

Attachment B

**Sydney Development Control Plan 2012 –
Southern Enterprise Area Amendment – as
Amended**

Draft Sydney Development Control Plan 2012 – Southern Enterprise Area



Draft Sydney Development Control Plan 2012 – Southern Enterprise Area Amendment

The purpose of the Development Control Plan

The purpose of this Development Control Plan (DCP) is to amend the Sydney Development Control Plan 2012, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

The provisions guide future development of all land to which this development control plan applies.

Citation

This amendment may be referred to as Draft Sydney Development Control Plan 2012 – Southern Enterprise Area.

Land covered by this plan

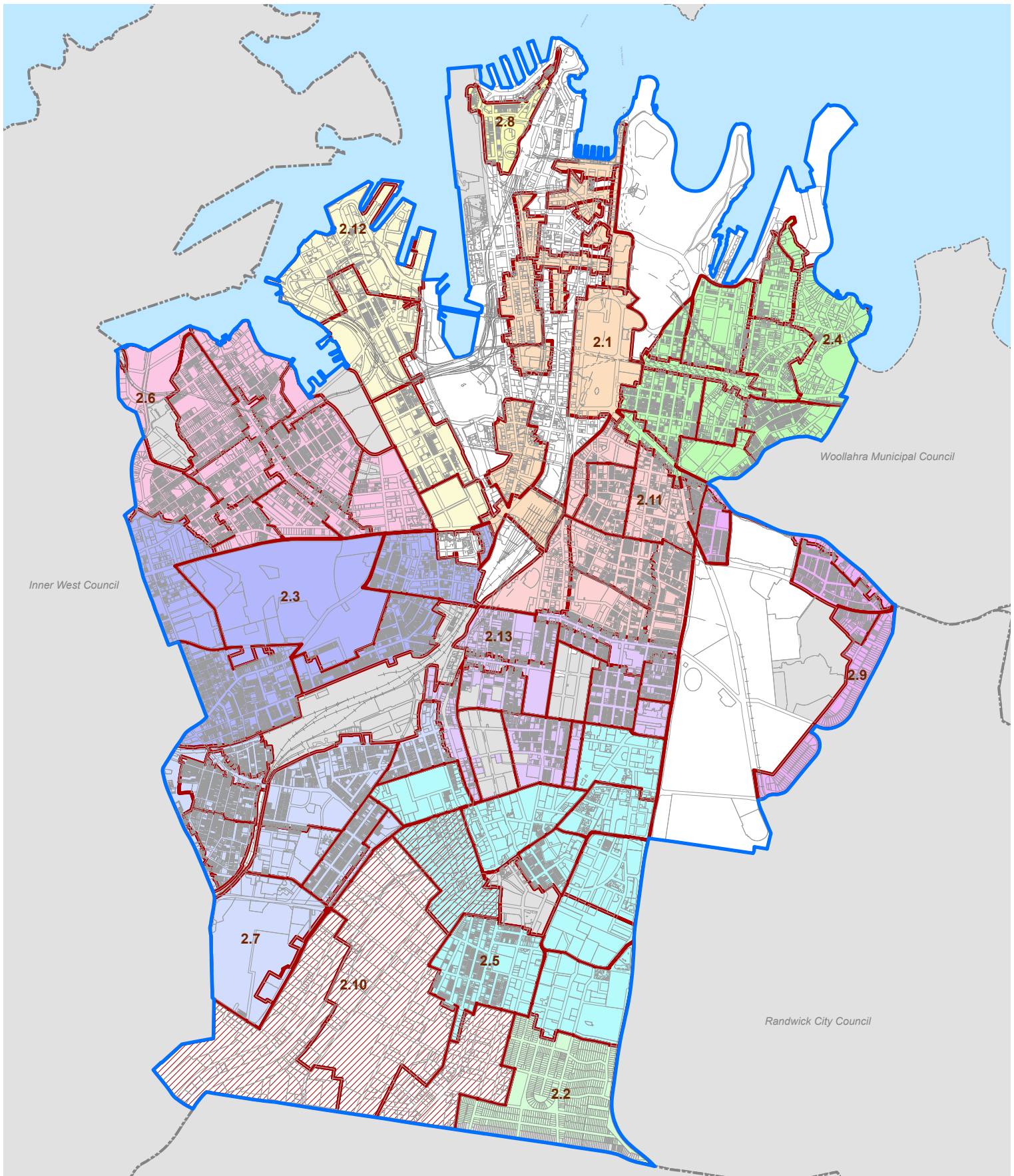
This plan applies to the Southern Enterprise Area, as defined by this amendment.

Amendment to Sydney Development Control Plan 2012

- (a) Replace any reference to “Southern Employment Lands” with “Southern Enterprise Area”
- (b) Update Figure 2.1 City Locality Areas Map to show the Figure provided at Appendix A
- (c) Delete Section 2.5.4 East Alexandria and replace it with a new Section 2.5.4 North Alexandria provided at Appendix B
- (d) Delete Section 2.5.12 – McEvoy East
- (e) Delete Section 2.10 Southern Employment Lands and replace it with a new Section 2.10 Southern Enterprise Area provided at Appendix C
- (f) Amend any Figures in Section 5.2 to ensure there is no conflict with any amendment being made to Section 5.8
- (g) Delete Section 5.8 – Southern Employment Lands and replace it with a new Section 5.8 – Southern Enterprise Area provided at Appendix D
- (h) Update Sydney Development Control Plan 2012 map tiles as shown at Appendix E
- (i) **Further update the Sydney Development Control Plan 2012 map tiles (as shown at Appendix E) to show the draft subdivision plan of the Green Square east-west connector route between O’Riordan Street and Bourke Road**

APPENDIX A – Figure 2.1

Updated City Locality Areas Map



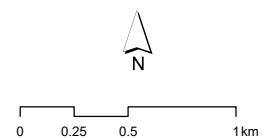
City locality areas map

Figure 2.1

Legend

- CoS LGA Boundary
- 2.1 Central Sydney
- 2.2 Rosebery Estate
- 2.3 Chippendale, Camperdown, Darlington,
- 2.4 City East
- 2.5 Green Square
- 2.6 Glebe and Forest Lodge
- 2.7 Erskineville, Alexandria (west), Newtown (south) and Ashmore
- 2.8 Millers Point
- 2.9 Paddington/Centennial Park
- 2.10 Southern Enterprise Area
- 2.11 Surry Hills
- 2.12 Ultimo/Pyrmont
- 2.13 Waterloo and Redfern
- Land excluded from this DCP

Sydney Development Control Plan 2012

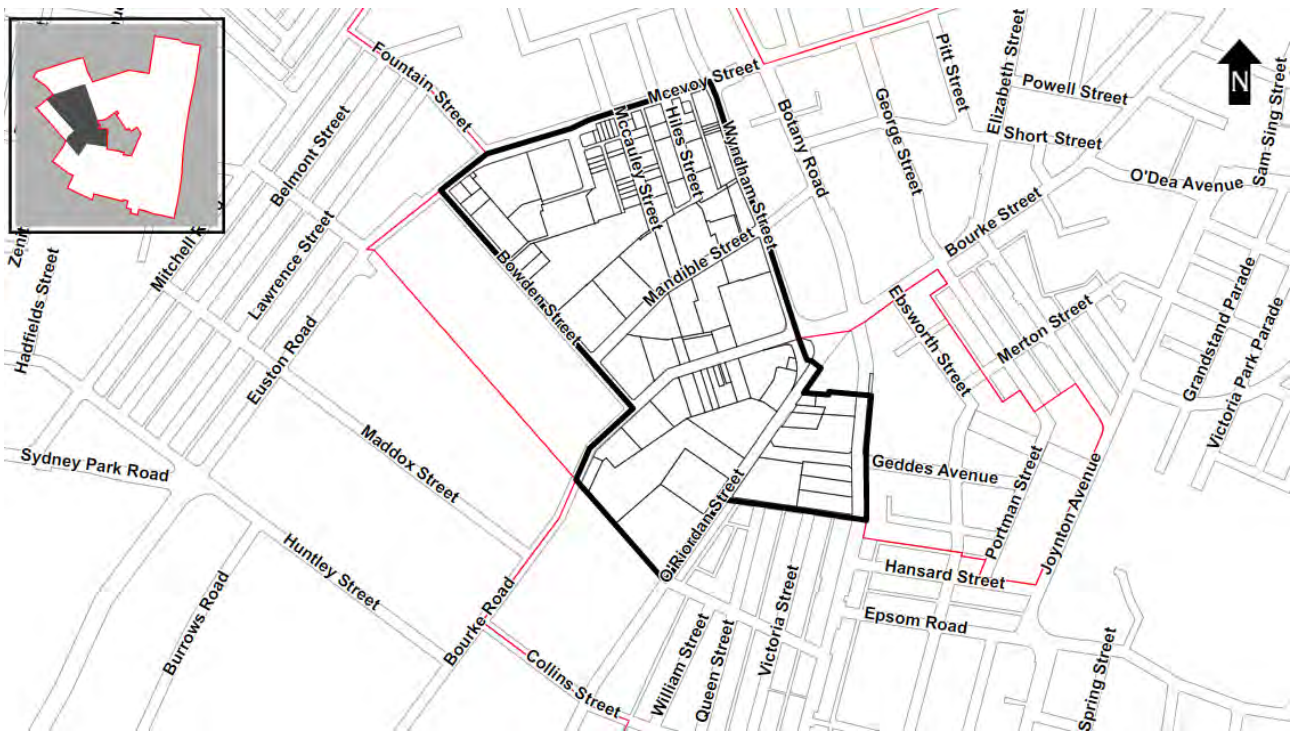


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APPENDIX B – Section 2.5.4 North Alexandria

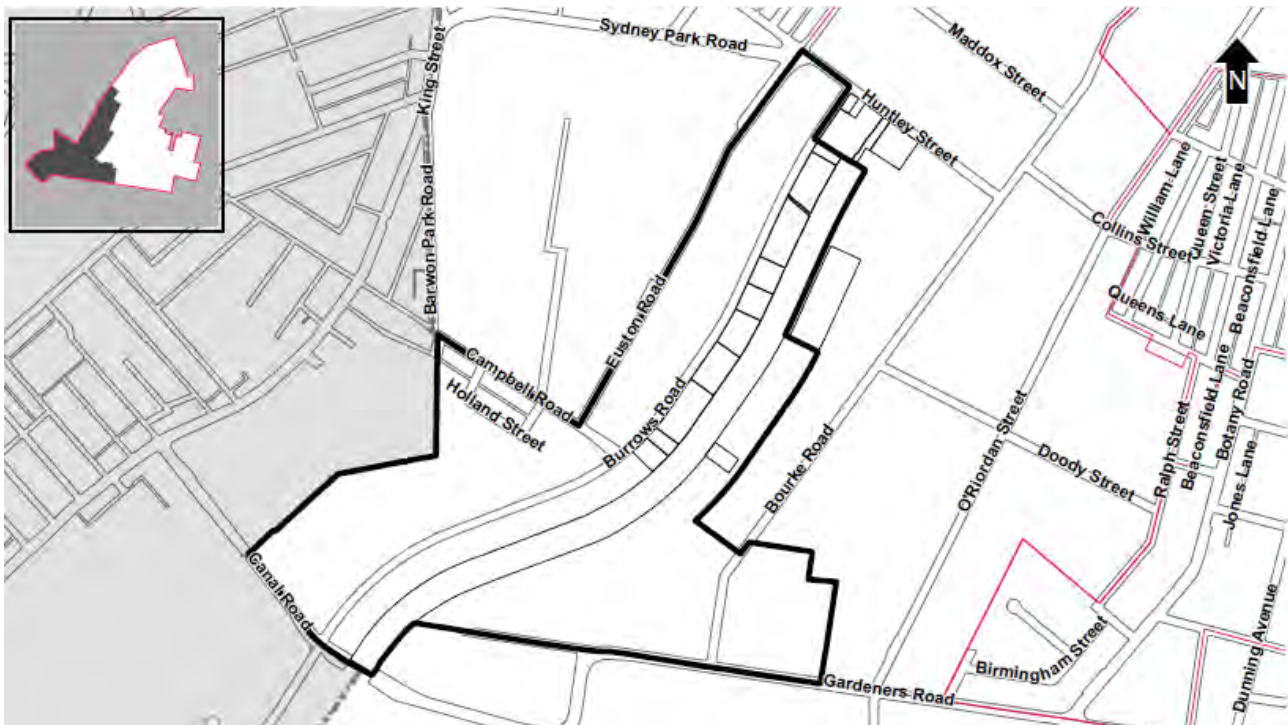
2.5.4 North Alexandria



This locality is within both the Green Square Urban Renewal Area and the Southern Enterprise Area. See Section 2.10 for locality principles.

APPENDIX C – Section 2.10 Southern Enterprise Area

2.10.1 Alexandra Canal



The Alexandra Canal locality will continue to accommodate industrial uses, including population serving industrial businesses essential to the efficient functioning of a growing inner-city residential population, as well as strategic industrial uses to support Sydney Airport. Limited ancillary uses may also be appropriate to support the industrial uses and working population in the area.

The area is located close to the NSW Government's WestConnex interchange at St Peters that will facilitate more efficient movement of freight into and out of the area.

The Liveable Green Network, a substantial part of which stretches along both sides of the Canal, forms part of the City's pedestrian and cycling network that connects people to the City Centre, village centres and neighbourhoods, public transport, education and cultural precincts and major parks and recreation facilities. The network extends from the Alexandra Canal, along its tributaries and throughout the City.

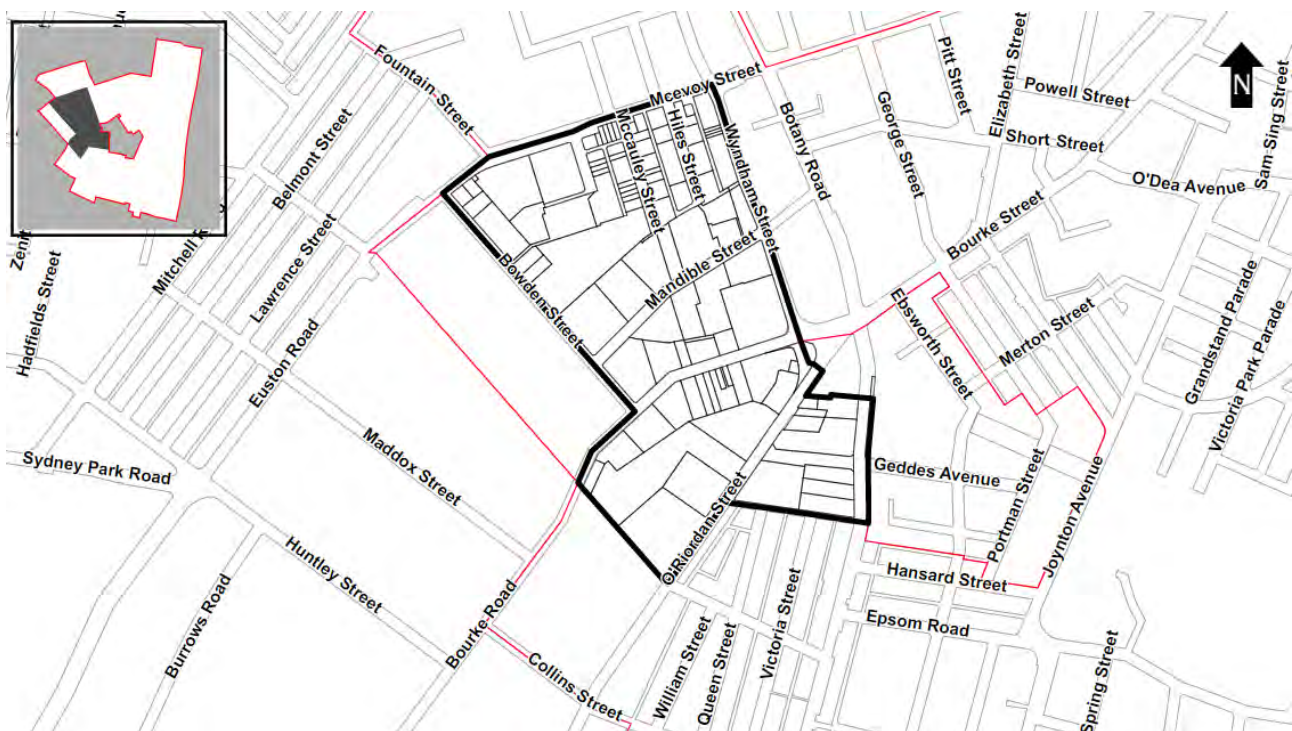
Future development is to present a more inviting edge to the canal, creating opportunities for future crossing points, casual surveillance and an active interface between the public and private domain. An active square at the head of the Alexandra Canal will create a vibrant and inviting gateway to the water's edge.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) New streets will deliver additional local connections, providing alternative routes within the area and connecting with the main roads.
- (c) Promote pedestrian and bike links between the Liveable Green Network and the surrounding street network via through-site links to allow greater enjoyment of the linear open space and offer enhanced movement choices.

- (d) Introduce pocket parks and small areas for passive recreation along the Liveable Green Network.
- (e) Maximise views along the canal with the location of through-site links and new streets.
- (f) Integrate the industrial history of the area into the public domain.
- (g) Ensure new development addresses streets, through-site links and the canal, provides activation and exhibits high quality design.
- (h) Encourage a high-quality built form and public domain along the Euston Road frontage to create a more attractive edge to Sydney Park and provide for casual surveillance.
- (i) Allow for some ancillary uses that support the working population of the locality, such as kiosks, which are limited in scale so as not to compromise the operations of existing and future industrial uses.

2.10.2 North Alexandria



North Alexandria will grow and diversify over time from an area characterised by predominantly light industrial uses to a thriving employment neighbourhood incorporating a broad range of uses, including higher density commercial, specialised clusters of creative and knowledge-based businesses, entertainment and business support services.

Growth in office and flexible enterprise floor space on the western edge of Green Square centre reinforces its economic role and supports the broader role of the Southern Enterprise Area for industrial and urban services uses. Formation of crucial public spaces, legible connections and attractive entertainment and recreation options are essential if businesses locating in North Alexandria are to attract skilled talent.

The area is well served by public transport, being close to the Green Square train station and numerous bus routes. The precinct enjoys access to several dedicated cycleways and will benefit from the future rapid transport route along the Green Square to Ashmore connector and Waterloo Metro station.

Proposed streets and through-site links will better connect North Alexandria to neighbouring precincts. Green links and proposed public open spaces will raise amenity levels and assist with flood mitigation.

The industrial built form, established trees, layers of history, low scale laneways, open canals, and connection to the Liveable Green Network give North Alexandria a unique character.

North Alexandria has a number of listed buildings, as well as a heritage conservation area, which will preserve the fine grain, low-rise, industrial character in the north-block of the precinct. This area is to become a focus for cultural and creative industries, food and drink, and entertainment and lends itself to becoming a destination for the wider area. Flexible, shared use of the laneways can support alfresco activity and events.

Extended opening hours for retail, dining, live music, cinema and other forms of temporary programming in public spaces is also encouraged to bring late night activity to the north-block, balancing the contribution to street activation and vibrancy of the area with any likely impact on amenity

In close proximity and integrated in grain and scale, the mid-block will be characterised by lower rise, larger floor plate, flexible commercial buildings which will attract a range of creative and knowledge-based tenants in diverse workspaces including small offices with workshops, storage, semi-industrial and showroom spaces.

The higher density, large floorplate built forms in the south-block lend themselves to higher order employment and commercial development including office, as a western edge to Green Square.

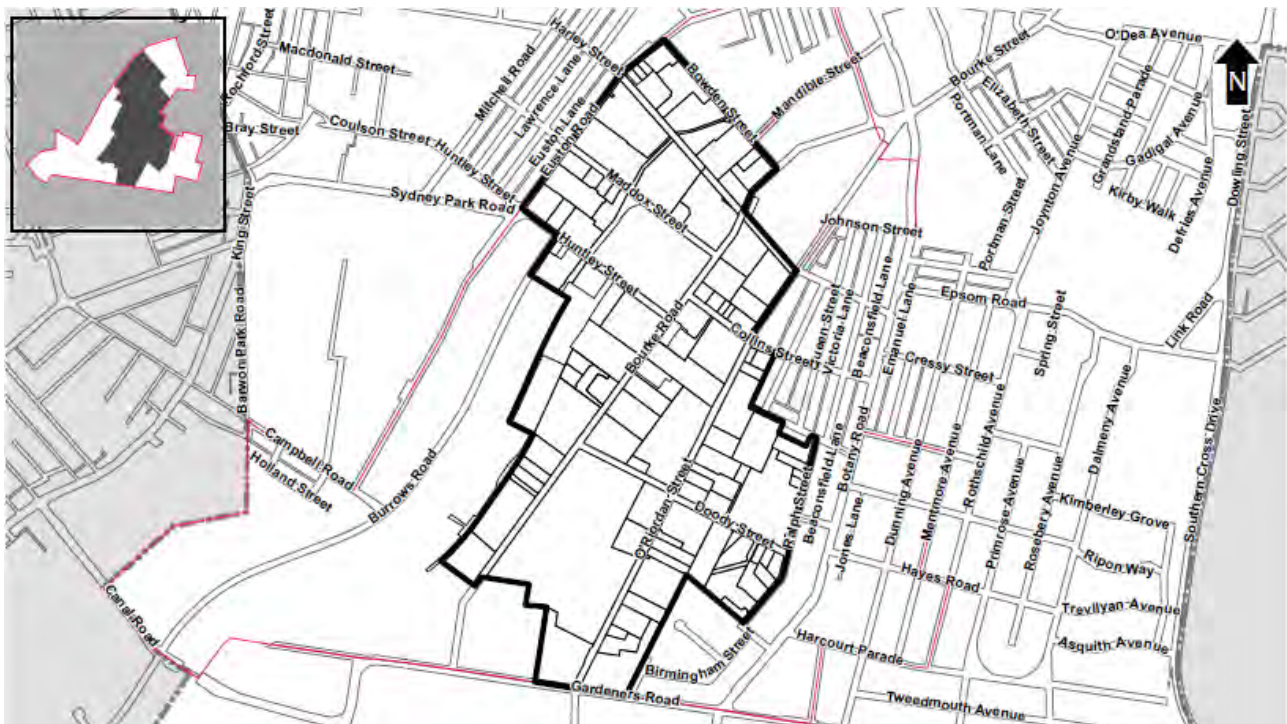
The periphery of the precinct will act as a transition to adjoining areas, with large landholdings that preserve the economic function of the area.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Maintain North Alexandria's important role in catering to specialised employment clusters including transport and logistics, manufacturing and professional services.
- (c) Support a diverse range of business uses.
- (d) Provide a range of day-to-day services like childcare, retail and food and drink.
- (e) Provide higher amenity in the public domain and better urban outcomes, with defined streets, new connections where required, positive landscape spaces, and improved relationships between buildings and the public domain.
- (f) Retain heritage, industrial landmarks and unique structures where possible, particularly in the north-block, and enable the adaptive reuse of special buildings to respond to their changing function.
- (g) Achieve a sensitivity to scale, fine grain character and materiality in the north-block and surrounding buildings.
- (h) Balance maximised street activation and street/building interface with the industrial character of buildings in the north-block of limited doors and windows.
- (i) Present high-quality frontages to the Liveable Green Network and public open spaces.
- (j) A high-quality public domain is to be realised through the careful design of frontages, through-site links, setbacks, loading and access, and through the screening of warehouses and industrial uses with active uses in the mid-block.
- (k) Harness the place-making opportunities which are presented by the canals and Liveable Green Network.

- (l) Protect mature trees on Bowden and Wyndham streets and throughout the heritage conservation area.
- (m) Address trapped low points for stormwater through development, particularly on Botany Road.
- (n) Improve way finding, amenity and legibility with more connections and better arranged streets
- (o) Increase permeability through the precinct with more crossing points along major roads, well-designed streets and through-site connections to facilitate comfortable walking both within and around the precinct.
- (p) Warehouse and industrial building typologies are to prioritise high-quality building frontages and public domain over internal site functions, private driveways, large vehicle crossing points and inactive street edges.
- (q) Commercial buildings in the south-block are to avoid ‘campus-style’ building typologies. Large landscaped edges used primarily for vehicle access, inactive frontages and poor street address are to be avoided.

2.10.3 Enterprise Corridor



The predominant use in the Enterprise corridor is warehousing and lighter industrial activities, however over recent years, there has been a marked change from the traditional industrial uses to more evolved industrial uses, including high tech industrial, design warehouses and some retail.

While this locality will continue to accommodate industrial activities, it will over time accommodate a wider variety of economic activities. Building on the strength of existing logistics and lighter industrial uses that benefit from good access to the airport and Central Sydney, this area will also facilitate a range of higher value employment, such as high tech and offices where appropriate, to realise a thriving, innovative mixed business economy supporting Sydney’s growth.

The north of the locality will become greener, based around Perry Park and a new linear public space following the Shea’s Creek channel and forming part of the city-wide Liveable Green Network. It will support new business uses, achieving a transition between the higher-order

economic activities around the Green Square Town Centre and rail station and the more intense industrial uses around the Alexandra Canal.

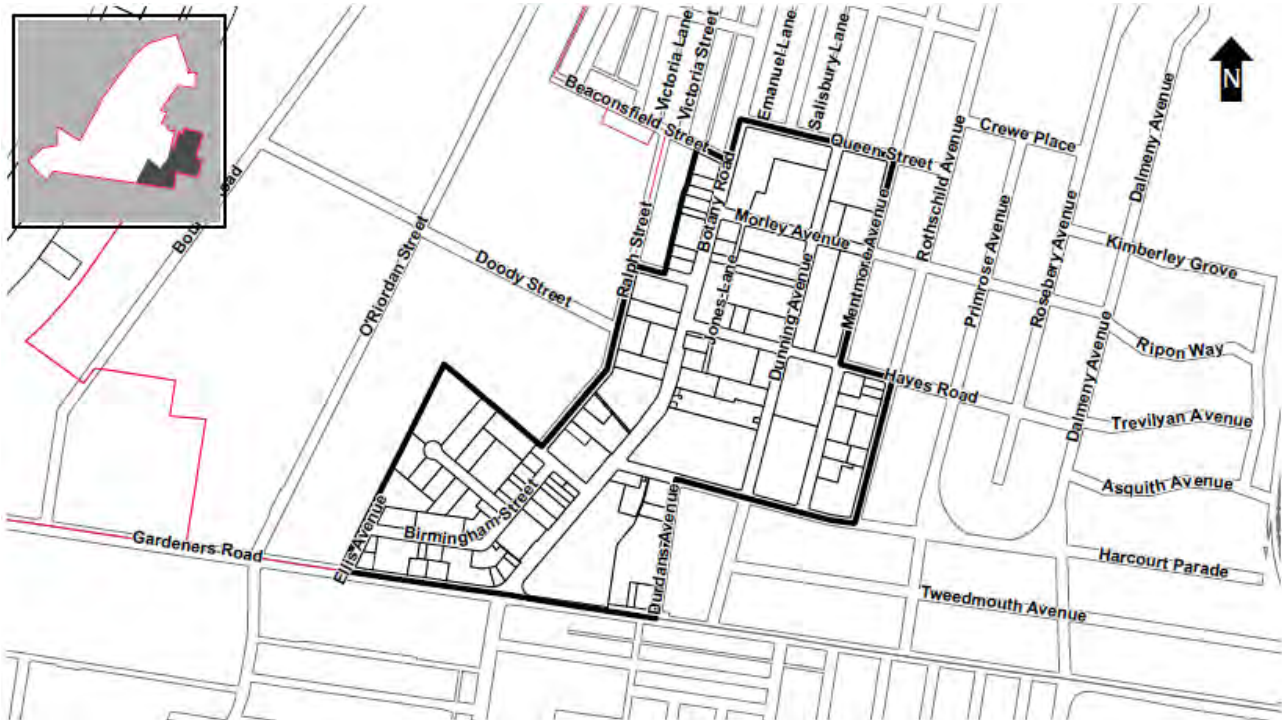
A bulky goods area is to be maintained in the south of the locality along O’Riordan Street, providing support to the growing residential population in the wider vicinity. The area will continue to capitalise on connections to freight and logistics associated with the airport and port. A pedestrian and cycling connection and green link along the alignment of the Sydney Water channel will form part of the Liveable Green Network, linking Alexandra Canal and a new open space on Doody Street.

New streets throughout the locality will provide greater permeability to encourage walking and cycling whilst breaking up larger industrial land parcels to facilitate access for the evolving uses and maximise street frontages.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting principles.
- (b) Establish landscaped pedestrian and cycle links as part of the Liveable Green Network along the Shea’s Creek channel connecting Alexandra Canal to Green Square.
- (c) A new public open space is to be provided on Doody Street, at the corner of Ralph Street, adding to the public open space network that extends from Turruwul Park to Alexandra Canal and Sydney Park.
- (d) Public open spaces, through-site links and streets should be edged by active uses to increase safety and security.
- (e) Reinforce and extend street tree plantings along major roads and proposed streets.
- (f) Introduce new bike and pedestrian friendly streets and improve current streets to provide more street frontage for businesses and create route choice and ease of movement for pedestrians and cyclists.
- (g) Encourage land uses including high-tech industries, research and development, freight handling and other airport related industries in addition to the existing more traditional employment uses.
- (h) Encourage the planned subdivision of large blocks to create opportunities for a range of businesses and building types. Discourage fragmented subdivision and strata titling of large lots to retain the flexibility for comprehensive and integrated development of the area.
- (i) Celebrate the area’s history by retaining and adaptively re-using early industrial buildings.
- (j) Encourage high quality buildings of bold, contemporary design along O’Riordan Street to create more attractive streetscapes for pedestrians.
- (k) Retail is to be limited in scale to support nearby planned centres.
- (l) Allow for non-residential uses which support employment activity and/or service the local working population, such as entertainment facilities and markets, ensuring that they are of limited scale so they support planned centres and do not compromise the operations of industrial and employment generating uses.
- (m) Support small activity nodes where they are currently located at the intersection of Bourke and Huntley Streets and at Doody and Bourke Streets.

2.10.4 Rosebery West



This locality is generally bound by Queen Street, Rothschild Avenue, Gardener's Road and Ralph Street.

Botany Road is an important route connecting Central Sydney with Botany Bay and is to continue its role as a commercial and industrial hub with a strong employment focus.

The area around Birmingham and Bradford Streets, as well as Dunning Avenue and Hayes Road are current destinations for a diverse mix of uses including small scale retail, cafes, shopping and commercial activity. An activity hub around Hayes Road will act as a small centre to support the surrounding residential, commercial and industrial uses.

Built form is to respond to the finer grain lot pattern and legible well-connected street and block system of the adjoining Rosebery Estate to the east and to the architectural character and tree lined streets around Birmingham Street in the west. Built form along Botany Road is to incorporate non-residential uses at lower levels and be designed to ameliorate the impact on residential uses associated with the heavy traffic use of this route.

Given the locality's proximity to local infrastructure, transport and the adjoining residential area of Rosebery, the provision of affordable rental housing may be considered in appropriate locations.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Capitalise on the architectural character and amenable public domain around Hayes Road and Birmingham Street by retaining and adaptively re-using early industrial buildings. Encourage sensitive re-use by 'creative' industries.
- (c) Development is to complement the adjoining Rosebery Estate and respond to the street layout and subdivision of this area.
- (d) Introduce new pedestrian and cycle links to Turruwul Park and the landscaped water channels which are part of the Liveable Green Network.
- (e) Retain existing and introduce new tree planting along streets and pedestrian links.

- (f) Extend the large canopy of existing trees on Mentmore Avenue to strengthen the 'green' character of the street and support the transition to the existing low-scale Rosebery Estate by creating a buffer to new development.
- (g) Introduce a landscaped setback along the west side of Mentmore Avenue (north of Hayes Road) to complement the landscaped setbacks within the Rosebery Estate.
- (h) Encourage a diverse mix of land uses and active street frontages along Botany Road.
- (i) Capitalise on the future widening of Botany Road to upgrade the pedestrian environment to allow for tree planting, footpath widening and bike links.
- (j) Ensure large setbacks along Botany Road are integrated into, and form an extension of, the public domain.
- (k) Provide residential development along the Botany Road frontage as part of commercial and mixed use developments which incorporate non-residential uses at lower levels to ensure satisfactory residential amenity.

APPENDIX D – Section 5.8 Southern Enterprise Area

This Section applies to the land identified in Figure 5.1 *Specific Areas* as the Southern Enterprise Area.

Where land is located in Green Square and the Southern Enterprise Area, both Section 5.2 Green Square and this Section of the DCP apply. Where there is an inconsistency between Section 5.2 Green Square and this Section, this Section applies to the extent of the inconsistency.

The Southern Enterprise Area contains strategically important employment lands located between Sydney Airport, Port Botany, the new residential and commercial centres at Green Square and Mascot Town Centres and the Sydney CBD.

The Southern Enterprise Area contains areas that are to be largely maintained and managed for industrial uses over time, while other parts are in transition and will over time accommodate more intense forms of employment generating activities.

5.8.1 General

The Southern Enterprise Area locality statement, provided at Section 2 of this DCP, details the elements that contribute to this area's current and future character and a number of principles that will help to reinforce and enhance that character. The locality statement provides the direction for the development controls and built form guidelines for this area as contained in this section of the DCP.

The Southern Enterprise Area Urban Strategy shows the strategic context within which development in the Southern Enterprise Area is to take place, providing a framework for urban renewal.

Objectives

- (a) Ensure development in the Southern Enterprise Area satisfies the outcomes expressed in the locality statement and supporting principles.
- (b) Provide a cohesive urban strategy to:
 - i. manage and retain strategic industrial uses and critical urban services in key locations;
 - ii. where appropriate, facilitate a more diverse built form to allow the transition of the area to a mixed-business area; and
 - iii. deliver the uplift in amenity and public domain needed to support the area as it grows.

Provisions

- (1) Development is to be consistent with the locality statement and supporting principles for the Southern Enterprise Area.
- (2) Development in the Southern Enterprise Area is to be in accordance with Figure 5.182 *Southern Enterprise Area Urban Strategy*.

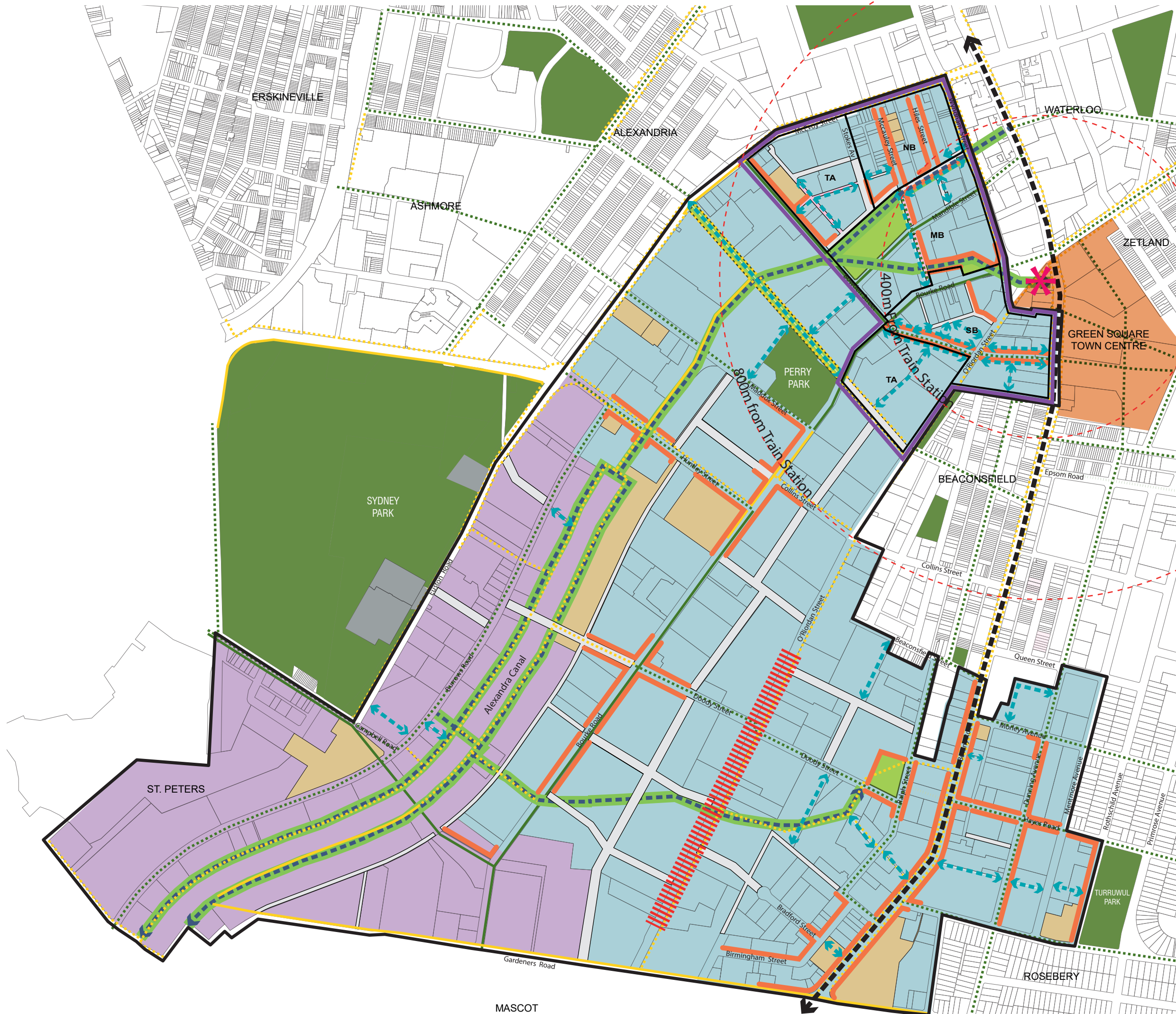
























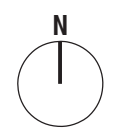


Figure 5.182: Southern Enterprise Area Urban Strategy

KEY

- | | | | | | |
|---|--|---|---|---|-------------------------------------|
|  | SOUTHERN ENTERPRISE AREA BOUNDARY |  | EXISTING SHARED PATHS |  | GREEN SQUARE TRAIN STATION |
|  | EXISTING OPEN SPACE |  | EXISTING SEPARATED CYCLEWAYS |  | GREEN SQUARE TOWN CENTRE |
|  | PROPOSED OPEN SPACE |  | PROPOSED SHARED PATHS |  | ACTIVE FRONTAGES |
|  | PROPOSED STREETS |  | PROPOSED SEPARATED CYCLEWAYS |  | NORTH ALEXANDRIA |
|  | PROPOSED STREETS - PEDESTRIANS/CYCLISTS ONLY |  | BULKY GOODS |  | NORTH ALEXANDRIA – NORTH BLOCK |
|  | LIVEABLE GREEN NETWORK |  | INDUSTRIAL AREA |  | NORTH ALEXANDRIA – MID BLOCK |
|  | MAIN PUBLIC TRANSPORT CORRIDOR |  | B6 - ENTERPRISE CORRIDOR AND B7 - BUSINESS PARK |  | NORTH ALEXANDRIA – SOUTH BLOCK |
|  | THROUGH-SITE LINKS |  | HERITAGE ITEMS |  | NORTH ALEXANDRIA – TRANSITION AREAS |



5.8.2 Land Use

The Southern Enterprise Area is strategically important employment land, critical for the growth of the local, state and national economies. Ensuring the long term economic and operational viability of employment generating uses is therefore of primary importance.

Objectives

- (a) Ensure the long term economic, operational and environmental viability of the various employment zones in the Southern Enterprise Area.
- (b) Allow opportunities for land use to evolve into more innovative and knowledge-intensive sectors in appropriate locations.
- (c) Minimise the potential for land use conflict.
- (d) Allow for the provision of affordable housing where it does not negatively impact on the primary functions and role of the Southern Enterprise Area as an employment centre.

5.8.2.1 Non-industrial uses in the industrial zone

This Section applies only to development on land zoned for industrial uses, as identified on Figure 5.182 *Southern Enterprise Area Urban Strategy*.

Objectives

- (a) Allow for appropriate ancillary uses in association with industrial development.
- (b) Encourage active frontages that contribute to the amenity of the streetscape.

Provisions

5.8.2.1.1 Ancillary uses

- (1) Ancillary office use is to be:
 - (a) directly associated with the industrial use;
 - (b) no larger than 15% of the gross floor area of the development; and
 - (c) located at the street frontage of the development site to provide an active frontage.

5.8.2.1.2 Industrial retail outlets

- (1) Industrial retail outlets are to be:
 - (a) integrated into the design and layout of the industrial building; and
 - (b) located at the street frontage of the development site to provide an active frontage.

5.8.2.2 Land uses in North Alexandria

This Section relates only to development in the mixed business area of North Alexandria, as identified on Figure 5.182 *Southern Enterprise Area Urban Strategy*.

A diverse built form will support a wide range of economic activities in North Alexandria including industrial, commercial, office, entertainment, creative industries, and other urban services, with affordable spaces for innovation to occur. These complementary uses will be carefully sited, cognisant of existing built form character and heritage, the interface with adjoining areas, the potential for land use conflict and the benefits of co-location.

Objectives

- (a) Encourage a diverse range of economic activities in North Alexandria including industrial, commercial office, entertainment, creative industries, and other urban services.
- (b) Maximise opportunities arising from current and planned built form, heritage and public domain assets to encourage clusters of appropriate land uses.

- (c) Enhance the unique character of North Alexandria to attract business, workers, visitors and events.
- (d) Encourage intensification of commercial office uses in the south-block near Green Square train station which supports but does not compete with Green Square Town Centre.
- (e) Encourage creative industries in and around the heritage conservation area of the north-block and provide for compatible entertainment and night-time uses in a manner complementary to daytime activation.
- (f) Incorporate active frontages to enliven the public domain in key locations and enhance interactions between buildings and adjoining public spaces.
- (g) Encourage a diverse range of uses in the mid-rise, large floor-plate building stock of the mid-block.
- (h) Provide for areas of gradual transition in use and built form towards surrounding zones.

Provisions

- (1) The following uses are encouraged in the locations listed below:
 - (a) North-block: activity-generating, higher-order business uses including innovation, technology and creative industries, and cultural and entertainment uses (including late night entertainment uses);
 - (b) Mid-block: innovation, creative, technology and knowledge-intensive enterprises alongside light industry;
 - (c) South-block: commercial office with ancillary retail
 - (d) Transition areas: more 'traditional' industrial uses including warehousing and manufacturing
- (2) Engaging and activity-attracting uses, which draw visitors and pedestrian traffic or address and enliven adjoining streets through design detail, lighting and alfresco events, are to be incorporated wherever possible at ground level in the lanes within the north-block and adjoining sites fronting the southern side of McEvoy Street.

5.8.2.3 Affordable housing

'Affordable housing' is permitted on some land in the Southern Enterprise Area.

This Section is to be read in conjunction with Section 4.2 Residential Flat, Commercial and Mixed Use Developments of this DCP.

Objectives

- (a) Ensure affordable housing provides high levels of amenity for its residents.
- (b) Ensure affordable housing does not reduce the potential of the zone to accommodate employment uses.

Provisions

- (1) Affordable housing is only to locate where it will not unreasonably restrict existing or planned employment uses in the zone. When determining an application for affordable housing, the consent authority will consider:
 - (a) the proximity of the site to existing and approved employment generating activities;
 - (b) the likelihood that the proposed affordable housing would constrain the operational potential of employment generating uses in proximity to the site;
 - (c) the impact existing and approved employment generating activities in the zone may have on the health, wellbeing and amenity of future residents;
 - (d) the likely impact of the built form, including consideration of:

- i. its ability to meet State Environmental Planning Policy 65 – Design Quality of Residential Flat Development and the land use and planning controls provided by the Sydney LEP 2012 and the Sydney DCP 2012; and
 - ii. the likely impact on the public domain;
 - iii. the contribution of the development to the objectives of the land use zone; and
 - iv. the suitability of the site for residential use.
- (2) Development for the purposes of affordable housing is to assume non-residential development on adjacent blocks. Amenity requirements for visual privacy, solar and daylight access and natural ventilation for affordable housing must be accommodated within the development site, without requiring building separation or design restrictions on future development on adjacent sites.
- (3) In addition to any other setbacks required by this DCP the minimum setbacks from side and rear development site boundaries (excluding new streets, open spaces, through-site links and the like) are to be:
 - (a) habitable rooms – 12m
 - (b) habitable rooms with windows perpendicular to the boundary – 9m
 - (c) non-habitable rooms – 6m
 - (d) non-habitable rooms with windows perpendicular to the boundary – 4m
- (4) Side and rear setbacks should be landscaped and provide a high-quality visual buffer from adjacent development.
- (5) Communal and private open spaces should, where possible, be located away from busy roads and employment uses.
- (6) Residential entries are to be separate to commercial/retail entries and located on local streets away from busy roads where possible.

5.8.2.4 Addressing land use conflict

The Southern Enterprise Area contains a high proportion of industrial activities whose operations can be adversely affected when lower impact employment uses or sensitive land uses locate nearby.

It is important that as development occurs, it does not undermine the efficient function of existing uses. Equally, as the area changes, new development must remain cognisant that lower impact, more sensitive uses may seek to locate in the area in the future and that land use conflicts must be managed to allow this transition.

Definitions

‘Sensitive land uses’ are references to buildings for residential use (including mixed use buildings), places of public worship, hospitals, educational establishments or childcare centres.

Objectives

- (a) Minimise land use conflict and its potential impacts on the operational viability of all employment uses.
- (b) Ensure that development for sensitive land uses does not undermine the long-term viability of the Southern Enterprise Area to accommodate industrial uses.
- (c) Ensure sensitive uses are designed and built to mitigate against the potential impacts that existing and planned industrial uses, or other employment uses, may have on them.

- (d) Ensure new industrial development, or other development for employment uses, is designed and built to mitigate any potential impacts they may have on existing and planned sensitive uses.
- (e) Minimise the exposure of sensitive uses to air and noise pollution from busy roads and industrial sources.

Provisions

- (1) Where sensitive uses are proposed, Council may require an Air Quality Assessment report to be prepared by suitably qualified consultants to be submitted with development applications. The Air Quality Assessment report is to demonstrate that air quality is within acceptable limits and/or impacts can be mitigated.
- (2) Where sensitive uses are proposed, development is to be appropriately designed to minimise any impact of air pollution. Design considerations provided in the *NSW Government's Development near Rail Corridors and Busy Roads – Interim Guidelines* are to be addressed.
- (3) New development should not limit the operation of approved truck routes. Where located on an approved truck route, new development is to appropriately mitigate against the 24 hour, 7 days a week operation of that route.
- (4) A Noise Impact Assessment, prepared by a suitably qualified acoustic consultant, is to be provided when submitting a development application for sensitive land uses located in close proximity to existing industrial activities. The Noise Impact Assessment should include mitigation strategies, which must be implemented, that manage noise at the new development. Mitigation strategies may include, for example, landscape buffers, screened and acoustically sealed balconies, green walls, and the use of specific building materials or sound walls.
- (5) Sensitive uses are not to locate where the noise generated by an established industrial activity cannot be appropriately mitigated at the new development.
- (6) A development application for a new building or for a change of use of an existing building, for a land use that is likely to generate external noise, must be accompanied by a Noise Impact Assessment prepared by a suitably qualified acoustic consultant. The Noise Impact Assessment is to include mitigation strategies, which must be implemented, to mitigate the impacts of noise generated by the new development on other activities in the vicinity. Mitigation strategies may include, for example, landscape buffers, sound locks, the use of specific building materials or sound walls.

5.8.3 Development

This Section should be read in conjunction with Section 4 Development Types of this DCP. In the event of any inconsistency, this Section applies to the extent of the inconsistency.

5.8.3.1 Subdivision

The Southern Enterprise Area includes land zoned for industrial purposes as well as land zoned for more flexible employment generating uses including light industrial, commercial and retail uses. It is important that the subdivision of land, including strata subdivision, continues to support the objectives of the employment zones and does not inhibit the delivery of new essential infrastructure.

Objectives

- (a) Ensure lot sizes and street frontages can support the desired building types and uses and achieve internal spaces appropriate to their function.
- (b) Ensure the subdivision of land does not impede the provision of new streets, through-site links, open spaces or the Liveable Green Network.

- (c) Ensure the subdivision of land zoned for industrial purposes does not impede the efficient operation of the industrial zone that is essential to the operation of the City.
- (d) Ensure that the subdivision of land does not impede the future conservation and adaptive reuse of heritage items.
- (e) Ensure the mid-block of North Alexandria can support flexible, generous building layouts for a range of business activities of different scales and with different operational needs.

Provisions

- (1) Subdivision is not to impede setbacks, new streets, pedestrian and cycling routes or through site links where identified on the *Streets and lanes map*, the *Building setback and alignment map*, the *Public domain setbacks map*, *Proposed open space map* or the *Through-site link map*.
- (2) Where located on land zoned for industrial purposes, the minimum lot size for a Torrens title subdivision is 2,500sqm and the minimum street frontage of lots is to be 35m.
- (3) Battle-axe subdivisions are not permitted.
- (4) The minimum allotment size permitted for a strata title subdivision of a single industrial development, a single industrial unit, or the gross floor area of any industrial unit forming part of a multi tenanted development, is 150sqm.
- (5) Where identified on the *Streets and lanes map*, the *Building setback and alignment map*, the *Public domain setbacks map*, *Proposed open space map* or the *Through-site link map*, setbacks, new streets, Liveable Green Network connections, through-site links or open space is to be provided as part of any subdivision or strata subdivision of a lot.
- (6) Subdivision is not permitted in the mid-block of North Alexandria.

5.8.3.2 Building height

Objectives

- (a) Ensure the height in storeys and street frontage height in storeys reinforces the existing or future neighbourhood character.
- (b) Ensure appropriate floor to ceiling heights that promote daylight access into buildings and contribute to the flexible use of buildings.

Definitions

A storey is the space between a floor and the next floor level above, or if there is no floor above, the ceiling or roof above. It does not include an attic, a mezzanine or a space that contains only a lift shaft, stairway or meter room.

Street frontage height in storeys is the vertical height of the primary facade.

Provisions

- (1) Development is not to exceed the maximum number of storeys as shown in the *Building height in storeys map* and *Building street frontage height in storeys map*.
- (2) The maximum may only be achieved where it can be demonstrated that the proposed development reinforces the neighbourhood character.
- (3) Where the *Street frontage height of buildings map* does not indicate a maximum height, the maximum street frontage height is to be consistent with the street frontage height in storeys of adjacent buildings, or the predominant street frontage height in storeys in the vicinity of the proposed building.
- (4) Height of buildings and the street frontage height in storeys are not to match anomalous tall neighbouring buildings that are inconsistent with the neighbourhood.

- (5) Buildings that are primarily for an industrial purpose are to have a minimum floor to ceiling height of 5m on the ground floor.
- (6) In the mid-block and transition areas of North Alexandria, buildings are to have a minimum floor to ceiling height of 4.5m for at least 30% of the ground level of the building.

5.8.3.3 Building alignment and setbacks

This section should be read in conjunction with Section 5.8.7.2 Street, Pedestrian and Cycle Network and Section 5.8.7.3 Liveable Green Network of this DCP.

Objectives

- (a) Ensure development provides an appropriate presentation to the public domain through landscaping and setbacks.
- (b) Ensure setbacks to all lot boundaries provide a high-quality frontage and relationships to the public domain and/or adjoining properties.

