**SECTION XX – Lonsdale St, City West Link Road Lilyfield**

## XX1.0 LAND TO WHICH THIS SECTION APPLIES

This section applies to 36 Lonsdale Street and 64-70 Brenan Street, Lilyfield, being Lots 18, 19 & 20 DP 977323, Lot 1 DP 1057904, Lot 22 DP 977323, and Lots 1 & 2 DP 529451 (the Site).

The site has an area of 2,145m2 and is located on the southern side of City West Link Road/Brennan Road between Russell Street and Lonsdale Street.

## XX1.1 BACKGROUND

## The site is subject of a planning proposal which seeks to an amendment to the Leichhardt Local Environmental Plan (LLEP) 2011 to increase the FSR to 1.5:1, to have a maximum Building Height of RL 33.2. containing a maximum of 5 storeys as measured from City West Link Road.

## XX1.2 RELATIONSHIP TO OTHER SECTIONS OF THIS DCP

Unless otherwise stated, development of the Site should be designed and constructed in accordance with the controls in this section and the provisions of this plan.

In the event of an inconsistency between this section and the remaining provisions of this Leichhardt DCP, the controls in this section will prevail in relation to development on the Site to the extent of the inconsistency.



**Figure 1: Location Plan**

## XX 1.3 OBJECTIVES

O1 Apply site specific controls/guidelines which take into account the site’s unique conditions to ensure an acceptable development outcome.

O2 To respond to the existing and future context and character of the area.

O3 To achieve architectural and urban design excellence.

O4 To enhance and activate the public domain.

O5 To maintain adequate solar access and amenity to adjacent residences in Lonsdale Street and Russell Street.

O6 To ensure good amenity for future residents of the development.

O9 To encourage active transport and support public transport mode share.

O10 To ensure an ecologically sustainable development outcome.

## XX1.4 DESIRED FUTURE CHARACTER STATEMENT

The site is located in the 'Peripheral Sub Area' of the Catherine Street Distinctive Neighbourhood in Lilyfield (Section C2.2.4.1 of the LDCP 2013).

The new character of the site should:

O1 Achieve architectural design excellence using appropriate building composition which enhances the site and is also sympathetic to the local residential character of Lonsdale Street and Russell Street.

O2 Protect and enhance the residential amenity of neighbouring dwellings and ensure the amenity of residents within the development.

O3 Enhance and activate the surrounding public domain.

04 Provide a landscaped setting to the foreground of buildings within the site and enhance the streetscape.

## XX1.5 BUILT FORM, HEIGHT AND DESIGN

## Objectives

1. Achieve appropriate amenity for occupants, a landscape setting for the site, landscaped buffer to adjacent houses.

O2 To integrate new buildings with neighbouring buildings by having an appropriate transition of building height and scale.

O3 To have building form and height which minimises impacts on the surrounding area including adjacent dwellings and their open space.

O4 To minimise overlooking and overshadowing of neighbouring properties.

## Controls

C1 The maximum height of buildings is RL 33.2 with a maximum of 5 storeys at City West Link Road and a transition to 2 storeys adjacent to the houses at Lonsdale Street and Russell Street.

C2 The built form height envelopes are to be generally consistent with Figures 3 and 4 with buildings having a transition in height to a maximum of 5 storeys at City West Link Road as follows:

* buildings have a maximum ceiling height of RL 24.7 being an equivalent of a two storey scale relative to the adjacent house in Lonsdale Street
* buildings have a maximum ceiling height of RL 27.8 an equivalent of a two storey scale relative to the adjacent house at Russell street

C3 No residential uses are to be contained at ground level storey along City West Link Road

C4 Top of building roof structure for the five storey building component in Figures 3 and 4 should be a maximum at approximately RL 30.7 to accommodate a lift overrun.

C5 Overhead power cables along City West Link Road must be relocated underground and replaced with appropriate street lighting given the scale of the development and the significant aesthetic benefit resulting from undergrounding, including allowing for viable street tree planting.

