

Development Control Plan No

41



Barwon Park Triangle St Peters



Administrative Centre 2-14 Fisher Street, Petersham
PO Box 14 PETERSHAM NSW 2049 | Phone: 9335 2222
council@marrickville.nsw.gov.au | www.marrickville.nsw.gov.au

Contents

Some Quick Tips on using this document	1
Part 1 General Information	3
Introduction	3
Urban Design Analysis	8
The Barwon Park Vision	12
Part 2 Development Context	15
General Aims and Objectives	15
Specific Aims and Objectives	16
General Design Elements.....	17
Part 3 Design Controls	19
3A Land Uses.....	19
3B Building Massing.....	21
3C Floor Space Ratio & Site Coverage	24
3D Building Height.....	26
3E Building Setbacks	28
3F Streetscape, General Appearance & Materials ...	29
3G Front Fencing.....	29
3H Parking & Access.....	30
3I Site Facilities & Waste Management	32
3J Corners	32
3K Visual & Acoustic Privacy	32
3L Safety & Security	32
3M Landscaping & Open Space	32
3N Public Domain and Linkages	33
3O Heritage Conservation	34
3P Retail and Commercial Frontages.....	38
3Q Access & Adaptable Design.....	38
3R Signage.....	38
Part 4 The Application Process	39
Making an application.....	39
Submission of a Statement of Environmental Effects....	39
Variations to controls in this DCP	39
Can an application or approval be changed or modified?	39

Some Quick Tips on using this document

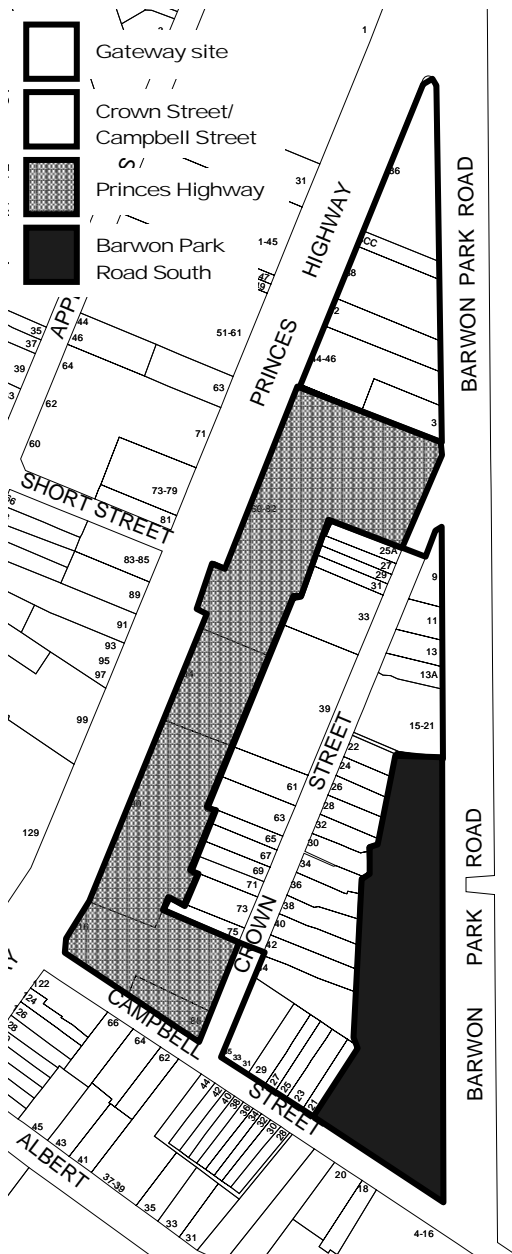


Figure 1: The sub-areas referred to in this DCP

What is a Development Control Plan?

A development control plan (DCP) is a commonly used town planning document which provides detailed guidance for the design and assessment of new development.

What does this DCP attempt to do?

This DCP introduces new town planning controls for the Barwon Park Triangle in the suburb of St Peters. The Barwon Park Triangle is bounded by Barwon Park Road to the east, Campbell Street to the south, and the Princes Highway to the west.

This DCP provides development controls in addition to those provided in Marrickville LEP 2001 (Amendment No 14) and articulates the vision for the Barwon Park Triangle and how this vision is proposed to be achieved.

The controls and information contained in this DCP are also additional to controls and information contained in DCP 35, DCP 28 and other relevant DCPs. This DCP indicates where other DCPs apply to development within the Barwon Park Triangle.

A guide on how to work through this document

This document consists of four parts:

Part 1 General Information contains introductory information about the Barwon Park Triangle including an overview of the Urban Design Study undertaken for the area.

Part 2 Development Context contains the aims and objectives of this DCP and the basic design elements that apply to all development within the Barwon Park Triangle.

Part 3 Design Controls includes the development controls for specific development types within the Barwon Park Triangle.

Part 4 The Application Process gives an overview of how to make an application for development consent.

The DCP controls may be broken down into four distinct sub-areas, as shown on **Figure 1**. Where applicable, controls contained within this DCP will refer to each of these sub-precincts to ensure that individual controls respond to the different nature of each of these areas.

Part 1 General Information

Introduction

General

This DCP, together with Marrickville Local Environmental Plan (LEP) 2001 (Amendment No 14) for the Barwon Park Triangle, contains the necessary development controls and guidelines for redevelopment within the area.

In 1999, the Roads and Traffic Authority (RTA) informed Council that 50 hectares of its reservation for arterial road purposes in the Tempe/St Peters area was no longer required. Council subsequently had a Local Environmental Study (LES) prepared to identify the most suitable zoning for these remnant areas. The LES study area included all land south and east of the Princes Highway within the Marrickville Council area, including the Barwon Park Triangle.

The LES recommended the following for the Barwon Park Triangle:

Campbell Street and Barwon Park Road Precinct
Development on land bound by the Princes Highway, Campbell Street and the Barwon Park Road comprises a mixture of residential and light industrial activities and is appropriate for the future that the land be zoned for medium to higher density development. This is an appropriate change for the following reasons:

- *Its location opposite Sydney Park, a large regional open space area, which affords recreational opportunities for nearby residents and views from residences, particularly those along Barwon Park Road.*
- *It is proposed to develop Barwon Park Road as boulevard that would provide an attractive pedestrian/cycleway route (draft Alexandra Canal Masterplan, December 2000).*
- *It lies on or within the 25 ANEF contour that is the upper limit for residential development on land affected by aircraft noise.*
- *There has been a growing demand for higher density residential development, especially those areas close to attractive areas such as sites around Sydney Park (City South Strategy, 1998).*

The land is presently zoned part Industrial 4(A) and part Arterial Road and Arterial Road Widening Reservation 9(C) and these zonings are also proposed in the Draft Marrickville LEP 2000 [gazetted as LEP 2001 on 18 May 2001]. Land reserved for arterial road purposes is no longer required for the SPIRE [St Peters Industrial Route]. Planned road widening of Campbell Street is to occur only on the southern side of Campbell Street. Investigations may reveal that there may be contamination of land within the precinct as a result of

industrial landuses and the use of lead based paint, asbestos and zinc in building materials. On balance this is unlikely to present significant constraints to redevelopment although remediation of soil may be required.

Reference: Smyth Planning 2001. Local Environmental Study for Remnant County Road Reservation Land at Tempe/St Peters.

The study recommended a residential zoning be explored for the Barwon Park Triangle and Council engaged urban design consultants to undertake an Urban Design Study of the area to support a rezoning. This DCP has been prepared to support the LEP that rezones the Triangle area and provides the principal planning controls including permissible land uses, floor space ratio limits, and height limits.

Legal citation

This DCP has been prepared in accordance with the provisions of the Environmental Planning and Assessment Act 1979 (as amended) and the Environmental Planning and Assessment Regulation 2000. Council is required by Section 79C of the Environmental Planning and Assessment Act to take this DCP into consideration when determining development applications to which this DCP applies. The DCP was adopted by Council on 4 March 2003 and came into force on 22 September 2003 following gazettal of Marrickville Local Environmental Plan 2001 (Amendment No 14) on 5 September 2003. It may be formally cited as "Marrickville Development Control Plan No. 41— Barwon Park Triangle, St Peters".

Description of the Barwon Park Triangle

The Barwon Park Triangle is a transitional area bounded by the Princes Highway, Barwon Park Road and Campbell Street in St Peters approximately 5 km from the Sydney CBD, and is surrounded by a variety of residential, industrial and commercial uses to the south and west, and Sydney Park on the north and east. Within the study area, which is presently zoned part General Industrial 4(A) and part Arterial Road and Arterial Road Widening 9(C) Reservation under the Marrickville LEP 2001, there is a range of mixed uses including light industry, commercial, retail and some older housing stock on relatively small allotments.

Along the major arterial road of the Princes Highway the larger allotments accommodate various commercial, light industrial and retail uses seeking main road exposure. Apart from a couple of buildings that retain minor remnants of an earlier more contiguous built form, the streetscape has little worthy of retention. In the centre of the block there is a large parcel of land awaiting development, and this offers an opportunity for significant new development.

The land subdivision pattern along Barwon Park Road varies from medium size allotments at the northern end that are industrial or commercial in use to smaller blocks south of the Crown Street intersection, some of which are residential. The outlook to Sydney Park offers pleasant vistas, although this is

interrupted in part by the South Sydney Council works depot. Barwon Park Road is wider than appears necessary for the traffic usage, and presents an opportunity for future public domain improvements.

Campbell Street is a busy and restricted thoroughfare fronted by a mix of residential terraces and villas, and the blank sidewalls of commercial/industrial uses fronting Princes Highway and Crown Street. While the Victorian character of the terraces on the northern side of Campbell Street is intact, they are generally in a poor state due to having been in an RTA arterial road widening reserve that has recently been abandoned.

The Crown Street streetscape is the most intact of the Barwon Park Triangle, and has significant heritage potential. In scale and character, the residential nature of this street (albeit with some mixed commercial intrusion) is worthy of preservation.

How does this DCP relate to other plans?

This DCP forms part of an integrated hierarchy of planning controls. The primary statutory document is the Marrickville Local Environmental Plan (MLEP) 2001 which has been amended by LEP 2001 (Amendment No 14) for the Barwon Park Triangle. This amendment establishes the zoning of the area to Residential 2(C) (with a small portion of land on the western corner of Campbell and Crown Streets being retained as Arterial Road and Arterial Road Widening 9(C) Reservation zone) and puts into place the principal planning controls including height limits and floor space ratio controls. This DCP provides additional planning controls and guidelines relevant to development in the Barwon Park Triangle.

References to DCP 35 are to Volume II (Controls for multi-unit dwellings and residential flat buildings) unless otherwise specified. Alterations and additions to single dwellings in the Barwon Park Triangle would more appropriately be subject to the controls contained in DCP 35 Volume I (Controls for new houses and alterations and additions to existing houses).

Other DCPs that relate to the Barwon Park Triangle are:

- DCP 19 – Parking Strategy
- DCP 27 – Controls for Site Waste Management and Minimisation
- DCP 28 – Urban Design Guidelines for Business Centres
- DCP 29 – Contaminated Land Policy and Development Controls
- DCP 31 – Equity of Access and Mobility
- DCP 32 – Energy Smart Water Wise
- DCP 35 – Urban Housing (Volumes I and II).

Other relevant documents are:

- Code for the Control and Erection of Signs and Advertising Structures
- Stormwater and On-Site Detention Code
- Section 94 Contributions Plan 1996.

Where possible, and where applicable, references to the relevant plans have been included in this DCP. However, you should check that all relevant requirements have been met. Where any inconsistencies between this DCP and any other DCP occur, this DCP shall prevail to the extent of the inconsistency.