Provisions

- (1) Primary setbacks, upper level setbacks and landscape setbacks are to be provided in accordance with the *Building setback and alignment map* and the *Building street frontage height in storeys map*.
- (2) Where a setback is not identified on the *Building setback and alignment map*, the building setback from any existing and future street is to:
 - (a) where it is identified on the *Active frontages map* and/or is an office building type of more than three storeys – have no setback from the street boundary (i.e. be built on the street boundary); or
 - (b) in all other circumstances – have a landscape setback open to the sky of 6m between the building and the street boundary.
- (3) Setbacks required to the front of buildings are to form a visual extension of the public domain and include landscaping which complements the streetscape to enhance the appearance and reduce the bulk of industrial buildings.
- (4) Landscaped setbacks are to be provided clear to the sky and clear of built obstructions including storage areas, signage, parking and building overhangs, including sun control devices.
- (5) Dedication of landscape setbacks is generally not required.
- (6) Fences are not permitted along street frontages.
- (7) Provide side and rear setbacks that:
 - (a) create high quality frontages to adjoining properties, the Liveable Green Network connections, through site links and open spaces where applicable;
 - (b) create visual interest where public access will occur on that frontage;
 - (c) ensure overland flow paths are not blocked or diverted;
 - (d) locate contiguous areas of soft landscaping and tree planting with vegetation on neighbouring properties; and
 - (e) are generally level with adjoining properties and public domain.

5.8.3.4 Active frontages and street level design

Amenity in the public domain is linked with activity and visual interest at street level. Key locations in the Southern Enterprise Area are to provide active frontages. Elsewhere, the design of building frontages can add interest and vitality to the public realm and provide a level of comfort for pedestrians.

Objectives

- (a) Activate important streets and corner sites throughout the Southern Enterprise Area.
- (b) Integrate awnings and colonnades into building design to maximise amenity in areas of anticipated activity.
- (c) Optimise the overall activation of the public domain through the design of building frontages.
- (d) Maximise the fine grain activation of North Alexandria's public domain through use, size and design of street level tenancies.
- (e) Provide colonnades in North Alexandria to maximise pedestrian amenity and create opportunities for comfortable seating and outdoor dining.

Provisions

General

- (1) Active frontages are to be provided in accordance with the *Active frontage map*.
- (2) Provide awnings over all building entrances and in accordance with the *Footpath, awnings and colonnades map*.
- (3) Buildings on a proposed street (still to be built) are to provide an appropriate frontage to that future street.
- (4) All ground level building frontages to public spaces and through-site links are to have:
 - (a) building entries at least every 20m; and
 - (b) large windows to spaces with high occupancy rates (like offices and showrooms) comprising at least 50% of each frontage.
- (5) Loading docks and roller doors must not be visible from the primary street frontage.
- (6) Industrial and warehouse components of mixed developments are to be screened behind active uses or a commercial component of the development.
- (7) Ensure building foyers are oriented to the street and are appropriately scaled to allow sufficient ground floor space for fine grain active frontages and retail uses as appropriate.

North Alexandria

- (1) Building frontages along the active frontages in North Alexandria's north-block are to achieve a fine grain, provide visual interest and create opportunities for interactions with pedestrians appropriate to their use.
- (2) The through-site links required on the building frontages along the southern edge of the Liveable Green Network north of Mandible Street and along both edges of the Ashmore Connector, as shown in the *Through-site links map*, are to be provided as arcades in accordance with Figures 5.199, 5.206 and 5.207 *Indicative cross sections*.

5.8.3.5 Building layout and design

Objectives

- (a) Encourage flexible building design to ensure buildings can be converted for a range of uses.
- (b) Encourage new development to respond to design elements of traditional industrial and commercial development.
- (c) Ensure appropriate landscaping, external break out spaces, drainage and parking.
- (d) Ensure site planning results in high quality, safe and legible spaces that have a positive address to adjoining properties and the public domain.

Provisions

General

- (1) Development involving perpendicular orientation of buildings to the street (gun-barrel development) is not permitted. Narrow lots less than 20m in width are, as far as practicable, to be consolidated to enable the orientation of buildings parallel to the primary street frontage.
- (2) Building design is to maximise the use of natural lighting and ventilation.
- (3) Internal courtyards are to be incorporated where floor plates are greater than 2,500sqm.
- (4) Blank walls must be screened with landscaping or treated as sculptural elements incorporating public art, variation in materials and other methods reflecting contemporary architectural design.
- (5) The facade of the development is to:
 - (a) be articulated using architectural elements and a variety of design languages for functional zones within building groups; and
 - (b) use a proportion of solid surfaces, preferably masonry material, which reflects the established character of the surrounding area.
- (6) Buildings located on corner sites must reinforce the corner by massing and facade orientation.
- (7) Office-type buildings of more than three storeys are to be designed to be built boundary to boundary for the first four floors of that development.
- (8) The area's heritage and former industrial past is to be recognised through public art in the private domain.
- (9) Rooftop structures such as plant rooms, solar panels, air conditioning and ventilation systems are to be incorporated into the design of the building and concealed within the roof form or located within a well-designed, integrated roof top element.
- (10) Above ground water tanks are to be located behind the front facade and screened from the public domain. Details, including elevations showing the location and screening method are to be submitted with the development application.
- (11) Where there is a commitment to provide a recycled water network, all buildings are to be constructed to be capable of providing a dual reticulation water system for water services and be capable of fully connecting to a non-potable recycled water network and configured to supply all toilets, washing machine taps, car wash bays, cooling towers and irrigation usage.

North Alexandria – North-block

- (1) Heritage listed and contributory buildings are to be sensitively adapted for reuse, with attention given to:
 - (a) conserving historic facades,
 - (b) minimising the extent of alterations to structural walls;
 - (c) achieving a flexible layout of internal space which conserves floor structures, internal walls and interfloor heights;
 - (d) any new walls or floor plates not intersecting significant openings; and
 - (e) maintaining a substantial portion of any significant roof form(s).

Note: applications will be assessed individually for retention of the building's heritage significance and compatibility of new works with the building and area.

- (2) New buildings are to be sensitive and complementary to the surrounding area's scale, form and materiality.
- (3) Development is to enhance and preserve the fine grain, textured character and low scale industrial heritage fabric.
- (4) Sites facing on to McEvoy Street are to announce the heritage character area to the street through materiality and design.
- (5) Ground floor design is to contribute to 24 hour pedestrian comfort, passive surveillance and indirect lighting.
- (6) Development is to encourage use of the adjoining laneways as flexible, shared, programmable spaces through frequent openings which address the laneway and increased permeability through private sites.
- (7) The internal arrangement of spaces in buildings in the north-block is to be flexible to allow for a variety of creative and knowledge-based industries.
- (8) Development adjoining the Mandible Street Park is to enhance the public domain through well-designed massing and facades.

North Alexandria – Mid-block

- (1) Development is to enhance the surrounding public domain through well-designed massing and facades which responds to the scale of and continues the fine grain character of the north-block.
- (2) Facades are to be of face brick, including brick detailing and articulation with a depth of at least 350mm to provide visual interest.
- (3) Structural timber framed buildings (with more than 50% of the structure as timber) are encouraged.
- (4) New buildings are to activate and engage with nearby laneways and the Liveable Green Network including, where appropriate, the incorporation of roof terraces to provide activation and passive surveillance.
- (5) The use of coloured panels or cladding to achieve visual interest is not permitted.
- (6) Existing larger floor plates are to be retained and designed with generous, flexible layouts to support enterprise of different scales and activity including light industrial, creative and commercial spaces.
- (7) Buildings exceeding 45 metres continuous frontage are to employ different architectural expressions.
- (8) Development adjoining the Mandible Street Park is to enhance the public domain through well-designed massing and facades.

5.8.3.6 Landscape and fencing

Objective

- (a) Enhance visual amenity by providing high quality landscaped setbacks and private communal open space.
- (b) Provide spaces for workers to socialise and recreate outdoors.
- (c) Deliver increased green coverage on roofs in excess of that achievable with trees and ground level landscaping alone.
- (d) Improve thermal performance of buildings through passive cooling.

Provisions

5.8.3.6.1 Landscaping

- (1) Deep soil planting is to be provided for a:
 - (a) minimum of 15% of a site where it is located in the B6 Enterprise Corridor or the IN1 General Industrial zones; or
 - (b) minimum of 10% of a site for other areas.
- (2) Deep soil planting is to be provided in the front landscape setback and external breakout spaces.
- (3) The minimum dimension for deep soil planting is to be 3m in any direction.
- (4) Landscape design is to be generally consistent with Section 4.2.3.5 of this DCP and:
 - (a) include plant species local to the Sydney region;
 - (b) be compatible with the flood risk, for example dense planting is not to be located in a flow path;
 - (c) have water permeable paving for low traffic and pedestrian areas;
 - (d) include water efficient irrigation systems installed below mulch level;
 - (e) enhance the appearance of the building and car parking areas without creating opportunities for concealment;
 - (f) clearly delineate paved surfaces of different uses including pedestrian areas, car parking spaces and driveways; and
 - (g) create attractive views to and from the public domain and help reduce the visual bulk and scale of the development.

5.8.3.6.2 On-structure plantings

- (1) Where it is demonstrated that the deep soil planting (including tree canopy) requirements of 5.8.4.6.1(1) cannot be provided, development is to incorporate green roofs (as defined by schedule 9 of this DCP).
- (2) On long span structures that cannot support green roofs (for example the long span roof structures typical of warehouse buildings) Council may accept the substitution of green roofs with solar panels.

5.8.3.6.3 Fences

- (1) Fences are not permitted between the building and the primary street frontage. Where front fencing is required for security purposes, it is to be integrated into the overall design of the development and screened by the landscaped setback.
- (2) Solid fences are not permitted. Palisade fences are preferred.
- (3) The maximum height of side and rear fences is to be 1.8m.
- (4) Fences are to be constructed in a dark colour to reduce visual impact.

5.8.3.6.4 Private communal open space

- (1) Where development is located in the B6 Enterprise Corridor or the IN1 General Industrial zones, and where the site area is greater than 5000sqm, it is to provide at least one area of private communal open space unless located within 400m of existing public open space.
- (2) Private communal open space is to:
 - (a) be directly accessible from the main office component of the development;
 - (b) include appropriate landscaping, shading, paving and a place for tables and chairs;
 - (c) where provided at grade, be one area of level, visible open space outside the front setback area; and

- (d) have a minimum contiguous area of 100sqm and a minimum dimension of 8m in any direction.
- (3) Private communal open space may be accommodated on a green roof or roof terrace, provided that space is accessible to all building users.
- (4) Front landscape setback areas are not to be included as part of the calculation of private open space.

5.8.3.7 Parking, access and loading and servicing

This Section should be read in conjunction with Section 3.11 Transport and Parking of this DCP.

Objectives

- (a) Minimise visual impact of parking and loading areas on the public domain.
- (b) Encourage parking, vehicle access, loading and servicing areas that are:
 - (a) integrated with the use, form and arrangement of buildings on the site;
 - (b) safe, functional, accessible and easy to maintain; and
 - (c) landscaped to minimise large expanses of hard paving and provide an area of high amenity.
- (c) Maximise pedestrian and cyclist safety inside and around developments by slowing vehicles and/or separating areas for pedestrians, cyclists and vehicles.

Provisions

- (1) No parking is permitted in the landscape setback.
- (2) All vehicles are to enter and leave the site in a forward direction.
- (3) The design of parking and servicing areas is to:
 - (a) enable uninterrupted two way vehicle movements to and from the site where required by Australian Standards Parking Facilities: Off-street Parking;
 - (b) slow vehicles to <30 km/hr;
 - (c) separate parking and loading areas;
 - (d) provide separated pedestrian access routes to the main entries to the building both from the public domain and within the site from parking areas;
 - (e) provide a separated pedestrian walkway for the main pedestrian flows from customer carparks with greater than 50 car spaces; and
 - (f) locate parking access ramps within the building footprint.
- (4) Where shared access and turning areas are proposed, a single development application is required for all development which will use the shared arrangements, and it is to address how the land is to be subdivided and resulting easements.
- (5) Design all major vehicular circulation, including strata industrial circulation, generally to be 'street like' in appearance and include a carriageway, kerbs, footpaths and tree planting.
- (6) Development is to be consistent with the Street Tree Master Plan, Park Tree Management Plans and the Landscape Code.
- (7) Where at grade car parking is proposed, at least one tree of medium size (or larger) is to be planted and maintained in deep soil, in addition to perimeter planting. In addition, for every four car parking spaces provided (or part thereof), another tree of medium size (or larger) is to be planted and maintained in deep soil. This planting is to:

- (a) be planted in bays that contain deep soil with a minimum dimension of 3m bays are to be provided with a raised kerb barrier that facilitates passive irrigation, and native ground cover planting;
 - (b) be planted in soil with a suitable rooting volume for the required number of trees;
 - (c) use trees that develop a clear trunk height greater than 4.5m to provide adequate shade and vehicle clearance;
 - (d) improve pedestrian amenity;
 - (e) not to hinder the visibility of either drivers or pedestrians, with open sightlines maintained between parking areas, public streets and paths;
 - (f) not conflict with lighting and services; and
 - (g) break up large areas of impervious surfaces.
- (8) Minimise the visual impact of vehicular access and servicing areas on the public domain by:
- (a) minimising the size of the vehicular access (width and height);
 - (b) setting roller shutters back from the street frontage of the building; and
 - (c) providing landscaping to screen views to the roller shutter.
- (9) Locate vehicular access points away from active pedestrian areas on secondary streets or lanes.
- (10) Minimise the width of driveway footpath crossings and maximise the width of pedestrian clear paths of travel.

5.8.3.8 Adaptable parking

This Section is to be read in conjunction with Part 7, Local Provisions – General, Division 1 ‘Car parking ancillary to other development’ under Sydney LEP 2012 and with the provisions of Section 3.11 Transport and Parking of this DCP.

This Section does not apply to development in North Alexandria, where above ground floor parking is not permitted due to its potential impact on that area’s desired character.

Objectives

- (a) Allow for flexibility in the provision of car parking spaces where below ground car parking is demonstrated to be significantly constrained by a high water table, acid sulphate soils or contamination.
- (b) Ensure the design of above ground car parking spaces and associated vehicular circulation areas are easily adaptable to other future uses, for example retail, commercial or residential.

Provisions

- (1) Above ground car parking must be screened along the street frontages.
- (2) The minimum proportion of above ground car parking spaces that are to be designed and laid out to be easily adaptable for other uses in the future is to be consistent with Table 5.13 Adaptable Parking.

Table 5.13: Adaptable parking

Category of land shown on the Public Transport Accessibility Level (PTAL) Map and the Land Use Transport Integration Map (LUTI) in Sydney LEP 2012:	Percentage of above ground car parking spaces to be designed for future adaptation:

A or D	100%
B or E	80%
C or F	65%

Note: As an example, a development proposes 150 car parking spaces. Due to the high water table 50%, or 75 car spaces can be located above ground. The site is shown as Category E on the PTAL map, therefore, at least 80%, or 60, of the above ground car parking spaces must be designed so they can be adapted to another use. For the purpose of this provision the PTAL Map applies to commercial development and the LUTI Map applies to residential development.

- (3) Adaptable car parking spaces must remain on common title, and not be strata titled and have a minimum clear height of 3.3m.
- (4) Adaptable car parking spaces are to be designed so that once adapted the space will:
 - (a) be accessible from lift lobbies, the street or public domain;
 - (b) have access to sunlight and ventilation; and
 - (c) be provided with appropriate services.
- (5) The applicant must designate which consolidated group of spaces and including associated vehicular circulation are the adaptable spaces and provide an indicative plan showing the proposed alternative use layout.
- (6) Council may deem above ground spaces to be 'required' for the purposes of calculating GFA where it is satisfied that the development meets other provisions of this DCP.

5.8.3.9 Storage areas

Objective

- (a) Mitigate the visual and environmental impact of storage areas.

Provisions

- (1) Locate storage within the primary building.
- (2) Open storage areas that are visible from the public domain are not permissible.
- (3) Where materials are to be stored outside the primary building, storage areas are to be located next to the primary building and fully enclosed with solid fencing, surrounded by mature vegetation.
- (4) Open storage areas must not compromise truck or vehicle manoeuvring and car parking areas.
- (5) Ancillary buildings and storage sheds are to be located behind setback and front building lines, and must be consistent with the design of the main building and the design of the entire development.
- (6) Details of proposed ancillary buildings, open storage, service areas, solid and liquid waste storage and collection areas are to be provided with the development application.

5.8.4 Public domain

This section should be read in conjunction with section 3.1 Public Domain Elements of this DCP.

5.8.4.1 Public open space

Public open space is relatively scarce in the Southern Enterprise Area and new open space is needed to support the transition of the area from mostly 'low demand' industrial activity to higher

employment, higher value land uses that demand greater amenity in the public domain and better connections to infrastructure, such as public transport .

Public open space is to support a range of recreational and cultural activities, both active and passive.

Objectives

- (a) Increase the amount of publicly accessible open space in the Southern Enterprise Area.
- (b) Provide a network of high quality, publicly accessible and safe open spaces that meet the active and passive recreational needs of both workers and residents in and around the Southern Enterprise Area and encourage a sense of community.
- (c) Maximise opportunities for increasing the amount of public open space by enabling a flexible approach to its required locations, configurations and elements.
- (d) Ensure that the location and size of open spaces assist with stormwater management.

Provisions

- (1) Public open space is to be provided and designed in accordance with:
 - (a) the *Public Open Space Map*;
 - (b) Schedule 5 - Public open space dedication and design criteria; and
 - (c) Table 5.14: Provisions for open space by locality in the Southern Enterprise Area.
- (2) Landscaping and public domain design is to be of high quality and include indigenous species, landscape sculptural elements and reference to the area's industrial heritage.
- (3) Public art is to recognise the heritage and former industrial past of the area.
- (4) Public open spaces are to have good solar access and protection from wind and noise.
- (5) Public open space is to provide shade and seating for passive recreation.
- (6) Small pocket parks are to function as small break out parks linked to linear spaces. Pocket parks may incorporate:
 - (a) outdoor gym equipment; and
 - (b) landscaping using indigenous species.
- (7) Linear parks are to function as open space corridors that link larger open spaces. Linear parks may incorporate:
 - (a) pedestrian and cycle paths;
 - (b) facilities for dog walking;
 - (c) outdoor gym equipment; and
 - (d) where appropriate, a minimum of 1.5 metres of continuous landscaping using indigenous species.
- (8) Local parks are to function as larger recreation spaces for workers and residents. Local parks may incorporate:
 - (a) play equipment and free play areas for informal activities; and
 - (b) continuous landscaping using indigenous species.
- (9) Active parks are to provide spaces for physical and recreational activity. Active parks may incorporate:
 - (a) spaces for ball sports, including multi use sports fields, half sports fields or multi-purpose courts; and
 - (b) play equipment and free play areas for informal activities.

- (10) Where open space performs a dual recreation and stormwater detention function, the design of the detention basin is to:
- (a) include appropriate stormwater management measures to restrict gross pollutants from entering the basin;
 - (b) allow the release of detained water within 24 hours of the end of the stormwater event to protect the soft landscaping within the basin;
 - (c) have one or more embankment batters of not more than a 1 in 6 gradient to allow for the safe exit of persons from the basin after a stormwater event; and
 - (d) provide an appropriate balance between the stormwater management and recreation functions.

Table 5.14: Provisions for open space by locality in the Southern Enterprise Area

Locality	Requirements	Guidelines
North Alexandria (note localities overlap with Area A of Section 5.2.6)	One active park/s with a combined area of about 23,000sqm.	To include one sports field, subject to flooding/stormwater management restrictions. Provide for amenities and explore provision of space for sports courts and urban sports. Carefully design boundaries to interface well with the Liveable Green Network and pedestrian connections. Where appropriate, adapt and re-use existing industrial buildings within proposed Mandible Street Park to facilitate sports courts, amenities, bike hub or other community uses. Consider the need for flexible paved public space, capable of hosting public events, which engages with the park-lands and the Active precinct in the north block. Consider inclusion of space for community events.
	The Liveable Green Network will operate as a Linear Park with an area of about 1,200 sqm being in the McEvoy East and East Alexandria locality.	Refer to provisions for Liveable Green Network in Section 5.8.7.3.
Rosebery West	One local park with an area not less than 4,000 sqm, or	Ideally to be located west of Botany Road. Location and

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	two parks, with the size of one park no less than 3,000sqm.	configuration of open space to be determined by Council.
Enterprise Corridor	One local park located at the corner of Ralph and Doody Streets with an area not less than 5,500sqm.	Where possible it is to be located adjacent to the Liveable Green Network via Alexandria Canal. To include landscaping for habitat enhancement.
	At least 3 pocket parks, ideally connected to the Liveable Green Network, totalling no less than 600sqm.	Location and configuration to be determined by Council.
	Sydney Pipes Park (10,000sqm) a 20-metre wide linear park or ecological reserve located in the existing location of Sydney water pipeline, or alternative linear park of minimum width 15m.	Location and configuration to be determined by Council.
	One active park of at least 6,000sqm, incorporating a half-sized sports field.	Location and configuration to be determined by Council.
	The Liveable Green Network will operate as a Linear Park with an area of about 11,500 sqm in the Enterprise Corridor locality.	Refer to provisions for Liveable Green Network in Section 5.8.7.3.
Alexandra Canal	At least 3 pocket parks connected to the Alexandra Canal, totalling no less than 600sqm.	Location and configuration to be determined by Council.
	The Liveable Green Network will operate as a Linear Park with an area of about 30,000 sqm in the Alexandra Canal locality.	Refer to provisions for Liveable Green Network in Section 5.8.7.3.
Outdoor courts in all localities	Multiple outdoor courts, including rooftop courts	Location and configuration to be determined as opportunities arise. Courts should generally be 31x 18m to allow for multiple uses. Courts can be co-located with community hubs and/or sports fields. They may also be

		accommodated on rooftops in some circumstances.
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5.8.4.2 Street, pedestrian and cycle network

The Southern Enterprise Area are near a number of Australia’s major trip generators such as the airport, port and Sydney CBD. The area is divided by the major transport and economic corridor between the airport and port and the Sydney CBD with thousands of people passing through every day. This corridor also contains two new planned centres, including the Green Square Town Centre and Mascot Town Centre precinct, which will also generate substantial demand for road space, public transport seats and pedestrian and cycling infrastructure.

As the area grows, new streets and pedestrian and cycling routes are essential to increase permeability and connectivity within and through the area, providing for greater and more direct route choices and the opportunity for additional future public transport connections. The movement of vehicles, pedestrians and cyclists around the Southern Enterprise Area is critical to its success as an efficiently functioning employment area and as a pleasant place to spend time.

Where required by Council, street closures and one-way systems can provide legible circulation patterns for movement and access, whilst shared streets can enhance street amenity and provide opportunities for alfresco activation. Through-site links provide more direct and pleasant walking routes for pedestrians and cyclists.

This Section should be read in conjunction with any other relevant provisions for streets and pedestrian and bike networks and building alignment and setbacks of this DCP.

Objectives

- (a) Ensure new streets, pedestrian and cycling routes and through-site links are provided to improve permeability and walkability and support the growing worker population.
- (b) Ensure new streets, pedestrian and cycling routes and through-site links respond to key connections within and adjacent to the Southern Enterprise Area.
- (c) Ensure new development does not impede the delivery of proposed roads, pedestrian and cycling routes and through-site links.
- (d) Provide connections through street blocks and large sites to provide street addresses for new development where necessary.
- (e) Provide a legible and safe circulation pattern for vehicular movement which responds to access requirements and encourages safe vehicle speeds.
- (f) Create a safe, well designed and accessible network for cyclists and pedestrian movements that links with existing networks and promotes public use.

