



Planning Proposal Amendments to Canada Bay DCP

79-81 Queens Road and 2-12 Spencer Street, Five Dock

Prepared for DPG Projects 37 Pty Ltd
Submitted to City of Canada Bay Council

Beam Planning acknowledge that Aboriginal and Torres Strait Islander peoples are the First Peoples and Traditional Custodians of Australia. We pay respect to Elders past and present and commit to respecting the lands we walk on, and the communities we work with.

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K20 Kings Bay (PRCUTS)

The following amendments are proposed to K20 Kings Bay of the Canada Bay Development Control Plan. Additions are shown in ***bold italics***.

K20.1 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

No change proposed.

K20.2 Existing Character

No change proposed.

K20.3 Desired Future Character

No change proposed.

K20.4 Urban Design Principles

No change proposed.

K20.5 Design Approach

No change proposed.

K20.6 Block Configuration

Objectives

No change proposed.

Controls

- C1. New development is to consider future development on adjoining sites by providing sufficient separation and setbacks, and adjoining creating isolated sites.
New development is to follow the desired Site Amalgamation Plan (see **Figure K20-7**).
- C2. The delivery of identified amalgamation and community infrastructure is a prerequisite for the heights and densities identified in the LEP. If this is achieved new development is to conform to the maximum number of storeys as shown in **Figure K20.12** and **Figure K20.13**. Further controls regarding the permissible building envelope are contained in Section K20.10 Street Wall Heights and Setbacks and Section K20.13 Massing and Articulation.
- C3. The maximum length of any building above 5 storeys is 60m.
- C4. Residential towers above podium level shall have a maximum enclosed area of 750sqm (including circulation and excluding balconies) and a maximum total floor area of 875sqm (including and assuming 15% for balconies).
- C5. For commercial uses on all floors above the ground level, any wall with windows must be setback from the side and rear boundary by 3m. Any wall without windows is not required to be setback.
- C6. Built form is to be positioned for optimal access to daylight and direct sunlight for internal and external spaces, and for adjoining public and private land.
- C7. Buildings are adaptable to a variety of uses over time. The following minimum floor to floor heights apply:
- | Use | Minimum height |
|-------------|----------------|
| Retail | 4.4m |
| Commercial | 3.7m |
| Adaptable | 3.7m |
| Residential | 3.1m |
- C8. The ground floor of all lots fronting Parramatta Road is to be a minimum of 4.4m in height to facilitate a wide variety of uses.
Development on the ground floor fronting Parramatta Road is to prioritise urban services and light industrial uses, consistent with Active Frontages.
The second floor of development fronting Parramatta Road in the B4 Mixed Use zone is also to have retail and/or commercial uses.

K20.7 Site Amalgamation Plan to be updated to exclude adjoining land at 10-12 Spencer Street.



Figure K20-7 Site Amalgamation Plan

- Amalgamation boundary
- A1 Lot identification number
- Proposed public domain/ road corridor
- Proposed future open space
- Existing open space
- Required through-site link
- Desired through-site link
- Cadastre
- Precinct boundary

K20.7 Site Amalgamation Plan

K20.7 Access Network

No changes proposed.

K20.8 Public Domain Experience

Objectives

No changes proposed.

Controls

- C1. New development that fronts onto streets identified as active frontages, including vibrant, friendly and mixed facades (see Figure K20-10) must:
 - a) minimise the number and width of vehicular driveways across the footpath;
 - b) ensure building entries are clearly visible and pedestrian access to entries and lobbies is direct;
 - c) pay particular attention to the 'humanscale' of lower levels and display a high degree of detailed design and articulation;
 - d) maximise the number of doors and windows on upper levels overlooking the street; and
 - e) provide vehicular access off a rear laneway; driveways off Parramatta Road are strictly prohibited
- C2. New development that fronts onto Parramatta Road is to:
 - a) set back as per Figure K20-8 and Figure K20-9.

- b) apply coordinated urban and landscape design features that unify the linear green edge; and
 - c) prioritise urban services uses.
- C3. Development is to support the experience and safety of future public open spaces as identified in Figure K20-8 and Figure K20-9. Development that faces open space must:
- a) maximise the number of doors and windows overlooking the open space;
 - b) pay particular attention to quality architectural detail at the lower levels;
 - c) ensure that at least 50% of each open space receives a minimum of 3h direct solar access in mid-winter (21 June) between 9am and 3pm; and
 - d) where an active frontage is required by the LEP, encourage active uses on the ground floor with a preference for community facilities and cafes/ restaurants with outdoor seating. The minimum floor to floor height of the first two levels is to be as per the 'Adaptable' category in Section K20.6 Block Configuration.
- C4. Development fronting Queens Road is to maximise entry doors and windows overlooking the street, minimise vehicular entry points and pay particular attention to quality landscape and architectural detail along lower levels. For more controls see Section K20.11 Transitions and Interfaces.
- C5. Any development on a corner site including corners of the new open spaces must pay particular attention to overall design quality due to the location's high visibility and impact on the local character, i.e. well proportioned facades and quality material, finishes and plant species selection.
- C6. *Area 17, despite being redeveloped in stages must have a consolidated basement with one singular access driveway along Spencer Street.***

K20.9 Active Frontages

No changes proposed.

K20.10 Street Wall Heights and Setbacks

Objectives

- O1 To ensure setbacks contribute positively to the pedestrian environment at street level.
- O2 To provide a sense of enclosure to the street and contribute to a consistent built form scale across the precinct over time.
- O3 To enhance development and its relationship with adjoining sites and the public domain, particularly in regard to access to sunlight, outlook, view sharing, ventilation and privacy

Controls

- C1. All development is to comply with the setbacks shown on Figure K20-8 and Figure K20-9.
- C2. Where applicable, a portion of the setback area is to provide deep soil zones and tree planting. Refer to Section K20.18 Landscape Design for more detailed controls.
- C3. 'Undesirable' elements such as vents, electrical substations, or plant and equipment spaces are not permissible within the setback area and should be accommodated within the building. Service cabinets are to be co-located internally, accessible from loading, waste or parking areas where possible to avoid impact on the public realm.
- C4. Upper level setbacks are required towards all public domain interfaces and have been identified on Figure K20-12 and Figure K20-13.
- C5. The following street wall heights apply:

Location	Maximum street wall height
Parramatta Road	2, 4 & 5 storeys
Queens Road	1 & 2 storeys
Kings Road	2 & 3 storeys
Laneways and through-site links	nil

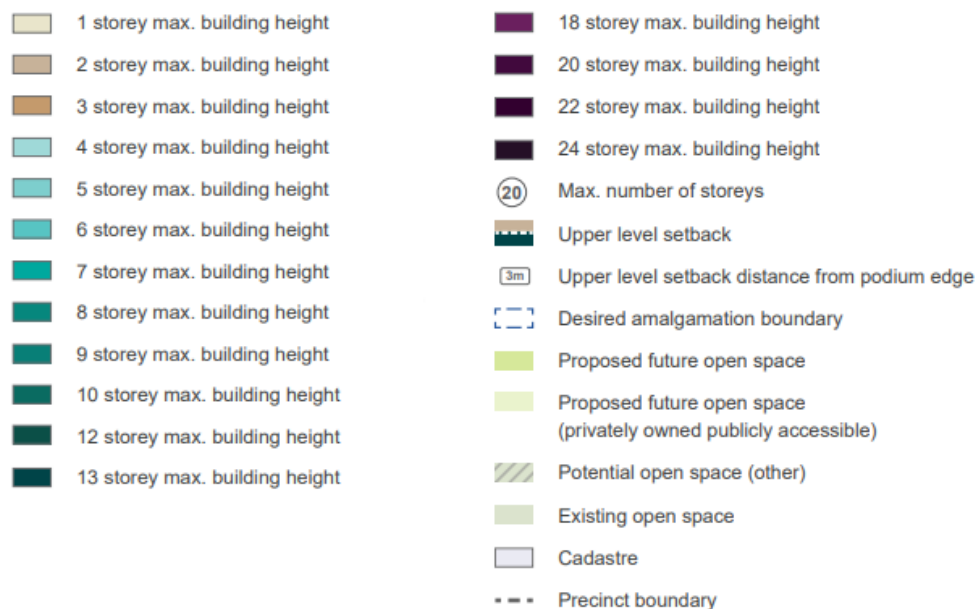
Refer Figure K20-8 and Figure K20-9.

K20.12 Building Envelopes Plan-western part to be updated to amend upper-level setback distance from podium edge on William Street to 1m instead of 3m and on the western boundary to 1m instead of 21m.

K20.21 Built Form Envelope – Section G (east) to be updated to shift tower form further east to illustrate a 1m upper level setback distance from podium edge on William Street.



Figure K20-12 Building Envelopes Plan - western part



K20.12 Building Envelopes Plan - western part

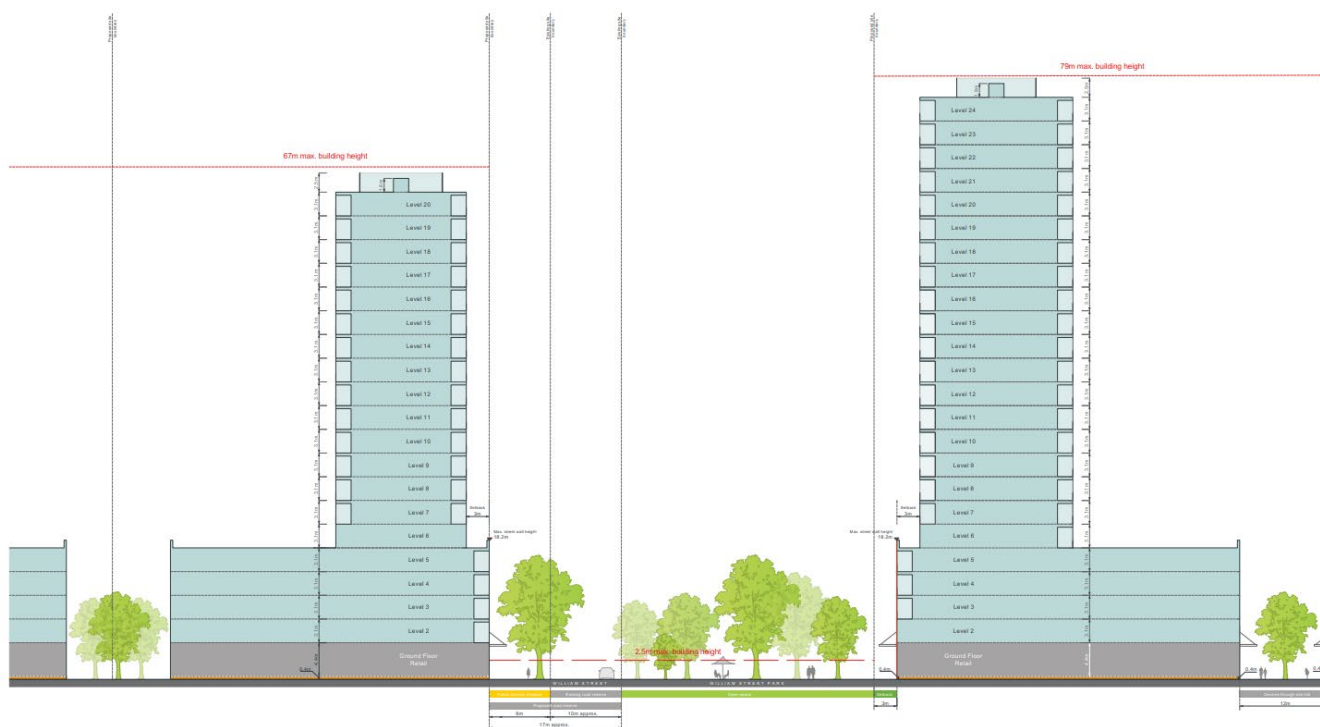


Figure K20-21 Built Form Envelope - Section G (east)

K20-21 Built Form Envelope – Section G (east)

K20.11 Transitions and Interfaces

No changes proposed.

K20.12 Interactive Frontages

No changes proposed.

K20.13 Massing and Articulation

Objectives

- O1 To ensure buildings and their individual elements are appropriately scaled to define and respond to the surrounding character.
- O2 To add visual quality and interest to new buildings with a focus on breaking up massing of higher density forms when viewed from public places and neighbouring properties.

Controls

- C1. Buildings that are 3 storeys or more are to be designed so that they clearly articulate a base, middle and top.
- C2. Facades are articulated using techniques such as projections, recesses, eave overhangs and deep window reveals. Where development is set back at least 3m from the site boundary, elements can protrude up to 0.3m into the front setback (articulation zone).
- C3. The maximum length of straight wall on any storey above ground floor level, without articulation such as a balcony or return, is 15m.
- C4. New development is to place particular focus on creating a 'human scale' at the lower levels through the use of detailed design, insets and projections that create interest and, where relevant, the appearance of finer grain buildings.
- C5. Where frontages are more than 20m wide, building massing is also to be vertically articulated.
- C6. Vertical elements such as support walls and columns at the street level are ideally to be continued to the upper levels to support a vertical rhythm along the street.
- C7. For built form that is 3 storeys or more, the upper-most level is set back and visually unobtrusive. Ways to achieve this include the use of lightweight construction techniques, darker colours, solid balustrades and roof overhangs that create deep shadows.
- C8. Adjoining buildings are considered in terms of setbacks, awnings, parapets, cornice lines and facade proportions.
- C9. Roof plant, lift overruns, vents, carpark entries and other service related elements are integrated into the built form and complement the architecture of the building.

- C10. Buildings on corners address both streets and architectural elements are composed
- C11. *Development within Area 17 must provide high quality treatments to the common boundary between 2-8 Spencer Street and 10-12 Spencer Street, Five Dock.***

K20.14 Heritage and Fine Grain

No changes proposed.

K20.15 Safety and Accessibility

No changes proposed.

K20.16 Amenity

No changes proposed.

K20.17 Appearance

No changes proposed.

K20.18 Landscape Design

No changes proposed.

K20.19 Sustainability and Resilience

No changes proposed.

K20.20 Access and Parking

Objectives

- O1 To transition to lower car ownership and support the uptake of walking, cycling and public transport use.
- O2 To minimise the visual impact of car parking areas and vehicle access points.
- O3 To minimise conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian desire lines such as Spencer Street

Controls

Parking and access design

- C1. Vehicular access points minimise visual intrusion and disruption of the streetscape, emphasise the pedestrian experience and maximise pedestrian safety.
- C2. The width and height of vehicular entries is kept to a minimum. Roller doors or gates should be integrated with the architectural design of the development. Vehicular entry/ exit points are to be recessed by at least 0.5m behind the building line.
- C3. The public footpath treatment is to be continued across driveways to create a threshold, signal pedestrian priority and slow vehicle speeds.
- C4. Vehicle access points are not permitted along active street frontages that are identified as Vibrant and are to be minimized on Friendly and Mixed Facades. Where rear or side access is not possible, development without parking will be considered.
- C5. At grade parking is not permissible within any of the setback zones and, only if unavoidable due to proximity to the Metro tunnel, is to be sleeved with active uses to shield the car parking from the street.
- C6. Parking is to be designed to be 'adaptable' and able to be converted to other uses in the future. Underground car parking and basement spaces are to have a minimum floor to floor height of 3.7m to be able to be converted to commercial uses. At ground level parking areas are to have a minimum floor to floor height of 4.4m to be able to be converted to retail uses. Above ground parking areas are to have a minimum floor to floor height of 3.7m (second floor level) to be able to be converted to commercial uses, or 3.1m-3.7m (above second floor level) to be able to be converted to commercial or residential uses.
- C7. Where unavoidable due to topography, basement parking can only protrude above natural ground level by a maximum of 0.4m in R4 zone and 1.0m in R3 zone. Car parking cannot protrude into the front setback area within an R3 zone.
- C8. Parking is not permitted to be visible from streets and open spaces. Access to parking via a driveway, lane or basement carpark entry is permitted if one access point services a minimum of 5 dwellings. Front garages, carports and individual driveways are not permitted.
- C9. Development sites are encouraged to provide below-ground car parking that is interconnected to and shared with, or is able to be interconnected in the future to, the below-ground car parking on adjoining sites and

developments in order to facilitate rationalisation of vehicle entry points and to increase future planning flexibility

C10. *Both stages of development within Area 17 must be designed accordingly to accommodate a consolidated basement with a shared access point.*

Car parking

No changes proposed.

Shared parking

No changes proposed.

K20.21 Housing Diversity

No changes proposed.

K20.22 Residential Uses not covered by the Apartment Design Guide

No changes proposed.