Historical Development of the Area

The area of Sydney now known as Marrickville began in 1789 when Governor Phillip allotted land in the area for church and school purposes. Formal settlement did not begin in this area until 1793, when a further dispatch was received giving permission for officers to hold land. By January 1810 all available land in Marrickville was granted. The purpose of the grants was to form a chain of farms between Sydney and Parramatta. Grants of 12 hectares were made to 30 individuals.

Later consolidations formed the first of large country estates. By the 1830s a number of substantial country estates had been established around houses such as Annandale House, Petersham House, Tempe and Enmore House. There were also a number of lesser villas including Barwon Park, built in 1815. Initially the only communication was by the Parramatta Road, but a later second road led from Sydney Town to the Cooks River and was known as the Cooks River Road and forms what we today call the Princes Highway.

The process of urban development in the Municipality was one of a series of subdivisions as various owners responded to the varying economic circumstances of the Colony. This was particularly during the 1850s during and after the Gold Rush. Significant events in the nineteenth century included the gazetting of the Municipality of St Peters in 1871 and rapid growth from 1872 – 1886. The rapid increase in population due to immigration and natural increase resulted in further subdivisions of the area. It was at this time that Barwon Park was subdivided.

St Peters at this time was described as a postal village in an agricultural district but with a considerable number of residents involved in brick making and lime burning. Later development in the twentieth century saw the rise and fall of industry and residential areas respectively to meet new and changing demands for both.

The Heritage Study for the Barwon Park Triangle, undertaken as a component of the Urban Design Study, identified six significant historical themes or periods of development in the

Municipality, each of these had effects on the study area known as the Barwon Park Triangle, and are:

1. Land Grants and Consolidation 1789 – 1837

A land grant in a triangular shape of approximately 12 hectares was made in 1789 to Chambers. Access to the land was by way of what is now Edgeware Road, Enmore. In 1815 a villa known as Barwon Park was constructed, presumably on the highest ground overlooking Sheas Creek.

2. Villages and Market Gardens 1838 – 1860

The most significant event in this time was the construction of the Cooks River Road (Princes Highway) which cut the original land grant in two leaving the Barwon Park villa on a smaller parcel of land so that it addressed the road.

3. Suburb and Municipalities 1861 – 1892

The area was subdivided in 1876 creating Campbell Street, Crown Street, and Barwon Park Road. House construction started immediately, concentrating on the main road. The Barwon Park villa is still recorded in directories in 1880. An electric tram line was constructed in Cooks River Road about 1890, terminating at Cooks River.

4. Suburbs and Municipalities 1893 – 1918

The subdivision was largely developed with houses, merchant's yards and shops to Cooks River Road. Most of the houses were probably single-storey wide-fronted cottages. However, there were a number of isolated two storey terrace houses in Crown Street and Campbell Street. The directories indicated in 1900 that there were 32 properties fronting Cooks River Road, many of which were probably shop houses.

5. After the Great War 1919 – 1945

During this period the area was completely developed and a second period of redevelopment commenced with the turning of houses into factories and the general downgrading of the area as a residential place. Cooks River Road was proclaimed as the Princes Highway in 1928.

6. The Post War Period 1946 – Present

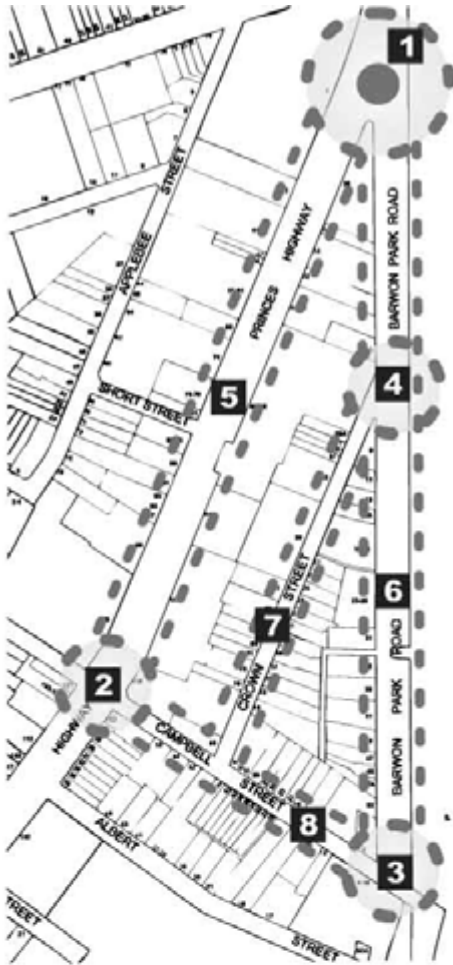
Significant events during this period including the complete demolition of all houses and shops fronting the Princes Highway and their replacement with factories and warehouses, the closure of the tramline in 1960, the closure of the brick pit, its reuse as a garbage tip, and the recycling again as Sydney Park.

Urban Design Analysis

An urban design analysis of the Barwon Park Triangle was undertaken as part of the urban design study of the area by consultant Architects Johannsen + Associates. The results of this analysis are shown on the diagrams in this section and described within the text.

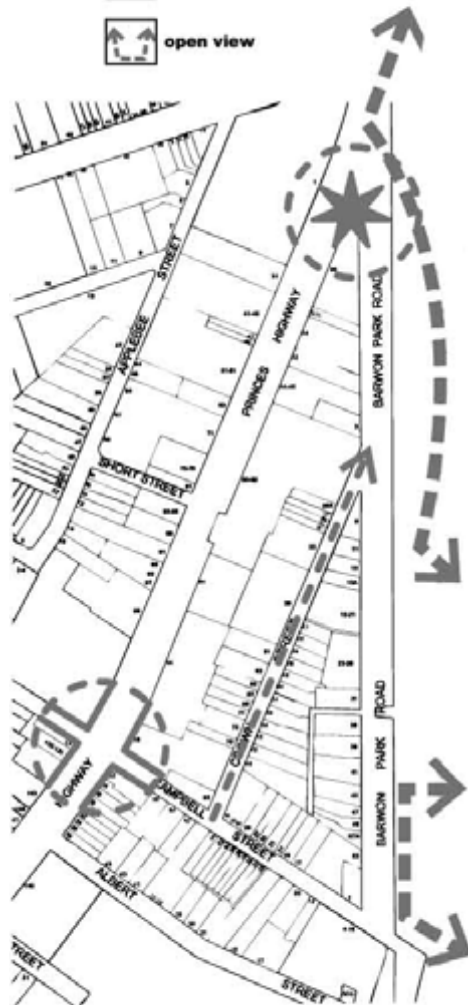
1. Spatial character and visual aspects

Along the Princes Highway, the subdivision pattern is generally large blocks that could suit future residential development with ground floor commercial/retail uses to promote an active street frontage. The bulk of development along this edge could be increased to four or possibly five storeys without adverse impact on the amenity or visual quality of the streetscape, and would be appropriate in scale for a major road of this width.

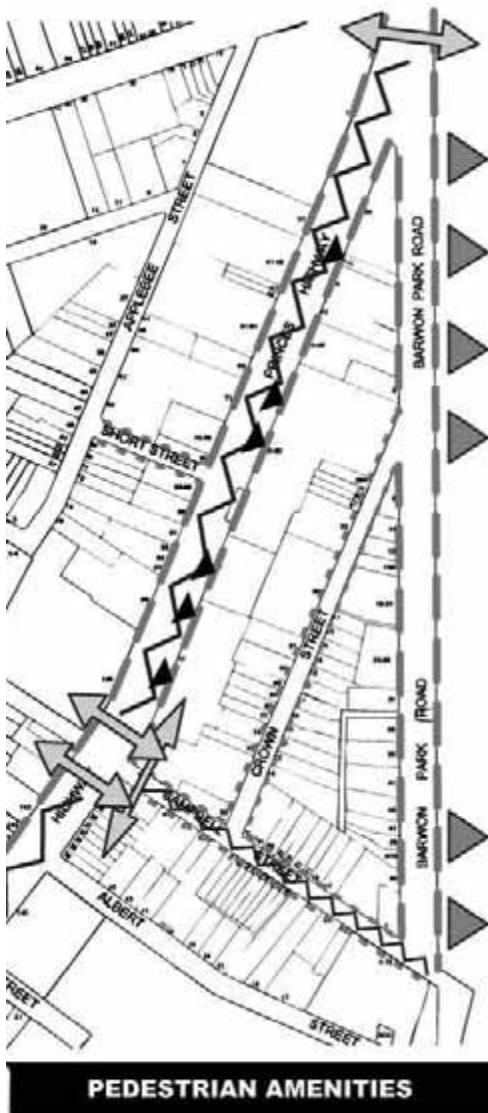


SPATIAL CHARACTER

- 1** major intersection
- open and highly visible.
- 2** major intersection traffic controls
- built up on all corners.
- 3** minor intersection
- open on 2 sides.
- 4** minor intersection
- open and highly visible.
- 5** major thoroughfare
- wide arterial road with strongly defined edge, minimal landscaping and large subdivision pattern.
- 6** minor thoroughfare
- wide feeder road with strongly defined western perimeter, open landscaped eastern perimeter and medium subdivision pattern.
- 7** narrow local street
- strong built edge with primarily small residential subdivision pattern.
- 8** major thoroughfare
- narrow feeder road strongly defined by mixed residential and industrial subdivision.



VISUAL ASPECTS



The intersection with Barwon Park Road is open and highly visible, with a significant exposure to the surrounding area, and is a potentially key focal point for the area that would suit an expressive building envelope. At the well-defined intersection with Campbell Street, the existing buildings are built up on all corners, and this relationship should be reinforced in any proposed new development.

Landscape improvements to the public domain should complement future development, and the larger block in the middle could provide an opportunity for a significant internal courtyard and pedestrian link through to Sydney Park. However, the RTA has advised that a signalised crossing for pedestrians on the Princes Highway is unacceptable and the through-site link concept is not being promoted by Council.

Barwon Park Road has the potential for new development that could combine both residential and commercial uses in an improved streetscape fronting Sydney Park, but should be respectful of the adjoining residential uses at the southern end. Campbell Street has an existing character defined in part by the residential terraces and these should be considered in both scale and modelling for new development on larger sites at either end.

Crown Street also has an existing character derived from smaller residential properties with some historic value and new buildings should be limited by development controls on height and floor space ratio. Controls should also be considered to minimise impact from any nearby development.

2. Pedestrian amenity and traffic

Around the perimeter of the Barwon Park Triangle pedestrian amenity is compromised by the road system, and access to Sydney Park is limited by the lack of permeability. The Princes Highway is a dominant element in the surrounding area, and introduction of a new pedestrian crossing midway between the Barwon Park Road and Campbell Street intersections would be a significant improvement. However, the RTA has since advised Council that a signalised pedestrian crossing in this location is not acceptable, and subsequently Council does not want to risk encouraging pedestrians crossing contrary to signals by requiring a mid-block through-site access to Sydney Park.

There is also an opportunity for public domain and footpath improvements to all streets, which could include traffic calming and parking perpendicular to the kerb along Barwon Park Road.