Provisions

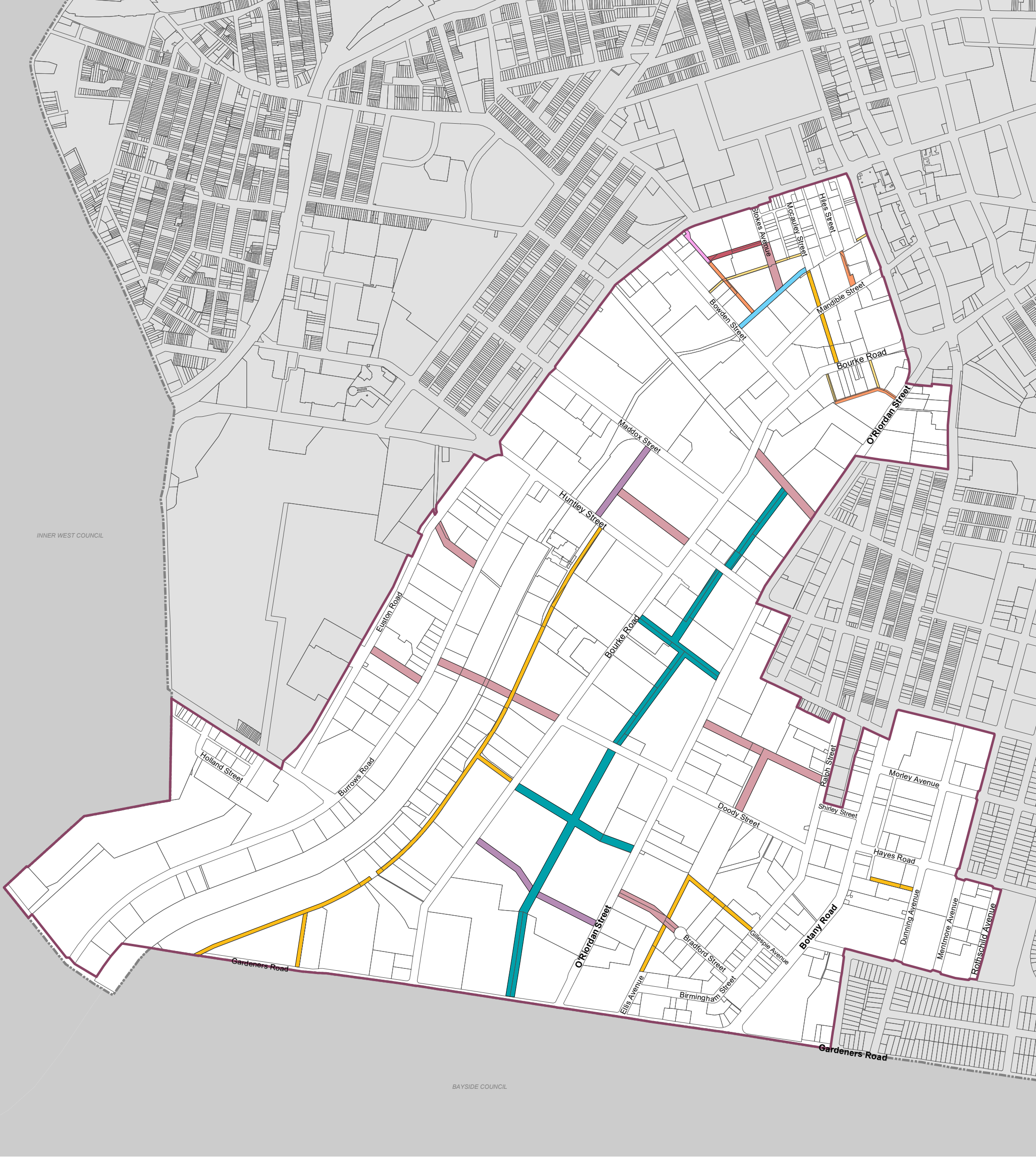
5.8.4.2.1 Street network - General

- (1) Where required by Council, the street network is to be provided and dedicated in accordance with:
 - (a) the *Streets and lanes map* and the *Public domain setbacks map*;
 - (b) Figure 5.183: *Southern Enterprise Area Street Hierarchy and Layout*; and
 - (c) Figure 5.184: *North Alexandria Public Domain Dedications and Easements*.
- (2) Streets are to:
 - (a) be provided generally in accordance with Figures 5.185 – 5.210 Indicative street sections;

- (b) where practicable include bio-retention swales or rain gardens, either centrally located or to the side of the roadway, to filter polluted low flow water run-off prior to entering the stormwater system;
 - (c) provide landscaping along both sides of the street to enhance the pedestrian environment;
 - (d) where practicable, provide street tree pits for passive irrigation via stormwater run-off and harvest;
 - (e) where appropriate, design tree pits soil specs and tree selections for enhanced bio-retention capacity and tree performance;
 - (f) utilise strata cell systems or similar to expand harvest opportunity and treatment within available planting areas;
 - (g) provide grassed/ planted verges where practicable to reduce extent of hard stand within footways; and
 - (h) provide for improved street lighting appropriate to levels of anticipated night-time activity.
- (3) New development is not to be located where a new street, pedestrian and cycling route and/or through-site link is proposed unless it is of a temporary nature.
- (4) Where only part of a collector road can be achieved, it is to be provided generally in accordance with Figures 5.185 Indicative half local street section.
- (5) Proposed streets are generally to be dedicated to Council at the time of development, however an alternate approach may be agreed where Council does not intend to provide the road in the short to medium term.
- (6) Where a site comprises three or more buildings, staged delivery of streets may be considered to allow for partial or staged redevelopment of the site or retention/refurbishment of existing buildings.
- (7) Staged delivery of streets may only be supported where an access staging plan is provided that demonstrates a long-term strategy for delivering vehicular, pedestrian and cycle movement on and connections through the site. An access staging plan is to demonstrate:
- (a) layout of all buildings showing locations of primary and secondary entries and extent of active frontages;
 - (b) provision of all existing and future streets, Liveable Green Network connections, through-site links and open spaces including setbacks from existing and future boundaries;
 - (c) vehicular, servicing and pedestrian circulation systems within and through the site;
 - (d) site grading strategy; and
 - (e) indicative development staging.
- (8) An alternative street arrangement may be considered by the Consent Authority to that shown in Figure 5.183: *Southern Enterprise Area Street Hierarchy and Layout* for 138 -196 Bourke Road, Alexandria, provided that satisfactory north-south and east-west connectivity is still achieved across the site.
- (9) In North Alexandria, and where required by the Consent Authority, street closures, one-way systems, shared zones and new traffic signals are to be provided in accordance with Figure 5.211 *North Alexandria Movement of Vehicles* and Figure 5.212 *North Alexandria Movement of Pedestrians and Cyclists*.
- (10) Traffic management devices are not to impede cycle or pedestrian movements.

5.8.4.2.2 Street network - North Alexandria

- (1) Where required by the Consent Authority, street closures, one-way systems, shared zones and new traffic signals are to be provided in accordance with Figure 5.211 *North Alexandria Movement of Vehicles* and Figure 5.212 *North Alexandria Movement of Pedestrians and Cyclists*.
- (2) Circulation and major vehicle access and egress points are to be consistent with Figure 5.211: *North Alexandria Movement of Vehicles*.
- (3) The following lanes in the north-block are to be treated and operate as shared zones to increase amenity, improve walkability and enable alfresco activation:
 - (a) McCauley Lane;
 - (b) Hiles Lane;
 - (c) Balaclava Lane.



KEY			
	ENTERPRISE LANDS BOUNDARY		COLLECTOR ROAD 21M WIDE
	CITY OF SYDNEY LGA		LOCAL STREET 12M WIDE
	LANE 6M WIDE		LOCAL STREET 12.6M WIDE
	LANE 9M WIDE		LOCAL STREET 16M WIDE
	LOCAL STREET 9M WIDE		COLLECTOR ROAD 22M WIDE
			LOCAL STREET 20M WIDE

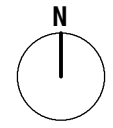


FIGURE 5.183: Southern Enterprise Lands Street Hierarchy and Layout

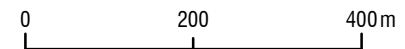
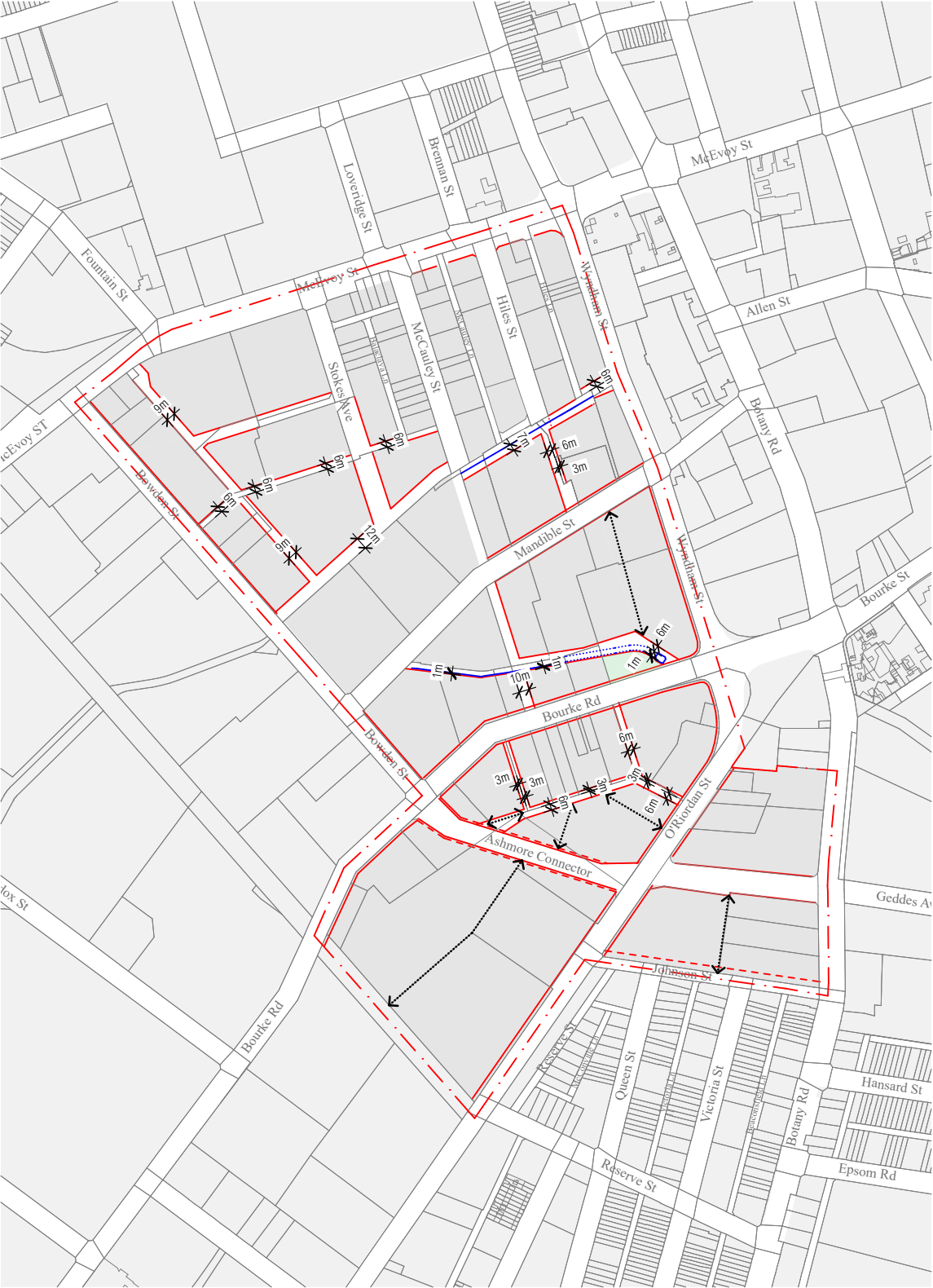


Figure 5.184: North Alexandria Public Domain Dedications and Easements



- - - Landscape setback
- Proposed public domain dedication or easement
- Canal edge
- New dedicated public open space

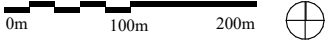


Figure 5.185 Indicative street section – Half local street (10.5m)

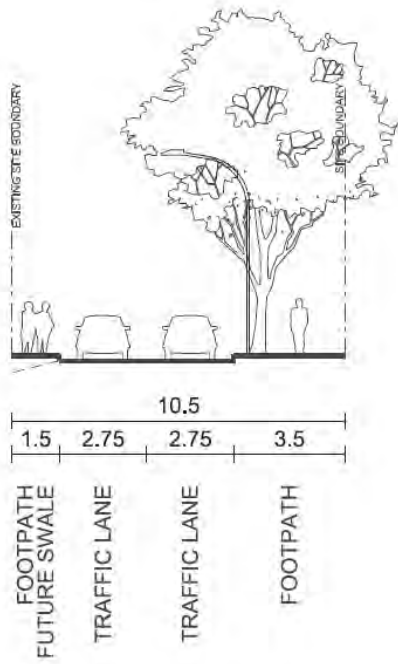


Figure 5.186 Indicative street section – Local street (10m)

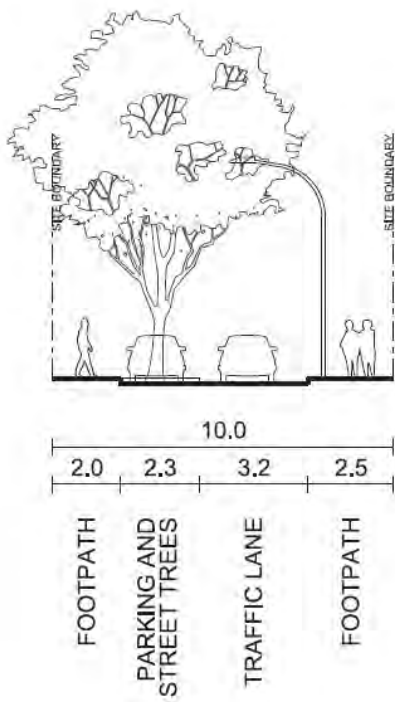


Figure 5.187 Indicative street section – Local street (12.6m)

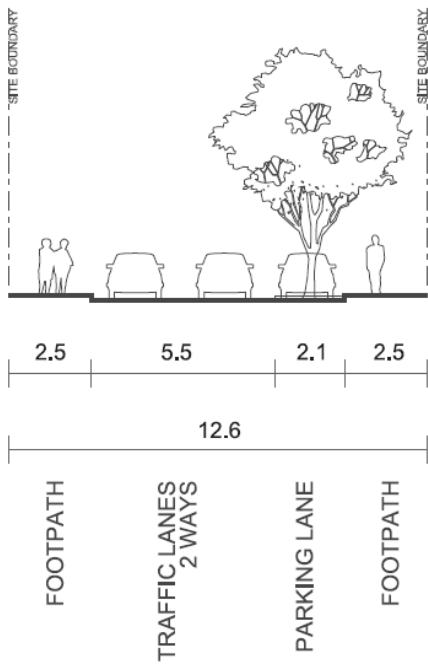


Figure 5.188 Indicative street section – Local street along canal (16m)

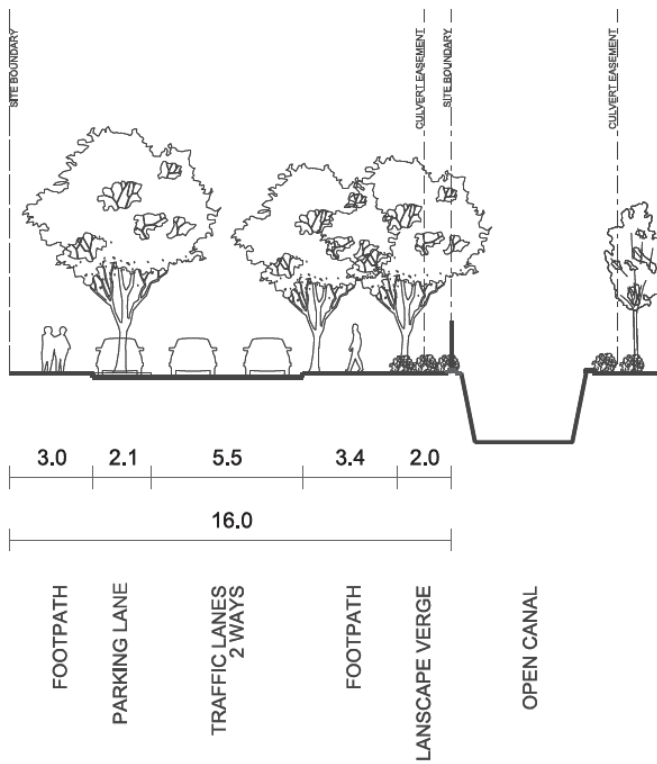


Figure 5.189 Indicative street section – Local Road (20m)

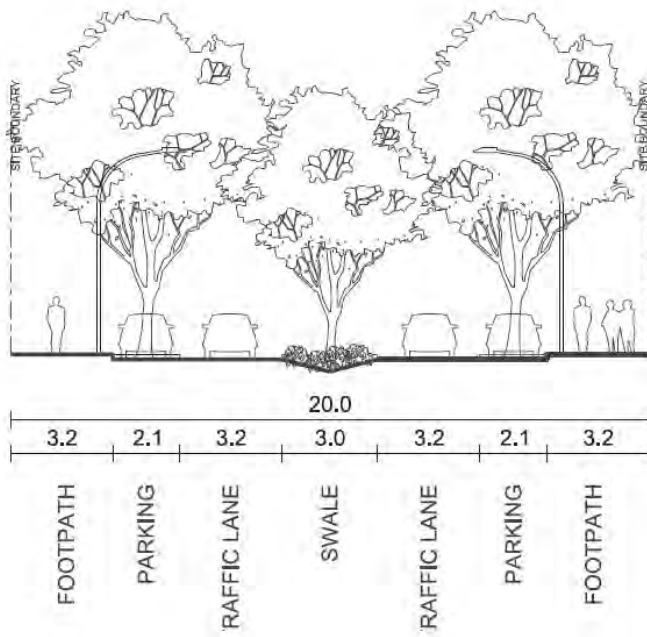
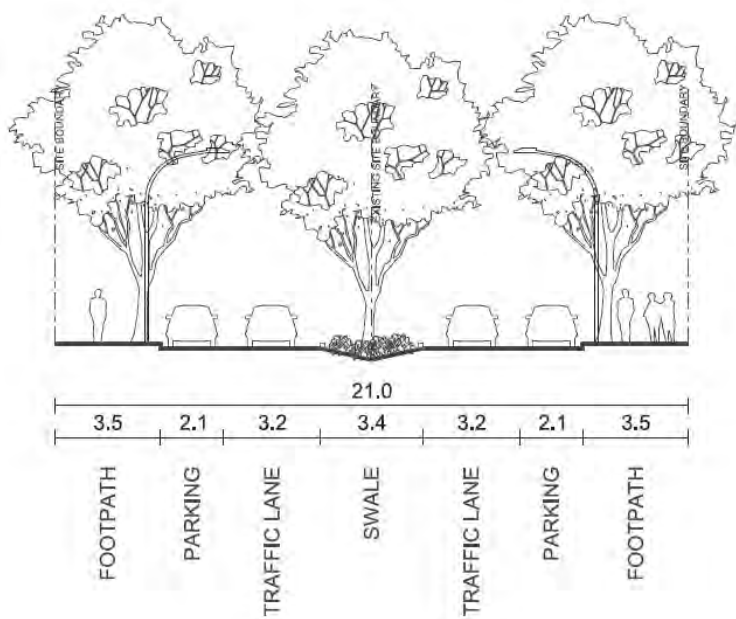


Figure 5.190 Indicative street section – Collector Road (21m)





This image identifies the location of the indicative street sections shown at Figure 5.191 to Figure 5.210.

- | | |
|---------------------------------------|------------------------------------|
| 1. Bowden Street | 11. Mandible Street |
| 2. Stokes Avenue | 12. Bourke Road (A) |
| 3. McCauley Street | 13. Bourke Road (B) |
| 4. McCauley Street Extension | 14. Bourke Road (C) |
| 5. Hiles Street | 15. Internal Commercial Block Lane |
| 6. Wyndham Street | 16. Ashmore Connector (East) |
| 7. Heritage Conservation Area Laneway | 17. Ashmore Connector (West) |
| 8. Canal Street | 18. O'Riordan Street (A) |
| 9. Liveable Green Network (North) | 19. O'Riordan Street (B) |
| 10. Liveable Green Network (South) | 20. O'Riordan Street (C) |

Figure 5.191 Indicative street section – Bowden Street, North Alexandria

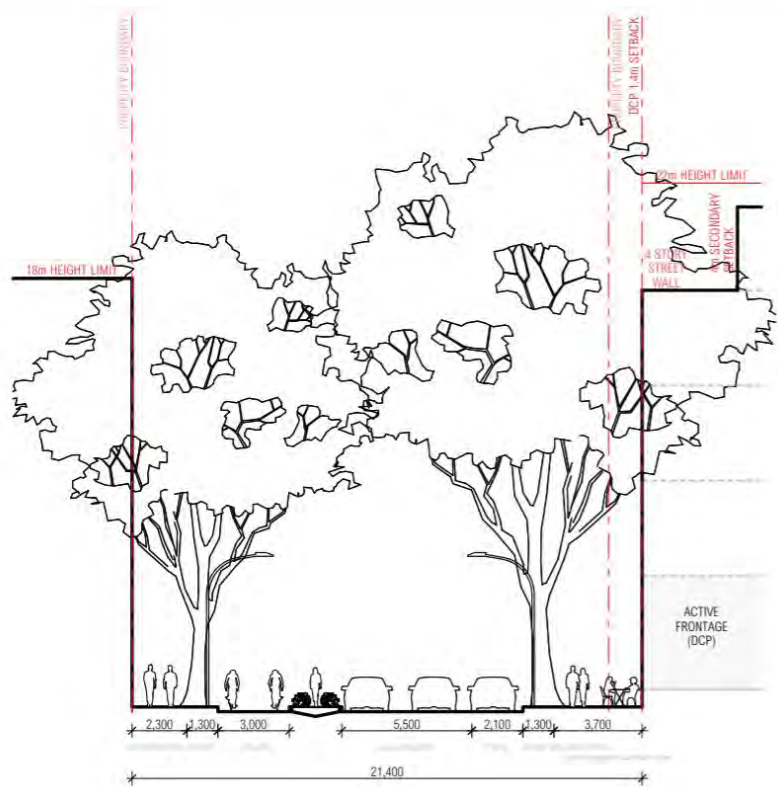


Figure 5.192 Indicative street section – Stokes Avenue, North Alexandria

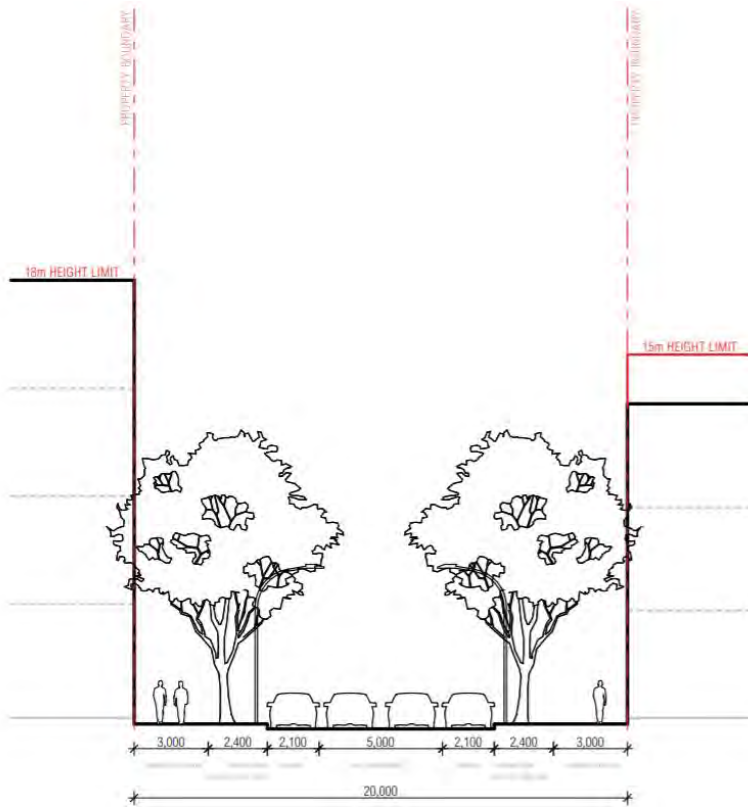


Figure 5.193 Indicative street section – McCauley Street, North Alexandria

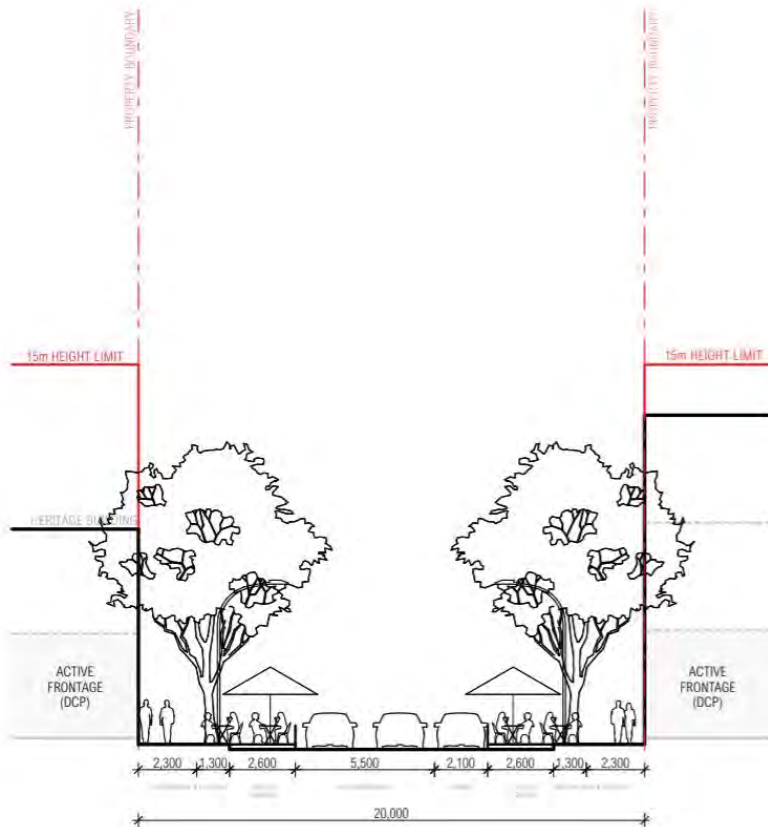


Figure 5.194 Indicative street section – McCauley Street extension, North Alexandria

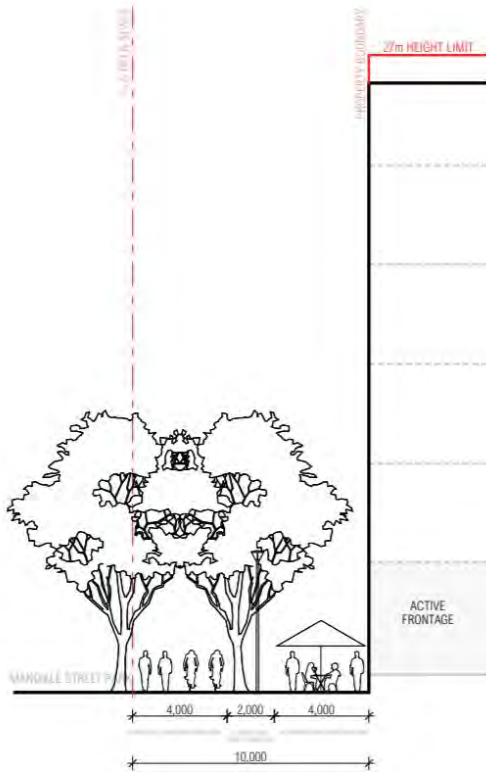


Figure 5.195 Indicative street section – Hiles Street, North Alexandria

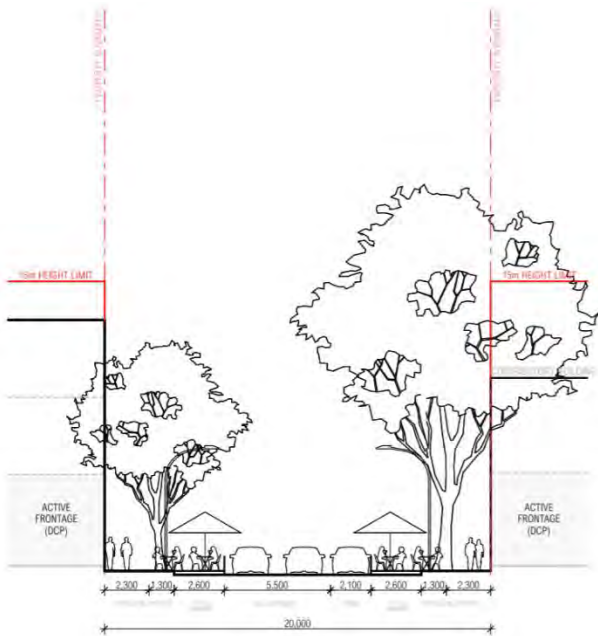


Figure 5.196 Indicative street section – Wyndham Street, North Alexandria

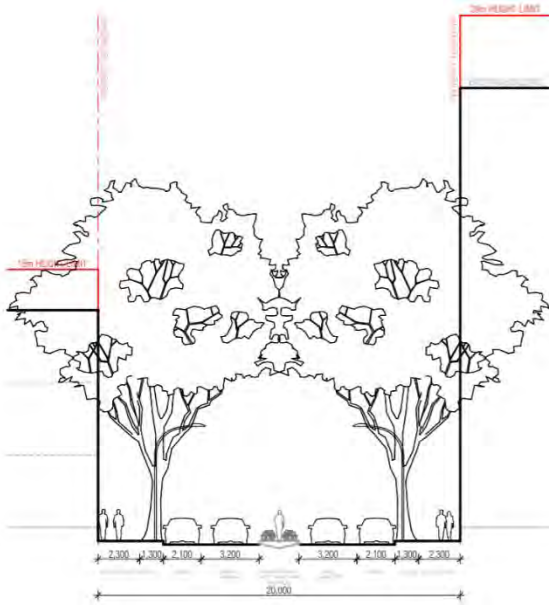


Figure 5.197 Indicative street section – Typical heritage conservation area street, North Alexandria

