

DRUMMOYNE VILLAGE

# DEVELOPMENT CONTROL PLAN

CITY OF CANADA BAY COUNCIL

SEPTEMBER 2007





# CONTENTS

<b>1</b>	<b>BACKGROUND.....</b>	<b>5</b>
	1.1 INTRODUCTION.....	5
	1.2 PURPOSE.....	7
	1.3 OBJECTIVES FOR THE DRUMMOYNE VILLAGE SITE.....	7
	1.4 VISION.....	7
<b>2</b>	<b>EXISTING CONDITIONS.....</b>	<b>11</b>
	2.1 TOPOGRAPHY.....	12
	2.2 OPEN SPACE.....	13
	2.3 PLANNING CONTROLS.....	14
	2.4 ACCESS AND MOVEMENT .....	16
	2.5 ACTIVITIES .....	23
	2.6 BUILT FORM.....	24
	2.7 KEY SITE ELEMENTS.....	25
	2.8 HERITAGE.....	26
	2.9 VIEWS .....	27
<b>3</b>	<b>DCP CONTROLS.....</b>	<b>29</b>
	3.1 PROCESS .....	29
	3.2 STRATEGIES .....	31
	3.3 IMPLEMENTATION .....	40
<b>4</b>	<b>APPENDIX .....</b>	<b>41</b>
	THE LOCALITY.....	41

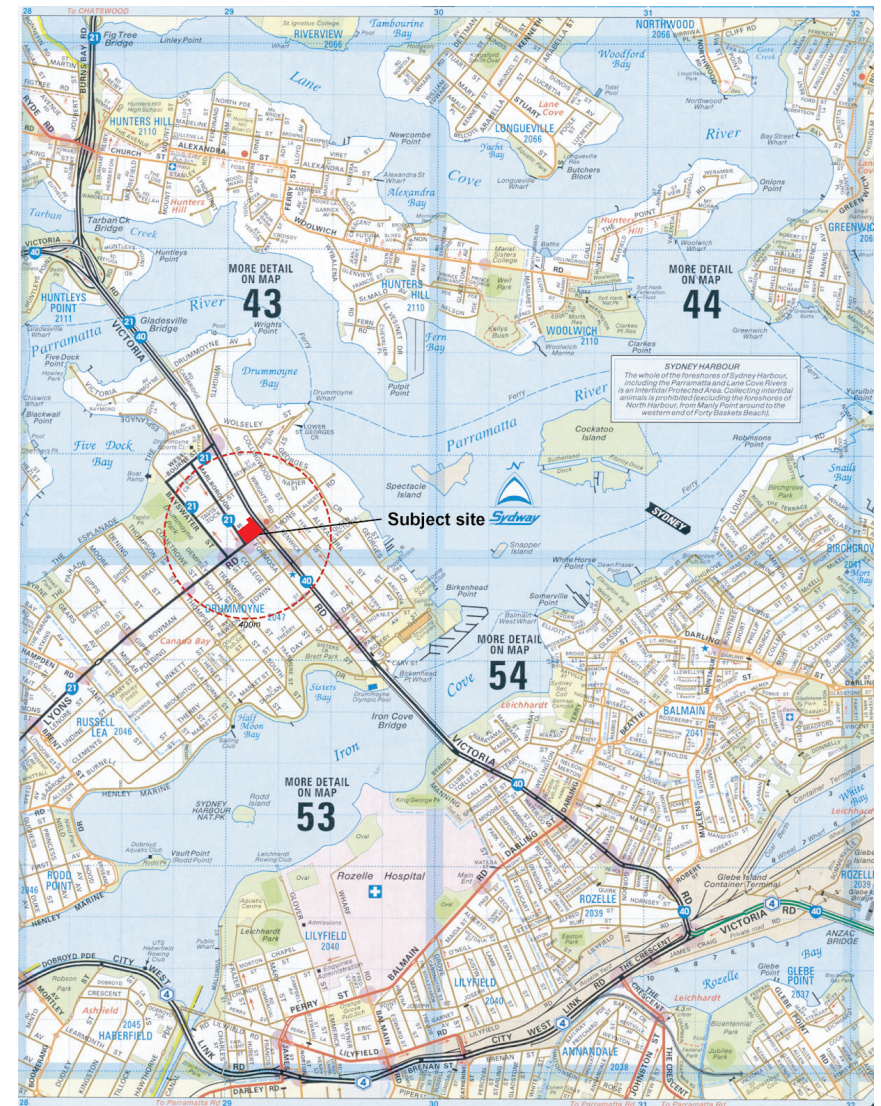


Figure I: DCP location



# I BACKGROUND

## I.1 INTRODUCTION

RDA was engaged by City of Canada Bay Council to prepare a DCP for the Drummoyne Village site.

Refer to Figure I.

### I.1.1 STUDY TEAM

The DCP has been prepared with input from various specialists and consultants. The project team is as outlined in Table I:

ROLE	CONSULTANT
Master Planner	RDA
Community Consultation	Guppy and Associates
Retail Consultant	Patrick Partners
Statutory Planner	Laidlaw Mason Partners
Heritage	Robert A Moore Pty Ltd
Transport and Accessibility	Christopher Stapleton Consultants
Land Economics	Hill PDA

Table I. The Study Team



Figure 2: The Study Area

### 1.1.2 STUDY AREA

The study area is illustrated in Figure 2.

#### *Drummoine Village Site*

This area incorporates a cluster of lots zoned 3a business, immediately to the west of the intersection between Victoria Road and Lyons Road. These properties include:

- Specialty shops and Franklins supermarket between 219 - 231 Victoria Road,
- “Sutton Buildings” at 38-50 Lyons Road,
- A petrol station at 50A Lyons Road,
- Council car park at 2-10 Marlborough Street.

## 1.2 PURPOSE

This DCP has been developed to coordinate the development of the Drummoyne Village Site.

## 1.3 OBJECTIVES FOR THE DRUMMOYNE VILLAGE SITE

The Drummoyne Village site provides the opportunity to develop proposals that underpin the following objectives:

### *Access*

- To ensure efficient vehicular and pedestrian access links within and between Victoria Road, Lyons Road and Marlborough Street;
- To ensure vehicular and pedestrian access links from Marlborough Street; and Bayswater Road, and
- To accommodate people with disabilities throughout the localities.

### *Built Environment*

- To respond to the physical, cultural and urban heritage of the site;
- To provide an integrated open space system that is based on pedestrian walkways, arcades and courtyards;
- To ensure the high quality design and amenity of public places and spaces; and
- To ensure all buildings are designed with the amenity of the occupant in mind, including - but not limited to - apartment sizes, solar access, cross ventilation, access to daylight, views, etc.

### *Social / Cultural Objectives*

- To facilitate the provision of a diversity of residential, retail, and commercial uses and to ensure these are equitable

## 1.4 VISION

Future development in Drummoyne Village should promote the creation of a viable village centre. A viable centre will be facilitated by a development strategy that ensures it becomes a retail hub for Drummoyne.

The DCP redevelopment will reinforce the village centre role of the Drummoyne Village Site for the Drummoyne Peninsula community.

The DCP seeks to encourage a coherent redevelopment site that responds to the existing built structure and heritage items, the desire for open space and the viability of redevelopment. The DCP will address key elements such as basement parking, courtyards and walkways and the potential inequity of development values of the sites which make up the Drummoyne DCP site.

The DCP promotes a high quality public domain that is safe and accessible for the community. A series of interconnected spaces and places ensure the permeability and legibility of the village centre. The internal spaces remain connected to the street through clear and legible entrances and their landscape character providing access to residences within the core of the site. The internal community open space is sheltered from the amenity issues of Victoria Road.

The existing scale and character of buildings along Lyons Road is a defining factor in the future built form of the Drummoyne Village Site. The proposed building envelopes will minimise the impact on adjoining properties in terms of overshadowing and privacy.

#### 1.4.1 CONSULTATION

A community consultation was conducted on the 28<sup>th</sup> September, 2004, by the consultation facilitators, Guppy and Associates. The key issues raised in this community consultation are contained in Table 2.

Two samples of community comments about redevelopment of the site are:

*'I think the idea of a new shopping complex is excellent as it will make Drummoyne come alive once more especially as the area is continuing onto Victoria Road and enlarged. I consider a blend with units and retail ideal. The meeting and hearing the plans was valuable and I know my friend will be very pleased when I pass on the information about the new development'.*

Long term Drummoyne resident and workshop participant

*'We hope to be long term residents in Drummoyne and consider its development to be very important. The recent upgrades in both Concord and Five Dock CBDs appear to have done a lot for their image and the increase in trade at these centres. We hope that a facelift in Drummoyne could achieve the same'.*

New residents, email submission

Table 2. Key issues raised in the community consultation on September 28, 2004

ISSUE	WORKSHOP COMMENTS
CHARACTER	Strong support for 'a village character' to be retained
RETAIL	<p>Ensure that local businesses are able to operate during redevelopment</p> <p>'Retail all round' option seen as most attractive</p> <p>Unoccupied retail spaces in the town centre are an issue</p> <p>6 storey heights will do more to attract business</p> <p>Local businesses need local support – retail needs to be attractive to local residents</p> <p>Residents need to be consulted about proposed businesses and trading hours</p>
TRAFFIC	<p>'Drummoyne is an alley that people drive through without stopping'</p> <p>Concern from residents about the dangers of crossing a 2 way road as they are used to 1 way road.</p> <p>Entry/exit onto Victoria Road needed –McDonalds cited as example</p> <p>Pedestrian lights needed at the bottom of Marlborough Street</p> <p>Marlborough Street could remain one way if traffic could enter/exit on the Victoria Rd side</p> <p>Concern that Formosa Street will become a rat-run</p> <p>Changing access to the Sutton Place carpark may assist traffic flow but concerns that traffic may bank up down Marlborough Street because of the bottle neck created near Lyons Road</p> <p>Concern that increased residential and commercial development will increase traffic in Marlborough, Formosa and College Streets</p> <p>Need for a local area traffic plan</p> <p>Need for more detail about how pedestrian traffic between Sutton Place and Victoria Road can be made more user friendly</p> <p>Basement car-parking for 300 cars would be beneficial</p> <p>Review the Formosa Street car park with a view to increasing commercial spaces</p> <p>Parking for residential uses is inadequate – need parking management and policing to rectify problems</p>

OPEN SPACE	<p>The opportunity to create small, people friendly open spaces in the town centre was seen as important</p> <p>Design a small area of open space on the corner of Lyons Rd and Marlborough Street</p> <p>Consider open space as part of Civic redevelopment</p> <p>Support for outdoor cafes etc as part of Sutton Place redevelopment</p>
SCALE OF DEVELOPMENT	<p><i>Note – mixed responses to heights</i></p> <p>6 storeys is too high and will lead to overshadowing and will detract from the village atmosphere</p> <p>General acceptance of 4 storeys</p> <p>6 storeys seen as working better to attract business</p> <p>Suggestion that greater heights might be accommodated on Civic site</p> <p>Scale of development needs to be viable otherwise developers will not develop</p> <p>Integration with Formosa Street is needed for successful development</p>
HERITAGE	<p>Ensure that facade of Sutton Place is kept</p> <p>Differing opinions about the value of fire station area</p>





## 2 EXISTING CONDITIONS

The analysis of the site and its context informs the controls and recommendations of this Plan. The following sections describe the site and its context.