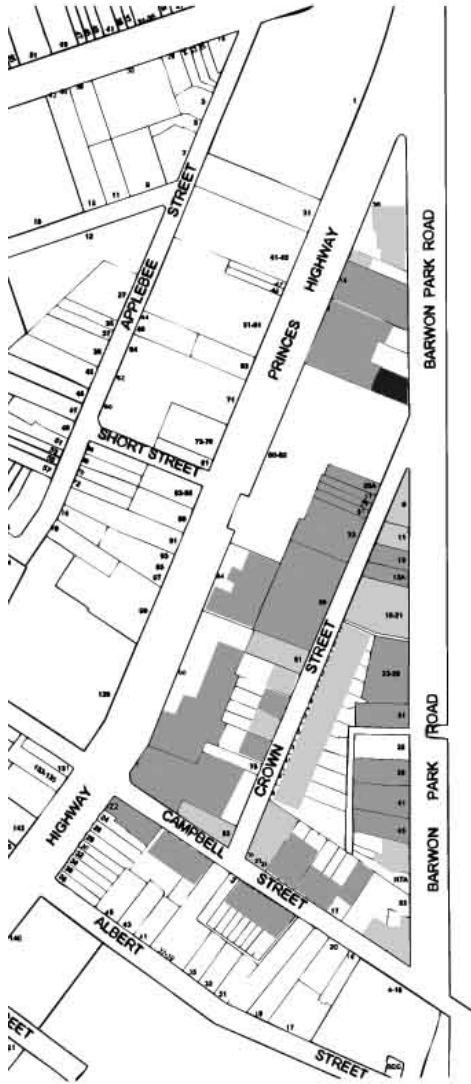
Vehicular access for parking in major new developments should be kept to existing driveways along the Princes Highway, and otherwise be designed to minimise conflict with pedestrians.

3. Envelope controls

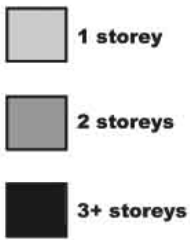
To ensure optimal development envelopes that are considerate of environmental conditions, streetscape and public amenity, the height controls have been proposed as maximum envelope limits within which buildings can be configured to meet the various floor space ratio (FSR) controls. The intention is to facilitate a strong built edge to the perimeter roads that is reinforced on the corners and at ground level, but allow varying degrees of modelling along the street front to encourage good design outcomes (as reflected in proposed building typology – see Section 3B—Building Massing), and on the interface with the existing residential area to minimise adverse impact.

4. Building uses

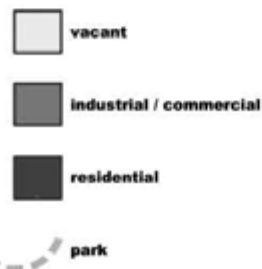
The pattern of existing use is a hybrid of the remnants of earlier residential use in the area, and light industrial and commercial that has evolved through the most recent general industrial zoning. This has resulted in an unfortunate mix of building types and forms.

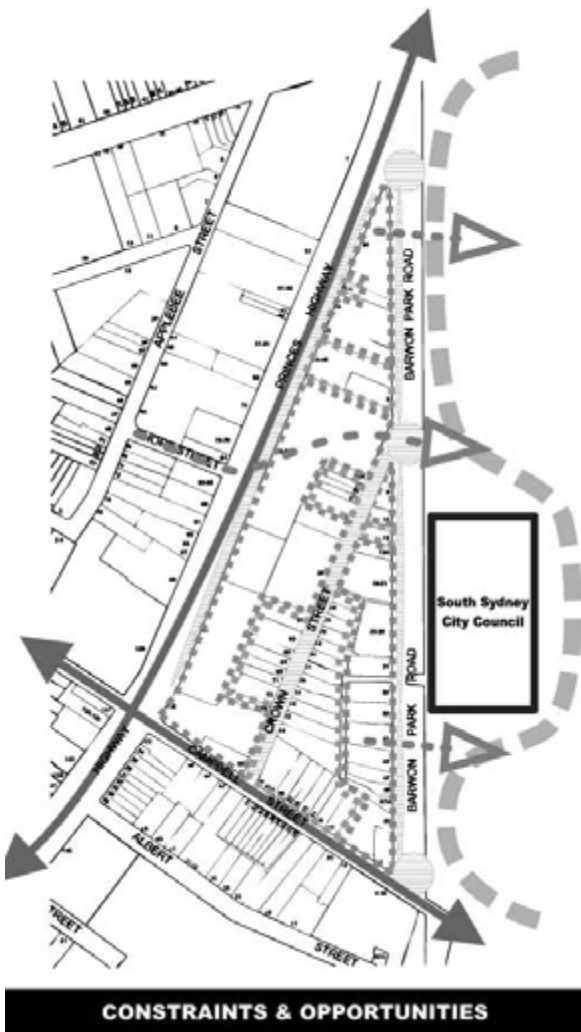


ENVELOPE HEIGHT



EXISTING USE





Based on the objectives of maintaining a business presence and active frontage to the Princes Highway, the continuation of commercial uses with some convenience retail is appropriate. Residential unit development above ground would be acceptable, although there would need to be design consideration of the impact of a westerly exposure and noise generated from both traffic and aircraft.

Along Barwon Park Road, it would also be desirable to allow some ground level commercial at the northern end, and encourage home occupation business further south to support more local business opportunities and maintain daytime activity. Again there is potential for residential above ground that would benefit from the aspect over Sydney Park, but with issues of aircraft noise and east-west exposure to be dealt with.

Crown Street should be maintained as a primarily low scale residential street.

Summary: Constraints and Opportunities

The diagram shows the major constraints and opportunities for the Barwon Park Triangle including:

- Utilisation of the regional open space resource of Sydney Park.
- Opportunities for public domain improvements along the Princes Highway, Barwon Park Road and Crown Street.
- Development potential of many large sites on the Princes Highway, Barwon Park Road and some limited redevelopment potential in Crown Street.
- Recognition of the historical significance of residential buildings in Crown Street and encouragement of retention of these buildings.
- Potential to provide a through-site link from the Princes Highway to Barwon Park Road, although due to lack of support from the RTA in the concept of providing a signalised pedestrian crossing on the Princes Highway, any through-site link would be provided as a private link only.
- Major traffic route of the Princes Highway and Campbell Street offering challenges to existing and new residential development to provide an acceptable level of amenity.

The Barwon Park Vision

This DCP has been prepared based on information and recommendations from the Barwon Park Urban Design Study undertaken by urban design consultants on behalf of Council. The major outcome of the study was a Structure Plan that contained the elements recommended to be included in a development plan for the area. These elements collectively form the vision for the future redevelopment of the Barwon Park Triangle and should be read in conjunction with **Figure 2** which diagrammatically depicts the component parts of this vision.

- The results of the urban design analysis suggest a structural approach that concentrates the opportunity for larger scale mixed development along the Princes Highway frontage and the northern end of Barwon Park Road, and preserves the existing residential character at the southern end of the Triangle but with higher density and mixed uses.
 - To create a strong focal identity for the Barwon Park Triangle at its northern gateway, the built envelope should benefit from a higher floor space ratio and 5 storey height limit that will provide the potential for architectural expression that reinforces the acute corner and takes advantage of the relationship with Sydney Park. It is envisaged that development would comprise up to four levels of residential above ground level commercial, with underground parking accessed from Barwon Park Road.
 - Development further south along the Princes Highway would be maintained at the 4 storey height limit but reduced floor space ratio to allow for public domain initiatives and envelope controls minimising the impact on adjoining residential areas to the east. This would involve a setback height plane, and building modelling to reduce visual bulk. Commercial uses would be maintained along the street frontage, with parking either at the rear or underground.
 - As a means of encouraging a significant through site link and communal gathering place in the heart of the Barwon Park Triangle, new development on the currently vacant land in the centre (No 60-82 Princes Highway) should allow for ground plane connections to both Princes Highway and Barwon Park Road. The pedestrian thoroughfare and public domain improvements would benefit both immediate and nearby residents, providing the opportunity for passive recreation and surveillance together with a landscaped outlook from internal facing units.
- NB.** *Council does not encourage a public or semi-public through-site link given the lack of support for an adjacent signalised pedestrian crossing by the RTA. However, the developer should provide private access both to Barwon Park Road and the Princes Highway to maximise permeability of the development for residents.*

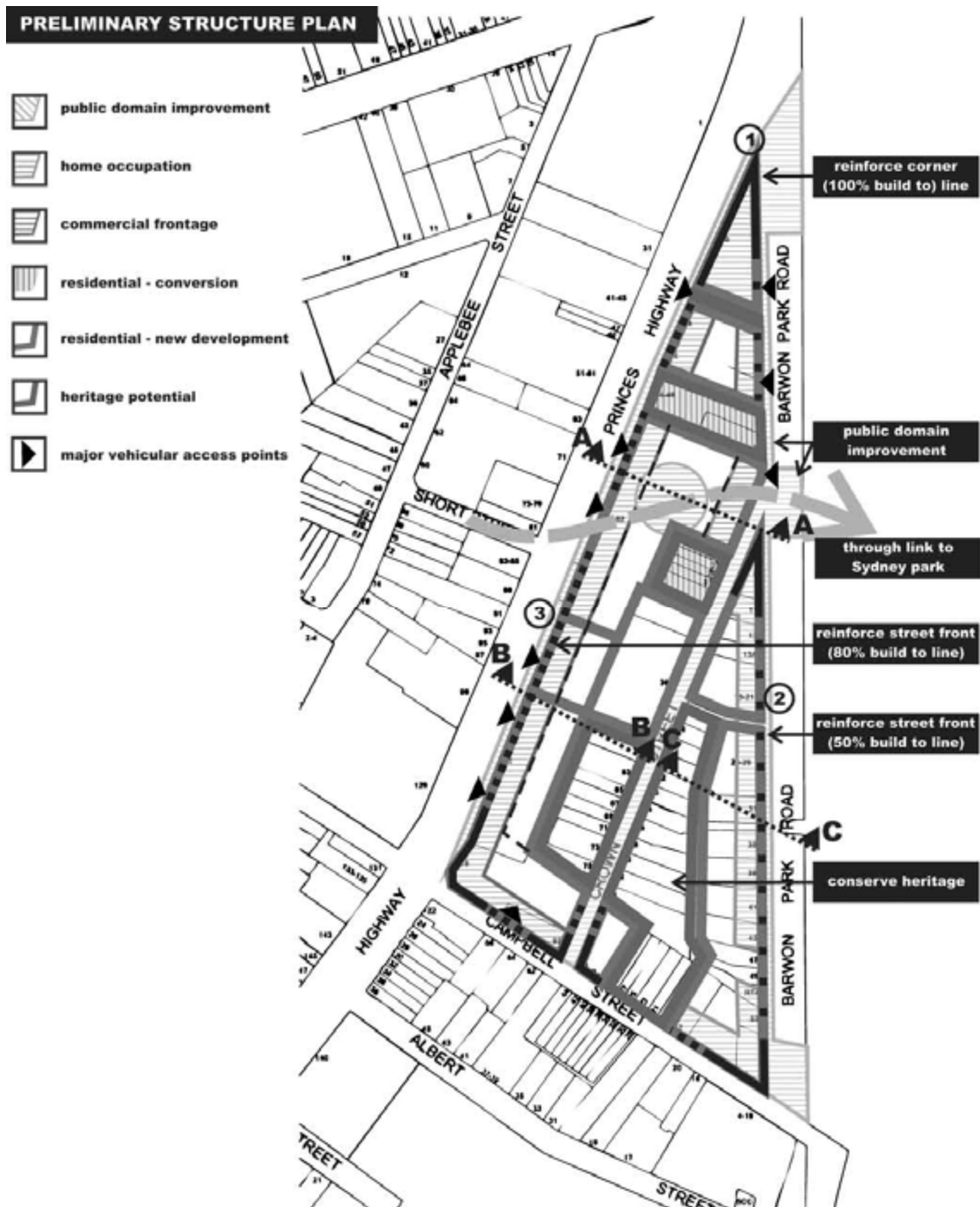


Figure 2: The Barwon Park Triangle Structure Plan

- Along Barwon Park Road south, the introduction of 3 storey residential development with home office uses at ground level would maintain an active street-front and provide a suitable transition in scale between Crown Street and Sydney Park with minimal environmental effects.
- By limiting development in Crown Street to the prevailing scale and maintaining envelope and built form controls under DCP 35, there should be adequate protection to the existing dwellings of heritage potential to avoid detrimental outcomes. Current commercial activity in warehouses could continue without undue impact, or these buildings would be suitable for residential conversion.