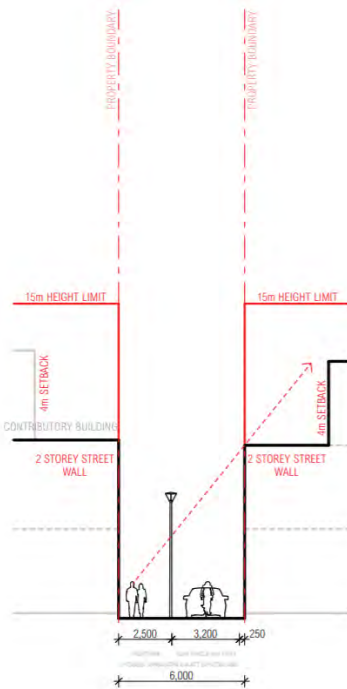


Figure 5.198 Indicative street section – Canal Street, North Alexandria

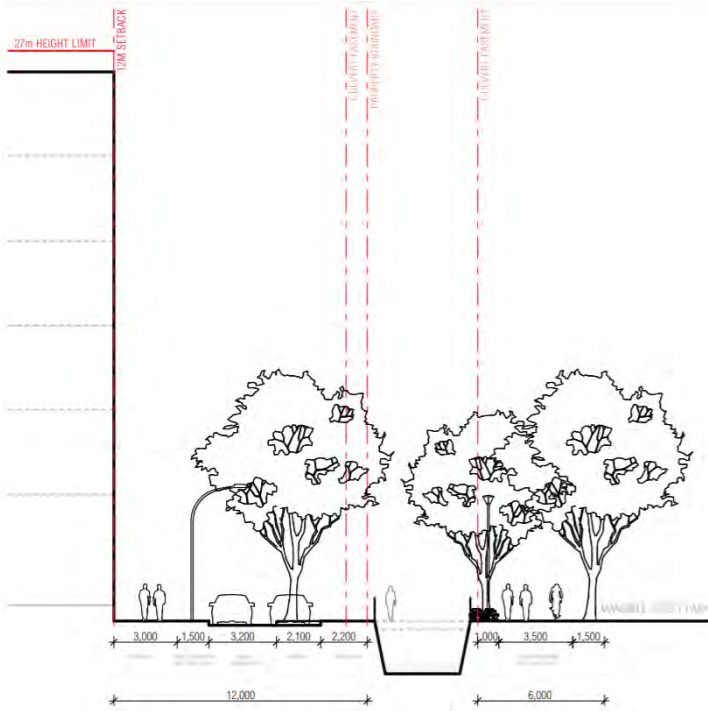


Figure 5.199 Indicative street section – Liveable Green Network North, North Alexandria

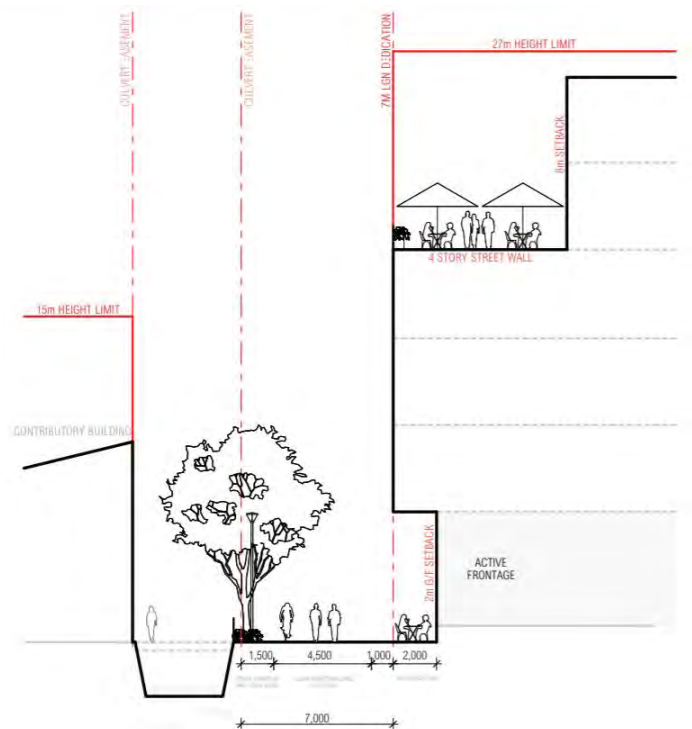


Figure 5.200 Indicative street section – Liveable Green Network South, North Alexandria

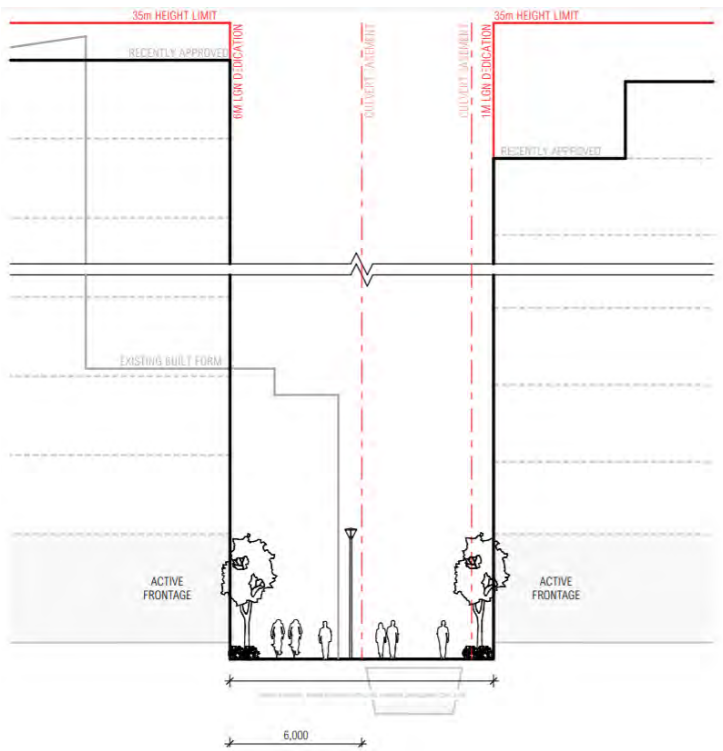


Figure 5.201 Indicative street section – Mandible Street, North Alexandria

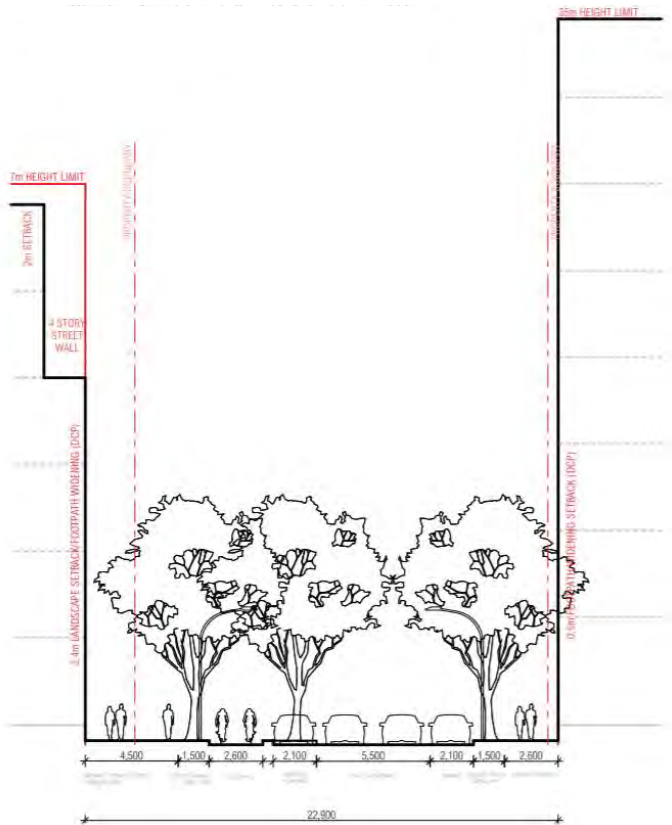


Figure 5.202 Indicative street section – Bourke Street (A), North Alexandria

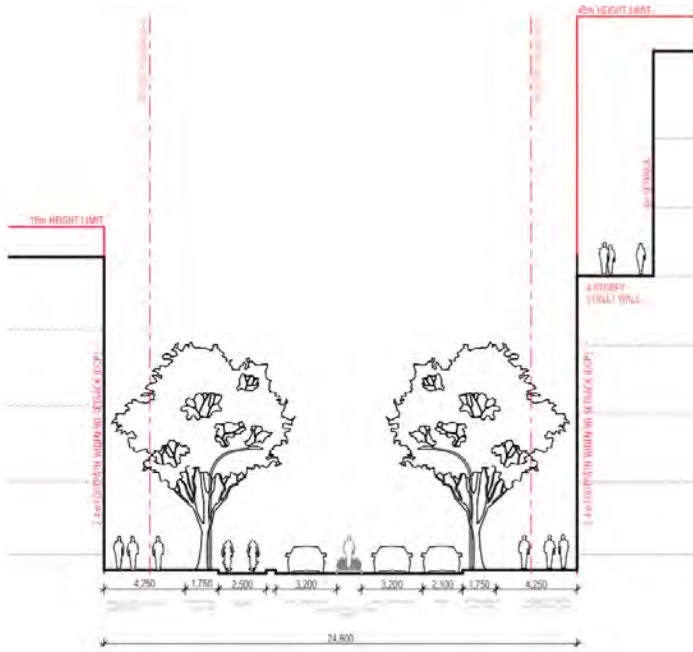


Figure 5.203 Indicative street section – Bourke Street (B), North Alexandria

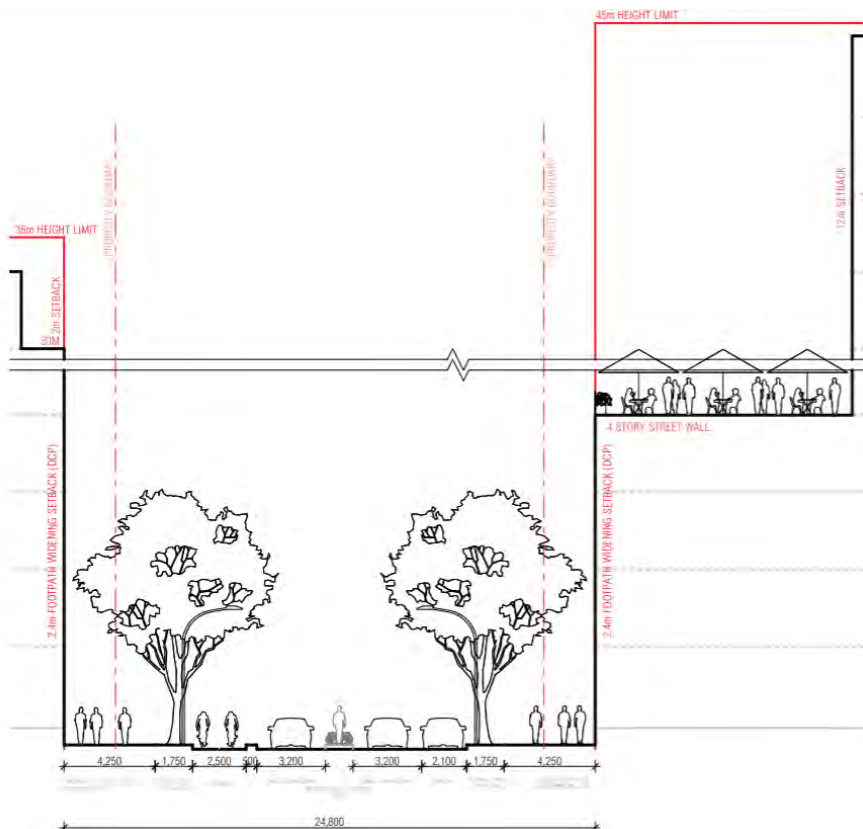


Figure 5.204 Indicative street section – Bourke Street (C), North Alexandria

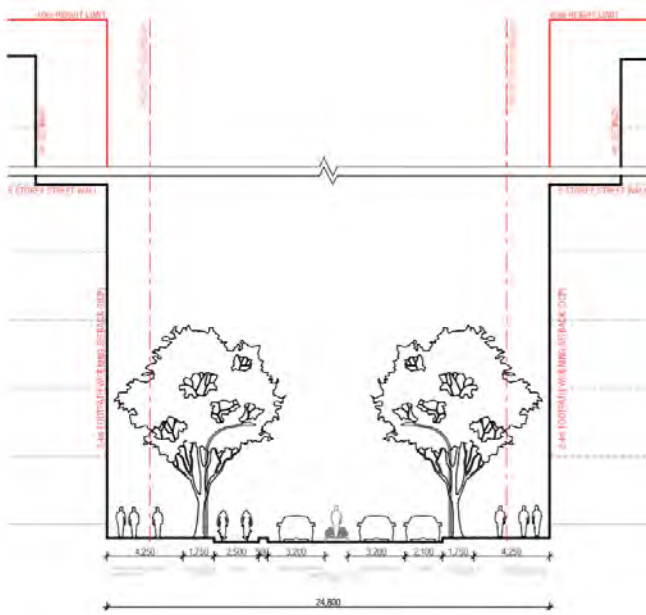


Figure 5.205 Indicative street section – Typical Internal Lane, Commercial Block, North Alexandria

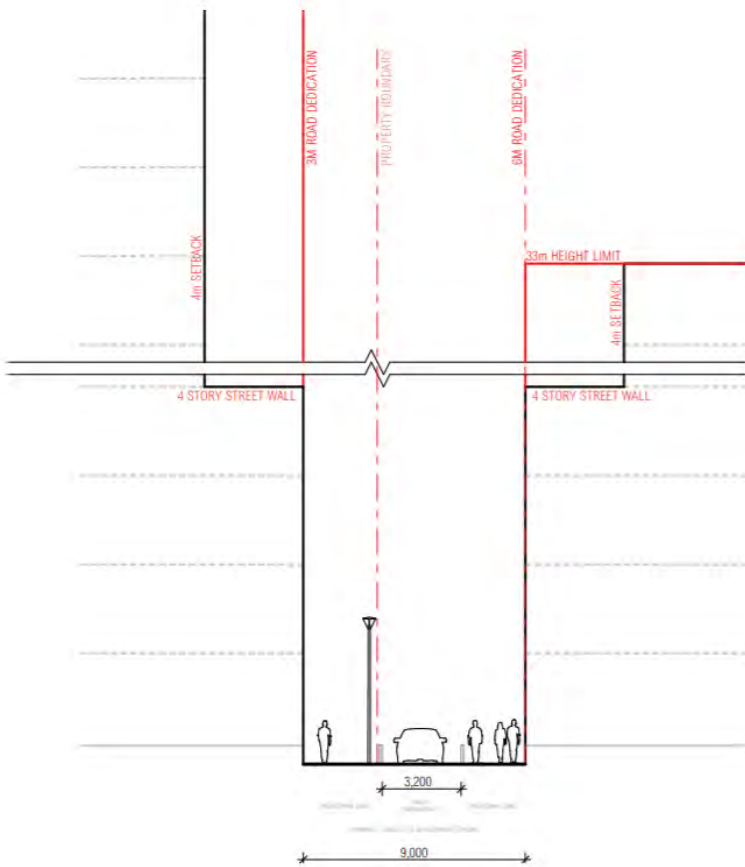


Figure 5.206 Indicative street section – Ashmore Connector East, North Alexandria

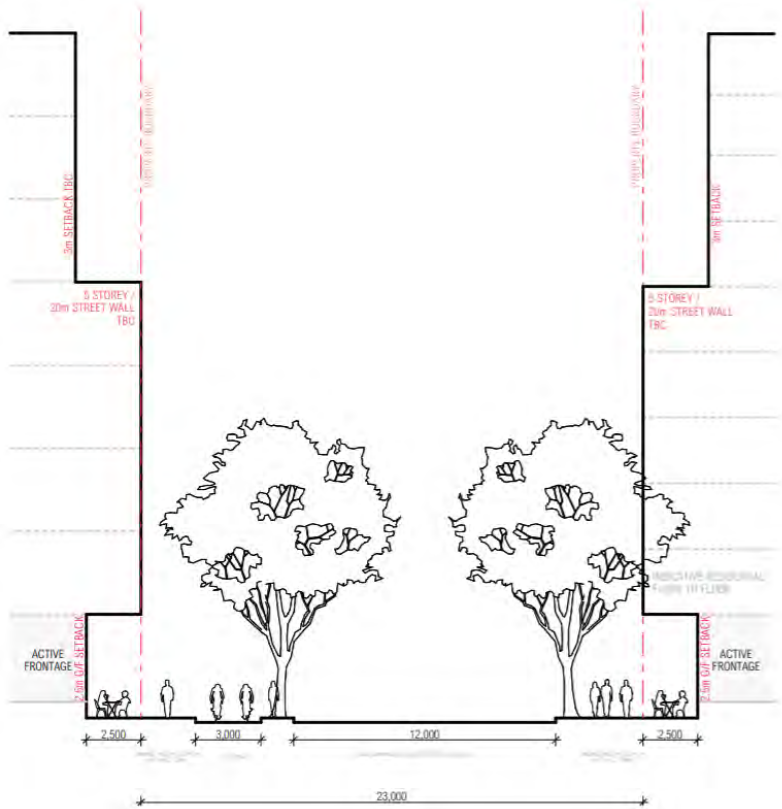


Figure 5.207 Indicative street section – Ashmore Connector West, North Alexandria

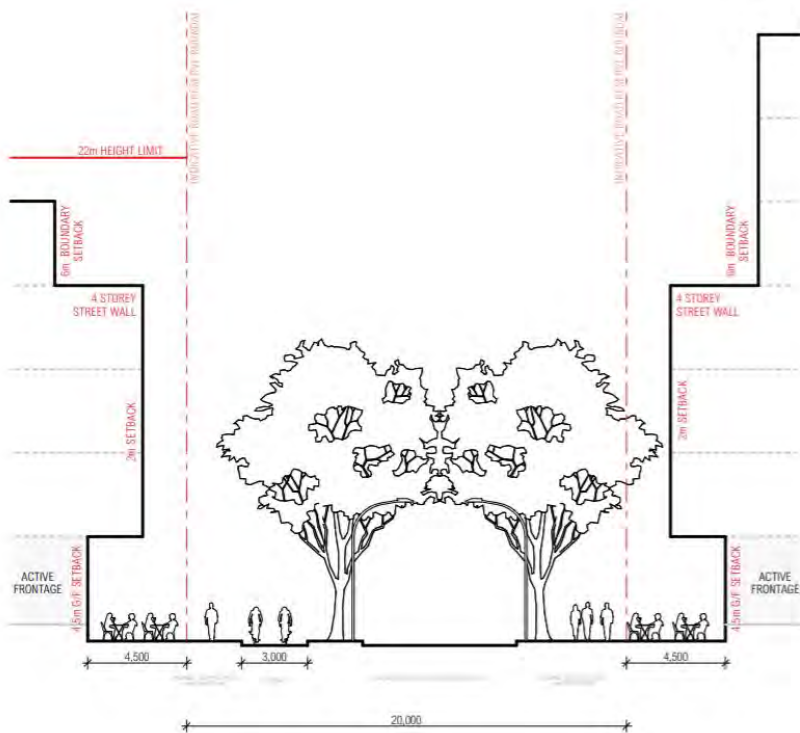


Figure 5.208 Indicative street section – O’Riordan Street (A), North Alexandria

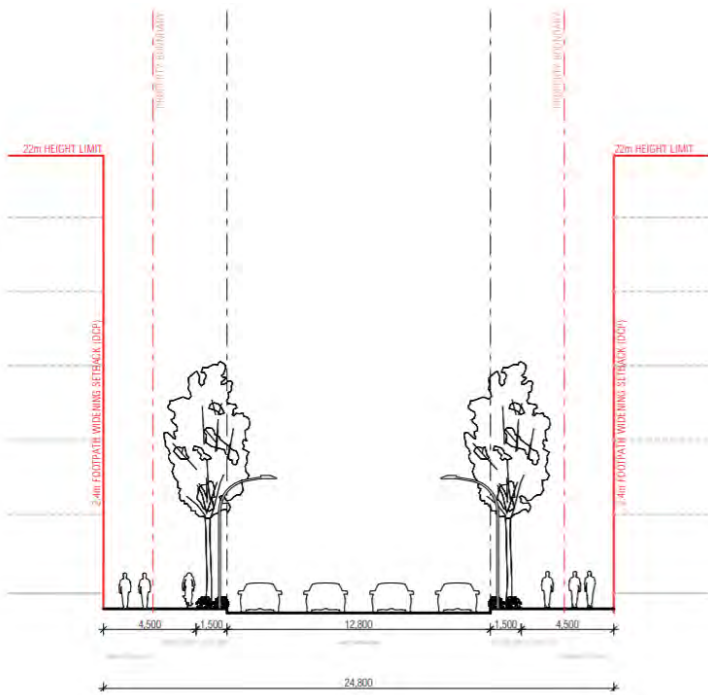


Figure 5.209 Indicative street section – O’Riordan Street (B), North Alexandria

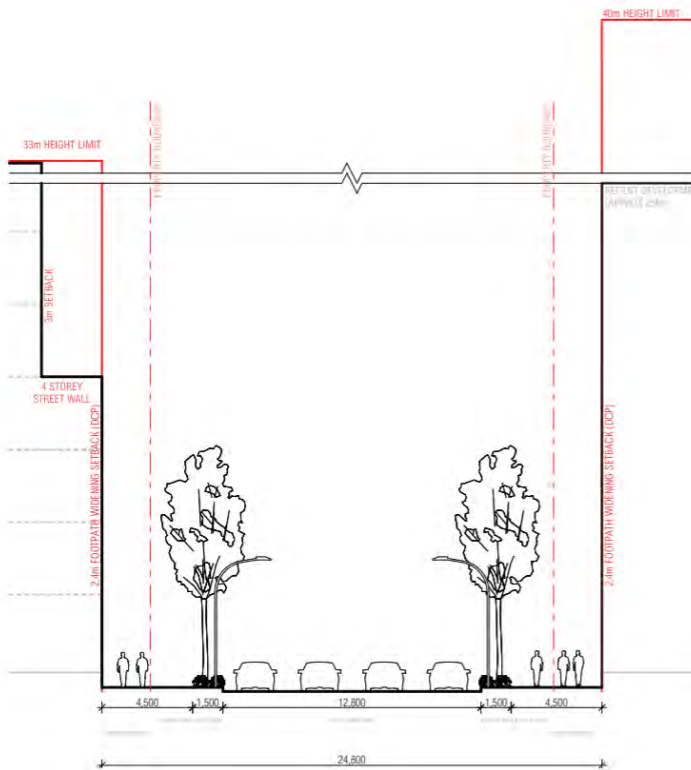


Figure 5.210 Indicative street section – O’Riordan Street (C), North Alexandria

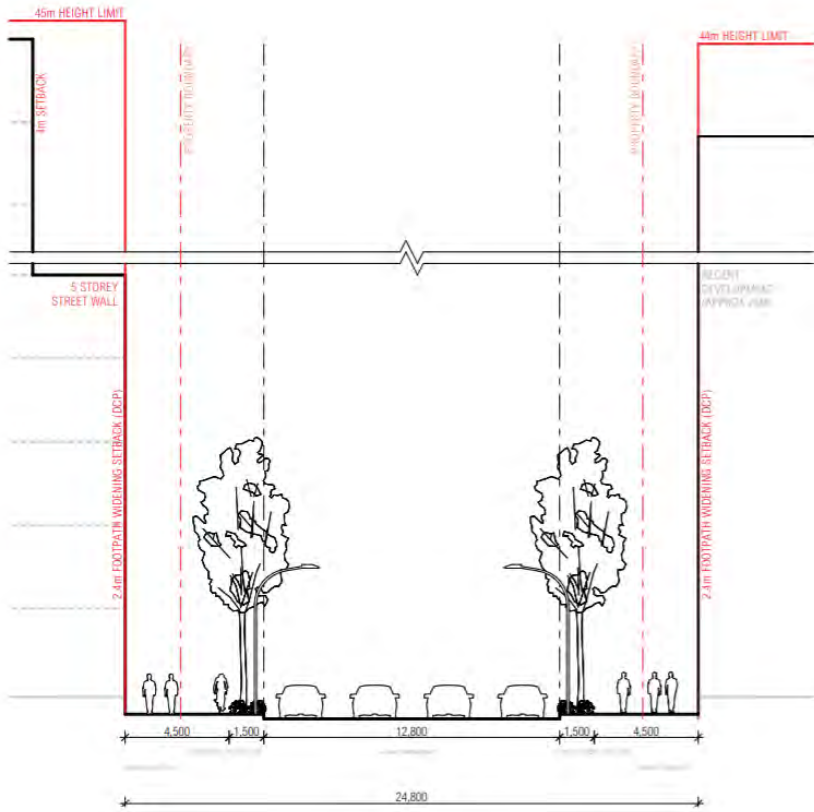


Figure: 5.211: North Alexandria Movement of Vehicles

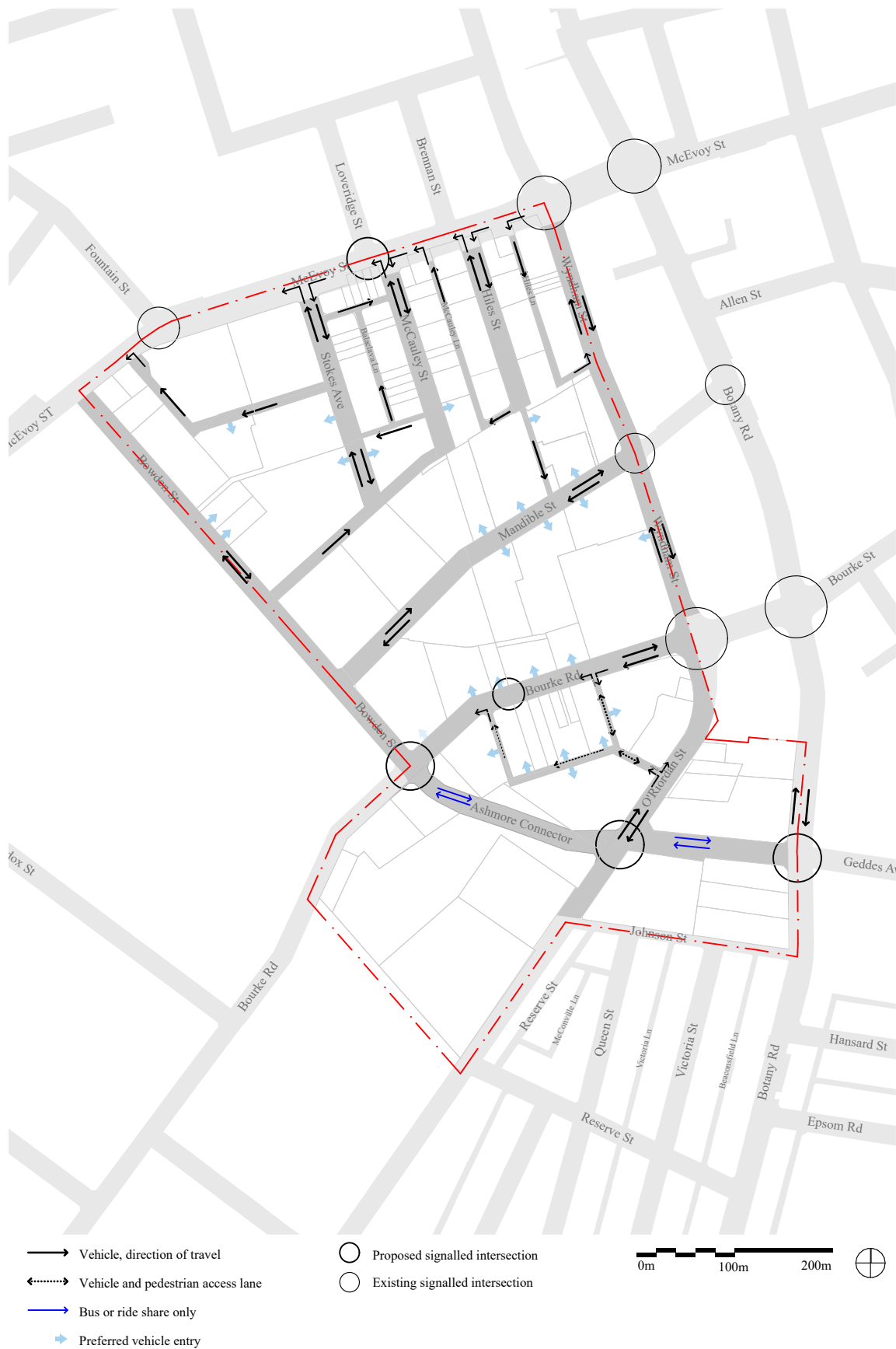
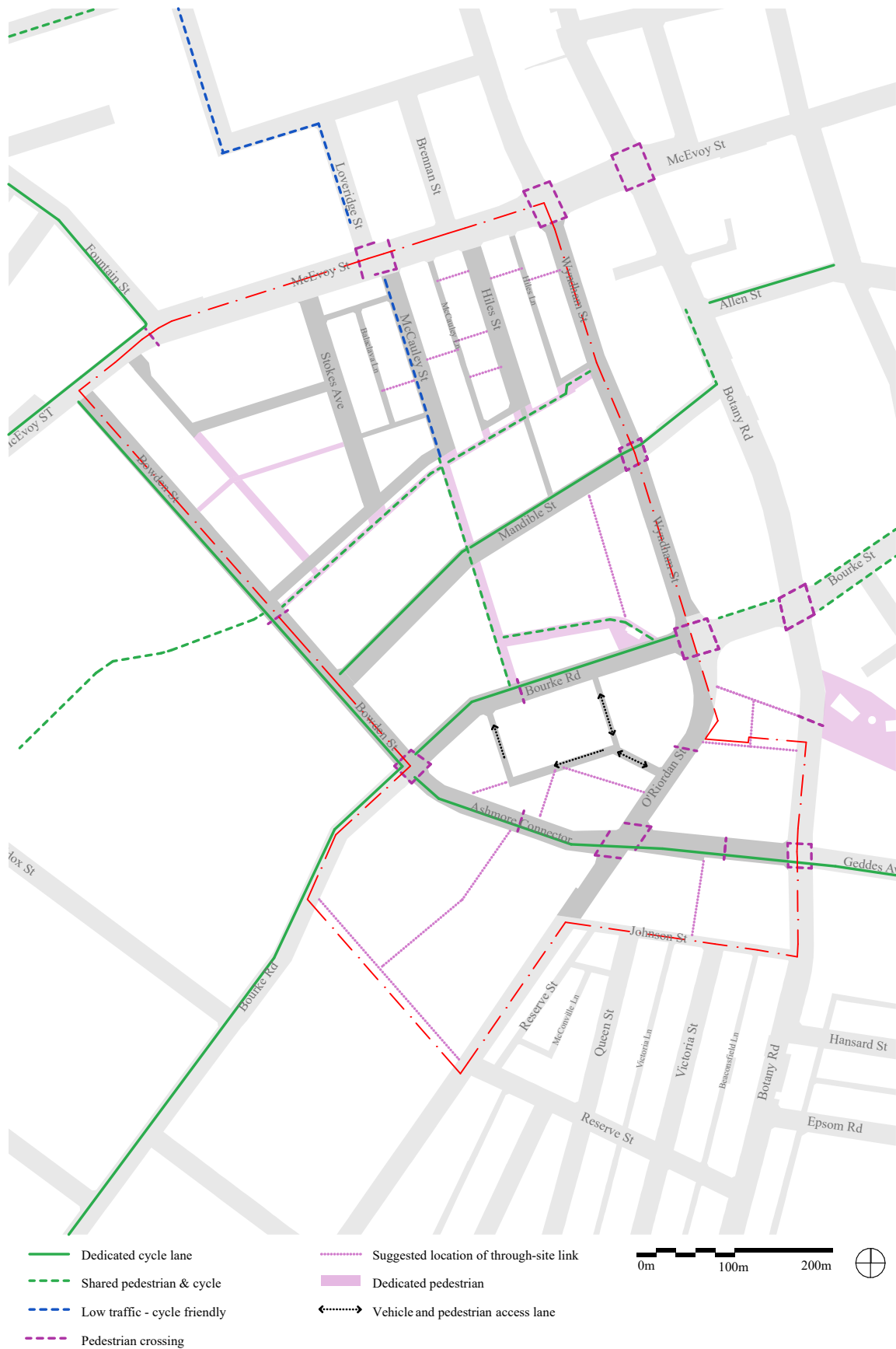


Figure 5.212: North Alexandria Movement of Pedestrians and Cyclists



5.8.4.2.3 Pedestrian and Cycle Network

- (1) Where required by Council, through-site links, pedestrian and cycle routes and pedestrian crossings are to be provided and/or dedicated in accordance with:
 - (a) *Public domain setbacks maps* and *Through site links map*; and
 - (b) Figure 5.212 *North Alexandria Movement of Pedestrians and Cyclists*.
- (2) New development is not be located where a new pedestrian and cycling route and/or through site link is proposed, unless it is of a temporary nature.
- (3) Land required for the purpose of footpath widening as identified in *Public domain setbacks maps* is to be dedicated to Council and provided clear to the sky. An additional building setback may be required from the site boundary as detailed in Section 5.8.4.3 Building alignment and setbacks in this DCP.
- (4) Through-site links are to be designed:
 - (a) with a minimum width of 6m, or 8m where bike access is proposed;
 - (b) to be open to the sky;
 - (c) to be level with any adjoining footpath and fully accessible;
 - (d) to be accessible to pedestrians and cyclists 24 hours a day;
 - (e) to provide a safe environment including lighting and clear sightlines; and
 - (f) be activated and surveyed through the design of adjoining buildings.
- (5) Design of the public domain is to provide sufficient space for cyclists and pedestrians to move around each other and is to be consistent with the City of Sydney Street Design Code.

5.8.4.3 Liveable Green Network

The Liveable Green Network forms part of the City's pedestrian and cycling network that connects people to the City Centre, village centres and neighbourhoods, public transport, education and cultural precincts and major parks and recreation facilities. The network extends from the Alexandra Canal, along its tributaries and throughout the City.

This Section relates to development along the Liveable Green Network that is within the Southern Enterprise Area. This section should be read in conjunction with the various sections of this DCP that relate to public domain, pedestrian and cycle links, built form and urban ecology.

Objectives

- (a) Facilitate a Liveable Green Network along the Alexandra Canal and its tributaries that provides opportunities for walking, cycling and active and passive recreation.
- (b) Ensure future development positively addresses the Liveable Green Network.
- (c) Improve and increase pedestrian and cycle connections to centres, public transport nodes, open spaces, facilities and services both in and around the Southern Enterprise Area.
- (d) Ensure the Liveable Green Network is legible and safe.
- (e) Ensure the Liveable Green Network includes landscaped spaces that provide habitat.
- (f) Increase the proportion of trips made by walking and cycling in and through the Southern Enterprise Area.

Provisions

General

- (1) New development along the Liveable Green Network is to:
 - (a) maximise opportunities for surveillance;

- (b) provide interest and minimise blank walls and incorporate building entries and large windows at least every 20m;
 - (c) provide a minimum of 25% of any frontage on to the Liveable Green Network as active frontage;
 - (d) provide direct access, locating entries to the building along the Liveable Green Network.
- (2) Setbacks and building alignments are to be consistent with the *Public domain setbacks map, Through-site links map, Figure 5.184 North Alexandria Public Domain Dedications and Easements* and Table 5.15 Landscape setbacks for the Liveable Green Network.
 - (3) Setbacks to facilitate the Liveable Green Network are generally required to be dedicated to Council with new development being built to the new site boundary.
 - (4) New development is not to be located where the Liveable Green Network is proposed unless it is of a temporary nature.
 - (5) Landscaping is to incorporate locally indigenous species and features such as rockeries to provide habitat.

North Alexandria

- (1) Opportunities to re-invigorate the Sheas Creek canals are to be explored in North Alexandria, including:
 - (a) covering the canal between Hiles Lane and Wyndham Street to provide space for a potential public plaza at the threshold to this section of the network;
 - (b) covering over the canal to create additional public spaces where recent development has restricted the width of the Liveable Green Network corridor;
 - (c) preserving the open canal at the Bourke Road junction where it is visible from Green Square Train Station plaza;
 - (d) providing frequent footbridges to maximise pedestrian connectivity, particularly between the north- and mid-blocks;
 - (e) allowing space between buildings and public domain to encourage increased activation and alfresco dining;
 - (f) investigating opportunities to expose the canal elsewhere for visual amenity and character; and
 - (g) connecting the cycle and pedestrian path over Bowden Street to the continuation of the Liveable Green Network.

Table 5.15: Landscape setbacks for the Liveable Green Network

Condition	Setback
Where located along the Alexandra Canal i.e. Gardeners Road to south of Huntley Street (for indicative section see Figure 5.213: Alexandra Canal section)	10 metres measured from the edge of the canal.
Where located along the Liveable Green Network length between Mandible Street and Bourke Street (for indicative section, see Figure 5.214: Mandible Street to Bourke Road section)	6m on the north side of the canal and 1m setback on south side. Setback to be measured from the edge of the open channel.

<p>Where the located in the Liveable Green Network length between Bourke Road and Doody Street (for indicative section see Figure 5.215: Bourke Road and Doody Street section)</p>	<p>10 metres measured from the edge of the open channel on both sides of the channel.</p>
<p>Where not detailed above, and where the existing water channel (pipe) is closed (for indicative section see Figure 5.216: Closed channel section)</p>	<p>5 metres measured both sides of the centreline of the pipe.</p>
<p>Where not detailed above, and where the existing water channel is open (for indicative section see Figure 5.217: Open channel section)</p>	<p>6 metres measured from the edge of the open channel on both sides of the channel.</p>

Figure 5.213 Alexandra Canal section

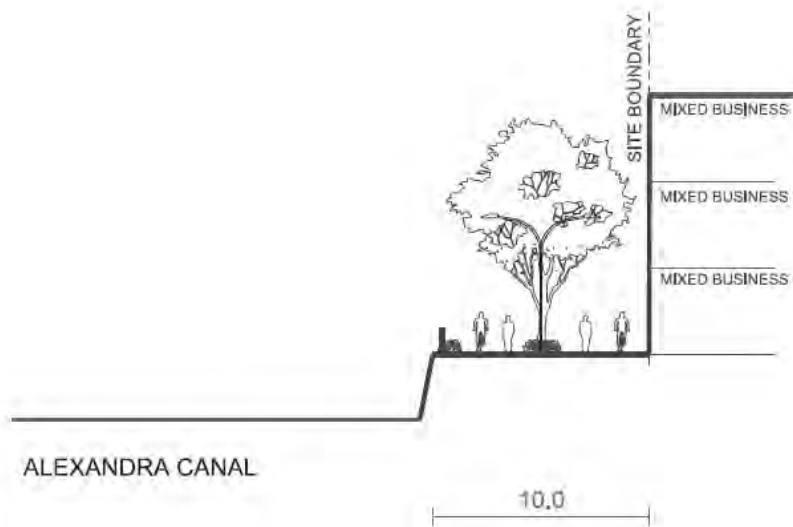


Figure 5.214 Mandible Street to Bourke Road section

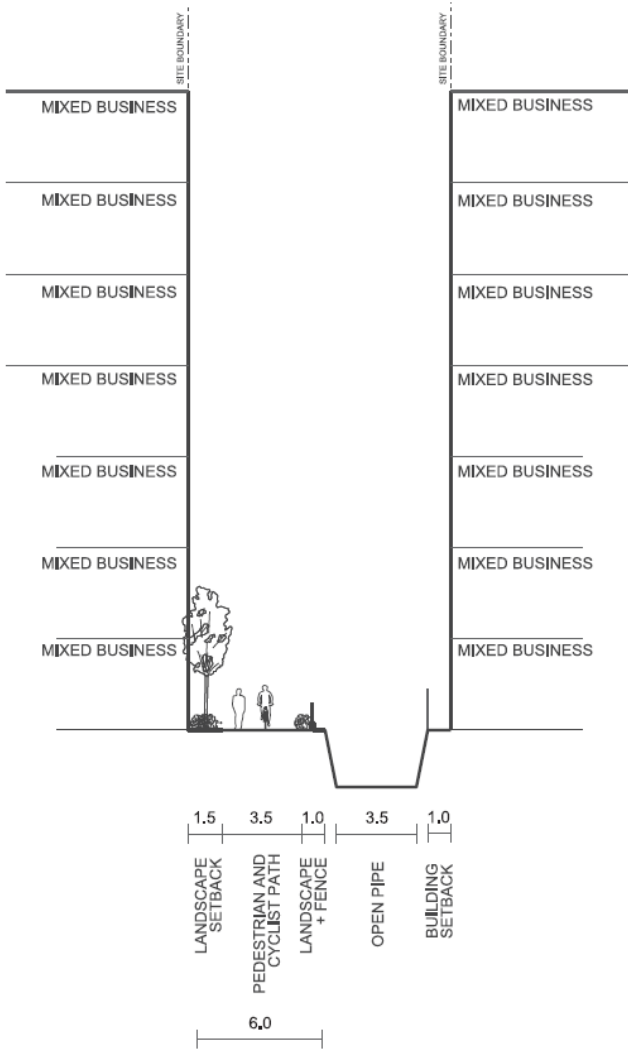


Figure 5.215 Bourke Road to Doody Street section

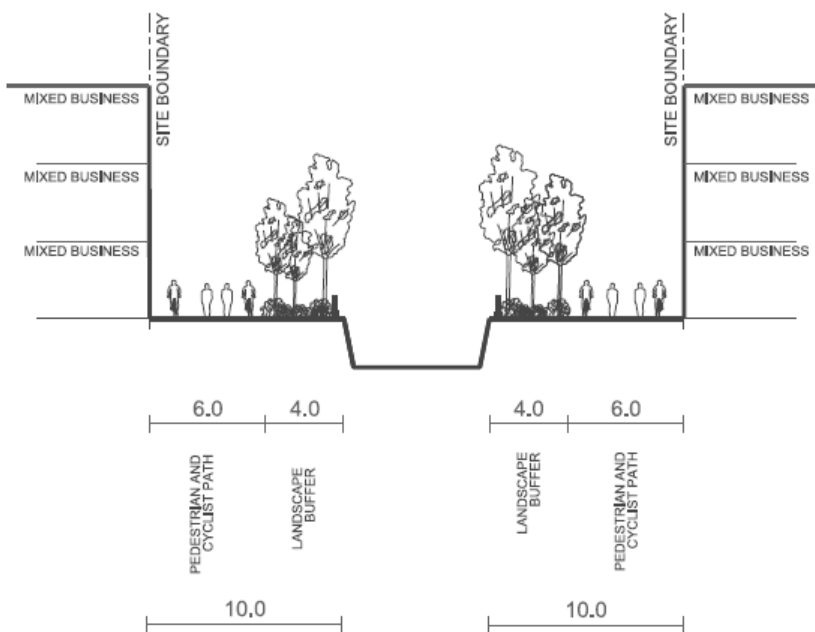


Figure 5.216 Closed channel section

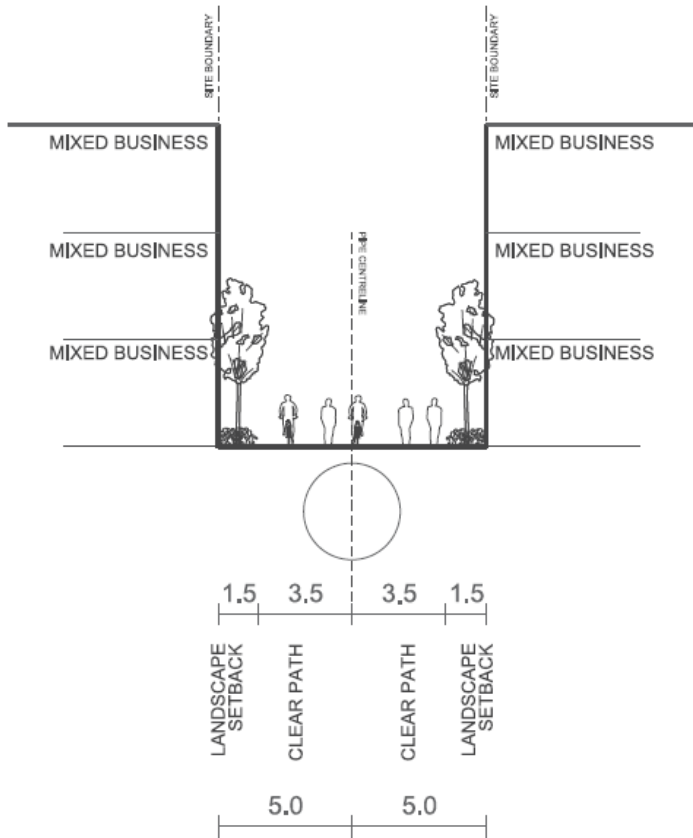
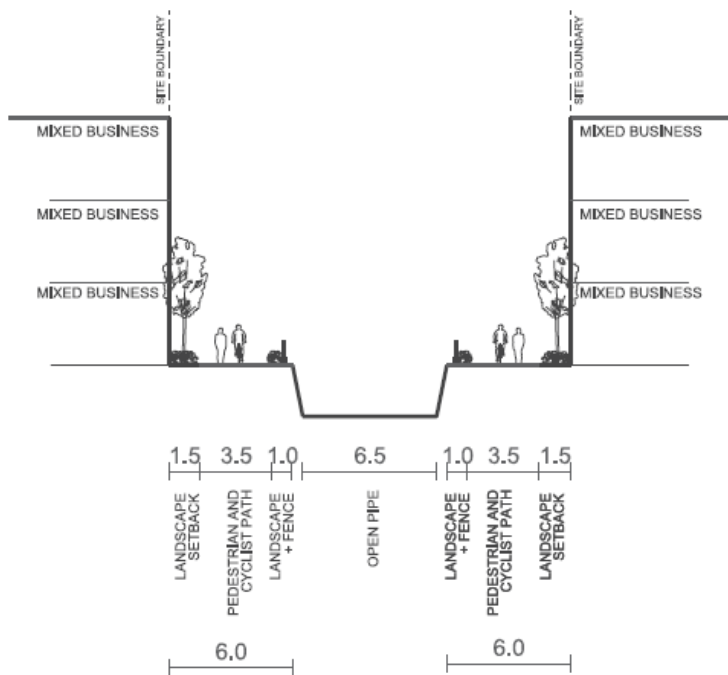


Figure 5.217 Open channel section



5.8.4.4 Public domain in the Enterprise corridor

This Section applies to the land in the Enterprise corridor in *Sydney LEP 2012*. It is to be read in conjunction with Clause 6.28 of the *Sydney LEP 2012*.

This Section identifies how additional height or floor space may be achieved where the development proposes the dedication of land for public domain in the Southern Enterprise Area.

Objectives

- (a) Ensure a high level of amenity and an appropriate level of public domain is achieved in the Southern Enterprise Area.
- (b) Establish the circumstances under which development may achieve additional height or additional floor space pursuant to Clause 6.28 of the *Sydney LEP 2012*.

Provisions

- (1) Where land is proposed to be dedicated for the purpose of public domain then development may achieve additional height or floor space in accordance with Clause 6.28 of the *Sydney LEP 2012*, but only where Council determines there is a need for public domain.
- (2) The additional height or floor space can only be achieved under Clause 6.28 of the Sydney LEP where:
 - (a) the development contributes to the desired character of the locality in which it is located and has little or no adverse impacts on the amenity of that locality; and
 - (b) development:
 - i. dedicates land for a public road identified on the *Streets and lanes map*,
 - ii. dedicates land for a footpath widening or Liveable Green Network setback identified on the *Public domain setbacks map*;
 - iii. dedicates land for substantial public open space; or
 - iv. dedicates land for or provides a public access easement for a through-site link identified on the *Through-site links map*.
- (3) Where this DCP identifies multiple public domain requirements, the development may achieve additional height or floor space in accordance with Clause 6.28 of *Sydney LEP 2012*, but only where all public domain is proposed to be dedicated, and where the consent authority determines there is a need for public domain.
- (4) Additional height or floor space cannot be achieved under Clause 6.28 of *Sydney LEP 2012* for public domain works undertaken by the developer where no land is dedicated or otherwise provided to Council for public domain.

5.8.5 Managing transport demand

To address high levels of traffic congestion in the Southern Enterprise Area it is essential that sustainable transport use is actively promoted.

This Section should be read in conjunction with Clause 7.26 under Sydney LEP 2012 and the requirements of Section 3.11 Transport and Parking and Schedule 7, of this DCP.

The requirements of Section 3.11.1 are superseded by this Section.

Objectives

- (a) Promote sustainable transport use to reduce traffic congestion on local and regional roads in and around the Southern Enterprise Area.
- (b) Achieve a minimum mode share target of people arriving at work by sustainable transport modes of:

- i. 45% of workers in North Alexandria are to arrive at work by public transport or active transport; and
- ii. 40% of workers in the remaining mixed business areas are to arrive at work by public transport or active transport.

Provisions

- (1) Development is to actively promote sustainable transport modes.
- (2) Where development increases the amount of carparking on a site:
 - (a) a Transport Impact Study is required to address the potential impact of the development on surrounding movement system;
 - (b) a Green Travel Plan is to be prepared which includes initiatives to promote sustainable transport modes. Green Travel Plans are to be prepared in accordance with Schedule 7 and demonstrate how initiatives to promote sustainable transport options are to be implemented and maintained over time; and
 - (c) a Transport Access Guide and a strategy is to be prepared and made available for employees and visitors.

5.8.6 Environment

5.8.6.1 Stormwater management and waterways

This Section should be read in conjunction with provisions of Section 3.7 Water and Flood Management of this DCP.

Objectives

- (a) Assist in the management of stormwater to minimise flooding and reduce the effects of stormwater pollution on receiving waterways.
- (b) Ensure that development manages and mitigates flood risk and does not exacerbate the potential for flood damage or hazard to existing development and to the public domain.
- (c) Ensure that flood risk management addresses public safety and protection from flooding.