Victoria Road and Lyons Road intersection. The Sutton Buildings are the light coloured buildings slightly right of centre in the panorama



The Council car park at 2-10 Marlborough Street



The composite of Council buildings fronting Marlborough Road



Lyons Road



## 2.1 TOPOGRAPHY

The site is located on a ridge that runs in a north east direction forming the Drummoyne Peninsula into Sydney Harbour. It is just above 30AHD.

The site is located approximately 50m to the south east of the end of the ridge where land falls away to the harbour to the north and west.

The site is visually prominent when approaching from the south west along Lyons Road, which follows the ridge. To the north east of the site Lyons Road runs down to the harbour's edge. The site is also highly visible approaching from the north west over the Gladesville Bridge on Victoria Road and from the south east at the intersection with Church Street.

Victoria Road runs from Parramatta to Sydney; at its eastern end it bridges from peninsula to peninsula and typically intersects with a ridge road at the high point of each peninsula. In the case of Drummoyne the ridge road is Lyons Road. Refer to Figure 3 and conceptual illustration below.



Conceptual illustration of Drummoyne road network



Figure 3 - Topography

The DCP area consists of relatively flat land situated on the top of the central ridge that runs through the Drummoyne Peninsula

Ridge top

## 2.2 OPEN SPACE

The following designated public open spaces are within the 400m radius from the centre of the site:

- Drummoyne and part of the adjoining Taplin Park - these are passive and active recreation areas fronting Sydney Harbour.
- Alexandria Reserve - this is a passive recreation area in a small park utilising an unused road reserve.
- There are a number of smaller open spaces which have an important public amenity role; Sutton Place is one of these.



Drummoyne Park oval looking towards Taplin Park and Five Dock Bay beyond



Child Care Centre on the edge of Drummoyne Park near Dempsey Place

## 2.3 PLANNING CONTROLS

### ABOUT THIS PLAN

This Development Control Plan (DCP) has been prepared in accordance with the provisions of the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2000. Council is required by Section 79C of the Act to take this DCP into consideration when determining development applications to which this DCP applies.

This DCP was adopted by the City of Canada Bay Council on 4 September 2007 and came into force upon gazettal of the City of Canada Bay Local Environmental Plan.

### WHERE DOES THIS PLAN APPLY?

This DCP applies to all development on land shown in Figure 4.

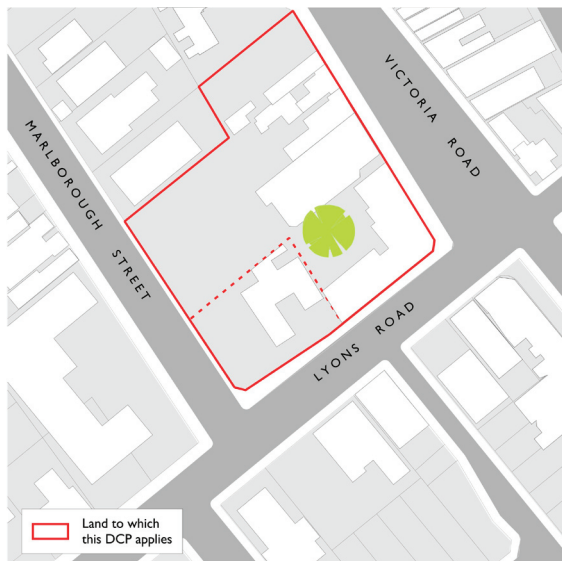


Figure 4 - Land to which this DCP applies

### RELATIONSHIP TO OTHER PLANS

This DCP should be read in conjunction with:

- i/ The City of Canada Bay Local Environmental Plan (CBLEP).

### ADDITIONAL PROVISIONS

- A/ This Development Control Plan adopts the following provisions of the City of Canada Bay Development Control Plan:
  - a. Part 2 Notification and Advertising
  - b. Part 3 General Information
  - c. Part 4 Heritage
  - d. Part 6.1 Design Quality Principles & 6.5.3 Waste Management
  - e. Part 7.7 Parking and 7.8 Waste Management
  - f. Part 9 Signs and Advertising Structures
  - g. Part 10 Child Care Centres
- B/ A provision of this Plan will have no effect to the extent that:
  - a. It is the same or substantially the same as a provision in the CBLEP or another environmental planning instrument (EPI) applying to the same land;  
or
  - b. It is inconsistent with a provision of the CBLEP or another EPI applying to the same land, or its application prevents compliance with a provision of the CBLEP or another EPI applying to the same land;

And the provision in the CBLEP or other EPI will apply.

### CITY OF CANADA BAY LOCAL ENVIRONMENTAL PLAN

Under the City of Canada Bay Local Environmental Plan (CBLEP), the Drummoyne Village site is zoned B4 Mixed Use.

### CITY OF CANADA BAY DEVELOPMENT CONTROL PLAN

The Drummoyne Village DCP adopts certain provisions of the City of Canada Bay Development Control Plan.

It should be noted that most of the residential areas surrounding the Drummoyne Village site have been identified as conservation areas (Refer to Figure 5). The City of Canada Bay Development Control Plan contains statement of significance, objectives and controls for the conservation areas.

Although none of the Drummoyne Village site falls within a conservation area, the DCP will ensure building envelopes respond to, and positively contribute to, the streetscape and existing skyline.





Figure 5 - Drummoyne Conservation Areas (source Drummoyne DCP Part 4 - Heritage)

## 2.4 ACCESS AND MOVEMENT

### 2.4.1 VEHICULAR ACCESS

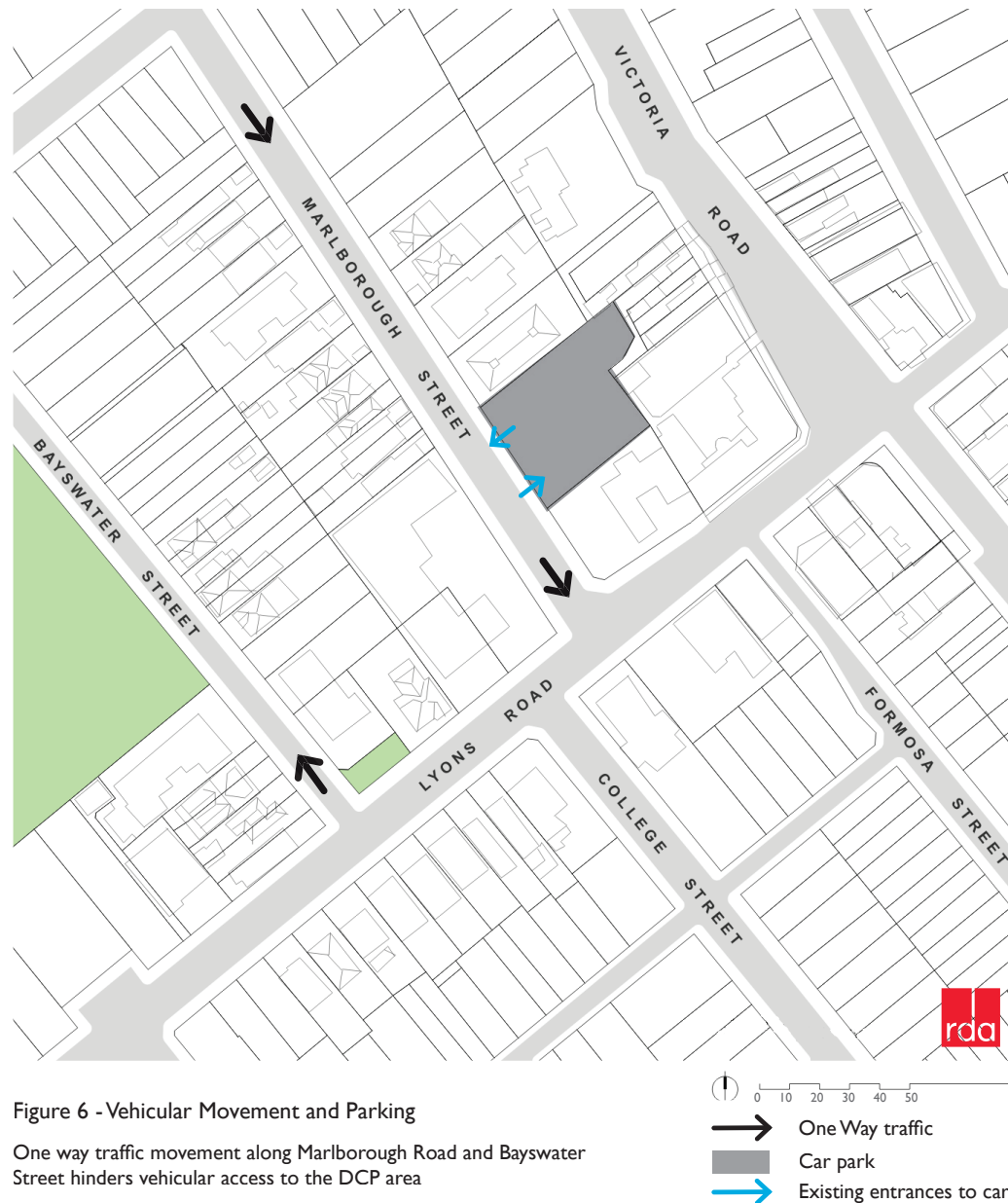
The site is well served by existing road transport networks, being at the intersection of two major transport routes. Vehicular access to the DCP site is via Marlborough Street, Lyons Road or Victoria Road.

