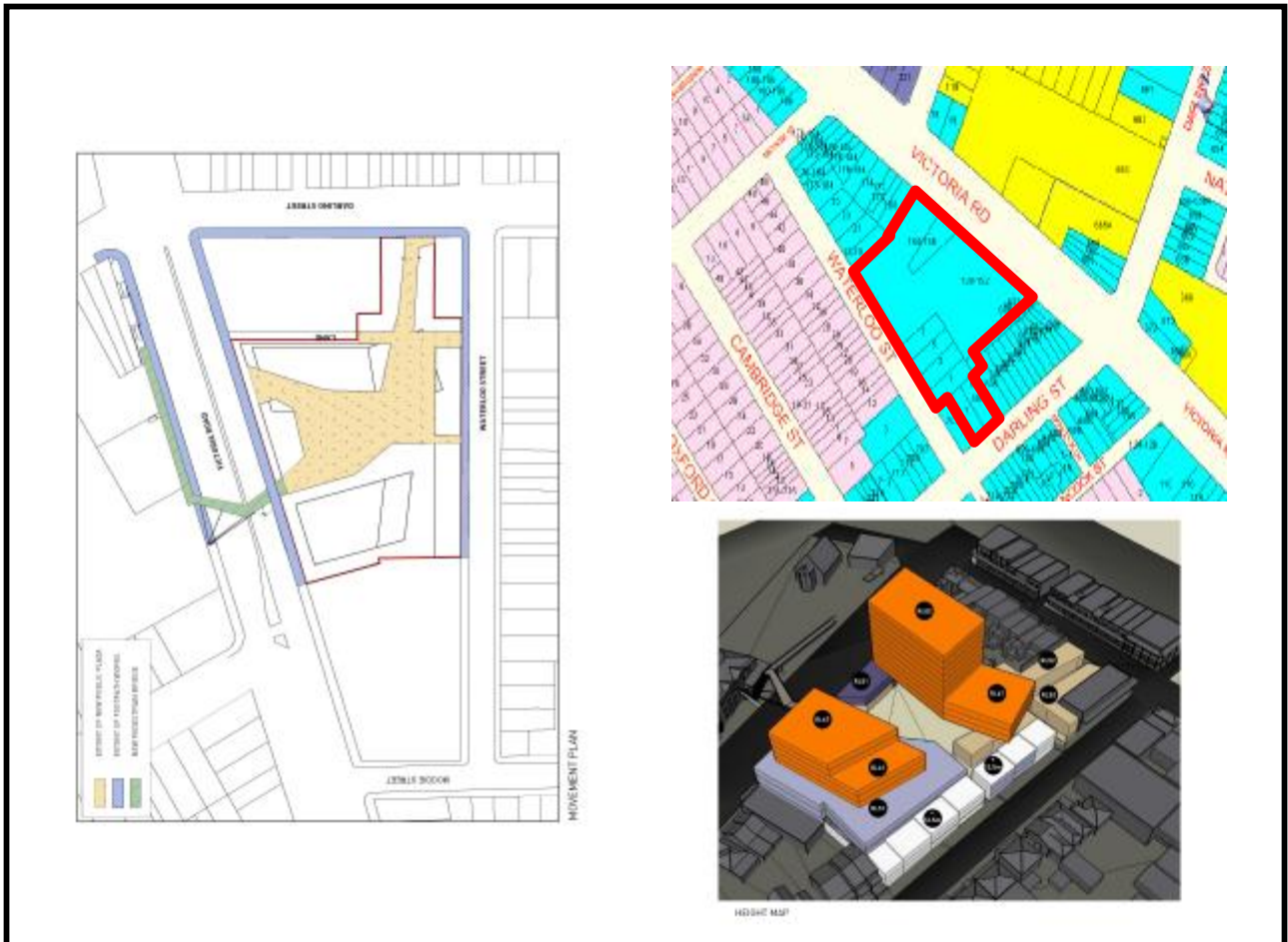
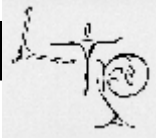


D1.0 SITE SPECIFIC CONTROLS BALMAIN LEAGUES CLUB PRECINCT





D1.2 Background

This section of Leichhardt Development Control Plan 2000 has been designed to guide the redevelopment of the subject lands in conjunction with the site specific amendment to Leichhardt Local Environmental Plan 2000.