- On Campbell Street, it is envisaged that there would be transitional development back from the major corner that is consistent with both the Princes Highway and Barwon Park Road frontages respectively. The existing Victorian terraces in the middle of this frontage are a remnant of the original streetscape and retention is encouraged.

Achieving the Vision

The vision for the Barwon Park Triangle is to be achieved through the application of Marrickville LEP 2001 (Amendment No 14), the provisions of this DCP, and other relevant DCPs.

Part 2 Development Context

General Aims and Objectives

The general aims applying to development of urban housing are (as contained in Urban Housing DCP 35):

- To provide more details on the residential controls contained in the Marrickville Local Environmental Plan 2001.
- To provide detailed design objectives and controls which encourage innovative design that enhances the character and context of the locality.
- To encourage high quality urban design outcomes.
- To promote development that responds, enhances and contributes to Marrickville's heritage, comprising items of environmental heritage, conservation areas, special character areas and landscape elements.
- To enhance the quality of life and promote the well being of the local community.
- To encourage residential development which is sensitive to the local environment, socially responsive, promotes a safe living environment and makes better use of existing infrastructure.
- To ensure that new development considers the principles of ecologically sustainable development, in particular energy, water and stormwater efficiency, solar access, natural ventilation, waste reduction and local bio-diversity.
- To encourage developments which facilitate more sustainable modes of transport.

Specific Aims and Objectives

The aims of the Barwon Park Triangle LEP, Marrickville LEP 2001 (Amendment No 14), are:

- To rezone the land to which this plan applies from the General Industrial 4 (A) zone and the Arterial Road and Arterial Road Widening 9 (C) Reservation zone to the Residential 2 (C) zone under Marrickville Local Environmental Plan 2001, with a small portion of land remaining zoned Arterial Road and Arterial Road Widening 9 (C) Reservation.
- To broaden the range of permissible uses of the land.
- To promote the economic use of the land.
- To provide height and floor space ratio controls for the land.
- To facilitate the preparation of a development control plan to provide additional guidelines for appropriate development of the land within the area known as the Barwon Park Triangle, St Peters.

The aims of this DCP for the Barwon Park Triangle are:

- To promote orderly development through the provision of development controls and guidelines appropriate to the area.
- To promote the redevelopment of the Barwon Park Triangle, as appropriate, to a mixed use area.
- To encourage the retention of single houses and other buildings identified as having significance in the development history of the area.
- To encourage appropriate establishment of shops and other commercial premises along the major road frontages.
- To provide a vision for the future redevelopment of the Barwon Park Triangle.

General Design Elements

The principal elements that apply to all developments are Solar Access, Ventilation and Water Efficiency; Stormwater Detention and Sediment Control; Site Contamination; Aircraft Noise; and SEPP 65. DCP 35 also includes Flooding and the Cooks River Floodplain as a General Design Element. However, the Barwon Park Triangle is not within the Cooks River Floodplain and these controls are not applicable.

The following general design elements must be adhered to, as applicable.

2A Solar Access, Ventilation, Energy and Water Efficiency

The objectives, controls and requirements contained within DCP 32—Energy Smart Water Wise apply to all developments including alterations/additions to single dwellings. Further to these controls, Council encourages the use of front loading washing machines.

All sites over 1000m² in area that are being developed for full or part residential development must include a method of water collection and reuse (that is, either rainwater tanks or a greywater recycling system) as detailed in DCP 32. Details of this system must be provided as part of the development application.

Applicants are required to ensure that there is adequate water supply for fire fighting purposes in redevelopments.

2B Stormwater Detention & Sediment Control

The objectives and controls contained within Section A2 of DCP 35 apply.

NB. Controls contained within Section A2 of DCP 35 also refer to Council's Stormwater and On-Site Detention Code.

2C Site Contamination

Former industrial uses on sites within the Barwon Park Triangle may be subject to contamination. Accordingly, the objectives and controls contained within section A4 of DCP 35 apply.

NB. properties within the Barwon Park Triangle have not been identified as being of risk from Acid Sulfate Soils. Accordingly, control C3 does not apply.

2D Aircraft Noise and Obstacle Limitation Surfaces

The Barwon Park Triangle is affected by aircraft noise being within the 20-25 and 25-30 ANEF (Australian Noise Exposure Forecast) contours, and the 20-25 ANEI (Australian Noise

Exposure Index) contours. New development must be designed and constructed in accordance with the Australian Standard AS2021-2000—Acoustics—Aircraft noise intrusion—Building siting and construction.

The Civil Aviation Safety Authority's Manual of Standards for Aerodromes defines the Obstacle limitation surfaces (OLS) as *"A series of planes associated with each runway at an aerodrome that defines the desirable limits to which objects may project into the airspace around the aerodrome so that aircraft operations at the aerodrome may be conducted safely."* (CASA, September 2002). Sydney Airport's Obstacle Limitation Surface (OLS) extends over the Barwon Park Triangle at a height of 51 AHD (Australian Height Datum). **No object can penetrate above this height**, including any part of a building or antennae.

2E SEPP 65 – Design Quality of Residential Flat Development

State Environmental Planning Policy (SEPP) No 65 applies to residential flat buildings of the following characteristics:

- 3 or more storeys in height (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and
- 4 or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops).

NB. *SEPP 65 does not apply to multi-unit housing, as defined by Marrickville LEP 2001, that is, townhouse type development.*

The SEPP aims to improve the design quality of residential flat development throughout NSW. It recognises that the design quality of residential flats is of state significance due to the economic, environmental, cultural and social benefits of high quality design.

Applicable development must adhere to the design principles contained within the SEPP:

- Principle 1: Context
- Principle 2: Scale
- Principle 3: Built form
- Principle 4: Density
- Principle 5: Resource, energy and water efficiency
- Principle 6: Landscape
- Principle 7: Amenity
- Principle 8: Safety and security
- Principle 9: Social dimensions
- Principle 10: Aesthetics.

Part 3 Design Controls

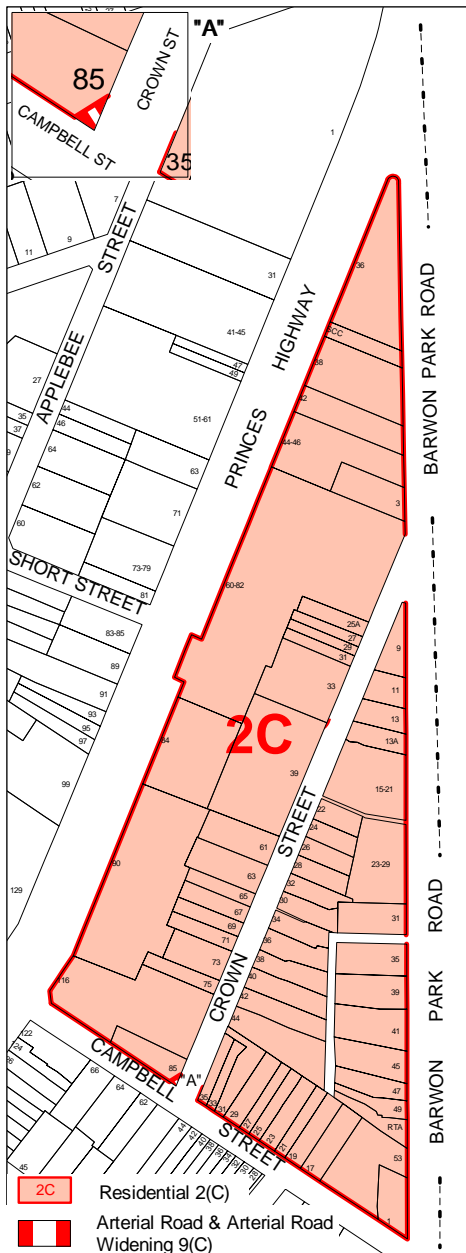


Figure 3: The zoning of the Barwon Park Triangle under Marrickville LEP 2001 (Amendment No 14)

3A Land Uses

The development of the Barwon Park Triangle allows certain additional non-residential uses to provide a link between existing light industrial/commercial uses both within the area and on its outskirts, and to encourage an active street frontage by providing for non-residential uses that provide natural surveillance to the street and encourage interaction between pedestrians and businesses at street level.

The Barwon Park Triangle is zoned Residential 2(C) by Marrickville LEP 2001 (Amendment No 14), although a small portion of land on the corner of Campbell Street and Crown Street is zoned Arterial Road and Arterial Road Widening 9(C) Reservation, as advised by the RTA (see **Figure 3**). Clause 12 of Marrickville LEP 2001 contains information about the Residential 2(C) zone, as reproduced in **Figure 5** (note that Amendment 14 provides additional land uses for the Barwon Park Triangle).

Objectives

- O1 To allow certain non-residential uses for the Barwon Park Triangle in addition to those normally permitted in the Residential 2(C) zone.
- O2 To ensure that non-residential land uses do not affect the amenity of existing residential uses.
- O3 To activate street frontages by encouraging ground floor non-residential uses on the major street frontages.

Controls

Gateway site & Princes Highway

- C1 The ground floor of buildings, as shown shaded light grey on **Figure 4**, may be used for the following additional purposes with development consent:
 - bulky goods salesrooms and showrooms
 - small shops (not exceeding 100m²)
 - refreshment rooms.
- C2 The Barwon Park Road frontage of 60-82 Princes Highway may be used for the purposes of home offices as outlined in Control C3, below.

Barwon Park Road South & Crown Street/ Campbell Street

- C3 The ground floor of new buildings on Barwon Park Road, in the area shaded dark grey on **Figure 4**, should be designed to be adaptable to residential or home office uses, including consideration of provision of additional power points and telephone lines, and flexible room configurations.

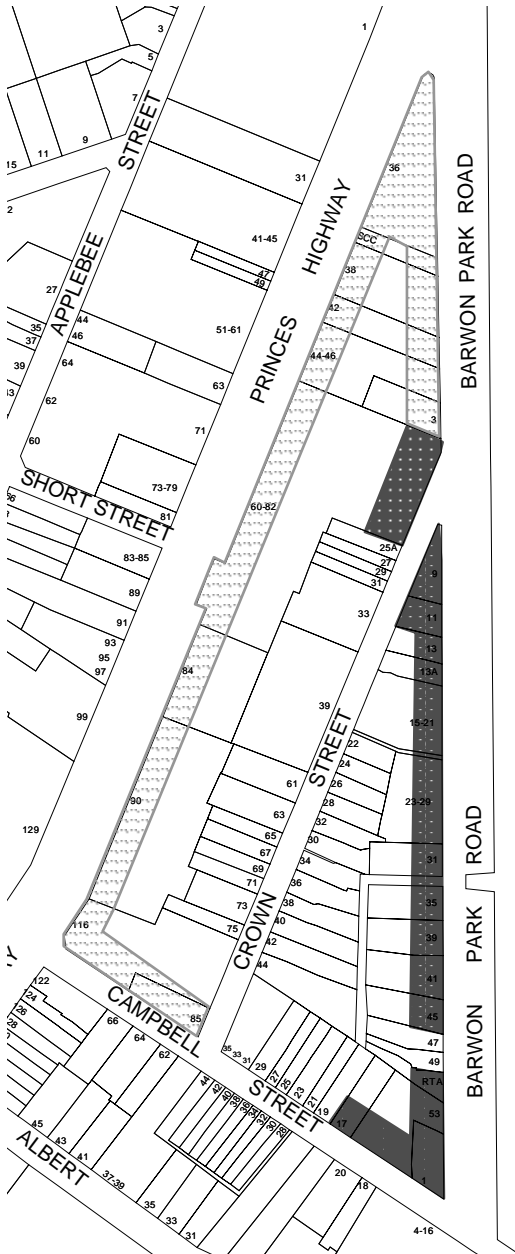


Figure 4: Permissible location of ground floor commercial uses (light grey) and home office uses (dark grey)

- C4** A home office use is one where:
- the primary business operator is the owner or lease holder of the premises, and
 - the premises is the business operator's principal place of residence, and
 - the office use is undertaken on the ground floor, and
 - the use does not involve the employment of more than 2 employees, not including any permanent residents, and
 - appropriate approvals for the use of the building as home office are obtained.
- C5** Residential uses are appropriate for the remainder of the Barwon Park Triangle.