C6 The proposed building locations and site layout should be consistent with that shown in **Figure 2** to achieve buildings oriented predominantly to Lonsdale Street and Russell Street appropriate amenity for occupants, a landscape setting and tree canopy, middle ground level communal open space area, landscaped buffer to adjacent houses and to comply with other parts of this Development Control Plan.

C7 Along City West Link Road there shall be employment floor space provided used as part of an apartment above, which is setback a minimum of 3m from the boundary.



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# Figure 2: Indicative site plan

## Figure 3: Indicative elevation envelope along Lonsdale Street

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**Figure 4: Indicative elevation envelope along Russell Street**

## XX1.6 SETBACK AND SEPARATION

## Objectives

O1 Achieve adequate building separation including privacy between buildings.

O2 To accommodate deep soil planting and landscaping to enhance the streetscape and provide for tree canopy.

O3 Achieve adequate building separation between buildings and adjoining houses.

O4 Achieve adequate separation from high voltage powerlines along City West Link Road.

## Controls

C1 Buildings are to be setback a minimum of 3m inclusive of below ground carparks levels from City West Link Road, Lonsdale Street and Russell Street

C2 Building are to setback by a minimum of 3m from house sites in Lonsdale Street and Russell Street.

C3 Within the site Building Separation is to comply with the Apartment Design Part 2F and be generally in accordance with Figure 2 Site Layout.

## XX1.7 DESIGN, FINISHES AND MATERIALS Objectives

O1 To ensure that buildings have a high quality appearance and enhance and activate the public domain.

O2 To ensure that buildings respond to the residential character of Lonsdale Street and Russell Street.

O3 To provide high quality and durable finishes and materials.

## Controls

C1 Building design is to be well considered and demonstrate that architectural canons for providing well considered composition and proportions and a dialogue between parts of the building have been achieved.

C2 Building design is to provide architectural cues to complement adjacent and nearby houses.

C3 Exterior building finishes should use a variety of materials, including the use of face brickwork.

C4 The lower ground floor along City West Link Road and surrounds is to be differentiated from the upper parts of the building and conceal any internal carpark use. Use of a tripartite base middle top composition is encouraged.

C5 Buildings are to be setback along City West Link Road at a sufficient distance to maintain safety and maintenance of high voltage cables from City West Link Road.

## XX 1.8 VISUAL AND ACOUSTIC AMENITY

## Objectives

O1 To minimize the noise impacts of City West Link Road for residents.

O2 To prevent direct overlooking of adjacent house in Lonsdale Street and Russell Street and loss of privacy.

## Controls

C1 The majority of dwellings should be oriented toward Lonsdale Street and Russell Street

C2 A noise screen, or slim building wing no higher than 3 storeys off City West Link Road, shall be provided between buildings along City West Link Road to reduce noise in the middle communal open space area for the amenity of residents, as shown in figure 2.

C3 Dwellings should have “winter garden balconies” as defined in Apartment Design Guide Part 4J/Glossary.

C4 Dwellings adjacent or in close proximity to houses on Lonsdale Street and Russell Street shall not have windows which directly face those houses, except for rooms containing highlight windows with a minimum sill height of 1.7m.

C5 Any development application is to be accompanied by a report prepared by an acoustic consultant verifying the adequacy of the proposed design and the construction methods and materials to achieve appropriate noise levels within the proposed residential accommodation as well as the communal open space.

C6 A tree buffer with deep soil planting should be provided along boundaries with Lonsdale Street and Russell Street in accordance with Figure 2.

## XX1.9 COMMMUNAL OPEN SPACE, DEEP SOIL AREA AND LANDSCAPING

## Objectives

O1 To ensure occupants are provided with usable communal open space in a location onsite which has adequate amenity.

O2 To provide deep soil planting and landscaping to enhance the streetscape and provide for tree canopy.

O3 To provide for amenity and a visual buffer for adjacent houses in Lonsdale Street and Russell Street.

### Controls

C1 Landscaping is to comply with the LDCP 2013, part C1.12.

