

Victoria Road Precinct (Precinct 47)

**Proposed draft amendments to the
Marrickville DCP 2011**

July 2016

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9.47 Victoria Road (Precinct 47)

9.47.1 Introduction

This section of the Development Control Plan (DCP) establishes a framework to guide development in the Precinct 47 – Victoria Road (the precinct).

9.47.1.1. Land to which this section of the DCP applies

This section of the DCP applies to development within the boundary of the precinct as shown in **Figure 1: Land application**.



Figure 1: Land application

9.47.1.2. Aims and objectives of this section of the DCP

The purpose of this section of the DCP is to guide the future development of the precinct by:

- identifying the desired future character, development principles, key elements and indicative structure for the future development of the precinct;
- communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications;
- ensuring the orderly, efficient and environmentally sensitive development of the precinct; and
- promoting a high quality urban design outcome.

9.47.1.3. Relationship to other sections of the DCP

This section forms part of the Marrickville Development Control Plan 2011 (Marrickville DCP 2011). It sets out specific controls to guide the future development of the precinct. Development within the precinct will need to have regards to this section of the DCP as well as other relevant provisions in the Marrickville DCP 2011. In the event of any inconsistency between this section and other sections of the Marrickville DCP 2011, this section will prevail to the extent of the inconsistency.

9.47.1.4. State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to residential flat buildings and the residential component of a shop top housing development in the Precinct. Such development is to have regard to SEPP 65 and the Apartment Design Guide in addition to the relevant provisions below.

9.47.1.5. Application of this section

The provisions of this section are not statutory requirements and any development application will be considered on its merits. The consent authority is to be flexible in applying the controls and allow reasonable alternative solutions that achieve the overall vision, development principles and key elements for the precinct as well as the specific objectives of the controls.

Role of the Victoria Road Precinct (Precinct 47) Masterplan

The Victoria Road Precinct Masterplan shows how the overall precinct may develop over time. It is intended as a guide to demonstrate how the desired future character, development principles and key elements for the precinct may be achieved. It is recognised that there may be other options for the site's layout which may be as effective in achieving the vision, aims and objectives for the precinct. As such, Council may grant consent to a proposal that is permissible under the Marrickville LEP 2011 but that differs from the masterplan where the variation is considered to still achieve the desired future character, principles and key elements set out in this section.

Consistency with objectives and controls in this section

Clauses in this section contain objectives and controls relating to various aspects of development. The objectives enable Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the precinct. The controls, if met, mean that development would be consistent with the objectives. However, in some circumstances, strict compliance with the controls may not be essential, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the controls in this section, providing that the relevant objectives are achieved. Where a variation is sought it must be justified demonstrating how the development will meet the desired future character and development principles as well as the objectives of the relevant control.

9.47.2 Existing Character

The area is bounded by Addison Road to the north, Fitzroy Street to the east, Sydenham Road to the south and generally by the rear of properties facing Shepherd Street to the west. Victoria Road is the main north to south link through the precinct linking to Enmore Road. A number of east west links exist, though many are cul-de-sacs used for access and loading bays for industrial sites.

The precinct contains a mixed character, though overall the precinct is dominated by industrial land uses. Residential dwelling houses are interspersed between industrial factory units. Business and local retail uses are also located along some of the main roads in the precinct such as Addison Road and Enmore Road. Light industrial uses are located along the northern side of Farr Street that create a buffer for the adjoining residential properties. Other land uses within the precinct include the Marrickville Bowling and Recreation Club and Wicks Park.

The precinct has a very irregular subdivision pattern (as seen in **Figure 1**). Whilst there are some large industrial sites, many of them have been fragmented into smaller individual industrial sites. Access to many of the industrial sites is provided through rear lanes and cul-de-sacs. The Marrickville Public School is located outside the precinct boundaries but is situated in the middle of the precinct, with long interfaces to the surrounding industrial area.

The building stock within the precinct is mixed. It contains a number of old industrial buildings, some of which have been adapted for modern industrial uses and some of which remain in their original state. Those original buildings are predominantly brick constructions built to the boundary with small openings for vehicles. Some have been rendered and painted with their opening expanded to accommodate modern industrial requirements. There are also some examples of new, modern industrial developments containing a number of tenancies utilising the same access point and providing on-site parking and loading facilities. However, the majority of industrial buildings are older, relatively small and limited in size.

The large number of small industrial sites has led to traffic issues for the precinct. This is less of an issue on sites backing onto cul-de-sacs as it does not impede the flow of traffic. However, traffic conflicts occur between large vehicles accessing industrial sites on streets also catering for through traffic. This is particularly the case where sites are unable to cater for loading and unloading on-site due to their size or configurations. This problem is particularly acute for older industrial sites which tend to be less able to cater for modern vehicles such as large trucks and other delivery vehicles. As a result, large trucks are often forced to stop in the middle of the road for loading and unloading rather than being able to accommodate this function on-site.

The large industrial complexes that were prevalent in the 1960s/1970s no longer exist. Some of the large industrial sites are fragmented into smaller industrial sites. There are a high number of vacant properties in the Precinct. The nature of the industrial sites also affects on-street parking availability within the precinct. The large number of small industrial sites has resulted in a large number of laybacks on each street. As a result, many on-street parking spaces have been removed, and as a consequence on-street parking is very limited. This is particularly noticeable in streets such as Chapel Street where parking has been provided as a hard stand in front of individual tenancies along the length of the street. This also leads to increased conflict between pedestrians and traffic as vehicles must cross pedestrian footpaths to access parking.

Amenity for pedestrians and cyclists in the precinct is poor, with little permeability, landscaping or public domain improvements within this precinct. Traffic is generally heavy and conflicts can arise between vehicles, pedestrians and cyclists. Footpaths are narrow, often interrupted by laybacks and are in poor condition. Some efforts towards public domain improvement have been made along Addison Road.

The Precinct is well serviced by public transport, with the eastern edge of the precinct being approximately 400 metres from Sydenham Station that will see a significant upgrade in capacity and frequency with the proposed Metro service. Victoria Road is also a major bus route for services to the City and other strategic centres.

The precinct contains one open space area known as Wicks Park located on the eastern corner of Victoria Road and Sydenham Road. It contains passive and active recreational facilities such as seating, children's play equipment and tennis courts. Other recreational facilities contained within this precinct include the

Marrickville Bowling and Recreation Club located on the western corner of Sydenham Road and Fitzroy Street.

The precinct does not contain any Heritage Conservation Areas, though one industrial facade and one industrial building are identified as heritage items. The range of industrial buildings in the precinct illustrates how industrial requirements have changed over time.

9.47.3 Desired future character

The vision for the Victoria Road Precinct is to support the long term transition of the precinct into a vibrant, and sustainable mixed use precinct, that provides interesting and appropriate built form, high quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a highly desirable place to work and live.

Victoria Road will be an active mixed-use corridor and the heart of the precinct, providing a connection between the established village centres of King Street, Newtown (to the north of the precinct) and Marrickville Road, Marrickville (to the south). The commercial corridor will achieve this through built form and design measures that will give a distinctive identity to the neighbourhood by providing a strong edge to the public domain.

New, higher density residential areas will be established in areas near existing residential areas, open space and community facilities which will ensure dwellings are co-located near compatible uses with higher amenity.

Mixed uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. Showrooms will enhance and develop the theme of home improvement offerings and complement existing retail centres. New opportunities will be created for commercial and office uses, particularly in the northern part of the precinct.

New streets, laneways, shared zones and through-site links will improve permeability within the precinct and in certain locations will become the focus of activity with non-residential uses on the ground floor. To further encourage pedestrian activity within the Precinct, improvement to the streetscape and landscaping and design of ground floor uses will provide a high quality domain encouraging greater pedestrian traffic and active ground floor uses that open towards and spill out onto the public domain (such as café tables and chairs) and which results in a lively, attractive and activated streetscape. Active transport within the precinct will be encouraged through new on-road cycle routes that will link with the existing cycle network within the surrounding area.

The desired future character for the precinct is:

1. To create an active commercial corridor along Victoria Road by encouraging active ground floor commercial uses such as cafes, small retail opportunities, boutique retail showrooms and professional business space.
2. To enhance existing streets and incorporate new streets and shared zones to encourage pedestrian activity.
3. To create new roads and shared zones to enhance permeability throughout the precinct that increases the connectivity between each sub-precinct.
4. To enhance the streetscape by incorporating green streets and pathways throughout the precinct that form part of a wider green network that connects local activities, parks, public spaces and schools and provide opportunities for incidental, casual social interaction.
5. To enable a broader mix of businesses that meet the requirements of the local employment profile and changing demographics of the Inner West LGA.
6. To foster the transition of industrial uses to cleaner and modern, light and creative industries to improve the amenity of the precinct, while retaining employment opportunities.
7. To create a vibrant hub for Marrickville's creative industries that complements the existing arts and cultural premises in the Chapel Street Sub-precinct and the proposed Sydenham Station Creative Hub in the adjacent precinct.
8. To encourage the conversion of existing warehouses to support the creation of a hub within the Chapel Street Sub-precinct for home renovation and food production businesses, that promotes active or display ground floor uses such as ancillary showrooms and cafes.

9. To create a liveable residential environment within the Victoria Road Precinct with good access to the new Victoria Road Commercial Corridor, transport, and existing and new amenity areas.
10. To protect and adapt existing heritage items within the precinct by incorporating items in the design of new buildings within the precinct.
11. To develop the right combination, scale and design of new buildings to provide significant housing and employment spaces for Sydney, while balancing the impacts on surrounding lower-density residential properties.
12. To ensure development is compatible with the operations of Sydney Airport.
13. To encourage the provision of social infrastructure such as for child care, school expansion and community halls as part of the ongoing growth and evolution of the Victoria Road Precinct.
14. To ensure a high level of residential amenity for new development within the precinct and reduce potential amenity impacts on existing residential areas.
15. To ensure the interface between conflicting land uses are managed appropriately through design and siting measures.
16. To improve the function of the existing road and cycle network to support the movement network within the precinct.
17. To support the upgrade of existing parks and the provision of new pocket parks/squares to provide useful open space and landscaped areas.

9.47.4 Sub-precincts

The precinct is divided into a number of sub-precincts as shown in **Figure 2: Sub-precincts**.

These Sub-precincts are as follows:

1. Victoria Road Corridor Sub-precinct
2. Timber Yards Sub-precinct
3. Wicks Park Sub-precinct
4. Chapel Street Sub-precinct
5. Chalder Avenue Sub-precinct.



Figure 2: Sub-precincts

The development intent for each of these sub-precincts is outlined below.

Victoria Road Corridor Sub-precinct

The Victoria Road Corridor Sub-precinct covers areas fronting Victoria Road. It is proposed to evolve into a main commercial spine comprising commercial, showroom, retail and other non-residential uses featuring well-designed built form that has a sensitive interface with a high quality public domain featuring footpaths, street trees and other street furniture. Such as bus stops This will create a pleasant and inviting environment to foster greater pedestrian and commercial activity along Victoria Road.

Areas south of Chalder Street within the sub-precinct will transition into a new vibrant mix of ground floor non-residential uses, and residential uses on the upper levels where noise affectation from the operation of Sydney Airport is less prevalent. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. These mix of uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Where noise-generation from existing flight paths across the Precinct make it inappropriate for residential uses, non-sensitive uses such as office space, ground floor showrooms will be implemented in order to support activation along the corridor.

Timber Yards Sub-precinct

The Timber Yards Sub-precinct will be a new residential area that will support the function of the Victoria Road Corridor Sub-precinct, interconnecting with the proposed mixed use areas along the Victoria Road. Built form will transition in height, being predominantly 3-5 storeys along the periphery with opportunities for taller buildings in the central area of the sub-precinct to minimise amenity impacts to adjoining low density residential areas. Siting and design measures will also be required for taller building elements to minimise residential amenity impacts from the operation of Sydney Airport.

New shared zones and enhanced footpaths within the sub-precinct will add to the vibrancy of the area, increasing pedestrian activity and connections to new pocket parks and commercial areas along the Victoria Road Corridor Sub-precinct.

Wicks Park Sub-precinct

This Wicks Park Sub-precinct will comprise of a mixed use area that will be characterised by non-residential ground floors with residential above, whilst a business development zone will encourage new enterprises and creative uses along Faversham Street.

This sub-precinct will also support the function of the commercial corridor along Victoria Road while maximising amenity opportunities from Wicks Park. Streetscape and street network improvements will directly link to Victoria Road, enhancing the permeability of the sub-precinct, and supporting the ongoing function of the Victoria Road Commercial Corridor. The extension of Hans Place to Victoria Road will be a one-way shared zone that will provide a key pedestrian link from the Creative hub precinct to the Victoria Road Commercial Corridor with the opportunity for active uses such as cafes, studios, boutique showrooms and smaller retail opportunities. By retaining the potential heritage façade of 23-33 Faversham Street, it will provide a physical delineation between the active mixed use laneway west of Faversham Street and existing industrial uses to the east, minimising potential land use conflicts, whilst providing a signified entry point into an activated laneway.

The sub-precinct will focus higher density residential along the northern edge of Wicks Park and maximise high visual amenity provided by the open space area, whilst ground floor non-residential uses with an interface to Wicks Park will address the open space area in order to promote greater pedestrian amenity and activity. To minimise potential land use conflicts with the existing industrial area to the east and noise and vibration affectation from the operation of Sydney Airport, transitional business development uses will be integrated along Faversham Street or within the ANEF 30 area.

Chapel Street Sub-precinct

The Chapel Street Sub-precinct has a strong presence of creative industries, such as music, design and workshops. The future vision for the Chapel Street Sub-precinct is to reinforce the strong presence of creative industries and build upon the existing home renovation stores that will see the sub-precinct become the focal point for these activities. The transition of the sub-precinct will be supported by identifying possible future connections to enhance the permeability of the sub-precinct, improving the walkability and traffic movements that will integrate with the surrounding road network.

The transition will encourage active street frontages in the sub-precinct that currently do not exist. The proposed uses will reduce the current industrial traffic on narrow streets and around Marrickville Public School.

Existing heritage items and significant elements such as the Sims Metal Factory and 14 Rich Street may provide an opportunity for a new community hub that will be a venue for community events, such as village markets, exhibitions and functions.

Chalder Avenue Sub-precinct

The Chalder Avenue Sub-precinct is a transitional precinct that will provide a buffer between the heavy industries to the east, and the commercial strip along Victoria Road. The sub-precinct will encourage modern forms of light industrial uses that will minimise the land use conflicts between surrounding uses. This will enable the sub-precinct to progressively evolve to cater for more modern employment industries that will provide a compatible transition and minimising potential land use conflicts.

9.47.5 Indicative masterplan

Development is to be generally consistent with the key elements in **Figure 3 – Indicative Masterplan**.



Figure 3: Indicative masterplan

Objective

- (1) To implement the indicative masterplan and create a vibrant mix of uses within a scale and density that complements surrounding centres and neighbourhoods and supports the desired future character of the Victoria Road Precinct.

Control

- (1) Development within the precinct is to be undertaken generally in accordance with the indicative masterplan as shown in **Figure 3**.

Note: variations to the location and layout of certain elements of this indicative masterplan such as proposed streets may be considered by the consent authority in accordance with 9.47.1 – Introduction

9.47.6 Movement network

9.47.6.1 General

Objectives

- (1) To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling.
- (2) To ensure new streets are integrated with the surrounding street network, in particular within the Timber Yards and Wicks Park Sub-precincts and establish a clear and legible street hierarchy interconnecting with Victoria Road.
- (3) To ensure streets are designed and constructed to a high standard and provide a high level of comfort, amenity and safety.
- (4) To provide a comfortable and attractive environment for pedestrian and cyclists and enhance pedestrian and cyclist connections to surrounding commercial precincts, including Addison Road and Marrickville Road.

Controls

- (1) Development within the Victoria Road Precinct should be generally consistent with **Figure 4: Movement Network Plan** and **Table 1: Street Characteristics**, that includes:
 - a. A pathway dedication along Victoria Road of 1.5 metres that is dedicated to the public domain to enable wider verge areas for public footpaths, seating areas, street tree planting, and street awnings.
 - b. New internal streets and extending existing streets within the Timber Yards and Wicks Park sub-precincts.
 - c. Upgrading Mitchell Street into a shared zone to enable greater flexibility of uses between pedestrian activity, traffic and parking that will connect to a new pocket park (no vehicular access will be available from Farr Street, as Mitchell Street is intended to be an internal connection only and will be obstructed by the location of the new pocket park).
 - d. Creating a new shared zone between Victoria Road and Farr Street connecting to a new pocket park that will enable greater flexibility of uses between pedestrian activity, traffic and parking (no vehicular access will be available from Farr Street, as the new shared zone is intended to be an internal connection only and will be obstructed by the location of the new pocket park).
 - e. Extending Hans Place as a shared zone through to Victoria Road to enhance access to Wicks Park and the commercial corridor along Victoria Road.
 - f. Extending Chalder Avenue into the Wicks Park Sub-precinct, with a shared zone south of the Hans Place extension to increase vehicle permeability and enable direct pedestrian and cycle access to Wicks Park.

Note: The land area dedicated to Council will be included when calculating allowable floor space ratio and considered a credit towards any required Section 94 Contributions.

- (2) The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain.
- (3) Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity.
- (4) Street furniture is provided and includes a high quality, durable and co-ordinated selection of:
 - a. paving

- b. seating
 - c. lighting
 - d. rubbish bins
 - e. signage.
- (5) Pedestrian paths:
- a. are provided on both sides of existing and proposed streets identified in **Figure 4: Movement Network Plan Map**.
 - b. are clearly distinguished from vehicle access-ways.
 - c. are well-lit to safety standards.
- (6) Incorporate safe and legible cycle routes through the Precinct which connect to existing cycle routes within the surrounding area.



Figure 4: Movement Network Map

Table 1: Street network characteristics

Type	Reservation Width	Lane width		Footpath zone / Pedestrian lane	Street Tree Planting (Green link)
		Traffic lane	Parking		
Victoria Road	21m	7m	2.5m	3m	1.5m
Local street	15-20m	7-9.5m	2.5m	2.5m	1.5m
Two-way shared zone	15-20m	5.6m	3.2m	3-4m	1.5m
One-way shared zone	8.5m	4.5m	N/a	1-3m	N/a

9.47.6.2 Shared zones

Objectives

- (1) To prioritise walking within particular streets to create a pedestrian friendly space in the form of shared zones within the Timber Yards and Wicks Park Sub-precincts.
- (2) Ensure that the street network provides a high level of amenity and safety for all users.

Controls

- (1) Shared zones are to be provided in location of the proposed new shared zones is to be generally in accordance with the **Figure 4: Movement Network Plan Map** that includes:
 - a. along Mitchell Street;
 - b. along the proposed new road between Victoria Road and Farr Street;
 - c. along the proposed extension of Hans Place to Victoria Road; and
 - d. along the proposed extension of Chalder Avenue to Wicks Park.
- (2) Shared zones are to generally conform with **Table 2: Shared zone characteristics** below.

Table 2: Shared zone characteristics

Type	Key Characteristics	Guidelines
Shared zone	<p>A driver must give way to any pedestrian in the zone</p> <p>Traffic loads are generally less than 500 vehicles per day</p> <p>Speed limit is 10km/h.</p>	<p>No definition between pedestrian and vehicular zone</p> <p>No kerblines</p> <p>Change of paving indicates parking areas</p> <p>Low traffic volumes, high pedestrian activity</p> <p>Prioritise pedestrian and cycle movements and to facilitate local vehicular access.</p> <p>Active ground floor uses open towards/spill out onto the zone (such as café tables and chairs).</p> <p>Greater flexibility for use of road space</p> <p>Defined loading and parking zones</p> <p>Ability to introduce street trees.</p> <p>Where shared zones are proposed on a cul-de-sac, a turning point is to be provided for adequate vehicular movement.</p>

9.47.6.3 Green links

Objectives

- (1) To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.
- (2) To create green links and pathways that form part of a wider green network that connects commercial areas, parks, public spaces and schools.
- (3) To provide a public domain that supports a habitat for local wildlife, reduces the urban heat island effect, manages stormwater and makes walking and cycling more attractive.
- (4) To improve permeability and connections between key areas within the precinct.

Controls

- (1) Development is to incorporate green links generally in accordance with **Figure 13: Open Space Network** and **Table 3: Green link characteristics**.

Table 3: Green link characteristics

Type	Guidelines
Green links	<p>Footpaths are to allow adequate space for the planting of street trees</p> <p>New street trees are aligned along existing and proposed footpaths and shared zones</p> <p>Street trees are to be planted in a co-ordinated, regularly spaced manner</p> <p>The proposed species of street trees is in accordance with Council's Street Tree Master Plan</p> <p>Deep soil verges are to be provided as part of any street tree planting for infiltration of stormwater</p> <p>Street trees provide shade and enhance the level of thermal comfort within the public domain</p>

9.47.6.4 Indicative street sections

The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections illustrate the intended future built form outcomes for each street while acknowledging the existing character of the area.



Figure 5: Indicative street section locations

Street section 1 - Victoria Road South (B4 Mixed Use zone)

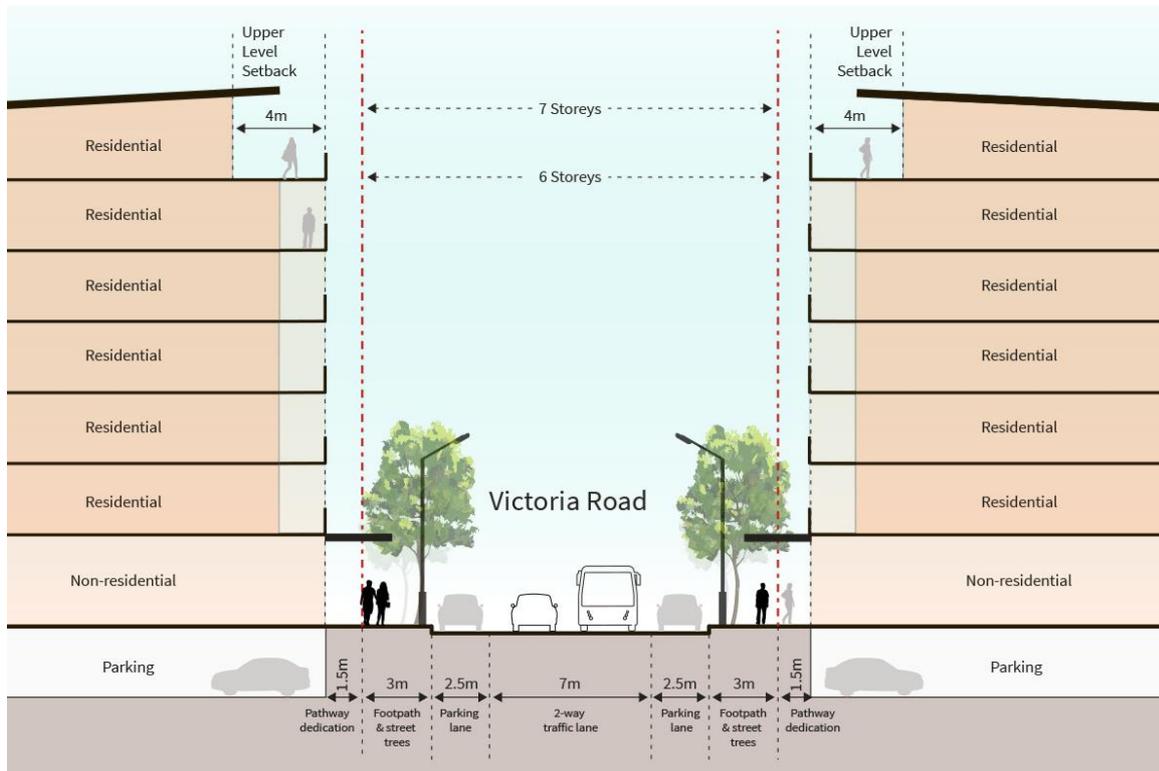


Figure 6: Street section 1 - Victoria Road (B4 Mixed Use zone)

Street section 2 - Victoria Road North (B5 Business Development zone)

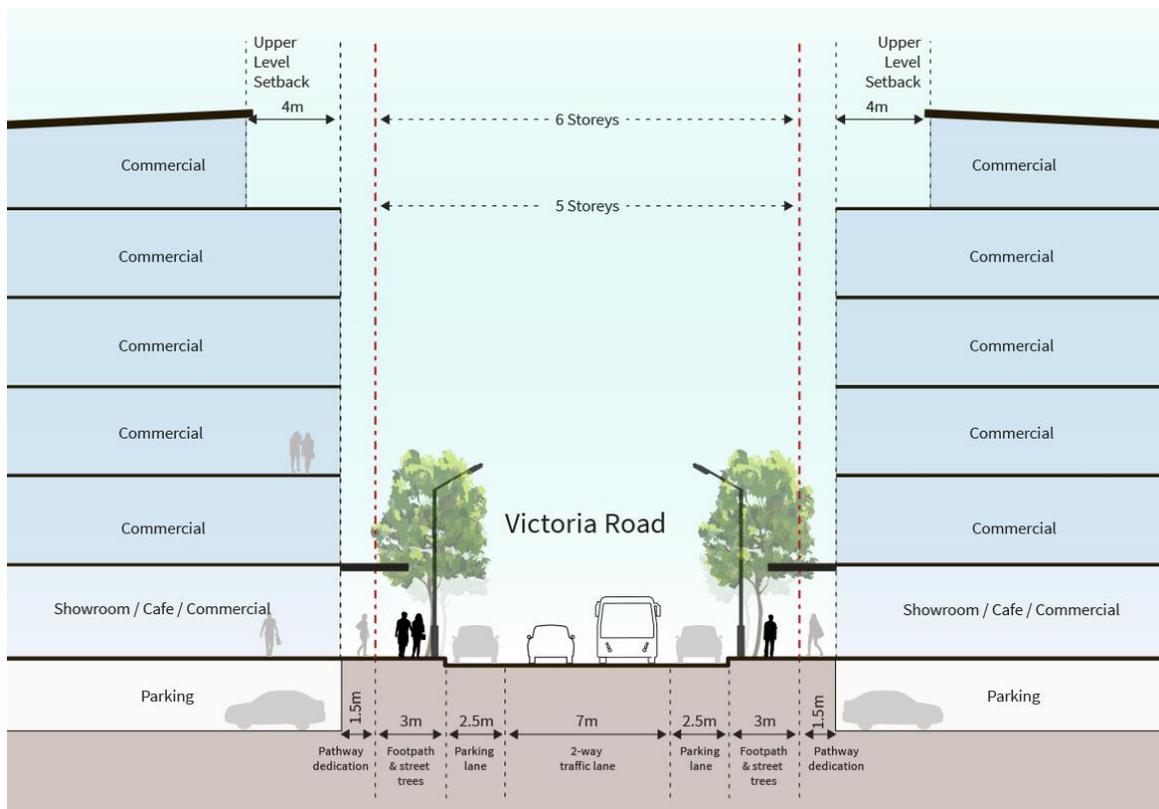


Figure 7: Street section 2 - Victoria Road (B5 Business Development zone)

Street section 3 - Sydenham Road

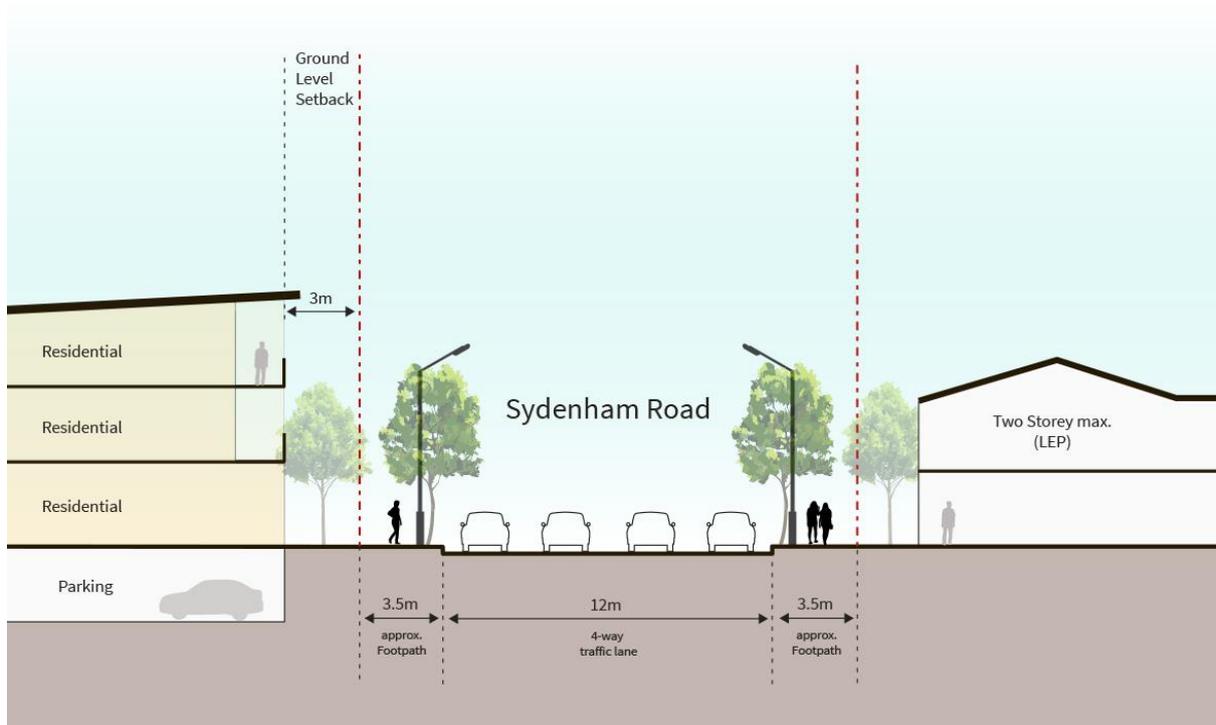


Figure 8: Street section 3 - Sydenham Road

Street section 4 - Farr Street

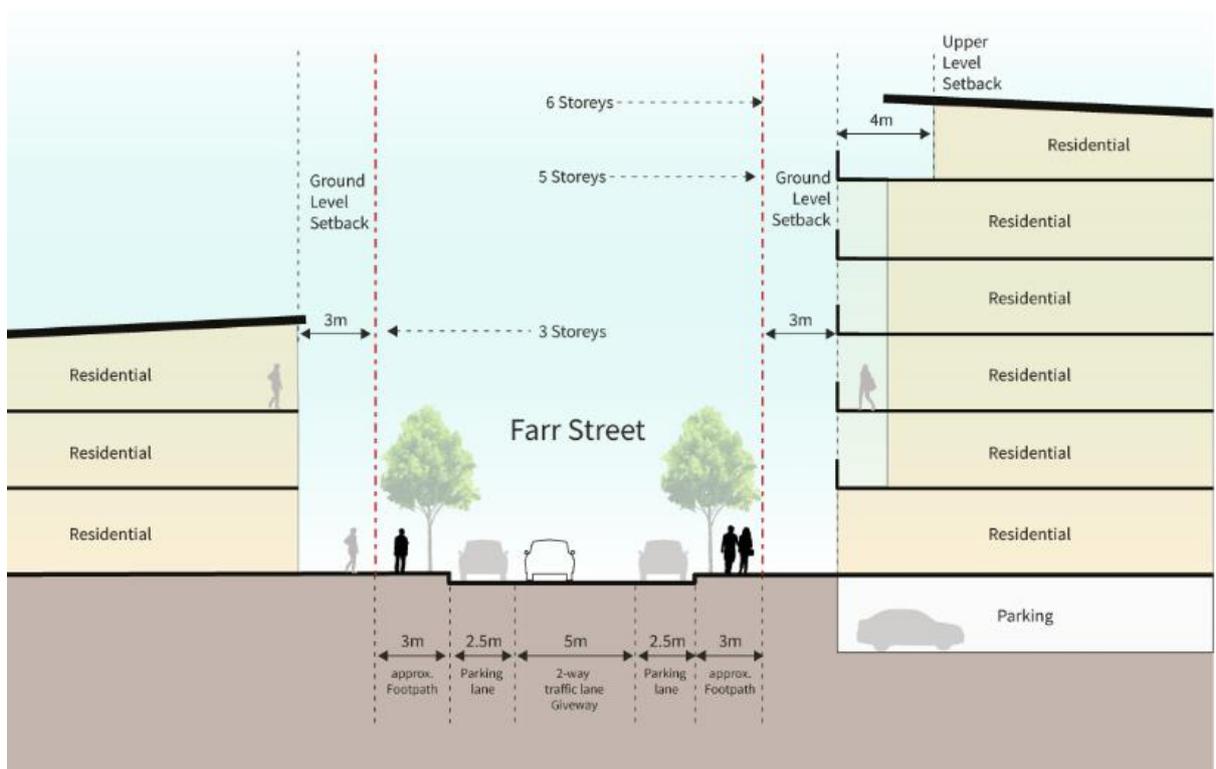


Figure 9: Street section 4 - Farr Street

Street section 5 - Mitchell Street (Shared zone)

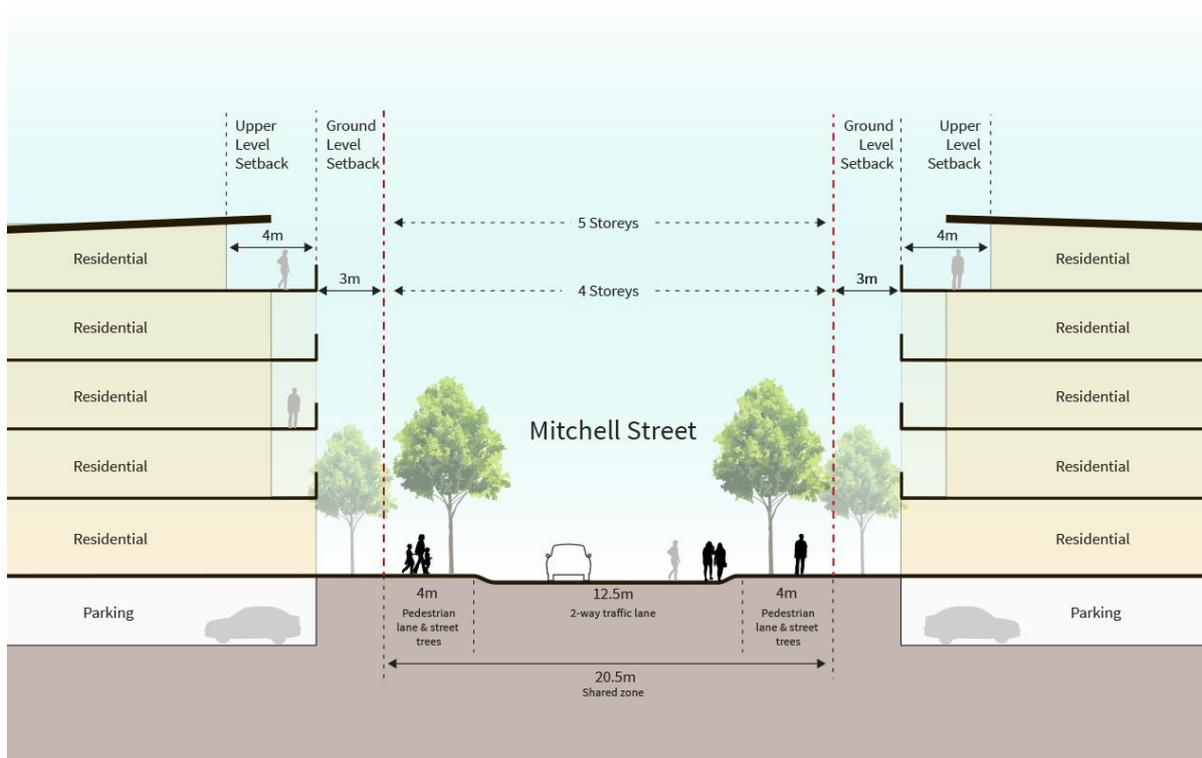


Figure 10: Street section 5 - Mitchell Street (Shared zone)

Street section 6 – Rich Street

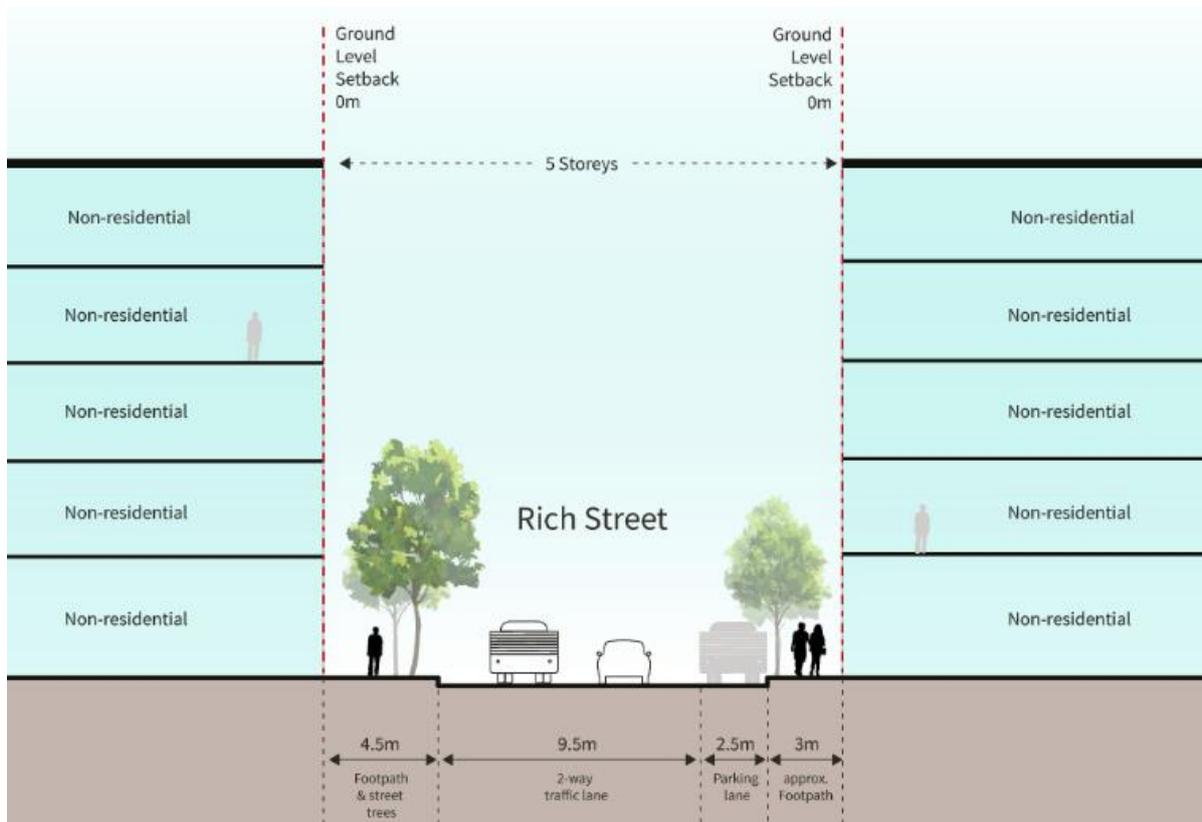


Figure 11: Street section 6 – Rich Street

Street section 7 – Road extension of Hans Place West (Shared zone)

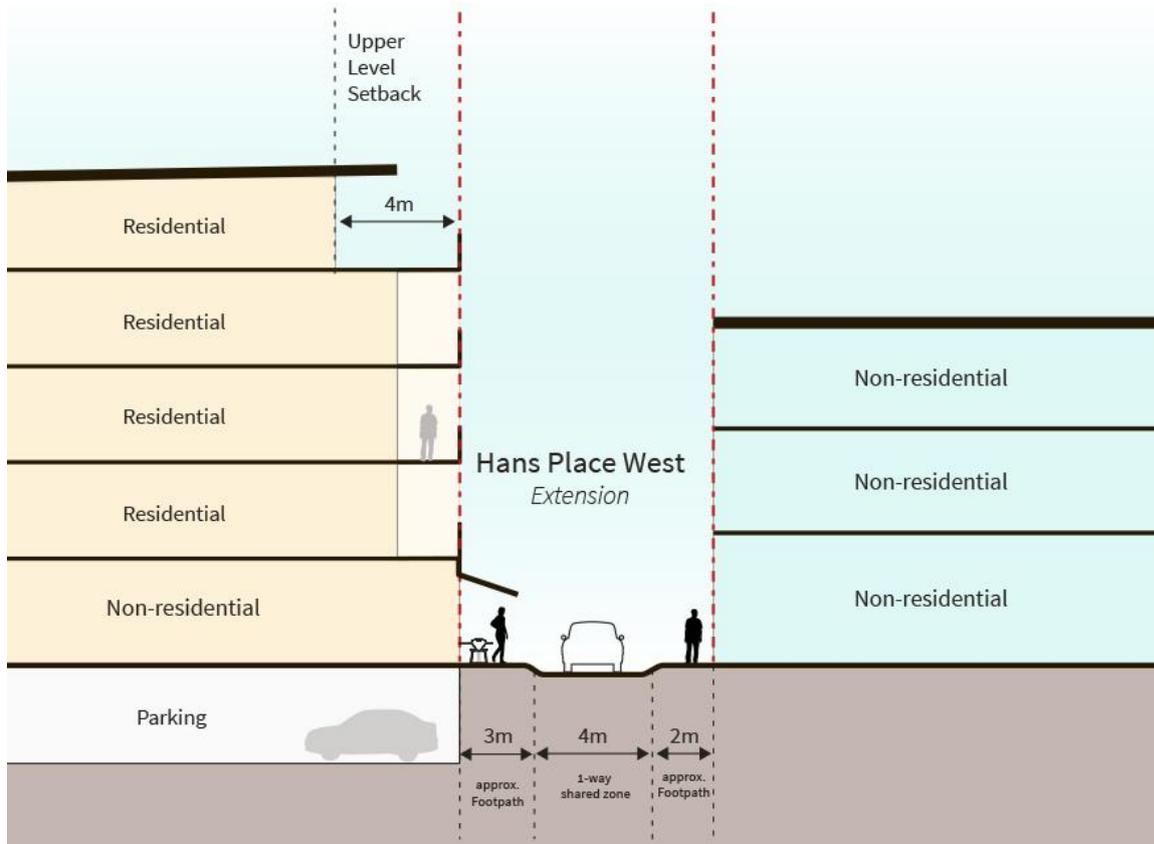


Figure 12: Street section 7 – Road extension of Hans Place West (Shared zone)

Street section 8 – Road extension of Hans Place East (Shared zone)

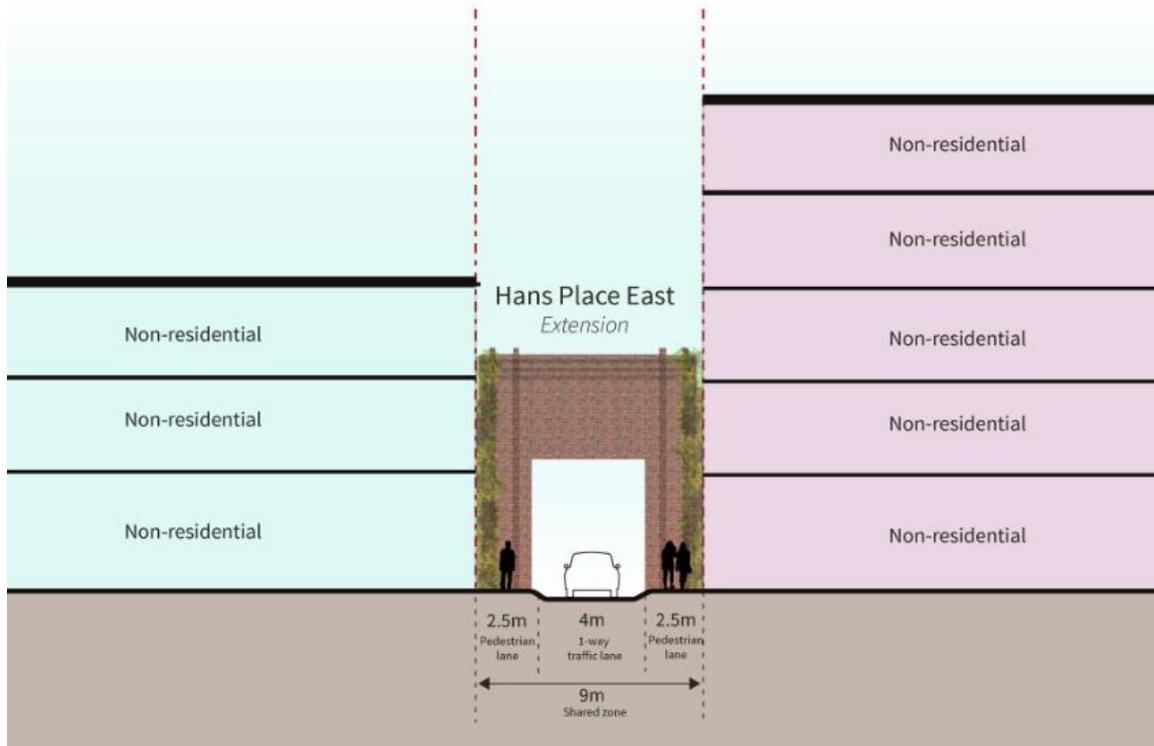


Figure 13: Street section 8 – Road extension of Hans Place East (Shared zone)

Street section 9 – Wicks Park northern interface

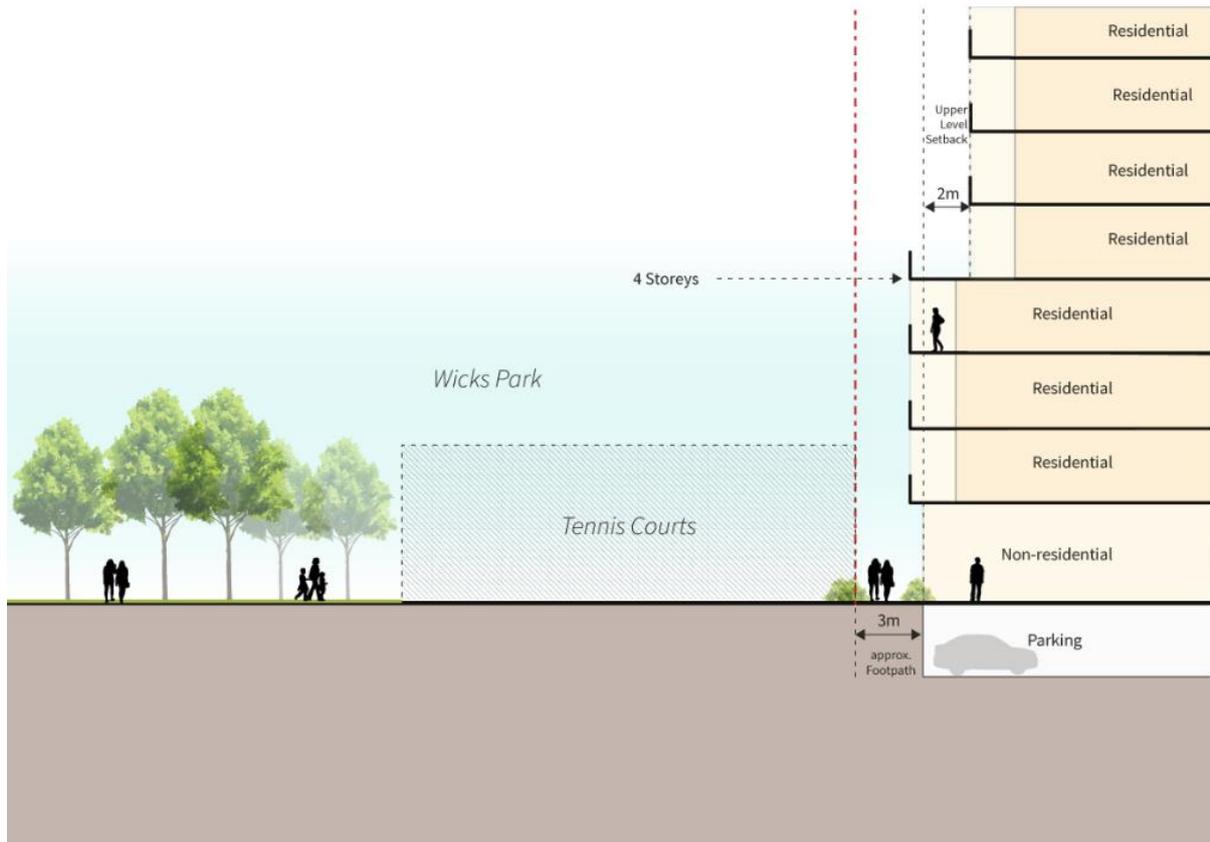


Figure 14: Street section 9 – Wicks Park northern interface

Street section 10 – Faversham Street

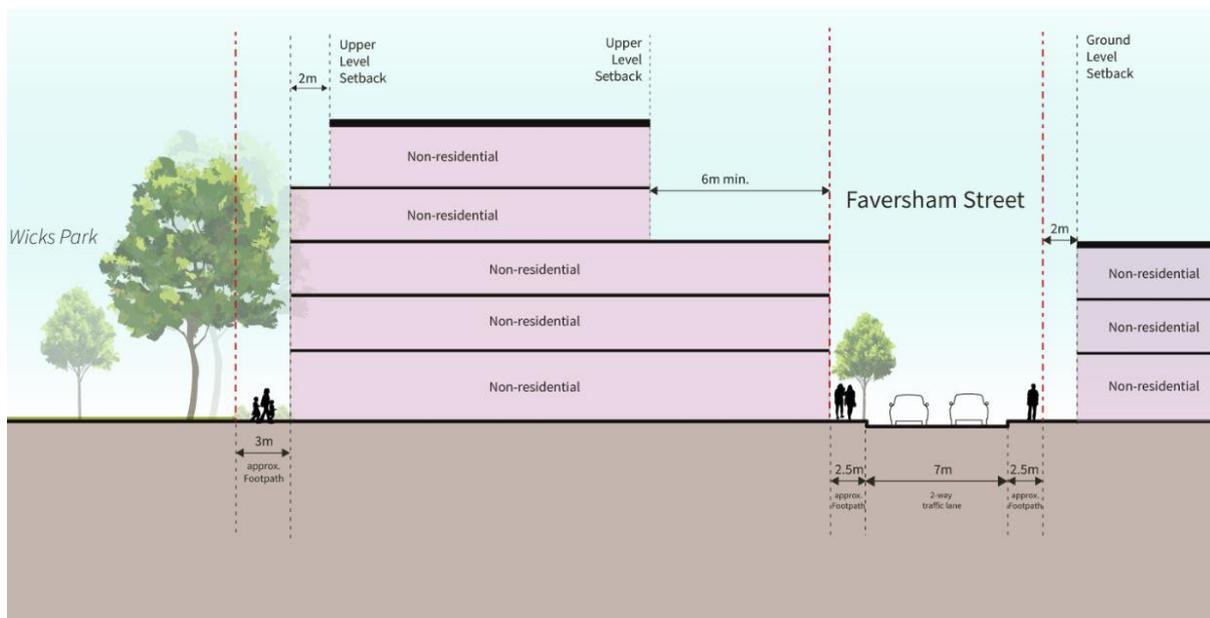


Figure 15: Street section 10 – Faversham Street

9.47.7 Public open space network

Objectives

- (1) To provide a high level of physical and visual access to existing and proposed open space areas within the precinct.
- (2) To provide new pocket parks that provide functional open space for residents within the precinct.
- (3) To enhance existing parks to create active, attractive and functional public open space areas.

Controls

- (1) Future development must integrate new pocket parks identified within **Figure 16: Public open space network**.
- (2) Green links, which primarily cater for vehicle, pedestrian and cyclist movement but also provide an open space function, are provided generally in accordance with **Figure 16: Public open space network** and in accordance with *Part 9.47.5.1 Green links*.
- (3) Existing open space areas and new pocket parks are to be generally consistent with the requirements and guidelines set out in **Table 4: Public open space characteristics**.

Table 4: Public open space characteristics

Type	Requirements	Guidelines
Pocket Parks	<p>Minimum area of 700sqm</p> <p>Primarily for informal passive recreation</p>	<p>Located at the end of the share zone areas within the Timber Yards sub-precinct</p> <p>Has a predominantly open, natural character, with adequate soft landscaping features</p> <p>Provides a visual and physical link between shared zones and Farr Street</p> <p>Pedestrian pathways are located at the periphery to maximise useability for passive recreation and maintain an open landscape character</p> <p>Provide deep soil garden beds and grassed areas</p> <p>Incorporate high quality embellishments, including seating, bins and lighting</p>
Wicks Park	<p>No reduction in existing area of 8,867sqm allowed</p> <p>Primarily for informal passive and active recreation</p>	<p>Located on the corner of Victoria and Sydenham Roads</p> <p>Has a predominantly open, natural character, with large grassed areas dominating the open space area</p> <p>Contains active recreational facilities such as children's play equipment and tennis courts</p> <p>Several passive recreational facilities such as seating, and BBQ facility</p> <p>Shade trees are incorporated into the design of the park, particularly around its periphery</p> <p>Main pathway cuts through the park between Victoria and Sydenham Roads</p> <p>New pathways along the northern and eastern edge of the park.</p>



Figure 16: Public open space network

9.47.8 Stormwater management

Objectives

- (1) Stormwater management is integrated within the layout and design of the precinct without compromising the visual attractiveness of the public domain.
- (2) Streets and public open spaces perform a secondary stormwater management function in a manner that does not compromise their core functions for movement and recreation.
- (3) To ensure that stormwater management is appropriate to the site and to the proposed development.
- (4) Stormwater management effectively treats and disposes of stormwater and protects property from flooding.

Controls

- (1) Proposed pocket parks are to incorporate deep soil zones for infiltration purposes and reduce stormwater runoff.
- (2) Deep soil verges are to be provided as part of any street tree planting for stormwater infiltration purposes.
- (3) Proposed development within the precinct is to be in accordance with *Section 2.17 Water Sensitive Urban Design* and *Section 2.25 Stormwater Management* of the MDCP 2011.

9.47.9 Built form

9.47.9.1 Building height

Maximum building heights within this precinct have been shown by number of storeys (**Figure 17**) and must be read in conjunction with the maximum building heights shown on the MLEP 2011 Height of Buildings Map and the indicative street sections in *Section 9.47.6.4 Indicative street sections*.

Objectives

- (1) Building heights visually reinforce Victoria Road's role as a commercial corridor.
- (2) Building heights ensure high levels of amenity, including enabling appropriate levels of solar access to key areas of the public domain such as Wicks Park.
- (3) Building heights contribute to the creation of a high density, urban neighbourhood character compatible with the precinct's inner city, transit accessible location.
- (4) Building heights are varied through the precinct to create a visually interesting urban form and skyline.
- (5) Building heights are consistent with the operational requirements of the Sydney Airport.
- (6) Building heights encourage a height and scale that transitions toward surrounding lower density areas.

Controls

- (1) Building height is in accordance with MLEP2011.
- (2) Development is to be generally in accordance with **Figure 17**.

Note: maximum building height per block is set by the Marrickville LEP 2011. **Figure 17** is intended to provide for variation of building height within each block to achieve the objectives of this part, and in particular diversity of building height. This means that not all buildings within a block will be able to be built to the maximum height in the LEP. The consent authority is to apply **Figure 17** in a flexible way having regard to the objectives of this part.

- (3) Buildings have a consistent street wall height along Victoria Road.
- (4) Building height must be read in conjunction with the indicative street sections for the relevant sub-precinct.
- (5) Building height ensures 50% of the total area of Wicks Park receives a minimum of 3 hours of direct sunlight from 9am to 3pm on 21 June.
- (6) Building height implements appropriate transition of height to existing lower density residential areas.
- (7) Buildings that address Sydenham Road are to be three-storeys, except on the corner of Victoria Road, where an increase in height is acceptable as part of the Victoria Road Commercial Sub-precinct.
- (8) Taller buildings are to be adjacent to Wicks Park where there is greater residential amenity and views.



Figure 17: Building heights map

9.47.9.2 Building form and design

Objectives

- (1) To create a physical street edge that clearly defines Victoria Road.
- (2) To ensure the design of buildings maximise visual interest and minimise the overall scale and bulk.
- (3) To ensure orientation of buildings address the street to maximise engagement with the public domain.
- (4) To ensure development defines the proposed street pattern within the precinct.
- (5) To ensure buildings are designed to minimise loss of acoustic amenity from aircraft operation.
- (6) To encourage the provision of a central courtyard within the defined street blocks as a shared communal open space.
- (7) To ensure the design of ground level non-residential components within the Victoria Road, Timber Yards and Wicks Park Sub-precincts contributes to the streetscape and public domain with high quality architecture, materials and finishes to encourage greater pedestrian activity within the public domain.

Controls

- (1) A considered approach has been applied in the siting of buildings within the Timber Yards and Wicks Park sub-precincts in order to protect resident's acoustic amenity from noise and vibration impacts of airport operation within ANEF 25.
- (2) New development is to address existing and proposed streets or shared zones.
- (3) Buildings are designed to maximise apartment orientation to adjoining private or public open spaces to optimise outlooks and views to areas of high amenity.
- (4) Buildings incorporate design measures to visually break long building facades through façade modulation.
- (5) Building facades are articulated within a cohesive overall design composition that incorporates measures such as:
 - a. recessed and / or projecting balconies
 - b. windows and other openings
 - c. sun control devices such as eaves, louvres and screens
 - d. privacy screens
 - e. blades or fins.
- (6) Buildings are designed in accordance with the provisions of **Schedule 1: Victoria Road Precinct Aircraft Noise Policy**.
- (7) High quality communal open space is to be provided and designed to be usable and appealing to maximise activity and to provide pleasant views for residents.
- (8) Maximise the number of individual entries for ground floor apartments that are facing the public domain.
- (9) The length of building entry foyers is to be minimised.
- (10) Car park entry is to be located on secondary streets where possible.
- (11) Buildings are to be elongated and aligned with the indicative street blocks fronting Victoria Road to reinforce the commercial corridor.
- (12) Building design of mixed use development along Victoria Road must avoid long sections of blank walls in order to positively contribute to the public domain.

(13) For mixed-use development within the Wicks Park Sub-precinct:

- a. the siting and orientation of taller buildings within the sub-precinct must ensure that Wicks Park receives sufficient solar access in accordance with *Section 9.47.9.1 Building Heights*; and
- b. buildings adjacent to Wicks Park are to have non-residential uses addressing Wicks Park for the full extent of the ground floor (where practicable).

(14) For showroom development:

- a. An active street front is provided through glazed retail showrooms in order to establish a link between the public and private domain.
- b. Development is to provide a minimum ceiling height of 3.5 metres on the ground floor.
- c. Development provides flexible open plan areas on the ground floor.

9.47.9.3 Setbacks

Objectives

- (1) To ensure that buildings along Victoria Road Commercial Sub-precinct create a coherent, human scale street wall.
- (2) To provide appropriate visual massing and amenity for residential dwellings and the public domain.
- (3) To ensure that development retains a high level of residential amenity, including allowing for appropriate public domain interfaces and solar and daylight access to dwellings and the public domain.
- (4) To ensure an adequate area is provided to support landscaping features along the streetscape.
- (5) To minimise potential adverse amenity impacts on public open space areas, Marrickville Public School and existing lower density residential areas surrounding the precinct.
- (6) To minimise visual bulk and scale of future development from the public domain.

Controls

- (1) Buildings are designed to comply with the ground and upper level setbacks outlined in **Figure 18: Ground and upper level setbacks map**.
- (2) Setbacks at the ground floor of residential streets create private outdoor recreation spaces that provide appropriate transition spaces between the private and public domains.
- (3) Taller building elements are setback from lower building elements to reduce the appearance of building bulk and scale and enable solar access to the public domain.
- (4) Roof lines may project into the upper level setback zone by 2 metres.
- (5) For buildings that address Wicks Park, balconies may project into the setback zone by 0.5 metres, provided that it achieves an articulated building facade within a cohesive overall design composition.
- (6) Setbacks must be read in conjunction with the indicative street sections in *Section 9.47.6.4 Indicative street sections*.



Figure 18: Ground and upper level setbacks map

9.47.9.4 Active frontages

Objectives

- (1) To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along main streets.
- (2) To encourage greater pedestrian activity along Victoria Road in order to reinforce its role as a commercial corridor.
- (3) To promote the activation of new laneways with cafes, studios, boutique showrooms and smaller retail tenancies
- (4) To ensure active frontages make a positive contribution to the public domain and streetscape.

Controls

- (1) The location of active land uses and frontages at ground level is to be generally in accordance with **Figure 19: Active frontages**.
- (2) Buildings that require active frontages are to be built to the street alignment.
- (3) Active frontages are to be designed with the ground floor level at the same level as the footpath
- (4) Active frontages incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as reception, seating and dining areas.
- (5) Residential foyer entries are to be minimised along active frontages
- (6) Development provides fixed awnings that are integrated with the overall design of the building along areas that have active ground floor uses.
- (7) For development along the Hans Place and Chalder Avenue extensions:
 - a. Non-active ground floor uses may be acceptable if zoned B5 Business Development under the *Marrickville LEP 2011*.
 - b. Notwithstanding 9.47.9.4 (6), retractable awnings are to be provided along active street frontages.



Figure 19: Active frontages

9.47.10 Architectural excellence

Objectives

- (1) To ensure development demonstrates the delivery of high standard architectural design and built form within the Victoria Road-Precinct through a design review process.

Controls

- (1) Development applications identified within the Victoria Road, Timber Yards and Wicks Park sub-precincts are to be subject to Council’s Architectural Excellence Panel process to review the architectural merit of the proposed design.

9.47.11 Operation of Sydney Airport

Objectives

- (1) To ensure new development and alterations and additions to existing buildings does not affect the ongoing operation of Sydney Airport.

Controls

- (1) New development, alterations and additions must not incorporate reflective materials as part of the roofing structure.
- (2) Development must avoid any protruding building elements that extend beyond the maximum height limit outlined within the Building Heights Map of the MLEP 2011.
- (3) Development should take into account the National Airports Safeguarding Framework.

9.47.12 Noise

Objectives

- (1) To ensure new development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration.
- (2) To design and orientate new residential development and alterations and additions to existing residential buildings in such a way to ensure adequate internal acoustic and visual privacy for occupants.

Controls

- (1) New development is to be in accordance with **Schedule 1: Victoria Road Precinct Aircraft Noise Policy**.

9.47.14 Social and community facilities

Objectives

- (1) To ensure social and community facilities are provided within the precinct to support the provision of social infrastructure such as for child care, school expansion and community halls as part of the ongoing growth and evolution of the Victoria Road Precinct.

Controls

- (1) The location of community facilities such as for child care, school expansion and community halls within the precinct are to be generally in accordance with **Figure 3: Masterplan**.

9.47.15 Heritage

Objectives

- (1) To ensure the values of historic industrial development and character of the Victoria Road Precinct are conserved and appropriately managed in future development.
- (2) To ensure appropriate design and interpretation measures are considered in the adaptive re-use of heritage items in the Victoria Road Precinct
- (3) To ensure distinctive features of existing heritage items are retained and incorporated into future development

Controls

- (1) Development affecting items identified within in **Figure 20: Existing and potential heritage items** is to be in accordance with Part 8 Heritage of this DCP.
- (2) A heritage assessment is to be undertaken for potential heritage items identified in **Figure 20: Existing and potential heritage items** for LEP listing
- (3) A Heritage Impact Statement is to be submitted with new development applications affecting the items identified in **Figure 20: Existing and potential heritage items**.
- (4) Heritage items identified within **Figure 20: Existing and potential heritage items** should be retained for modern industrial uses or adaptively re-used in a way that respects their heritage significance.

Table 5: Existing and potential heritage items

Type	Item	Significance
Listed heritage items	1. 93-97 Chapel Street Industrial Façade	Item has local historic and aesthetic heritage values
	2. 65 Shepherds Street – Sims Metal Factory (including interiors)	Item has local historic and aesthetic heritage values
Unlisted heritage items	3. 158 Edinburgh Road – Former Ambulance building	Item demonstrates local historic, associative, aesthetic and rarity heritage values
	4. 284 and 200 Victoria Road – Electricity Substation	Item demonstrates local historic and aesthetic heritage values
Potential heritage items	5. 64 Chapel Street – Kennards building	May have local historic and aesthetic heritage values
	6. 23-33 Faversham Street	May have local historic and aesthetic heritage values
	7. 8-12 Rich Street	May demonstrate local historic and aesthetic heritage values
	8. Air Raid Shelter, Wicks Park.	The buried remains of the World War two air raid shelter may have local historic, associative and social heritage values.

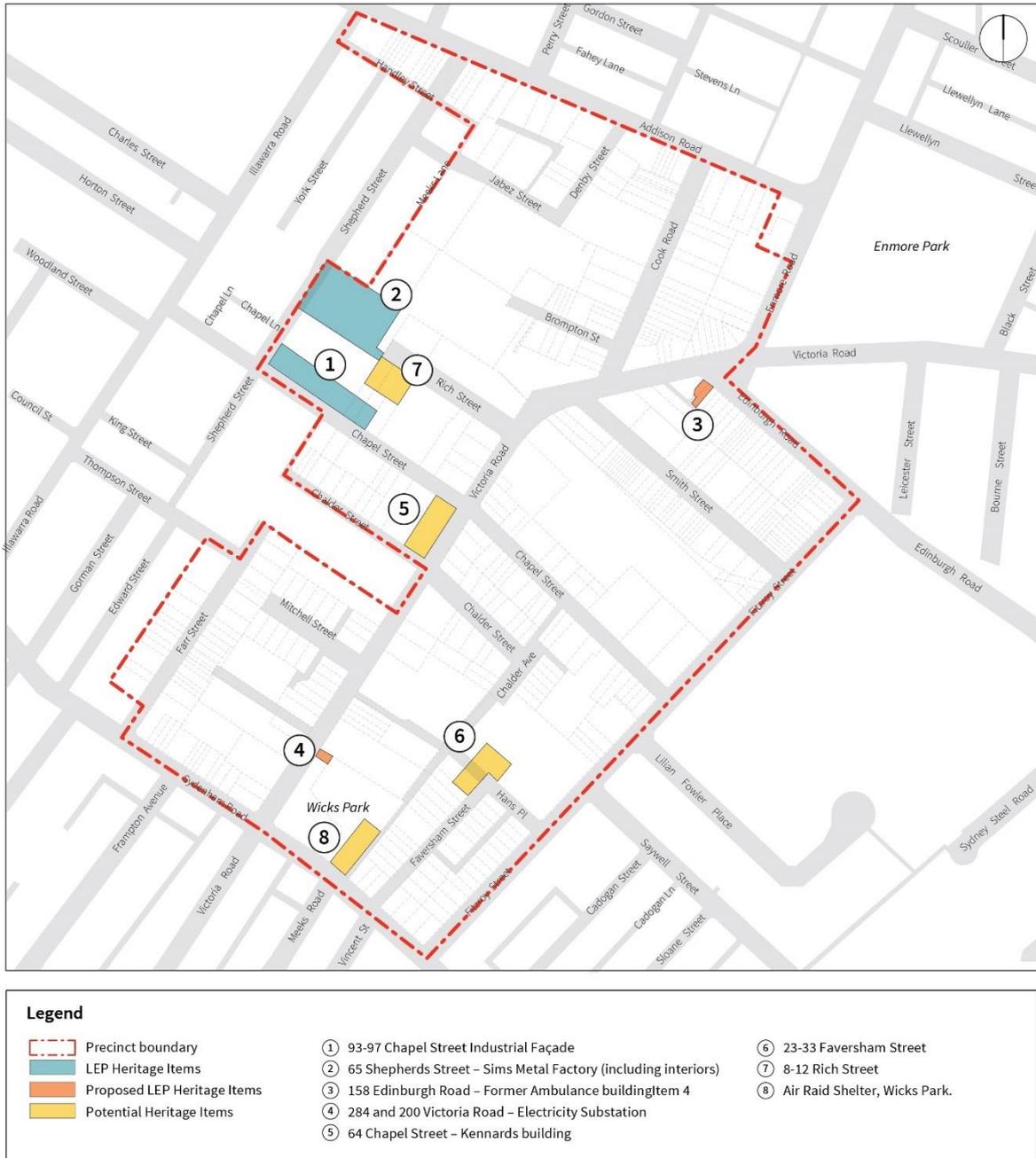


Figure 20: Existing and potential heritage items map

Schedule 1 – Victoria Road Precinct Aircraft Noise Policy

This schedule outlines the objectives, design principles and design solutions relating to noise impacts on new development proposals within the Victoria Road Precinct. Proponents for all new development proposals within the Victoria Road Precinct are to be designed in accordance with the principles and design solutions set out below. Development applications are to be accompanied by adequate supporting technical information that demonstrates how the proposed development has been designed to meet the requirements of this Policy.