Clause 12 of LEP 2001:

12 Residential 2 (C) zone

(1) How is the zone shown on the map?
Coloured pink with red edging and lettered 2 (C).

(2) What are the objectives of the zone?
The objectives of this zone are:

- (a) to identify areas suitable for multi unit housing and residential flat buildings to a maximum of three storeys in appearance, and
- (b) to provide opportunities for non-residential development which is of a type and scale that is compatible with the surrounding area, and
- (c) to enable large sites to be developed for multi unit housing and residential flat buildings exceeding three storeys in appearance.

(3) What does not require development consent?
Development for the purpose of:
public utility undertakings
Exempt development

(4) What requires development consent?
Development for the purpose of:

- bed and breakfast accommodation
- boarding houses
- child care centres
- community facilities
- dual occupancies
- dwelling houses
- educational establishments
- home industries
- home occupations in dwelling houses which involve prostitution
- hospitals
- multi unit housing
- places of public worship
- public buildings
- recreation areas
- remediation

Figure 5: Clause 12 of Marrickville LEP 2001

3B Building Massing

The overall form of new buildings is to a large extent determined by the floor space ratio and height limits put into place by LEP 2001 (Amendment No 14) (see **Section 3C—Floor Space Ratio & Site Coverage**, and **Section 3D—Building Height**). However, the concept of a vertical building line (or build to line, BTL) has been introduced to demonstrate the building typology that is appropriate to and desirable in different locations within the Barwon Park Triangle.

There are three different building typologies within the Barwon Park Triangle represented by 100% BTL, 80% BTL and 50% BTL. See the definitions at the end of this section for an explanation of these typologies.

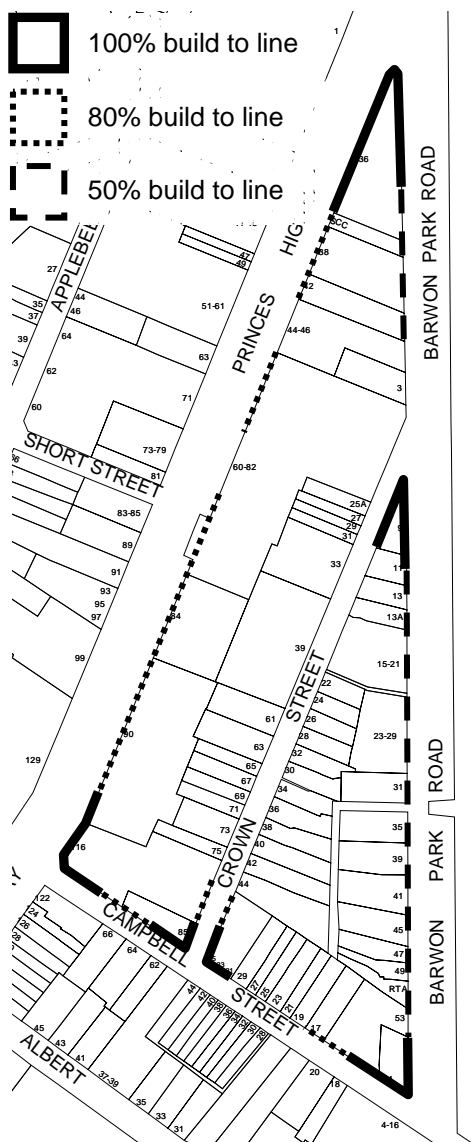


Figure 6: The location of the 'Build To Line' (BTL) areas

Objectives

- O1 To emphasise the major street frontages of Princes Highway, Barwon Park Road, and Campbell Street, by encouraging buildings to be built at the street alignment with opportunities for upper levels to be set back.
- O2 To improve residential amenity by creating a building buffer between the Princes Highway and residential areas behind.
- O3 To encourage interaction between uses in new buildings and users of the street.
- O4 To create a strong relationship between new buildings and the street.

Controls

- C1 New buildings in the following locations, as demonstrated by a black unbroken line in **Figure 6**, shall be built to the 100% BTL typology:
 - The acute 'gateway' corner of the Princes Highway and Barwon Park Road
 - The corner of the Princes Highway and Campbell Street
 - Both the eastern and western corners of the Crown Street/Campbell Street intersection
 - The acute corner of Barwon Park Road and Crown Street
 - The corner of Barwon Park Road and Campbell Street.
- C2 New buildings in the following locations, as demonstrated by a dashed line on **Figure 6**, shall be built to the 80% BTL typology:
 - Along the Princes Highway from Lot 1 DP 190505 (marked SCC on the map) to No 90 Princes Highway
 - On parts of Campbell Street both east and west of Crown Street
 - On part of the southern end of Crown Street.

- C3 New buildings along Barwon Park Road, as demonstrated by a broken line on **Figure 6**, shall be built to the 50% BTL typology.
- C4 All buildings, particularly along the Princes Highway, will maintain a building depth that allows sunlight and adequate ventilation to dwellings. A building depth of 12 metres is recommended.
- C5 Disruption of street wall massing is not permitted. New buildings are to follow the vertical alignment of neighbouring buildings built or converted in accordance with this DCP.
- C6 Preferred built form and massing is shown on the sections on **Figure 7** for different locations in the Barwon Park Triangle.

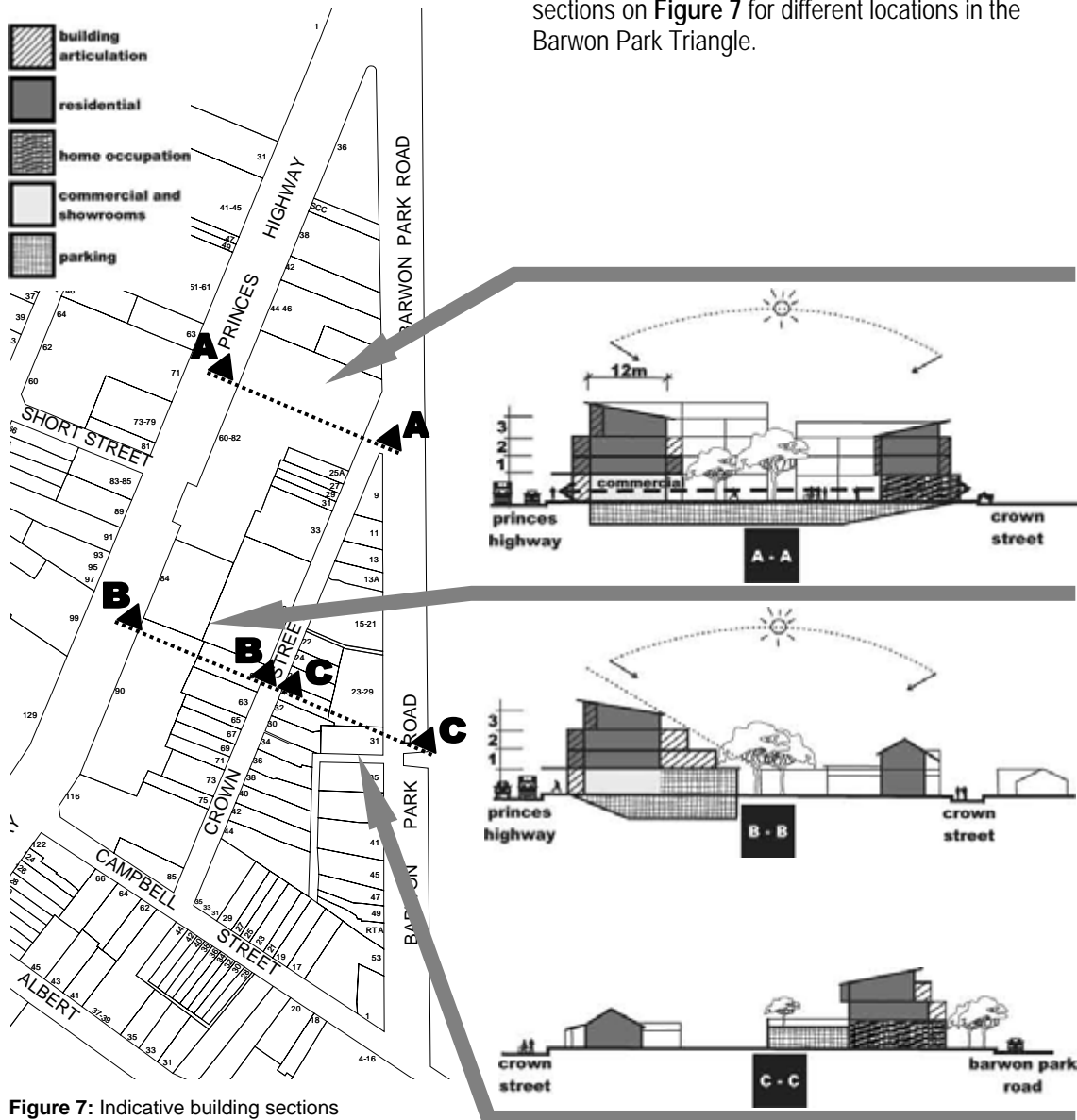


Figure 7: Indicative building sections

Definitions

The **100% BTL** typology can be described as a building that is built to its maximum height at the street frontage(s). This building typology is preferred on the major street corners within the study area.

The **80% BTL** typology can be described as a building where 80 per cent of the height of the façade (e.g. 4 out of 5 levels) is located on the front building line at the street frontage. The upper 20 per cent of the buildings is then stepped back from the street alignment. This building typology is preferred on the major street frontages.

The **50% BTL** typology can be described as a building where half of the height of the façade is located on the front building line at the street (or on the primary street frontage). In the case of a two storey building, for example, the ground floor would be built to the street alignment and the upper level set back from the street. This building typology is preferred on the secondary street frontages within the Barwon Park Triangle.

The three typologies are shown in **Figure 8**.



Figure 8: Indicative examples of the three building typologies: 100% BTL (top left), 80% BTL (bottom), 50% BTL (top right)

Pictures courtesy of Architects Johannsen + Associates.

Note: these are shown for illustrative purposes only and do not necessarily represent a finished product that would comply with the other aspects of this DCP or be appropriate or acceptable in the Barwon Park Triangle.

