



STRATHFIELD
TRIANGLE
development
control plan





Contents

1. The Plan	1
1.1 Aim and purpose of this plan	1
1.2 Name of Plan	1
1.3 Interpretation	1
1.4 Land covered by this plan	2
1.5 Relationship to other documents	3
1.6 Date of Approval & Commencement of this Plan	3
1.7 Design Quality Principles	3
1.8 Public Domain Plan	4
2. Context and objectives	5
2.1 Context	5
2.2 Strathfield Triangle Objectives	5
3. Urban form	7
3.1 Urban form principles	7
3.2 Uses	7
3.3 Block Principles	8
3.4 Floor to ceiling heights	11
3.5 Setbacks	11
3.6 Vehicular and Pedestrian Access	15
3.7 Site Amalgamation	19
4. Street Principles	21
4.1 Parramatta Road	21
4.2 Leicester Avenue	22
4.3 Cooper Street	24
4.4 Hilts Road	28
4.5 Clarence Street	29
5. Design Guidelines	30
5.1 Building Design	30
5.1.1 Apartment Size	30
5.1.2 Apartment Mix	30
5.1.3 Adaptable Housing	30
5.2 Building Massing	32
5.2.1 Building Separation	32
5.2.2 Corner Buildings	32
5.2.3 Façade composition and articulation	33



5.2.4	Roof design	34
5.3	Public Domain interface	36
5.3.1	Street trees	36
5.3.2	Entrances	36
5.3.3	Active Frontages	37
5.3.4	Awnings	38
5.4	Open Space & Landscape	39
5.4.1	General	39
5.4.2	Communal open space	39
5.4.3	Private Open Space - ground level	40
5.4.4	Private Open Space - balconies & terraces	40
5.4.5	Deep Soil	41
5.4.6	Fences & walls	41
5.4.7	Landscape elements	42
5.5	Amenity	44
5.5.1	Visual privacy	44
5.5.2	Acoustic privacy	45
5.5.3	Solar access & overshadowing	46
5.5.4	Natural ventilation	47
5.5.5	Safety & security	47
5.5.6	Circulation	49
5.5.7	Storage	49
5.5.8	Services & facilities	50
5.6	Access	52
5.6.1	Vehicle access	52
5.6.2	On-site parking	53
5.6.3	Pedestrian access	54
5.6.4	Through-site links	54
5.7	Environmental Design	56
5.7.1	Derailment Protection	56
5.7.2	Stormwater, detention & sediment	56
5.7.3	Waste minimisation, storage and removal	58
5.7.4	Site facilities	63
5.7.5	Pedestrian access, parking and servicing	64
5.7.6	Heritage	64



1. The Plan

1.1 Aim and purpose of this plan

The purpose of this Development Control Plan (DCP) is to provide design criteria, background, objectives, and controls, to achieve desirable development outcomes for the Strathfield Triangle. This Plan supplements Canada Bay Local Environment Plan 2013 (CBLEP 2013) by providing detailed development principles, controls and guidelines.

All new development must comply with the controls included in this DCP. However, compliance with the provisions of this Plan does not guarantee that consent will be granted to a development application.

This Plan outlines the desired future character for the Triangle; establishes the preferred outcomes for each street; sets in place design guidelines for the planning and layout of sites and for the architectural resolution of the buildings.

This Plan was developed through a process of ongoing discussion with stakeholders to maximise the amenity of the Triangle in both public and private spaces.

1.2 Name of Plan

This Plan is known as the 'Strathfield Triangle Development Control Plan'.

1.3 Interpretation

Terms in this Plan generally have the meaning ascribed to them in the Environmental Planning and Assessment Act 1979.



1.5 Land covered by this plan

This Plan applies to land identified on Map 1. The Triangle is generally bound by Parramatta Road to the north, the railway corridor to the west and south, and Leicester Avenue to the east.



Map 1 - Strathfield Triangle

Prepared by Clouston Associates



1.6 Relationship to other documents

1. This DCP adopts the following provisions of the City of Canada Bay Development Control Plan:
 - i. Part 3 General Information
 - ii. Part 4 Heritage
 - iii. Part 9 Signs and Advertising
 - iv. Part 10 Child Care Centres.
2. A provision of this DCP will have no effect to the extent that:
 - i. it is the same or substantially the same as a provision in the CBLEP 2013 or another environmental planning instrument (EPI) applying to the same land; or
 - ii. it is inconsistent with a provision of the CBLEP 2013 or another EPI applying to the same land, or its application prevents compliance with a provision of the CBLEP 2013 or another EPI applying to the same land.

In either case the provision in the CBLEP 2013 or other EPI will prevail.

This DCP should be read in conjunction with:

- The Strathfield Triangle Public Domain Plan
- The Canada Bay Local Environmental Plan 2013
- The City of Canada Bay Specification for the Management of Stormwater
- The City of Canada Bay Contaminated Land Policy
- The City of Canada Bay Section 94 Contributions Plans
- The City of Canada Bay Planning Agreements Policy

The onus is on any prospective applicant to check with Council if there are any additional or updated documents relevant to the Triangle that should be considered when making an application.

1.7 Date of Approval & Commencement of this Plan

This DCP was adopted by the City of Canada Bay Council on 16 April, 2013 and commenced on 30 May 2014.

1.8 Design Quality Principles

The controls contained within this DCP support the design quality principles of State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65).

The Principles apply to proposals that are subject to the provision of SEPP 65, being residential flat buildings that comprise or include:

- Three or more storeys (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



- Four or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops), but does not include a Class 1a building or a Class 1b building under the Building Code of Australia (e.g. townhouses or villas where dwellings are side by side).

Building designers and Architects are also referred to the publication Residential Flat Design Code, Department of Planning, September 2002.

1.9 Public Domain Plan

Council proposes key improvements to the public domain. These improvements include:

- Widening of the northern part of Cooper Street to accommodate new footpaths and cycle ways.
- Realignment of the southern part of Cooper Street.
- Inclusion of a pedestrian link between Hilts Road and Leicester Avenue.
- New rear laneway access for properties fronting Leicester Avenue.
- Closure of Bakers Lane to vehicular traffic and incorporate into new park.
- Closure of a section of Chapman Street and incorporation into development site.
- Creation of a public park.

It is anticipated that these improvements, coupled with specific building control amendments within this DCP, will result in high quality and amenity for both private and public open spaces. Other figures showing the future desired urban form of the Triangle are included in Part 3 of this DCP.

These improvements to the public domain are to be implemented and created through a mixture of the following:

- Dedication of land by developers.
- Development Contributions.
- Disposal of Chapman Street.
- Formal closure of Bakers Lane and southern section of Cooper Street.
- Acquisition of private land by Council.

These improvements will be undertaken over a period of 15 years. It is anticipated that this commitment to an improvement of the public domain will have flow-on effects, in particular, stimulating better quality urban/building design and the creation of an identifiable area of public open space for residents of the Triangle.

The design of the proposed public park should include interpretive material that recognises and provides publicly accessible information about the late nineteenth and early twentieth century development of the Strathfield Triangle precinct.



2. Context and objectives

2.1 Context

The Strathfield Triangle is a 5.5 hectare site within the Canada Bay local government area (LGA). It is a triangular shaped parcel of land bounded to the north by Parramatta Road, to the east by Leicester Avenue, and to the west and south by the rail corridor. Map 1 (above) shows the Triangle's existing subdivision pattern and road layout.

The Triangle is surrounded by major transport corridors that create barriers to its integration with the urban fabric of Strathfield. It has a predominantly residential character with retail uses fronting Parramatta Road. Its proximity to the Strathfield town centre and railway station has led to the precinct being identified as an area suitable for urban renewal.

More recently, a number of key developments have been approved and constructed within the Triangle. These developments have transformed the character of the Triangle into an area of medium and high density residential development. This emerging residential character is expected to continue to evolve in the Triangle. However, future development will need to provide for high quality building design with consideration of public domain improvements to be implemented by Council.

There are opportunities for improved access to regional cycleways, the railway station and bus interchange, Strathfield town centre and the Bakehouse Quarter.

2.2 Strathfield Triangle Objectives

The over-arching objectives for the Triangle are to:

- Develop the Triangle with a compatible mix of retail and residential development which capitalises on its proximity to Strathfield rail station, Strathfield town centre and the Bakehouse Quarter.
- Improve the connectivity throughout the precinct.
- Locate uses appropriately, with main retail activity fronting Parramatta Road and residential uses on quieter streets and/or on upper floors.
- Ensure that building types respond to site conditions, with the tallest buildings addressing the widest spaces along the railway line and Parramatta Road to create a strong urban edge and to act as an acoustic and visual buffer.
- Provide an area of accessible and safe public open space that can be enjoyed by all residents.
- Protect and enhance the amenity of public and private open space.
- Maximise both private and public open space areas and provide deep soil zones suitable for mature tree planting.
- Minimise the impact of garage entrances and parking areas on vehicular movements, streetscape and deep soil zones.
- Reduce traffic congestion and increase road safety with vehicle access to be provided only from the rear of development fronting Leicester Avenue.



2.0 Context and objectives



- Improve vehicle access around the Triangle with road widening and the realignment of Cooper Street.
- Design for building adaptability, conservation of water and energy resources.
- Improve overland storm water routes and reduce run-off occurring between sites and to other areas.
- Minimise single orientation and south facing apartments.
- Ensure appropriate recording and interpretation of buildings of heritage significance within the Strathfield Triangle precinct.



3. Urban form

3.1 Urban form principles

This section contains controls and guiding principles for development within the Strathfield Triangle. These are further explained in Section 4, where specific controls for particular streets are set out and cross-referenced where necessary.

Principles to guide the future urban form and character of the area are:

Integrate the Triangle sympathetically with its surroundings

- **Edges:** The built form along the edges of the Triangle should be visually integrated with adjoining areas through the use of landscape elements to soften 'hard' edges, particularly at the interface of the Triangle with the railway corridor. Provide generously proportioned areas for the provision of mature trees in the Triangle to promote better integration of the area with surrounding streetscape and landscaping.

Define and form good urban spaces

- **Urban pattern:** Spaces where people feel safe, and where interaction and a range of activity can occur, is encouraged. Buildings should define the edges of streets and public spaces with legible building entries addressing the public realm.
- **Perimeter development:** Buildings that define internal areas of private open space do not need to do so uniformly. The variation in size and shape of blocks, the location of development sites in relation to roads, rail and landscape, variations in road width and the need to consider building orientation, will result in a range of development footprints and building heights providing interest to the urban form.
- **Activation of street frontages:** The seamless visual and physical integration of public and private areas is a key objective for the DCP. This integration is encouraged through the creation of active street frontages for both retail and residential developments. Active street frontages and integration of the private and public areas will increase on-street safety, promote community interaction and encourage improvements in building design.

Where retail/commercial premises are permitted an active street frontage means: development that by its nature and type of operation encourage access by the general public directly and conveniently from the adjoining public realm. For residential development, it is desirable for building entrances, courtyard gates and fenestrations to habitable rooms address the street or other parts of the public realm.

3.2 Uses

The proximity of the site to the Strathfield Town Centre and Railway Station provides the opportunity for medium to high density residential development in the precinct within walking distance to a range of urban amenities. The promotion of more intensive forms of urban development for the Triangle and the location of two major arterial roads on its boundaries provides the opportunity for retail premises.



Aims

- A.1 To contribute to active street edges on the ground floor of residential flat buildings.

Controls

- C.1 Locate retail premises at ground level fronting Parramatta Road; and
- C.2 The remainder of the Triangle to be the preferred location for medium to high density residential use.

3.3 Block Principles

These principles provide guidelines for the determination of building height, massing and the provision of open space.

Aims

- A.1 To maximise the number of buildings with an address to the street, thus encouraging a lively and interactive public domain;
- A.2 To minimise building depth, encouraging design with good solar access and natural ventilation; and
- A.3 To maximise usable private open space areas within the block.

Controls

- C.3 The maximum building depth is 18 metres (glass to glass line) for all residential buildings;
- C.4 The maximum depth of single aspect apartments is 8 metres from a window.
- C.5 Kitchens are to be located a maximum of 8 metres from a window.
- C.6 Locate taller buildings along the railway corridor to help define the edge of the Triangle. These buildings will also act as an acoustic buffer to other parts of the Triangle and overshadowing will be of the corridor, rather than neighbouring buildings;
- C.7 Step heights down in the centre of the Triangle and adjacent to the public park to protect residential and public amenity; and
- C.8 Within each block provide generous open space to facilitate deep soil zones and to maximise building separation and solar access.

Figure 3.1 illustrates the principle for building heights and building envelopes throughout the Triangle based on site amalgamations. This diagram is indicative only representing development options for the Triangle. It does not show building separation, character, open space or building articulation, all of which will be need to be addressed on a site by site basis.