1.1 Objectives

- To ensure that all new development in the Victoria Road Precinct is designed to achieve an appropriate level of amenity for its occupants taking into consideration its land use.
- To ensure that all residential development satisfies key necessary design criteria relating to building siting, design, building materials and facilities.
- To ensure that new development within the Precinct complies with Australian Standard AS 2021:2015.
- To ensure that future residents within the Victoria Road Precinct are appropriately informed about aircraft noise within the Victoria Road Precinct;
- To protect the ongoing operation of Sydney Airport and minimise the potential for reverse impacts from new development within the Victoria Road Precinct.

1.2 Building Design

Effective mitigation against aircraft noise begins with the fundamentals of design. Effective and thoughtful use of site layout, orientation, internal building configuration and apartment design can significantly assist with laying the foundations to ensuring high quality amenity is achieved for future occupants of buildings. Table 1 sets out the design principles and solutions for achieving effective design for new development within the Victoria Road Precinct.

Table 1: *Building Design Requirements*

Design Principles		Design Solution
DP1.	To minimise the level of noise exposure to future development.	Where possible the following design solutions should be achieved for new development:
DP2.	To ensure buildings are designed to respond to site specific aircraft noise constraints taking into consideration site layout, building orientation, building configuration and apartment design.	DS1. The site layout and orientation of new buildings should be designed to minimise potential noise exposure from aircraft.
DP3.	To ensure that occupants of new buildings, particularly residents of new residential building, are afforded an appropriate level of internal amenity in accordance with AS 2021	DS2. The internal configuration of new residential buildings should be designed to minimise the number of apartments facing toward the flight path.
DP4.	To ensure that all new dwellings are provided with adequate and useable private amenity space.	DS3. Apartment layouts should be configured so that less sensitive non-habitable rooms and spaces (e.g. bathrooms, kitchens, laundries, hallways) are positioned along facades that have a higher level of noise exposure.
DP5.	To allow flexibility in the balance between ventilation and sound	DS4. Building facades should be designed to minimise potential acoustic impacts (e.g. double brick cavity

Design Principles	Design Solution
<p>insulation taking into consideration the precinct specific constraints.</p>	<p>design will be more appropriate in the Victoria Road Precinct than extensive glazed facades), whilst still achieving a high quality design outcome.</p>
	<p>DS5. Building rooftops should be designed to mitigate sound exposure to the internal components of the building (e.g. pitched tiled roof with insulation would be more appropriate than a flat sheet metal roof without insulation).</p>
	<p>DS6. Wintergardens are permitted in place of balconies as a means of providing private open space for residential dwellings. In such circumstances, wintergardens may be excluded from Gross Floor Area.</p>
	<p>DS7. Where wintergardens are provided in place of balconies, they must be designed with an operable glazing system (e.g. louvres or sliding screens) that allows for natural ventilation if desired by the occupier.</p>
	<p>DS8. A combination of natural and/or mechanical ventilation may be used as an alternative design solution to satisfy ventilation requirements where developments are unable to be naturally ventilated due to aircraft noise constraints.</p>
	<p>DS9. Where mechanical ventilation is proposed it still must be demonstrated that a minimum of 60% of apartments within the development are capable of being naturally ventilated.</p>

1.3 Building Materials and Treatments

Use of the correct building materials is essential to ensure the internal acoustic environment for new development within the Victoria Road Precinct is conducive with its intended land use and achieves the necessary internal noise goals in accordance with AS 2021. The following section sets out the relevant internal noise goals, outlines the acoustic performance requirement of key building elements and provides illustrative examples on how a new apartment/building might be designed to satisfy these requirements.

Table 2: *Internal noise requirements*

Design Principles	Design Solution																																						
<p>DP1. To ensure that all new buildings are designed with materials and treatments that appropriately insulate against aircraft noise to achieve internal noise levels in accordance with AS 2021.</p>	<p>DS1. Building materials are to be selected to achieve appropriate construction acoustic performance ratings taking into consideration the intended land use and site specific noise exposure level.</p>																																						
	<p>DS2. Internal noise levels of new development within the Victoria Road Precinct are to have internal noise levels no greater than the identified maximum noise values when an aircraft passes overhead:</p>																																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d3d3d3;">Building Type and Activity</th> <th style="background-color: #d3d3d3;">Indoor LSmax Design Sound Level, dB(A)</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="background-color: #d3d3d3;">Houses, home units, flats, caravan parks</td> </tr> <tr> <td>Sleeping areas, dedicated lounges</td> <td>50</td> </tr> <tr> <td>Other habitable spaces</td> <td>55</td> </tr> <tr> <td>Bathrooms, toilets. Laundries</td> <td>60</td> </tr> <tr> <td colspan="2" style="background-color: #d3d3d3;">Hotels, motels. Hostels</td> </tr> <tr> <td>Relaxing, sleeping</td> <td>55</td> </tr> <tr> <td>Social activities</td> <td>70</td> </tr> <tr> <td>Service activities</td> <td>75</td> </tr> <tr> <td colspan="2" style="background-color: #d3d3d3;">Schools/Universities</td> </tr> <tr> <td>Libraries, study areas</td> <td>50</td> </tr> <tr> <td>Teaching areas, assembly areas</td> <td>55</td> </tr> <tr> <td>Workshop, gymnasias</td> <td>75</td> </tr> <tr> <td colspan="2" style="background-color: #d3d3d3;">Hospitals, nursing homes</td> </tr> <tr> <td>Wards, theatres, treatment and consulting rooms</td> <td>50</td> </tr> <tr> <td>Laboratories</td> <td>65</td> </tr> <tr> <td>Service areas</td> <td>75</td> </tr> <tr> <td colspan="2" style="background-color: #d3d3d3;">Public buildings</td> </tr> <tr> <td>Churches, religious activities</td> <td>50</td> </tr> </tbody> </table>		Building Type and Activity	Indoor LSmax Design Sound Level, dB(A)	Houses, home units, flats, caravan parks		Sleeping areas, dedicated lounges	50	Other habitable spaces	55	Bathrooms, toilets. Laundries	60	Hotels, motels. Hostels		Relaxing, sleeping	55	Social activities	70	Service activities	75	Schools/Universities		Libraries, study areas	50	Teaching areas, assembly areas	55	Workshop, gymnasias	75	Hospitals, nursing homes		Wards, theatres, treatment and consulting rooms	50	Laboratories	65	Service areas	75	Public buildings		Churches, religious activities	50
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Design Principles	Design Solution	
	Theatres, cinemas, recording studios	40
	Court houses, libraries, galleries	50
	Commercial buildings, offices, shops	
	Private offices and conference rooms	55
	Drafting, open houses	65
	Typing, data processing	70
	Shops, supermarkets, showrooms	75
	Industrial	
	Inspection, analysis, precision work	75
	Light machinery, assembly, bench work	80
	Heavy machinery, warehouse, maintenance	85

Below is guidance on how the required internal noise levels might be achieved for a proposed development within the Victoria Road Precinct. **Table 3** lists construction acoustic performance ratings (or weighted sound reduction index, R_w) for individual building elements. These performance ratings are minimum requirements and should be used as the base starting point for new development proposals within the Victoria Road Precinct. There are five categories of acoustic performance, with Category 1 being the least onerous and Category 5 the most onerous.

Table 3: Construction Acoustic Performance rating

Category	Windows/ Sliding Doors	Facade	Roof	External Door	Floor
1	24	38	40	28	29
2	27	45	43	30	29
3	32	52	48	33	50
4	35	55	52	33	50
5	43 to 47	55	55	40	50

Note: 1. Floor R_w only apply to ground floor.

Source: Sydney Airport Masterplan

The five categories can be characterised in general terms with respect to an everyday familiar situation (eg house 10m from a 60/70km/h street) as follows:

- **Category 1** – road with a daily average traffic volume of 800-2,500 vehicles, typically a minor collector road serving less than 100 houses with no through traffic (this is a relatively standard light weight clad dwelling construction with standard glazing),
- **Category 2** – road with a daily average traffic volume of 2,500-7,500 vehicles, typically a collector/distributor road serving 200 to 250 dwellings with some through traffic, eg Victoria Road Bellevue Hill;
- **Category 3** – road with a daily average traffic volume of 7,500-18,000 vehicles, eg King Street Newtown (this dwelling is 'middle' of the categories having brick veneer facades, laminated glazing and roof insulation);

- **Category 4** – road with a daily average traffic volume of 18,000-30,000 vehicles, eg Beecroft Road Cheltenham; and
- **Category 5** – road with a daily average traffic volume of 30,000-60,000 vehicles, eg Princess Highway Tempe (this is a well-constructed double masonry dwelling with double glazing, acoustic seals, double ceiling lining and insulation).

Source: Volume ranges adopted from "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

Tables 4 to 6 below illustrates possible construction methods/treatments for achieving the required sound reduction levels set out in **Table 3**. The construction methods/treatments set out in these tables do not represent the only design solution capable to provide the necessary sound reduction. They are therefore to be used as a guide only.

Table 4: Windows and sliding doors construction methods/ treatments

Category	Min Rw	Construction
1	24	Openable with minimum 4mm monolithic glass and standard weather seals
2	27	Openable with minimum 6mm monolithic glass and full perimeter acoustic seals
3	32	Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals
4	35	Openable with minimum 10.38mm laminated glass and full perimeter acoustic seals
5	43	Openable Double Glazing with separate panes: 5mm monolithic glass, 100mm air gap, 5mm monolithic glass with full perimeter acoustic seals.

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008. 2. EMM database.

Table 5: Facade/ elevation construction methods/ treatments

Category	Min Rw	Construction
1	38	Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally.
		Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap.
2	43	Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally with R2 insulation in wall cavity.
		Brick Veneer: 110mm brick, 90mm timber stud frame or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap.

3	52	Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap.
4	55	Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame,
5	55	Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap with cement render to the external face of the wall and cement

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

Table 6 - Roof/ Ceiling construction methods/ treatments

Category	Min Rw	Construction
1	40	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R1.5 insulation batts in roof cavity.
2	43	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity.
		Low slope metal roof, timber or steel purlins, furring channels, 2 x 16mm Gyprock Fyrchek plasterboard, R2.5 insulation batts in roof cavity.
3	48	Pitched concrete or terracotta tile or sheet metal roof with sarking, 1 layer of 13mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
4	52	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
5	55	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joist using resilient mounts, R2 insulation batts in roof cavity

1.4 Illustrative Examples

Using the above principles, guidelines and treatments, the following indicative floor layouts (**Figures 7 and 8**) illustrate how a future residential development within the Victoria Road Precinct could be designed to respond to this Noise Policy and other key relevant acoustic requirements.

It is important to note that the acoustic requirements do not result in the need to design an apartment in a particular way. As demonstrated by the illustrative examples, numerous designs and layouts can still be achieved whilst adhering to the principles and requirements set out in this Noise Policy.