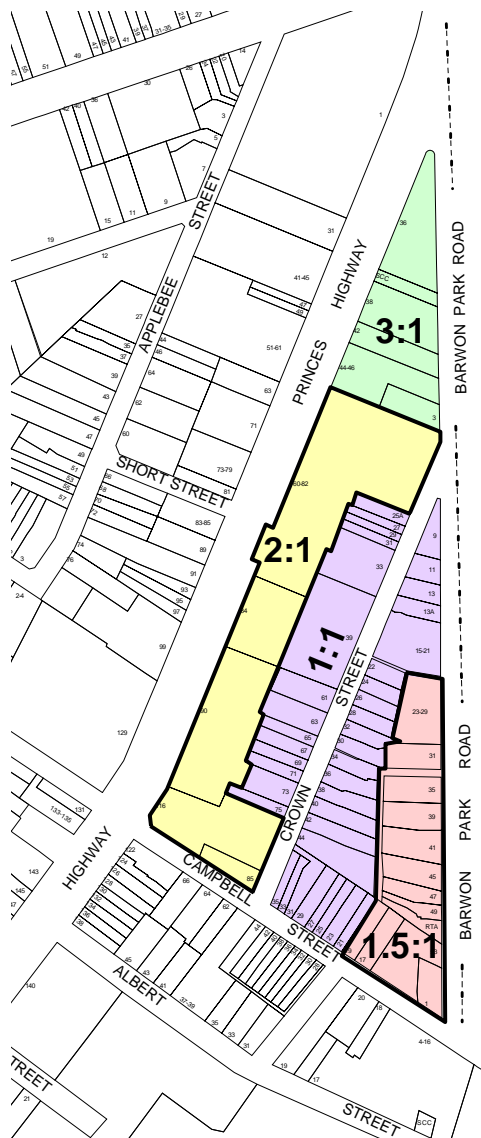


Figure 9: Floor Space Ratios in the Barwon Park Triangle as set by LEP 2001 (Amendment No 14)

3C Floor Space Ratio & Site Coverage

Maximum floor space ratios for the Barwon Park Triangle have been established through Marrickville LEP 2001 (Amendment No 14), as demonstrated on **Figure 9**. Note that potential maximum floor space ratios delineated in **Figure 9** are not 'as of right' controls and will be dependent upon how well the proposed development meets all the other relevant design controls contained in this DCP and DCPs 28 & 35. Compliance with the maximum floor space ratio controls does not automatically guarantee approval.

The Barwon Park Triangle is a mixed industrial and residential area which features some examples of early industrial buildings including Federation warehouses. It may be appropriate that some of these buildings, when industrial uses have ceased, are converted to a residential or mixed use.

Objectives

- 01 To provide appropriate floor space limits for new development within the Barwon Park Triangle.
- 02 To encourage redevelopment by setting higher floor space limits than those normally permitted in the Residential 2(C) zone.
- 03 To encourage retention of existing warehouse and industrial buildings through non-application of floor space controls for conversion developments.

Note on Development Standards

The maximum FSR controls as they apply in this DCP are given greater legal precedence by being included in the statutory planning document, the Marrickville LEP 2001 (as amended by LEP 2001 (Amendment No 14)). These controls are referred to as 'Development Standards' under the Environmental Planning and Assessment Act and Council cannot approve a variation to these development standards, unless an applicant has provided written justification in respect of State Environmental Planning Policy No 1 (SEPP 1), and Council considers that objection well founded. A SEPP 1 form has been prepared for these variations, and can be obtained from Council's Citizens' Service Centre.

Controls

C1 The table below shows the maximum floor space ratio (FSR) and site coverage requirements that apply (see also **Figure 9** for a diagrammatic representation of FSR in the Barwon Park Triangle).

Sub-Area	Type of development	Maximum permissible FSR	Site Coverage	Notes
Gateway site	Residential flat building/ mixed development	3:1	75%	
Princes Highway	Residential flat building/ mixed development	2:1	50%	
	Conversion of industrial/ warehouse building	—	—	Retention of good examples of existing warehouse or industrial buildings in the area is encouraged. Applications will be assessed on their merits.
Barwon Park Road South	Alterations/additions to existing buildings	on merit	on merit	
	Residential flat building/ mixed development	1.5:1	45% for one storey 35% for two storey 30% for three storey	
Crown Street/ Campbell Street	Alterations and additions to existing dwellings	on merit	on merit	
	Dual occupancy	0.6:1	N/A	400m ² and 600m ² respectively need for attached/detached dual occupancy
	All other developments including residential flat buildings and multi-unit housing	1:1	45% for one storey 35% for two storey 30% for three storey	

Note: Refer to definitions and advisory notes in DCP 35 for an explanation of terminology and other information.

C2 Control C2 in Section B1 of DCP 35 must be complied with.



Figure 10: Height limits in the Barwon Park Triangle

3D Building Height

The Barwon Park Triangle is characterised by a mix of building uses, types, styles and sizes. Crown Street currently contains a number of smaller residential buildings for which retention is encouraged. Building heights for the Barwon Park Triangle have been determined based on an urban design analysis of the area and new development must respect the scale and function of existing buildings that are encouraged for retention. The heights relate to the floor space ratios set in LEP 2001 (Amendment No 14) – see **Section 3C—Floor Space Ratio & Site Coverage** – and aim to encourage new buildings that respect the scale of smaller residential buildings and also provide redevelopment opportunities for larger sites and for sites constrained by environmental factors such as traffic noise and poor ground floor amenity.

Objectives

- 01 To ensure that new development responds to the desired future character of the locality by imposing height limits.
- 02 To provide appropriate upper building height limits to ensure that new development respects an appropriate scale and building height.
- 03 To ensure development has minimal impact on neighbouring properties in terms of building dominance (bulk and scale), overshadowing and privacy.

Controls

C1 The table below details the maximum permissible height limits that apply (also shown graphically in **Figure 10**).

Sub-Area	Applicable properties (see Figure 10) (ranges are inclusive)	Maximum height (storeys)	Notes
Gateway site	36 Princes Highway (tip only)	3	
	36 Princes Highway (remainder) to 44-46 Princes Highway (northern part)	5	
Princes Highway	3 Barwon Park Road and 44-46 Princes Highway (southern part) to 90 Princes Highway	4	Rear setback control for all sites that back onto properties with frontage to Crown Street (see Section 3E—Building Setbacks)
	90 Princes Highway (southern edge), 116 Princes Highway, and 85 Campbell Street	3	
	60-82 Princes Highway (part rear – Barwon Park Road frontage)	3	
Crown Street/ Campbell Street	all within sub-area	2	
Barwon Park Road South	all within sub-area	3	

Notes: 1. See Definitions and Advisory Notes in Section B2 of DCP 35 for explanation of terminology and other information.
2. Height limits should be read in conjunction with building typologies explained in **Section 3B—Building Massing**.

C2 Control C2 in DCP 35 applies.

C3 Buildings on the Princes Highway from the sub-station site (Lot 1, DP 190505) to 90 Princes Highway (inclusive) are to be set back from the fourth level at a distance from the front building alignment of 3 metres.

3E Building Setbacks

Objectives

- O1 To create a solid wall of development along the Princes Highway with limited front setbacks.
- O2 To maintain a high level of amenity to smaller single houses on Crown Street by imposing a rear setback control for buildings to their rear fronting the Princes Highway.
- O3 To provide an appropriate control for development for other properties within the area.

Controls

- C1 Buildings will be built to the street alignment on the Princes Highway and Barwon Park Road frontages in accordance with the building typologies presented in **Section 3B—Building Massing** of this DCP.
- C2 Buildings of 4 and 5 storeys on the Princes Highway (namely 38 – 90 Princes Highway) will demonstrate a 3 metre setback at the 4th storey.
- C3 Controls contained in Section B3 of DCP 35 will apply, as appropriate.
- C4 Alterations and additions to existing dwellings in Barwon Park Road, Campbell Street and Crown Street will follow the setback controls contained in Section B2 of DCP 35—Volume I.
- C5 Disruption of street wall massing on the Princes Highway and Gateway Site is not permitted. Accordingly, there are no side setbacks in these locations.
- C6 A rear setback control applies to new building on properties fronting the Princes Highway (Nos 60-82 to 90 inclusive), as shown hatched on **Figure 11**.
- C7 The rear setback control is a height angle plan at 30° measured from 4.5 metres above rear boundary, as demonstrated in **Figure 12**.
- NB. *The section B-B on Figure 7 shows how this rear setback control applies.*
- C8 Rear setbacks in other locations are determined based on a demonstration of the other requirements and principles in this and related DCPs.

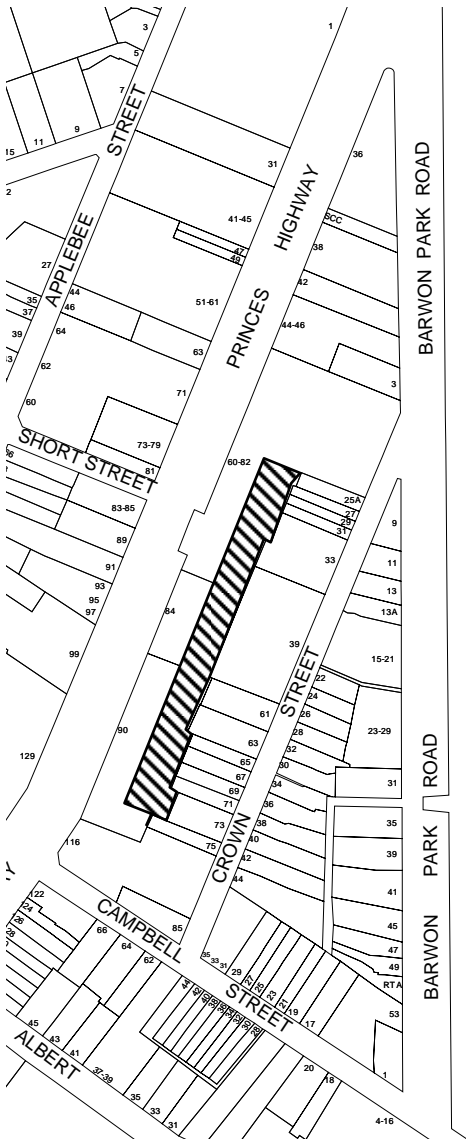


Figure 11: Where rear setback control plane is applicable

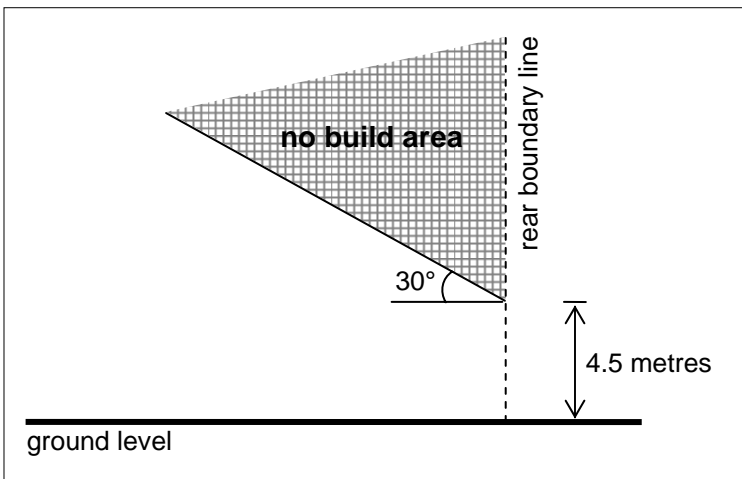


Figure 12: Rear setback control (section)

3F Streetscape, General Appearance & Materials

The objectives and controls contained in Section B4 of DCP 35 apply to development within the Barwon Park Triangle.

NB. *Objectives and controls contained in Section B3 and B4 in DCP 35—Volume I will be generally applicable to alterations and additions to existing dwelling houses in the Barwon Park Triangle.*

3G Front Fencing

The majority of sites within the area will be redeveloped in accordance with this DCP, utilising a building form that directly addresses the street and footpath. Accordingly, in these areas, front fencing may not be required or will be integrated with the building. However, in other areas, particularly in Crown Street, where front fencing may be required, front fences shall be low and in accordance with other similar fences in the locality.

For sites adjacent to a major road, namely Campbell Street, high solid front fences will be permitted with Council approval so as to improve the amenity of residents and dwellings on this busy narrow street.

Objectives and Controls

The objectives and controls for Front Fences contained within Section B5 of DCP 35 or Section 3C in DCP 35—Volume I generally apply to development within the Barwon Park Triangle.

3H Parking & Access

Objectives

- O1 To ensure that new development provides sufficient car parking for its needs.
- O2 To regulate car use by applying a car parking rate that should not be exceeded.
- O3 To minimise conflicts between motor vehicles and pedestrians by encouraging consolidation of driveways along major street frontages.
- O4 To ensure that off-street loading and unloading facilities are provided to commercial developments.

Controls

- C1 Car parking is to be provided at the following rates:

Land Use	Car Parking Requirement
Residential flat building	1 space per dwelling plus visitor parking at 1 space per 4 dwellings
Commercial – small shops and refreshment rooms (including take away food shops)	
Up to 500m ² gross floor area	1 space per 45m ²
500m ² to 750m ² gross floor area	11 spaces + 1 space per 30m ² over 500m ²
750m ² to 1000m ² gross floor area	19 spaces + 1 space per 25m ² over 750m ²
1000m ² and greater	30 spaces + 1 space per 20m ² over 1000m ²
Commercial – bulky goods salesrooms and showrooms	1 space per 60m ²

Notes: 1. Other land uses not specified in this table are to provide car parking at the rates specified in DCP 19—Parking Strategy.
2. Parking provided at rates exceeding the rates in the above table is not acceptable.

- C2 Existing driveways along the Princes Highway and Barwon Park Road (as shown on **Figure 13**) should be utilised by new development with only one driveway per premises.
- C3 Consideration should be given to sharing driveways between developments to consolidate the number of driveways, particularly along the Princes Highway.
- C4 Where a site has dual frontage to the Princes Highway and another road, the secondary road should be used for vehicular access purposes.
- C5 Pedestrian access should always be by way of the major frontage, clearly marked and designated as pedestrian access.
- C6 Dedicated pedestrian access must be provided to all new developments.
- C7 Pedestrian access via vehicular pathways will not be permitted.
- C8 Driveway and parking areas are to be designed so that all vehicles are able to enter and leave the premises in a forward direction.
- C9 New development is to provide bicycle storage in accordance with DCP 19—Parking Strategy.

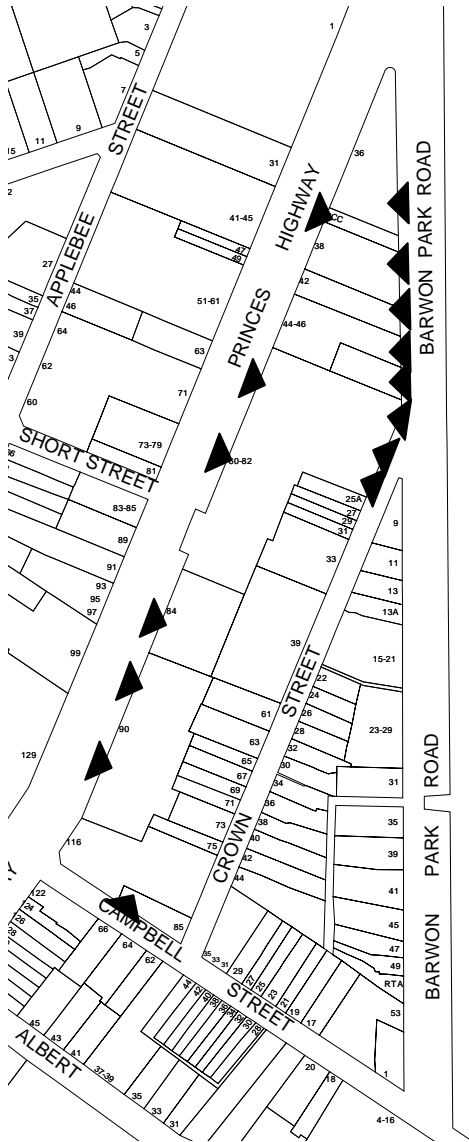


Figure 13: Existing location of driveways along Princes Highway and northern Barwon Park Road

- C10** Other requirements in DCP 19 will be satisfied, especially in terms of loading facilities.
- C11** Car parking for new buildings is generally to be provided at basement levels or to the rear of sites, as demonstrated in the sections in **Figure 7**.
- C12** Other relevant controls in Section B6 of DCP 35 and Section A14 of DCP 28 are to apply to new development.

3I Site Facilities & Waste Management

Objectives and Controls

The objectives and controls contained in Section B7 of DCP 35 and Section S4 of DCP 28 apply to developments within the Barwon Park Triangle.

3J Corners

Objectives and Controls

The objectives and controls contained in Section A5 of DCP 28 apply to developments within the Barwon Park Triangle.

3K Visual & Acoustic Privacy

Objectives and Controls

The objectives and controls contained in Section C1 of DCP 35 apply to developments within the Barwon Park Triangle.

3L Safety & Security

Objectives and Controls

The objectives and controls contained in Section C2 of DCP 35 apply to developments within the Barwon Park Triangle.

NB. *Any development applications will be assessed against PlanningNSW's Crime Prevention Through Environmental Design (CPTED) Guidelines, as well as the Marrickville Development Control Plan No 38—Community Safety.*

3M Landscaping & Open Space

Objectives and Controls

The objectives and controls contained in Section C3 of DCP 35 apply to developments within the Barwon Park Triangle.

Additional Control

C1 Principles of Water Efficient Landscaping contained within DCP 32 are to be complied with for all landscaping within multiple dwelling developments within the Barwon Park Triangle.

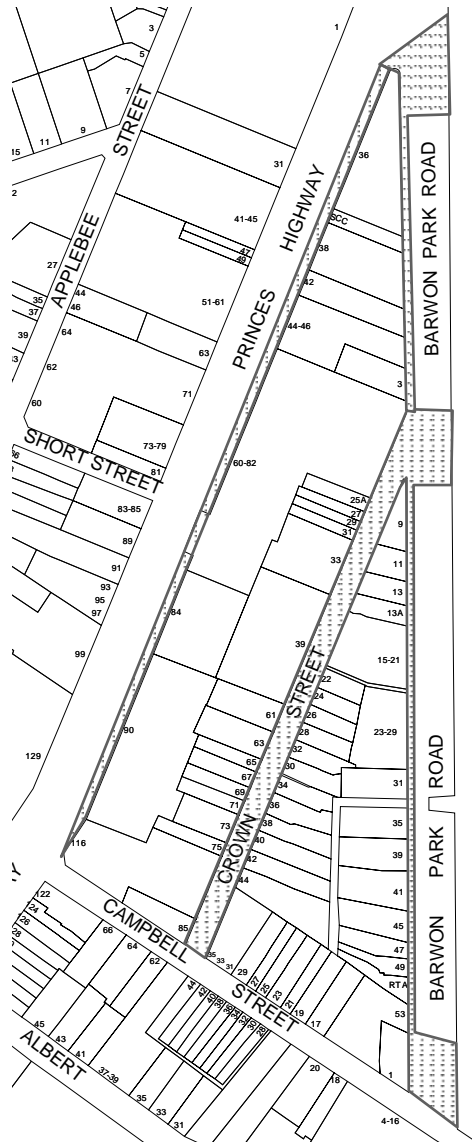


Figure 14: Location of proposed public domain improvements for the Barwon Park Triangle

3N Public Domain and Linkages

The Urban Design Analysis for the Barwon Park Triangle identified an opportunity to provide a through-site link, and this opportunity was subsequently shown on the Structure Plan. Concern has been expressed, however, that the provision of this link, through the presently vacant site at 60-82 Princes Highway, could potentially compromise pedestrian safety by encouraging jaywalking. The RTA was contacted to canvass the possibility of a signalised pedestrian crossing adjacent to this site. The RTA has advised that a crossing in this location is not acceptable. Subsequently, a requirement for a through-site link has been abandoned for the Barwon Park Triangle. However, there is still an opportunity for the site at 60-82 Princes Highway to provide multiple access points for greater accessibility for the site's residents.

As well as a through-site link, the Analysis and Structure Plan identified opportunities for public domain improvements throughout the Barwon Park Triangle. **Figure 14** shows the location of potential public domain improvements with some limited opportunity on the Princes Highway, and significant opportunities on Barwon Park Road and Crown Street.

At this stage, the form of these improvements and how they will be funded (i.e. by Council general revenue or through developer contributions) has not been determined. Consultation with South Sydney Council will also need to be undertaken regarding any public domain improvements on Barwon Park Road.

30 Heritage Conservation

Whilst no buildings or places within the Barwon Park Triangle are listed as heritage items in Marrickville LEP 2001, a number of buildings have been identified as having significance in the historical development of the St Peters area. These buildings are shown on **Figure 15** and **Figure 16**.

The Heritage Study prepared as part of the Urban Design Study of the Barwon Park Triangle makes the following comments in regards to the significance of the buildings in the area.

Generally the building stock and streetscapes have been discussed in the following categories.

1. **The buildings**

HISTORIC VALUE

Dwellings associated with the early development of St Peters, the Barwon Park Triangle, and the brickworks, particularly all the oldest, Victorian style cottages and terraces.

AESTHETIC VALUE

Dwellings and industrial buildings which have a high value for their group contribution to the streetscape compositions and are rare in the Marrickville Municipality.

SOCIAL VALUE

Dwellings and factories which are associated with the early working-class group of people in the area.

SCIENTIFIC VALUE

Generally the building stock has little scientific value, with the exception of the Electricity sub station.

From these criteria the buildings within the study area have been generalised as follows:

High Significance

All the Victorian housing stock, the Federation Factories, and the Art Deco Electricity sub-station.

Medium Significance

The Federation and Between the Wars housing and industrial building stock.

Low Significance

All the Post war industrial Buildings.

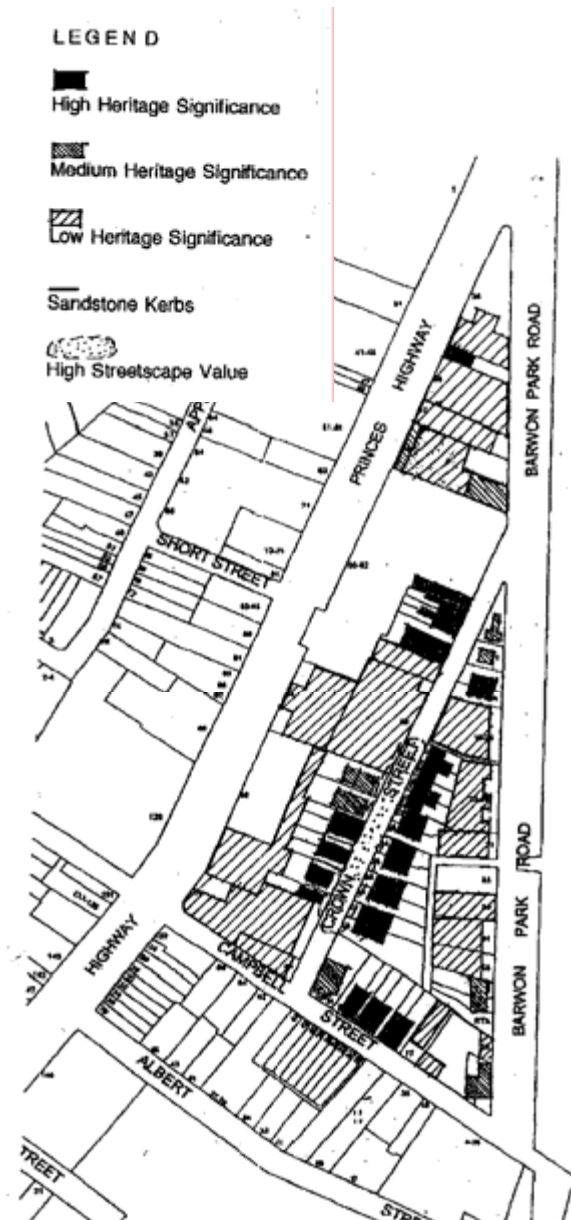


Figure 15: Heritage significance of buildings and streets in the Barwon Park Triangle
 Picture courtesy of Garry Stanley, Heritage Consultant

2. Streets

The streets have also been graded for heritage significance as follows:

High Significance

Crown Street with a rich collection of buildings of high historic and aesthetic qualities; Campbell Street.

Medium Significance

Barwon Park Road with medium qualities because of the Park landscape.

Low Significance

Princes Highway with buildings and streetscape of little historic and aesthetic qualities.

Figure 15 shows the location of these buildings and streets.

Objectives

- 01 To encourage retention of buildings that have been identified as having potential heritage significance.
- 02 To recognise and preserve the significance of streetscapes that have been identified as having potential heritage significance.
- 03 To ensure that identified buildings can continue to fulfil the needs of their residents.

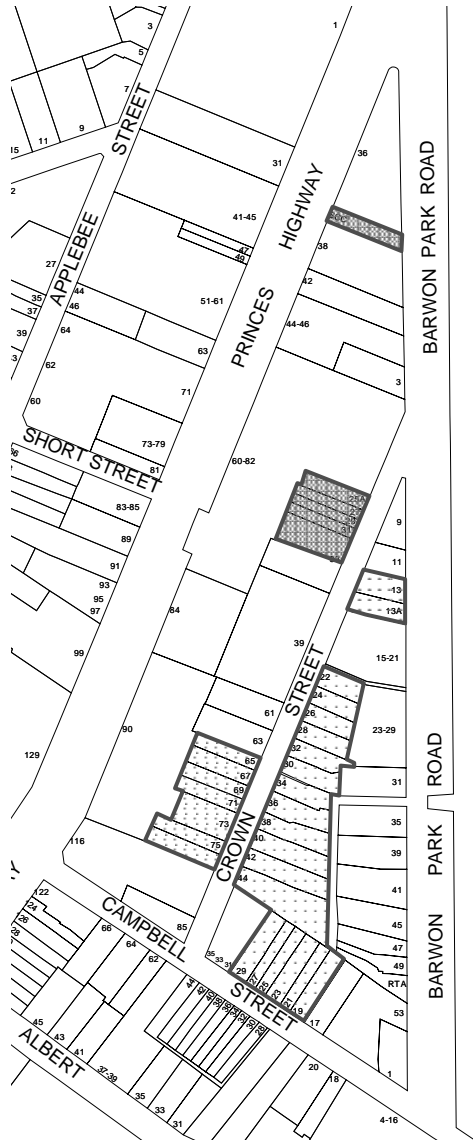


Figure 16: Heritage conservation: buildings identified as having high heritage significance.

Controls

C1 Controls within Part D of DCP 35 generally apply to development of buildings identified in this section of this DCP.

C2 The following additional controls also apply:

- Consideration should be given to the retention of warehouse or industrial buildings that have been identified as having either medium or high heritage significance. From a heritage point of view, it is preferable that more than just the façade of the building is retained and this approach is encouraged.
- Floor space ratios do not apply to industrial/warehouse conversions in accordance with the provisions of clause 32 of LEP 2001. Applications involving conversion of an existing building will be assessed on their merits.
- Retention of the building stock identified in **Figure 16** is generally encouraged, and should be addressed in any heritage assessment of redevelopment proposals.
- Mid- Victorian single storey double fronted cottages attached on one side: These cottages have gable roofs which are too small to accommodate attics. It is suggested that additional floor space is accommodated as a rear extension, as shown on **Figure 17**. This addition should not be able to be viewed from Crown Street.
- Victorian two storey terraces: The terraces have gable roofs which are large enough to accommodate attics. It is recommended that dormer windows are located at the rear of these roofs, as shown on **Figure 18**. Additional floor space should be accommodated as a first floor addition to the rear as also shown on **Figure 18**.
- Car parking is not permitted within the front garden area of dwellings. Rear car spaces are preferable or on-street parking.
- Restoration: retention and replacement of appropriate materials, details and colours of architectural elements to the Street façades is encouraged.
- Sandstone kerbs in Crown Street should be retained and conserved.

NB. *Additional information on heritage management can be found in Part D of DCP 35.*

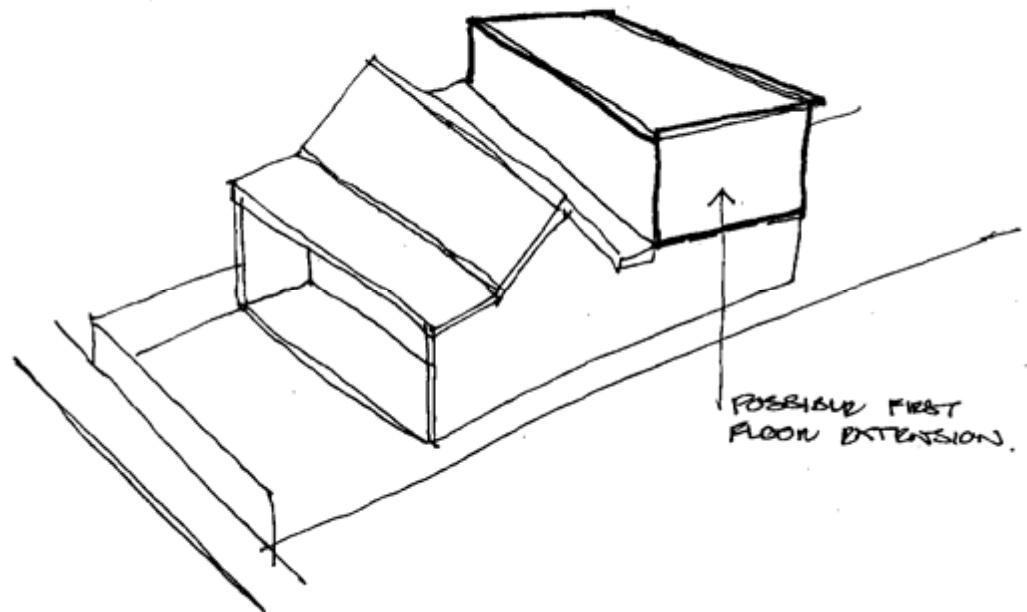


Figure 17: Appropriate extensions to mid-Victorian single storey double-fronted cottages
Picture Courtesy of Garry Stanley, Heritage Stanley

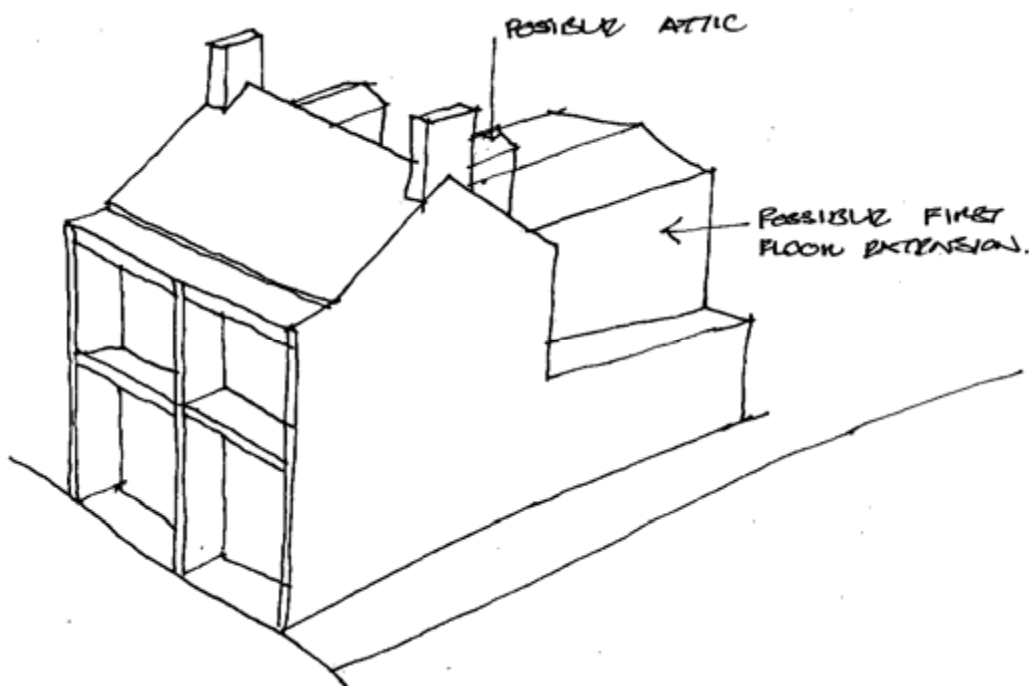


Figure 18: Appropriate extensions to Victorian two-storey terraces
Picture Courtesy of Garry Stanley, Heritage Consultant

3P Retail and Commercial Frontages

Objectives

- O1 The relevant objectives of Section A10 of DCP 28 apply.
- O2 The following additional objectives also apply:
- To provide a variety and diversity of commercial and shop fronts for visual interest.
 - To activate the Princes Highway and Barwon Park Road frontages.

Controls

- C1 The controls contained within Section A10 of DCP 28 generally apply.
- C2 The following additional control also applies:
- Use of footpaths for outdoor dining and display of goods will only be permitted on Barwon Park Road and subject to the assessment of the case as part of an application for footpath use.

3Q Access & Adaptable Design

Objectives and Controls

The objectives and controls contained in Part 3 of DCP 35 and Section A13 of DCP 28 apply to developments within the Barwon Park Triangle.

3R Signage

Objectives and Controls

The objectives and controls contained in Section S7 of DCP 28 apply to developments within the Barwon Park Triangle.

Part 4 The Application Process

Making an application

Before commencing detailed design work, applicants are advised to make themselves familiar with the relevant LEP and DCP controls. Applicants should discuss proposals with Council staff prior to lodging a development application (DA). This can save time and money and enable Council officers to explain the contents of this plan, address potential conflicting issues, and consider solutions to achieve the best outcome.

Submission of a Statement of Environmental Effects

In order for Council to assess how your application has addressed the provisions of this DCP, you will need to submit a Statement of Environmental Effects (SEE) that:

- describes the subject property and surrounds
- describes your proposal in detail
- discusses how the proposal complies with Council's planning controls (contained in LEP 2001, LEP 2001 (Amendment No 14), this DCP and other relevant DCPs) and justifies any non-compliances
- explains how the proposal affects neighbours and how it will 'fit in' with the local area.

An SEE form is available from Council's Citizens Service Centre for new dwelling houses and alterations/additions to existing dwelling houses.

Variations to controls in this DCP

Where any controls within this DCP have not been satisfied, you must demonstrate that the intent of the controls has been satisfied in the SEE by referring to the relevant objectives of each design element.

Can an application or approval be changed or modified?

Yes, an application can be changed prior to its determination by Council but if the changes are considered significant, it may be re-advertised and additional fees payable. An approval can be modified but only if the Council accepts the development remains substantially the same. It is recommended that you consult with Council Officers when changes are contemplated.