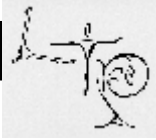
D1.3 Relationship with other Standards Contained within this Development Control Plan

This section of the Development Control Plan applies to the *Balmain Leagues Club Precinct* only, and is not applicable to any other site(s) within the Area.

Development within the *Balmain Leagues Club Precinct* is subject to the relevant objectives, guidelines and controls contained in Leichhardt Local Environmental Plan 2000, as amended by Amendment No.16, Development Control Plan 2000 as amended by the addition of this section. Where there is a direct conflict between the site specific controls in this section and any other sections of Leichhardt Development Control Plan 2000, this section shall prevail.

D1.4 General Objectives

- To provide a planning and urban design framework that guides the redevelopment of the *Balmain Leagues Club Precinct*.
- To enable the redevelopment of the *Balmain Leagues Club Precinct* as a consolidated parcel.
- To encourage well designed development with articulated height and massing.
- To promote development that links to and contributes to the ongoing vibrancy and viability of the Rozelle Commercial Centre.
- To promote the long term viability of the Balmain Leagues Club on the site, for the benefit of the local community.
- To promote low and moderately priced housing through a mix of dwelling types.
- To ensure an integrated and well designed public domain environment that supports the existing Rozelle commercial area.
- To promote ecologically sustainable development.



D1.5 Layout and Massing

Objective

Enable the redevelopment of the site whilst minimising impacts on the surrounding area.

Rationale

Development within the *Balmain Leagues Club Precinct* represents a varied building scale from the surrounding area. In facilitating this development, it is integral that the design process seeks to manage and mitigate impacts on surrounding properties.

Design or Planning Principles

The scale, bulk and placement of buildings should be designed with reference to the following:

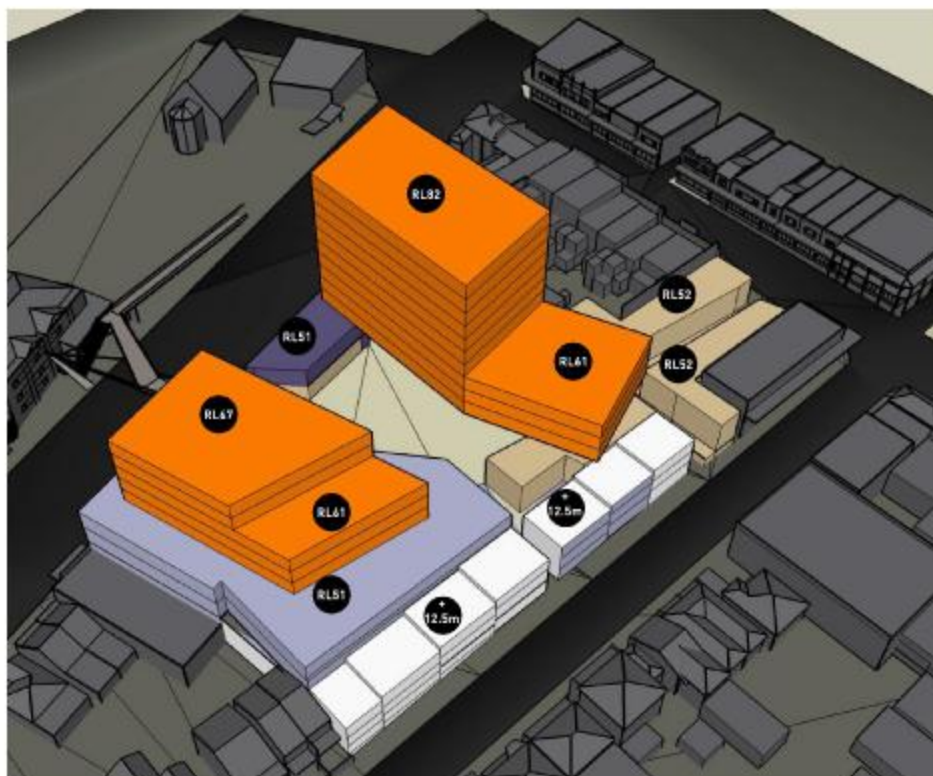
- **Scale and Form:** where the height and scale of development departs from the scale and form of the surrounding area, transitional elements, such as setbacks and variable heights are to be used to reduce impacts, particularly along Waterloo Street and to the rear of the Darling Street properties.
- **Block Pattern:** buildings (particularly at the lower levels) are to be placed around the perimeter of the block to promote the formation of a street edge that encourages formation of street walls, maximises surveillance of the public domain and facilitates active street frontages.
- **Open areas:** open plaza/courtyard areas are to be provided in the centre to reduce density and increase solar access within the development.
- **Pedestrian movement:** pedestrian movement through the site is to be encouraged and integrated by accessible means with established pedestrian routes including Darling Street and Victoria Road.
- **Solar Access:** Larger scale buildings are to be orientated to maximise solar access to areas of open space, whilst minimising the impacts of overshadowing on adjoining properties.
- **Visual and Acoustic Privacy:** Separation distances between buildings are sufficient to ensure a satisfactory degree of privacy is achievable within all residential dwellings.