The examples below illustrate different ways in which an apartment can be designed, for instance, the inclusion of a wintergarden vs the use of a balcony to provide open space, and the positioning of living areas, kitchens and bathrooms.

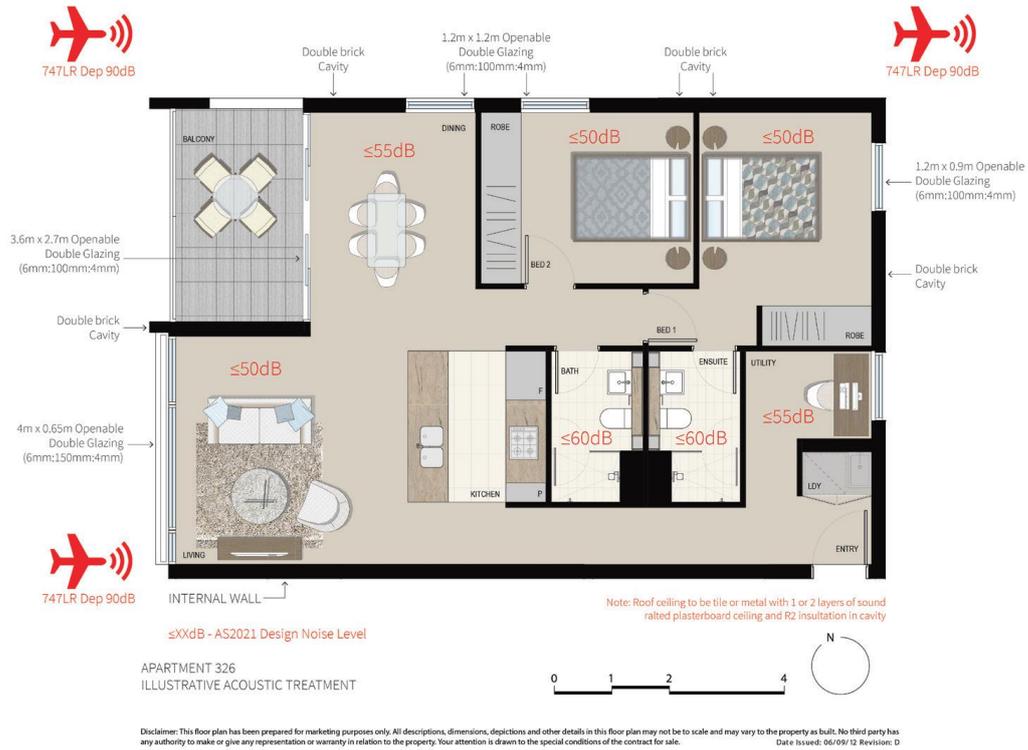


Figure 7 - Indicative floor layout
Source: Turner Associates

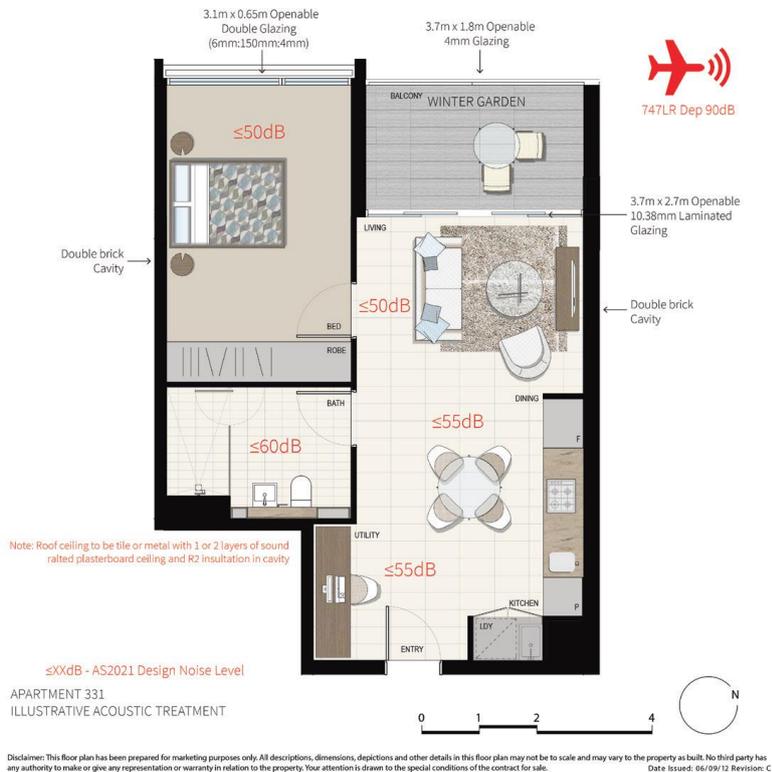


Figure 1 - Indicative Floor Layout
Source: Turner Studio

1.5 Residential Facilities

Noise impacts from aircraft within the Victoria Road Precinct are likely to affect the attractiveness and useability of external communal space within new residential developments. Use of the external communal space may not be appropriate in cases where this involves quieter activities such as reading, quiet contemplation or relaxing.

In recognition of the fact that the amenity of external communal space is diminished due to aircraft noise, it is considered appropriate that new development within the Victoria Road Precinct be required to provide other indoor facilities that will help to offset these impacts, and ensure that all new development afford its residents with a variety of communal spaces and facilities to support their recreational and leisure needs.

Table 7 below outlines these requirements.

Table 7: *Indoor Communal Space*

Design Principles	Design Solution
<p>DP1. To ensure that new residential flat buildings incorporate communal facilities to support a high level of amenity for residents.</p>	<p>DS1. Indoor communal open space is to have a combined minimum gross floor area of 40m² ratio or 1m² per apartment, whichever is larger. The maximum requirement for indoor communal space is 250m², however this may be exceeded at the discretion of the applicant.</p>
<p>DP2. To ensure that a proportion of communal open space occupants of residential flat buildings is appropriately insulated against noise impacts.</p>	<p>DS2. Indoor communal open space can comprise one or more rooms, areas or facilities. Key examples may include:</p> <ul style="list-style-type: none"> • Music/sound rooms; • Gymnasium; • Indoor pool; • Greenhouse/conservatory; • Games room; • Cinema / media room; • Function room / meeting room; • Multi-purpose room; and • Shed / workshop.
<p>DP3. To ensure that residents have access to useable indoor and outdoor communal open space.</p>	<p>DS3. Indoor communal space that is designed in accordance with the requirements of this Noise Policy may be excluded from Gross Floor Area.</p>
<p>DP4. To encourage flexibility in the way that communal space and facilities are provided within new development.</p>	<p>DS4. Indoor communal open space provided in accordance with this Noise Policy does not negate or substitute the need to provide landscaping and communal open space in accordance with SEPP 65 and the Apartment Design Guide.</p>
	<p>DS5. The internal noise level of indoor communal open space is to be no greater than those recommended in AS2021 based on closely matched categories and intended use (e.g. 70dB(A) L_{Smax} for areas commensurate with social activities in a hotel facility).</p>
	<p>DS6. Indoor communal space is to be designed with a particular purpose/function in mind and this purpose should be indicated on the plan. Where a multi-purpose room is proposed this room should be</p>

Design Principles**Design Solution**

provided with appropriate facilities including seating, tables, toilets and a kitchenette.

DS7. Communal toilets may be required to service the indoor communal open space depending on the communal use proposed.

DS8. Indoor communal open space is to be designed and fitted out with equipment ready for use prior to an occupation certificate being granted.



1.6 Implementation and Management

The following outlines the implementation and management measures that are to be put in place to ensure that new development is designed in accordance with the Noise Policy and any approved plans and conditions. In addition, it also sets out the requirements relating to the ongoing implementation, management, information sharing and the raising of awareness for all matters associated with aircraft related noise impacts on the Victoria Road Precinct.

Table 8 - Implementation and Management

Design Principles	Design Solution
<p>DP1. To ensure that new development, once constructed, incorporates all the necessary approved acoustic insulation treatments and measures.</p>	<p>DS1. At Construction Certificate stage, there is to be written verification from an appropriately qualified acoustic expert that the noise mitigation measures approved as part of the development application have been incorporated into the detailed construction plans.</p>
<p>DP2. To ensure that occupants of new buildings are informed about aircraft noise and how this affects the Victoria Road Precinct prior to purchasing a property.</p>	<p>DS2. Prior to Occupation Certificate being issued final sign-off is to be obtained from an appropriately qualified acoustic consultant confirming that the building materials and acoustic treatments have been constructed in accordance with the detailed construction plans.</p>
<p>DP3. To ensure that information about aircraft noise is readily available for residents, property and business owners within the Victoria Road Precinct.</p>	<p>DS3. Aircraft Noise Information Packs are to be provided to any potential purchaser as part of the Contract of Sale. All Contracts of Sale are to include a clause that specifies that the prospective of purchaser has read and acknowledges the contents within the Aircraft Noise Information Pack.</p>
<p>DP4. To encourage flexibility in the way that communal space and facilities are provided within new development.</p>	<p>DS4. A community notice board is to be provided in the common lobby area for all residential flat buildings. An information notice about Aircraft Noise is to be provided on the community notice board at all times.</p>
	<p>DS5. The Aircraft Noise Information Packs are to contain the following information:</p> <ul style="list-style-type: none"> • An explanatory note on aircraft noise and how it may affect living within the Victoria Road Precinct; • An explanation of the policies and controls that govern aircraft noise; • An explanation of Sydney Airport's operations and its relationship to the Victoria Road Precinct; • The airports hours of operation and likely times that aircraft noise will affect the Victoria Road Precinct; • Likely average number of aircraft movements per day; • Aircraft noise affecting the Victoria Road Precinct; • A list of the material treatments used in the construction of the building;

Design Principles	Design Solution
	<ul style="list-style-type: none"> • A map of the current/latest ANEF Contours in relation to the site; and • A plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents.
	<p>DS6. A copy of the Draft Aircraft Noise Information Pack is to be submitted with any development application for a new building.</p>

1.7 Dictionary

The terms used in this Policy are defined in the Standard Instrument – Principal Local Environmental Plan. Additional definitions that apply to this Noise Policy include:

Aircraft Noise Exposure Forecast (ANEF) – contour maps that show a forecast of aircraft noise levels that are expected to exist in the future. They are prepared for all of the major and regional airports (in this case Sydney Airport) that have a large number of annual movements.

Aircraft Noise Exposure Index (ANEI) – contour maps that show actual historical aircraft noise levels over a given period of time.

Aircraft Noise Information Pack (ANIP) – A package of information that is collated and used as the basis for informing all new residents, property and business owners about how aircraft noise affects land within the Victoria Road Precinct, including their property. At a minimum the ANIP must include:

- The airports hours of operation and likely times that aircraft noise will affect the Victoria Road Precinct;
- Likely average number of aircraft movements per day;
- Aircraft noise affecting the Victoria Road Precinct;
- A list of the material treatments used in the construction of the building;
- A map of the current/latest ANEF Contours in relation to the site; and
- A plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents.

Indoor Communal Facility – a communal facility that is provided for the benefit of all inhabitants within a residential flat building. The communal facility is accessible by all members of the residential development and is a facility able to be used for communal recreational and leisure purposes. Key examples may include:

- Music/sound rooms;
- Gymnasium;
- Indoor pool;
- Greenhouse/conservatory;
- Games room
- Cinema / media room;
- Function room / meeting room;
- Multi-purpose room; and
- Men's shed / workshop.

Victoria Road Precinct – The area of land to which this Policy applies as shown in Section 9.47.1.1 of the Victoria Road Precinct (Precinct 47) DCP.