Heights

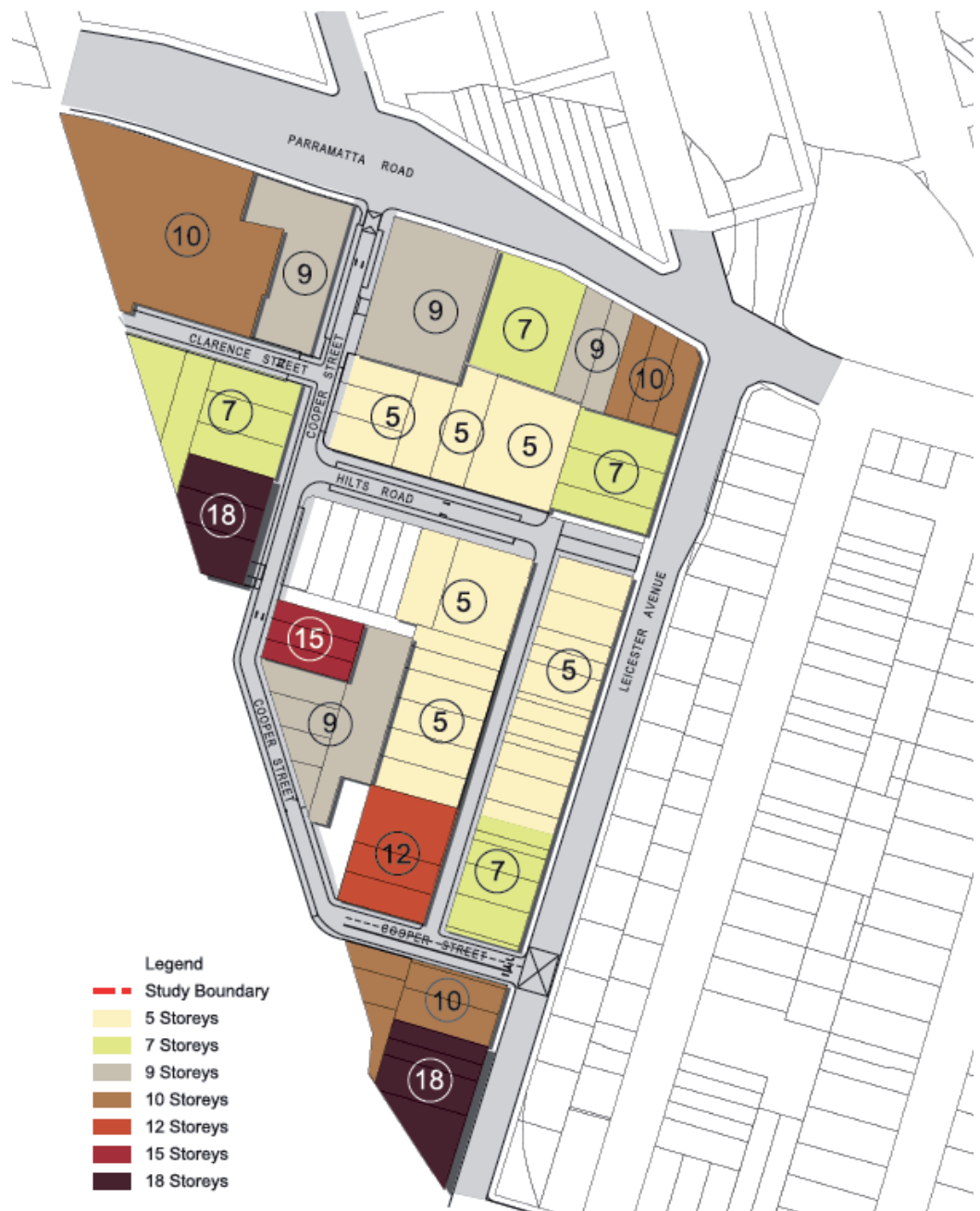
Building heights are shown on the Canada Bay LEP 2008 Height Map. The DCP expresses the maximum number of storeys to provide an indication of an appropriate scale in recognition of the height contained within the LEP. Refer also to Section 4 Street Principles for specific street controls.

Aims

- A.1 To ensure pedestrian scale street profiles;
- A.2 To visually mark important entry / exit points in the Triangle;
- A.3 To ensure that there is no significant loss of amenity to adjacent buildings, streets or urban spaces; and
- A.4 To provide an acoustic and visual buffer to Parramatta Road and the railway corridor.

Controls

- C.1 Maximum building heights are to not to exceed those shown by Map 2- Maximum Building Heights;
- C.2 Buildings in the centre of the precinct are to be predominantly five storeys; and
- C.3 Tall buildings are to be setback above certain heights to maintain a consistent street scale and ameliorate building mass.



Map 2 - Maximum Building Heights

Prepared by Clouston Associates



3.4 Floor to ceiling heights

The height of internal spaces has an effect on the following elements: solar access, building adaptability for a range of land uses and the proportions of the buildings elevations and scale.

- **Solar access:** higher ceilings allow more daylight penetration. This is particularly important on lower floors where neighbouring buildings may overshadow window openings.
- **Proportions:** rooms with higher ceilings contribute to a sense that they are more generously proportioned and spacious, thus increasing residents' and occupants' enjoyment of their environment. From the exterior, the depth of each storey can contribute to the variety of architectural treatment in the design of facades and elevations.

Aims

- A.1 To facilitate retail or residential uses for buildings in designated mixed use areas within the Triangle; and
- A.2 To maximise daylight penetration within habitable rooms of apartments.
- A.3 To increase the amenity of apartments.

Controls

- C.1 All residential buildings must provide a minimum floor to ceiling height of 2.7 metres for habitable rooms on all floors; and
- C.2 Buildings comprising retail uses on the ground floor must provide a minimum floor to ceiling height of 3.3 metres.

3.5 Setbacks

The setback is the distance between a development's build-to line and the front, side and rear boundaries of the site. Front setbacks define the scale of the streetscape. Because they provide a transition between areas of the public (street and footpath) and private domain, setbacks can have a significant impact on the character of the street and influence the amenity of building occupants and users.

Aims

- A.1 Front setbacks in this DCP aim to:
 - reinforce the street profile with consistent build-to lines; and
 - provide opportunities for planting and other landscape elements.
- A.2 Side and rear setbacks are to consider building amenity, privacy, access, solar access and open space areas.

Controls

Front (street) setbacks

- C.1 Minimum building setbacks are to be provided in accordance with those shown in Map 3- Minimum Street Setbacks.



- C.2 No building structures should be provided in the setback area, including stairs, ramps and planter boxes at footpath level.
- C.3 Building setbacks shown on Map 3 are measured from the new boundary following road widening.

Rear/side setbacks

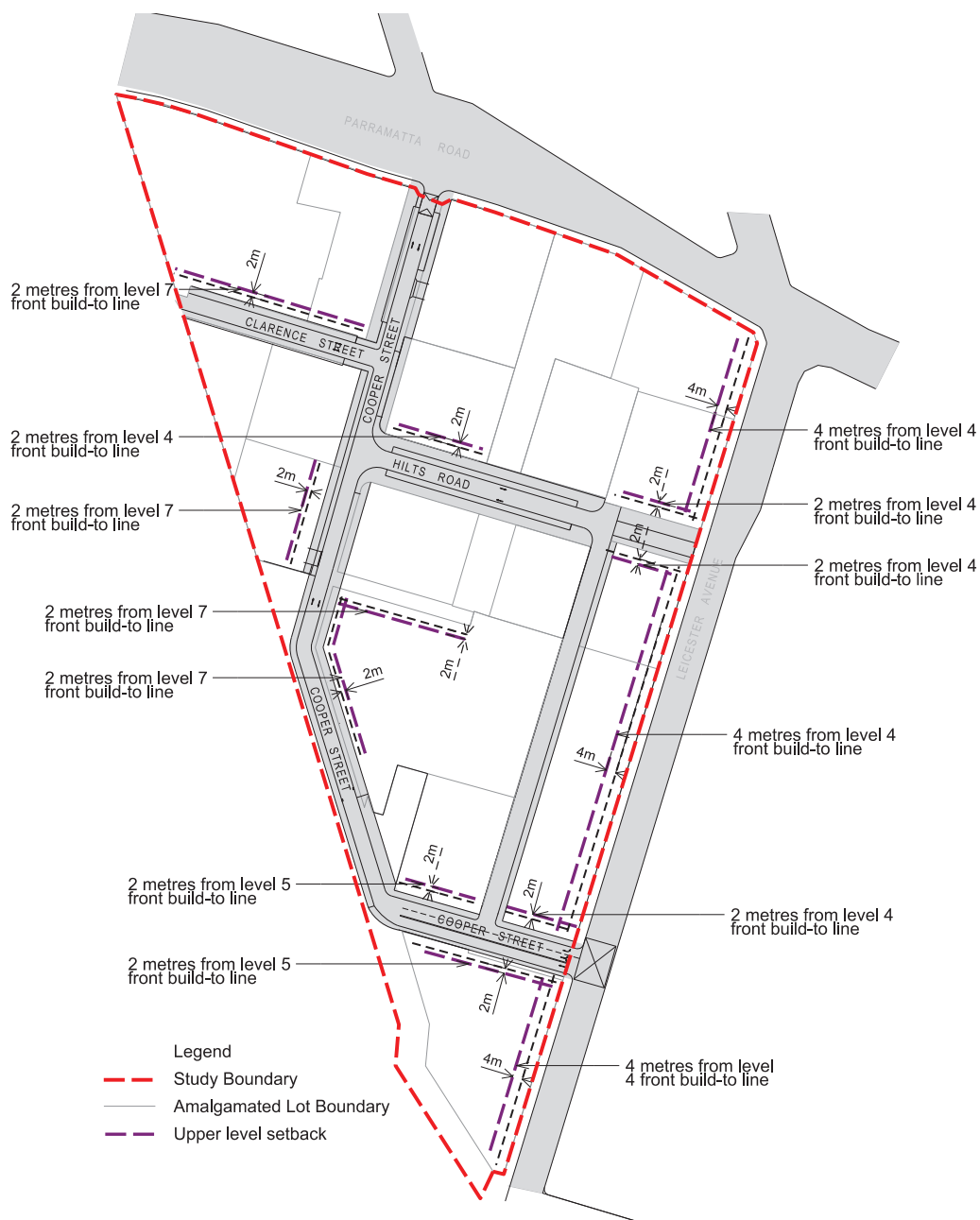
- C.4 The minimum building separation is controlled by the required provision of deep soil zones, and solar access controls contained in Part 5 of this DCP.
- C.5 The southern end of Cooper Street will be closed. There is opportunity to formally close this section of Cooper Street and incorporate the land into the adjacent development site. In circumstances where this occurs, the required 4 metre setback may be reduced to nil.

Upper level setbacks

- C.6 Minimum upper level building setbacks i.e. the separation between the 'build-to' line between the upper and lower storeys are to be provided in accordance with those shown in Map 4 - Minimum Upper Level Setbacks.



Map 3 - Minimum Street Setbacks
Prepared by Clouston Associates



Map 4 - Minimum Upper Level Setbacks

Prepared by Clouston Associates



3.6 Vehicular and Pedestrian Access

This DCP promotes a number of modifications to the current road network to improve access, reduce traffic congestion and increase on-street safety. The DCP proposes the realignment of Cooper Street and the formal closure of Bakers Lane to create a public park.

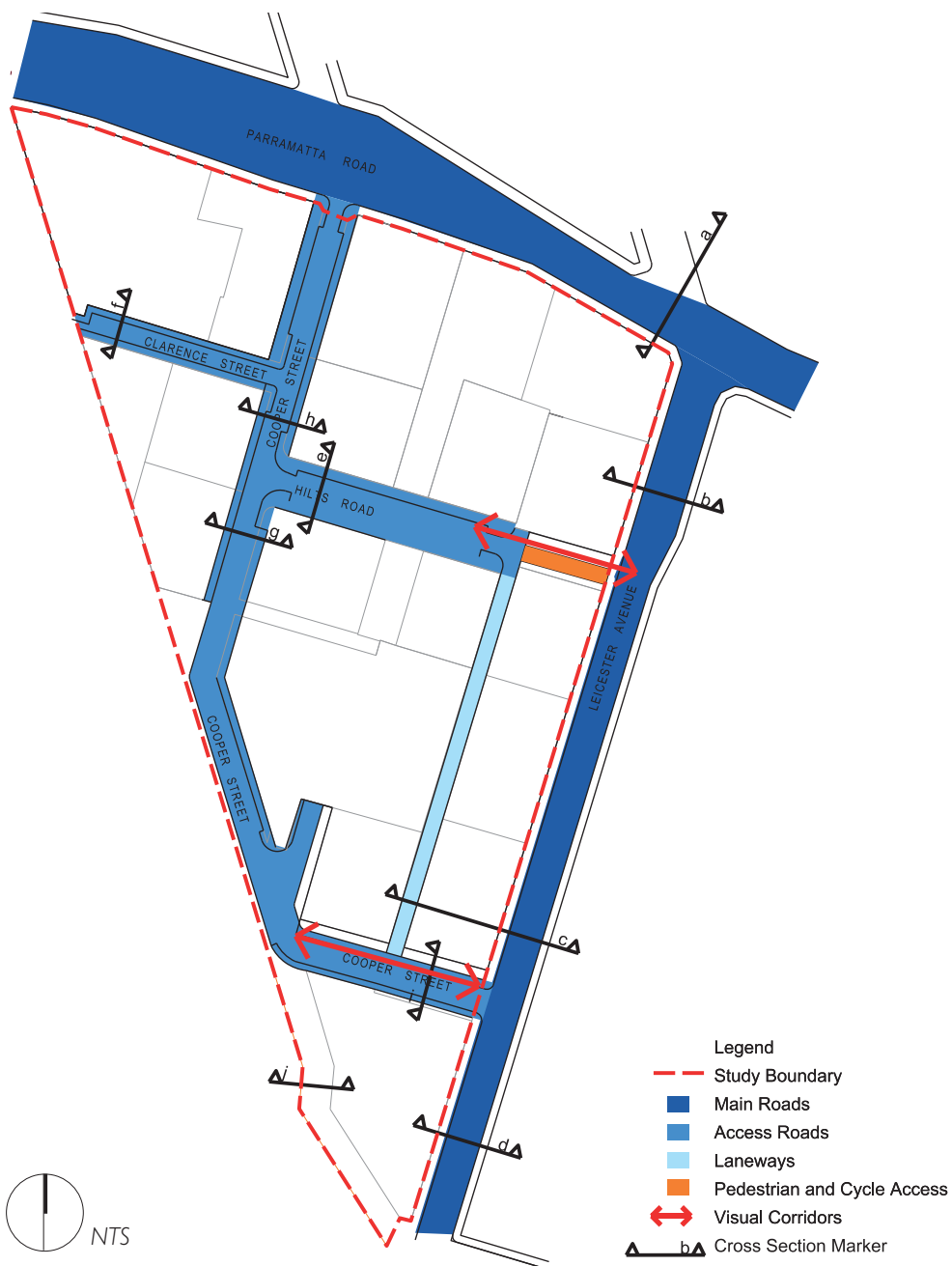
This DCP also proposes the improvement of pedestrian access within the Triangle. Improved pedestrian access and amenity will be achieved by widening footpaths along the northern part of Cooper Street and providing new pedestrian access from Hilts Road to Leicester Avenue.

Aims

- A.1 To improve vehicle access and safety, and to reduce traffic congestion throughout the Triangle; and
- A.2 To facilitate safer and more efficient pedestrian and cycle access between key areas within the Triangle.

Controls

- C.1 Access to sites fronting Leicester Avenue should be provided from the rear, facilitated by the creation of a new lane way as shown in Map 5 - Vehicle and Pedestrian Access;
- C.2 The laneway will be provided by Council as a public lane way for pedestrians and vehicles; and
- C.3 Pedestrian access must be provided between Hilts Road and Leicester Avenue in accordance with Map 5- Vehicle and Pedestrian Access.
- C.4 Vehicle access points are to be provided generally in accordance with those locations identified on Map 6 - Building Access Point.



Map 5 - Vehicle and Pedestrian Access
Prepared by Clouston Associates



Map 6 - Building Access Point

Prepared by Clouston Associates



Map 7 - Cooper Street Widening

Prepared by Clouston Associates

3.7 Site Amalgamation

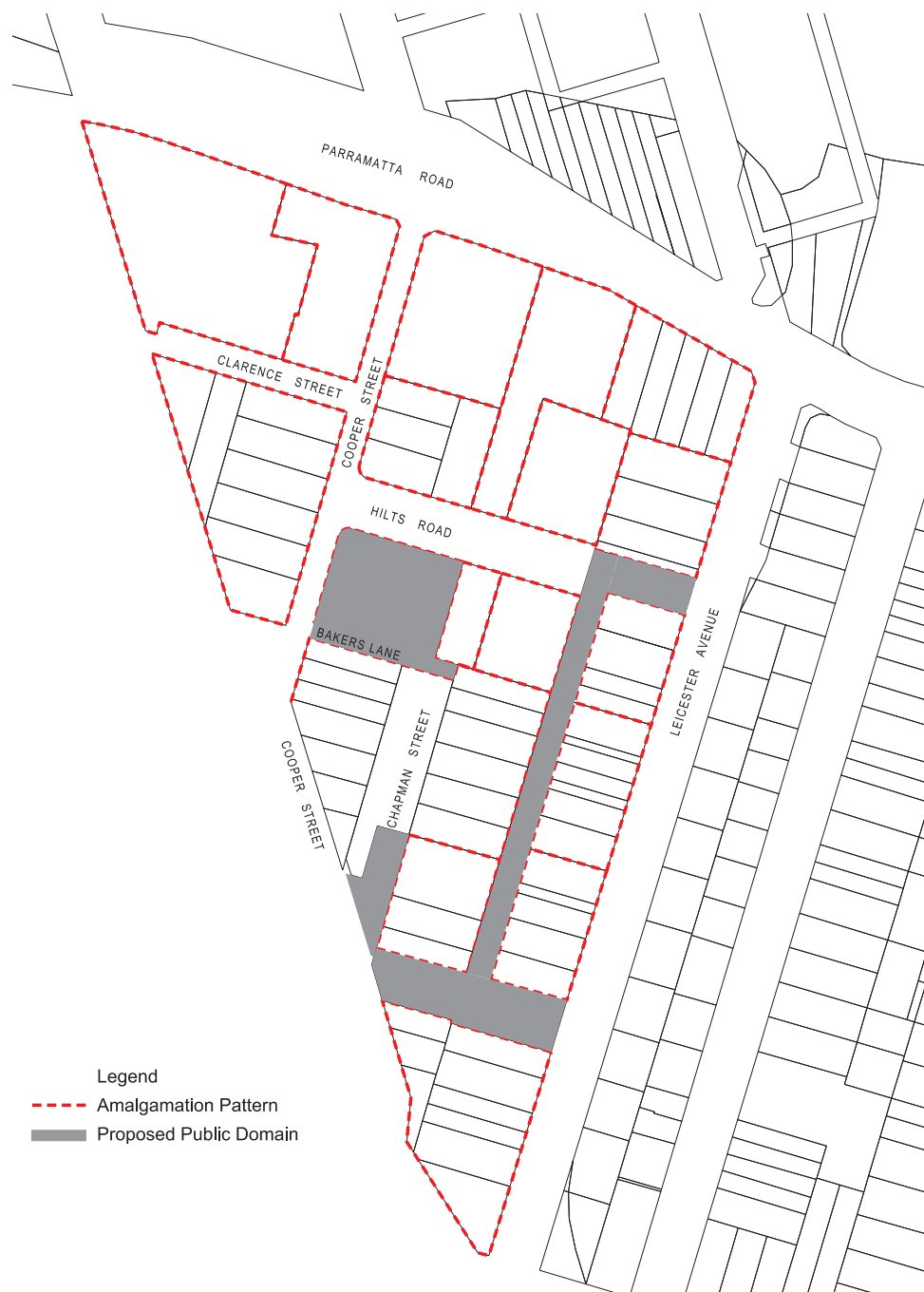
Site amalgamations will result in a more efficient built form. This is particularly true of corner sites which could be integrated with adjoining land to both maximise development potential and also provide enhanced amenity for building occupants and for users of public, communal and private open space.

Aims

- A.1 To encourage site consolidation of allotments for development in order to promote the efficient use of land and to avoid the creation of isolated sites;
- A.2 To encourage the development of existing isolated sites in a manner that responds to the site's context and characteristics and that maintains a satisfactory level of amenity; and
- A.3 To ensure adequate residential amenities are achieved.

Controls

- C.1 The redevelopment of allotments shown in Figure 8 must wherever possible conform to the amalgamation pattern illustrated;
- C.2 Where a development may result in the creation of an isolated site, the applicant is required to demonstrate that negotiations between the owners of the properties commenced at an early state that was prior to the lodgement of the development application. Where no satisfactory result is achieved, the development application must include negotiations with the owners of the properties. These details must include offers to the owner of the isolated property. Such offers are to be reasonable and are to be based on at least one recent independent valuation and include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.
- C.3 Where a development may result in the creation of an isolated site the applicant must demonstrate that orderly and economic use and development of the separation sites can be achieved that is consistent with the planning controls. Such demonstration is achieved by the applicant providing an envelope for that site, indicating height, setbacks, resultant site coverage (building and basement), sufficient to understand the relationship between the development and that site, the likely impacts the development will have on each other, such as solar access, visual and acoustic privacy, impacts for residential development and traffic impacts if that site is on a main road.
- C.4 Site amalgamation should seek to minimise the number of driveway crossings provided to the street; and
- C.5 Amalgamated sites must make provision for new laneways (rear access for sites fronting Leicester Avenue) and pedestrian access (between Hilts Road and Leicester Avenue) as shown in Map 5- Vehicle and Pedestrian Access. The new lane and pedestrian access have been identified for acquisition by Council.

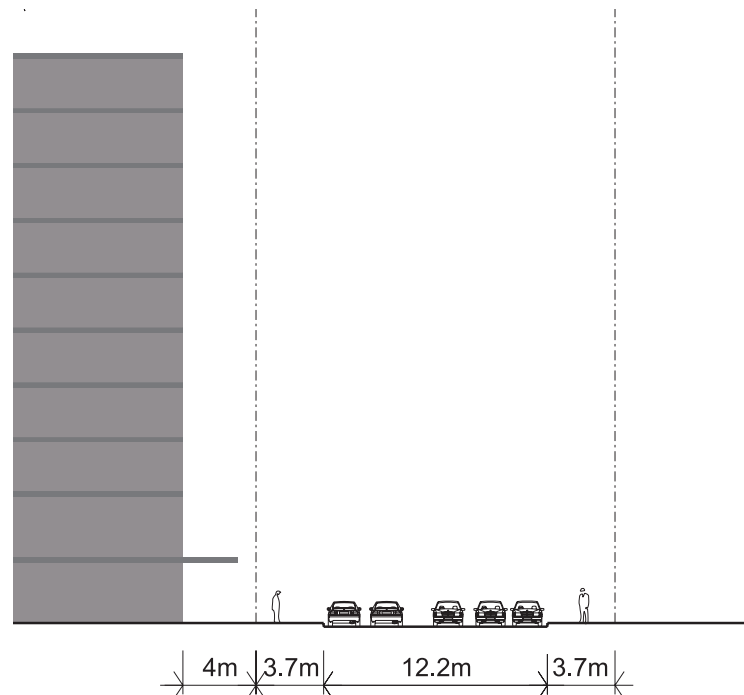


Map 8 - Amalgamation
Prepared by Clouston Associates

4. Street Principles

4.1 Parramatta Road

Location	East-west between the railway corridor and Leicester Avenue. These controls are for the south side of Parramatta Road.
Character	This part of Parramatta Road will be defined by new high density apartments. It has a steep embankment at the north-west corner of the Triangle. Parramatta Road is an arterial road, heavily trafficked. Though superseded by the motorway as the key route connecting Sydney to Parramatta and other parts of Western Sydney, it has a historically important role and contemporary function as one of Sydney's major transport corridors.
Heights	7 to 10 storeys. Refer to Map 2.
Front Setback	Ground: A minimum of 4 metres (refer to Map 3). Upper: No upper level setback with the exception of the corner of Leicester Avenue and Parramatta Road (refer to Map 4).



Section a. Parramatta Road

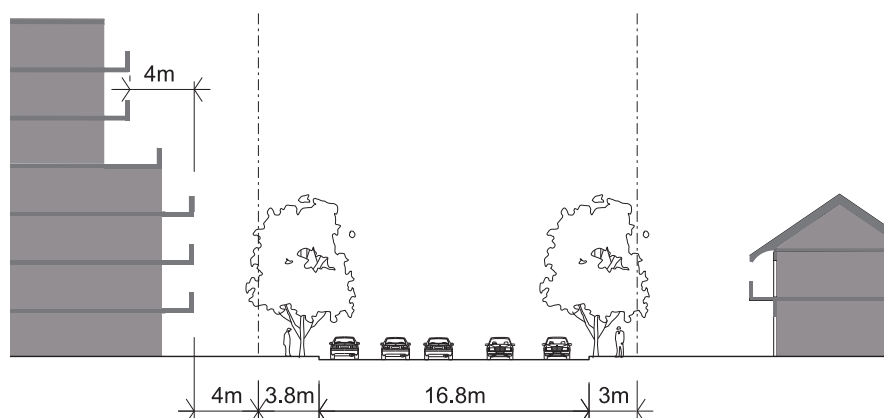
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Awnings	Commercial facades to Parramatta Road are to be provided with awnings or similar elements to provide all weather protection to public footpaths.
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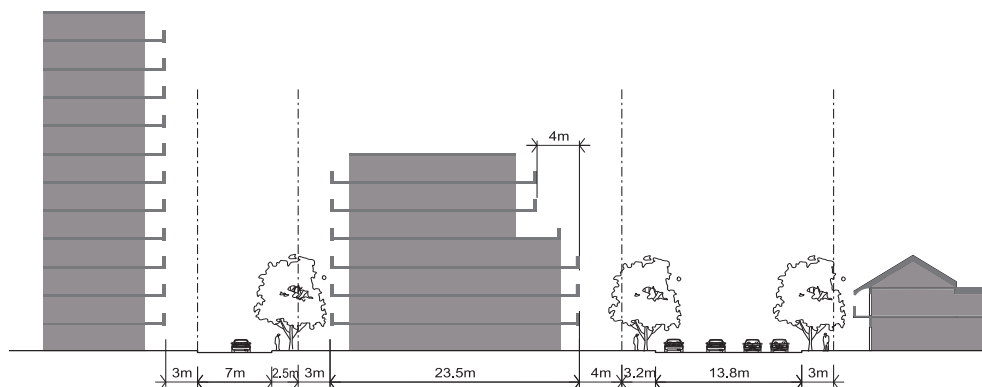
4.2 Leicester Avenue

Location	North-south between Parramatta Road and the western railway line. These controls apply to the western side of Leicester Avenue
Character	<p>Leicester Avenue provides the main connection to Parramatta Road from the Triangle. There are mature street trees on both sides of the road.</p> <p>It is intended that an opportunity to increase the bulk and scale of buildings will promote urban renewal and accommodate a broad range of housing types. Fencing to new development is to be low and permit glimpses to front gardens through the use of vertical elements with narrow gaps, or sections of transparent materials.</p>



Section b. Leicester Avenue (north)

Prepared by Clouston Associates



Section c: Leicester Avenue

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Section d: Leicester Avenue (south)

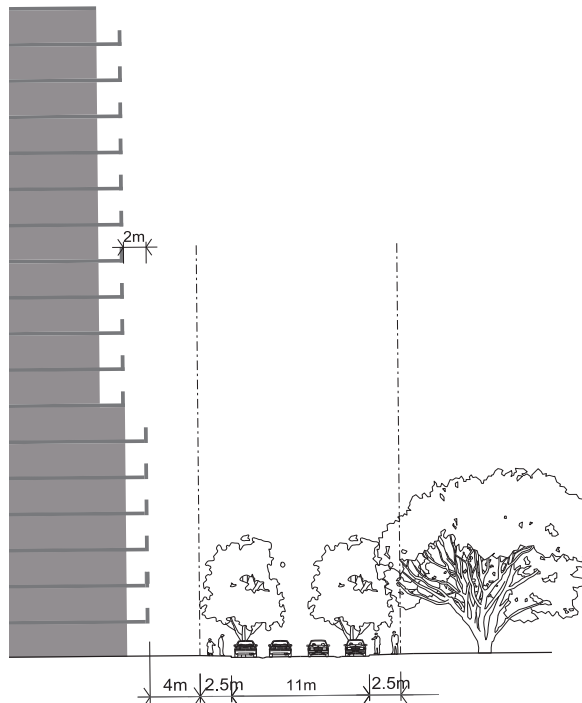
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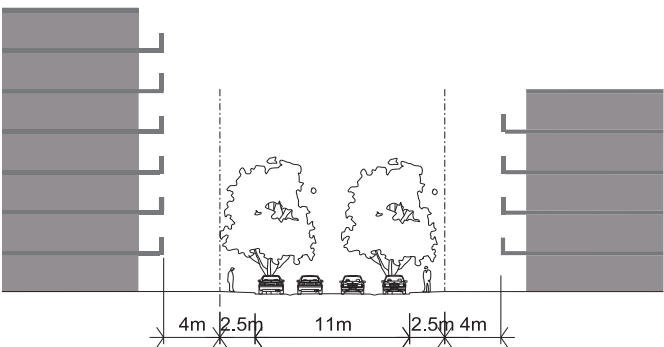
Heights	<p>Corner of Leicester Avenue and Parramatta Road: 10 storeys.</p> <p>North of Cooper Street: 5-7 storeys. South of Cooper Street: 10-18 storeys.</p> <p>Refer to Map 2.</p>
Front setback	<p>Ground: 4 metres (refer to Map 3).</p> <p>Upper Setback: 4 metres at the 4th storey (refer to Map 4).</p>

4.3 Cooper Street

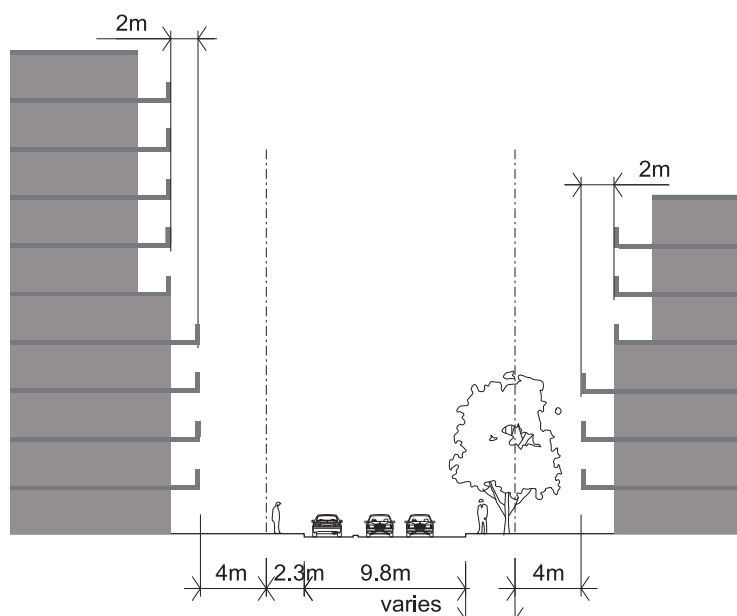
Location	North south from Parramatta Road, intersecting with Leicester Avenue.
Character	<p>Residential buildings of varying scales are envisaged on a tree-lined street, with clear lines of sight north towards Parramatta Road. Street trees will be interspersed with parallel parking. Cooper Street will be widened to have an 18 metre street section (12 metres at present), and will become a significant element in the urban structure of the Triangle. Consistent build-to lines will be used to form a new street edge. Front setbacks will be sufficient to accommodate small front courtyards to ground floor apartments and / or for landscaped courts.</p> <p>A public park will be provided on the corner of Hiltz Road and Cooper Street. The design of this space will seek to reinforce the importance of Cooper Street within the Triangle.</p>
Heights	<p>7 - 18 storeys.</p> <p>Refer to Map 2.</p>
Road Improvements	<p>Land identified on the Road Widening Map is to be dedicated in lieu of developer contributions.</p> <p>The southern portion of Cooper Street (south of the new road alignment) will be closed to traffic and may form part of the adjoining development site.</p>
Front setback	<p>Ground: 4 metres (refer to Map 3).</p> <p>Upper: 2 metres at the 7th storey on the western side (refer to Map 4).</p> <p>2 metres at the 5th storey (new Cooper Street alignment).</p>



Section g: Cooper Street typical access road
Prepared by Clouston Associates

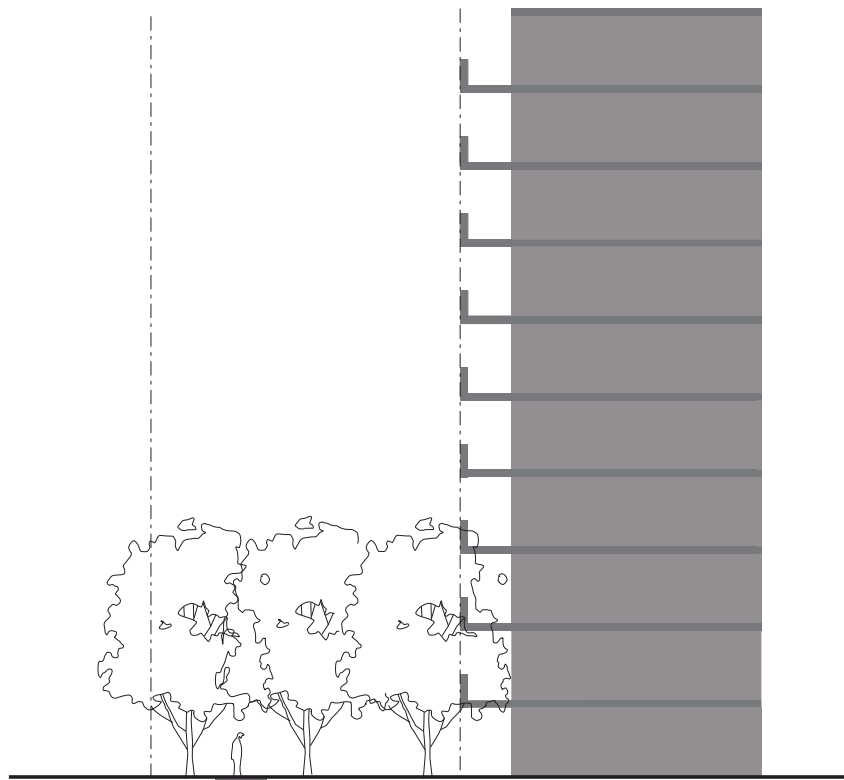


Section h: Cooper Street
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Section i: Cooper Street

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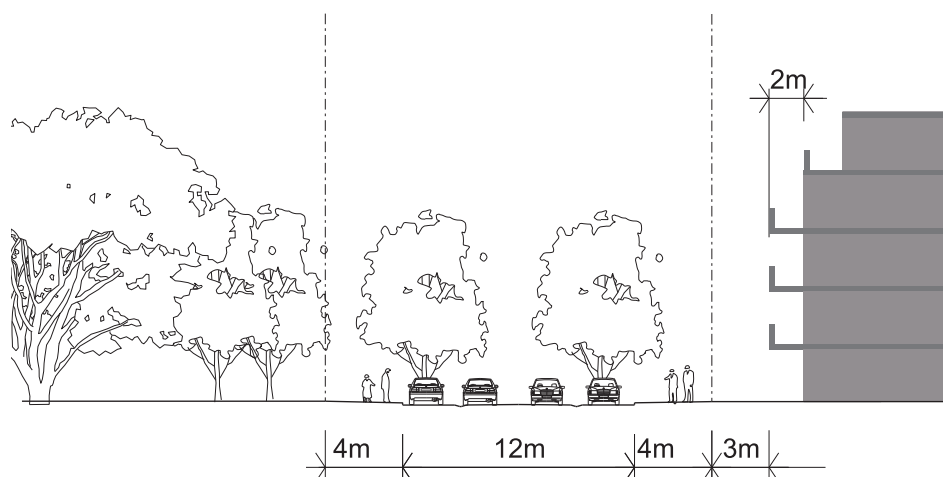


Section j. Cooper Street (Old alignment)

Prepared by Clouston Associates

4.4 Hilts Road

Location	Hilts Road runs east west and is located in the central part of the Triangle. The road is accessed from Cooper Street.
Character	<p>This street is currently a no through road and will be edged by medium density residential buildings and regular tree planting. Hilts Road is of generous proportions, being comparatively short for its width.</p> <p>The importance of Hilts Road to residents of the Triangle will be increased by the public park and the pedestrian link to Leicester Avenue.</p>
Height	<p>5 storeys.</p> <p>Refer to Map 2.</p>
Front setback	<p>Ground: 3 metres (refer to Map 3).</p> <p>Upper setback: 2 metres at the 5th storey (refer to Map 4).</p>



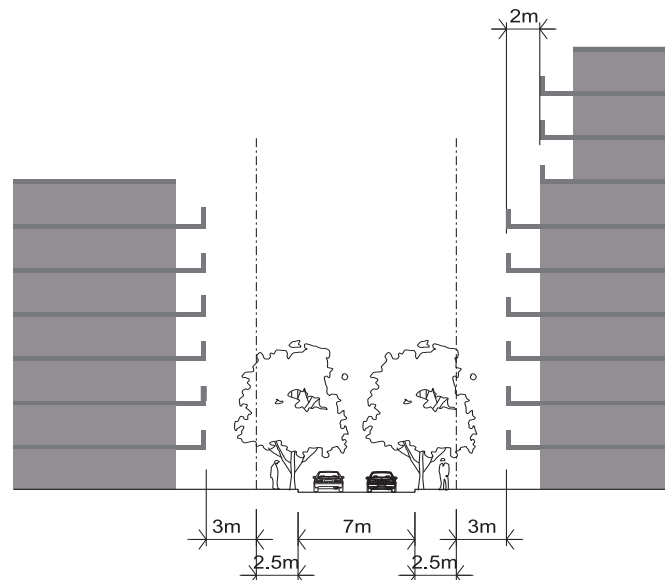
Section e: Hilts Road

Prepared by Clouston Associates



4.5 Clarence Street

Location	Clarence Street runs east west from Cooper Street and terminates at the junction of the railway line.
Character	Clarence Street is comparatively narrow, (13 metres) and will therefore require careful design and consideration of its built edges to minimise any 'canyon-like' effect. The view to the west is terminated by the railway line and there are opportunities to use street tree planting on both verges to enhance the view corridor. Clarence Street will be residential in character and comprise of a combination of medium and high density residential apartment buildings.
Heights	7-10 storeys. Refer to Map 2.
Front setback	Ground: 3 metres (refer to Map 3). Upper: (North) 2 metres at the 7th storey (refer to Map 4).



Section f: Clarence Street

Prepared by Clouston Associates



5. Design Guidelines

5.1 Building Design

5.1.1 Apartment Size

Aim

- A.1 To promote a range of apartment types with good amenity.

Controls

- C.1 Comply with the minimum apartment sizes below:

Table 1 Minimum Apartment Sizes

	Minimum Size with External Balcony	Minimum Size with Balcony included Within the Apartment
Studio and 1 Bedroom Apartment	50m ²	59m ²
2 Bedroom Apartment	70m ²	82m ²
3 Bedroom Apartment	95m ²	110m ²

5.1.2 Apartment Mix

Aim

- A.1 To create a vibrant and self sustaining community with housing suitable for many life stages.

Controls

- C.1 All residential and mixed use development should provide a range of dwelling types, including 1, 2 and 3+ bedroom dwellings.

5.1.3 Adaptable Housing

Aim

- A.1 To provide housing that is easily modified for occupation and visitation by people with disabilities and progressive frailties.

Control

- C.1 Adaptable Housing units are to be designed and constructed to meet the performance requirements and provide the essential features required by AS4299 Adaptable Housing at the rates specified in the following table.



Total number of dwellings	Number of adaptable dwellings to be provided
Between 0 and 14	1 dwelling
Between 15 and 21	2 dwellings
Between 22 and 29	3 dwellings
30 or more	15% of total dwellings

- Where the total number of adaptable housing units to be provided is not a whole figure, the figure is to be rounded up to the next whole figure.
- Where a residential development provides adaptable housing units in accordance with this plan, one accessible car parking space should be provided for each adaptable unit. This is in addition to any accessible parking required by this DCP.



5.2 Building Massing

5.2.1 Building Separation

Building separation relates to urban form because it has to do with the legible scale of an area. Buildings which are too close together also create amenity problems for the interior of buildings and for the space between buildings. The following separation requirements apply to both neighbouring buildings and for buildings internally within a development site.

Aims

- A.1 To ensure that new development has appropriate massing and spaces between buildings.
- A.2 To provide visual and acoustic privacy for existing and new residents.
- A.3 To control overshadowing of adjacent properties and private or shared open space.
- A.4 To provide deep soil zones for stormwater management and tree planting.

Controls

- C.1 For building elements up to four storeys (12 metres), the following separation is to be achieved:
 - 12 metres between habitable rooms/balconies;
 - 9 metres between habitable rooms/balconies and non-habitable rooms; and
 - 6 metres between non-habitable rooms and blank walls.
- C.2 For building elements from five to eight storeys (up to 25 metres), the following separation is to be achieved:
 - 18 metres between habitable rooms/balconies;
 - 13 metres between habitable rooms/balconies and non-habitable rooms;
 - 9 metres between non-habitable rooms and blank walls.
- C.3 For building elements of nine storeys and above (over 25 metres), the following separation is to be achieved:
 - 24 metres between habitable rooms/balconies;
 - 18 metres between habitable rooms/balconies and non-habitable rooms;
 - 12 metres between non-habitable rooms and blank walls.

5.2.2 Corner Buildings

Corner buildings act as visual markers, identifying the ends and beginnings of blocks. Where there are long blocks or where the road bends, corner buildings help to locate and orientate the driver, cyclist or pedestrian. For a large development, the definition of a 'corner building' is limited to that part of a development on the corner of two streets or roads rather than describing the whole building.



Important corners within the Strathfield Triangle are: the corner of Parramatta Road and Leicester Avenue; the bend in Cooper Street where it adjoins the railway line and the southern tip of the Triangle, at the existing intersection between Leicester Avenue and Cooper Street.

Aims

- A.1 To ensure that corner buildings reinforce the street pattern as visual 'markers' at the ends of each block;
- A.2 To respond to and address the different characteristics of the streets;
- A.3 To encourage high quality and innovative design for corner buildings; and
- A.4 To enhance the legibility of key corner locations within the Triangle through the use of unique and recognisable building designs.

Controls

- C.1 Buildings are to align with and reflect the physical characteristics of each street by:
 - Accentuation of the topography; and
 - Reinforcing the scale and spatial relationships between elements of each corner site.
- C.2 Corner buildings are to reflect the architecture, hierarchy and characteristics of the streets they address.
- C.3 Upper level setbacks may be increased to accentuate key corners, increase articulation and add more interest to corner building design.

See also Section 3.4 Heights.

5.2.3 Façade composition and articulation

Architectural composition is a combination of articulation and modulation of the external walls of the building. It includes major elements such as structural columns and the expression of floor plates, as well as finer architectural details. The three dimensional modelling of a building's façade has a significant impact on its appearance and apparent scale.

Aims

- A.1 To ensure that new developments have well articulated and harmonious facades which define the public domain and create an appropriate human scale;
- A.2 To ensure that the exterior of the building reinforces the character and continuity of existing and/or proposed streetscapes;
- A.3 To reflect the building's use and orientation, giving it an identity and visual interest;
- A.4 To ensure that building openings are clearly visible from the street (see Section 6.2.3 Entrances);
- A.5 To ensure that building elements, such as balustrades, awnings and signage are integrated; and
- A.6 To ensure that corners are articulated to address both street frontages.



Controls

- C.1 Facades are to incorporate a balance of horizontal and vertical elements, to visually address any apparent building bulk. This may be achieved by the use of strong lines of verandahs, balconies, brick coursing and openings.
- C.2 Unrelieved facades, such as those created by curtain walling, large expanses of glass and concrete, are to be avoided.
- C.3 The composition of a building facade or series of facades is to form a rhythm that complements and is in harmony with the streetscape. The facade composition is to respond to environmental and energy needs, such as sun shading, light shelves and wind mitigation.
- C.4 Mechanisms which can be employed are:
 - Definition of a base, middle and top related to the overall proportion.
 - Setting back the top level on taller buildings; and setting back at upper levels to maintain a consistent street wall height (see Part 3.4 Heights).
 - Appropriate use of a mixture of window types.
 - Balustrade detailing which relates to the type and location of the balcony and its impact on the façade.
 - Clear identification of building entries.
 - The use of architectural features which give pedestrian scale at street level.

5.2.4 Roof design

A roof includes the exterior surface and its supporting structures on the top of a building. Roofs are often visible from the street and can be seen from a distance as part of the area skyline. The silhouette, materials and colour of roofs are therefore important contributors to the visual impression of an individual building as part of a skyscape.

Aims

- A.1 To ensure that roofs of new development do not detract from the streetscape; and
- A.2 To provide roofscapes in keeping with the future desired character of the Triangle as an area of high quality urban development.

Controls

- C.1 Roof forms are to:
 - Generate an interesting skyline and enhance views from adjoining developments.
 - Relate to the size and scale of the building.
- C.2 Outdoor recreation areas located on flat roofs are to be landscaped and incorporate shade structures and wind screens to encourage use;



- C.3 The maximum roof top service zone height is 5m;
- C.4 The roof top service zone (comprising all plant and machinery) is to be set back a minimum of 4m from the parapet;
- C.5 The total area in plan for roof top services may not exceed 80 per cent of the building footprint area;
- C.6 Lift towers, machinery plant rooms, chimneys, stacks, vent pipes and television antennae should be designed to minimise their visibility and size;
- C.7 The design of rooftop structures is to be integrated with the overall building design; and
- C.8 Rooftop signage is not permitted.



5.3 Public Domain interface

Where public and private spaces are co-located on the street, they create a 'zone' or an 'edge condition' which is the public domain interface. This 'zone' varies from street to street depending on the many different combinations of elements it contains: street trees, footpaths, walls and fences, landscaping in the front setback of private developments, entrances and openings to buildings, awnings and canopies, lighting and signage.

The relationship between the public domain, private open spaces and buildings has a significant impact on the quality, safety and accessibility of public spaces.

5.3.1 Street trees

Street trees provide shade, colour, habitat and a buffer between roads and footpaths.

Aims

- A.1 To define key streets with avenue planting (eg. Leicester Avenue and Cooper Street); and
- A.2 To frame views along streets and through open space areas.

Controls

- C.1 Retain existing street tree planting and strengthen avenue planting; and
- C.2 Ensure that the location of entrances and the position of driveways for new buildings do not interrupt continuous avenues of street trees.

5.3.2 Entrances

Entrances define the threshold between the public street and private areas within the building. They are usually part of the building, yet integrated with external spaces. Entrances may lead into a common entry or directly into the private space of an apartment from the street.

Aims

- A.1 To ensure safe, secure access;
- A.2 To create entrances which are legible and provide an identity for the development; and
- A.3 To orientate the visitor.

Controls

- C.1 Entrances are to be a clearly identifiable element of the development when viewed from the street. Avoid entry elements to buildings which are concealed, or ambiguous (ie. it is unclear if they are part of the public or the private part of the development);
- C.2 Provide a direct physical connection from the street into the development and from the entry foyer to circulation spaces;
- C.3 Design entrances and associated circulation spaces of an adequate size to facilitate movement of furniture between public and private spaces;



- C.4 Provide sheltered, well lit and highly visible spaces to enter the building, meet and collect mail; and
- C.5 Provide separate entries for:
 - pedestrians and cars
 - commercial and residential tenants
 - residences located at ground level.

5.3.3 Active Frontages

Active frontages include:

- retail premises entrances
- entrance lobbies to residential buildings.

The value of active frontages is increased by aligning residential buildings to the street and orientating doors, windows and balconies to facilitate passive surveillance of the public realm.

Aims

- A.1 To encourage transparency - the ability to clearly see what is happening on the street and in the areas between the street and the building - rather than 'hidden' activity;
- A.2 To maximise passive surveillance (being able to overlook the street and footpath from windows or balconies);
- A.3 To provide access directly to the street (ground floor apartments having individual entries from the footpath);
- A.4 To maximise building openings and minimise the extent of blank walls onto the street, especially at ground level; and
- A.5 To allow opportunities for the shared use of private open space adjacent to front boundaries where appropriate.

Controls

- C.1 Active uses should comprise at least 70% of the frontage at the ground floor level on Parramatta Road.
- C.2 All residential buildings, except buildings on Parramatta Road, should include habitable rooms at ground level to allow passive surveillance of the street. 'Ground level' includes the lowest residential floor over a raised underground car park where the ground floor is elevated;
- C.3 Minimise the number and width of vehicle access points to developments, and/or locate them off side or rear streets and lanes (refer to Section 3.7);
- C.4 Provide separate entrances to commercial and residential development. Ensure that entrances are clearly visible and well lit;
- C.5 Shutters and grills are to have a minimum 70% transparency; and



C.6 Opaque or reflective glass is not permitted at ground level.

5.3.4 Awnings

An awning is a structure attached to the front of a building, usually overhanging a public area or walkway. Continuous awnings are a feature of many of Sydney's older retail shopping areas and Parramatta Road has extensive lengths of continuous awnings over groups of shops and other small-scale commercial uses.

Aims

- A.1 To provide all weather protection at street level;
- A.2 To identify and protect entries to buildings;
- A.3 To give new development a pedestrian scale; and
- A.4 To contribute to safety and security for pedestrians and people entering buildings.

Controls

- C.1 Locate awnings over entries to commercial and residential apartment buildings;
- C.2 Provide awnings to neighbourhood shops;
- C.3 Awnings are to be in the height range 3.6-4 metres; and
- C.4 Awnings are to be no deeper than 3.6 metres, and may extend over public footpaths to within 600mm of the kerb face, so long as street trees are not required. In this instance, awnings may not extend closer than 1.5 metres to the centre of the tree hole. (In general within the Strathfield Triangle, buildings are set back from the front boundary and awnings will therefore not extend over the whole width of the footpath).



5.4 Open Space & Landscape

Landscaping softens the appearance of new development and can be used to control solar access, privacy, air quality and in some cases, stormwater management.

The use of rooftops for the purpose of communal open space is encouraged. However the use of rooftops should not be provided as an alternative to ground floor open space.

5.4.1 General

Aim

- A.1 To provide sufficient open space and ensure open space is functional and attractive.

Controls

- C.1 Design open space to create a high quality address and setting for buildings to complement the adjacent public domain;
- C.2 Provide setbacks as required for the relevant precinct; and
- C.3 A minimum of 50 per cent of the front setback area is to be planted.

5.4.2 Communal open space

Communal open space is part of privately owned developments which is accessible to and designed for the shared benefit of residents.

Aims

- A.1 To provide a focus or “heart” for development;
- A.2 To maximise the site potential for semi-continuous vegetation corridors with mature trees and soft landscaping; and
- A.3 To enhance the public domain, where appropriate, by providing views of tree canopies and through open space areas.

Controls

- C.1 A minimum of 30% of the residential site area is to be open space made up of ground level private open space and/or ground level communal open space and/or setbacks;
- C.2 Provide communal open space to all residential apartment buildings at a minimum size of 60m² with a minimum dimension of 6m x 6m;
- C.3 Ensure a minimum of 50 per cent of the communal space area is unpaved and planted;
- C.4 Ensure communal open space is designed to provide:
- A balance of sunshine and shade.
 - Accessible and safe routes through the area between buildings.
 - Privacy for dwellings and their associated outdoor spaces.



- Service areas that are accessible and screened.

5.4.3 Private Open Space - ground level

A ground floor outdoor area, suitable for private outdoor living activities and exclusively related to a ground floor dwelling.

Aims

- A.1 To provide residents with an outdoor space that is an identifiable part of a dwelling, is safe, private, flexible and pleasant to use;
- A.2 Assist visual and acoustic privacy between dwellings; and
- A.3 Maximise the possibility for stormwater percolation, mature tree growth and access to sunlight.

Controls

- C.1 The minimum area of private open space at ground level is 25m² for each ground level dwelling;
- C.2 Provide for a range of possible activities including: clothes drying, storage, outdoor dining, barbecues, gardening, children's play;
- C.3 Private open space must be directly accessible from the main internal living area;
- C.4 Establish clear boundaries between private open space and communal open space with appropriate landscaping and fencing; and
- C.5 The minimum dimension for private open space is 4 x 4 metres.

5.4.4 Private Open Space - balconies & terraces

Balconies provide an area of private open space for residential apartments located above ground level. Balconies and terraces are outdoor living areas connected to the apartment, with varying degrees of enclosure. Balconies may be:

- recessed within walls or roofs
- projecting without or outside of roof
- partially recessed/partially projecting.

Aims

- A.1 To ensure balconies provide for the enjoyment of outdoor living;
- A.2 To contribute to the architectural form and scale of residential buildings;
- A.3 To maximise opportunities for extending living and dining spaces without compromising solar access; and
- A.4 To enable views into and passive surveillance over the street.

Controls

- C.1 A minimum of one open or enclosed balcony or terrace per apartment is to be provided;



- C.2 The main balcony is to be located adjacent to the living area and accessible from it;
- C.3 Sun screens, pergolas, shutters, and operable walls are encouraged appropriate to the balcony orientation;
- C.4 Balconies should not overlook or be overlooked by others in order to protect visual privacy;
- C.5 Balustrades are to be constructed of lightweight materials. Transparent glazed balustrades are inappropriate as they do not provide privacy for either the balcony or the apartment interior, especially at night;
- C.6 The primary balcony is to be a depth of between 2 and 4 metres, with a minimum area of 8m², to be sufficiently large and well proportioned to promote indoor/outdoor living:
 - To accommodate a dining table and chairs.
 - To provide space for flower boxes or potted plants.
- C.7 Secondary balconies are to have a depth between 0.9 and 1.5 metres.
- C.8 For architectural, air quality or noise reasons, it may be desirable to include the balcony area as part of the main living room. The following controls apply:
 - Ensure the apartment size is increased - refer to Table 1 Minimum Apartment Sizes.
 - Provide a balustrade that allows the open doors to create a minimum aperture of 2.4m wide and 2.1m high.
 - Provide an eave, awning or weather protection sufficiently wide to shelter the aperture and enable it to remain open during rain.

5.4.5 Deep Soil

Aim

- A.1 To ensure there is sufficient deep soil on each site and throughout the Triangle to retain stormwater, manage the water table and water quality, and support the growth of medium to large trees:

Control

- C.1 A minimum of 25 per cent of the site's open space is to be deep soil;
- C.2 Areas included as deep soil are to have a minimum dimension of 2m x 2m;
- C.3 Consolidate areas of deep soil within sites and between adjacent sites to increase the benefits;
- C.4 Locate basement car parks predominantly within the building footprint; and
- C.5 Plant a minimum of one large tree with a mature minimum height of 12m in deep soil, per 60m² of Communal Open Space.

5.4.6 Fences & walls



Fences and walls include all vertical or landscape elements designed to define boundaries between one space and the next, or to rationalise a change in level.

Aims

- A.1 To define the edges between public and private land;
- A.2 To define the boundaries between areas within the development having different functions or owners;
- A.3 To provide privacy and security; and
- A.4 To avoid screening entrances or openings overlooking the street or front landscaped areas.

Controls

- C.1 Fences are to:
 - Provide privacy and security while not eliminating views, outlook, light and air.
 - Be low and/or open, so that front setback areas are clearly visible from the Street.
 - Be visually permeable at the front of developments.
 - Use the designs and materials suitable for the desired future character of the area.
- C.2 Retaining walls are to:
 - Be limited in length and height along street frontages.
 - Relate to the design of the overall building.
- C.3 Fences and retaining walls can add amenity, beauty and functionality to private and communal open spaces by incorporating some of the following:
 - benches and seats
 - planter boxes
 - pergolas and trellises
 - barbeques
 - water features
 - Composting boxes and worm farms.

5.4.7 Landscape elements

Private and public areas can contain landscaped elements either directly planted into the ground and/or above car parking. The Triangle has a 'green' character which is created by the existing street tree planting, tree canopies visible in the centre of blocks and front gardens. The principles of the landscape framework are to build on existing vegetation in Cooper Street and Leicester Avenue and to use feature street trees in the east-west streets.



Within developments, deciduous trees are suitable for shading windows and open space areas in summer, and allowing solar access in winter. Pergolas on balconies and courtyards can be used to create shaded and private areas for outdoor living, while different species of trees and shrubs of varying heights can be used for shading walls and windows.

Aims

- A.1 To add value to residents' quality of life within the development by providing privacy, a pleasant outlook and views;
- A.2 To reduce storm water run-off;
- A.3 To improve the microclimate and solar performance within the development; and
- A.4 To improve urban air quality.

Controls

- C.1 High quality landscape design should be provided in all developments including indigenous species, landmark sculptures, pavement design and other appropriate elements;
- C.2 Existing vegetation is to be retained and incorporated into new development where appropriate;
- C.3 Native species are to form the basic plant material for all streets;
- C.4 East-west streets are also to use feature trees to accentuate the view corridors;
- C.5 Use appropriate species to provide shade for public spaces and to cast shade on walls of the building which catch low-level sun;
- C.6 Vegetation is to:
 - Be in scale with the development.
 - Relate to street planning.
 - Relate to the building form.
 - Be robust and easily maintained.
- C.7 Landscape design is to:
 - Provide for private gardens on ground floor apartments where appropriate.
 - Facilitate stormwater infiltration by use of permeable surfaces.
 - Reduce the overland flow with vegetation.
 - Ensure roof and balcony gardens are to have a minimum soil depth of 800mm.
- C.8 Trees along the rail corridor boundary need to meet Railcorp requirements to prevent roots and foliage from damaging infrastructure within the rail corridor.



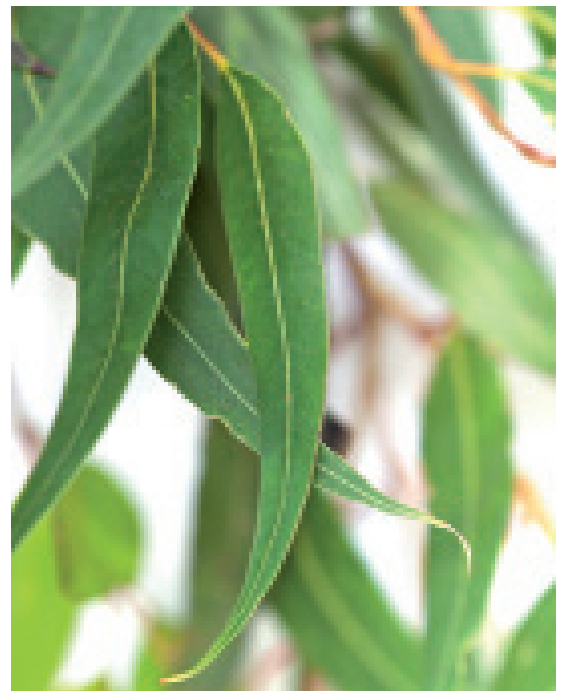
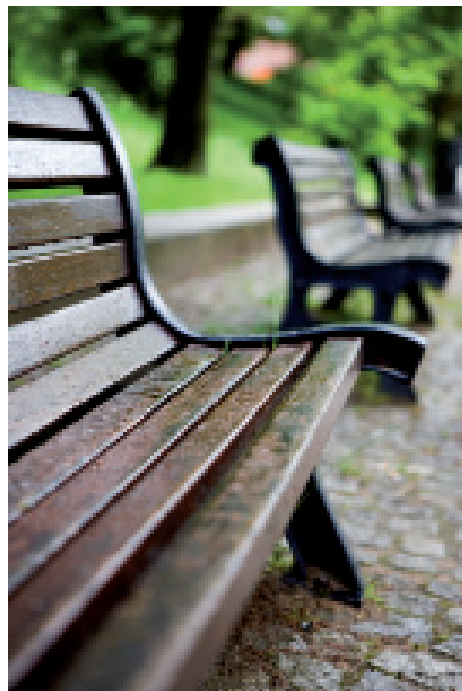
5.5 Amenity

Amenity is a way of describing the added value which good design can give to people's living and working environments. It is about how we live, rather than just where we live. Amenity includes considerations of comfort, safety and security, and the services provided in a development. Many of the issues covered in this DCP are linked to good amenity, in particular the relationship of the building and its dwellings to the street and the provision of open space.

Developments with good amenity can improve the quality of life for their occupants and users, and importantly also contribute to the quality of the street, the block and the area as a whole. Design which follows the guidelines below for solar access and overshadowing as well as natural ventilation, can also make a positive contribution to the conservation of natural resources and in consequence to environmental sustainability.

5.5.1 Visual privacy

Visual privacy protects people's ability to carry out private functions within all rooms and private open spaces without compromising views, outlook, ventilation, solar access or the functioning of internal and external spaces.



The layout of the buildings on the site and the layout of spaces within the building has the greatest affect on achieving privacy.

Aim

- A.1 To maximise the visual privacy of residents within a new development and to protect that of neighbouring residents.

Controls



- C.1 Minimise direct overlooking of rooms and private outdoor space, both within the development and of existing residential development, by:
 - Orientating major window, entries and balconies to face the front and the rear of the site, rather than the side boundaries.
 - Designing windows and balconies to prevent overlooking into neighbouring apartments and balconies.
 - Using external screening devices and landscaping.
- C.2 Ground floor apartments require additional attention to the need for privacy, through the use of setbacks, differences in levels, fences and landscaping;
- C.3 Minimise potential conflicts between the communal use of outdoor space and the privacy needs of individual dwellings adjacent to and/or visible from shared areas; and
- C.4 Co-locate compatible land uses with similar privacy needs.

5.5.2 Acoustic privacy

Acoustic privacy is a measure of sound insulation between apartments and between external and internal spaces. With increases to density there is the potential for an increase in noise generation, which will affect people living closely to each other and to major noise sources like Parramatta Road and the railway corridor.

Aims

- A.1 To carefully site and design development to give reasonable acoustic privacy within residential apartments and within private open space;
- A.2 To take into account the specific environmental conditions of the site. Within the Strathfield Triangle the aim is to buffer internal blocks from noise from Parramatta Road and the railway corridor, through the placement of taller buildings on these edges. Service rooms and circulation cores can further buffer living and bedroom spaces from noise sources; and
- A.3 To minimise noise transmission between apartments.

Controls

- C.1 Development should have consideration for the following sound insulation requirements:
 - Building Code of Australia
 - NSW Government Environmental Criteria for Road Traffic Noise
 - Development Near Rail Corridors and Busy Road Guidelines
 - State Environmental Planning Policy (Infrastructure) 2007 Cl.101
 - Australian Standard AS/NZS 2107:2000 - Acoustics.



- C.2 Site buildings to attenuate noise transmission; i.e., locate individual buildings and groups of buildings to act as noise barriers (as recommended in the Strategic Framework);
- C.3 Design apartments so that more active uses within apartments face the street and quieter uses address internal spaces;
- C.4 Co-locate similar functional uses internally and between apartments, for example quiet rooms back onto quiet rooms, bathrooms onto bathrooms;
- C.5 Enhance acoustic privacy between dwellings by locating service uses, storage areas and circulation spaces against party walls; and
- C.6 Locate noise sensitive open space areas away from any noise source and / or protect them with screening devices (fences, walls, soft landscaping).

5.5.3 Solar access & overshadowing

Design which maximises the natural lighting of interior spaces has benefits both for the occupants and for the environment. Good passive solar design takes advantage of the sun and reduces the need for artificial heating and cooling. Best practice principles are to maximise sun access in winter to warm the spaces, and to minimise it in summer to keep the spaces cool.

Solar access considerations also include the extent to which new development protects the amenity of its neighbours, by not overshadowing rooms or useable open space areas.

Aims

- A.1 To optimise solar access to habitable rooms and to minimise the need for artificial lighting during daylight hours;
- A.2 To minimise the negative impact of overshadowing on neighbouring buildings' internal and outdoor areas; and
- A.3 To retain the amenity of the public domain by protecting solar access.

Controls

- C.1 Living rooms and private open spaces of at least 70% of dwellings are to receive a minimum of 2 hours direct sunlight between 9.00 and 3.00 in mid winter - June 21. Ideally, locate living areas to the north and service areas to the south or west of the development;
- C.2 Limit the number of single aspect apartments with a southerly aspect (south-west to south-east) to a maximum of 10% of the total units proposed.
- C.3 Minimise eastern and western facades. Shade these openings with adjustable vertical devices (eg. louvres, blinds) which are suitable for lower sun angles;
- C.4 Appropriately designed double-glazed or energy-efficient glass skylights (eg double glazed with solar blind), clerestory windows, etc are to be incorporated to improve daylight levels in the buildings. Note: skylights may not be used as the sole source of daylight and natural ventilation to habitable rooms;
- C.5 Light shelves (horizontal surfaces incorporated with window openings so as to



reflect light into the ceiling of the interior) are suitable for buildings greater than 14 metres deep;

- C.6 Maximise day lighting of entrance lobbies, corridors, kitchens and bathrooms;
- C.7 The use of coloured/opaque glass as a shading device is not acceptable;
- C.8 Roof terraces are to be protected with shade cloths, planting, pergolas and/or vergolas;
- C.9 Mature trees can protect against summer sun penetration. Consider planting deciduous trees which shade the development in summer and allow solar access in the winter;
- C.10 Shade diagrams indicating the extent of overshadowing of apartments within the development, of adjoining development and of shared open space, will be required.

5.5.4 Natural ventilation

Natural ventilation is the movement of air throughout the apartment without the use of mechanical systems to achieve adequate air changes and a comfortable indoor environment all year round. Incorporating natural ventilation principles in the design will reduce cooling load and make the building more energy efficient. It also enables building occupants to exercise choices about how they control their living environment.

Aims

- A.1 To ensure that all habitable rooms in new development have a direct flow of air from one side of the apartment to the other, sufficient for summer cooling;
- A.2 To provide natural ventilation to bathrooms and toilets wherever possible; and
- A.3 To ventilate or part-ventilate underground car parks naturally.

Controls

- C.1 Retail tenancies are to have openable windows;
- C.2 Residential flat buildings are to have a narrow cross section, apartments with dual orientation or with two storeys and high ceilings to facilitate convective currents; and
- C.3 Windows are to be designed to catch prevailing breezes and are to be hinged to funnel breezes into the apartment (eg. vertical louvres, casement windows and externally opening doors). Either high level casement, sash or operable fanlight windows can be used where additional air circulation is required (eg. for windows facing east or west).

5.5.5 Safety & security

Designing for safety - and the perception of safety - can make a difference between an



area which is lively, well-used, and vibrant, and one which becomes a no-go area. An integrated design for both the public domain and private developments, with emphasis on crime prevention through environmental design can reduce opportunities for crime.

Safety and security in this context means the ability of the design to provide safe ground level entry and exit during all times of the day and night for residents and to improve safety on the streets and other public spaces adjacent to the development.

Aims

- A.1 To ensure that the siting and design of buildings (their entrances, openings, active frontages, lighting, uses, access arrangements) contribute to the actual and perceived safety and security of the building for residents, workers and visitors;
- A.2 To encourage the use of public places (footpaths, and public open space) for casual interaction, walking, sitting and relaxing; and
- A.3 To ensure that each development, as well as the entire area of the Triangle, is safe and secure for residents and visitors alike.

Controls

- C.1 A formal crime risk assessment will be required for any development that is likely (in the Council's opinion) to increase the opportunity of anti-social behaviour or activity;
- C.2 All large scale residential developments (more than 20 new dwellings) are to undergo a crime risk assessment as part of the development assessment process;
- C.3 Developments are to clearly define the path of travel from public through to private space;
- C.4 Entrances are to :
 - Be orientated towards the public domain (street) and ensure visibility between entrances, foyers and the street.
 - Provide direct and well-lit access between car parks and dwellings, between car parks and lift lobbies, and to all unit entrances.
 - Optimise security by grouping a maximum of 8 dwellings around a common lobby.
 - Provide separate access and foyers for retail premises and residential uses in mixed use buildings.
 - Be separated at ground floor level for each residence.
- C.5 Surveillance is to be facilitated by:
 - Views over public open spaces from living areas where possible.
 - Casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas, and car parks.
 - Bay windows and balconies.
- C.6 All common areas, including entrances, indoor car parks, corridors and walkways



are to be well lit with clear lines of sight. Recesses and unlit alcoves which might conceal intruders are to be avoided;

- C.7 Access to apartments from the balconies, roofs and windows of neighbouring buildings is to be controlled;
- C.8 Access to car parks from public and common areas is to be controlled;
- C.9 Provide an audio or video intercom system at the entry or in the lobby for visitors to communicate with residents; and
- C.10 Provide a secure entry.

5.5.6 Circulation

Stairs, lifts and corridors form the common circulation spaces within the building.

Aims

- A.1 To provide adequate, safe and pleasant spaces for the circulation of people and for the storage of their personal possessions; and
- A.2 To facilitate dual aspect apartments and increase the number of pedestrian entrances on the street.

Controls

- C.1 Amenity in the circulation spaces is to be provided by:
 - Generous spaces including ceiling heights, wide corridors etc.
 - Natural daylight.
 - Dual aspect where possible.
 - Robust quality finishes.
- C.2 The apparent length of corridors is to be minimised. This can be achieved by:
 - Changes in direction.
 - A series of smaller 'foyer areas.
 - Apartment entry doors set back to create a wider space outside each door.
- C.3 The number of units with access from a single corridor is to be minimised;
- C.4 Maximise natural day lighting to entrance lobbies, common stairwells and corridors.

5.5.7 Storage

Storage is important for residential amenity, particularly in the design of apartments where space is limited. Maximising the size of habitable rooms should not be at the expense of wardrobes, linen cupboards, kitchen and/or pantry cupboards and storage for everyday household and garden items. For the purposes of this DCP 'storage' also includes bicycle storage.

Aim



- A.1 To ensure that individual dwellings have dedicated and sufficient storage areas within easy access of each apartment for everyday household items, including sporting, leisure, fitness and hobby equipment.

Controls

- C.1 In addition to kitchen cupboards and bedroom wardrobes, adequate storage facilities are to be provided at the following rates per apartment:
- Studios 6m³ ;
 - 1 Bedroom 6m³ ;
 - 2 bedroom 8m³; and
 - 3+ bedroom 10m³.
- C.2 Storage areas which are separated from the building are to be secure; and
- C.3 Provide secure bicycle storage for all residential development in accordance with the City of Canada Bay DCP for bicycle parking and storage. Bicycle parking & storage must be indicated and dimensioned on DA drawings submitted to Council.

5.5.8 Services & facilities

Aims

- A.1 To ensure that site facilities are effectively integrated into the development and are unobtrusive;
- A.2 To ensure facilities are provided that provide for the social and recreational needs of residents; and
- A.3 To provide and integrate site services and facilities in a sensitive manner so that they relate to the development, enable easy access, and require minimal maintenance.

Controls

Communal Meeting space:

- C.1 Provide an internal communal meeting space in residential flat buildings with over 20 units that has a minimum area of 40m²; and
- C.2 The meeting space should be located on the ground floor and conveniently accessed by residents.

Laundries and clothes drying:

- C.3 Provide secure open air clothes drying facilities that are easily accessible, adequately screened from the public domain and communal open spaces, and have a high degree of solar access;
- C.4 Provide a clothes drying area on the balcony that is:
- Screened from the public view.
 - Well ventilated.



Ancillary and service structures:

- C.5 Locate satellite dishes, telecommunication antennae and any ancillary structures away from the street frontage or any public or private property adjacent to the site to reduce visual impact;
- C.6 Provide mailboxes adjacent to the major entrance and integrated into a wall where possible, ensuring that they are secure and can accommodate large articles such as newspapers.



5.6 Access

5.6.1 Vehicle access

The proximity of the Strathfield Triangle to a major regional transport node (Strathfield Rail Station) and to increasing work opportunities within the town centre (and within the Triangle), creates a potential 'walkable community'.

However, the scale of new development proposed for the Strathfield Triangle will still result in a significant increase in the number of vehicles accessing the area and in the number of private vehicle trips originating from within the Triangle. Wide and frequent vehicular cross over points dominate the street, detracting from both the streetscape and the active use of street frontages and limiting the potential for on-street parking.

In some locations, such as Leicester Avenue, access to the road frontage is not appropriate since such access would potentially increase traffic congestion and collisions. Accordingly, vehicle access in such locations will need to be provided by a rear laneway.

Aims

- A.1 To ensure that vehicles can access each site safely and conveniently;
- A.2 To integrate vehicle and service access without compromising street character, landscape design or pedestrian amenity and safety; and
- A.3 To minimise traffic congestion on key roads and avenues.

Controls

- C.1 Car park entries and access are to be from secondary streets and lanes where possible. Car parking and access to the sites fronting Leicester Avenue should be via a rear laneway as shown in Section '3.7 Vehicle and Pedestrian Access' (Map 4).
- C.2 The land identified for the new laneway servicing various properties fronting Leicester Avenue is to be dedicated to Council as a condition of consent in lieu of the payment of development contributions.
- C.3 Buildings may be required to share access;
- C.4 Pedestrian and vehicle access is to be clearly differentiated, and separated by at least 3 metres;
- C.5 Driveways and car park entries are to be limited in number and no wider than 6 metres;
- C.6 Doors to car park entries are to be set back from the building line by at least 500mm; and



C.7 Minimise the visual dominance of vehicle access points.

5.6.2 On-site parking

This DCP promotes public transport use by minimising car parking requirements. Underground and semi-underground (undercroft) car parking will reduce the visual impact of car parking and help to retain good amenity for users of communal and private open space.

Aims

- A.1 To ensure adequate provision of safe and secure car parking for residents and visitors;
- A.2 To maximise communal and private open space;
- A.3 To retain and protect deep soil zones in the centre of each courtyard block; and
- A.4 To use undercroft parking, where appropriate, to elevate residential uses at ground floor level (for privacy reasons) and to allow some natural ventilation to the car park.

Controls

- C.1 Provide basement or undercroft car parking within the footprint of new development;
- C.2 At grade car parking is not permitted to ensure a high quality public domain is provided;
- C.3 Basement car parking is to be naturally ventilated where possible.
- C.4 Security doors are to be provided to basement car parks;
- C.5 Provide dedicated bicycle storage in accordance with the City of Canada Bay DCP. Bicycle storage facilities for residents should be located with convenient access in close proximity to the building entry/exit point.
- C.6 Parking provision should be in accordance with the following table:

Residential	All dwelling types	Average of 1 space per dwelling
	Visitors	1 space per 10-20 apartments
	Service vehicles	1 space per 50 apartments for first 200 apartments plus 1
All commercial premises	1 space per 40m ² gross floor area	

C.7 Developments exceeding 200 dwellings are to allocate one car parking space in



a convenient location on the street frontage for use by a car share company to contribute to a car share scheme for the Strathfield Triangle.

- C.8 Adequate notices on behalf of the car share company are to be displayed within developments to clearly advise the provision of the car share spaces.

5.6.3 Pedestrian access

People with disabilities, elderly people, and people pushing strollers and bicycles make up a large proportion of our population. Equitable access means providing a barrier-free environment where all people who live, work and visit the Triangle can enjoy the public domain, access commercial areas, apartments and all communal use areas within residential developments.

Aim

- A.1 To ensure that all residents, including users of strollers and wheelchairs, and people with bicycles, are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, access ways or lifts.

Controls

- C.1 Developments are to comply with the Disability Discrimination Act 1992 and with the accessibility standard as set out in Australian Standard AS 1428 Design for Access and Mobility for minimum grade accesses of 1:14 to apartments and communal areas;
- C.2 Design of pedestrian access to apartments and communal use areas is to consider the following:
- Entrances to apartments are able to be accessed from a car parking area, public or private road by people using wheelchairs or strollers.
 - Access to the main living areas of the apartment building is to be provided, either via minimum grade ramps, paths, access ways or lifts.
 - Where an apartment development contains groups of buildings, more than one accessible entrance is to be considered in order to provide access to all apartments.
 - All communal areas are to be connected via an accessible route to each apartment.

5.6.4 Through-site links

Pedestrian circulation should reinforce the street network, thereby activating the street edge and fostering active ground floor building uses. Consolidated development offers the opportunity to create, extend or enhance connections to support the pedestrian network. A key opportunity is for a pedestrian link to be provided between Hilts Road and Leicester Avenue.

Aims

- A.1 To incorporate pedestrian links through new developments, at points where they are most legible and safely connected to the existing street and pedestrian



network;

- A.2 To maximise the potential number of different journeys through the Triangle, to enrich and enliven the pedestrian experience; and
- A.3 Provide an east-west pedestrian connection between the proposed area of community open space (Hilts Road) and Leicester Avenue, for use by all residents.

Controls

- C.1 Pedestrian access should be provided between Hilts Road and Leicester Avenue as shown in Section '3.7 Vehicle and Pedestrian Access '(Map 4). In circumstances where this is not possible (i.e. un-amalgamated sites) an applicant would need to propose and agree on a suitable alternative with Council that meets the above aims.



5.7 Environmental Design

5.7.1 Derailment Protection

All multi-storey buildings within 20 metres of the rail corridor will need to meet the requirements of the Australian Standard AS5100 in relation to derailment protection.

5.7.2 Stormwater, detention & sediment

This section deals with the requirements relating to the management of stormwater.

Council's stormwater Controls provide guidelines for the management of stormwater runoff from all types of developments within the City of Canada Bay Council Local Government Area.

Accelerated erosion and sedimentation is a major issue affecting the landscape amenity of urban areas. The effects of sedimentation are evidenced by:

- Blockages of stormwater drainage systems.
- Increased flooding due to reduced channel capacity.
- Infilling of water bodies and water courses.
- Increased algal blooms and nuisance aquatic plant growth.
- Diminished water clarity.
- Adverse effects on fishery habitats.

This section also contains guidelines for erosion and sediment control for building construction activities associated with all development.

Aims

- A.1 To provide uniform guidelines and application of systems to achieve consistency in the assessment and conditioning of development applications in relation to stormwater runoff from all developments;
- A.2 To minimise any adverse impact on properties caused by stormwater runoff from developments;
- A.3 To ensure that the water quality of receiving waterways is not adversely affected by pollutants such as nutrients, pathogens, and siltation, resulting from development sites;
- A.4 To ensure that uniform stormwater controls are applied throughout the whole of the City of Canada Bay Council Local Government Area;
- A.5 To ensure development does not have an adverse effect on water quality or drainage systems, particularly during the construction phases;
- A.6 To ensure appropriate sediment and erosion controls are in place throughout construction and stabilisation; and
- A.7 To protect existing vegetation and significant trees.

Controls

Stormwater



C.1 Development applications must consider the following:

- The provision of safe overland flowpaths within developments and on public land.
- The definition of floodways for major storms within developments and on public land.
- The provision of controls such as on-site stormwater detention, community basins and the like and on-site retention systems to reduce and control stormwater runoff.
- The application of alternative methods for merit based stormwater control and conveyance devices.
- The removal of flood affected development from known floodways and the prohibition of future developments in such floodways.
- The provision of minimum free-boards for assigning floor levels to reduce the risk of flood damage to property.
- The installation of pipe/channel systems to minimise hazard to pedestrian and vehicular traffic caused by uncontrolled surface stormwater runoff.
- The installation of water quality control devices, such as trash screens, gross pollutant traps, water quality ponds and the like, to protect the quality of receiving waters.

The guidelines to achieve the above controls are provided in the City of Canada Bay “Specification for the Management of Stormwater” document. The Specification is to be used when preparing development applications and can be obtained on Council’s website <http://www.canadabay.nsw.gov.au> or from Council’s Customer Services Centre.

Note: Railcorp will not permit stormwater discharge into the rail corridor.

Erosion & sediment control

- C.2 Applications involving site disturbance, excavation or filling must be accompanied by details of the proposed method of erosion and sediment control on site. Commercial developments may require the submission of a more detailed Erosion and Sediment Control Plan;
- C.3 Details shall be submitted to Council showing how it is proposed to prevent the deposition of soil, silt etc. from the site onto Council’s road reserve and into its drainage system;
- C.4 All construction and maintenance associated with erosion and sediment control measures must be supervised by personnel with relevant training and/or demonstrated knowledge in erosion and sediment control;
- C.5 All sediment control measures must be maintained at a workable capacity until permanent rehabilitation measures have been successfully completed;
- C.6 Erosion and sediment control measures are to be implemented on site, while



sediment trapping measures are to be located at all points where stormwater can enter inlet pipes or leave the activity or development site;

- C.7 Where possible, all vehicular site access should be provided by a single vehicle entrance point;
- C.8 Topsoil within the potential area to be disturbed shall be stockpiled (at least 2 metres away from drainage lines) and re-spread on all exposed areas after final land shaping;
- C.9 Stockpiles of topsoil, sand, aggregate, spoil or other material must be stored clear of any drainage line or easement, natural watercourse, kerb or road surface;
- C.10 Drains, gutters, roadways and accessways shall be kept free of sediment and to the satisfaction of Council;
- C.11 All ground shall be stabilised, topsoiled and revegetated as soon as final ground sloping or trimming has been completed. Disturbed areas must be stabilised within 14 days of completion or as approved by Council;
- C.12 Sedimentation controls are to be maintained until stabilisation has been completed;
- C.13 All sewer, water, power, communications and drainage trenches shall be backfilled, compacted up to the adjoining ground level and topsoiled within 24 hours of inspection and then stabilised to prevent erosion; and
- C.14 Surface waters released from the site during demolition and construction phases shall not be released to Council's road reserve without first passing through an effective, Council approved silt removal facility. Details shall be submitted in the Sediment and Erosion Control Plan.

5.7.3 Waste minimisation, storage and removal

Strategy

This section of the DCP aims to encourage efficient building design and effective ongoing management systems for the handling of waste, recyclable materials, garden organics and bulky household items in all developments.

The landfilling of waste pollutes the earth, air and water. Much of what was considered waste is now seen as a resource with the continual improvement of waste recovery technologies. The design of buildings, and construction processes, will minimise and even avoid the generation of waste. The provision of adequate and appropriately located storage facilities will ensure recovery of materials for recycling or re-use and allow efficient, effective and safe removal of waste.

Council is required under the Local Government Act to provide waste services for all residential properties in its LGA and levy each rating notice accordingly. Therefore this section of the DCP applies to the domestic waste stream (garbage and recycling and where applicable, bulky household items and garden organics). As such, Council will supply all domestic waste and recycling bins to residential developments to ensure uniformity of services across the LGA. Council's standard bins are 240 litre recycling



(for use in compartments on floors) and 660 litre recycling and garbage bins for use in the centralised waste and recycling rooms. Waste storage facilities are to be designed to accommodate these standard bin sizes. To minimise the floor space required for the storage of bulk bins Council offers the option of a twice weekly service of waste and recycling. Collection days will be nominated by Council.

This section of the DCP also addresses waste and recycling generated by commercial and mixed use developments. Council is responsible for ensuring that adequate waste and recycling facilities are available at these types of developments and that waste removal is efficient, safe and has minimum impact on the local area.

This section of the DCP excludes hazardous, medical or any liquid waste which requires special licences, storing and disposal arrangements. If the intended use of a premises is foreseen to generate these types of waste, storage facilities are required to be shown on drawings, handling and disposal procedures and practices are to be addressed in the waste management plan and copies of licenses and government approvals will need to be supplied to Council.

General Controls

- C.1 On site storage for waste and recycling facilities must be provided in designated areas for all new developments. The minimum storage space required is to be based on 120 litres of garbage and recycling generated per unit per week. The area should be located so as not to cause offence to adjoining property owners or occupiers with regard to smell, visual appearance, noise disturbance and traffic.
- C.2 Source separation facilities and containers shall be provided in kitchens for waste to be divided into separate waste streams to encourage the composting and recycling of materials.
- C.3 Common composting facilities should be provided at accessible locations away from dwellings to every residential development for garden waste and organic kitchen waste.
- C.4 Consideration should be given to bin storage space for garden organics that are not able to be composted on site ie. thick branches as garden organics cannot be disposed of in Council serviced garbage bins.
- C.5 Source separation facilities shall be provided on building sites so that different waste streams may be easily separated during construction and demolition to encourage the re-use and recycling of materials. The source separation facilities are to be clearly indicated on the drawings. Tipping dockets for disposal and recovery of all wastes are required to be held on site during this phase and are subject to auditing and/or inspection by Council.
- C.6 In the design of buildings waste should be minimised by:
 - Matching building dimensions to standard sizes of building materials.
 - Using recycled materials.
 - Selecting materials that can be re-used or recycled in the future.
 - Utilising component parts that may be easily replaced.



- C.7 A Waste Management Plan is required as part of the development application documents for all developments.
- C.8 Plans and drawings of the proposed development that highlight the location of and space allocated to the waste management facilities and the nominated waste collection point must be included in the Waste Management Plan. The path of access for both users and collection vehicles must also be highlighted.

Controls for Multi-unit residential development

- C.9 In multi-unit residential development containing 20 or more dwellings a bulk garbage and recycling collection service is required. Council supplies 660 ltr bulk recycling and garbage bins. Provision must be made for waste collection vehicles to enter and service all bins on site. Bins cannot be presented on the pedestrian footway for servicing.
- C.10 Garbage chutes are required for all buildings more than 3 storeys in height. All garbage chutes are required to discharge into a compaction unit. Compaction units shall not compact above the ratio of 2:1. Consideration should be given to a chute system that is able to be adapted in the future or space allocated for an additional chute system to be installed, to accept recyclables. It is anticipated that future improvements in resource recovery technologies will allow recyclables to be recovered via a chute system.
- C.11 Garbage chute outlets must discharge into the central waste and recycling room. The building caretaker should not be required to transfer waste from one side of the building to the other in order to get it from the chute outlet to the waste and recycling room. All transferring of waste from the central waste and recycling room to the collection point must occur underground.

Spatial requirements

- C.12 Space must be allocated and a receptacle supplied inside each unit for waste and recycling, each with the capacity to store 2 days' worth of waste and recycling.

Waste Service compartments

- C.13 In buildings where a chute system is required to be installed, a waste service compartment must be provided on each floor to contain the garbage chute hopper and at a minimum, storage space for 2 days recyclables per unit (34 ltrs) generated on that floor.
- C.14 The waste service compartment must have enough space to allow easy use of the chute hopper and manoeuvring of no more than 2 x 240 litre recycling bins. Doors should open outwards to allow maximum storage unless prevented by BCA requirements.
- C.15 The space required to collect recyclables within the service compartment will depend upon the number of units on each floor and how frequently the recyclables are transferred to the waste and recycling room. It is recommended that recyclables are transferred daily, however this arrangement will only work when there is a full-time cleaner or maintenance person employed and they are instructed to empty recycling from waste compartment rooms. A service elevator should be considered.



Centralised garbage and recycling room

- C.16 A centralised waste and recycling room must be provided in an area that is accessible to the users and easy for servicing. The waste and recycling room must be located within the underground carpark or basement. The clearance to the garbage room must be no less than 3.8 m high to allow waste collection vehicles to service bins on site. Waste collection vehicles must move in a forward direction at all times. Where it is not possible to provide this level of access for waste collection vehicles, an alternate area will be required for bin servicing and/or storage. The alternate area must be located on the property boundary line, have a layback of suitable size and be constructed to accommodate collection vehicles. For OH & S reasons access to the alternate servicing/storage room for servicing shall be from the layback to ensure bins are serviced with minimal handling.
- C.17 In high rise residential developments where there is a full time caretaker on site, it is advisable that access to waste facilities by residents is limited to only the service compartments located on each floor, and the bulky items storage area. This is to help prevent contamination of recycling bins. Council will not collect recycling bins that are contaminated with unacceptable materials.
- C.18 A room or caged area must be allocated for the storage of discarded bulky household items awaiting collection and should be incorporated within the waste and recycling room. The space shall be adequate in size to meet the needs of the residents and shall be divided into sections ie. metals, e-waste, mattresses to maximise resource recovery. The ongoing management of disposal/recovery of these items is to be addressed in the waste management plan. The allocated space must be a minimum of 5m³. Consideration should be given to allocating space for a charity clothing bin, printer cartridge and toner bottle and mobile phone recovery bins as these items are able to be recovered by the private sector at no charge to bodies corporate. Implementation of these types of recovery options will reduce the overall waste generated in these development sites.

Residential amenity

- C.19 Residential dwellings must be adequately insulated from noise and smell if they are adjacent to or above:
 - Chutes or waste storage facilities.
 - Chute discharge.
 - Waste compaction equipment.
 - Waste collection vehicle access points.
- C.20 Where possible, chutes should not be situated adjacent to habitable rooms due to the noise from hopper use and waste falling down the shaft.

Waste Management

- C.21 The Waste Management Plan must describe how the waste management system will work and who is responsible for the transfer of waste and recycling for each stage of the process.
- C.22 Signage in waste storage compartments must encourage residents to wrap



garbage prior to placement in chutes, specify that no dangerous or bulky items be placed in chutes and provide information about what is acceptable in the recycling system.

Commercial premises

- C.23 A waste and recycling room must be provided on each floor level within a retail development. The waste and recycling area must have the capacity to store at least one (1) day's volume of waste and recycling likely to be generated on that floor level.
- C.24 Material from the waste and recycling room must be transferred to the centralised waste and recycling room or holding area daily or more frequently, as required.
- C.25 If more than 10m³ of non-compacted waste and recycling is calculated to be generated per day (as described in the Waste Management Plan), the central waste and recycling room must be separate from the goods receivable dock or service vehicle bay area.
- C.26 The waste and recycling area should be flexible in design so as to allow for a variety of bin sizes and types and future changes in the use of the commercial units.

Controls for Mixed Use Developments

- C.27 Where a development mixes residential with commercial uses, the waste handling, storage and collection system for residential waste (from the residential area) and commercial waste (from the commercial area) are to be completely separate and self-contained. They must have separate keys and locking systems.
- C.28 The Waste Management Plan prepared for a mixed use development must identify the collection points and management systems for both residential and commercial waste streams.
- C.29 The waste handling and management system for each component of the mixed development must comply with the relevant provisions of this DCP (eg. separate residential and commercial collection areas).
- C.30 Sufficient space must be allocated in each waste and recycling storage room to store the amount of waste likely to be generated in each respective part of the development.
- C.31 Each waste and recycling room must be located in an area that is easily accessible for waste services collection vehicles and convenient to the users.
- C.32 Measures must be taken to ensure that noise and odour from the commercial waste facilities does not impact on residents.
- C.33 Commercial tenants in a mixed development must be actively discouraged from using the residential waste facilities.
- C.34 The waste storage and recycling area shall be designed to enable each separately tenanted or occupied area within the building or complex to be provided with a designated and clearly identified space for the housing of sufficient commercial bins to accommodate the quantity of waste and recycling material likely to be



generated.

5.7.4 Site facilities

Strategy

Site facilities include loading areas, garbage areas, mail boxes, external stores, end of cycle trip facilities laundries and clothes drying areas. Development should provide appropriate site facilities for retail, commercial and residential uses, and locate and design them to minimise their impact on the streetscape.

Controls

- C.1 Loading facilities must be provided via a rear lane or side street where such access is available.
- C.2 Adequate garbage and recycling areas must be provided to all developments. These areas are to be visually integrated to minimise their visibility from the street. Such facilities must be located away from openable windows to habitable rooms to avoid amenity problems associated with smell and noise.
- C.3 To achieve amenity, provide either communal or individual laundry facilities to every dwelling, and at least one external clothes drying area. The public visibility of this area should be minimised. Clothes drying is only permitted on balconies that are permanently screened from public view.
- C.4 To avoid visual clutter, all apartments are to have a balcony that has portion of the balustrade which has a minimum height of 1.4 metres and minimum width of 1.5 metres wide to screen drying clothes.
- C.5 To optimise convenience, lockable mail boxes should be provided close to the street, integrated with front fences or building entries.
- C.6 To minimise the negative impact of smells on occupants on upper levels ducted vents must be provided to commercial kitchens.
- C.7 To facilitate the maintenance of communal open space, garden maintenance storage including connections to water and drainage should be provided.
- C.8 To achieve storage of bulky goods, fixed storage is to be provided to every dwelling in accordance with the following average rates:
 - studio and 1 bedroom 6 cubic metres
 - 2 bedrooms 8 cubic metres
 - 3+ bedrooms 10 cubic metres.

A minimum of 50% of the required storage volumes must be provided with each apartment and accessible from within a hall or living area.

- C.9 To encourage sustainable transport options provide change rooms, showers and lockers for people walking, running or cycling to work on all employment generating development. Locate these facilities close to secure bicycle parking.



5.7.5 Pedestrian access, parking and servicing

Pedestrian access and mobility

Strategy

Most people experience some form of mobility impairment at some stage during their lives which may be caused by a variety of factors including ageing as well as injury and disease. It is important that access to the facilities of the Strathfield Triangle is made easy for a wide variety of people. The creation of a barrier-free environment in all public spaces, premises and associated spaces will ensure that all people who live, work or visit are able to access and use all spaces, services and facilities and participate in community life.

- C.1 To cater for mobility impairment provide at least one main entry with convenient, barrier-free access in all buildings. Access should be direct and without unnecessary barriers. Obstructions which cause difficulties should be avoided. These include:
- Uneven and slippery surfaces.
 - Steep stairs and ramps.
 - Narrow doorways, paths and corridors.
 - Devices such as door handles which require two hands to operate, or revolving doors.
- C.2 To cater for mobility impairment, appropriately designed and convenient seating and ablutions should be provided.
- C.3 To cater for drivers with mobility impairment, adequate parking should be provided for people with mobility diseases and safe, easy and convenient access to the building.
- C.4 To cater for visitors with mobility impairment, the proportion of visitable dwellings should be maximised.
- C.5 An assessment of the accessibility of developments is to accompany all development applications for new buildings and substantial alterations to existing buildings involving changes to pedestrian access.

5.7.6 Heritage

This section deals with the requirements relating to buildings of heritage significance, whether or not they are listed as heritage items on the Canada Bay Local Environmental Plan or other applicable statutory planning instrument.

The housing in Leicester Avenue within the Strathfield Triangle Precinct has been recognised as having heritage significance. It is also recognised that, within the context of the Strathfield Triangle Precinct, there is limited potential for viable use or adaptive re-use of these houses.

Aim

To provide an appropriate record of the housing in Leicester Avenue prior to redevelopment of individual or multiple sites.



- C.1 Prior to demolition of any of the existing houses in Leicester Avenue an archival photographic record of the house shall be prepared and a copy supplied to Council.
- C.2 Archival photographic records shall be prepared in accordance with the guidelines in the Heritage Council publication Photographic Recording of Heritage Items Using Film or Digital Capture 2006.
- C.3 Development applications for new buildings along Leicester Avenue will include a report prepared by a suitably qualified heritage consultant detailing how interpretive material dealing with the heritage significance of the demolished buildings on Leicester Avenue can be incorporated into any new development on the site.