Controls

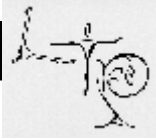
- Development (including balconies) may only occur within the building envelopes as shown in Figures 5.1 and 5.2 below.
- There is to be no additional overshadowing after 10:30 AM for any Waterloo Street residential properties on the winter solstice.
- Limit overshadowing of surrounding properties to that cast by building envelopes shown at Figures 5.1 and 5.2.
- Provide a 1.5 metre setback at ground level and an additional 1.5 metre setback above the podium level from the private right of way at the rear of the Darling Street properties.
- Minimise visual impacts of the development from Darling Street.
- Provide a setback or architectural treatment to new buildings along Waterloo Street to enable an appropriate transition to new development.
- Reflect the fine grain residential character of Waterloo Street, the building forms in Waterloo Street should be vertically articulated to reflect the pattern of residential lot development and step with the topography.

Figure 5.1 Height map



HEIGHT MAP

Habitation 2008



D1.6 Land Use

Objective

Provide a diverse range of uses and distribute them in a manner that:

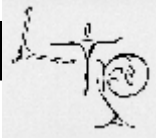
- Contributes to the development of a vibrant Rozelle commercial centre.
- Reduces reliance on motor vehicles and encourages pedestrian use.

Rationale

Land use mix refers to the types of uses to be provided on site and their distribution within building envelopes. The Business Zone allows for a range of land uses to be provided on the site. This creates the opportunity to provide a vibrant mix of uses. The mix and distribution of land uses should be guided by the site analysis process to promote a sustainable and integrated addition to the Rozelle Commercial Centre and to address the contrasting characters of Waterloo Street and Victoria Road.

Design or Planning Principles

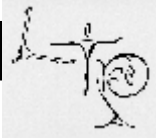
- Provide a range of land uses to promote the development of a vibrant Rozelle commercial centre that meets the needs of the local community. The range of uses shall include:
 - Commercial
 - Retail including a supermarket and fresh food market
 - Restaurants and cafes
 - Residential
 - Car parking
 - Leagues Club
 - Plaza and other public accessible spaces.
- Locate smaller scale retail units, in particular cafes and restaurants, around the central plaza and internal pedestrian routes to enhance activity levels.



- Locate larger scale retail development, which require larger servicing areas within basement levels.
- Reinforce Waterloo Street as a transition between residential and commercial land uses.
- Locate commercial development (other than access) along the Victoria Road frontage.
- Provide a broad unit mix and adaptable accommodation.