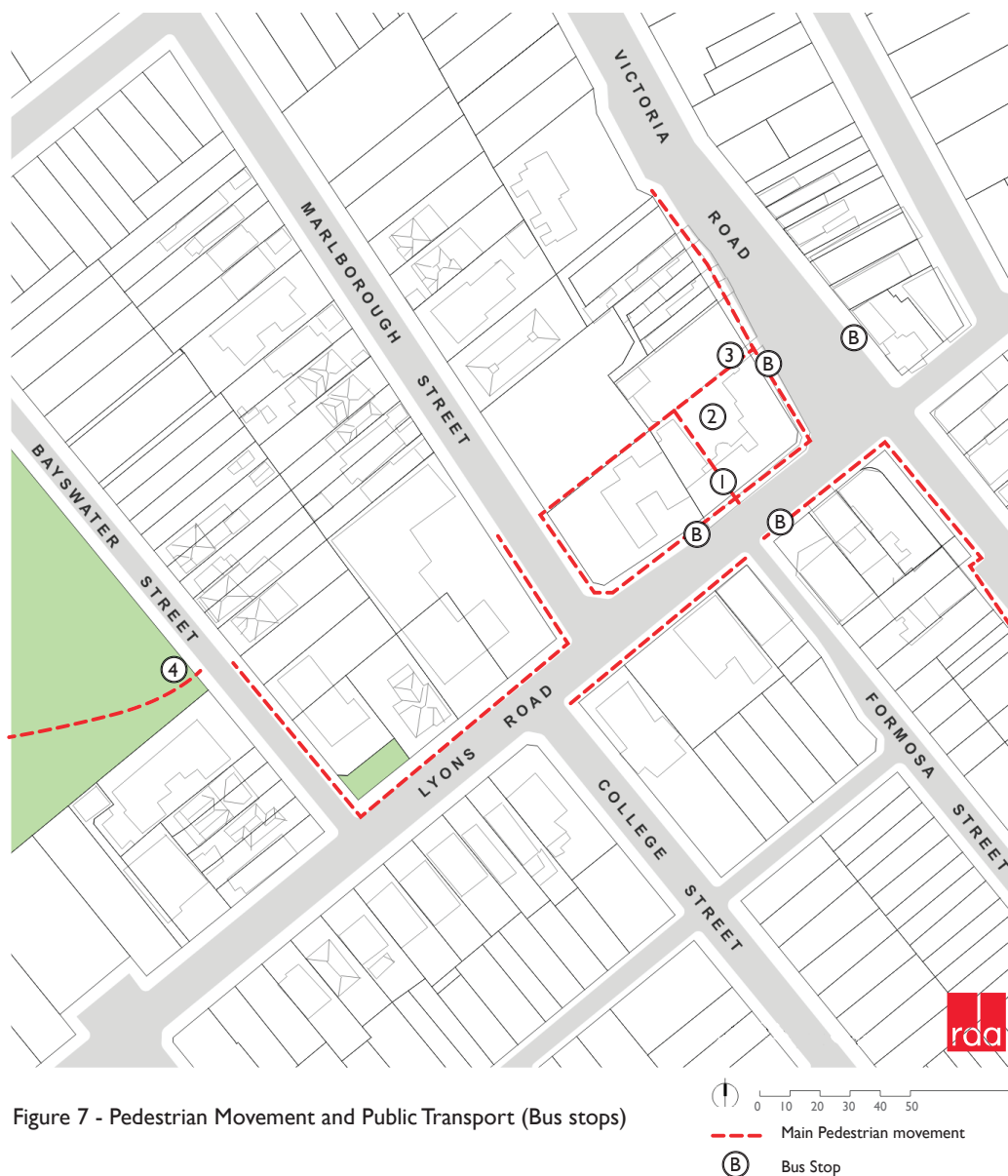
Access to the site is restricted by:

- The proximity of the site to Victoria Road which is a major arterial route carrying large volumes of traffic, and
- Marlborough Street being a one way road, feeding off Victoria Road.

As a result of these factors the Drummoyne Village DCP site is effectively only accessible with left hand entry and exit. Furthermore, the only car parking presently serving the Drummoyne Village site is off Marlborough Street and difficult to access from Victoria Road.

Refer to Figure 6.





## 2.4.2 PEDESTRIAN MOVEMENT

Footpaths serve pedestrian movement within the DCP area along Victoria Road, Lyons Road, Marlborough Street and Bayswater Street frontages; there is also a public access way that bisects the Drummoyne Village Site, running parallel to Lyons Road. Refer to Figure 7 and the corresponding images on the following page.

Pedestrian access to Sutton Place is achieved along narrow pedestrian corridors/walkways from

- Lyons Road
- Victoria Road, and
- The Council car park at 2-10 Marlborough Street.





Access to Sutton Place via a narrow pedestrian corridor through the Sutton Buildings from Lyons Road



Access to Sutton Place via a pedestrian corridor between the Sutton Buildings and the Franklins supermarket. Redevelopment would provide the opportunity to improve this pedestrian corridor



Sutton Place



Pedestrian connections through Drummoyne Park lead to Bayswater Street directly opposite the Council car park at the rear of the Council Chambers



### 2.4.3 PUBLIC TRANSPORT

While there are no rail services in this location, the site is well serviced by buses. The following buses stop at Victoria Road (terminus indicated in brackets)

- 500 (to Ryde)
- 501 (West Ryde)
- 505 (Hunters Hill / Woolwich)
- 506 (Macquarie University via Hunters Hill)
- X06 (East Ryde)
- 507 (Macquarie University)
- 508 (Drummoyne)
- 510 (Gladesville/Ryde Depot)
- 515 (Eastwood)
- L20 (Parramatta)

The following bus services operate along Lyons Road:

- 492 (Rockdale)
- 494 (Rockdale)
- 502 Mon-Fri (Peak hour service Bayview Park)
- 504 (Chiswick)
- L03 Mon-Fri (Peak hour services Mortlake)
- LX04 Mon-Fri PM (peak hour services Chiswick)

Sydney Ferries serve the Drummoyne Peninsula at Drummoyne Wharf, approximately 800m from the site, and Birkenhead Wharf, approximately 1 km from the site.



Victoria Road bus stop



Lyons Road bus stop

#### 2.4.4 ROAD NETWORK

Christopher Stapleton Consulting Pty Ltd wrote the following regarding the DCP area:

(It) is situated on the crest of a hill at the corner of Victoria Road and Lyons Road. It is perhaps the most prominent corner in Drummoyne yet it is isolated from the main retail strip between Lyons Road and Edwin Street. The traffic signals at the intersection have long phases that delay and discourage pedestrian movement; the corner has slightly obtuse angle that has been used as a turning lane and is therefore dominated by bitumen. The shops within the Sutton Buildings are focused on a small internal courtyard that also turns its back on Victoria Road. The feeling of isolation extends into Lyons Road with little connection between the site and Formosa Street. Drivers feel they can accelerate away from Victoria Road leaving town. On their left are the fire station and a church and no retail activity. On their right having passed the shops there is a garage and the entrance to the Council site. Whilst it complements the Church it is nevertheless static and uninviting. And as if to set the Site at more disadvantage the traffic circulation has been designed to accommodate through traffic with little regard to local accessibility.

In spite of all this the Drummoyne Village Site has supported a supermarket and shops for over 30 years during which time the retail strip along Victoria Road to Edwin Street has diminished with a stronger influence now on commercial support services such as real estate offices. Furthermore, the corner is a major stop for outbound buses generating pedestrian activity in the evenings.



Oblique aerial of the Drummoyne Peninsula with the Gladesville Bridge in the foreground. The intersection between Victoria and Lyons Road is highlighted by the red circle.

#### 2.4.5 TRAFFIC

The following comments regarding traffic are made by Christopher Stapleton Consulting Pty Ltd.

Traffic management around site, including parking restriction and turning restriction is described below:

- Lyons Road has “No Standing” and “Bus Zone” restrictions on both sides of the road in the area adjacent to the Site, and extending to the west through to Bayswater Street to provide traffic capacity on the approach to Victoria Road.
- Marlborough Street has parking restrictions (2 hours) between the Site and Tavistock Street, and “No Standing” restrictions between the Site and Lyons Road (again to provide traffic capacity at the intersection of Marlborough Street and Lyons Road).
- Bayswater Street has 10 minutes parking permission only close to Lyons Road, and no parking limit on the rest.
- Westbourne Street has no parking limit but only left turn is permitted for all vehicles travelling from Westbourne Street to Victoria Road.
- Right turn is banned from Victoria Road to Lyons Road, all traffic from Victoria Road to Lyons Road to Five Dock has to turn right at Westbourne Street.

Primary vehicular access to the site is provided via the Marlborough Street car park with access points located approximately 40m north of the intersection with Lyons Road. Two access points are available, but they do not operate in a strict ingress and egress manner, with vehicles using both for arrivals and departures.

Due to the one-way nature of Marlborough Street, all arrival trips are necessarily from the north (left in) and all departure trips to the south (left out). This is a somewhat restrictive access arrangement, particularly for local residents who must make a [more significantly] circuitous departure trip, particularly for those living to the north of the Site in Drummoyne (North of Seymour St).

#### 2.4.6 PARKING

On street parking is available on Bayswater Street and Marlborough Street at off peak times.

The major off street parking servicing the Drummoyne Village Site is provided by the Council car park at 2-10 Marlborough Street. The Council car park provides approximately 68 parking spaces.



Council Car park at 2-10 Marlborough Road.

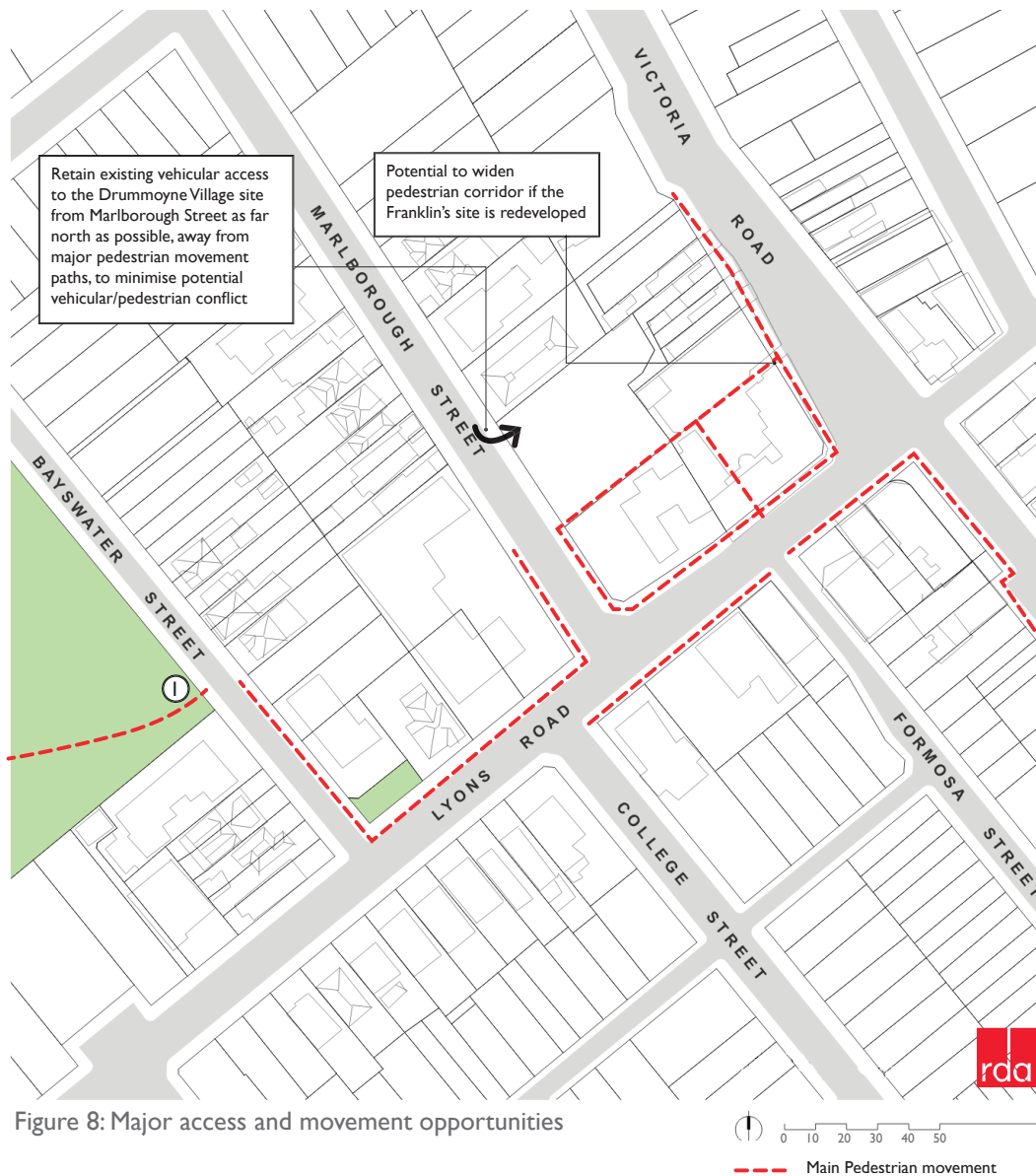


Council land utilised for parking and accessible only from Victoria Road. Although not officially a car park, its use (as shown in the photograph above) demonstrates a shortage of parking facilities in the area.





Pedestrian links through Drummoyne Park connect to Bayswater Street near the rear of the Council Chambers



## 2.5 ACTIVITIES

### 2.5.1 RETAIL

Regional and subregional retailing uses are generally located along Victoria Road. Local retail services, trade uses and community uses are generally located along Lyons Road.

The mix of retail uses reflects the “movement economy” as generated by arterial and feeder roads, that is:

- Regional and sub regional retailing uses are located on arterial roads;
- Convenience retailing is located on feeder roads

Commercial uses occupy an amount of the land fronting Victoria Road on both ground and upper levels. The Sutton Buildings are typical, containing retail on the ground with commercial uses over.

Generally the business uses are limited to the frontages of Victoria Road and Lyons Road. The exceptions occur along Formosa Street (running parallel with Victoria Road) where rear parking has meant that shops are accessed from the back and in some cases have even turned their orientation such that they face the back road. The Sutton Buildings also have turned from the street. The Franklins supermarket, with associated car parking at 2-10 Marlborough Road, has meant that the majority of retail functions address the internal courtyard.

### 1.5.2 RESIDENTIAL

Residential uses are generally behind the properties fronting Victoria and Lyons Roads. However, there are also apartment buildings on Victoria Road and some residences over shops.

### 1.5.3 CIVIC AND CULTURAL FACILITIES

Civic activities are prominent along Lyons Road between College Street and Victoria Road. As well as the Council Chambers there are civic activities outside the DCP area, including the Fire Station, Church, The Oxford Hotel (PJ Gallagher's Irish Pub) and the Drummoyne Post Office.



The Sutton Buildings



Presbyterian Church (corner Lyons Road and College Street).



The Oxford Hotel (PJ Gallagher's Irish Pub)



Kinvara House, 54 Lyons Road



The War Memorial



Drummoyne Fire Station



## 2.6 BUILT FORM

A detailed analysis of the built form of the locality is to be found in Appendix I.

With the exception of the petrol station at 50A Lyons Road, the locality has shop frontages to the property line on Lyons Road north of Marlborough Street and on Victoria Road. Generally these buildings are one or two storeys and occupy narrow frontages and a majority of their site, and typically have a strong façade to the street.

The residential development in the locality is mainly single storey stand alone brick residences; however there are exceptions such as the red brick residential flat buildings on Marlborough Street.

Victoria Road dominates the landscape of the north-western side of Drummoyne. The road rises and splays significantly as it approaches the threshold at the ridge created by The Oxford Hotel (PJ Gallaghers Irish Pub) flanking the east side of Victoria Road. The volume of present traffic on Victoria Road significantly impacts on the amenity of the surrounding adjoining built form.

A one and two-storey development at the corner of Victoria Road and Lyons Road and a series of small fronted, zero lot line storefronts, form a relatively continuous building wall to the south west side of Victoria Road.

Further to the south west Victoria Road has a zero lot line, generally narrow frontage shops, that form a broken wall along the roadway. This side of the road has access to car parking behind the frontage with access off Formosa Street and has hence been more viable in recent years with the elimination of parking on Victoria Road.

Single storey detached dwellings on wider 10 - 15 metre wide lot frontages are located further down Victoria Road to the north west. These buildings are set back from Victoria Road and are generally hidden behind well vegetated gardens.

A mix of narrow and wider lot frontage buildings form a continuous building wall along the north east side of Victoria Road. The buildings vary from one to seven storeys in height.

A large corner lot development located adjacent to the intersection of Lyons Road is built to the street frontage and houses the Post Office.



A sample of residential buildings in the vicinity of the DCP site.

## 2.7 KEY SITE ELEMENTS

### > SUTTON PLACE

The Sutton Buildings, comprising shops with offices above, surround the Sutton Place courtyard. The courtyard is dominated by a large fig tree (Ficus Sp.)

Beyond the Sutton Buildings, on the frontage to Victoria Road is the Franklins site, a group of narrow frontage shops and a McDonald's drive through restaurant. Beyond this, the zoning changes to residential and there are single storey detached houses.

### > THE CAR PARK, 2-10 MARLBOROUGH STREET

This car park site is bounded by a pedestrian footpath on its eastern edge. To the south west of the car park are four storey brick walk up units. There are a number of mature trees on the car park site.

### > CITY OF CANADA BAY COUNCIL CHAMBERS

The Council chambers front Marlborough Street, a four lane, one way road. The present buildings are from the 70s and 80s and are brick and steel clad, 2 and 3 storey buildings.

### > VICTORIA ROAD

Victoria Road is a major arterial route; in one direction it carries large volumes of traffic to the city and in the other, traffic back to the suburbs to the west. Regional and subregional retailing uses are generally located along Victoria Road.

### > LYONS ROAD

Complementing the Council Chambers are further civic activities outside the DCP. Lands along Lyons Road including the Fire Station, Church, The Oxford Hotel (PJ Gallagher's Irish Pub) and on the far side of Victoria Road the Drummoyne Post Office. Lyons Road with its ridge top location and the civic and commercial uses that line it, identify it as conforming to a traditional high street typology. Local retail services, trade uses and community uses are generally located along Lyons Road.

### > THE INTERSECTION OF LYONS ROAD AND VICTORIA ROAD

The DCP lands are an important urban node as a result of their location around the intersection of the high street (Lyons Road) and the arterial road (Victoria Road).



## 2.8 HERITAGE

Heritage is an important issue that will affect the built form of any proposed redevelopment of the DCP land.

In keeping with the LEP Heritage objectives the DCP building envelopes will need to respond to the Heritage Items and the Conservation areas.

Heritage Items located within the DCP area include:

- The Sutton Buildings shops (1)
- The War Memorial (2)
- “Kinvara” House, 54 Lyons Road (3)

Heritage Items in the vicinity of the DCP area include:

- Presbyterian Church (corner Lyons Road and College Street) (4)
- The Oxford Hotel (5)
- 191 Victoria Road

Refer to Figure 9.

Conservation areas adjacent to the DCP area are:

- The Bourketown Square Conservation Area
- The Cambridge, Wrights, Lyons, Collingwood and Victoria Roads and Napier and Seymour Streets Conservation Area
- The Marlborough and Tavistock Streets Conservation Area
- Renwick, Day, Alexandra and Thomleigh Streets

Refer to Figure 5.



Figure 9 - Location of identified heritage items

## 2.9 VIEWS

There are topographical constraints on development, as the site is located on a ridge line and the proposed built form will be visually prominent. Refer to Figure 10 and images on following page.

### Views from the locality

The locality affords good views to the north, east, south and west due to its position on a topographic high point.

Presently the site is surrounded by built form and trees which limit the views to the road corridors. The site has potential distant views of the City, the Harbour and the Harbour Bridge.

### Views to the locality

The position of the site on the ridge of the Drummoyne Peninsula means the site is visually prominent from a number of places from the surrounding locality.

The linear nature of Victoria Road and Lyons Road focuses views toward the site. The DCP site also provides termination points for views along Marlborough, Bayswater, College and Formosa Streets.

Views of the Drummoyne Village are possible from the north west from the Gladesville Bridge, and from further along Victoria Road; they are also possible from the south east from Victoria Road in the vicinity of Church Street, and along Lyons Road approaching from the south west.

The fig tree located within Sutton Place is clearly visible from several locations in the vicinity.

One of the prevailing features of this area is that there are two scales of built form and that they follow the topography. Taller built form elements are associated with civic and cultural uses and are clustered around topographic high points.

They are commonly spires or towers in narrow slender forms such as those found in the Rozelle and Gladesville hospitals.

