PLANNING
BUILDING
HERITAGE
URBAN DESIGN
CITY PLAN SERVICES

TABLES OF COMPLIANCE

The following table outlines the consistency of the proposed development against the relevant provisions of the Kogarah DCP 2013 and Kogarah North Precinct Urban Design Study (KNPUDS). The proposed development is for the demolition of the existing structures on site and the construction of a residential flat building (RFB) that is ten (10) storeys in height, containing 87 units and four basement levels at **Nos 2-10 Stanley Street, Kogarah**.

Kogarah Development Control Plan 2013

PROVISIONS	COMMENTS	COMPLIES?
Part B General Provisions		
B2 – Tree Management and Green Web		
Tree Management Requirements *Refer to DCP for relevant provisions*	The proposal includes the removal of two (2) trees. However, as a result of the development nine (9) new trees are proposed to be planted, and two (2) existing trees to be protected and retained. Refer to the Landscape Plans prepared by Canvas Landscape Architects at **Appendix 7** for more detail.	**Yes**
B4 Parking and Traffic		
Parking Requirements	Parking Calculations for the proposed site as per KDCP: 1 x 28 one bed = 28 parking spaces 1.5 x 59 two bed = 88.5 parking spaces Visitor parks - 87/5 = 17.4 Total required = 133.9 However, as the site is located within 800m of a Kogarah Railway Station, the minimum car parking requirements is as	**Yes**

PROVISIONS	COMMENTS	COMPLIES?
Under the KDCP the following parking requirements apply to the site. **Use/Activity** | **Minimum number of Car Spaces Required** **RESIDENTIAL ACCOMMODATION** Residential flat building | 1 bedroom unit = 1 space/unit 2 bedroom unit = 1.5 spaces/unit 3 bedroom unit = 2 spaces/unit, plus 1 visitor space/5 units or part there of, and 1 designated car wash bay which may also be a visitor space	per the Guide to Traffic Generating Developments. Calculations are as follows: 0.4 x 28 one bed = 11.2 parking spaces 0.7 x 59 two bed = 41.3 parking spaces Visitor parks – 87/7 = 12.4 Total required = 64.9 The proposal provides for 100 parking spaces within the basement levels including 13 visitor spaces and 10 disabled spaces, which satisfies the Guide to Traffic Generating Developments. In accordance with Clause 30(1) of SEPP 65, consent to the application cannot be refused on this basis.	
Bicycle Parking Bike parking spaces are to be provided at the following rates: (i) For commercial developments or for the commercial component of a mixed development – 1 space per 5 car parking spaces. (ii) For the residential component in a mixed use/shop top housing development – 1 space per 3 dwellings plus 1 space per 10 dwellings (visitors). (iii) Bicycle parking facilities are to be designed in accordance with Australian Standard AS2890.3 – 1993 (Parking Facilities – Part 3 Bicycle Parking Facilities). *Note: The minimum number of bike parking spaces is to be rounded up to the nearest whole number if it is not a whole number.*	The development requires a total of 38 spaces. The proposal includes 20 double bike racks in the basement levels, equating to 40 spots as discussed in the traffic report at **Appendix 16.**	**Yes**
Design and Layout of Car Parking Areas (1) Internal car park layouts, space dimensions, ramp grades, access driveways, internal circulation aisles and service vehicle areas shall be designed in accordance with the requirements set out in AS 2890.1 (2004) and AS 2890.2 (2002) for off street parking and commercial vehicles. (2) Parking areas should be physically separated from those vehicular spaces used by non-residential and residential development. Separate driveways should be provided for the use of residents and service/ customer vehicles accessing non-residential development. (3) Basement car parking is to be located within the building footprint. (4) Car parking areas may be designed as ground level parking provided that the design results in building frontages level with the street (5) Design parking to ensure pedestrian safety. (6) Include natural ventilation to basement and semi basement car parking. (7) Integrate ventilation design into the façade of the building, or parking structure, treating it with appropriate features such as louvres, welldesigned grilles, planting or other landscaping elements.	Design layout of carparks can be seen in the Architectural Plans designed by Level 33 at **Appendix 4**. The proposed is consistent with the DCP controls as follows: ▪ The car parks are located underground and within the building envelope ▪ Direct, clearly visible and well-lit access has been provided in the car park design into common circulation areas. ▪ The vehicle entry has been minimised to just one entry and landscaping will be provided either side and above	**Yes**

PROVISIONS	COMMENTS	COMPLIES?
(8) Design driveways to minimise visual impact on the street and maximize pedestrian safety. (9) Ensure that all vehicles, including vehicles using loading bays, can enter and leave the site in a forward direction. (10) Avoid locating accessways to driveways adjacent to the doors or windows of habitable rooms. (11) Design vehicular access in accordance with the current Australian Standard for 'off-street parking (Part 1) 'and 'off-street carparking for commercial vehicles (Part 2)'.	the driveway to promote high quality streetscape and pedestrian safety. ▪ Natural ventilation will be provided basement B1 with a mesh roller shutter. The Traffic Report prepared by Transport and Traffic Planning Associates (**Appendix 16**) confirms that the parking spaces and basement layout satisfies the relevant standards.	
B5 Waste Management and Minimisation		
Waste Management Plan Submit a Waste Management Plan in accordance with the requirements in Kogarah Waste Not Plan 2012 and demonstrate within the Plan the use of second hand building materials and recycled building products during building design and construction. Illustrate on the DA Plans/drawings: a) the location and space allocated for the storage of demolition and construction waste or materials; b) waste collection point(s) for the site; and c) path of access for collection vehicles. Retain records (including receipts) on site demonstrating recycling and lawful disposal of waste.	A Waste Management Plan (WMP) is attached at **Appendix 12**.	**Yes**
Waste and Recycling Requirements 1. All development applications should have regard to the provisions of the Kogarah Waste Not Plan 2012. 2. Door widths to waste/recycling storage rooms shall be a minimum of 1100mm and must be wide enough to accommodate the largest chosen bin size for that development, with a gap on either side of the bin of no less than 100mm. 4. For residential developments that include six or more dwellings, a dedicated caged area may be required within the bin room for the storage of discarded bulky items which are awaiting removal. This area must be easily accessible to all residents. 7. Waste storage facilities must be easily accessible from residential units and appropriately located to facilitate the removal of waste to the Council collection point.	See Waste Management Plan prepared by elephants Foot located at **Appendix 12**. In summary, each residential core has a waste chute that services each residential level. Waste is directed to the waste storage rooms within the basement, which will be collected by a private waste contractor. There is also a bulky storage area to accommodate larger waste items.	**Yes**

PROVISIONS	COMMENTS	COMPLIES?
8. Waste and recycling storage areas must be visually and physically integrated into the design of the development. Design elements such as fencing, landscaping and roof treatments may be used to screen the waste and recycling storage area. 9. Communal bin storage areas must be easy to clean with access to a tap with hot and cold water and correct drainage of waste water through a floor drain to the sewer, not the stormwater drain. 10. Waste/recycling storage areas must be designed and located to avoid adverse impacts on the amenity of adjoining sites. 11. For residential flat buildings with a passenger lift, the development shall incorporate a garbage chute system which complies with the following requirements: (i) Garbage chutes are to be accessed from communal internal garbage and recycling rooms located on every floor. (ii) Domestic waste deposited into the chute system is to be bagged and transferred to the garbage bins. (iii) Garbage chute installations must comply with the manufacturer's specifications, the relevant provisions of the BCA, and be designed to: a. Prevent persons from reaching into the chute b. Prevent the transfer of noise and vibration to the building c. Be easily accessible for each residential floor d. Facilitate ease of cleaning and maintenance e. Prevent harbourage of vermin, and f. Prevent an odour nuisance		

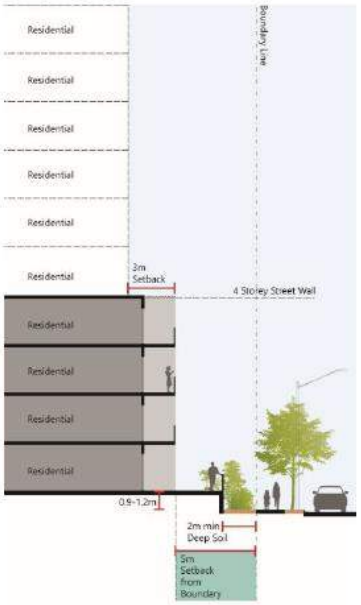
<table>
<tr><th>PROVISIONS</th><th>COMMENTS</th><th>COMPLIES?</th></tr>
<tr><td colspan="3">B6 Water Management</td></tr>
<tr><td>On Site Water Management and Stormwater Controls

<table>
<tr><th>Proposed Development</th><th>Requirement</th></tr>
<tr><td>Where the proposed development is ≤50m² and the total impervious area of the site are >70%</td><td>The provisions of Council's Water Management Policy apply to the development only.</td></tr>
<tr><td>Where the proposed development is >50m²</td><td>The provisions of Council's Water Management Policy apply to the whole site.</td></tr>
<tr><td>Where development is ≤50m² and the total impervious areas of the site ≥70%</td><td>The provisions of Council's Water Management Policy apply to the whole site.</td></tr>
<tr><td>Large developments involving site areas in excess of 3,000m² or more than five (5) pre-development single allotments</td><td>Council's Water Management Policy applies, however Council will require more detailed analysis and assessment.

The methodology and assessment approach for such developments should be discussed with Council staff prior to the lodgement of the Development Application.</td></tr>
</table></td><td>The site is >50m² hence the provisions of council's water management policies apply to the whole site. A detailed Concept Stormwater Management Plan has been prepared by EZE Hydraulic Engineers Pty Ltd and is located at Appendix 14.</td><td>Yes</td></tr>
<tr><td>Flooding and Drainage
(1) Detention storage is to be provided that is equal to or greater than the specified Site Storage Requirements (SSR).
(2) Rainwater tank installed to meet BASIX water conservation requirements will be given credit for SSR purpose.
(3) Floor levels, carparks, driveways and basements are to be designed to meet the set guidelines.
(4) Drainage easements servicing stormwater pipes and/or overland runoff from catchments upstream of the development site are to be managed according to the guidelines presented in the design practice note – Site Drainage and Flood Management.
(5) Discharge of stormwater runoff from a development site is to be undertaken in accordance with the design practice note, Site Drainage and Flood Management regarding direct discharge to kerb, discharge to a Council owned stormwater conduit, discharge to natural areas, discharge through private property and discharge within the development site.
(6) Habitable floor levels are to have a minimum of 500mm freeboard above the 100 year ARI flood level.</td><td>The proposal includes an OSD tank that is situated in the north-eastern corner of the site. Rainwater run-off will be directed to the OSD tank, and then disposed of in Council's infrastructure. Refer to Stormwater Plans at Appendix 14.</td><td>Yes</td></tr>
</table>

PROVISIONS	COMMENTS	COMPLIES?
(7) Garage levels are to be at or above the 100 year ARI flood level. (8) Basements are to be protected up to and including the 100 year ARI flood level. (9) Driveways and carports shall not be sited where the product of velocity and depth of the overland flow exceeds 0.4m2/s or the flow depth is above 300mm for the 100 year ARI flood. (10) Alterations and additions to existing buildings are permitted in flood affected areas provided they substantially reduce the flood risk levels in relation to property damage and personal safety. (11) Developments affected by flooding from main stream or channel bank overflows shall address site evacuation, structural soundness of affected buildings and other risk related issues as required by the NSW Floodplain Development Manual 2005. Any alteration to existing surface levels for a designated overland flow path/floodway is subject to written Council approval. (12) Overland flow paths/ floodways that are located outside the drainage easement for a Council pipe should have easements or restrictions created for them.		
B7 Environmental Management		
Orientation: Building siting and design (1) Orient the building, as far as possible, so that the longest side is on the east-west axis. (2) The main facades of a building should be orientated towards the north, preferably within a range of 30 degrees east and 20 degrees west of true north. (3) Maximise the number of windows on the northern face of the building. (4) The use of dark coloured roofing is discouraged unless solar cells are integrated into the roof. (5) If development is of a commercial or industrial nature, design buildings to ensure that as much of the floor area as possible is within 4 to 6 metres of an external window. Office areas should, as a minimum be within 10 metres of an external window to provide access to natural lighting. (6) Minimise glazing on the southern and western sides of the building	The building sitting and design is compliant with DCP and ADG requirements in that: ▪ The proposed development has been designed to maximise the solar access to the living rooms to the units. 71% of living rooms and private open spaces will receive a minimum of 2 hours direct sunlight between 9am and 3pm at mid winter in the Sydney Metropolitan Area. ▪ The proposal is north facing, providing enjoyment of views from private balconies and the roof top common space. ▪ Access to light has been maximised to units that face south.	**Yes**

Relevant Clause	Comment	Comply
3.2.1 Context and Neighbourhood Character ▪ Step-down the building scale adjacent to heritage items ▪ Provide adequate curtilage and setbacks to heritage items ▪ Maintain solar access to existing apartment buildings and public open space ▪ Protect the large established avenue trees, particularly in Victoria Street and Palmerston Street ▪ Follow the Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter for development to heritage items	▪ The development Is not in proximity to any heritage items, nor does it fall within a heritage conservation area. ▪ Shadow diagrams are provided in the Architectural drawings at **Appendix 4**. The diagrams reveal that the majority of the properties affected by shadows, are minor and do not result in unacceptable shadowing impacts.	**Yes**
3.2.2 Built Form and Scale ▪ Amalgamation of allotments will be required in the circumstance where an isolated allotment would otherwise be created ▪ Encourage lot consolidation to create a 60m street frontage length to optimise yield and public domain amenity ▪ Predominant streetscape of four storeys in the foreground (suggest 5m front setback), with taller elements set behind this (8m upper setback) ▪ Consider the possibility for smaller or zero street setbacks on super-block corners and corners with neighbourhood shop ground floor uses ▪ Secondary corners with neighbourhood shops at ground floor are to provide a 2m setback to the street wall, while residential use at the ground floor will require a 5m setback to the street wall ▪ Zero side setbacks are permitted up to four storeys if the building is compliant with the ADG and if the building maintains neighbouring sites' redevelopment potential. Zero side setbacks are not permitted if the building is adjacent to a heritage item ▪ The maximum length of a building above the four storey podium is 40 metres ▪ Neighbourhood shops to the ground floor are to extend for a maximum of 20m past the corner ▪ Taller building elements to be separated with breaks in massing to allow views beyond, sky and sunlight ▪ No ground floor apartments are to be below the adjacent footpath level ▪ Avoid ziggurat building form (prefer one step not two above podium level) ▪ Minimise 'dead' frontage to streets and maximise the use of active frontages	▪ The development proposes to amalgamate 8 sites to create a street frontage length of 48.8m - optimising public domain amenity by reducing the number of vehicle entries. The proposal does not result in the isolation of adjoining sites, as they can be amalgamated with other allotments in the block. ