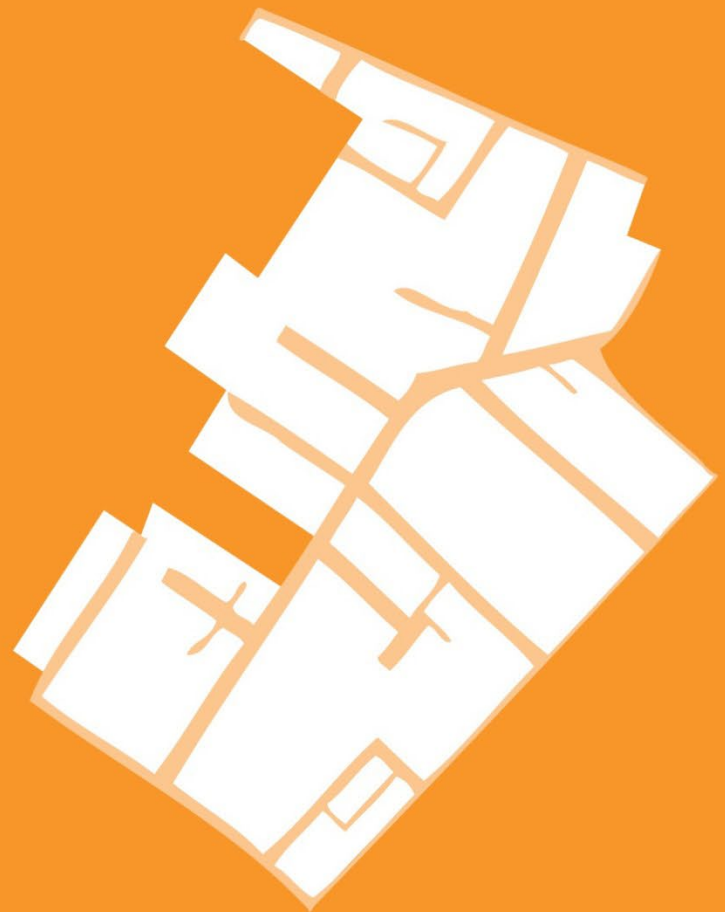


9.47

STRATEGIC CONTEXT VICTORIA ROAD



November 2019

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Part 9 Strategic Context

9.47 Victoria Road (Precinct 47)

9.47.1 Introduction

This section of the Development Control Plan (DCP) establishes a framework to guide development in Precinct 47 – Victoria Road (the precinct).

9.47.1.1 Land to which this section of the DCP applies

This section of the DCP applies to development within the boundary of the precinct as shown in *Figure 1: Land application - Precinct 47 – Victoria Road Precinct, Marrickville*.

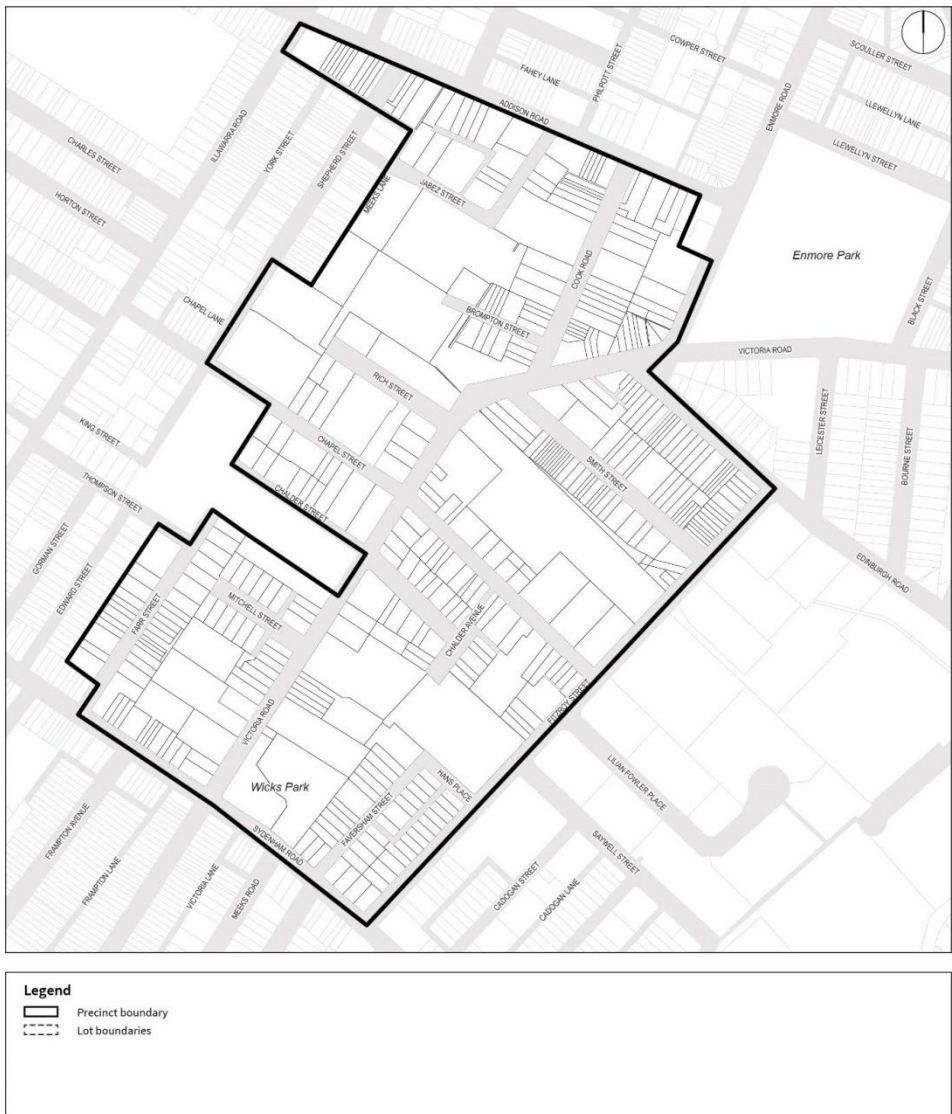


Figure 1: Land application - Precinct 47 – Victoria Road Precinct, Marrickville

9.47.1.2 Aims and objectives of this section of the DCP

The purpose of this section of the DCP is to guide the future development of the precinct by:

1. Identifying the desired future character, development principles, key elements and indicative structure for the future development of the precinct;
2. Communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications;
3. Ensuring the orderly, efficient and environmentally sensitive development of the precinct;
4. Promoting a high-quality urban design outcome;
5. Ensure key infrastructure is delivered for future residents and the community; and
6. Ensure access within the precinct is inclusive by delivering a high quality urban/public domain which is accessible beyond a minimum compliance approach and which caters for equitable, dignified, safe and easy to use access for all. This will take account of the broader needs, circulation and orientation requirements of the planned future significant increase in employees and residents within the precinct.

9.47.1.3 Relationship to other sections of the DCP

This section forms part of the Marrickville Development Control Plan 2011 (Marrickville DCP 2011). It sets out specific controls to guide the future development of the precinct. Development within the precinct will need to have regard to this section of the DCP as well as other relevant provisions in the DCP. In the event of any inconsistency between this section and other sections of the DCP, this section will prevail to the extent of the inconsistency.

(See Figure 2 – Context map – next page)

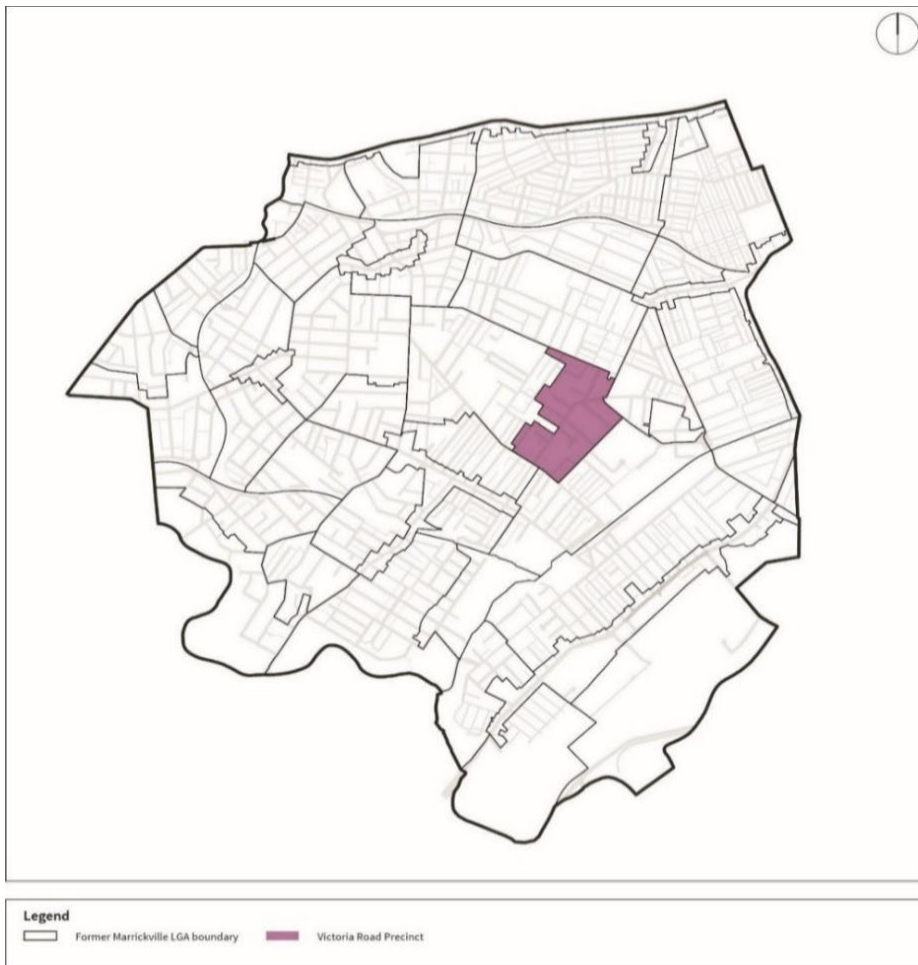


Figure 2: Context map – Precinct 47 – Victoria Road Precinct location within the former Marrickville Local Government Area Boundary

9.47.2 Existing Character

The area is bounded by Addison Road to the north, Fitzroy Street to the east, Sydenham Road to the south and generally by the rear of properties facing Shepherd Street to the west. Victoria Road is the main north to south link through the precinct linking to Enmore Road. A number of east-west links exist, though many are cul-de-sacs used for access and loading bays for industrial sites.

The precinct contains a mixed character, though, overall, it is dominated by industrial land uses. Residential dwelling houses are interspersed between industrial factory units. Business and local retail uses are also located along some of the main roads in the precinct such as Addison Road and Enmore Road. Light industrial uses are located along the northern side of Farr Street that create a buffer for the adjoining residential properties. Other land uses within the precinct include the Marrickville Bowling and Recreation Club and Wicks Park.

The precinct has a very irregular subdivision pattern (as seen in Figure 1). Whilst there are some large industrial sites, many of them have been fragmented into smaller individual industrial sites. Access to many of the industrial sites is provided through rear lanes and cul-de-sacs. The Marrickville Public School is located outside the precinct boundaries but is situated in the middle of the precinct, with long interfaces to the surrounding industrial area.

The building stock within the precinct is mixed. It contains a number of old industrial buildings, some of which have been adapted for modern industrial uses and some of which remain in their original state. Those original buildings are predominantly brick constructions built to the boundary with small openings for vehicles. Some have been rendered and painted with their opening expanded to accommodate modern industrial requirements. There are also some examples of new, modern industrial developments containing a number of tenancies utilising the same access point and providing on-site parking and loading facilities. However, the majority of industrial buildings are older, relatively small and limited in size.

Notwithstanding these constraints, information obtained from Council's Social and Cultural Planning Staff indicates that the current built form of the precinct, presently meets some of the important social and cultural needs of residents and employees of the Inner West. For example, the precinct houses three (3) of the Local Government Area's (LGA) most significant live music venues: the *Red Rattler*, *Marrickville Bowling & Recreation Club*, and the *Factory Theatre*. Furthermore, the relatively lower cost, factory and warehouse spaces that presently exist within the precinct, have for a number of years, provided suitable large, versatile spaces for creative industries within the Inner West, particularly, for potentially large scale work, such as sculpture.

The large number of small industrial sites, however, has led to traffic issues for the precinct. This is less of an issue on sites backing onto cul-de-sacs as it does not impede the flow of traffic. However, traffic conflicts occur between large vehicles accessing industrial sites on streets also catering for through traffic. This is particularly the case where sites are unable to cater for loading and unloading on-site due to their size or configurations. This problem is particularly acute for older industrial sites which tend to be less able to cater for modern vehicles such as large trucks and other delivery vehicles. As a result, large trucks are often forced to stop in the middle of the road for loading and unloading rather than being able to accommodate this function on-site.

The large industrial complexes that were prevalent in the 1960s/1970s no longer exist. Some of the large industrial sites are fragmented into smaller industrial sites. There are a high number of vacant properties in the precinct. The nature of the industrial sites also affects the availability of on-street parking within the precinct. The large number of small industrial sites has resulted in a large number of laybacks on each street. As a result, many on-street parking spaces have been removed, and as a consequence on-street parking is very limited. This is particularly noticeable in streets such as Chapel Street where parking has been provided as a hard stand in front of individual tenancies along the length of the street. This also leads to increased conflict between pedestrians and traffic as vehicles must cross pedestrian footpaths to access parking.

Amenity for pedestrians and cyclists in the precinct is poor, with little permeability, landscaping or public domain improvements within the precinct. Traffic is generally heavy, and conflicts can arise between vehicles, pedestrians and cyclists. Footpaths are narrow, often interrupted by laybacks and are in poor condition. Some efforts towards public domain improvement have been made along Addison Road.

The precinct is well serviced by public transport, with the eastern edge of the precinct being approximately 400 metres from Sydenham Station that will see a significant upgrade in capacity and frequency with the proposed Metro service. Victoria Road is also a major bus route for services to the City and other strategic centres.