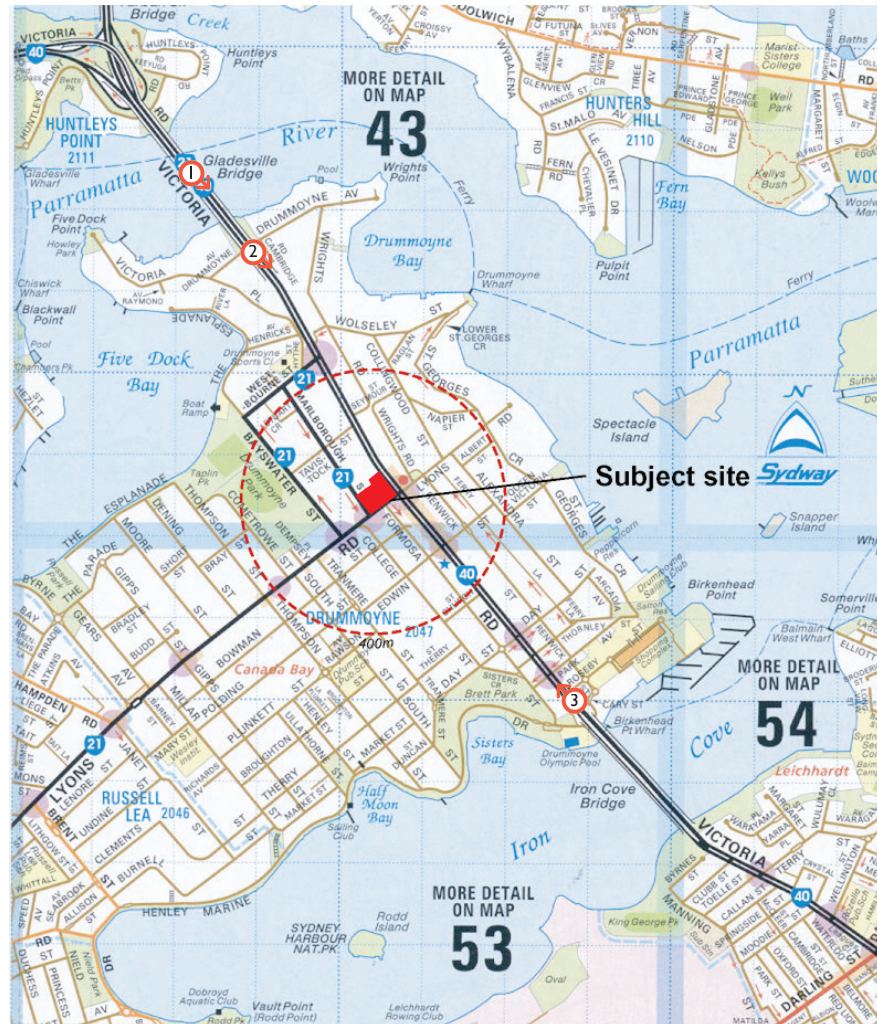
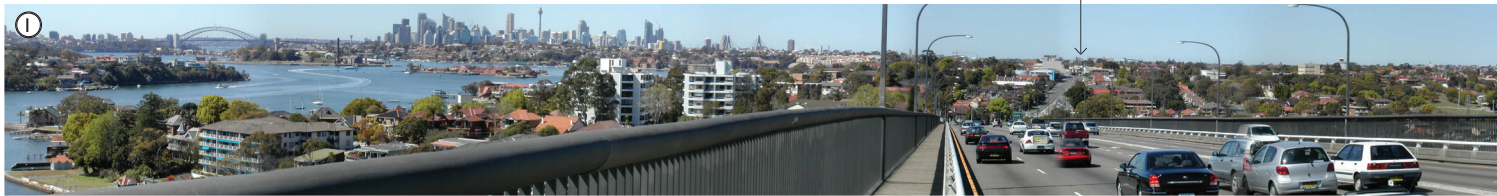


Figure 10: Locality Plan indicating direction of views shown on following page





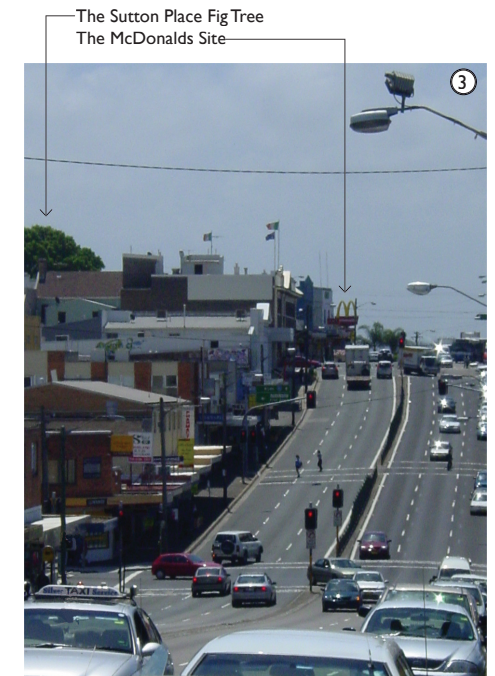
Gladesville Bridge panorama showing the Drummoyne Village site's prominent ridge top location



Gladesville Bridge panorama showing the Drummoyne Village site's prominent ridge top location (Enlargement of the above panorama)



Looking south east along Victoria Road from the base of the Gladesville Bridge.



View towards the site from the vicinity of the Iron Cove Bridge

# 3 DCP CONTROLS

The DCP has identified a series of parameters which will control appropriate development. The most important parameters are:

1. Heritage and existing features.
2. Urban Design including buildings typologies, setbacks and amenity.

These parameters have been used to generate appropriate building envelopes for any future development. (The details of these building envelopes are to be found in Section 3.2.2.) The proposed built form is considered compatible with the heritage items which are visually prominent from key vantage points within the area.

## 3.1 PROCESS

The DCP addresses, illustrates and explains the following matters:

- Building envelopes and built form controls: the built form option considered appropriate for the role of the Drummoyne Village (respecting the surrounding heritage items and conservation areas), is illustrated in section and as a three dimensional envelope. Refer to Figures 11, 12, 25, 26 and 27.
- The DCP building envelopes should be used as a basis for any future built form controls for the site.
- Distribution of land uses: including public open space, are informed by the site analysis, community consultation and the input of expert consultants.
- Subdivision pattern: viewing the site in its entirety permits consideration of amalgamation of various lots to develop a more integrated built form.
- Heritage conservation: as an important issue in the Drummoyne area, a review of State and Council Heritage Inventories was undertaken to identify all Heritage Sites. With the assistance of the heritage consultant, a built form was developed that minimises impact on significant heritage elements.

- Provision of additional commuter car parking: the possibility of the site becoming a “park and ride” public transport hub and its impact in bolstering activity at the centre is examined.
- The circulation network, including pedestrian, cycle and road access and public transport servicing: currently Victoria Road presents access, amenity and safety issues to pedestrians, cyclists and motor vehicles alike in trying to gain access to the site from this frontage. Strategies to address these issues are examined.
- Through site links, particularly pedestrian connections to Drummoyne Park from the Village are addressed.
- Provision of public facilities with respect to projected demand: as an important community centre, Drummoyne Village needs to provide public facilities that cater for needs as identified by community consultation, Council and expert consultants.
- Phasing of development: The DCP presents a desired end state. It is possible for redevelopment of the site to occur incrementally but each of these stages should comply with the DCP to ensure that when all stages are complete the Drummoyne Village achieves the desired future built form.
- Impact on, and improvements to, the public domain: The DCP proposes improving the public domain by such means as shielding from major roads, increased solar access, and increased general amenity so as to create a desirable place to be.
- Public and private open space: The majority of open space on the site will be privately owned public open space. Private open space will be limited. Typically, private open space will consist of balcony space on the upper floors. This is because of the need for residential development on the site to be relatively dense, but it will be compensated for by close proximity to large areas of open space.
- The principles of ecologically sustainable development: The promotion of a place with a built form, public spaces and services that are responsive to the natural environment, including the climate, its topography, its landscape features and its ecological communities is required.
- Remediation of the site: the need to correct problems associated with the former petrol station at 52A Lyons Road will be addressed.
- As development takes place on the site, each development will be required to provide facilities for public benefit. These facilities include (but not limited to):
  - Public parking
  - Public toilets
  - Building space for community purposes
  - Public open space
  - Public access to those facilities.

## 3.2 STRATEGIES

The surrounding built form provides opportunities for integrating the DCP site with the surrounding area and reinforcing the character of the Drummoyne Village.

The heritage and amenity generated setbacks are the result of this exercise. The heritage generated setbacks show the setbacks which have been prepared with the Heritage Consultant to illustrate those setbacks which are required to enable the development to defer to the Heritage Items on the Sutton Buildings and the Heritage Items on the opposite side of Lyons Road. Figures 11 to 27 illustrate the built form that addresses the following considerations:

- The relationship of the new development to heritage items on Lyons Road, particularly the Presbyterian Church.
- The general bulk and presence of the retail buildings lining Victoria and Lyons Road.
- The character and built form of the heritage Sutton Buildings; being:
  - The average parapet height of the Sutton Buildings will determine the parapet line of new development along Lyons Road;
  - Zero lot lines along the street frontage property lines;
  - The provisions of awnings to Lyons Road and along Marlborough Street extending to the north western edge of the Council car park;
  - Retail frontage to the existing footpath to the north west frontage of the site;
  - Cross-site permeability adding to the accessibility of the “interior” public open spaces on the Drummoyne Village Site.

Details of these Options are set out in the following two sections in which strategies are discussed.

### 3.2.1 STRATEGIES FOR ACCESS IMPROVEMENTS FOR THE DRUMMOYNE VILLAGE SITE

Access to the site needs to minimise potential conflict between vehicles and pedestrians.

- Marlborough Street should be changed into a two-way street in order to improve access, slow traffic and promote a pedestrian friendly environment.
- Analysis by Christopher Stapleton Consulting Pty Ltd found that the modification of the present one way traffic of Marlborough Street to two-way access in between Lyons Road and Westbourne Street has the following advantages:
  - The intersection of Lyons Road and Marlborough Street continued to operate at a ‘good’ level of service (“B”) with average delays under 20 seconds while retaining significant spare capacity.
  - The queue length from the right hand turn movement from Lyons Road to Marlborough Street would not compromise the pedestrian and public transport proposals outlined in the DCP.
  - The reduction of eastbound trips in Lyons Road would indeed provide capacity for pedestrian and public transport design proposals adjacent to the site.
- Conditions at the intersection of Lyons Road and Bayswater Street would be improved.
- All people accessing the site would benefit from more direct trip paths, thereby reducing travel time and VKT.
- Site trips would be removed from local streets, and specifically Tavistock Street, while at the same time providing for direct trips between the site and the local residential area to the north.
- Pedestrian access from Victoria Road to Marlborough Street will be maintained through a series of courtyards and walkways.
- Pedestrian access will also be provided from Lyons Road into the courtyards through walkways and retail arcades.
- Pedestrian access ways to Sutton Place should be improved through widening and clear demarcation of entry points to improve legibility through the site. Vehicular access to the site should be discouraged from Victoria Road.

- Access and egress to the basement car park should be provided at the northern end of the site on Marlborough Street.
- Temporary access to basement car park may be provided on the northern end of 50A Lyons Road.
- Entrance to the commercial and residential uses will be provided wherever possible from the courtyards and walkways.

### 3.2.2 SPECIFIC STRATEGIES FOR THE DRUMMOYNE VILLAGE SITE

#### *Urban Structure*

- The urban structure seeks to develop a compact, functional, and permeable village, which is easily accessed from surrounding streets by vehicle and by foot.
- This will be achieved by the creation of:
  - i/ improved vehicular access as outlined in section 3.2.1, and increased on site parking capacity.
  - ii/ improved pedestrian access to the site as outlined in section 3.2.1.
- The intention is to create a village setting which will retain and build on the special qualities of the place, while also allowing development of facilities that will enable the village to become a hub for the Drummoyne

Shopping area. These aims will be achieved by increasing retail floor area while maintaining the visual dominance of existing heritage items in the area.

