

# 9.47

## STRATEGIC CONTEXT VICTORIA ROAD



### DRAFT VICTORIA ROAD PART 9.47 DCP AMENDMENT - FOR PUBLIC EXHIBITION

VERSION 3



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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*.



Figure 1: Land application



### 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 to all.

### 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.

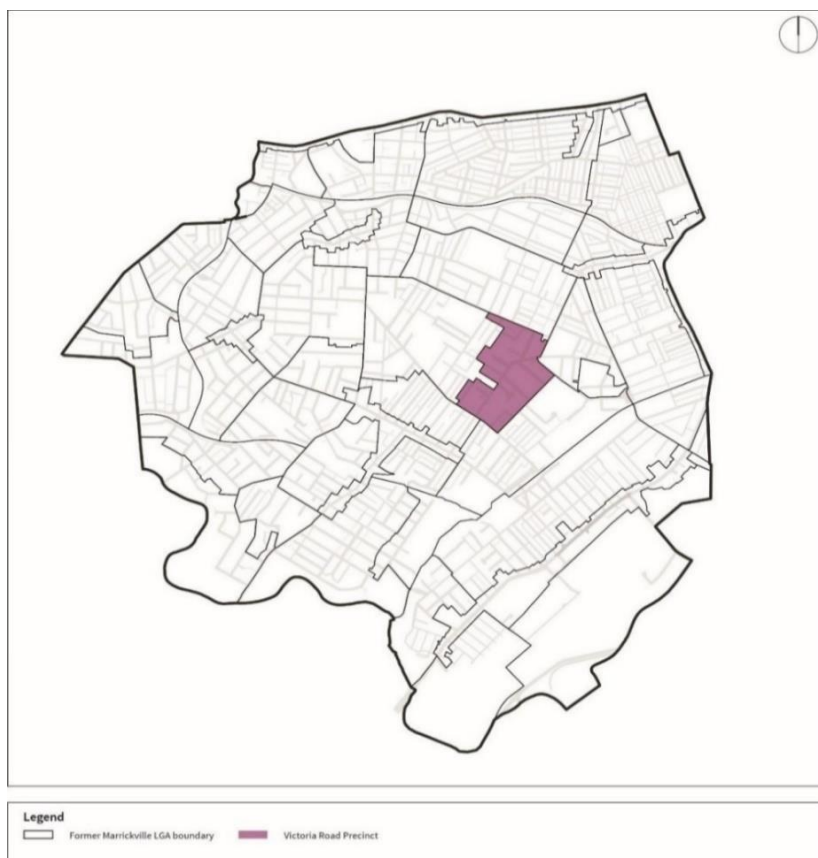


Figure 2: Context Map



### 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 the precinct 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 Figures 1 and 2). 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.

The large number of small industrial sites 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 this 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 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 recreational facilities contained within this 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, though one industrial facade and one industrial building are identified as heritage items. 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 precinct, that provides interesting and appropriate new built forms in the Precinct. The vision also includes public accessible spaces including new and widened 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, open space which will ensure dwellings are co-located near compatible uses with high 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 face 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 laneways, 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 which has includes access to all.
3. To enhance existing streets and incorporate new streets and shared zones to encourage pedestrian activity.
4. To create new roads, shared zones and laneways to enhance permeability throughout the precinct that increases the connectivity between each sub-precinct for all modes of transport in accordance with Roads and Maritime Services (RMS) requirements.
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 providing opportunities for incidental, casual social interaction.
6. To enable a broader mix of businesses that meet the requirements of the local employment profile and changing demographics of the Inner West LGA.
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 that complements the existing arts and cultural premises in the Chapel Street Sub-precinct and 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 development demonstrates good urban design and environmental sustainability for occupants of those developments.
11. To develop architectural design excellence for new buildings to provide significant housing and employment spaces for Sydney, while balancing the impacts on surrounding lower density residential properties.
12. To ensure development is compatible with the operations of Sydney Airport.
13. To encourage provision of social infrastructure such as for school expansion and community halls as part of the ongoing growth and evolution of the Victoria Road Precinct.
14. To ensure provision of a high level of residential amenity for development within the precinct and mitigate any impacts on residential amenity of adjoining and surrounding properties.





15. To ensure the interface between 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 spaces located on private land to provide useful open space and landscaped areas.

#### 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
6. Fitzroy Street Sub-precinct

Site amalgamations will be required for some of the Sub-precincts to attain the desired character of the 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 widened footpaths, street trees and other street furniture, such as bus stops. 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. Those 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.

Enhanced 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 the 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 precinct 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 that will provide a compatible transition and 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, entertainment and creative industries. Business and local retail uses are also located along Addison Road and Enmore Road. The future desired character for this sub-precinct aims to retain these uses, which will be important to accommodate 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 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*.



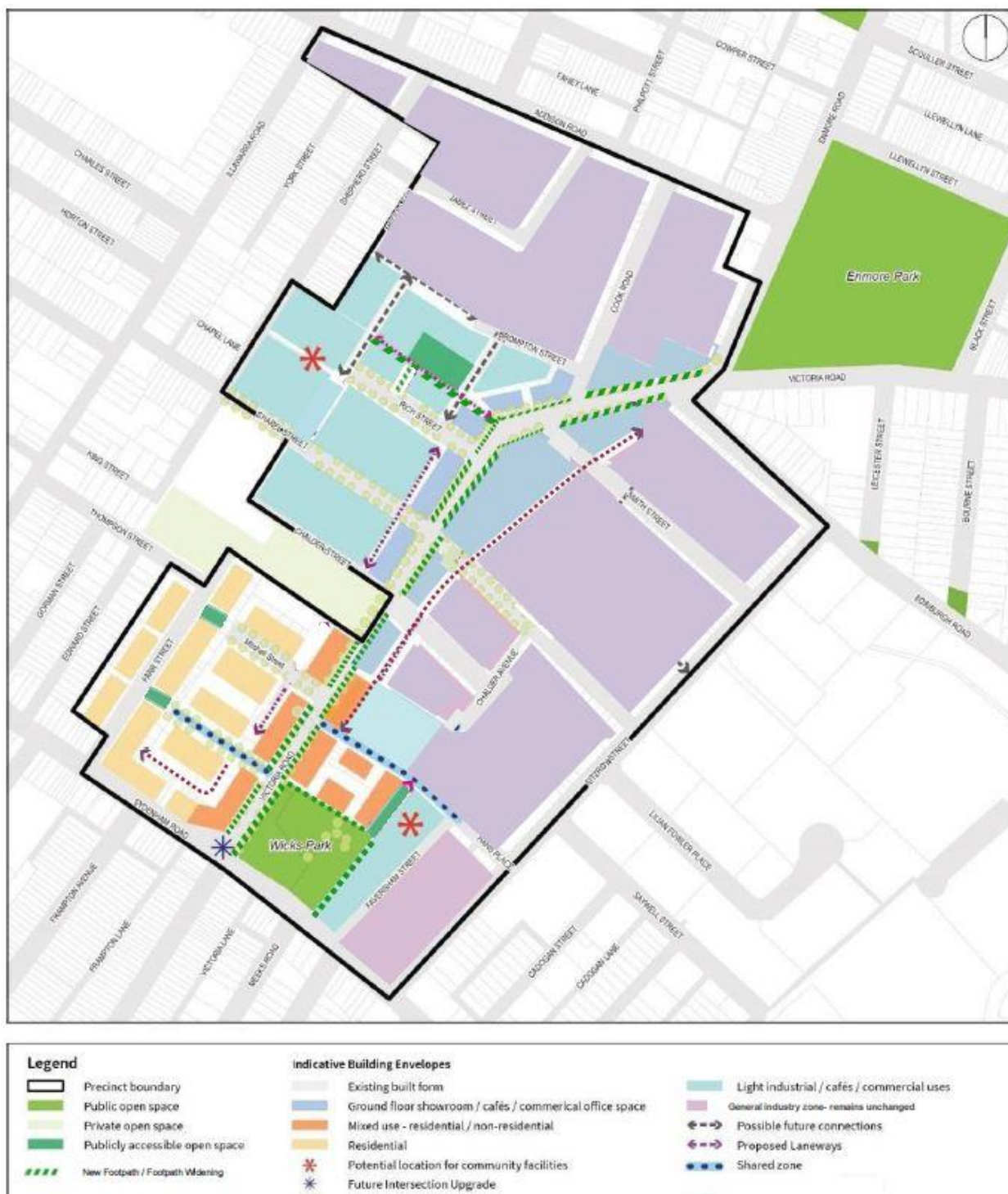


Figure 4: Indicative Masterplan

## Objective

- 01** 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 streets, shared zone, laneways and building layouts may be considered by the consent authority.*