Controls

- Residential unit mix shall be consistent with Part 4 Clause 19(6) Diverse Housing and Clause 19(7) Adaptable Housing in Leichhardt Local Environmental Plan 2000.
- Noise sensitive areas (such as bedrooms) shall be located away from noise sources. (Refer to State Environmental Planning Policy (Infrastructure) and other relevant planning policies).
- Noise sensitive shielding or attenuation techniques shall be provided as part of the design and construction of the building.
- Safe and accessible paths of travel shall be provided from established retail and commercial areas along Darling Street and Victoria Road to the central plaza area.
- The development shall include all of the following:
 - o direct pedestrian access to Darling Street
 - o Pedestrian bridge over Victoria Road accessed directly from the development and via lift and stairs or ramp from both sides of Victoria Road
 - o Free home delivery from all shops located on site to within a five kilometre radius of the centre
 - o Community bus (minimum 25 seater, accessible & free) operating the same hours as the shops and travelling the major roads of the municipality from East Balmain to Parramatta Road. A travel route map and timetable shall be submitted with any development application
 - o Bike facilities for both shoppers and staff - a minimum of 55 bike spaces, with lockers and shower facilities



- o Bike facilities for residents at a rate of 1 per every 5 units plus a minimum of 5 visitor spaces
 - o A minimum of six marked car spaces for the exclusive use of car share scheme
 - o A designated area, in an easily accessible place within the development, for taxis to pick up and drop off.
- Any pedestrian overpass shall not prevent paths of travel along Victoria Road.

D1.7 Building Language

Objective

To provide an iconic landmark development through high quality design, the use of innovative architectural forms and high quality materials and finishes.

Rationale

Development within this precinct will form an integral part of the Rozelle commercial centre and will be widely recognisable. The development will need to display iconic qualities and promote a strong sense of place. A contextual view will also need to be employed throughout the design process that seeks to integrate development of the site with the surrounding built environment.

Planning Principles

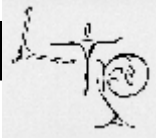
- Employ high quality architectural expression that is innovative and contemporary, with reference to the following:
 - o Contemporary forms: embrace modern forms that are based on recent construction methods and the incorporation of ecologically sustainable development principles
 - o Articulation: use articulation to break up the bulk of larger buildings and provide a greater sense of transition between the site and the surrounding area. For example greater levels of articulation levels should be provided along the Waterloo Street frontage to reflect the small lot development of surrounding residential streets
 - o Materials and finishes: use high quality materials and finishes that highlight architectural features and enhance articulation. Encourage the use of materials that are durable, produce low glare and do not require high levels of maintenance, particularly around public spaces
 - o Legibility: use balanced variations in form, articulation and materials/finishes to highlight individual buildings and enhance the visibility of entrances



- o Fenestration: reflect the function of buildings through fenestration patterns. Avoid expansive areas of blank glass especially along Waterloo Street, Moodie Street and internal public spaces. Avoid solid walls throughout.
- o Roof structures: carefully integrate roof structures into the architectural style of the building and minimise the impact of any plant or telecommunications equipment
- o Street pattern: reinforce the fine grained residential character along Waterloo Street through residential development height conforming to the topography of Waterloo Street
- o Street interface: maximise activity level and surveillance along main pedestrian routes by placing small retail units around the plaza and pedestrian links. Encourage greater surveillance along Waterloo Street by providing individual entryways to residential dwellings.

Controls

- The design of the built form is to be developed by the applicant in accordance with Leichhardt Development Control Plan 2000 and in consultation with a Design Review Panel appointed by Council.
- In accordance with State Environmental Planning Policy 65, a Design Statement is to be submitted in support of any development application comprising residential flat development. The Design Statement is to address relevant issues relating the design of all buildings (with reference to the *Residential Flat Design Code* (where appropriate)).
- The non residential component of the building shall have an Australian Building Greenhouse Rating of a minimum of 4 stars.
- The proposal should demonstrate compliance with the objectives for energy efficiency and water conservation as provided in State Environmental Planning Policy 65.
- Unit depth shall be a maximum of eighteen metres to maximise opportunities for natural ventilation. Where unit depth exceeds eighteen metres, the design must demonstrate how natural ventilation can be satisfactorily achieved particularly in relation to habitable rooms.
- Living rooms and private open spaces for at least 70% of apartments should receive a minimum of three hours direct sunlight between 9AM and 3PM on the winter solstice.
- A maximum of 10% of single-aspect units may have a southerly (SW-SE) aspect.
- Balconies should be a minimum area of ten square metres with a minimum depth of 2.4 metres and directly accessible from main living areas.



- All roof structures, such a plant, lift overruns and telecommunications equipment shall be integrated into the design of the development and setback a minimum of five metres from any external building facade.
- A minimum articulation zone of four metres shall be provided within the perimeter of the building envelope. Of this articulation zone up to 75% of this zone may contain floor space. However, the remaining 25% articulation space shall not wholly be used for balcony area.

D1.8 Development within the Conservation Area

Objective

Ensure new access ways and infill buildings along Darling Street enhance the character of the streetscape.

Rationale

Development within the conservation area would provide an essential pedestrian link from Darling Street to the central plaza area. Infill development within the conservation area would be designed to sensitively relate and minimise impacts to the broader conservation value of the locality.

Planning Principles

For the *Balmain Leagues Club Precinct* to become an integral part of the Rozelle commercial centre, a direct link between Darling Street and the central plaza area is needed. The Darling Street streetscape is of conservation significance. Replacement buildings which frame the new access point and pedestrian link between Darling Street and the plaza area need to be designed so that the significance of the streetscape is maintained and enhanced.

- Retain the contributory features of properties fronting Darling Street however allow the demolition of No. 697 Darling Street and No. 1 Waterloo Street to facilitate the pedestrian link between Darling Street and the central plaza area.
- Promote infill replacement buildings at Nos No. 697 Darling Street and No. 1 Waterloo Street which are designed to maintain and enhance the character of Darling Street with reference to the following:
 - o Contemporary design: the buildings should clearly read as new



- o Massing and scale: setbacks and floor levels should align with those of adjoining buildings at all levels to promote a sense of streetscape continuity
- o Materials and finishes: materials should be of lightweight construction to highlight the contemporary design of infill development and provide a bridging element between older structures
- o Articulation: heavy articulation should be avoided and buildings should be vertically proportioned in keeping with the predominant streetscape pattern.

Controls

- The design of infill development is to be addressed as part of a State Environmental Planning Policy 65 Design Statement that takes in account the guidelines listed above.
- Development within the conservation area shall be restricted to a maximum height of RL 52.0 AHD and consistent with adjoining properties with particular respect to height and scale.
- For any major redevelopment proposal on the subject lands, a heritage impact statement is to be provided with development application submitted to Council to assess the impact of the proposed works on the conservation area and heritage items in the vicinity of the proposal.

D1.9 Public Domain and central plaza area**Objective**

Provide major public domain improvements in conjunction with the redevelopment of the *Balmain Leagues Club Precinct*.

Rationale

The intensive redevelopment of the *Balmain Leagues Club Precinct* will place greater pressures on the surrounding area in terms of both vehicular and pedestrian traffic management and will also create greater demand for publicly accessible open space. Given the scale of development, new public domain areas and improvements to existing pedestrian infrastructure need to be incorporated into the design of the development.



Planning Principles

- Provide new public domain and improvements to existing pedestrian infrastructure including the following.
 - o Plaza area: a publicly accessible plaza shall be located in the centre of the Balmain Leagues Club Properties that is designed to accommodate a range of such as outdoor restaurants and cafes, stalls, kiosks and display areas
 - o External pedestrian environment: upgrade surrounding footpaths around the perimeter of the Balmain Leagues Club properties with planting, materials and furniture consistent with the Council's public domain strategy/masterplan for the locale
 - o Pedestrian bridge: provide an attractive and artistically designed pedestrian bridge that connects the northern and southern sides of Victoria Road and provides an alternative and safe crossing point
 - o Through site links: provide unrestricted pedestrian access between Victoria Road, Darling Street and Waterloo Street to increase permeability and enhance the local pedestrian network.

Controls

- New public domain and improvements to existing pedestrian infrastructure are to be provided as illustrated in Figure 9.1. Note a Landscape Masterplan with full details of all improvements is required to be lodged with the development application.
- The plaza area is to have a minimum area of 1,700 square metres and shall be accessible at all times.
- A maximum of 500 square metres of the plaza area may be used for retail purposes (eg. outdoor seating/dining and kiosks) and must not conflict with paths of travel.
- The pedestrian bridge is to be accessed from the southern and northern sides of Victoria Road and allow direct access from Victoria Road via the plaza. The pedestrian bridge is to comply with Australian Standard AS 1428.
- Any advertising on the pedestrian bridge over Victoria Road is to comply with the requirements of State Environmental Planning Policy 64.

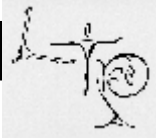


Figure 9.1 Public domain plan



Habitation 2008

Note: Extent of footpath works would be subject to development consent.



D1.10 Access and Management

Objective

Configure parking areas and entrances so that the focus of heavy vehicle movements is Victoria Road, and that traffic impacts on neighbouring residential areas is contained.

Rationale

Vehicular access to the site is constrained by heavy traffic flows along Victoria Road, the residential nature of streets to the north and west and the existing built form. Access to the site will need to be carefully considered. A balanced approach will be required to protect the amenity of surrounding residential streets and minimise any disruption to the surrounding street network.

Planning Principles

- Vehicular access to the site shall:
 - o minimise the impact of additional vehicular movements in surrounding residential streets, in particular heavy vehicles
 - o concentrate retail and commercial vehicle movements to and from Victoria Road
 - o provide ease of ingress/egress for vehicles to and from Victoria Road
 - o minimise potential pedestrian and vehicular conflicts
 - o identify the physical works to the surrounding road network to accommodate the proposed development.

Controls

- Vehicular access to and from the site is to be provided in accordance with *Table 10.1* below.

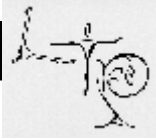


Table 10.1 Vehicular ingress/egress

Land use	Ingress	Egress
Residential	Waterloo Street and Victoria Road	Waterloo Street and Victoria Road
Club	Waterloo Street and Victoria Road	Waterloo Street and Victoria Road
Retail	Waterloo Street and Victoria Road	Victoria Road only
Commercial	Waterloo Street and Victoria Road	Victoria Road only
Servicing un/loading	Victoria Road only	Victoria Road only

- A Traffic Management Plan that addresses issues relating construction and operation phase of development shall be prepared. The Traffic Management Plan shall assess additional traffic generated by the development, including issues raised above.
- Direct pedestrian movement is to be provided through the central plaza area and is to be unobstructed (with a minimum path width of five metres that is clear of all obstructions).
- Where buildings or other structural elements overhang the central plaza area or primary pedestrian routes between the plaza area and Darling Street, there shall be a minimum overhead clearance of six metres.
- Service areas and loading docks for all land uses (such as deliveries, waste and recycling collection) which require access by heavy vehicles are to be directly accessed from Victoria Road only.
- Access, vehicle circulation, parking, un/loading and service areas are to be wholly separated for residential and non-residential uses.
- Lifts to/from basement and entry/access points are to be separate for residential/non-residential uses.
- Egress for retail and commercial traffic to be limited to Victoria Road only.
- Adequate loading, unloading, waste and recycling collection and management facilities are all provided in a discrete manner, such as to the rear of buildings or within basement levels only. Provision of garbage collection for all uses shall be limited to within the site.

Note: any reasonable works deemed necessary by the Roads and Traffic Authority and Council to facilitate the redevelopment of the *Balmain Leagues Club Precinct* in addition to those identified in the Traffic Management Plan are to be provided in conjunction with the redevelopment of the Balmain Leagues Club properties at the applicants expense.



D1.11 Traffic Management

Objective

To ensure traffic generated by the development is within environmental limits and is well managed throughout the local network.

Rationale

The site is located adjacent to Victoria Road, a State road that currently operates under congested levels of traffic during peak times.

Planning Principles

- Balance the mix of uses to ensure traffic has acceptable impacts on the area
- The development incorporates all necessary and desirable traffic management facilities.

Controls

- The final mix of uses within the development must ensure traffic does not significantly impact the road network in the area
- Subject to Roads and Traffic Authority and local traffic authority approval where necessary, the development is to incorporate (if not already provided) the following:
 - Extension of existing dual land right turn bay from Victoria Road eastbound into Darling Street
 - Deceleration lane (~60m) into the development
 - Relocation of the southbound Darling Street bus stop (subject to State Transit Authority approval).

D1.12 Parking

Objective

To provide parking on site that reflects the site's proximity to public transport and promote choice in available transport modes and reduce dependency on cars.

Rationale

The site is located along a strategic bus corridor with direct access to bus routes that include access to Sydney CBD, Balmain Peninsula through to Darling Street Wharf and Leichhardt.



Together with demand management strategies to be delivered by the proponent, parking rates have been designed to discourage vehicles and encourage alternative transport forms.

Planning Principles

- Integrate required quantum of vehicular parking within the design of buildings
- Parking for bicycles should be provided for workers, shoppers and residents of the development
- Parking facilities for people with mobility impairment must be provided. Adequate provision and appropriately located car parking will facilitate easy access for people with mobility impairment.

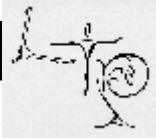
Controls

- That at the time any Development Application is lodged, any:-
 - (a) further reduction in on site parking; or
 - (b) compensation for loss of on-street parking from Darling Street;
 be addressed as part of the Traffic Management Plan.
- That retail and commercial traffic ingress and egress from Waterloo Street be restricted to peak hour (peak hour as determined by the RTA for the area).

The maximum number of car spaces for each nominated use in Column 1 is set out opposite that purpose in Column 2 of Table 12.1 below.

Table 12.1 Car Parking

Type of proposed use	Maximum number of car spaces to be provided
Amusement centre	Nil
Child care centre	Nil
Club	
Lounge and bar	5 spaces per 100m ² gross floor area
Dining and auditorium	1 space per ten seats or 4 spaces per 100m ² gross floor area whichever is less.
Commercial	1.5 parking spaces to be provided for every 100m ² of gross floor area.
Gymnasium	4.5 parking spaces to be provided for every 100m ² of gross floor area.
Professional consulting room	2 parking spaces to be provided for every 100m ² of gross floor area.
Residential²	



Residents	The total number of car spaces for residents and/or visitors to dwellings shall equate to the minimum in the DCP2000 – 0.6 spaces per 1 bedroom, 0.9 spaces per 2 bedroom, and 1.1 spaces per 3 or more bedrooms.
Visitors	

Restaurant, café or other refreshment rooms	5 parking spaces per 100m ² of gross floor area plus 2.5 parking spaces per 100m ² of outdoor/semi-outdoor seating areas.
--	---

Shops and other retail	1.5 parking spaces per 100m ² of gross floor area.
-------------------------------	---

Uses not defined above	1.5 parking spaces per 100m ² of gross floor area.
-------------------------------	---

¹ Based on RTA minimum parking requirements for specific land uses.

² This parking rate does not require each dwelling to be provided with a parking space.

- Retain separate parking and servicing areas for residential and non-residential uses on site. Appropriate security measures are to be made on site for residential parking areas.
- Wholly separate un/loading areas from parking areas and pedestrian routes.
- No parking permits will be issued to workers or residents.