The precinct contains one public open space area known as Wicks Park located on the eastern corner of Victoria Road and Sydenham Road. It contains passive and active recreational facilities such as seating, children's play equipment and tennis courts. Other

private recreational facilities contained within the precinct include the Marrickville Bowling and Recreation Club located on the western corner of Sydenham Road and Fitzroy Street.

The precinct does not contain any heritage conservation areas, however, it does contain a number of heritage items relating to the industrial and social history of the precinct. The range of industrial buildings in the precinct illustrates how industrial requirements have changed over time.

9.47.3 Desired Future Character

The vision for the Victoria Road Precinct is to support the long-term transition of the precinct into a vibrant, and sustainable mixed-use area, that provides interesting and appropriate new built forms in the precinct. The vision also includes public accessible spaces such as new footpaths, high-quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a desirable place to work and live.

Victoria Road will be an active mixed-use corridor and the heart of the precinct, providing a connection between the established village centres of King Street, Newtown (to the north of the precinct) and Marrickville Road, Marrickville (to the south). The commercial corridor will achieve this through built form and design measures that will give a distinctive identity to the neighbourhood by providing a strong edge to the public domain.

New, higher density residential areas will be established in areas near existing residential areas and open space which will ensure dwellings are co-located near compatible uses with higher amenity.

Mixed uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and front open spaces will assist in increasing activity levels and pedestrian traffic in the area. Showrooms will enhance and develop the theme of home improvement offerings and complement existing retail centres. New opportunities will be created for commercial and office uses, particularly in the northern part of the precinct.

New shared zones and publicly accessible open space will improve permeability within the precinct and in certain locations, will become the focus of activity with non-residential uses on the ground floor. To further encourage pedestrian activity within the precinct, improvement to the streetscape, public domain landscaping and design of ground floor uses will provide a high-quality domain, encouraging greater pedestrian traffic and active ground floor uses, that open towards and spill out onto the public domain (such as café tables and chairs) and which results in a lively, attractive and activated streetscape. Active transport within the precinct will be encouraged through new on-road cycle routes and new publicly accessible open space within the precinct that will link with the existing cycle network within the surrounding area.

The desired future character for the precinct is:

1. To create an active commercial corridor of high-quality urban design along Victoria Road by encouraging active ground floor commercial uses such as cafes, small retail opportunities; boutique retail showrooms; and professional business spaces which are accessible to all persons.
2. To integrate urban and architectural design excellence and sustainability in the precinct to provide an environment that encourages sustainable living for all residents.

3. To enhance existing streets and incorporate new shared zones to encourage pedestrian activity.
4. To support the creation of new roads; shared zones; and vehicular accessways to enhance permeability; to increase the connectivity between each sub-precinct; and to provide opportunities for vehicular access to development sites, other than via direct access to Victoria and Sydenham Roads within the precinct.
5. To enhance the streetscape by incorporating sustainable design such as green streets and pathways throughout the precinct that form part of a wider green network connecting local activities, parks, public spaces and schools and which provide opportunities for incidental, casual social interaction amongst employee, residents and visitors.
6. To enable a broader mix of businesses that meets the requirements of the local employment profile and changing demographics of the Inner West Local Government Area.
7. To foster the transition of industrial uses to cleaner and modern, light and creative industries to improve the amenity of the precinct, while retaining employment opportunities.
8. To create a vibrant hub for Marrickville's creative industries (including live music venues) that complements the existing arts and cultural premises in the Chapel Street Sub-precinct and other parts of the precinct, as well as the proposed Sydenham Station Creative Hub in the adjacent precinct.
9. To create a liveable residential environment within the Victoria Road Precinct with inclusive access for all residents to the new Victoria Road Commercial Corridor, transport, and existing and new amenity areas.
10. To ensure that higher density developments, within the precinct, demonstrate good urban design and environmental sustainability for occupants of those developments.
11. To encourage the conversion of existing warehouses and other industrial buildings, where appropriate, and to support the creation of a hub within the Chapel Street Sub-precinct for home renovation and food production businesses, that promotes active or display ground floor uses such as ancillary showrooms and cafes.
12. To develop architectural design excellence for new buildings within the precinct which adopt design cues, where appropriate, from existing industrial buildings that are likely to be retained and re-used.
13. To provide significant housing and employment spaces for Sydney, within the precinct, while balancing the impacts on surrounding lower density residential properties.
14. To ensure the provision of a high level of residential amenity for development within the precinct and to mitigate any impacts on the residential amenity of adjoining and surrounding properties.
15. To ensure the interface between potential conflicting land uses are managed appropriately through design and siting measures.
16. To support the upgrade of existing parks and the provision of new publicly accessible open spaces, located on private land, to provide useful open space and landscaped areas.
17. To ensure development within the precinct is compatible with the operations of Sydney Airport.

9.47.4 Sub-Precincts

The precinct is divided into a number of sub-precincts as shown in *Figure 3: Sub-precincts*.

These sub-precincts are as follows:

1. Victoria Road Corridor Sub-precinct;
2. Timber Yards Sub-precinct;
3. Wicks Park Sub-precinct;
4. Chapel Street Sub-precinct;
5. Cook Road Sub-precinct; and
6. Fitzroy Street Sub-precinct.

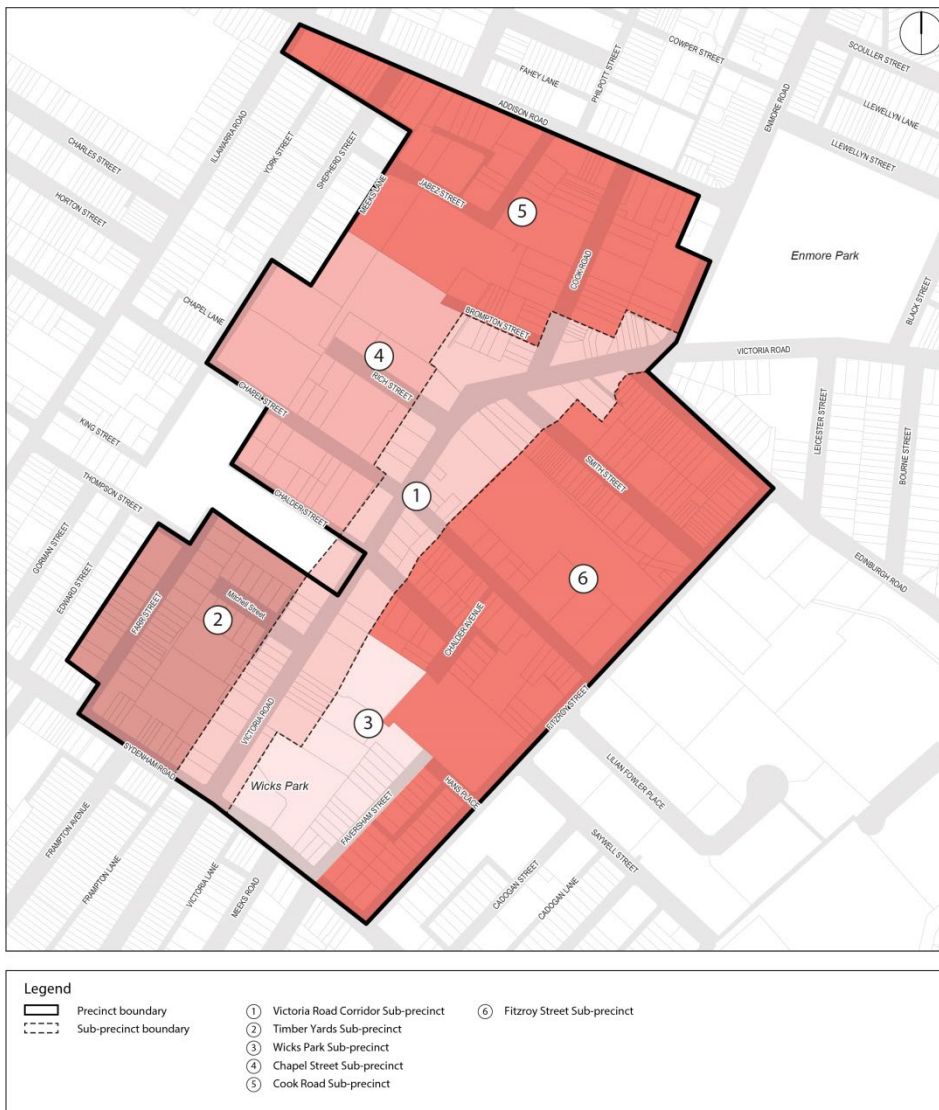


Figure 3: Sub-precincts

The development intent for each of these sub-precincts is outlined below.

1. Victoria Road Corridor Sub-precinct:

The Victoria Road Corridor Sub-precinct covers areas fronting Victoria Road. It is proposed to evolve into a main commercial spine comprising commercial, showroom, retail and other non-residential uses featuring well-designed built forms that have a

sensitive interface with a high-quality public domain featuring new footpaths; additional pedestrian activation areas on private land located adjacent to existing footpaths; street trees; and other street furniture; such as bicycle hoops. This will create a pleasant and inviting environment to foster greater pedestrian and commercial activity along Victoria Road.

Areas south of Chalder Street within the sub-precinct will transition into a new vibrant mix of ground floor non-residential uses, and residential uses on the upper levels where noise affectation from the operation of Sydney Airport is less prevalent. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. That mix of uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Where noise-generation from existing flight paths across the precinct make it inappropriate for residential uses, non-sensitive uses such as office space, ground floor showrooms will be implemented in order to support activation along the corridor.

2. Timber Yards Sub-precinct:

The Timber Yards Sub-precinct will be a new residential area that will support the function of the Victoria Road Corridor Sub-precinct, interconnecting with the proposed mixed-use areas along Victoria Road. Built form will transition in height, being predominantly 3-7 storeys along the periphery with opportunities for taller buildings in the central area of the sub-precinct to minimise amenity impacts to adjoining low density residential areas. Siting and design measures will also be required for taller building elements to minimise residential amenity impacts from the operation of Sydney Airport.

Additional footpaths within the sub-precinct will add to the vibrancy of the area, increasing pedestrian activity and connections to the Victoria Road Corridor Sub-precinct.

3. Wicks Park Sub-precinct

The Wicks Park Sub-precinct will comprise of a mixed-use area that will be characterised by non-residential ground floors with residential above, whilst a business development zone will encourage new enterprises and creative uses along Faversham Street.

The sub-precinct will also support the function of the commercial corridor along Victoria Road while maximising amenity opportunities from Wicks Park. Streetscape and street network improvements will directly link to Victoria Road, enhancing the permeability of the sub-precinct, and supporting the ongoing function of the Victoria Road Commercial Corridor. The extension of Hans Place to Victoria Road will be a shared zone that will provide a key pedestrian link from the Creative Hub Precinct to the Victoria Road Commercial Corridor, with the opportunity for active uses such as cafes; studios; boutique showrooms; and smaller retail opportunities.

The sub-precinct will focus higher density residential along the northern edge of Wicks Park and maximise high visual amenity provided by the open space area. Whilst ground floor non-residential uses, with an interface to Wicks Park, will address this open space area in order to promote greater pedestrian amenity and activity. To minimise potential land use conflicts with the existing industrial area to the east, and noise and vibration affectation from the operation of Sydney Airport, transitional business development uses will be integrated along Faversham Street or within the ANEF 30 area.

4. **Chapel Street Sub-precinct:**

The Chapel Street Sub-precinct is a transitional area that will provide a buffer between the heavy industries to the east, and the commercial strip along Victoria Road. The sub-precinct will encourage modern forms of light industrial uses that will minimise the land use conflicts between surrounding uses. This will enable the sub-precinct to progressively evolve to cater for more modern employment industries whilst minimising potential land use conflicts.

5. **Cook Road Sub-precinct:**

The Cook Road Sub-precinct will continue to support a diverse range of uses including: light and heavy industrial uses; urban services; and entertainment and creative industries. Business and local retail uses are also located along Addison Road and Enmore Road. The desired future character for this sub-precinct aims to retain these uses, which will be important to support a variety of activities within the Victoria Road Precinct, especially as other sub-precincts begin to evolve. The established fig trees along Jabez Street and Meeks Lane will be maintained and enhanced to provide an essential urban tree canopy in this highly urbanised location.

6. **Fitzroy Street Sub-precinct:**

The Fitzroy Street Sub-precinct will continue to support the Inner West Council's industrial and urban services functions. Given the constraints of the sub-precinct, such as flooding and aircraft noise, the location will continue to support a range of industrial and warehouse land uses that will be compatible with the operations of Sydney Airport and Port Botany. The sub-precinct will also be a location to accommodate urban services that will support new residents of the Victoria Road Precinct and the wider local government area.

9.47.5 **Indicative Masterplan**

Development is to be generally consistent with the key elements in *Figure 4: Indicative Masterplan*.

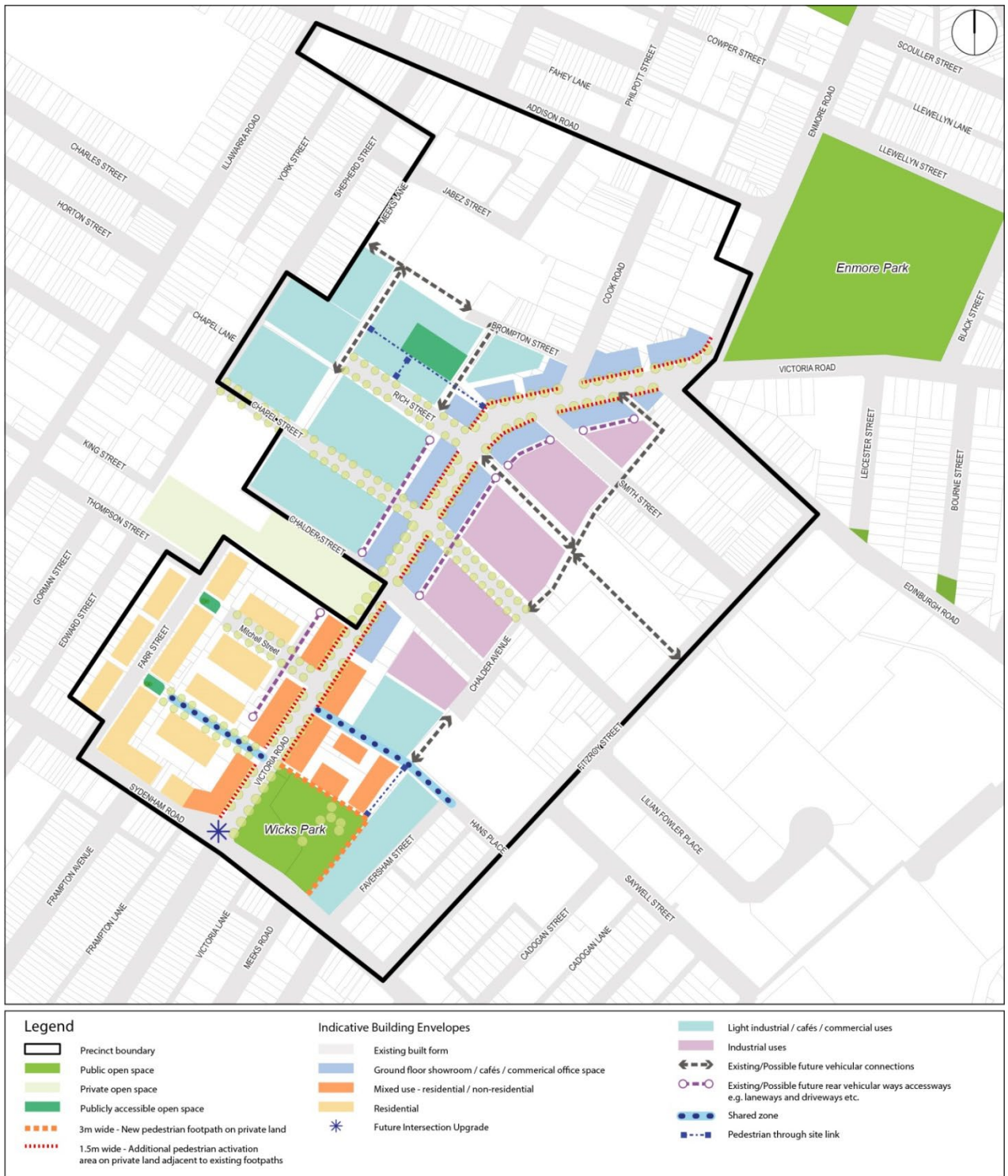


Figure 4: Indicative Masterplan

Objective

- O1** To implement the *Indicative Masterplan* and create a vibrant mix of uses within a scale and density that complements surrounding centres and neighbourhoods and supports the desired future character of the Victoria Road Precinct.

Control

- C1** Development within the precinct is to be undertaken generally in accordance with the *Indicative Masterplan* as shown in Figure 4.

NB *Variations to the location and layout of certain elements of this Indicative Masterplan such as proposed shared zones, vehicular accessways and building layouts may be considered by the consent authority.*

9.47.6 Form of Redevelopment Sites

9.47.6.1 Background

The precinct contains a diversity of lots in terms of their configuration and sizes which includes narrow, deep and wide lots. This range of configurations has the potential to create difficulties for the redevelopment of some individual lots within the precinct with regard to achieving:

- Acceptable amenity;
- Satisfactory vehicular access;
- Achieving the height of building for the Floor Space Ratio (FSR) for each land use zone; and
- Achieving the delivery of the required infrastructure on private lands identified within the *Indicative Masterplan*.

Although a mandated property amalgamation scheme does not form part of this DCP, objectives and controls have been included below, on the *form of redevelopment sites*, to ensure that the vision for the precinct can be achieved in the future.

9.47.6.2 Form of Redevelopment Site Controls

Objectives

- O2** To support the implementation of the vision for the precinct by requiring, where necessary, the amalgamation of properties into larger redevelopment sites, on a case by case basis.
- O3** To ensure redevelopment sites are of a suitable size and shape to enable high density residential and mixed use forms within the precinct can achieve high amenity and architectural quality.
- O4** To ensure that smaller allotments of land are not isolated leaving them unable to develop in accordance with the masterplan and provide for and deliver on key infrastructure required on private land.
- O5** To maximise vehicular access to sites within the precinct that are susceptible to flooding and stormwater inundation.

Controls

- C2** The redevelopment of lots shall be undertaken in a way that facilitates the implementation of the vision for the precinct. (In some cases this may necessitate the amalgamation of smaller properties). Any required amalgamation of sites shall be made in such a way as to align with a fair and reasonable delivery of required infrastructure located on private land as shown on the *Indicative Masterplan*. This includes the delivery of the proposed shared zones; proposed publicly accessible open space; new footpaths on private land; and the proposed additional pedestrian activation areas.
- C3** Development must not be undertaken in a way that causes adjacent sites or any other lots in the locality to be isolated in any way and therefore unable to achieve the vision of the *Indicative Masterplan*.
- C4** Where practicable, and with the exception of the proposed shared zones, development sites fronting Victoria and Sydenham Roads are required to obtain vehicular access to their properties, other than via these roads.
- C5** Development sites bounded by Cook Road; Victoria and Enmore Roads are required to demonstrate how vehicular access (other than via Victoria and Enmore Roads) can be readily achieved, as part of their redevelopment proposal for any allotment within this specific locality.
- C6** Where the opportunity exists, preference is to be given to the location of new vehicular access points on redevelopment sites where their exposure to flood risk is minimised.

9.47.7 Movement Network

9.47.7.1 General

Objectives

- O6** To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling.
- O7** To ensure new vehicular accessways e.g. laneways and shared zones are integrated with the surrounding street network, in particular, within the Timber Yards and Wicks Park Sub-precincts and establish a clear and legible street hierarchy interconnecting with Victoria Road.
- O8** To ensure vehicular accessways and shared zones are designed and constructed to a high standard and provide a high level of comfort, amenity and safety.
- O9** To support the delivery of identified road and intersection upgrades.
- O10** To provide a comfortable and attractive environment for pedestrians and cyclists by enhancing pedestrian and cyclist connections to surrounding commercial precincts, including Addison Road and Marrickville Road.
- O11** To ensure buildings and surrounding spaces and the public movement network is accessible to all persons including those with accessibility restrictions.
- O12** To create shared zones that act as vibrant spaces.
- O13** To improve connectivity and circulation within the precinct and to local activities, such as: parks, public spaces and schools.

- O14** To ensure that any identified movement network works located on private land e.g. pedestrian activation areas; through site links; vehicular accessways and shared zones are delivered in conjunction with development applications for the redevelopment of the precinct.
- O15** To provide for increased pedestrian activity on Victoria Road adjacent to the existing footpath area by requiring a 1.5 metre pedestrian activation area (setback for pedestrian use) on certain private land in the Victoria Road Corridor Sub – precinct.

Controls

- C7** Development within the Victoria Road Precinct should be generally consistent with *Figure 5: Movement network plan and Table 1: Vehicular and pedestrian network characteristics*.
- C8** Development within the precinct should also be consistent with any traffic and transport infrastructure works listed in *Appendix B – Marrickville Contributions Plan 2014 – Victoria Road Precinct, Marrickville (Sub-Plan)*.
- C9** Where required to be provided by this Development Control Plan (DCP), traffic and transport infrastructure and publicly accessible open space located on or adjacent* to private land is to be provided as part of the redevelopment of that land. **NB In this regard, development sites located adjacent to proposed publicly accessible open space will have a responsibility to share in the delivery of a fair and reasonable proportion, or all of the subject facility, depending on the circumstances of the case.*
- C10** Council will consider alternative solutions to the delivery of each individual piece of infrastructure (publicly accessible open space; through site links; vehicular accessways; and shared zones) subject to:
 - i. No cost to Council; and
 - ii. Satisfying the objectives of the DCP.
- C11** Development that includes publicly accessible open space on private land may be permitted to utilise these publicly accessible facilities towards the communal open space requirements of their development. However, no transfer of communal open space credits will be permitted between developments.
- C12** The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain.
- C13** Adequate separation between vehicular entry points is to be provided on development sites to minimise impact on streetscape design and pedestrian amenity.
- C14** Where practicable, with the exception of the proposed shared zones, developments fronting Victoria Road and Sydenham Road should seek to have no vehicle access entry points from or to Victoria Road and Sydenham Road.
- C15** Any pedestrian activation area or new footpaths located on private land that applicants may seek to dedicate to Council in the future, shall have no basements encroaching upon that portion of land.
- C16** Street furniture is to be provided and includes a high-quality, durable and co-ordinated selection of:
 - i. paving;
 - ii. seating;
 - iii. rubbish bins; and

- iv. signage.
- C17** Pedestrian paths:
- i. are to be provided on both sides of existing and proposed streets identified in *Figure 5: Movement network map*;
 - ii. are to be clearly distinguished from vehicle accessways;
 - iii. are to be designed to maximise safety for pedestrians within shared zones; and
 - iv. are well-lit to safety standards.
- C18** Safe and legible cycle routes are to be incorporated throughout the precinct which connect to existing cycle routes within the surrounding area.

Table 1: Vehicular and Pedestrian Network Characteristics

| Type | Reservation Width | Lane Width | | Footpath Zone / Pedestrian Lane | Street Tree Planting (Green link) |
|-------------------|-------------------|------------------------|---------|---------------------------------|-----------------------------------|
| | | Traffic Lane | Parking | | |
| Victoria Road | 21m | 6m (two-way) | 3m | 3m | 1.5m |
| Local street | 11.5m - 20.5m | 6m - 9.5m (two-way) | 3m | 2.5m | 1.5m |
| Shared zone | 6m - 18m | 6m | 3m | 1-3m | N/A |
| Laneway | 6m – 12m* | 6m – 12m* | N/A | N/A | N/A |
| Through site link | 5m | N/A | N/A | 5m | N/A |

***NB** The wider laneway option will only be permitted/supported where it can be established that a wider laneway is in keeping with the vision and urban design objectives for the precinct, contained within this DCP.

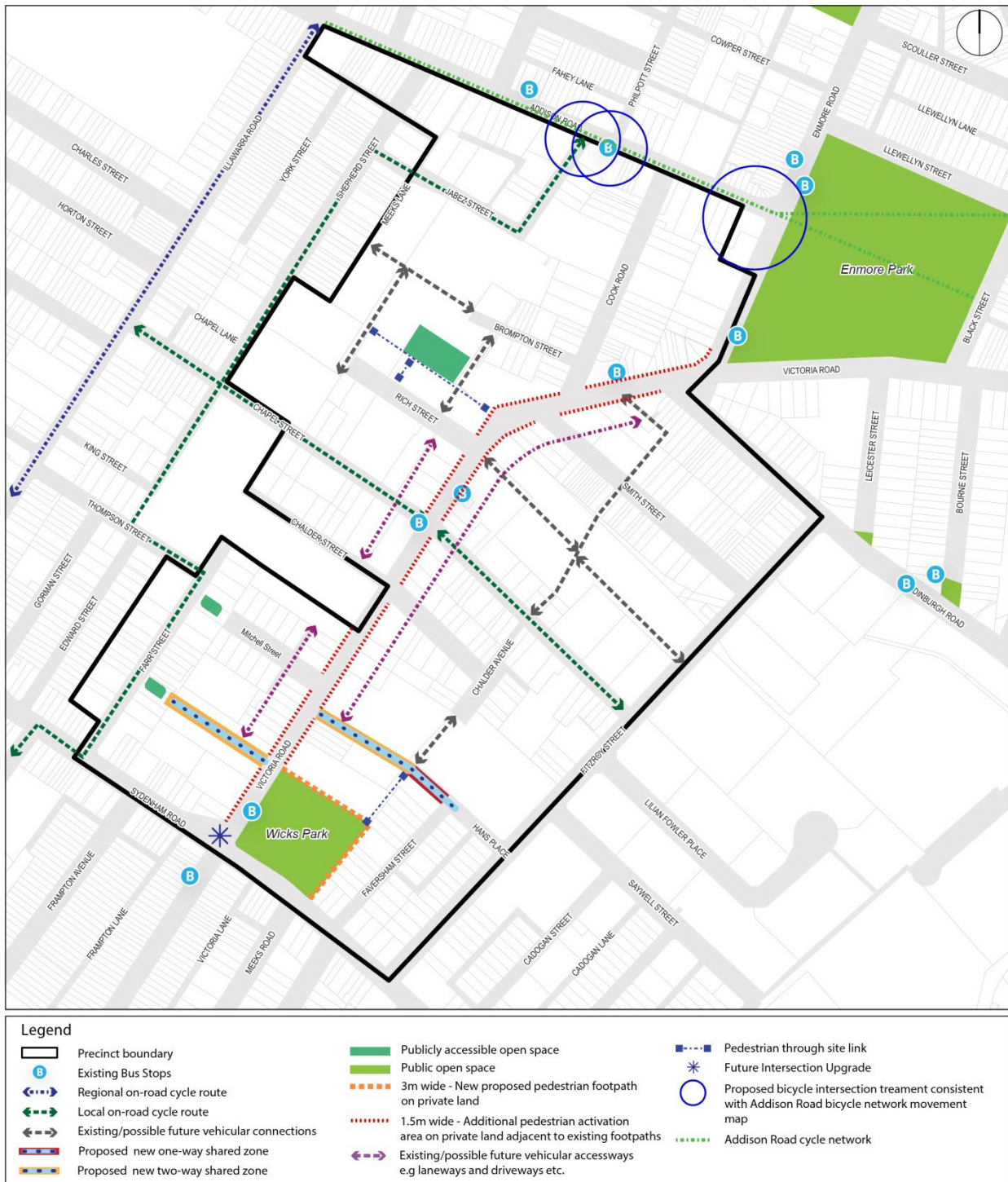


Figure 5: Movement network map

9.47.7.2 Shared zones and traffic infrastructure

Objectives

- O16** To create a pedestrian friendly space in the form of shared zones within the Timber Yards and Wicks Park Sub-precincts.
- O17** To provide opportunities for street activities and leisure (such as outdoor café spaces) at the end of the shared space towards Victoria Road.
- O18** To ensure that the street network provides a high level of amenity and safety for all users.

- O19** To support the creation of, where practicable, alternative vehicular access to properties fronting Victoria Road and Sydenham Road other than via direct driveway access to these roads within the precinct.

Controls

- C19** The location of the proposed new shared zones is to be generally in accordance with the Figure 5: *Movement network map*.
- C20** Shared zones are to generally conform with Table 2: *Shared zone characteristics below*:

Table 2: Shared zone characteristics

| Type | Key Characteristics | Guidelines |
|-------------|---|--|
| Shared zone | <p>A driver must give way to any pedestrian in the zone.</p> <p>Traffic loads are generally less than 500 vehicles per day.</p> <p>Speed limit is 10km/h.</p> | <p>No definition between pedestrian and vehicular zone.</p> <p>No kerblines.</p> <p>Change of paving indicates parking areas.</p> <p>Low traffic volumes, high pedestrian activity.</p> <p>Prioritise pedestrian and cycle movements and to facilitate local vehicular access.</p> <p>Active ground floor uses open towards/spill out onto the zone (such as cafe tables and chairs).</p> <p>Greater flexibility for use of road space.</p> <p>Defined loading and parking zones.</p> <p>Ability to introduce street trees.</p> <p>Where shared zones are proposed on a cul-de-sac, a turning point is to be provided for adequate vehicular movement.</p> |

9.47.7.3 Green links

Objectives

- O20** To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.
- O21** To create green links and pathways that form part of a wider green network that connects commercial areas, parks, public spaces and schools.
- O22** To provide a public domain that supports a habitat for local wildlife, reduces the urban heat island effect, manages stormwater and makes active transport more attractive.
- O23** To improve permeability and connections between key areas within the precinct.

Controls

- C21** Development is to incorporate green links generally in accordance with Table 3: *Green link characteristics*.

Table 3: Green link characteristics

| Type | Guidelines |
|-------------|--|
| Green links | <p>Footpaths are to allow adequate space for the planting of street trees.</p> <p>New street trees are aligned along existing and proposed footpaths and shared zones.</p> <p>Street trees are to be planted in a co-ordinated, regularly spaced manner.</p> <p>The proposed species of street trees are to be in accordance with Council's Street Tree Master Plan.</p> <p>Deep soil verges are to be provided as part of any street tree planting for infiltration of stormwater.</p> <p>Street trees provide shade and enhance the level of thermal comfort within the public domain.</p> |

9.47.7.4 Indicative street sections

The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections illustrate the intended future-built form outcomes for each street while acknowledging the existing character of the area. Building heights align with the relevant Local Environmental Plan (LEP) height limits for the precinct. It is noted that in some instances building heights shown in Figures 6-14 may not be reached, due to the need to comply with other planning requirements.

(See Figure 6 – Indicative street sections – next page)



Figure 6: Indicative street section locations – Refer also to Figures 7-14 below

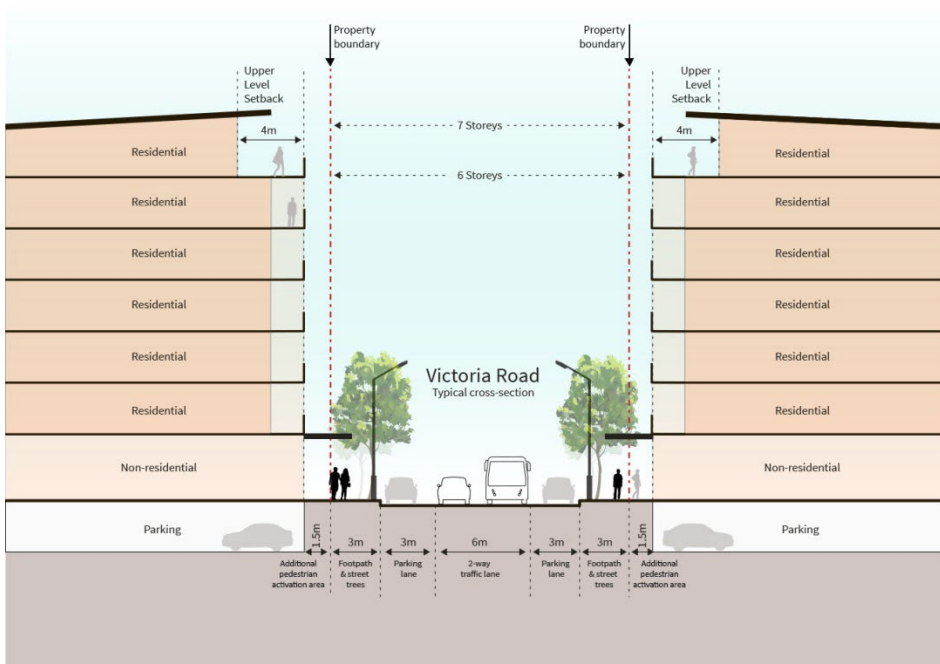


Figure 7: Street section 1 - Victoria Road (B4 Mixed-Use zone)

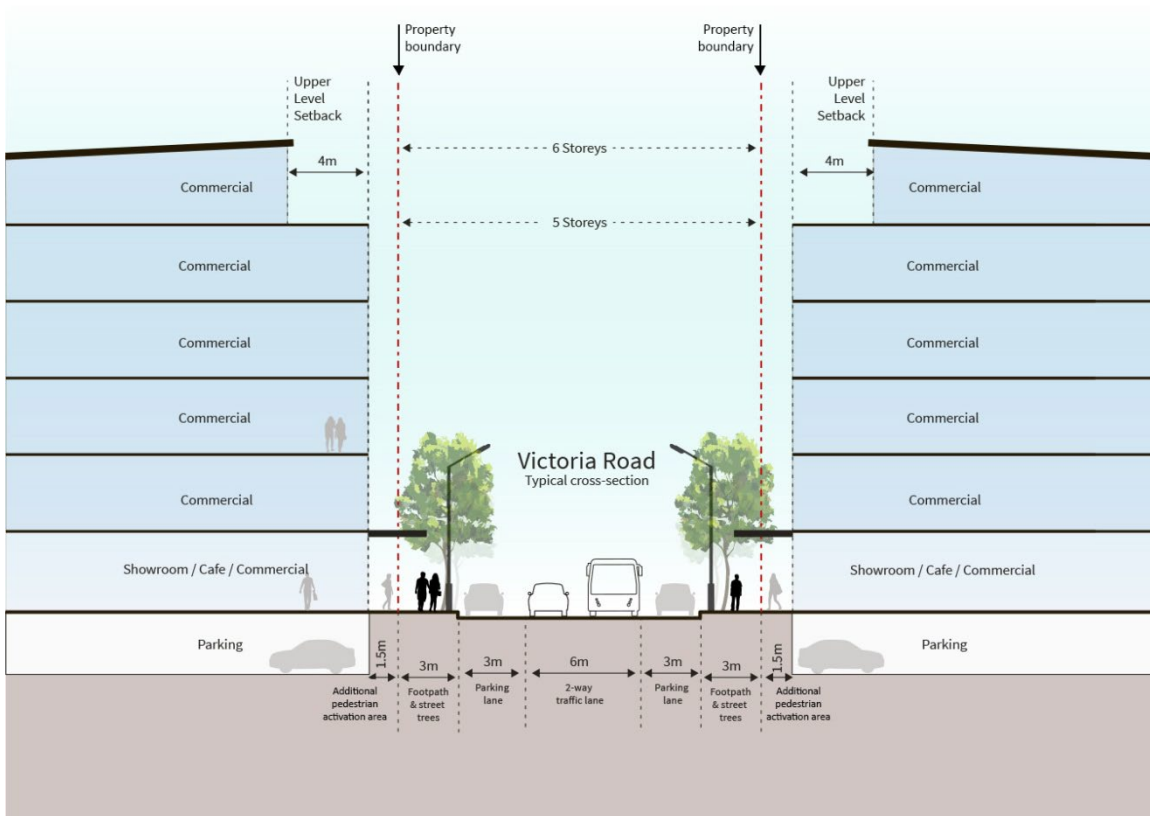


Figure 8: Street section 2 - Victoria Road (B5 Business Development zone)

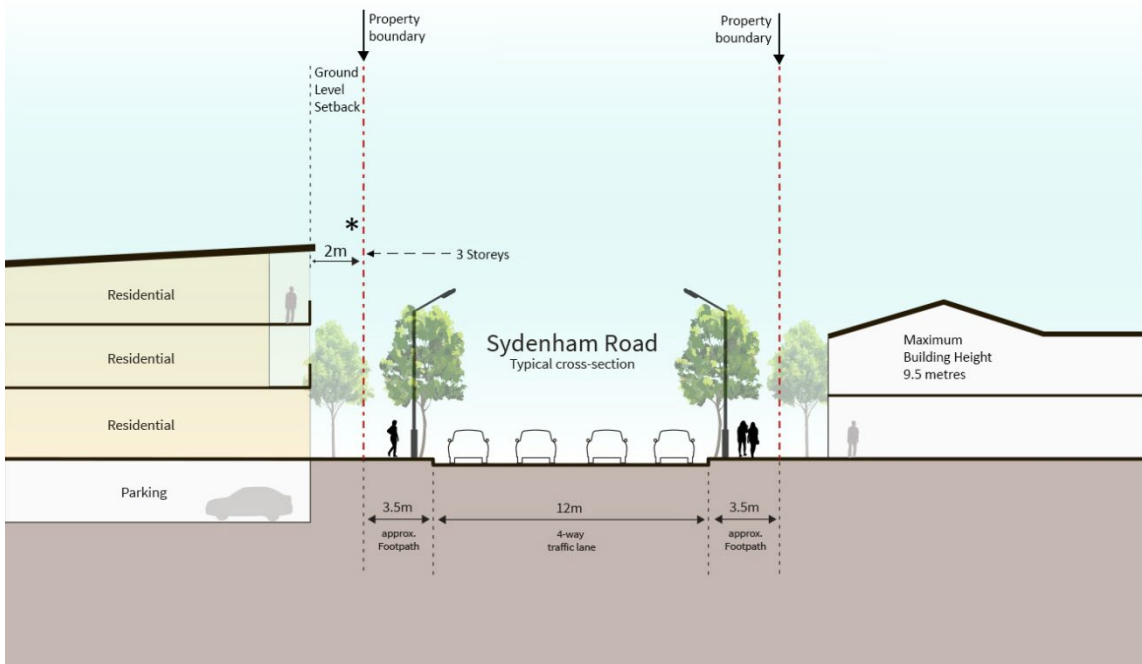


Figure 9: Street section 3 - Sydenham Road

*NB 2 metre front setback or existing predominant setback – refer also to Figure 16 – Ground and upper level setbacks map.

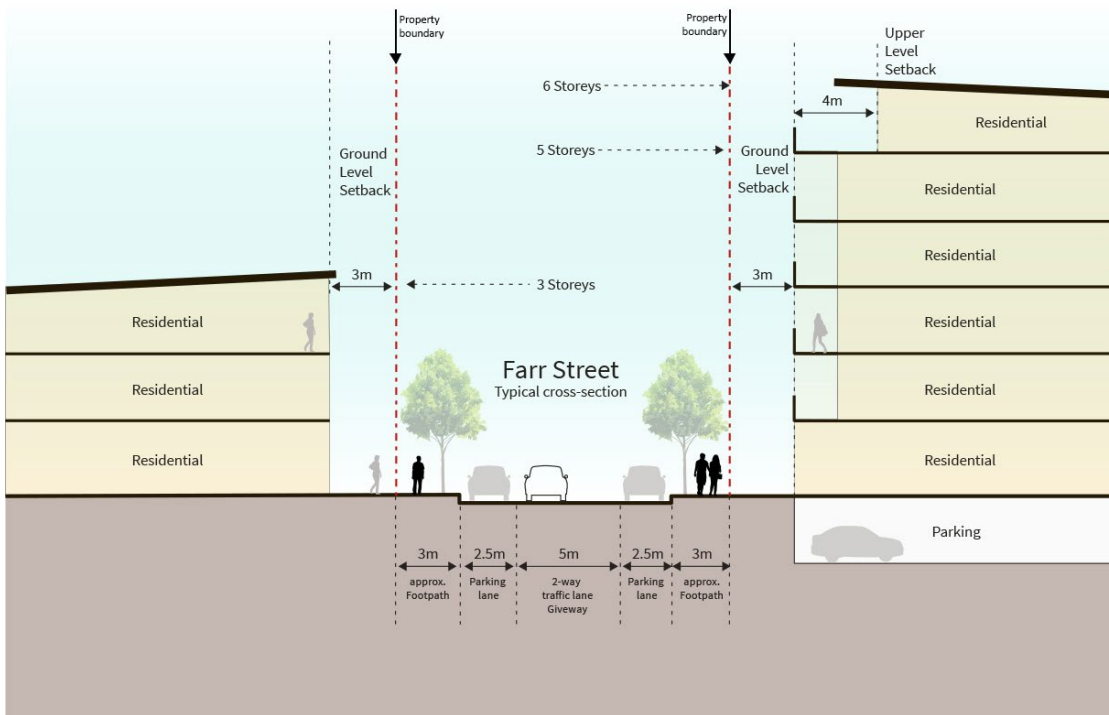


Figure 10: Street section 4 - Farr Street

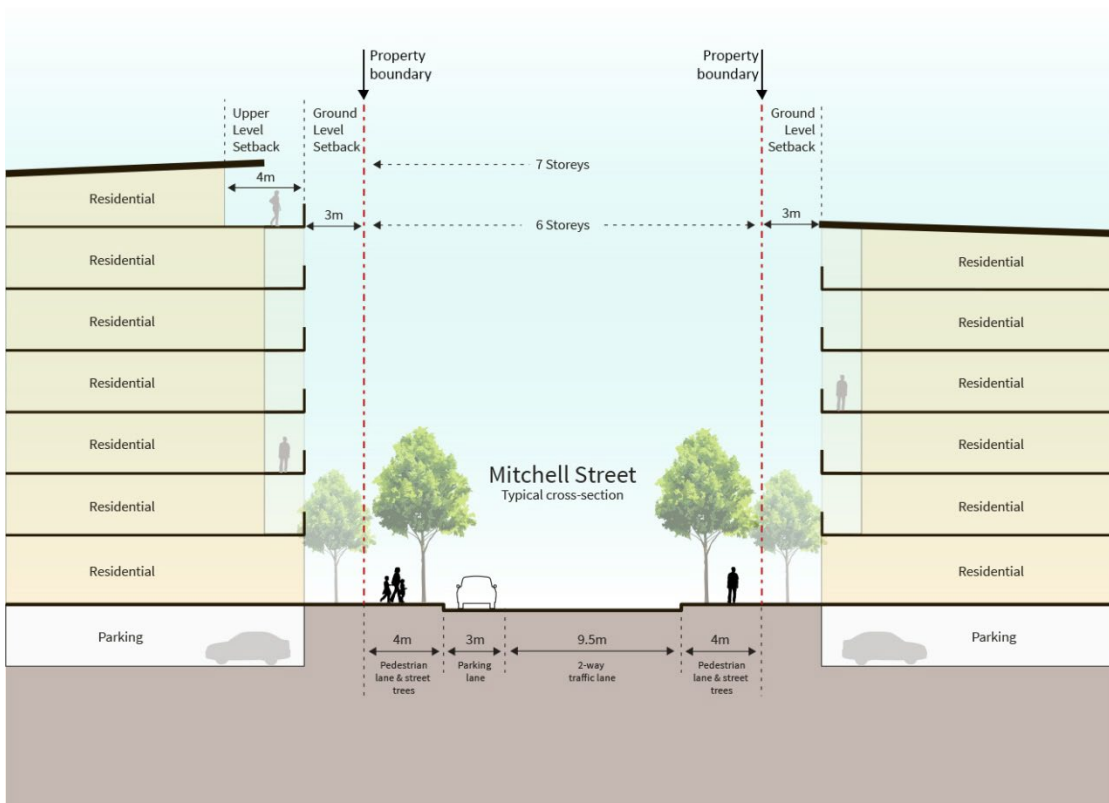


Figure 11: Street section 5 - Mitchell Street

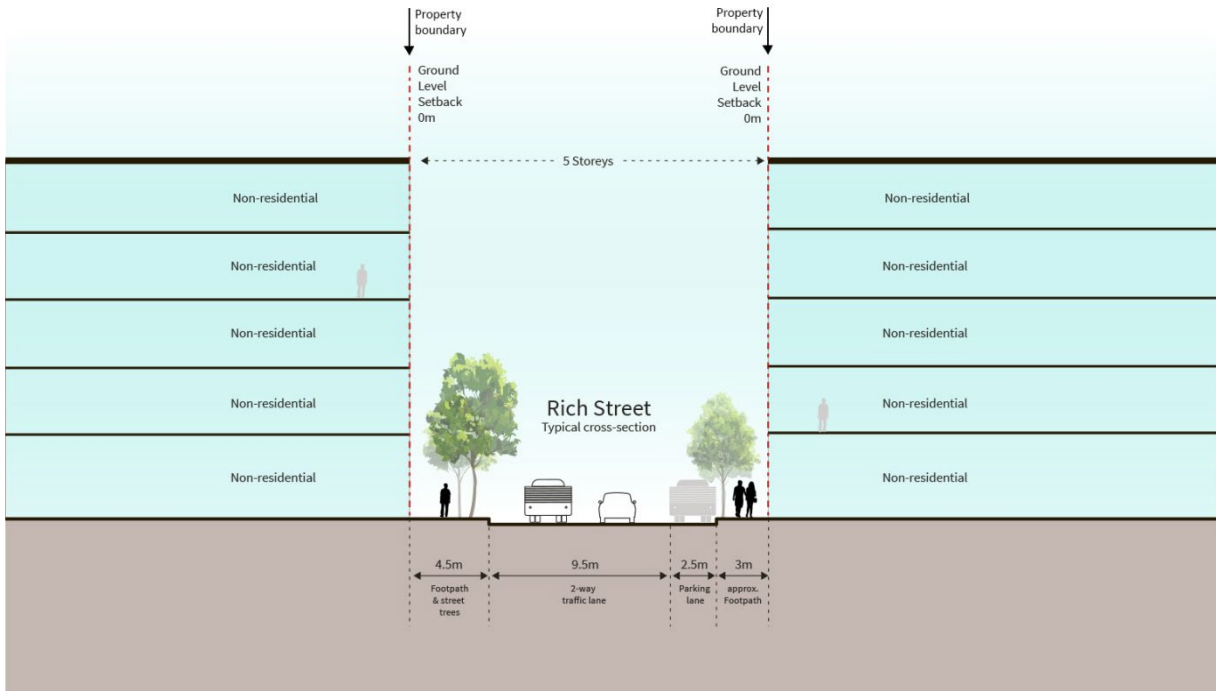


Figure 12: Street section 6 – Rich Street

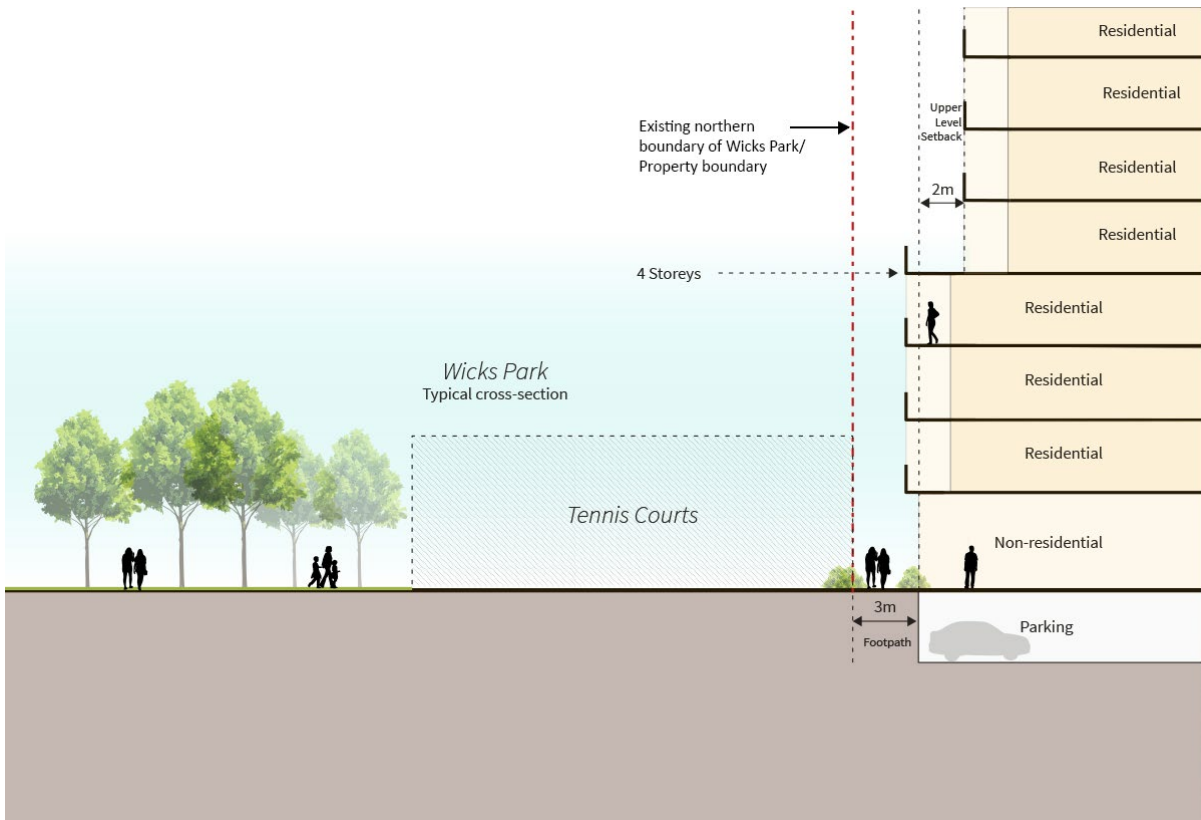


Figure 13: Street section 7 – Wicks Park northern interface

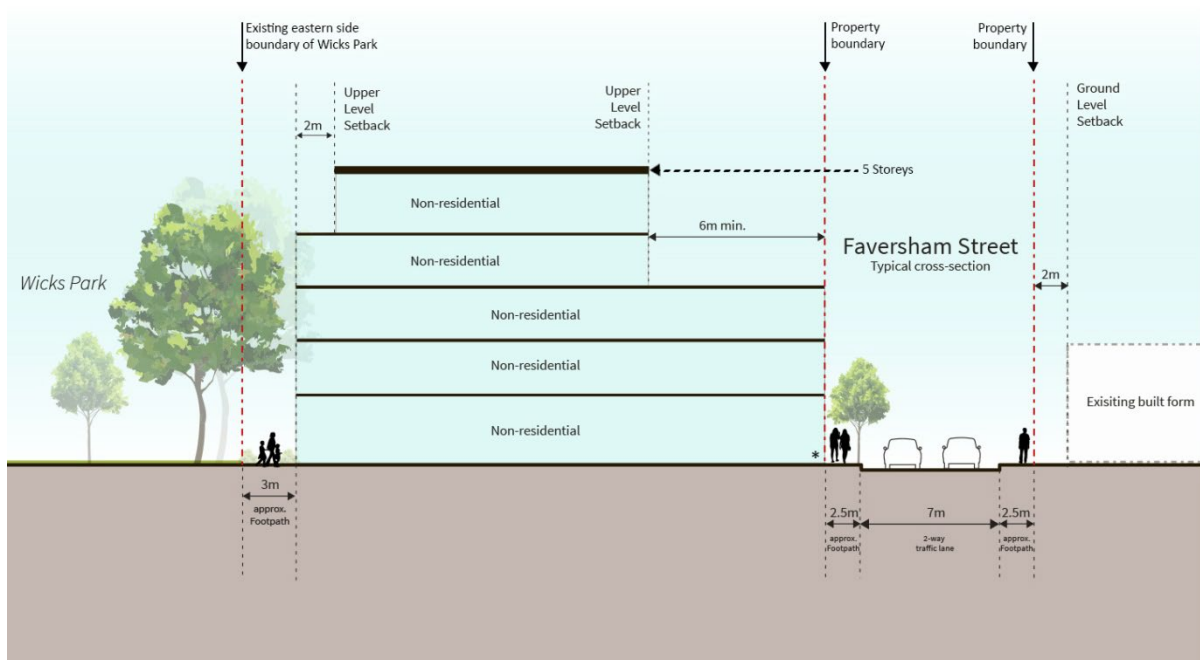


Figure 14: Street section 8 – Faversham Street

*NB For applicable setbacks from the street frontage refer to Figure 16 – Ground and upper level setbacks map.

9.47.8 Publicly Accessible Open Space Network

Objectives

- O24** To provide a high level of physical and visual access to existing and proposed publicly accessible open space areas within the precinct.
- O25** To increase the urban tree canopy of the existing street network; and the proposed shared zone and vehicular accessway e.g. laneway network.
- O26** To provide functional open spaces for residents within the precinct.
- O27** To create active, attractive and functional publicly accessible open space areas.
- O28** To provide additional publicly accessible open space within the Chapel Street and Timber Yards Sub-precincts; and other parts of the precinct as they are redeveloped.

Controls

- C22** Publicly accessible open space shall be provided in accordance with the *Figure 4: Indicative Masterplan*.
- C23** Green links, which primarily cater for vehicle, pedestrian and cyclist movement but also provide an open space function, are to be provided generally in accordance with *Part 9.47.7.3 Green links*.
- C24** Existing and new open space areas are to be generally consistent with the requirements and guidelines set out in *Table 5: Publicly accessible open space characteristics**.

Table 5: Publicly accessible open space characteristics*

| Type | Requirements | Guidelines |
|--|---|--|
| Publicly Accessible Open Space | Minimum area of 700 sqm. Primarily for informal passive recreation | <p>Located at the end of the shared zone area and Mitchell Street within the Timber Yards Sub-precinct.</p> <p>A privately owned and maintained publicly accessible open space area.</p> <p>Public access to be available on a 24-hour, 7-days per week basis.</p> <p>Has a predominantly open, natural character, with adequate soft landscaping features.</p> <p>Provides a visual and physical link between the shared zone, Mitchell Street and Farr Street.</p> <p>Pedestrian pathways are located at the periphery to maximise useability for passive recreation and maintain usability for passive recreation and maintain an open landscape character.</p> <p>Provide deep soil garden beds and grassed areas.</p> <p>Incorporate high quality embellishments, including seating, bins and lighting.</p> |
| Rich Street Publicly Accessible Open Space | Publicly accessible open space. Minimum area of 1,200 sqm. Primarily for informal passive recreation (minimum dimensions: L - 40m, W - 30m). | <p>A privately owned and maintained publicly accessible open space area.</p> <p>Public access to be available on a 24-hour, 7-days per week basis.</p> <p>Contains a large central lawn and hard-stand plaza area that support active and passive recreational opportunities.</p> <p>Outdoor spaces will have the capacity to accommodate a range of potential future events, including community events associated with the precinct such as an outdoor cinema; occasional markets; and community festivals.</p> <p>New pathways provide access from Brompton Street, Victoria Road and Rich Street.</p> |

**NB Other redevelopment sites within the precinct are also likely to contain additional publicly accessible open space which will likely have characteristics which differ from those expressed above. These new spaces will be considered on their own merits are not intended to be restricted by the information provided in Table 5 above.*

9.47.9 Stormwater Management

Objectives

- O29** Stormwater management is integrated within the layout and design of the precinct without compromising the visual attractiveness of the public domain.
- O30** Streets and public open spaces are to perform a secondary stormwater management function in a manner that does not compromise their core functions for movement and recreation.
- O31** To ensure that stormwater management is appropriate to the site and to the proposed development for the protection of property and life from any adverse stormwater impacts.

- O32** Stormwater management results in the effective treatment and disposal of stormwater.
- O33** To ensure redevelopment sites give consideration to their potential downstream stormwater impacts.

Controls

- C25** Proposed open spaces (including pocket parks) and landscaped areas are to incorporate deep soil zones for infiltration purposes and to reduce stormwater runoff.
- C26** Deep soil verges are to be provided as part of any street tree planting for stormwater infiltration purposes.
- C27** All drainage systems within the precinct are to be upgraded to 5% AEP (Annual Exceedance Probability) flood flow capacity as redevelopment occurs.
- C28** Overland flow paths shall be provided over all Council or Sydney Water drainage systems to convey up to 1% AEP flood flows.
- C29** All existing blocked overland flow paths must be opened and cleared.
- C30** Proposed development within the precinct is to be in accordance with Section 2.17 Water Sensitive Urban Design, Section 2.22 Flood Management, and Section 2.25 Stormwater Management, of this DCP, and the specific stormwater, flooding, and water sensitive urban design (WSUD) provisions in this part of the DCP.
- C31** Redevelopment sites at 1-19 Rich Street and 114-118 Victoria Road, Marrickville are to include a site specific water design solution that ensures additional stormwater/flood waters, during storm/flooding events, are retained, in accordance with Sydney Water requirements.
- C32** Any proposed development must not result in a net loss of existing flood storage within the development site.
- C33** On properties with a low flood hazard classification* for the 1% AEP flood event, basement (below natural ground level) car parking must have all access and potential water entry points above the Flood Planning Level (1% AEP flood level plus 0.5m freeboard), and a clearly signposted flood free pedestrian evacuation route provided from the basement area separate to the vehicular access ramps. For basement car parking in properties affected by High Hazard flooding* in the 1% AEP flood event, all access and potential water entry points are to be above the Probable Maximum Flood Level or Flood Planning Level (1% AEP flood level plus 0.5m freeboard), whichever is the higher.

**NB For further information concerning flood hazard classifications within the precinct, refer to Controls C1 and C2 of Section 2.22.5 of Part 2.22 - 'Flood Management', in this DCP, which require the completion of a Flood Risk Management Report for development sites, utilising the most current flood hazard information from Council.*

9.47.10 Water Sensitive Urban Design (WSUD)

Objectives

- O34** To facilitate the revitalisation of the Sydney Water canal corridor, north of Rich Street, as a pedestrian thoroughfare, subject to Sydney Water's requirements.

- O35** To integrate the revitalisation program for the canal corridor with the overall movement network within the precinct and beyond.

Control

- C34** Consideration to be given to the implementation of interpretive signage on the history of the Sydney Water Canal, in this location.
- C35** Development is to not obstruct or hinder public access to the interpretive signage on the history of the Sydney Water Canal, in this location.
- C36** In addition to the requirements in *Section 2.17 Water Sensitive Urban Design* of this DCP, any development is to be sensitive to the pedestrianisation of the canal, subject to any requirements of Sydney Water.

9.47.11 Built Form

9.47.11.1 Building height

Maximum building heights within this precinct have been shown by number of storeys (Figure 15) and must be read in conjunction with the maximum building heights shown on the *Marrickville Local Environmental Plan 2011 (as amended) (MLEP 2011)* height of buildings map and the indicative street sections in *Section 9.47.7.4 Indicative street sections*.

Objectives

- O36** Building heights visually reinforce Victoria Road's role as a commercial corridor.
- O37** Building heights are applied so as to ensure high levels of amenity, including enabling appropriate levels of solar access to key areas of the public domain such as Wicks Park.
- O38** Building heights contribute to the creation of a high density, urban neighbourhood character compatible with the precinct's inner city, transit accessible location.
- O39** Building heights are varied through the precinct to create a visually interesting urban form and skyline.
- O40** Building heights are consistent with the operational requirements of the Sydney Airport.
- O41** Building heights encourage a height and scale that transition toward surrounding lower density areas.

Controls

- C37** Building height is in accordance with the relevant building heights map within MLEP 2011.
- C38** Development is to be generally in accordance with *Figure 15: Building heights map*.*

NB * *Maximum building height per block is set by Marrickville LEP 2011. Figure 15 is intended to provide for variation of building height within each block to achieve the objectives of this part, and in particular diversity of building height. This means that not all buildings within a block will be able to be built to the maximum height in the*

LEP. The consent authority is to apply Figure 15 in a flexible way having regard to the objectives of this part.

- C39** Buildings have a consistent street wall height along Victoria Road.
- C40** Building height must be read in conjunction with the indicative street sections for the relevant sub-precinct.
- C41** Building height ensures 50% of the total area of Wicks Park receives a minimum of 3 hours of direct sunlight from 9:00am to 3:00pm on 21 June.
- C42** Building height implements an appropriate transition of height to existing lower density residential areas.
- C43** Buildings that address Sydenham Road are intended to generally be three-storeys in height, except on the corner of Victoria Road, where an increase in height is acceptable as part of the Victoria Road Corridor Sub-precinct.
- C44** Taller buildings are to be adjacent to Wicks Park where there is greater residential amenity and views.
- C45** Building separation distances for the Wicks Park and Timber Yards Sub-precinct shall comply with the relevant requirements of the NSW Apartment Design Guide or any future, relevant, replacement State planning controls.
- C46** Where a proposed development maximises the Local Environmental Plan (LEP) floor space ratio for the site, but does not achieve the maximum building height set out in Figure 15 and MLEP11, the relevant MLEP11 floor space ratio control shall prevail.

(See Figure 15 – Building heights map – next page)



Figure 15: Building heights map

9.47.11.2 Building form and design

Objectives

- O42** To create a physical street edge that clearly defines Victoria Road.
- O43** To ensure the design of buildings maximise visual interest and minimise the overall scale and bulk.

- O44** To ensure orientation of buildings address the street to maximise engagement with the public domain.
- O45** To ensure development defines the proposed street pattern within the precinct.
- O46** To ensure buildings are designed to minimise loss of acoustic amenity from aircraft operation and other potential noise sources within the precinct.
- O47** To encourage the provision of a central courtyard within the defined street blocks as a shared communal open space.
- O48** To ensure the design of ground level non-residential components within the Victoria Road Corridor, Timber Yards and Wicks Park Sub-precincts contributes to the streetscape and public domain with high-quality architecture and materials and finishes to encourage greater pedestrian activity within the public domain.
- O49** To consider any potential amenity issues arising from overlooking onto *Marrickville Public School* for developments within the vicinity of this school.

Controls

- C47** New development is to address existing and proposed streets, shared zones and publicly accessible open space.
- C48** Notwithstanding control C49 below, consideration shall be given for developments located near *Marrickville Public School* to investigate any potential amenity impacts for the school patrons arising from overlooking onto the school's playgrounds as part of their design process, which is also to be addressed within their accompanying statement of environmental effects.
- C49** Buildings are to be designed to maximise apartment orientation to adjoining private or public open spaces to optimise outlooks and views to areas of high amenity.
- C50** Buildings are to incorporate design measures to visually break long building facades through façade modulation; and potential physical and visual breaks in the lengths of buildings on large redevelopment sites.
- C51** Building facades are to be articulated within a cohesive overall design composition that incorporates measures such as:
 - i. recessed and / or projecting balconies;
 - ii. windows and other openings;
 - iii. sun control devices such as eaves, louvres and screens;
 - iv. privacy screens; and
 - v. blades or fins.
- C52** Buildings are to be designed in accordance with the provisions of *Schedule 1: Victoria Road Precinct Noise Policy*.
- C53** High-quality communal open space is to be provided and designed to be usable and appealing to maximise activity, and to provide pleasant views for residents.
- C54** The number of individual entries for ground floor apartments that are facing the public domain are to be maximised.
- C55** The length of building entry foyers is to be minimised.

- C56** Buildings are to be elongated and aligned with the indicative street blocks fronting Victoria Road to reinforce the commercial corridor.
- C57** Building design of mixed-use development along Victoria Road must avoid long sections of blank walls in order to positively contribute to the public domain.
- C58** For mixed-use development within the Wicks Park Sub-precinct:
 - i. the siting and orientation of taller buildings within the sub-precinct must ensure that Wicks Park receives sufficient solar access in accordance with Section 9.47.11.1 Building Heights; and
 - ii. buildings adjacent to Wicks Park are to have non-residential uses addressing Wicks Park for the full extent of the ground floor.
- C59** For showroom development:
 - i. an active street front is to be provided through glazed retail showrooms in order to establish a link between the public and private domain;
 - ii. development is to provide a minimum ceiling height of 3.5 metres on the ground floor; and
 - iii. development is to provide flexible open plan areas on the ground floor.

9.47.11.3 Setbacks

Objectives

- O50** To ensure that buildings along Victoria Road Corridor Sub-precinct create a coherent, human scale street wall.
- O51** To provide appropriate visual massing and amenity for residential dwellings and the public domain.
- O52** To ensure that development retains a high level of residential amenity, including allowing for appropriate public domain interfaces and solar and daylight access to dwellings and the public domain.
- O53** To ensure an adequate area is provided to support landscaping features along the streetscape.
- O54** To ensure consideration is given to the corresponding setback controls within other parts of the *Marrickville Development Control Plan 2011*.
- O55** To minimise visual bulk and scale of future development from the public domain.

Controls

- C60** The design of new buildings within the precinct are to comply with the ground and upper level setbacks outlined in *Figure 16: Ground and upper level setbacks map*.
- C61** Setbacks at the ground floor of residential streets are to facilitate the delivery of private outdoor recreation spaces which provide appropriate transitional spaces between the private and public domains.
- C62** Taller building elements are to be setback from lower building elements to reduce the appearance of building bulk and scale and enable solar access to the public domain.
- C63** Roof lines may project into the upper level setback zone by 2 metres.

- C64** For buildings that address Wicks Park, balconies may project into the setback zone by 0.5 metres, provided that it achieves an articulated building facade within a cohesive overall design composition.
- C65** Setbacks must be read in conjunction with the indicative street sections in Section 9.47.7.4 *Indicative street sections* and with other relevant setback requirements within Part 4.2 - Residential Development – Multi – Dwelling Housing and Residential Flat Buildings; Part 5 – Commercial and Mixed Use Development; and where relevant Part 6 – Industrial Development.

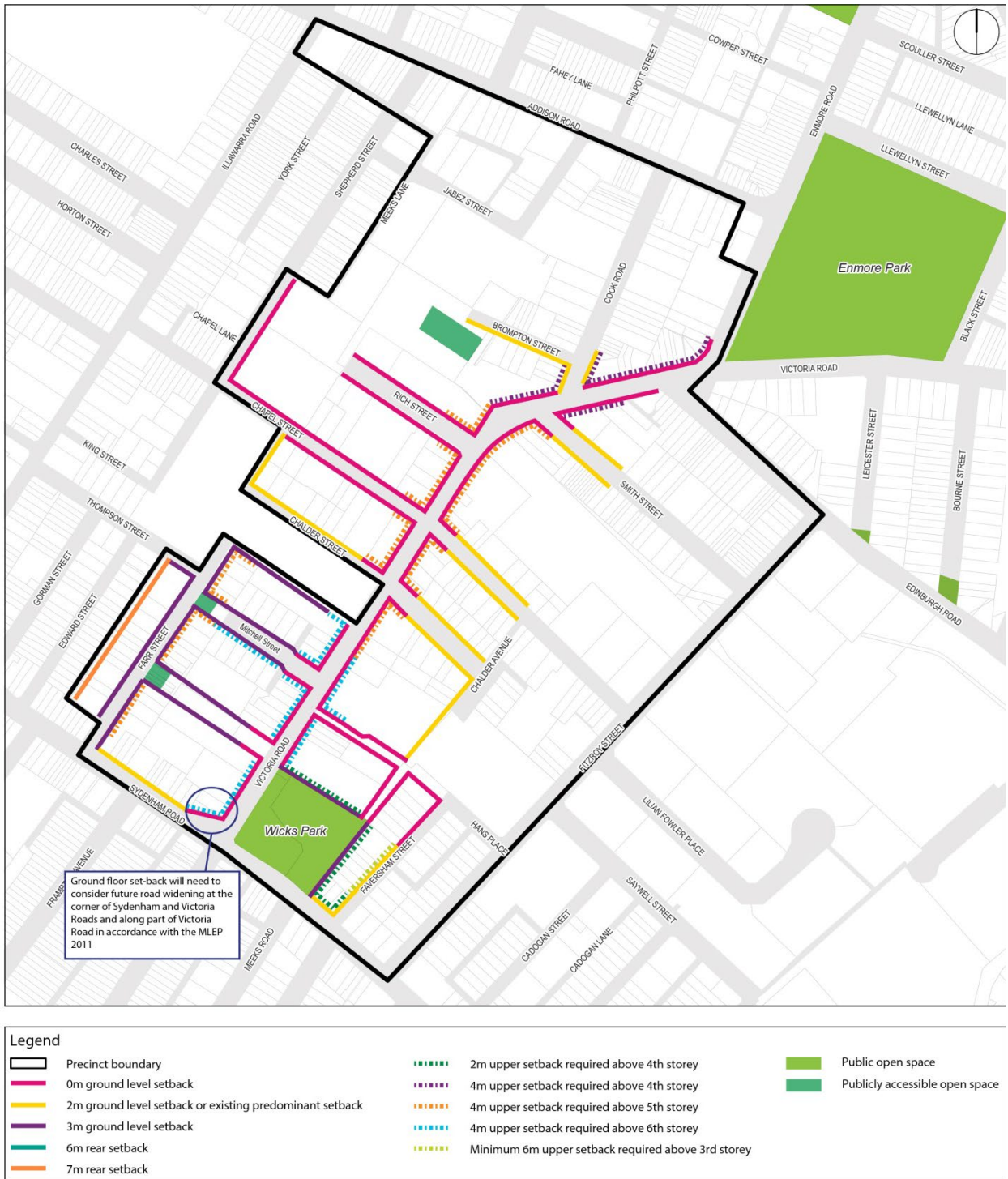


Figure 16: Ground and upper level setbacks map

9.47.11.4 Active frontages

Objectives

- O56** To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along pedestrian and vehicular thoroughfares within the precinct.
- O57** To encourage greater pedestrian activity along Victoria Road in order to reinforce its role as a commercial corridor.
- O58** To promote the activation of existing and proposed pedestrian and vehicular thoroughfares with cafes, studios, boutique showrooms and smaller retail tenancies.
- O59** To ensure active frontages make a positive contribution to the public domain and streetscape.

Controls

- C66** The location of active land uses and frontages at ground level is to be implemented generally in accordance with *Figure 17: Suggested active frontages* and with regard to the exceptions specifically noted on Figure 17.
- C67** Buildings that require active frontages are to be built to the street alignment.
- C68** Active frontages are to be designed with the ground floor level at the same level as the footpath.
- C69** Active frontages are to incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as reception, seating and dining areas.
- C70** Residential foyer entries are to be minimised along active frontages.
- C71** Development is to provide fixed/retractable awnings (or suitable equivalents) that are integrated with the overall design of the building along areas that have active ground floor uses.
- C72** For development along the Hans Place extension and the existing/potential altered Chalder Avenue extension:
 - i. non-active ground floor uses may be acceptable if zoned B5 Business Development under Marrickville LEP 2011; and
 - ii. Notwithstanding the contents of Section 9.47.7.4, fixed/retractable awnings (or suitable equivalents) are to be provided along active street frontages.

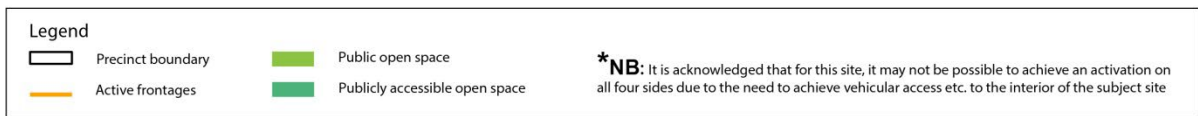


Figure 17: Suggested active frontages

9.47.12 Other Infrastructure

Objective

- O60** To provide high levels of visual and aesthetic amenity within the precinct.
- O61** To ensure service reliability and enhance efficiency in the provision of utilities within the precinct.
- O62** To ensure enhanced levels of public safety within the precinct

Control

- C73** All powerlines and utilities (including telecommunication infrastructure) are to be located underground in the redevelopment of the precinct.

9.47.13 Operation of Sydney Airport

Objective

- O63** To ensure development and alterations and additions to existing buildings do not adversely affect the ongoing operation of Sydney Airport or its ability to grow in accordance with the Airport's approved masterplan.

Controls

- C74** New development, alterations and additions must not incorporate reflective materials as part of the walls, windows or roofing structure.
- C75** The maximum building height shall not exceed the LEP maximum heights, which should be measured in terms of Reduced Levels (RLs), not vertical distance from ground level (existing).
- C76** The maximum height of any building shall not exceed the OLS, PAN-OPS, or PAPI surfaces for the approach to Sydney Airport under any circumstances:
- i. For further advice on whether a building would penetrate the OLS, details of the proposed building, including elevation diagrams, building footprint set out using MGA94 co-ordinates, the location of the tallest elements including lift overruns, lightning masts etc, set out using MGA94 co-ordinates would need to be provided to make an accurate assessment;
 - ii. Where construction cranes are required to operate at a height greater than that of the proposed development, approval for the operation of the construction equipment (i.e. cranes) is required to be obtained prior to commencement of construction.
- C77** Any building proposed greater than 15.24 metres in height shall be referred to Sydney Airport for comment.

9.47.14 Noise and Vibration

Objectives

- O64** To ensure development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration.
- O65** To design and orientate residential development and alterations and additions to existing residential buildings in such a way to ensure adequate internal acoustic and visual privacy for occupants.
- O66** To maximise the provision of information to residents regarding aircraft noise, and existing/future live music and entertainment venue noise.

Control

- C78** New development is to be in accordance with *Schedule 1: Victoria Road Precinct Noise Policy*.

9.47.15 Schedule 1 – Victoria Road Precinct Noise Policy

This schedule outlines the objectives, design principles and design solutions relating to noise impacts on development proposals within the Victoria Road Precinct. Proponents for all development proposals within the Victoria Road Precinct are to be designed in accordance with the principles and design solutions set out below. Development applications are to be accompanied by adequate supporting technical information that demonstrates how the proposed development has been designed to meet the requirements of this Policy.

Objectives

- O67** To ensure that all development in the precinct is designed to achieve an appropriate level of amenity for its occupants taking into consideration its land use.
- O68** To ensure that all residential development satisfies key necessary design criteria relating to building siting, design, building materials and facilities.
- O69** To ensure that development within the precinct complies with Australian Standard AS 2021:2015.
- O70** To ensure that future residents within the precinct are appropriately informed about aircraft noise and existing/future live music and entertainment venues within the precinct.
- O71** To protect the ongoing operation of Sydney Airport and minimise the potential for reverse impacts from development within the precinct.

9.47.15.1 Building Design

Effective mitigation against potential noise intrusions (aircraft noise and potential exposure from existing live music and entertainment venues in the precinct) begins with the fundamentals of design. Effective and thoughtful use of site layout, orientation, internal building configuration and apartment design can significantly assist with laying the foundations to ensuring high-quality amenity is achieved for future occupants of buildings. Table 1.1 sets out the design principles and solutions for achieving effective noise attenuation design for development within the Victoria Road Precinct. Based upon the proximity of developments to potential noise intrusion, any additional requirements/treatments will be determined through the development application process.

Table 1.1: Building Design

| Design Principles | | Design Solution | |
|-------------------|---|--|--|
| DP1 | To minimise the level of noise exposure to future development. | The following design solutions are to be achieved for development: | |
| DP2 | To ensure buildings are designed to respond to site specific aircraft noise constraints and the location/proximity of existing live music and entertainment venues, taking into consideration: site layout; building orientation; building configuration; and apartment design. | DS1 | The site layout and orientation of buildings must be designed to minimise potential noise exposure from aircraft, and other potential noise sources e.g. existing live music and entertainment venues in the precinct. |

| Design Principles | | Design Solution | |
|-------------------|--|-----------------|--|
| DP3 | To ensure that occupants of buildings, particularly residents of residential building, are afforded an appropriate level of internal amenity in accordance with AS 2021. | DS2 | The internal configuration of residential buildings are to be designed to minimise the number of apartments facing toward the flight path, or other potential intrusive noise sources. |
| DP4 | To ensure that all dwellings are provided with adequate and useable private amenity space. | DS3 | Apartment layouts are to be configured so that less sensitive non-habitable rooms and spaces (e.g. bathrooms, kitchens, laundries, hallways) are positioned along facades that have a higher level of noise exposure. |
| DP5 | To allow flexibility in the balance between ventilation and sound insulation taking into consideration the precinct specific constraints. | DS4 | Building facades are to be designed to minimise potential acoustic impacts (e.g. double brick cavity design will be more appropriate in the Victoria Road Precinct than extensive glazed facades), whilst still achieving a high-quality design outcome. |
| | | DS5 | Building rooftops are to be designed to mitigate sound exposure to the internal components of the building (e.g. pitched tiled roof with insulation would be more appropriate than a flat sheet metal roof without insulation). |
| | | DS6 | Where winter gardens are provided in place of balconies, they must be designed with an operable glazing system (e.g. louvres or sliding screens) that allows for natural ventilation if desired by the occupier. |

9.47.15.2 *Building Materials and Treatments*

Use of the correct building materials is essential to ensure the internal acoustic environment for development within the Victoria Road Precinct is conducive with its intended land use and achieves the necessary internal noise goals in accordance with AS 2021. The following section sets out the relevant internal noise goals, outlines the acoustic performance requirement of key building elements and provides illustrative examples on how an apartment/building might be designed to satisfy these requirements.

Table 1.2: Internal noise requirements

| Design Principles | | Design Solution | | | |
|---|---|---|--|---|--|
| DP1 | To ensure that all buildings are designed with materials and treatments that appropriately insulate against aircraft noise to achieve internal noise levels in accordance with AS 2021. | DS1 | Building materials are to be selected to achieve appropriate construction acoustic performance ratings taking into consideration the intended land use and site specific noise exposure level. | | |
| | | DS2 | Internal noise levels of development within the Victoria Road Precinct are to have internal noise levels no greater than the identified maximum noise values when an aircraft passes overhead: | | |
| | | Building Type and Activity | | Indoor LSmax Design Sound Level, dB(A) | |
| | | Houses, home units, flats, caravan parks | | | |
| | | Sleeping areas, dedicated lounges | | 50 | |
| | | Other habitable spaces | | 55 | |
| | | Bathrooms, toilets. Laundries | | 60 | |
| | | Hotels, motels, hostels | | | |
| | | Relaxing, sleeping | | 55 | |
| | | Social activities | | 70 | |
| | | Service activities | | 75 | |
| | | Schools/universities | | | |
| | | Libraries, study areas | | 50 | |
| | | Teaching areas, assembly areas | | 55 | |
| | | Workshop, gymnasium | | 75 | |
| | | Hospitals, nursing homes | | | |
| | | Wards, theatres, treatment and consulting rooms | | 50 | |
| | | Laboratories | | 65 | |
| | | Service areas | | 75 | |
| | | Public buildings | | | |
| | | Churches, religious activities | | 50 | |
| Theatres, cinemas, recording studios | | 40* | | | |
| Court houses, libraries, galleries | | 50 | | | |
| Commercial buildings, offices, shops | | | | | |
| Private offices and conference rooms | | 55 | | | |
| Drafting, open houses | | 65 | | | |

| Design Principles | | Design Solution | |
|-------------------|--|---|----|
| | | Typing, data processing | 70 |
| | | Shops, supermarkets, showrooms | 75 |
| | | Industrial | |
| | | Inspection, analysis, precision work | 75 |
| | | Light machinery, assembly, bench work | 80 |
| | | Heavy machinery, warehouse, maintenance | 85 |

***NB** With the exception of such premises exhibiting amplified music.

Below is guidance on how the required internal noise levels might be achieved for a proposed development within the Victoria Road Precinct. Table 1.3 lists construction acoustic performance ratings (or weighted sound reduction index, R_w) for individual building elements. These performance ratings are minimum requirements and are to be used as the base starting point for development proposals within the Victoria Road Precinct. There are five categories of acoustic performance, with Category 1 being the least onerous and Category 5 the most onerous.

Table 1.3: Construction Acoustic Performance rating

| Category | Windows/ Sliding Doors | Facade | Roof | External Door | Floor |
|----------|------------------------------|--------|------|------------------|-------|
| 1 | 24 | 38 | 40 | 28 | 29 |
| 2 | 27 | 45 | 43 | 30 | 29 |
| 3 | 32 | 52 | 48 | 33 | 50 |
| 4 | 35 | 55 | 52 | 33 | 50 |
| 5 | 43 to 47 | 55 | 55 | 40 | 50 |

Note 1: Floor R_w only apply to ground floor.
Source: Sydney Airport masterplan

The five categories can be characterised in general terms with respect to an everyday familiar situation (e.g. house 10m from a 60/70km/h street) as follows:

- i. **Category 1** – road with a daily average traffic volume of 800-2,500 vehicles, typically a minor collector road serving less than 100 houses with no through traffic (this is a relatively standard light weight clad dwelling construction with standard glazing);
- ii. **Category 2** – road with a daily average traffic volume of 2,500-7,500 vehicles, typically a collector/ distributor road serving 200 to 250 dwellings with some through traffic, e.g. Victoria Road, Bellevue Hill;
- iii. **Category 3** – road with a daily average traffic volume of 7,500-18,000 vehicles, e.g. King Street, Newtown (this dwelling is 'middle' of the categories having brick veneer facades, laminated glazing and roof insulation);
- iv. **Category 4** – road with a daily average traffic volume of 18,000-30,000 vehicles, e.g. Beecroft Road, Cheltenham; and
- v. **Category 5** – road with a daily average traffic volume of 30,000-60,000 vehicles, e.g. Princess Highway, Tempe (this is a well-constructed double masonry dwelling with double glazing, acoustic seals, double ceiling lining and insulation).

Source: Volume ranges adopted from "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

Tables 1.4 to 1.6 below illustrate possible construction methods/treatments for achieving the required sound reduction levels set out in Table 1.3. The construction methods/ treatments set out in these tables do not represent the only design solution capable to provide the necessary sound reduction. They are therefore to be used as a guide only.

Table 1.4: Windows and sliding doors construction methods/ treatments

| Category | Min Rw | Construction |
|----------|--------|--|
| 1 | 24 | Openable with minimum 4mm monolithic glass and standard weather seals. |
| 2 | 27 | Openable with minimum 6mm monolithic glass and full perimeter acoustic seals. |
| 3 | 32 | Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals. |
| 4 | 35 | Openable with minimum 10.38mm laminated glass and full perimeter acoustic seals. |
| 5 | 43 | Openable Double Glazing with separate panes: 5mm monolithic glass, 100mm air gap, 5mm monolithic glass with full perimeter acoustic seals. |
| 6 | 47 | Openable Double Glazing with separate panes: 6mm monolithic glass, 150mm air gap, 4mm monolithic glass with full perimeter acoustic seals. |

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008. 2. EMM database.

Table 1.5: Facade / elevation construction methods/ treatments

| Category | Min Rw | Construction |
|----------|--------|---|
| 1 | 38 | Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally. |
| | | Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally. |
| | | Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap. |
| 2 | 43 | Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally with R2 insulation in wall cavity. |
| | | Brick Veneer: 110mm brick, 90mm timber stud frame or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally. |
| | | Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap. |

| Category | Min Rw | Construction |
|----------|--------|---|
| 3 | 52 | Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally. |
| | | Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap. |
| 4 | 55 | Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame. |
| 5 | 55 | Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap with cement render to the external face of the wall and cement. |

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

Table 1.6 – Roof / Ceiling construction methods / treatments

| Category | Min Rw | Construction |
|----------|--------|--|
| 1 | 40 | Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R1.5 insulation batts in roof cavity. |
| 2 | 43 | Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity. |
| | | Low slope metal roof, timber or steel purlins, furring channels, 2 x 16mm Gyprock Fyrchek plasterboard, R2.5 insulation batts in roof cavity. |
| 3 | 48 | Pitched concrete or terracotta tile or sheet metal roof with sarking, 1 layer of 13mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity. |
| 4 | 52 | Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity. |
| 5 | 55 | Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joist using resilient mounts, R2 insulation batts in roof cavity. |

9.47.15.3 Illustrative Examples

Using the above principles, guidelines and treatments, the following indicative floor layouts (Figure 1.1) illustrate how a future residential development within the Victoria Road Precinct could be designed to respond to this Noise Policy and other key relevant acoustic requirements.

It is important to note that the acoustic requirements do not result in the need to design an apartment in a particular way. As demonstrated by the illustrative examples, numerous designs and layouts can still be achieved whilst adhering to the principles and requirements set out in this Noise Policy.

The examples below illustrate different ways in which an apartment can be designed, for instance, the inclusion of a wintergarden vs. the use of a balcony to provide open space, and the positioning of living areas, kitchens and bathrooms.

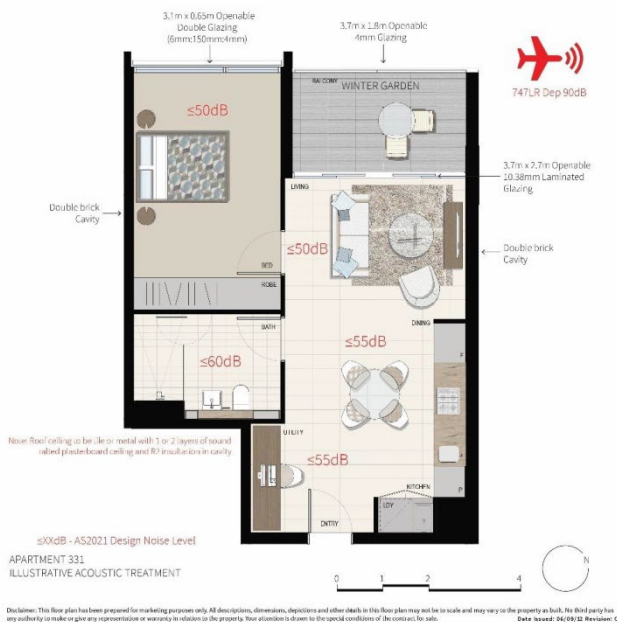
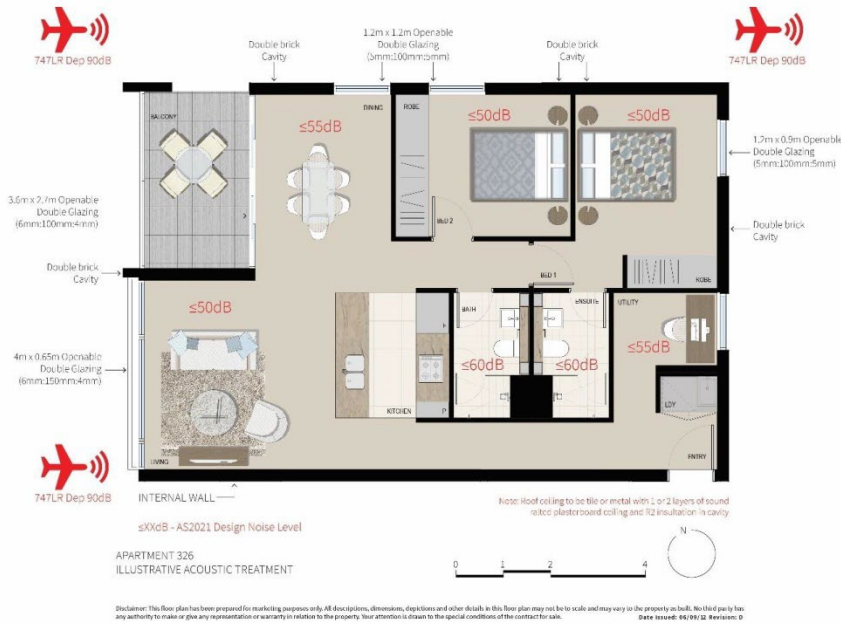


Figure 1.1 - Indicative floor layouts

Source: Turner Studio

9.47.15.4 Residential Facilities

Noise impacts from aircraft or other noise sources e.g. existing live music and entertainment venues within the Victoria Road Precinct, are likely to affect the attractiveness and usability of external communal space within residential developments. Use of the external communal space may not be appropriate in cases where this involves quieter activities such as reading, quiet contemplation or relaxing.

In recognition of the fact that the amenity of external communal space is diminished due to aircraft noise and other potential noise sources, it is considered appropriate that development within the Victoria Road Precinct be required to provide other indoor facilities that will help to offset these impacts, and ensure that all development afford its residents with a variety of communal spaces and facilities to support their recreational and leisure needs. Table 1.7 below outlines these requirements.

Table 1.7: Indoor Communal Space

| Design Principles | | Design Solution | |
|-------------------|--|-----------------|---|
| DP1 | To ensure that residential flat buildings incorporate communal facilities to support a high level of amenity for residents. | DS1 | Indoor communal open space is to have a combined minimum gross floor area of 40sqm ratio or 1sqm per apartment, whichever is larger. The maximum requirement for indoor communal space is 250sqm. |
| DP2 | To ensure that a proportion of communal open space occupants of residential flat buildings is appropriately insulated against noise impacts. | DS2 | Indoor communal facilities can comprise one or more rooms, areas or facilities. Key examples may include: <ul style="list-style-type: none"> • Music/sound rooms; • Gymnasium; • Indoor pool; • Greenhouse/conservatory; • Games room; • Cinema / media room; • Function room / meeting room; • Multi-purpose room; and • Shed / workshop. |
| DP3 | To ensure that residents have access to useable indoor communal facilities and outdoor communal open space. | | |
| DP4 | To encourage flexibility in the way that communal space and facilities are provided within development. | DS3 | Indoor communal facilities provided in accordance with this Noise Policy does not negate or substitute the need to provide landscaping and communal open space in accordance with the State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development (SEPP 65) and the NSW Apartment Design Guide. |
| | | DS4 | The internal noise level of indoor communal facilities is to be no greater than those recommended in AS2021 based on closely matched categories and intended use (e.g. 70dB(A) L _S max for areas commensurate with social activities in a hotel facility). |
| | | DS5 | Indoor communal facilities are to be designed with a particular purpose/function in mind and this purpose is to be indicated on the plan. Where a multi-purpose room is proposed, this room is to be provided with appropriate facilities including seating, tables, toilets and a kitchenette. |
| | | DS6 | Communal toilet/s are required to service the indoor communal facilities. |



9.47.15.5 Implementation and Management

The following outlines the implementation and management measures that are to be put in place to ensure that development is designed in accordance with the Noise Policy and any approved plans and conditions. In addition, it also sets out the requirements relating to the ongoing implementation, management, information sharing and the raising of awareness for all matters associated with aircraft related noise impacts on the Victoria Road Precinct. It also addresses the management, information sharing and raising awareness of potential noise impacts from existing live music and entertainment venues in the area.

Table 1.8 - Implementation and Management

| Design Principles | | Design Solution | |
|-------------------|---|-----------------|--|
| DP1 | To ensure that development incorporates all the necessary approved acoustic insulation treatments and measures. | DS1 | A Noise Impact Assessment Report is to be submitted with any development application for a building. |
| | | DS2 | At Construction Certificate stage, there is to be written verification from an appropriately qualified acoustic expert that the noise mitigation measures approved as part of the development application have been incorporated into the detailed construction plans. |
| | | DS3 | Prior to Occupation Certificate being issued final sign-off is to be obtained from an appropriately qualified acoustic consultant confirming that the building materials and acoustic treatments have been constructed in accordance with the detailed construction plans. |
| DP2 | To ensure that occupants of buildings are informed about aircraft noise and noise from existing live music and entertainment venues and how this affects the Victoria | DS4 | Noise Information Packs are to be provided to any potential purchaser as part of the Contract of Sale. All Contracts of Sale are to include a clause that specifies that the |

| Design Principles | | Design Solution | |
|-------------------|--|-----------------|--|
| | Road Precinct prior to purchasing a property. | | prospective of purchaser has read and acknowledges the contents within the Noise Information Pack . |
| DP3 | To ensure that information about aircraft noise and noise from existing live music and entertainment venues within the precinct* is readily available for residents, property and business owners within the Victoria Road Precinct. | DS5 | A community notice board is to be provided in the common lobby area for all residential flat buildings. An information notice about aircraft noise and other potential major noise sources is to be provided on the community notice board at all times. |
| DP4 | To encourage flexibility in the way that communal space and facilities are provided within development. | DS6 | <p>The Noise Information Packs are to contain the following information:</p> <ul style="list-style-type: none"> • An explanatory note on aircraft noise and how it may affect living within the Victoria Road Precinct; • An explanation of the policies and controls that govern aircraft noise; • An explanation of Sydney Airport's operations and its relationship to the Victoria Road Precinct; • TA map of the current/latest ANEF Contours in relation to the site; and • A link to the most recent aircraft master plan published by Sydney Airport, which can be downloaded from https://www.sydneyairport.com.au/corporate/planning-and-projects/master-plan (Chapter 14 Noise Management). • Existing numbers of aircraft movements (morning, daytime and evening) and existing periods of respite from aircraft movements (morning, daytime and evening), consistent with the most recent Sydney Airport Operational Statistics report published by Airservices Australia and available from www.airservicesaustralia.com. • Forecast numbers of aircraft movements (morning, daytime and evening) and forecast periods of respite from aircraft movements (morning, daytime and evening), sourced from the most recent airport master plan published by Sydney Airport and available from www.sydneyairport.com/corporate/planning-and-projects/masterplan. |

| Design Principles | | Design Solution | |
|--|--|-----------------|--|
| | | | <ul style="list-style-type: none"> A copy each of the following aircraft noise mapping charts, as published in the most recent airport master plan published by Sydney Airport: <i>Australian Noise Exposure Forecast</i> Frequency-based aircraft noise charts for the periods 6am to 11pm (N70) and 11pm to 6am (N60). Details of the location and hours of operation of live music and entertainment venues within the precinct. |
| | | DS7 | A copy of the Draft Noise Information Pack is to be submitted with any development application for a building. |
| <p>*NB Refer also to Schedule 2 - Draft notes on live music venues within the precinct for Noise Information Packs.</p> | | | |

9.47.15.6 Dictionary

The terms used in this Policy are defined in the Standard Instrument – Principal Local Environmental Plan. Additional definitions that apply to this Noise Policy include:

Aircraft Noise Exposure Forecast (ANEF) – contour maps that show a forecast of aircraft noise levels that are expected to exist in the future. They are prepared for all of the major and regional airports (in this case Sydney Airport) that have a large number of annual movements;

Aircraft Noise Exposure Index (ANEI) – contour maps that show actual historical aircraft noise levels over a given period of time;

Noise Information Pack (NIP) – A package of information that is collated and used as the basis for informing all new residents, property and business owners about how aircraft noise affects land within the Victoria Road Precinct, including their property. At a minimum the NIP must include:

- i. the airports hours of operation and likely times that aircraft noise will affect the precinct;
- ii. likely average number of aircraft movements per day;
- iii. aircraft noise affecting the precinct;
- iv. a list of the material treatments used in the construction of the building;
- v. a map of the current/latest ANEF Contours in relation to the site;
- vi. a plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents; and
- vii. details of the location and hours of operation of live music and entertainment venues within the precinct.

Indoor Communal Facility – a communal facility that is provided for the benefit of all inhabitants within a residential flat building. The communal facility is accessible by all members of the residential development and is a facility able to be used for communal recreational and leisure purposes. Key examples may include:

- i. Music/sound rooms;
- ii. Gymnasium;
- iii. Indoor pool;
- iv. Greenhouse/conservatory;
- v. Games room;
- vi. Cinema / media room;
- vii. Function room / meeting room;
- viii. Multi-purpose room; and
- ix. Men's shed / workshop.

Victoria Road Precinct – the area of land to which this Policy applies as shown in Section 9.47.1.1 of the Victoria Road Precinct (Precinct 47) DCP.

9.47.16 Schedule 2 – Draft Notes on Live Music Venues within the Victoria Road Precinct for Noise Information Packs.

9.47.16.1 *Live Music and Entertainment Noise & its context within the Victoria Road Precinct*

1. **Live Music and Entertainment Noise:** Creative and cultural vibrancy are essential to what makes the Inner West a great place to live, visit and do business in. Living in the inner city comes with a range of benefits including being part of a diverse group of people; access to great places to eat and shop; and ready access to entertainment venues. The inner city provides residents; employees and visitors with the potential to live a rich cultural life by being in close proximity to a range of people and activities. Many of these activities are noise generating: e.g. from traffic noise generated by people in motorised vehicles travelling to; from; and within the precinct; and noise generated from people simply having conversations to groups of people participating in larger cultural events. The invitation of higher density inner city living comes with a need to balance potentially competing cultural pursuits by being tolerant of a wide variety of people and activities.
2. **Victoria Road Precinct Context:** The Victoria Road Precinct is home to a mix of existing creative industries, including live music and entertainment venues. Venues include the Red Rattler (6 Faversham Street, Marrickville); Marrickville Bowling & Recreation Club (91 Sydenham Road, Marrickville); and The Factory Theatre (105 Victoria Road, Marrickville). These venues pre-date the rezoning of the precinct which permitted a wider range of uses such as multi-level residential developments. Enjoyment of the precinct's live music and entertainment venues is a key attractor to living in the area. New buildings in the Victoria Road Precinct are designed to have a high level of noise attenuation. If you live in close proximity to a live music and entertainment venue, you can expect reasonable levels of noise during the legal hours of operation of those venues. When required, keeping windows and doors closed will enable the noise attenuation measures designed into buildings in the Victoria Road Precinct to assist in mitigating against live music and entertainment noise.

