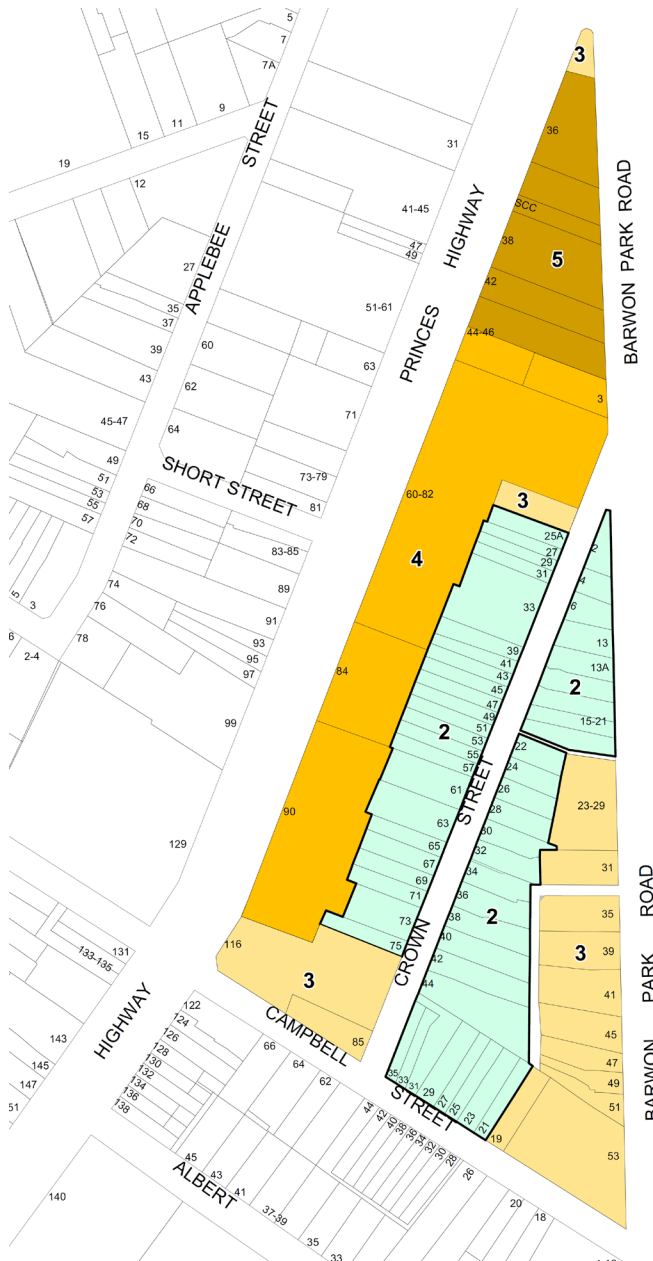
The heights of proposed buildings must conform to the controls in Figure 26.1. The height is expressed in number of storeys.

Five storey buildings fronting the Princes Highway are to have the fifth level and roof (including any open pergolas) set back from the external wall of the floor below by a distance of 3 metres, measured from the building alignment facing the Princes Highway.

#### Guidelines for height controls

1. The permitted building heights provide redevelopment opportunities for larger sites and for sites constrained by environmental factors such as traffic noise and poor ground floor amenity.
2. Opportunities for greater building height exist along the Princes Highway, however the design of new development must respect other buildings for retention. Upper level setbacks are to reinforce the desired scale of the buildings on the street.
3. A larger scale building at the corner of the Princes Highway and Barwon Park Road will help define this acute corner and will signify the northern gateway to the precinct.
4. New development on the Princes Highway should respond in part to the scale and function of existing residential buildings on Crown Street.
5. The transition between taller development and adjacent lower scaled buildings must be done with development of an intermediate scale.

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



**Figure 26.1:** Height limits in the Barwon Park Precinct

### 9.26.4.2 *Public domain interface*

The scale, form and use of buildings contribute to the public domain interface. Figure 26.2 shows how buildings should relate to the public domain.

The redevelopment of allotments within the precinct are to reflect the control diagram in Figure 26.2 in regards to:

- i. Build-to-lines and articulation for new development;
- ii. The location of active land uses and frontages at ground level.

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

1. Build-to-lines should be observed where a consistent street edge needs to be reinforced. These build-to-lines include balconies, bay windows and shading devices.





2. Street setbacks defined as a percentage of a build to line (for example, 80% build-to frontage at street alignment) encourage the modulation of long building facades.
3. To ensure development positively contributes to the public domain and streetscape, development must front onto streets, incorporating, where appropriate, street level active uses. The building design must also avoid the occurrence of long sections of blank walls at ground level.
4. Awnings are encouraged on new development fronting the Princes Highway (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection, and must be integrated with the building design. Awnings will encourage pedestrian activity along streets in conjunction with active edges such as retail or commercial frontages.



Figure 26.2: Public domain interface

## 9.26.4.3 Building form and massing

Along the Princes Highway, the street front portion of the building mass generally must be built to the predominant front building line, which will usually require alignment with the street front boundary (zero front setback) to reinforce a continuous street fronting building edge to the streetscape.

## 9.26.4.4 Boundary setbacks

A rear setback control applies to new development on properties fronting the Princes Highway as shown in Figure 26.3.

No part of any building shall protrude through a height control plane rising at an angle of 30° commencing at an elevation of 4.5 metres above ground level at the rear boundary, as demonstrated in Figure 26.4.



Figure 26.3: Where rear setback control plane is applicable

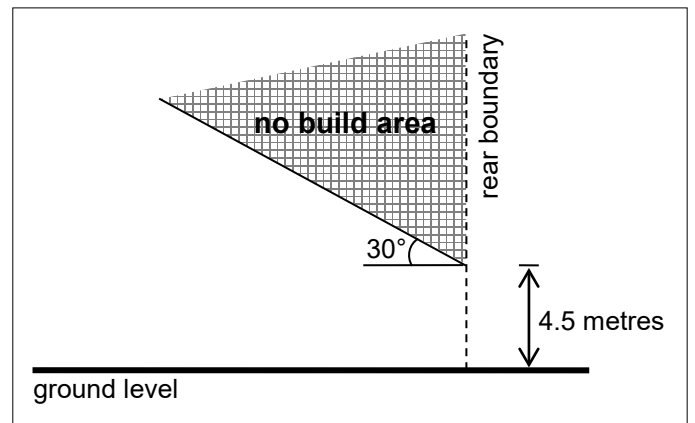


Figure 26.4: Rear setback control (section)



### 9.26.4.5 Buildings of Historical Significance

Figure 26.5 shows buildings of historical significance within the Precinct. Although these are not listed heritage items, they nonetheless signify the historical development of this area. Buildings include the Victorian housing stock on Crown Street and Campbell Street, the two storey Federation building at the northern end of Crown Street and the Art Deco electricity substation on the Princes Highway.



**Figure 26.5:** Buildings of historical significance

Alterations and additions to residential buildings should be in accordance with the design guidelines for period buildings in Part 4 Section 4.1 Low Density Residential Development of this DCP.

Sandstone kerbs in Crown Street should be retained and conserved.

### Guidelines for heritage conservation

1. Retention of the building stock identified in Figure 26.5 is generally encouraged, and should be addressed in any heritage assessment of redevelopment proposals.
2. Retention and replacement of appropriate materials, details and colours of architectural elements to the street facades is encouraged.

#### 9.26.5 Site-specific planning controls

Nil