Provisions

- (1) Development applications are to be prepared in accordance, and be compatible with, the assumptions and flood information documented in the Alexandra Canal Catchment Floodplain Risk Management Study and Floodplain Risk Management Plan available from the Council as it applies to the Southern Enterprise Area.
- (2) Development is to comply with Council's floodplain management policies and flooding provisions of this DCP.
- (3) Any portion of the building or structure lower than the 1% AEP + .50 metre freeboard is to be built from flood compatible materials (i.e. materials that will not experience any significant damage as a result of the ingress or passage of floodwaters, including debris).
- (4) All services associated with the development are to be flood proofed to the 1% AEP + .50 metre freeboard or, where associated with critical services, the Probable Maximum Flood (PMF). Flood proofing is to be undertaken using a combination of measures sufficient to ensure that the structure and building contents are able to withstand the forces due to the ingress or passage of floodwaters, including debris.
- (5) A suitably qualified engineer is to certify that the structure can withstand the forces of floodwater, debris and buoyancy for the 1% AEP + .50 metre freeboard or the PMF in cases with significant safety or evacuation issues.

- (6) Overland flowpaths and other stormwater management systems must be designed such that personal safety is not compromised and damage to property is minimised. In designing for the PMF flood vertical evacuation procedures must be considered.
- (7) All buildings that are accessible to the public, and where the depth of the PMF at the site access is greater than 0.8m, are to provide temporary refuge for persons escaping floodwaters.

5.8.6.2 Urban ecology

This section should be read in conjunction with the provisions of Section 3.5 Urban Ecology of this DCP.

The large industrial sites, warehouses and generally less intensely used sites that characterise much of the Southern Enterprise Area can provide habitat for a range of plant and animal species, including birds, bats and reptiles. This is particularly the case where sites have remained vacant or unused for an extended period of time.

Landscaping associated with new development will serve many purposes including enhancement of amenity and air quality, managing stormwater runoff and protecting and enhancing the urban ecology.

Objectives

- (a) Protect and enhance existing habitat and create new areas of habitat in the Southern Enterprise Area, contributing to the wider urban biodiversity of the City.
- (b) Ensure landscaping improves, protects and enhances urban biodiversity.
- (c) Protect and promote the recovery of priority species and groups of fauna and flora and reinstate original locally indigenous vegetation.

Provisions

- (1) New development is to retain and enhance existing habitat and create opportunities for new areas of habitat.
- (2) Buildings and structures should be sited to protect existing areas of vegetation and habitat.
- (3) Landscaped areas are to be designed and located to create a buffer between potential habitat and development, for example along property boundaries.
- (4) Where development is proposed on sites with substantial vegetation and/or sites and buildings that have remained undisturbed for 1 or more years, Council may require an ecological assessment of priority species or groups as identified in the *City of Sydney Draft Urban Ecology Action Plan*. In the Southern Enterprise Area, relevant species include the:
 - (a) long-nosed bandicoot;
 - (b) small birds such as the Superb Fairy Wren, New Holland Honeyeaters;
 - (c) reptile species; and
 - (d) microbat species.
- (5) Where development is in close proximity to known sightings of a threatened or endangered species, population or community, an assessment of significance is required.
- (6) Where a priority species or habitat is identified, Council may require protection or species relocation measures to be undertaken.
- (7) When undertaking stormwater works along the Alexandra Canal, any impacts on habitats must be assessed and appropriately mitigated.

APPENDIX E – DCP Maps

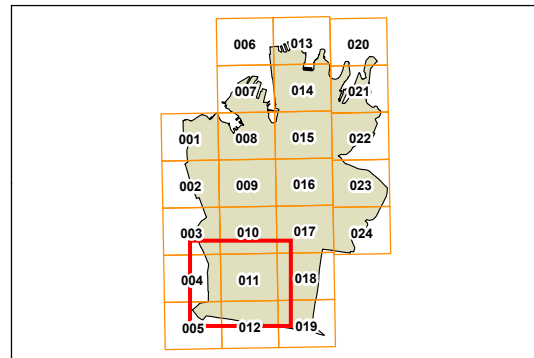
Proposed mapping amendments to Sydney DCP 2012 map tiles

Active frontages map Sheet

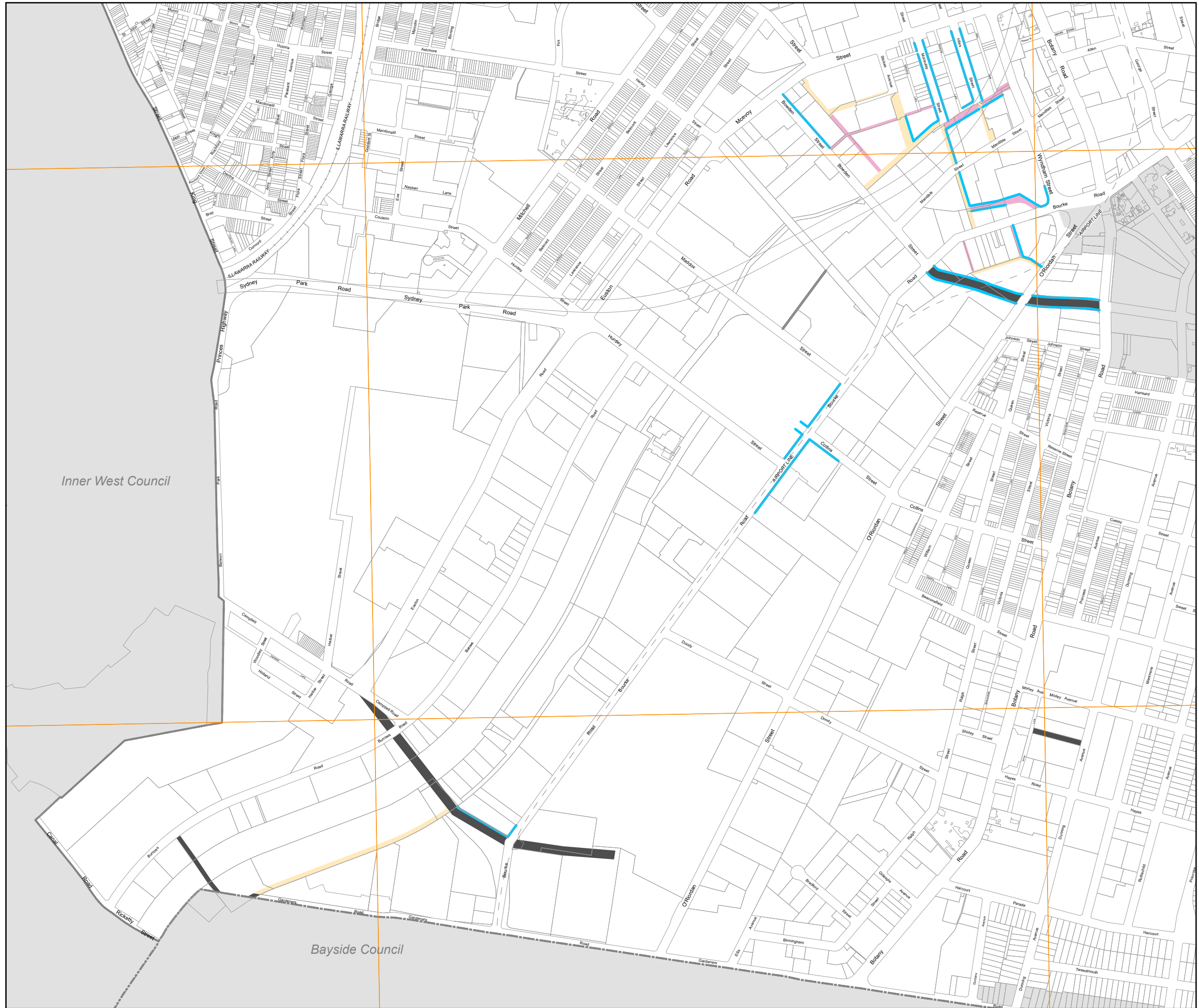
Legend

- Active frontages
- Remove active frontage
- Proposed lane
- Proposed streets
- Remove proposed street
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



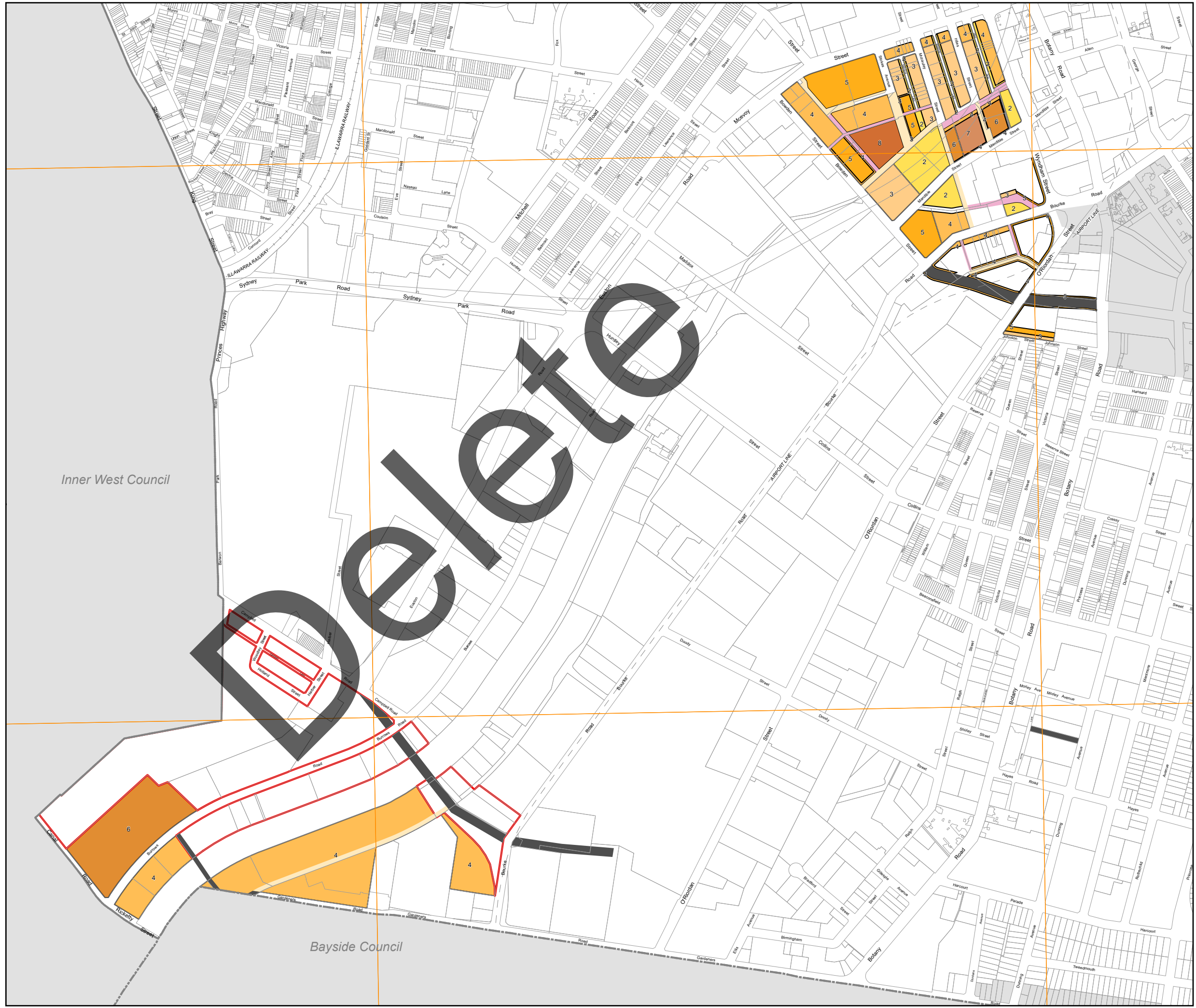
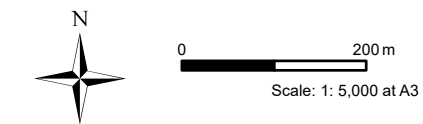
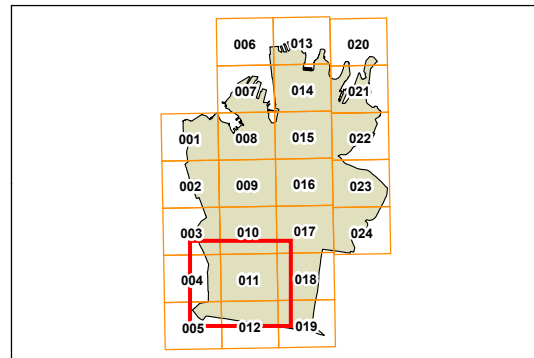
0 200 m
Scale: 1: 5,000 at A3



Height in storeys map Sheet

Legend

- 2 Storeys
- 3 Storeys
- 4 Storeys
- 5 Storeys
- 6 Storeys
- 7 Storeys
- 8 Storeys
- Remove building height in storeys
- Land excluded from this DCP

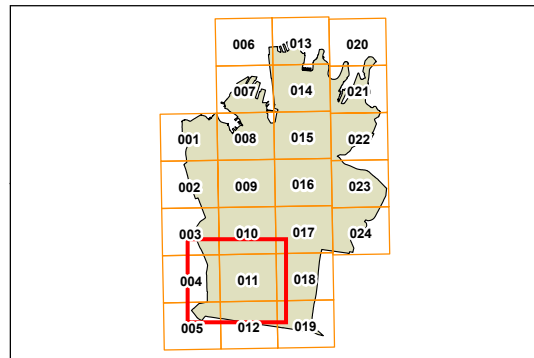


Height in storeys map Sheet

Legend

- 2 Storeys
- 3 Storeys
- 4 Storeys
- 5 Storeys
- 6 Storeys
- 7 Storeys
- 8 Storeys
- Remove building height in storeys
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



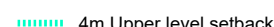
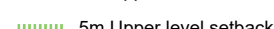

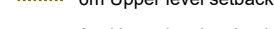
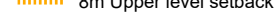
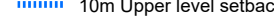

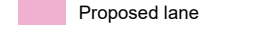
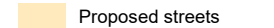



0 200 m
Scale: 1: 5,000 at A3

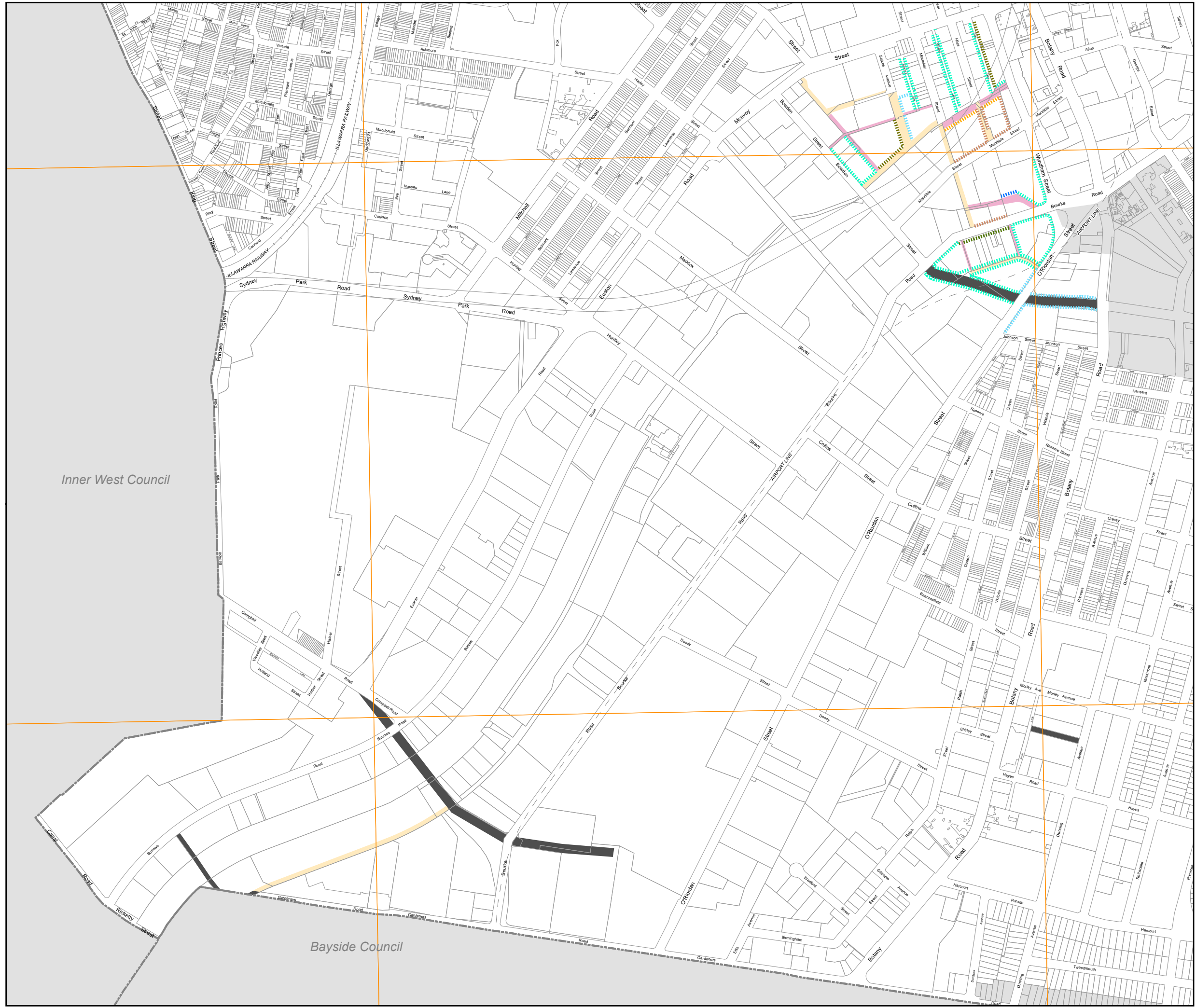
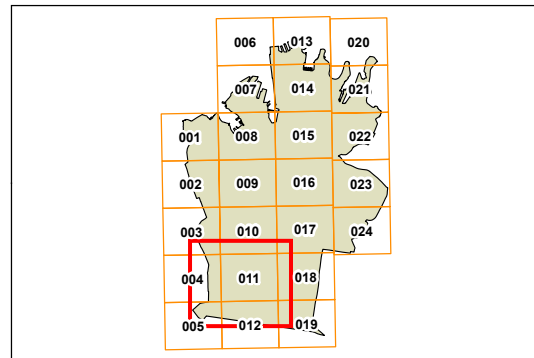


Building setback and alignment map Sheet

Legend

-  2m Upper level setback
-  3m Upper level setback
-  4m Upper level setback
-  5m Upper level setback
-  6m Upper level setback
-  8m Upper level setback
-  10m Upper level setback
-  12m Upper level setback
-  Proposed lane
-  Proposed streets
-  Remove proposed streets
-  Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road

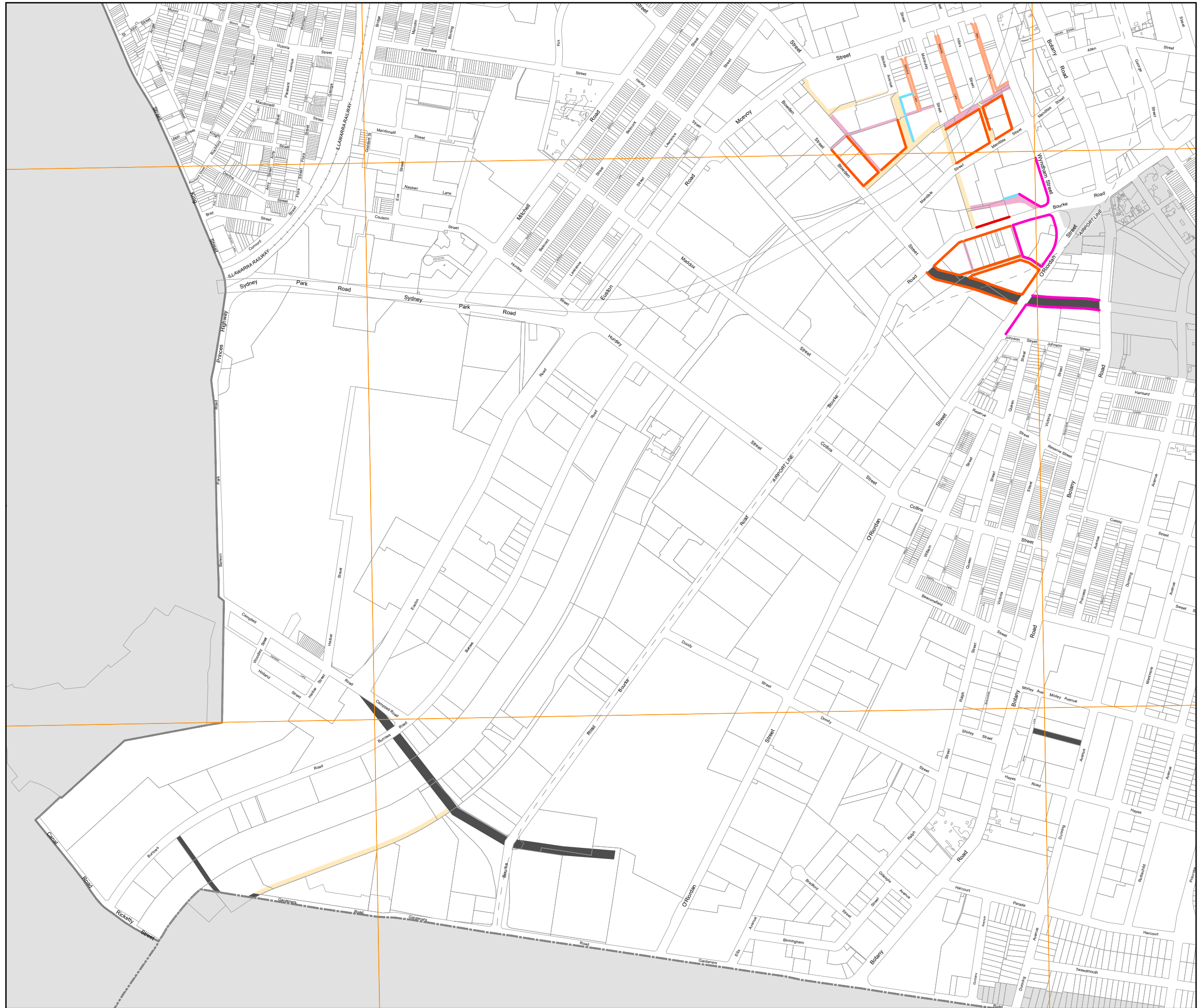
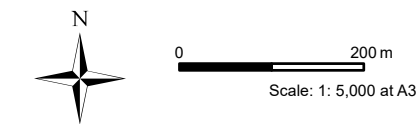
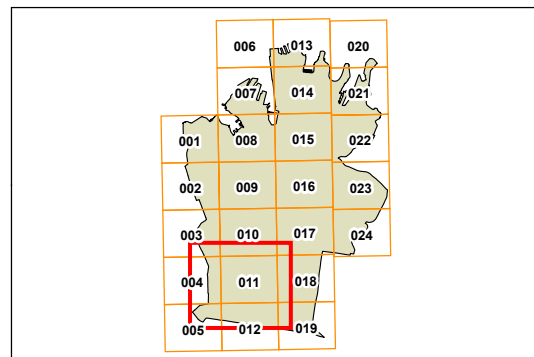


Building street frontage height in storeys map Sheet

Legend

- 2 Storeys
- 3 Storeys
- 4 Storeys
- 5 Storeys
- 7 Storeys
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road

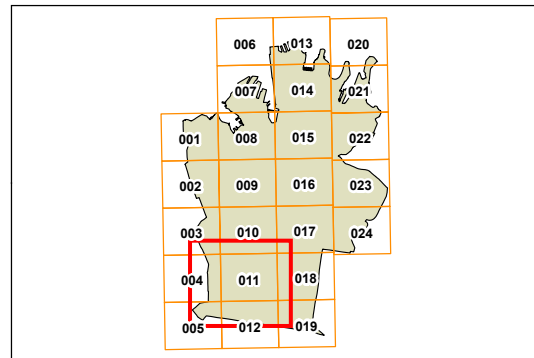


Footpath awnings and colonnades map Sheet

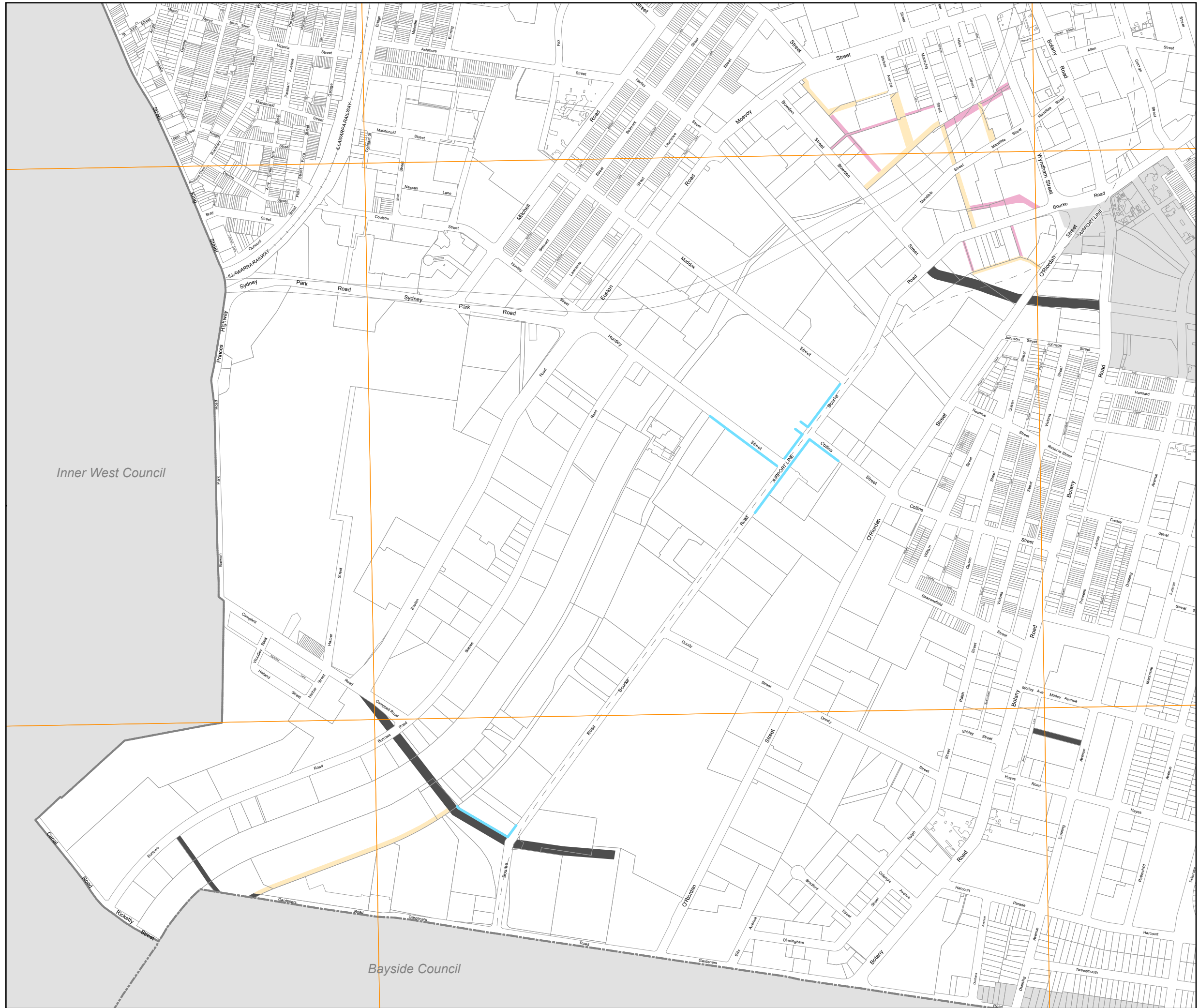
Legend

- Awning over entries
- Colonnades
- Continuous awning
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