## 9.47.6 Site Amalgamation

### 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 presents difficulties for lots in high and medium density residential, commercial and industrial zones with regard to:

- Amenity;
- Achieving height of building for the FSR in each zone; and
- Achieve delivery of the required infrastructure on private lands.

In addition, the cadastral pattern of the site boundaries in the precinct do not follow the zoning map of under MLEP 2011. In certain sites split zoning occurs and in others the zoning boundaries create difficulties for design feasibility and efficiency for buildings. Achieving aspects of amenity such as natural lighting (due to narrow sites) and infrastructure (e.g. basement parking) are made difficult due these configurations. Attaining maximum FSR and height standards is also made difficult for the narrow smaller sites in the precinct. Some of the narrow and small sites also create scenarios where lots are isolated and make it difficult for redevelopment.

These issues present difficulties for creating good quality higher density development. To ameliorate this situation, amalgamation of land within the precinct is proposed so as to facilitate good amenity and achievement of building standards. Through lot amalgamation, floor space will potentially be distributed across larger sites and building block and height scenarios that are intended to achieve specified heights.

### 9.47.6.2 Council-nominated amalgamation blocks

So as to provide direction in the amalgamation of sites, Inner West Council has nominated a set of amalgamation blocks. These sets of amalgamation blocks:

- provide a framework to guide proposed future amalgamations;
- ensure that the indicative masterplan objectives are realised;
- facilitate provision of proposed public infrastructure; and
- resolve the zoning anomalies of split zones in lots.

The amalgamation blocks are shown in figure 5 and maps for the individual blocks are in Schedule 3 of this DCP.



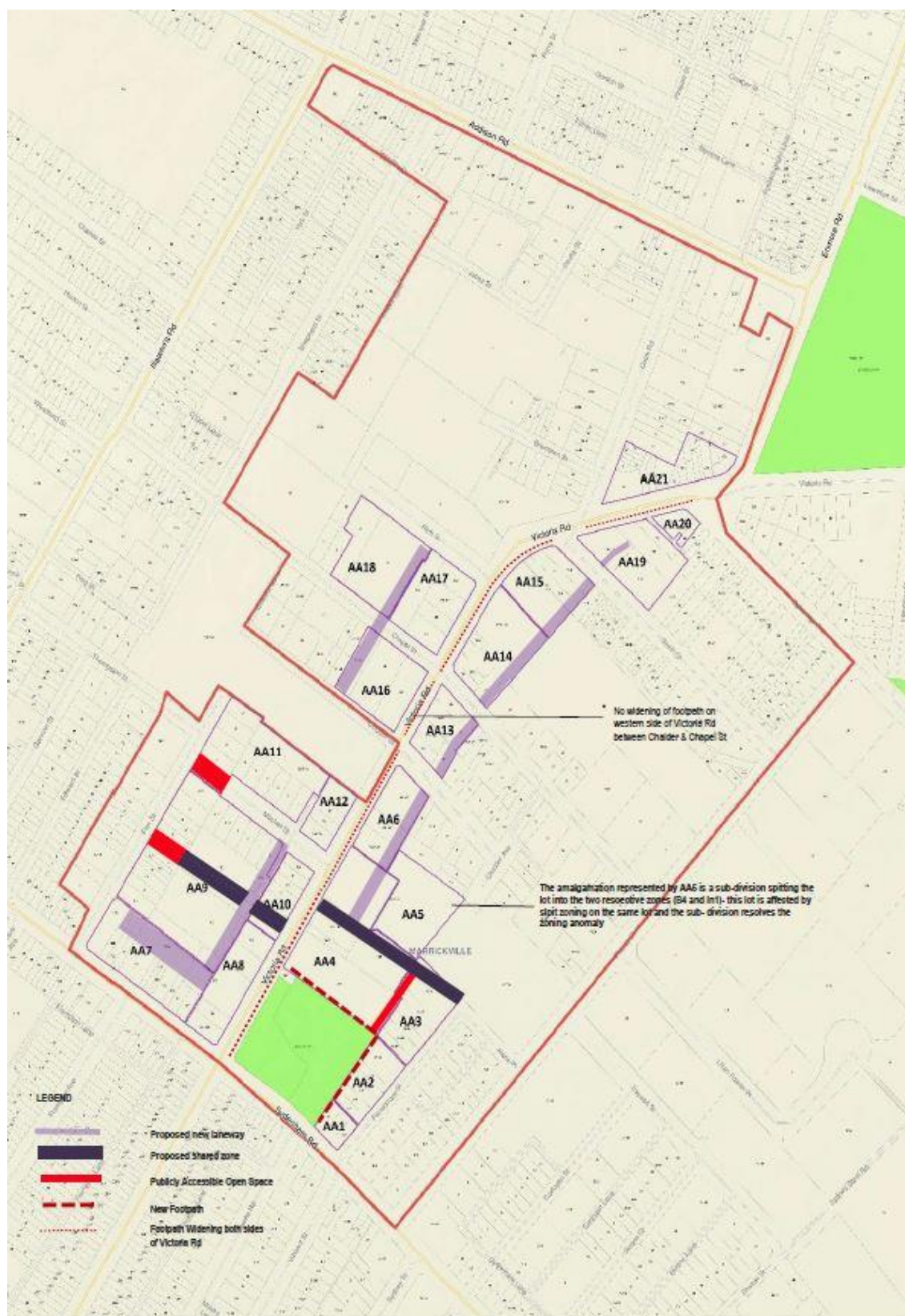


Figure 5: Council-nominated amalgamation blocks



### 9.47.6.3 *Amalgamation controls*

#### Objectives

- O2** To ensure that access requirements of RMS are achieved.
- O3** To consolidate allotments to allow for development of built forms that make a positive contribution to the spatial definition of the street.
- O4** To ensure redevelopment sites are of a suitable size and shape to enable high density residential and mixed use forms with high amenity and architectural quality.
- O5** To ensure that amalgamation of sites can be achieved to meet the vision and infrastructure requirements on private land.
- O6** To improve permeability and amenity.
- O7** 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.

#### Controls

- C2** The redevelopment of lots must be in accordance with Council's amalgamation blocks identified in Figure 5: Council Nominated Amalgamation blocks.
- C3** The amalgamation of sites will be made in such as a way as to align with the indicative masterplan in relation to the sub-precinct's boundaries, proposed new laneways, shared zones, publicly accessible open space and new and widened footpaths.
- C4** Development must not be undertaken in a way that causes adjacent sites or lots to be isolated in any way and unable to achieve the vision of the indicative masterplan.
- C5** Council will consider alternative solutions to the Council nominated amalgamation blocks subject to:
  - i. No cost to Council;
  - ii. Satisfying the objectives of the DCP;
  - iii. Demonstrate that all infrastructure works are delivered;
  - iv. An improved urban design outcome; and
  - v. Results in no isolation of properties.