#### *Activities*

The intention is to develop a mix of uses. This will be achieved by the following measures:

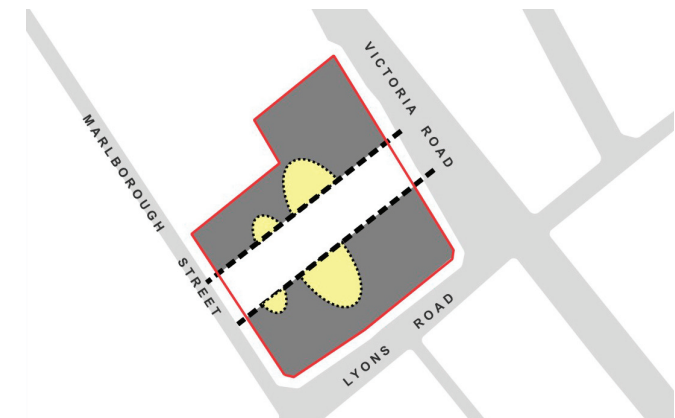
- The village will provide retail uses at ground level fronting onto Victoria Road, Lyons Road and existing and proposed courtyards;
- Generally commercial uses are to be provided on the second and third levels and;
- Residential uses are proposed on and above the third level.



Spatial Orientation Strategy

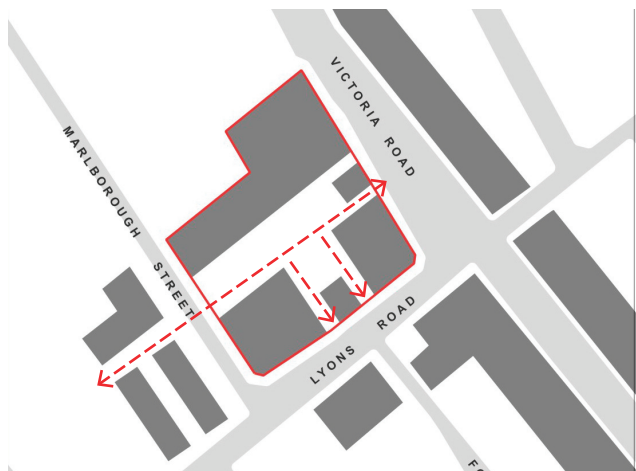


Drummoyne Hub Strategy

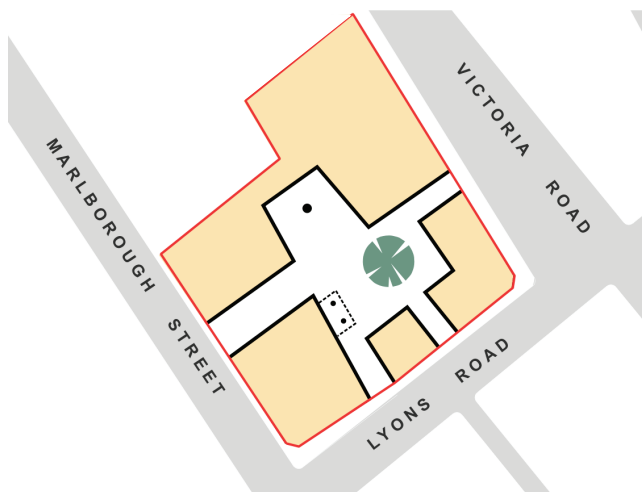


Interconnected Open Space Strategy





Permeable Village Strategy



Village Setting Strategy

### Built Form

An appropriate built form for the role of the Drummoyne Village which also respects the surrounding heritage items and conservation areas will be achieved by the following measures:

- The proposed built form will be oriented to the street and enclose an open space within the interior of the block;
- Buildings will exhibit a strong relationship to the street, addressing it in terms of height and setback in order to maximise solar access to public accessed space and to facilitate the development of outdoor spaces, the buildings generally have a zero lot line to the street boundary;
- The development will maintain the parapet height of the Sutton Buildings as the height of the podium for buildings along Lyons Road and Victoria Road;
- The height of the podium is at 10.2m being two storeys in the Sutton Buildings and three storeys in all other buildings;
- Buildings fronting Marlborough Street will have a podium of 4 storeys setback 4.5 metres above a plinth at ground level which will form a street edge;
- Six storey heights will be provided at least 13.5m away from Lyons Road and other street boundaries to retain the scale and character of the street and the heritage buildings;
- Levels above the podium will be provided in accordance with Figures 13 to 24; and
- All building facades are to be well articulated and modulated, particularly building facades on the property boundary fronting the adjoining McDonalds site.

The DCP specifies a maximum building height of 6 storeys, designed as a significant corner element. This building height, bulk and massing however, is only deemed appropriate for the site set back from the frontage due to heritage and view issues, in particular a height of six stories on the corner would compete with the church spire for visual prominence.

The DCP permits six storeys in parts of the site where it is considered that there will not be an adverse effect on the:

1. Amenity of the adjoining properties.
  2. Setting for the heritage building adjacent to the study area.
- The topography slopes away from Lyons Road, therefore, a six storey height would compete less with the ridge top Church spire, if the six storey element was built on a lower level away from the Lyons Road corner.

The Heritage generated envelope illustrates the building set backs to the Drummoyne Village Site determined by Heritage related considerations, these are:

1. The Parapet line height for built form on the street property alignment, adjoining the heritage item, being the Sutton Buildings. It is determined that the Heritage Item has an average parapet level of 10.2m above the ground floor level of the shops on the ground level.
2. The initial set back to a fourth level with 3m floor to floor ceiling heights is to be no less than 4.5m This distance is determined by the sight lines from the opposite side of Lyons Road.

3. Along Marlborough Street a parapet height of 13.0m is determined using the height of the adjoining residential development to the NW of the site.
4. The initial set back to a fifth and sixth level with 3m floor to floor ceiling heights from Marlborough Street frontage is to be no less than 9.0m. This distance is determined by the sight lines from the opposite side of Marlborough Street.
5. A set back on the Lyons Road frontage of at least 13.5m is required for a fifth and sixth level. This set back is to assure that the heritage items on the eastern side of Lyons Road are not dominated by proposed development.
6. A height limit of 22m is required on the whole site to retain the scale of the Drummoyne skyline.

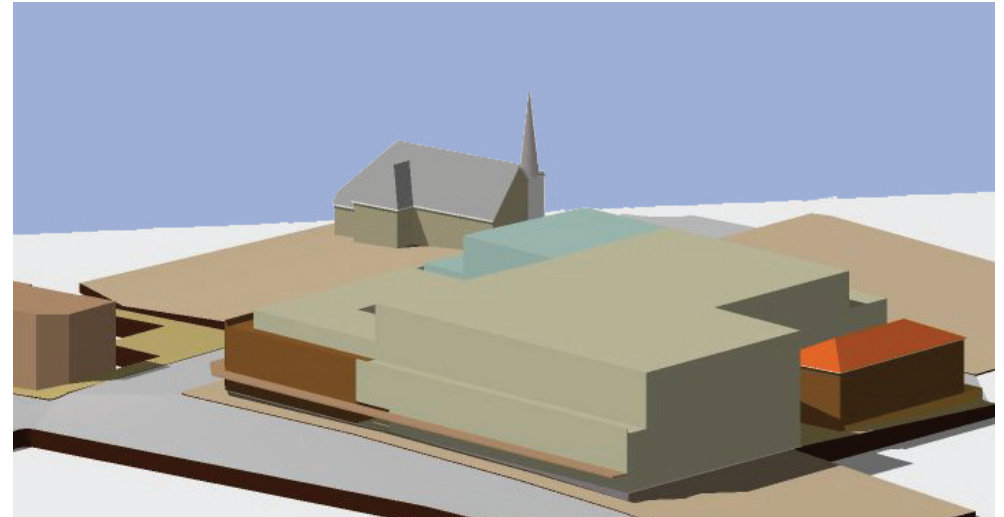


Figure 11: Heritage generated setbacks viewed from the north

### *Open Space*

The majority of open space on the site will be publicly accessible privately owned open space. Private open space will be limited. Typically, private open space will consist of balcony space on the upper floors. This is because of the need for residential development on the site to be relatively dense, but it will be compensated for by close proximity to large areas of open space. In addition:

- Sutton Buildings will maintain its existing courtyard. The courtyard will be increased in size by juxtaposing a similar shaped courtyard;
- The existing fig tree and palms will be retained;
- The courtyards will have pedestrian connections to Victoria Street, Lyons Road and Marlborough Street;

- The walkway linking Marlborough Street to the courtyards will invite people into the proposed courtyards. The width of this walkway is 6 metres;
- A gap will be formed in the development to the north of the space to allow the penetration of winter sun; and
- Above ground communal open space will be provided for residential uses.

#### *Parking*

Redevelopment of any Council owned car parking would require the provision of public parking on site of at least the same number of spaces to serve the existing provision of 62 parking spaces. The DCP scheme illustrated in this document allows for approximately 600 underground car spaces for Drummoyne Village.

#### *Landscape Character*

A desirable landscape character will be achieved by:

- The relationship of the Sutton Buildings courtyard to the surrounding areas will be reinforced by protecting and enhancing the spread of the existing fig tree canopy and retaining the Palm trees; and
- The use of materials that blend with the colours and textures of the surrounding area will be encouraged;

#### *Outdoor Eating*

- Outdoor eating will be encouraged in areas fronting the courtyards and along the Marlborough Street walkway, generating activity in these courtyards.
- Restaurants and a possible outdoor eating terrace are encouraged at the northern end of the site to take advantage of the views to the west and the north western aspect.

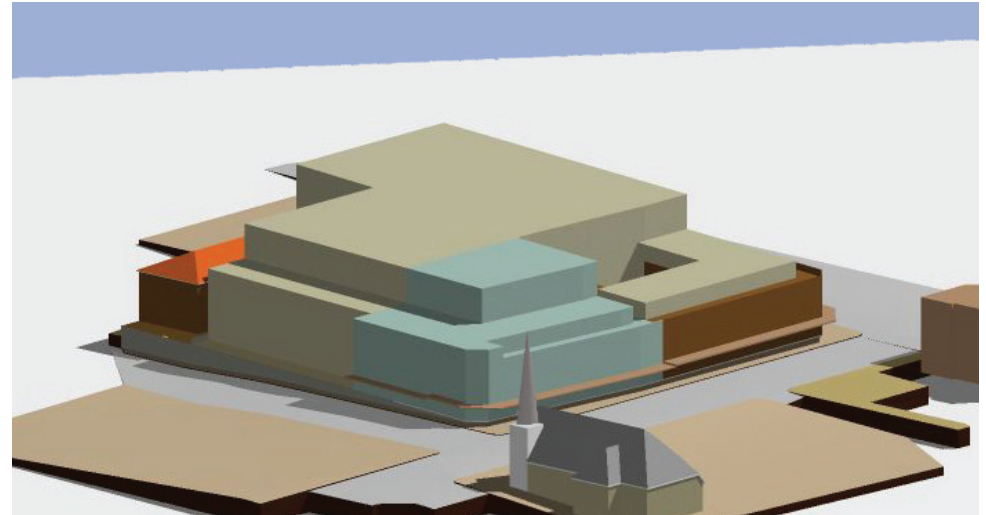


Figure 12: Heritage generated setbacks viewed from the south

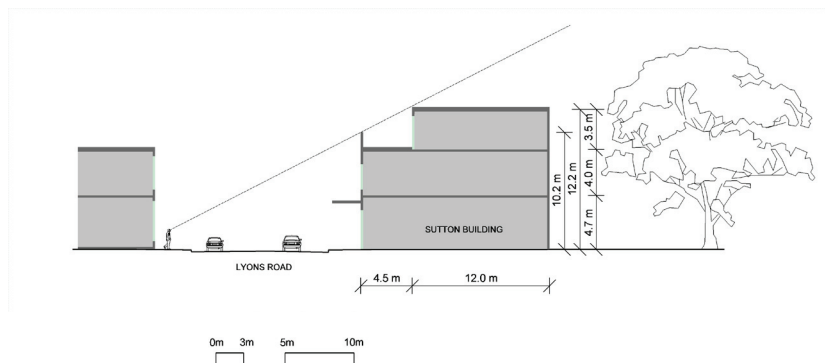


Figure 13: Heritage generated setback 1 through Sutton building

Reducing the impact of development on the street character of Lyons Road and separating new built form from the existing.

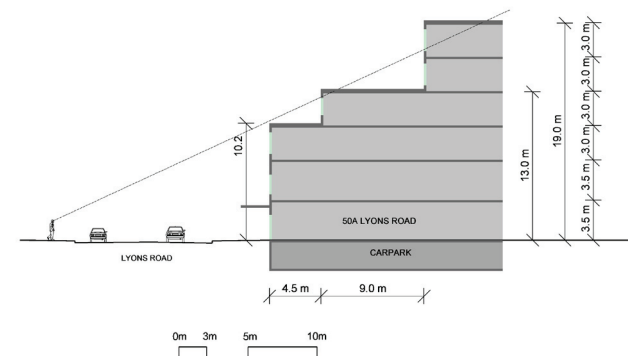


Figure 14: Heritage generated setback 2 through 50A Lyons Road

Reducing the impact of development on the heritage items on this opposite side of the street. The parapet is compatible with the adjoining heritage item.

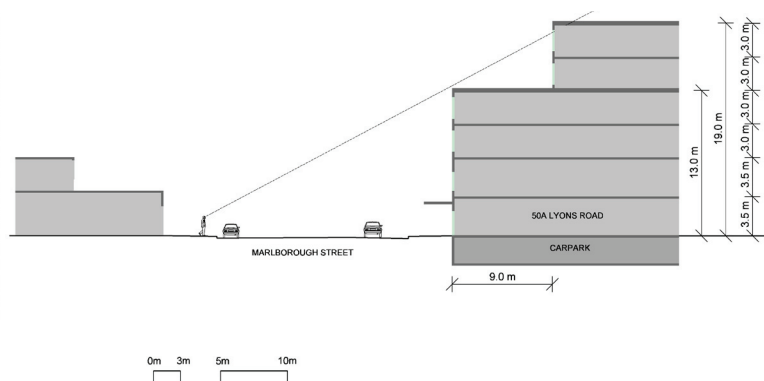


Figure 15: Heritage generated setback 3 through 50A Lyons Road on Marlborough Street

Reducing impact of building bulk on heritage items to the east of Lyons Road.

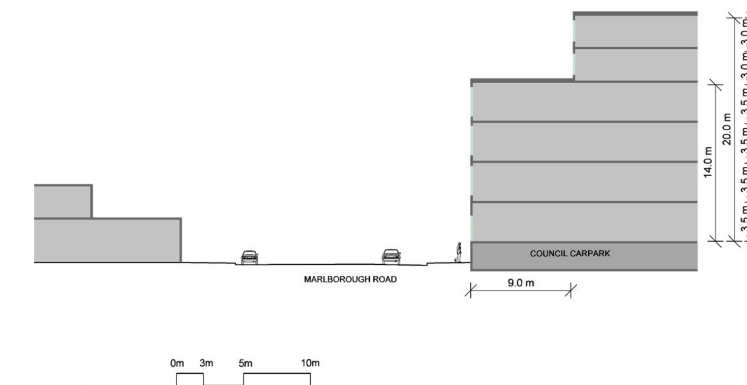


Figure 16: Heritage generated setback 4

Building form compatible with heritage item to the east of Lyons Road.

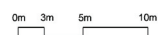
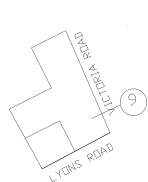
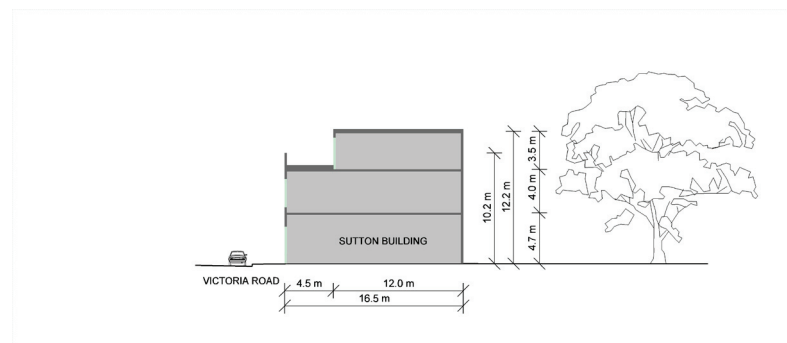


Figure 17: Heritage generated setback 9 through Sutton Buildings  
Setback to separate new building from existing facade.

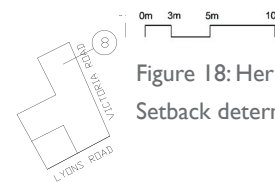
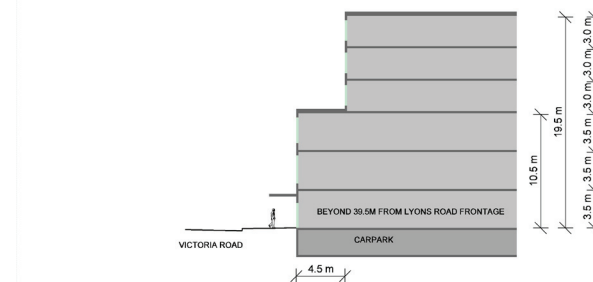


Figure 18: Heritage generated setback 8 through Victoria Road  
Setback determined by height of Sutton Buildings' parapet.

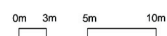
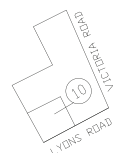
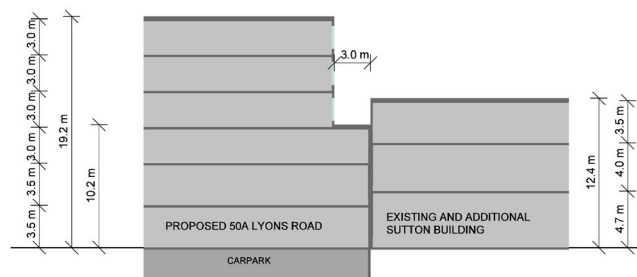


Figure 19: Heritage generated setback 10 through Sutton Building  
and 50A Lyons Road

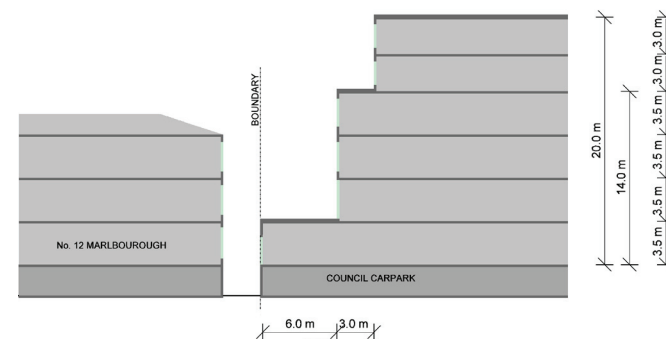


Figure 20: Amenity generated setback 5

The setbacks from this boundary are generated by amenity  
relating to the adjoining residential building.

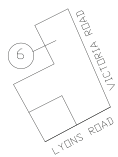
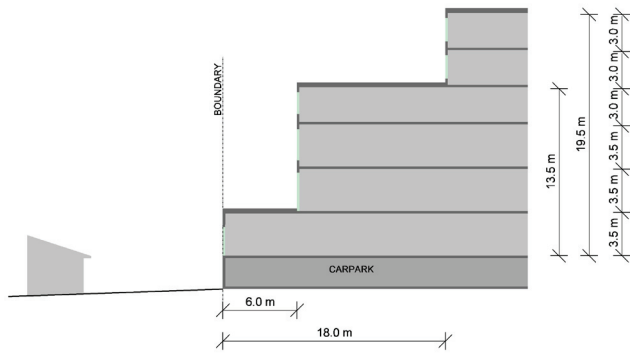


Figure 21: Amenity generated setback 6  
The setbacks from this boundary are generated by amenity relating to the adjoining residential building.

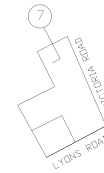
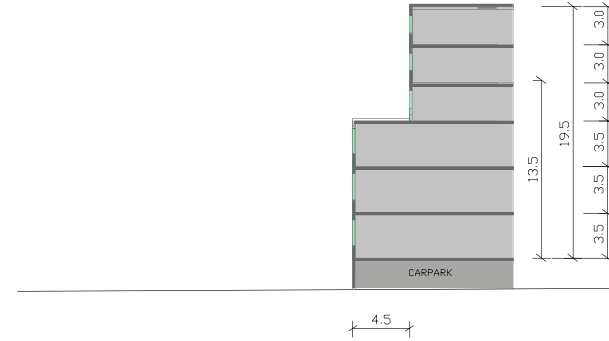


Figure 22: Amenity generated setback 7  
The setbacks from this boundary are generated by amenity relating to the adjoining residential building.

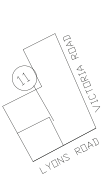
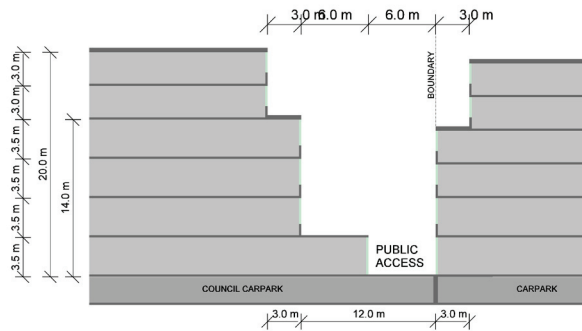


Figure 23: Amenity generated setback 10  
Setbacks relating to SEPP 65 requirements for light and privacy and fire separation.