(Information Note: This includes new 2020 provisions for 40 percent tree canopy requiring deep soil for large trees or sufficient topsoil over the communal open space areas for trees).

C2 Deep soil areas and gardens are to be provided along Lonsdale Street, Russell Street and City West Link Road with building setbacks in accordance with Clause 1.6 C 1 and Figure 2 - Site layout.

C3 A ground level communal open space area is to be located generally in accordance with Figure 2, this should include topsoil above the carpark area sufficient enough to accommodate small trees and a grass area.

C4 Communal Open Space areas are to be provided in accordance with the requirements of the Apartment Design Guide part 3D (Information Note: for Town Centre like places use of roof top are allowed for any shortfalls. Objective 3 D 1 – Design Guidance)

Rooftop open space is permitted to provide a range of facilities and amenities including shade structure, barbeque facilities and seating arrangements.

C5 Any rooftop open space is to provide adequate screening for the privacy of neighbouring houses.

**XX 1.10 DISABLED ACCESS**

## Objectives

01 To provide for equitable access.

## Controls

C1 Compliance shall be demonstrated on the Development Application for provision of access from surrounding streets to areas within the site and up to the point of entry into dwellings, for people with disabilities.

C2 A legible pathway should be provided within the site to shared areas including the communal open space and carpark areas.

C3 Use of platinum level standard Universal Design in encouraged for dwellings.

## XX1.11 PARKING AND ACCESS

## Objectives

O1 To ensure safe, efficient and equitable vehicular access to and from the site.

O2 To minimise car parking, bike parking and motorcycle parking to encourage active transport and car share.

O3 Ensure that carparking access from Lonsdale Street is available to all potential parts which are to be developed.

O4 Basement parking contains required servicing areas including waste storage and deliveries.

O5 Address matters unique to the site pertaining to local roads.

## Controls

C1 Carparking provision is to be in accordance with the LDCP 2011.

C2 All vehicular access must be from Lonsdale Street only (in and out). All vehicles need to enter and exit the site in a forward direction. Swept paths should be provided as part of Transport Impact Assessment (TIA).

C3 An easement for vehicular access must be created over any undeveloped parts in the site to allow for future basement access to the properties 64 to 70 Brenan Street for access off Lonsdale Street.

C4 A schematic design is to be provided for any remaining undeveloped properties within the site to show how carparking access with any Development Application.

C5 Basement areas must accommodate waste storage rooms and servicing areas in accordance with the LDCP 2011 and not be visible from the street.

C6 A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hour of operation, access arrangements, locations of the crane(s) and traffic control shall be submitted with the development application.

C7 Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the following documentation in relation to rail safety shall be provided for the review and endorsement of TfNSW:

* Final geo-technical and structural report / drawings. Geotechnical reports should include and potential impact on the Inner West Light rail corridor;
* Final construction methodology pertaining to structural support during excavation or ground penetration;
* If required by TfNSW, details of the vibration and movement monitoring system that will be in place before excavation commences;
* Detailed survey plan with location of light rail and associated services; and
* Plans regarding proposed crane and other aerial operations.

C8 All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on City-West Link Road.

C9 No direct vehicular access will be provided to / from the site to / from City West Link (Brenan Street).

## G11.12 ENVIRONMENTAL MANAGEMENT

## Objectives

O1 To ensure that the new development maximises the principles of ecologically sustainable development.

O2 To reduce the cause and impact of the urban island heat effect.

## Controls

C1 Dwellings are required to comply with the BASIX State Environmental Policy. In addition, consideration is to be given to maximizing dwellings with “cross through” apartment layouts to achieve increased cross ventilation and solar access.

C2 Deep soil areas for dense Tree Canopy are to be provided in accordance with Clause 1.6 C1 (setbacks) and Figure 2-Site Layout.

C3 Landscaping is to be provided to the communal open space area in accordance with Clause 1.9 C3.

C4 The development is encouraged to achieve an additional minimum 4-star Green Building Council rating and incorporate Water Sensitive Urban Design to its communal open space areas. (Information Note: The 3m deep soil setbacks with trees will exceed the WSUD).

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