0 200 m
Scale: 1: 5,000 at A3

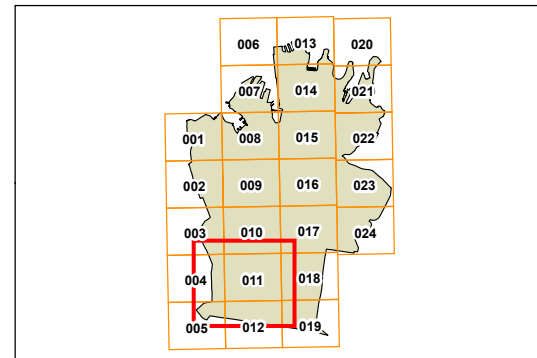


Public domain setbacks map Sheet

Legend

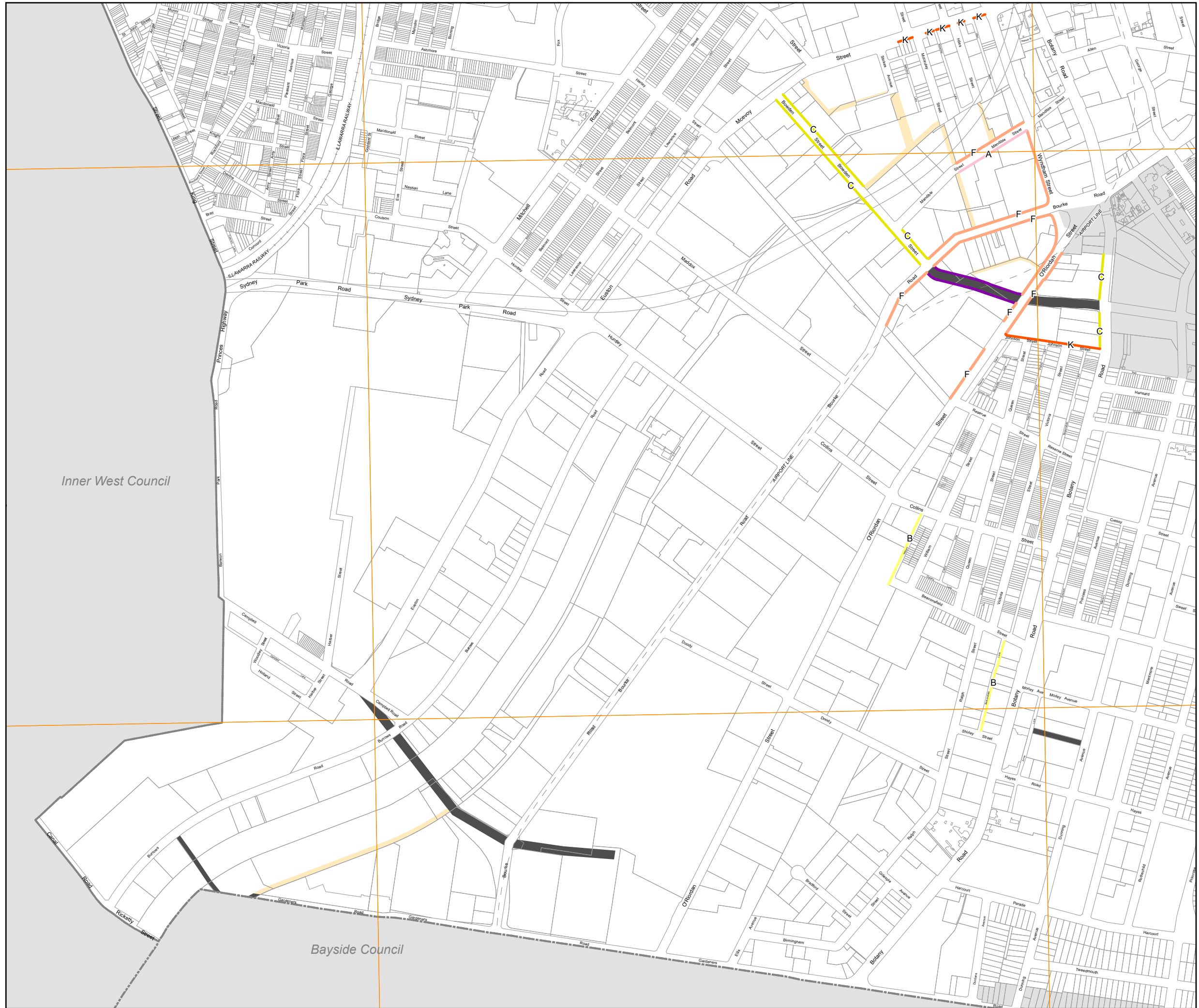
- A 0.5m Setback - Footpath widening
- B 1.2m Setback - Footpath widening
- C 1.4m Setback - Footpath widening
- E 2m Footpath widening / Landscape setback
- F 2.4m Setback - Footpath widening
- K 6.4m Footpath widening / Landscape setback
- Proposed streets
- Remove Proposed streets
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



0 200 m

Scale: 1: 5,000 at A3

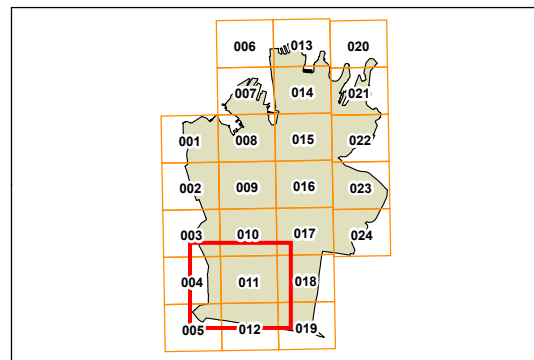


Proposed open space map Sheet

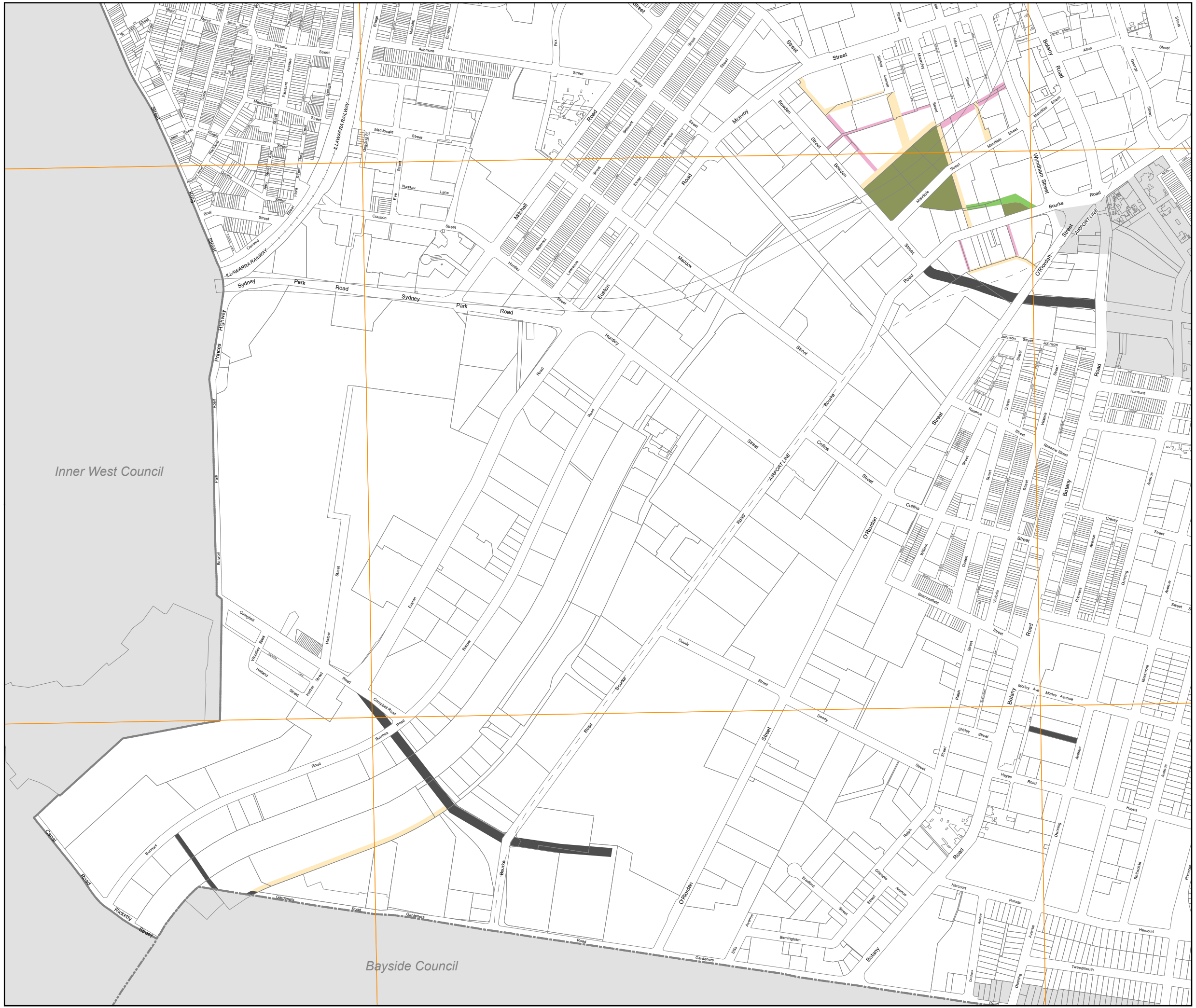
Legend

- Required open space
- Liveable green network (linear park)
- Proposed streets
- Remove proposed streets
- Proposed lane
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



0 200 m
Scale: 1: 5,000 at A3

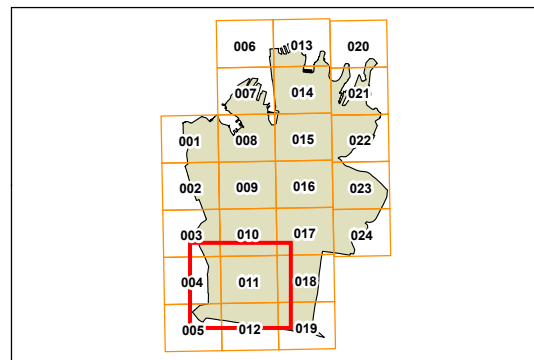


Pedestrian priority map Sheet

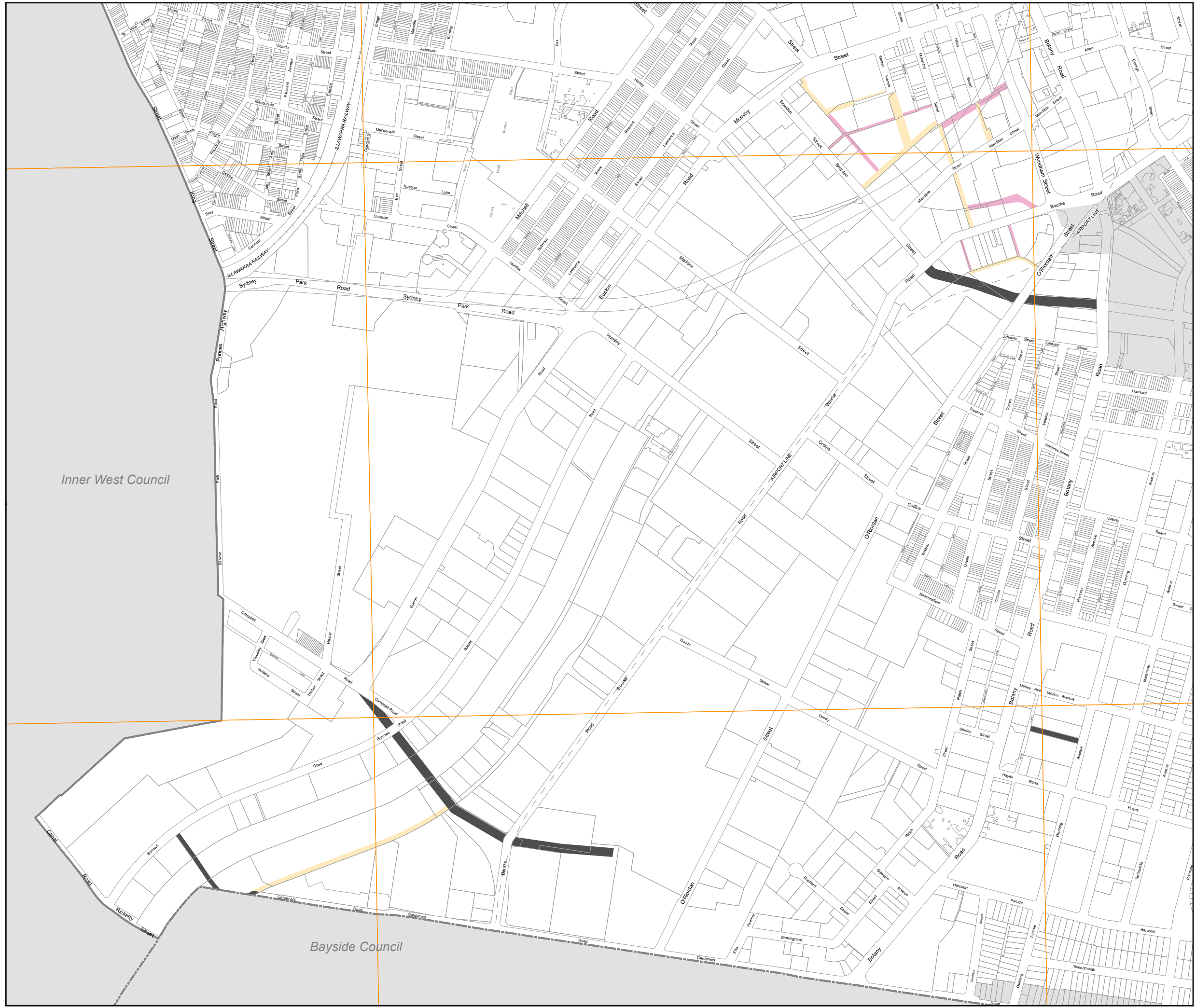
Legend

- Proposed lane
- Proposed streets
- Remove proposed street
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



0 200 m
Scale: 1: 5,000 at A3

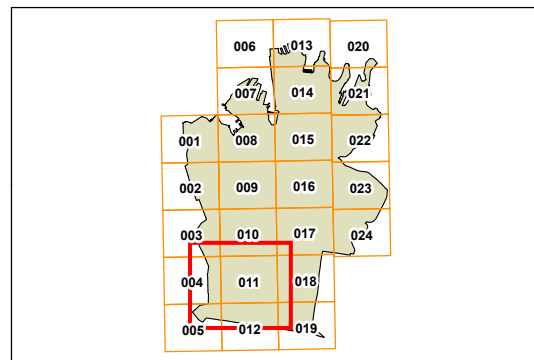


Streets and lanes map Sheet

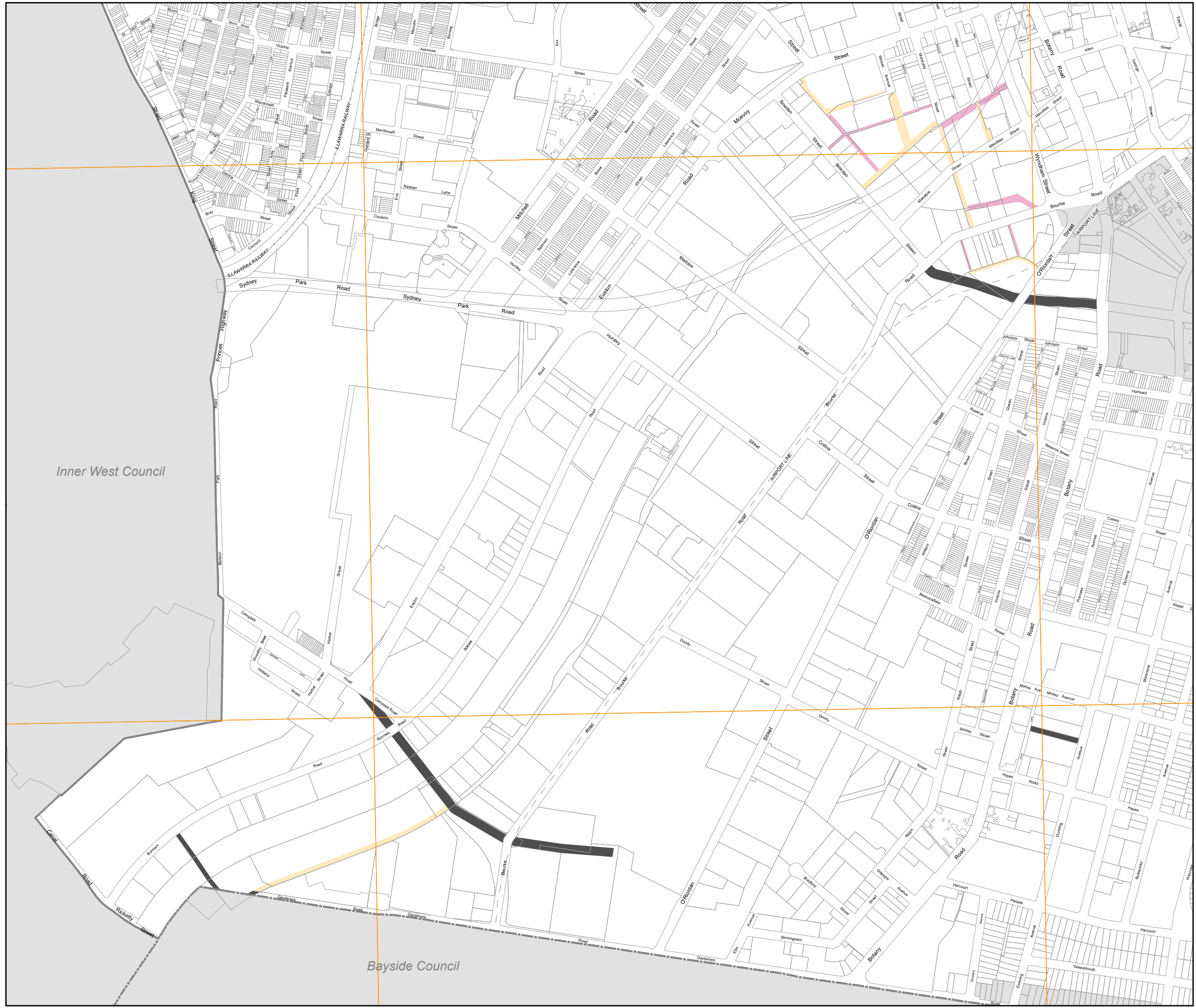
Legend

- Proposed streets
- Remove proposed streets
- Proposed lane
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



0 200 m
Scale: 1: 5,000 at A3

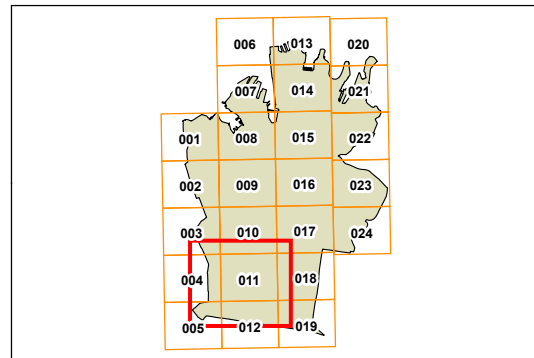


Stormwater management map Sheet

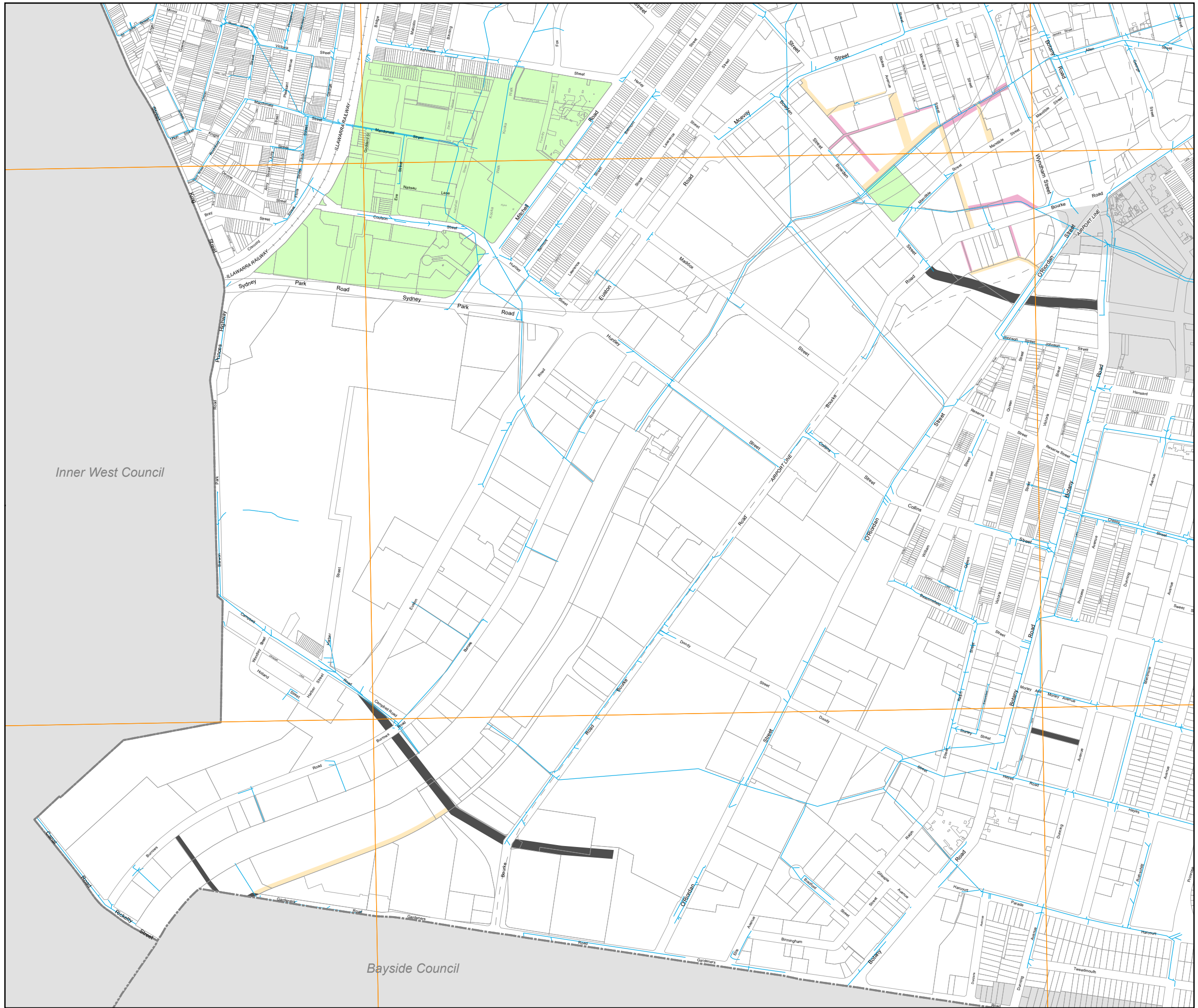
Legend

- Fowlers Creek catchment
- Site where stormwater detention is integrated with and/or dedicated open space
- Major drainage lines (position indicative only)
- Proposed lane
- Proposed streets
- Remove proposed street
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O’Riordan Street and Bourke Road



0 200 m
Scale: 1: 5,000 at A3

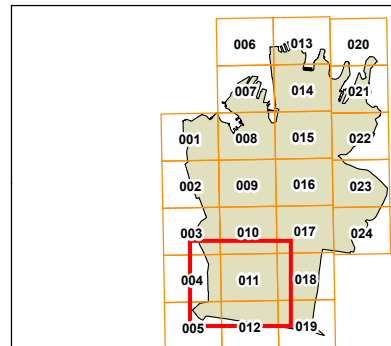


Through site links map Sheet

Legend

- Proposed through site link
- Liveable green network
- Remove proposed through site link
- Proposed streets
- Remove proposed streets
- Proposed lane
- Land excluded from this DCP

Note: Map tiles will be updated to show the draft subdivision plan of the Green Square east-west connector route between O'Riordan Street and Bourke Road



0 200 m
Scale: 1: 5,000 at A3