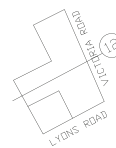
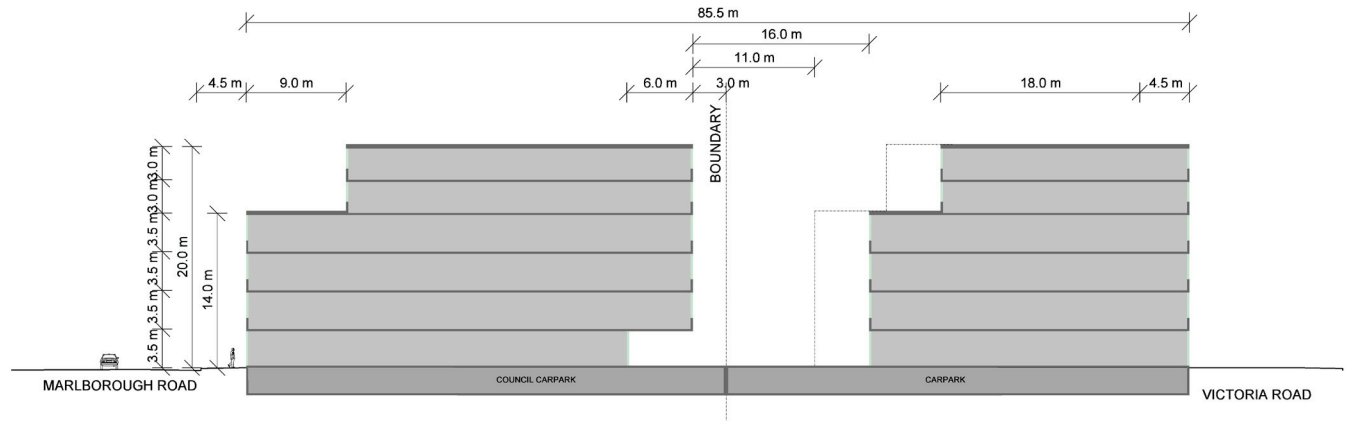


Figure 24: Heritage and Amenity generated setback 12  
Envelope generated by desire for public space within development.

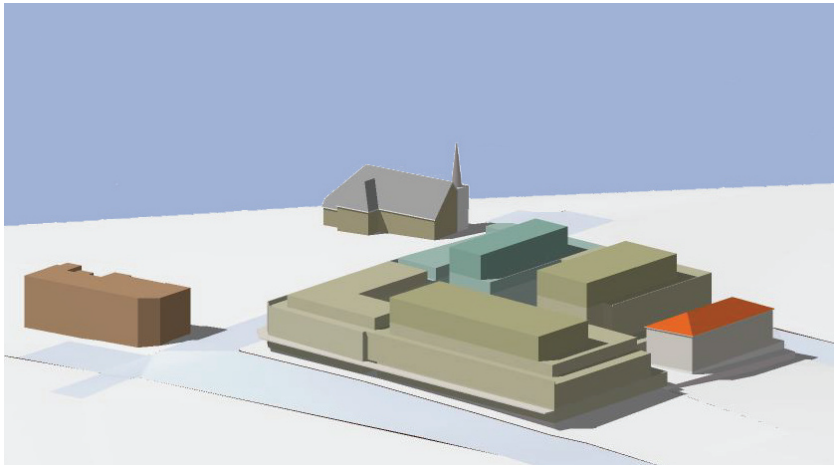


Figure 28: Potential building envelope view from north, incorporating heritage and amenity generated setbacks.

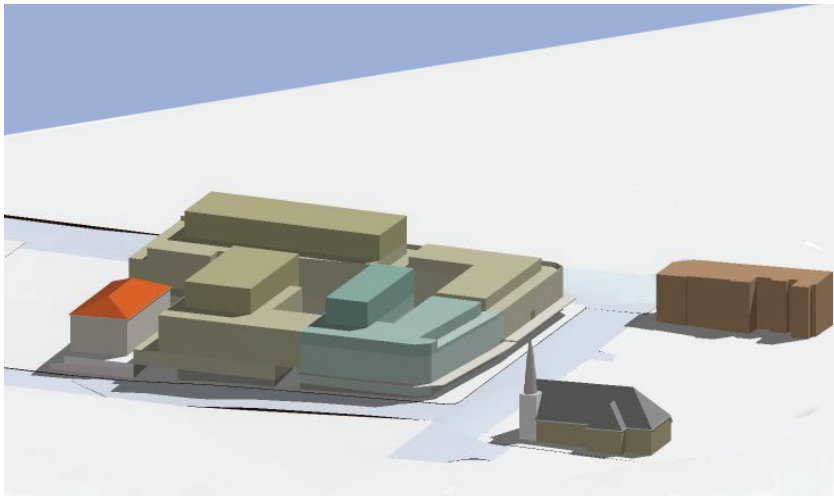


Figure 29: Potential building envelope view from south.



Figure 30: Potential building envelope top view of setbacks.



### 3.3 IMPLEMENTATION

Hill PDA has undertaken financial analysis and market research for the Drummoyne Village DCP site. Hill PDA concluded that a base case option of 4 storeys would be unlikely to provide sufficient incentive to encourage redevelopment of the site. However the provision of a 6 storey elements raises the square metre value of the site sufficiently to encourage developer interest.

Hill PDA prepared the report to test the validity of having 6 storeys.

Hill PDA studied two development options for the site. Option 1 is 4 storeys, option 2 is 6 storeys in the areas indicated in the DCP.

The market research shows that development sites in the area show a range of between 2000 – 3000 square metres

The study found that retaining the four storeys is not viable as its land value for individual sites would be below \$2,000.

# 4 APPENDIX

## THE LOCALITY

The locality in the vicinity of the DCP site can be divided into a number of discrete parts, each having their own distinct characteristics.

The parts are as follows:

- Parts 1: Victoria Road North West of Lyons Road
- Parts 2: Victoria Road South East of Lyons Road
- Parts 3: Marlborough Street
- Parts 4: Lyons Road South West of Victoria Road

### PART 1

Victoria Road North West of Lyons Road

This part of Victoria Road is notably wider than on the eastern side of Lyons Road.

A 7 lane carriageway divides this part of the locality into two distinct portions. Victoria Road dominates the landscape of the north-western side of Drummoyne.

The road rises significantly and splays as it approaches the threshold created by the hotel flanking the east side of Victoria Road. The activity generated as a result of and presently the pure volume of traffic created by the road has had and has significant impacts on the adjoining built form.

A significant triangular urban space is formed around the crest of the hill. This space is flanked on three sides by retail commercial and civic frontage with a dramatic vista to the water leafy suburbs and the setting sun.

The impact of traffic has meant that this area is now virtually abandoned and is the domain of the car-borne passer-through. However, the strength of the topography and the characteristics created by the built form do not go unnoticed.

South West Side of Victoria Road:

A one and two-storey development at the corner of Victoria Road and Lyons Road and a series of small fronted, zero lot line storefronts, form a relatively continuous building wall to Victoria Road.

Single storey detached buildings within regular 15-metre lot frontage are located further along Victoria Road to the north west down the hill towards the harbour. These dwellings are set back from Victoria Road.

The key characteristics of this portion are:

- Front setbacks: Zero lot line setback near the ridge to larger setbacks as one moves down the hill
- Side setbacks: minimal side setbacks near the ridge with larger set backs as one moves down the hill
- Building height: Two storeys near the ridge with one storey as one moves down the hill
- Flat roofs behind parapet facades near the corner of Lyons Road with pitched roofs further down the hill.

North East Side of Victoria Road:

A large corner lot development located adjacent to the intersection built to the street frontage, housing the Post Office.

A mix of narrow and wider lot frontage buildings form a continuous building wall along Victoria Road. The buildings vary from one to seven storeys in height.

Single storey detached dwellings on wider 10 - 15 metre wide lot frontages are located further down Victoria Road to the north west. These buildings are set back from Victoria Road and are generally hidden behind well vegetated gardens.

The key characteristics of this part are:

- Front setbacks: Zero lot line setback near the ridge to larger setbacks as one moves down the hill
- Side setbacks: minimal side setbacks near the ridge with larger set backs as one moves down the hill
- Building height: Two storeys near the ridge with one storey as one moves down the hill
- Flat roofs behind parapets near the corner of Lyons Road with pitched roofs further down the hill
- The form resulting from the characteristics of each side of the road in this part of the locality is one of enclosure to the top of the hill and a continual vegetated pattern of stand alone houses and gardens flanking the descent to the water.

## PART 2

Victoria Road in this part of the locality is notably narrower than on the western side of Lyons Road. A 6 lane carriageway divides this part of the locality.

The road has a significant influence on the character of the adjoining built form, including a divider which results in the north east and south west sides of Victoria Road forming two distinct portions of the part.

South West Side of Victoria Road:

This side of Victoria Road has Zero lot line, generally narrow frontage shops, that form a broken wall along the roadway. This side of the road has access to car parking behind the frontage and has hence been more viable in recent years with the elimination of parking on Victoria Road.

This portion of the part is characterised by a mix of building styles with the following:

- Buildings Height vary between one and three storeys
- Footpaths that are approximately 3.5 metres wide
- Awnings
- Lack of street trees
- Access to parking behind

North East Side of Victoria Road:

The north side of Victoria Road has of zero lot line, narrow frontage shops that form almost a continuous wall along the roadway.

This portion of the part is characterised by a mix of building styles with the following characteristics:

- Building heights vary between one to two storeys
- Roofs typically set behind parapets
- Foot paths that are approximately 3.5 metres wide

- Awnings that are almost continuous along the street frontage
- Lack of street trees

The resulting form of the characteristics of the portions of this part is of parallel flanks of retail frontage below awnings forming a corridor of traffic which dips and rises as it crosses the Drummoyne Peninsula.

## PART 3

Marlborough Street North East of the Council Chambers and the Council car park which is part of the Drummoyne Village site (Part 3)

South West Side of Marlborough Street:

Development along Marlborough Street is characterised by low scale development and street planting. The built form comprises a mix of detached and semi detached dwellings.

North East Side of Marlborough Street:

The built form is primarily detached dwellings. Two four storey residential flat buildings are located at the southern end of the street, adjacent to the Drummoyne Village site.

The key characteristics of this part are:

- Pitched tiled roof forms
- Consistent front setbacks
- Consistent side setbacks
- Building heights of one storey (except flats)

## PART 4

### North West side:

The north side of Lyons Road is characterised by a two storey retail centre adjacent to the intersection with Victoria Road.

A service station and The City of Canada Bay Council Chambers are located either side of Marlborough Street. These structures are set back from the street.

### South East side:

The south side of Lyons Road is characterised by two storey retail buildings near the intersection with Victoria Road and two heritage buildings near the intersection of Marlborough Street and Lyons Road.

The key characteristics of this part are:

- Buildings that are 2 storeys in height with a flat roof behind a parapet near Victoria Road
- Awnings along the street frontages near Victoria Road
- Zero lot line development with the exception of the service station and the setbacks to the Commonwealth Bank north west of Marlborough Street
- Civic and cultural buildings that are set piece buildings in their own landscaped setting.