## 9.47.7 Movement Network

### 9.47.7.1 *General*

#### Objectives

- O8** 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.
- O9** To ensure new 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.
- O10** To ensure laneways and shared zones are designed and constructed to a high standard and provide a high level of comfort, amenity and safety.
- O11** To deliver identified road and intersection upgrades.



- O12** To provide a comfortable and attractive environment for pedestrian and cyclists and enhance pedestrian and cyclist connections to surrounding commercial precincts, including Addison Road and Marrickville Road.
- O13** To ensure buildings and surrounding spaces and the public movement network is accessible to all persons including those with accessibility restrictions.
- O14** To create shared zones that act as vibrant spaces.
- O15** To improve connectivity and circulation within the precinct and to local activities, parks, public spaces and schools.
- O16** To ensure that identified traffic and transport works are delivered in conjunction with development applications for redevelopment of the precinct.

## Controls

- C6** Development within the Victoria Road Precinct should be generally consistent with *Figure 6: Movement Network Plan* and *Table 2: Street Characteristics*.
- C7** Where required to be provided, traffic and transport infrastructure and publicly accessible open space is to be provided as part of the redevelopment
- C8** Council will consider alternative solutions to each individual piece of infrastructure subject to:
  - i. No cost to Council;
  - ii. Satisfying the objectives of the DCP; and
  - iii. An improved urban design outcome
- C9** Development that includes publicly accessible open space on private land may be permitted to utilise these publicly accessible facilities towards communal open space requirements of their development. No transfer of communal open space credits will be permitted between developments.
- C10** Development within the Victoria Road Precinct will be consistent with any transport infrastructure works listed in *Appendix B- Marrickville Developer Contribution Plan 2014 Victoria Road Precinct- Marrickville (Sub-Plan)*.
- C11** The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain.
- C12** Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity.
- C13** Development shall have no vehicle access entry points along Victoria Road and Sydenham Road.
- C14** Any publicly accessible land including footpath extension shall have no basements encroaching on the land.
- C15** 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.
- C16** Pedestrian paths:



- i. are to be provided on both sides of existing and proposed streets identified in *Figure 6: Movement Network Plan Map*;
- ii. are to be clearly distinguished from vehicle access-ways;
- iii. are to be designed to maximise safety for pedestrians within shared zones; and
- iv. are well-lit to safety standards.

**C17** Safe and legible cycle routes are to be incorporated throughout the Precinct which connect to existing cycle routes within the surrounding area.

**Table 2: Street 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





Figure 6: Movement network map

### 9.47.7.2 Shared zones and traffic infrastructure

#### Objectives

- 017** To create a pedestrian friendly space in the form of shared zones within the Timber Yards and Wicks Park Sub-precincts.
- 018** To provide opportunities for street activities and leisure (such as outdoor café spaces) at the end of the shared space towards Victoria Road.



- O19** To ensure that the street network provides a high level of amenity and safety for all users.
- O20** To avoid vehicular access from new laneways and roads onto Victoria Street

### Controls

- C18** The location of the proposed new shared roads is to be generally in accordance with the Figure 6: *Movement Network Plan Map*.
- C19** Shared zones are to generally conform with Table 3: *Shared zone characteristics below*:

**Table 3: 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

- O21** To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.
- O22** To create green links and pathways that form part of a wider green network that connects commercial areas, parks, public spaces and schools.
- O23** 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.
- O24** To improve permeability and connections between key areas within the precinct.

### Controls

- C20** Development is to incorporate green links generally in accordance with Table 4: *Green link characteristics*.





**Table 4: 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 is 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 LEP height limits for the site. It is noted that in some instances building heights shown in Figures 7-15 may not be reached.



**Figure 7: Indicative street section locations**

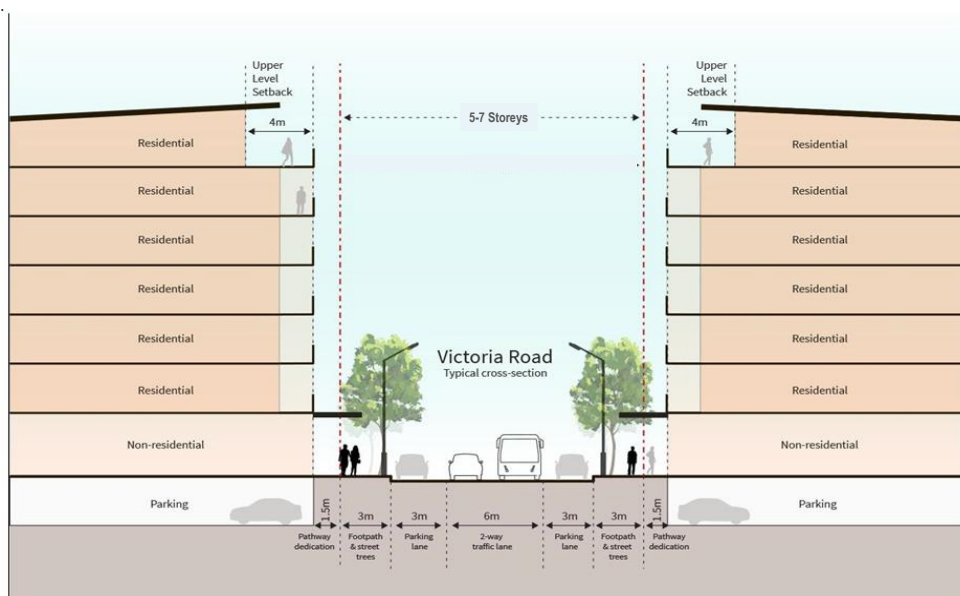


Figure 8: Street section 1 - Victoria Road (B4 Mixed-Use zone)

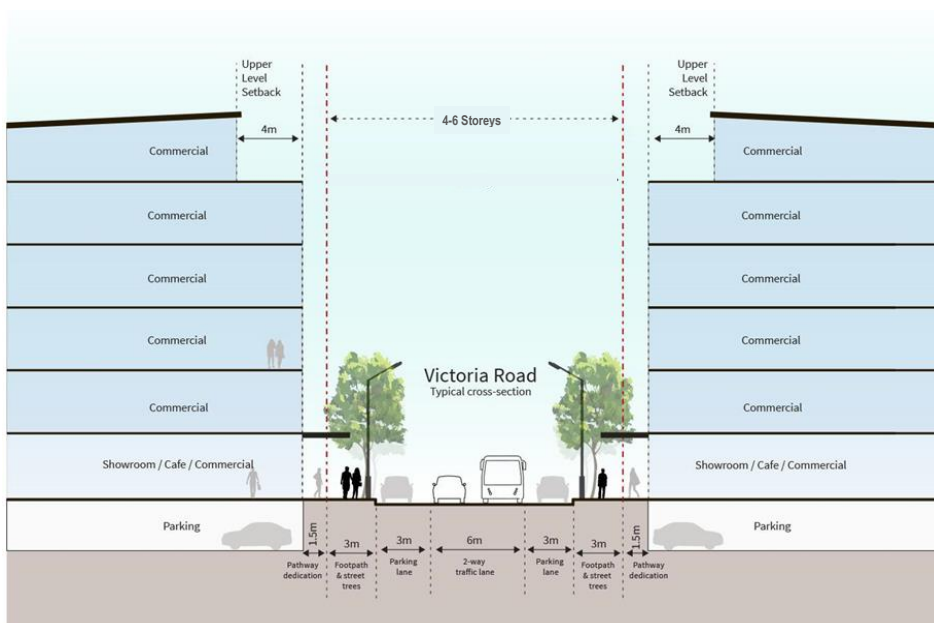


Figure 9: Street section 2 - Victoria Road (B5 Business Development zone)



Figure 10: Street section 3 - Sydenham Road

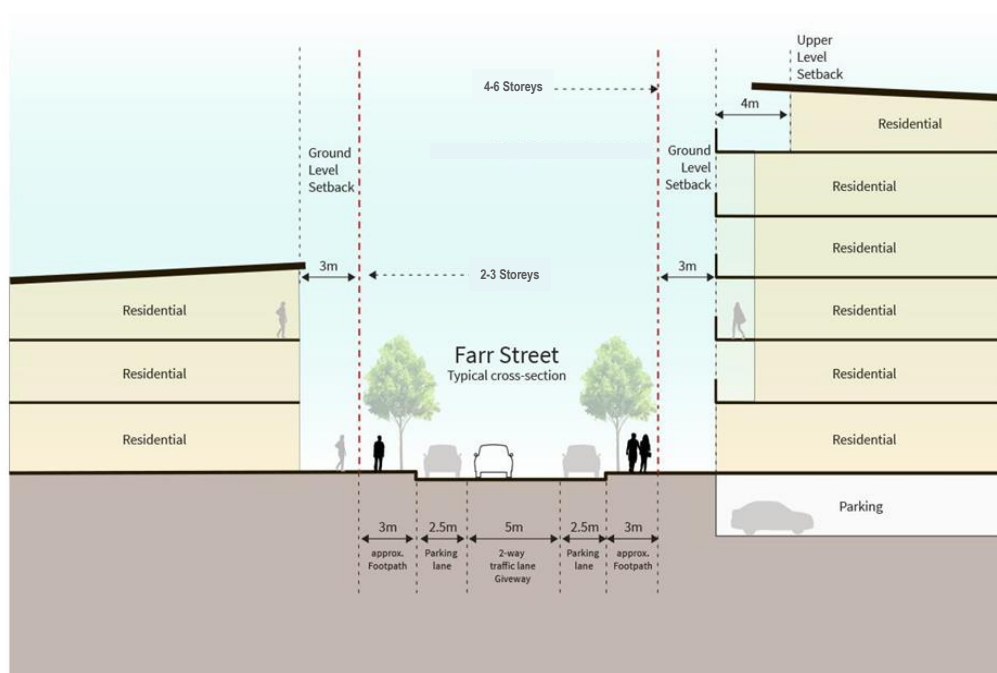


Figure 11: Street section 4 - Farr Street

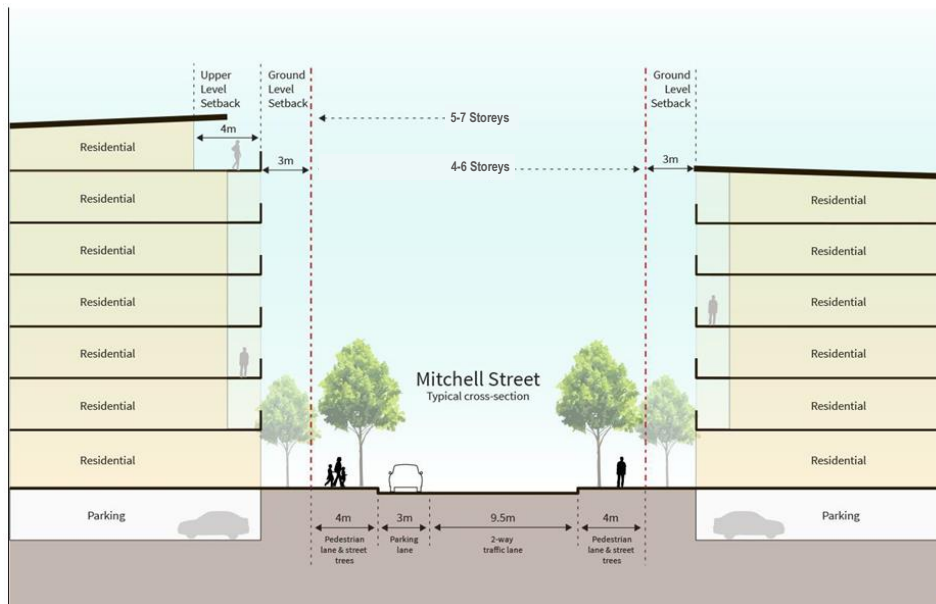


Figure 12: Street section 5 - Mitchell Street

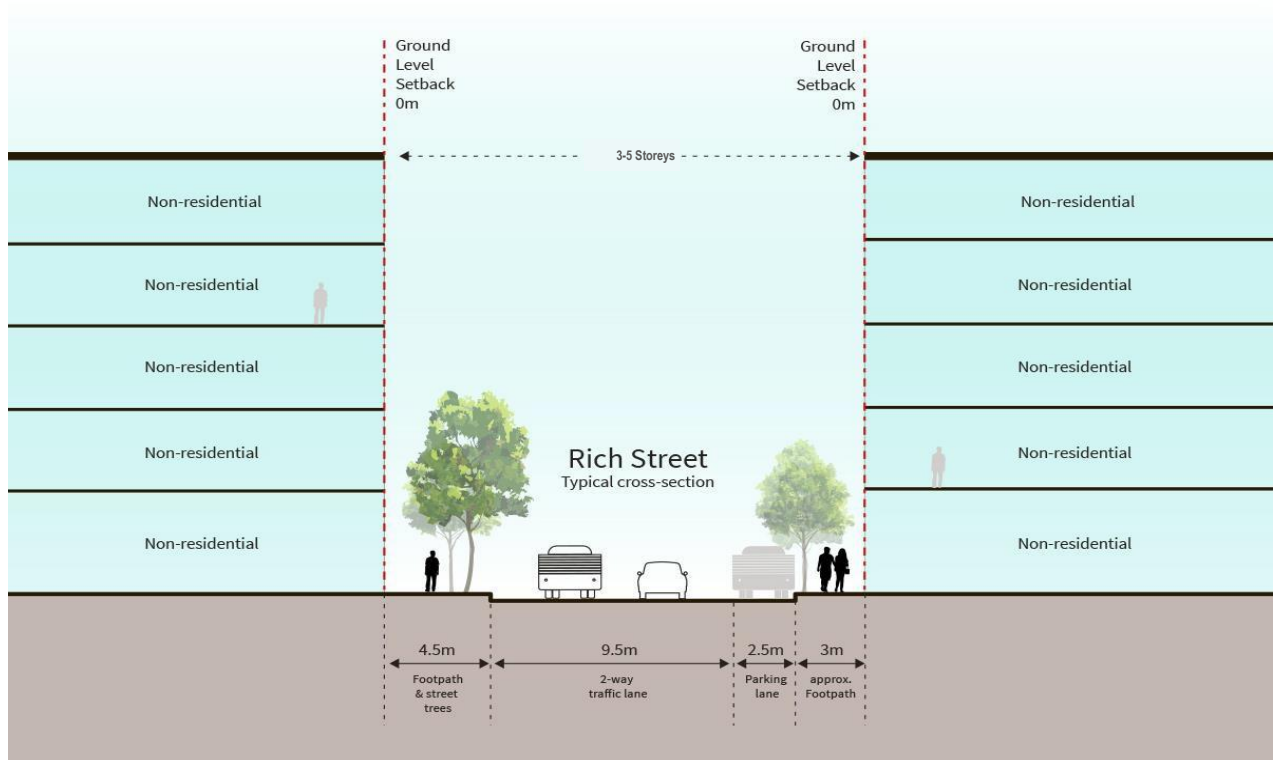


Figure 13: Street Section 6 - Rich Street

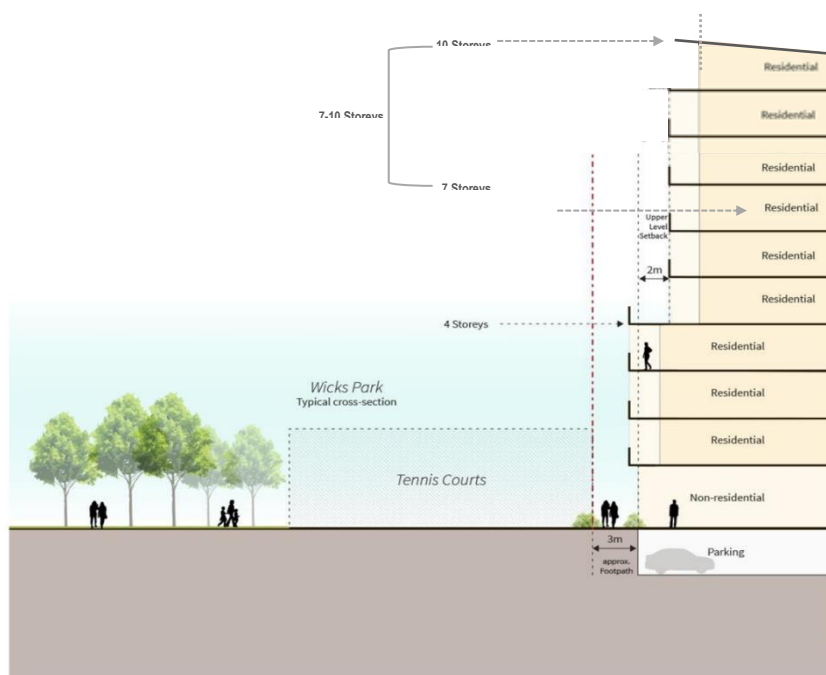


Figure 14: Street section 7 – Wicks Park northern interface

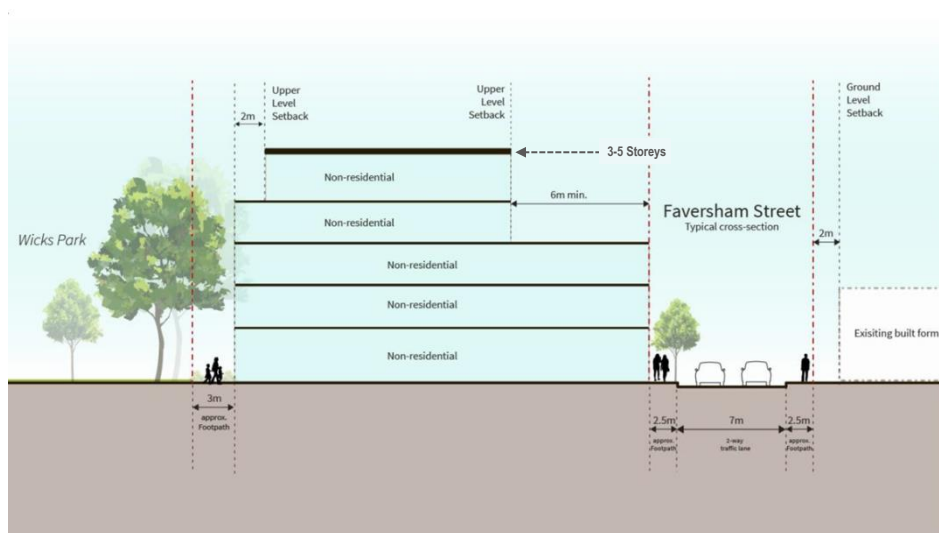


Figure 15: Street section 8 – Faversham Street

## 9.47.8 Publicly Accessible Open Space Network

### Objectives

- O25** To provide a high level of physical and visual access to existing and proposed publicly accessible open space areas within the precinct.
- O26** To increase the urban tree canopy of the existing and proposed street and laneway network.
- O27** To provide functional open spaces for residents within the precinct.
- O28** To create active, attractive and functional publicly accessible open space areas.



- O29** To provide additional publicly accessible open space within the Chapel Street and Timber Yards Sub-precinct

## Controls

- C21** Publicly accessible open space shall be provided in accordance with the Figure 4: Indicative Masterplan.
- C22** Green links, which primarily cater for vehicle, pedestrian and cyclist movement but also provide an open space function, are provided generally in accordance with *Part 9.47.7.3 Green links*.
- C23** 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 700m <sup>2</sup> . Primarily for informal passive recreation	Located at the end of the share zone area and Mitchell Street within the Timber Yards sub-precinct. A privately owned and maintained publicly accessible open space area. Public access to be available on a 24-hour, 7-days per week basis. Has a predominantly open, natural character, with adequate soft landscaping features. Provides a visual and physical link between the shared zone, Mitchell Street and Farr Street. 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. Provide deep soil garden beds and grassed areas. Incorporate high quality embellishments, including seating, bins and lighting.
Rich Street Publicly Accessible Open Space	Publicly accessible open space. Minimum area of 1,200m <sup>2</sup> . Primarily for informal passive recreation (minimum dimensions- L 40m, W- 30m)	A privately owned and maintained publicly accessible open space area. Public access to be available on a 24-hour, 7-days per week basis. Contains a large central lawn and hard-stand plaza area that support active and passive recreational opportunities. 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. New pathways provide access from Brompton Street, Victoria Road and Rich Street.



### 9.47.9 Trees and Landscape

The Urban Forest of Marrickville is an essential component of the built form and a legacy for future generations. Attractive trees in the urban landscape make a significant contribution to the quality of life of those people living, working and playing within the environment.

On the broad-scale trees contribute to the urban environment aesthetic and improved environmental conditions, on the micro-scale trees provide screening, privacy, interest, shade traffic calming and habitat.

#### Objectives

- O30** To increase the tree canopy cover in all development.
- O31** To ensure that existing significant trees both on public and private land are considered and where possible protected.

#### Controls

- C24** Provide at least 15% canopy coverage of a site within 10 years from the completion of the development.
- C25** Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter, or to provide habitat.
- C26** Appropriate soil depth and structural soil is to be provided to ensure that trees and plants are able to thrive.
- C27** Green roofs and walls are encouraged where appropriate.
- C28** Any green roof area is to be planted with Australian native plants over a minimum substrate depth of 120mm.
- C29** The design of any habitable green roof area is to address:
  - i. Visual and acoustic privacy,
  - ii. Safety,
  - iii. Security,
  - iv. Roof maintenance and servicing, and
  - v. Wind effects.
- C30** Significant trees both on public and private land are to be retained where possible, supported by expert Arborist advice.

### 9.47.10 Stormwater Management

#### Objectives

- O32** Stormwater management is integrated within the layout and design of the precinct without compromising the visual attractiveness of the public domain.
- O33** 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.





- O34** To ensure that stormwater management is appropriate to the site and to the proposed development.
- O35** Stormwater management results in the effective treatment and disposal of stormwater for the protection of property from flooding.
- O36** To retain additional stormwater/flood waters during stormwater/flooding events on key sites.

### Controls

- C31** Proposed open spaces (including pocket parks) and landscaped areas are to incorporate deep soil zones for infiltration purposes and to reduce stormwater runoff.
- C32** Deep soil verges are to be provided as part of any street tree planting for stormwater infiltration purposes.
- C33** All drainage systems within the precinct are to be upgraded to a 1-in-20year capacity as redevelopment occurs.
- C34** 1:100 overland flow paths shall be provided over all Council or Sydney Water stormwater drainage systems.
- C35** All existing blocked overland flow paths must be opened and cleared.
- C36** Proposed development within the precinct is to be in accordance with Section 2.17 Water Sensitive Urban Design, Section 2.22 Flood Management, Section 2.25 Stormwater Management of this DCP and the report prepared for the precinct titled *Flooding and Stormwater Advice – Victoria Road Precinct Developer Contributions Plan - Prepared by Cardno for Inner West Council – dated 27 November 2018*.
- C37** Redevelopment sites at 1-19 Rich Street and 114-118 Victoria Road, Marrickville is to include a site specific water design solution that ensures additional stormwater / flood waters during storm / flooding events is retained in accordance with Sydney Water requirements.
- C38** Additional stormwater and flooding works on private land consistent with Figure 17 of the Victoria Road Precinct Contributions Sub Plan of Marrickville Development Contributions Plan 2014 is to be provided at no cost to Council.

**Note:** The abovementioned contributions plan includes the provision of a 0.9m culvert within the Wicks Park and Fitzroy St Sub Precinct.

## 9.47.11 Water Sensitive Urban Design (WSUD)

### Objectives

- O37** To facilitate revitalisation of the Sydney Water Canal Corridor north of Rich Street as a pedestrian thoroughfare subject to Sydney Water's requirements.
- O38** To integrate the revitalisation program for the canal corridor with the overall movement network within the precinct and beyond.

### Control

- C39** Development is to reflect interpretive signage on the history of the Sydney Water Canal in this location.





- C40** Development is to not obstruct or hinder public access to the interpretive signage on the history of the Sydney Water Canal in this location.
- C41** 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.

## 9.47.12 Built Form

### 9.47.12.1 *Building height*

Maximum building heights within this precinct have been shown by number of storeys (Figure 16) and must be read in conjunction with the maximum building heights shown on the MLEP 2011 Height of Buildings Map and the indicative street sections in Section 9.47.7.4 Indicative street sections.

#### Objectives

- O39** Building heights visually reinforce Victoria Road's role as a commercial corridor.
- O40** 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.
- O41** Building heights contribute to the creation of a high density, urban neighbourhood character compatible with the precinct's inner city, transit accessible location.
- O42** Building heights are varied through the precinct to create a visually interesting urban form and skyline.
- O43** Building heights are consistent with the operational requirements of the Sydney Airport.
- O44** Building heights encourage a height and scale that transitions toward surrounding lower density areas.

#### Controls

- C42** Building height is in accordance with MLEP 2011.
- C43** Development is to be generally in accordance with *Figure 16: Building heights map*.

**NB** *Maximum building height per block is set by Marrickville LEP 2011. Figure 16 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 16 in a flexible way having regard to the objectives of this part.*

- C44** Buildings have a consistent street wall height along Victoria Road.
- C45** Building height must be read in conjunction with the indicative street sections for the relevant sub-precinct.
- C46** 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 (an example is provided in Figure 17).



- C47** Building height implements appropriate transition of height to existing lower density residential areas.
- C48** Buildings that address Sydenham Road are to be three-storeys, except on the corner of Victoria Road, where an increase in height is acceptable as part of the Victoria Road Corridor Sub-precinct.
- C49** Taller buildings are to be adjacent to Wicks Park where there is greater residential amenity and views.
- C50** Building separation distances for the Wicks Park Sub-precinct will not be less than the dimensions shown in figure 17 for indicative building blocks or as recommended by the NSW Apartment Design Guide, Part 2, to ensure that there is sufficient solar access, visual and acoustic privacy and natural ventilation.
- C51** Where a proposed development maximises the LEP floor space ratio for the site but does not achieve the maximum building height set out in figure 16, the LEP floor space ratio control shall prevail.



Figure 16: Building heights map.



**Figure 17: Wicks Park showing overshadowing due to indicative building block heights**

- C52** For the Timber Yards Sub-precinct, the separation distances will be no less than the dimension shown in figure 18 for indicative building blocks or as recommended by the NSW Apartment Design Guide.
- C53** The indicative building envelopes in the Timber Yard precinct zoned as R4, R3, B4 in figures 18, 19 and table 6 shows the desired bulk of buildings. This is a guide for ensuring appropriate building bulk for amenities such as ventilation and natural lighting.

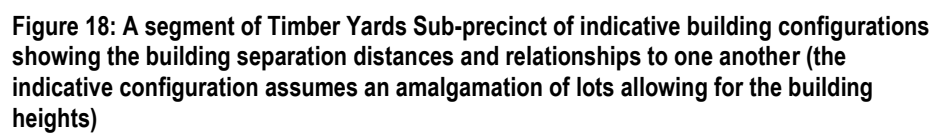




Figure 19: The building blocks in the Timber Yard Sub-precinct showing the indicative building blocks

Table 6 showing the building envelope dimensions of the indicative blocks in the Timber Yards Sub-precinct.

Block number	Building depth	Building height (m)	Comments
A	18-25	7-11	Medium density residential
B	18-25	15-20	Medium density residential- depth on first floor and above- 22m
C	18-25	24-56	High density residential- depth on first floor and above- 22m
D	18-25	15-24	High density residential- depth on first floor and above- 22m
E	20-30	15-23	Mixed-use- depth on first floor and above- 22m
F	20-30	15-23	Business development- depth on first floor and above- 22m
G	20-35	24-59	Mixed-use- depth on first floor and above-



			22m
H	20-35	24-40	Mixed-use- depth on first floor and above- 22m
K	20-35	15-120	Business development- depth on first floor and above- 22m
L	20-35	15-20	Business development- depth on first floor and above- 22m
M	18-25	7-11	High density residential- low rise in sympathy to Sydenham Road

### 9.47.12.2 *Building form and design*

#### Objectives

- O45** To create a physical street edge that clearly defines Victoria Road.
- O46** To ensure the design of buildings maximise visual interest and minimise the overall scale and bulk.
- O47** To ensure orientation of buildings address the street to maximise engagement with the public domain.
- O48** To ensure development defines the proposed street pattern within the precinct.
- O49** To ensure buildings are designed to minimise loss of acoustic amenity from aircraft operation
- O50** To encourage the provision of a central courtyard within the defined street blocks as a shared communal open space.
- O51** 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, materials and finishes to encourage greater pedestrian activity within the public domain.
- O52** To minimise overlooking onto Marrickville Public School.

#### Controls

- C54** New development is to address existing and proposed streets, shared zones and publicly accessible open space.
- C55** Development is to be designed so as to ensure minimal overlooking onto Marrickville Public School and to maintain the amenity of the school property within the vicinity of the precinct.
- C56** 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.
- C57** Buildings are to incorporate design measures to visually break long building facades through façade modulation.
- C58** 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.

- C59** Buildings are to be designed in accordance with the provisions of Schedule 1: Victoria Road Precinct Aircraft Noise Policy.
- C60** 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.
- C61** The number of individual entries for ground floor apartments that are facing the public domain are to be maximised.
- C62** The length of building entry foyers is to be minimised.
- C63** Buildings are to be elongated and aligned with the indicative street blocks fronting Victoria Road to reinforce the commercial corridor.
- C64** 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.
- C65** 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 9.47.12.1 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.
- C67** 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.

### 9.47.12.3 *Setbacks*

#### Objectives

- O53** To ensure that buildings along Victoria Road Corridor Sub-precinct create a coherent, human scale street wall.
- O54** To provide appropriate visual massing and amenity for residential dwellings and the public domain.
- O55** 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.
- O56** To ensure an adequate area is provided to support landscaping features along the streetscape.
- O57** To minimise potential adverse amenity impacts on public open space areas, Marrickville Public School and existing lower density residential areas surrounding the precinct.
- O58** To minimise visual bulk and scale of future development from the public domain.



## Controls

- C68** Buildings are designed to comply with the ground and upper level setbacks outlined in *Figure 20: Ground and upper level setbacks map*.
- C69** Setbacks at the ground floor of residential streets create private outdoor recreation spaces that provide appropriate transition spaces between the private and public domains.
- C70** Taller building elements are setback from lower building elements to reduce the appearance of building bulk and scale and enable solar access to the public domain.
- C71** Roof lines may project into the upper level setback zone by 2 metres.
- C72** 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.
- C73** The setback to be provided to Marrickville Public School boundary is to be 9m.
- C74** Setbacks must be read in conjunction with the indicative street sections in *Section 9.47.7.4 Indicative street sections*.



Figure 20: Ground and upper level setbacks map





#### 9.47.12.4 *Active frontages*

##### Objectives

- O59** To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along main streets.
- O60** To encourage greater pedestrian activity along Victoria Road in order to reinforce its role as a commercial corridor.
- O61** To promote the activation of new laneways with cafes, studios, boutique showrooms and smaller retail tenancies.
- O62** To ensure active frontages make a positive contribution to the public domain and streetscape.

##### Controls

- C75** The location of active land uses and frontages at ground level is to be generally in accordance with *Figure 21: Active frontages*.
- C76** Buildings that require active frontages are to be built to the street alignment.
- C77** Active frontages are to be designed with the ground floor level at the same level as the footpath.
- C78** 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.
- C79** Residential foyer entries are to be minimised along active frontages.
- C80** Development is to provide fixed awnings that are integrated with the overall design of the building along areas that have active ground floor uses.
- C81** For development along the Hans Place and Chalder Avenue extensions:
  - i. non-active ground floor uses may be acceptable if zoned B5 Business Development under Marrickville LEP 2011;
  - ii. notwithstanding Section 9.47.7.4, retractable awnings are to be provided along active street frontages.



Figure 21: Active frontages

### 9.47.13 Other Infrastructure

#### Objective

- O63** To provide high levels of visual and aesthetic amenity within the precinct.
- O64** To ensure service reliability and enhance efficiency in the provision of utilities within the precinct.
- O65** To ensure enhanced levels of public safety within the precinct

#### Control

- C82** All powerlines and utilities including telecommunication infrastructure are to be located underground in the redevelopment of the precinct facing Brompton Street, Chaldey Lane and Chaldey Street.

### 9.47.14 Operation of Sydney Airport

#### Objective

- O66** 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 master plan.



## Controls

- C83** New development, alterations and additions must not incorporate reflective materials as part of the walls, windows or roofing structure.
- C84** 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).
- C85** 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:
- 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;
  - 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.
- C86** Any building proposed greater than 15.24 metres in height shall be referred to Sydney Airport for comment.

## 9.47.15 Noise and Vibration

### Objectives

- O67** To ensure development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration.
- O68** 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.
- O69** To maximise the provision of information to residents regarding aircraft noise.

### Control

- C87** New development is to be in accordance with *Schedule 1: Victoria Road Precinct Aircraft Noise Policy*.

## 9.47.16 Social and community facilities

### Objectives

- O70** To ensure social and community facilities are provided within the precinct to support the provision of social infrastructure such as for, school expansion and community halls as part of the ongoing growth and evolution of the Victoria Road Precinct.

### Control

- C88** The location of community facilities such as for school expansion and community halls within the precinct are to be generally in accordance with *Figure 4: Indicative Masterplan*.



## 9.47.17 Waste Management

### Objective

- 071** Minimise the disposal of construction and demolition waste going to landfill and encourage reuse and recycling.
- 072** Minimise the amount of waste disposal going to landfill during the operation of residential and non-residential developments and maximise resource recovery.
- 073** Ensure that waste collection operations are carried out with minimal disruption to traffic, pedestrians and amenity in a healthy and efficient manner. Waste and recycled material is to be managed, stored and presented for collection within the property boundary.
- 074** Facilitate re-use, recycling and energy recovery at the local level whenever possible.

### Control

- C89** A Recycling and Waste Management Plan is to be prepared consistent with council's requirements set out in Schedule 2 and submitted with each development application.
- C90** A Recycling and Waste Management Plan is to address both the recycling and disposal methods of material generated during the demolition and construction phase; and the waste management practices associated with the collection and minimisation of waste during occupation once redevelopment has occurred.

## 9.47.18 Schedule 1 – Victoria Road Precinct Aircraft 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

- 075** To ensure that all development in the Victoria Road Precinct is designed to achieve an appropriate level of amenity for its occupants taking into consideration its land use.
- 076** To ensure that all residential development satisfies key necessary design criteria relating to building siting, design, building materials and facilities.
- 077** To ensure that development within the Precinct complies with Australian Standard AS 2021:2015.
- 078** To ensure that future residents within the Victoria Road Precinct are appropriately informed about aircraft noise within the Victoria Road Precinct.



- O79** To protect the ongoing operation of Sydney Airport and minimise the potential for reverse impacts from development within the Victoria Road Precinct.

### 9.47.18.1 *Building Design*

Effective mitigation against aircraft noise 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 design for development within the Victoria Road Precinct.

**Table 1.1: Building Design**

Design Principles		Design Solution	
<b>DP1</b>	To minimise the level of noise exposure to future development.	The following design solutions are to be achieved for development:	
<b>DP2</b>	To ensure buildings are designed to respond to site specific aircraft noise constraints taking into consideration site layout, building orientation, building configuration and apartment design.	<b>DS1</b>	The site layout and orientation of buildings must be designed to minimise potential noise exposure from aircraft.
<b>DP3</b>	To ensure that occupants of buildings, particularly residents of residential building, are afforded an appropriate level of internal amenity in accordance with AS 2021.	<b>DS2</b>	The internal configuration of residential buildings are to be designed to minimise the number of apartments facing toward the flight path.
<b>DP4</b>	To ensure that all dwellings are provided with adequate and useable private amenity space.	<b>DS3</b>	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.
<b>DP5</b>	To allow flexibility in the balance between ventilation and sound insulation taking into consideration the precinct specific constraints.	<b>DS4</b>	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.
		<b>DS5</b>	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).



Design Principles		Design Solution	
		<b>DS6</b>	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.

### 9.47.18.2 *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	
<b>DP1</b>	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.	<b>DS1</b>	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.
		<b>DS2</b>	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:
		<b>Building Type and Activity</b>	<b>Indoor LS<sub>max</sub> Design Sound Level, dB(A)</b>
		<b>Houses, home units, flats, caravan parks</b>	
		Sleeping areas, dedicated lounges	50
		Other habitable spaces	55
		Bathrooms, toilets. Laundries	60
		<b>Hotels, motels, hostels</b>	
		Relaxing, sleeping	55
		Social activities	70
		Service activities	75
		<b>Schools/universities</b>	
		Libraries, study areas	50
		Teaching areas, assembly areas	55
		Workshop, gymnasium	75
		<b>Hospitals, nursing homes</b>	





Design Principles		Design Solution	
		Wards, theatres, treatment and consulting rooms	50
		Laboratories	65
		Service areas	75
		<b>Public buildings</b>	
		Churches, religious activities	50
		Theatres, cinemas, recording studios	40
		Court houses, libraries, galleries	50
		<b>Commercial buildings, offices, shops</b>	
		Private offices and conference rooms	55
		Drafting, open houses	65
		Typing, data processing	70
		Shops, supermarkets, showrooms	75
		<b>Industrial</b>	
		Inspection, analysis, precision work	75
		Light machinery, assembly, bench work	80
		Heavy machinery, warehouse, maintenance	85

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 illustrates 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	<b>Timber Frame or Cladding:</b> 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally.
		<b>Brick Veneer:</b> 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.



Category	Min Rw	Construction
		<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap.
2	43	<b>Timber Frame or Cladding:</b> 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.
		<b>Brick Veneer:</b> 110mm brick, 90mm timber stud frame or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap.
3	52	<b>Brick Veneer:</b> 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		<b>Double Brick Cavity:</b> 2 leaves of 110mm brickwork separated by 50mm gap.
4	55	<b>Brick Veneer:</b> 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame.
5	55	<b>Double Brick Cavity:</b> 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.

### 9.47.18.3 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.

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.



#### 9.47.18.4 *Residential Facilities*

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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, 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	
<b>DP1</b>	To ensure that residential flat buildings incorporate communal facilities to support a high level of amenity for residents.	<b>DS1</b>	Indoor communal open space is to have a combined minimum gross floor area of 40m <sup>2</sup> ratio or 1m <sup>2</sup> per apartment, whichever is larger. The maximum requirement for indoor communal space is 250m <sup>2</sup> .
<b>DP2</b>	To ensure that a proportion of communal open space occupants of residential flat buildings is appropriately insulated against noise impacts.	<b>DS2</b>	Indoor communal facilities can comprise one or more rooms, areas or facilities. Key examples may include: <ul style="list-style-type: none"> <li>• Music/sound rooms;</li> <li>• Gymnasium;</li> <li>• Indoor pool;</li> <li>• Greenhouse/conservatory;</li> <li>• Games room;</li> <li>• Cinema / media room;</li> <li>• Function room / meeting room;</li> <li>• Multi-purpose room; and</li> <li>• Shed / workshop.</li> </ul>
<b>DP3</b>	To ensure that residents have access to useable indoor communal facilities and outdoor communal open space.		
<b>DP4</b>	To encourage flexibility in the way that communal space and facilities are provided within development.	<b>DS3</b>	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 SEPP 65 and the Apartment Design Guide.
		<b>DS4</b>	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 <sub>S</sub> max for areas commensurate with social activities in a hotel facility).
		<b>DS5</b>	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.
		<b>DS6</b>	Communal toilet/s are required to service the indoor communal





Design Principles	Design Solution
	facilities.



### 9.47.18.5 *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.

**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 how this affects the	DS4	<b>Aircraft Noise Information Packs</b> are to be provided to any potential purchaser as part of the Contract of



Design Principles		Design Solution	
	Victoria Road Precinct prior to purchasing a property.		Sale. All Contracts of Sale are to include a clause that specifies that the prospective of purchaser has read and acknowledges the contents within the <b>Aircraft Noise Information Pack</b> .
<b>DP3</b>	To ensure that information about aircraft noise is readily available for residents, property and business owners within the Victoria Road Precinct.	<b>DS5</b>	A community notice board is to be provided in the common lobby area for all residential flat buildings. An information notice about Aircraft Noise is to be provided on the community notice board at all times.
<b>DP4</b>	To encourage flexibility in the way that communal space and facilities are provided within development.	<b>DS6</b>	<p>The <b>Aircraft Noise Information Packs</b> are to contain the following information:</p> <ul style="list-style-type: none"> <li>• An explanatory note on aircraft noise and how it may affect living within the Victoria Road Precinct;</li> <li>• An explanation of the policies and controls that govern aircraft noise;</li> <li>• An explanation of Sydney Airport's operations and its relationship to the Victoria Road Precinct;</li> <li>• TA map of the current/latest ANEF Contours in relation to the site; and</li> <li>• A link to the most recent aircraft master plan published by Sydney Airport, which can be downloaded from <a href="https://www.sydneyairport.com.au/corporate/planning-and-projects/master-plan">https://www.sydneyairport.com.au/corporate/planning-and-projects/master-plan</a> (Chapter 14 Noise Management).</li> <li>• 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 <a href="http://www.airservicesaustralia.com">www.airservicesaustralia.com</a>.</li> <li>• 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 <a href="http://www.sydneyairport.com/corporate/planning-">www.sydneyairport.com/corporate/planning-</a></li> </ul>



Design Principles		Design Solution	
			<p>and-projects/masterplan.</p> <ul style="list-style-type: none"> <li>A copy each of the following aircraft noise mapping charts, as published in the most recent airport master plan published by Sydney Airport:</li> </ul> <p><i>Australian Noise Exposure Forecast</i></p> <ul style="list-style-type: none"> <li>Frequency-based aircraft noise charts for the periods 6am to 11pm (N70) and 11pm to 6am (N60).</li> </ul>
		<b>DS7</b>	A copy of the <b>Draft Aircraft Noise Information Pack</b> is to be submitted with any development application for a building.

### 9.47.18.6 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:

1. 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;

Aircraft Noise Information Pack (ANIP) – 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 ANIP must include:

- i. the airports hours of operation and likely times that aircraft noise will affect the Victoria Road Precinct;
- ii. likely average number of aircraft movements per day;
- iii. aircraft noise affecting the Victoria Road 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; and
- vi. a plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents.

**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.

## 9.47.19 Schedule 2 - Requirements for Recycling and Waste Management Plans

Development application should be accompanied by a Recycling and Waste Management Plan that shows how recycling and waste is to be managed in the precinct. The objective of the Management Plan is to:

1. Reduce construction and demolition waste from the precinct going to any landfill.
2. Reduce of waste that is generated in the day-to-day activities of a development in the precinct from going to landfill.
3. Maximise resource recovery from development activities in the precinct.
4. Ensure that waste from developments in the precinct is collectable and disposable in a way that is sustainable (healthy, efficient, minimises disruption to amenity in the precinct and local government area, and contributes to overall reduction of waste).

### 9.47.19.1 *Waste and Recycling Management Plans*

The Management Plan will include the following:

1. Drawings of the proposed development that show:
  - i. Location and space for waste management systems, including recycling methods and storage areas for bulky and problem waste.
  - ii. Locations of nominated collection points for operational servicing of the development. Collection should occur within the boundary of the development and should be minimised. Where collection is in the basement, all swept paths must be shown in the plans. On street collection points should be within 10m of the street kerb with no gradient or layby. No collection of bins is meant to occur on the street.
  - iii. The proposed path of access for occupants, users and collection vehicles of waste generated in the development.
  - iv. Sufficient space to store 660L bins with good access and space for manoeuvrability.
2. In relation to construction and demolition waste, the following are to be provided:
  - i. Details on how waste is to be minimised in a development.
  - ii. Estimations of the quantities and kinds of materials that are to be re-used or left over for removal from the development site.
  - iii. Details on likely quantities of waste to be produced.
  - iv. Targets for recycling and reuse of waste.
3. In relation to collection and minimisation of waste during occupation, the following is to be provided:



- i. Information on the waste storage areas to enable source separation of bulky waste, e-waste and other streams.
- ii. Details of operational management of storage and collection of waste and recycling, responsibilities for cleaning, transfer of bins between storage and collection areas, maintenance of signage and security of storage areas.
- iii. A summary (where appropriate) for occupants to inform them of waste and recycling management arrangements.
- iv. Details on sufficient kitchen space in residential development for separation of organic food waste to separate collection or local processing.

### **9.47.20 Schedule 3- Council Nominated Amalgamation Blocks**

Inner West Council nominated amalgamation blocks in the precinct are presented in this schedule as maps showing the individual lots that form each amalgamation block.



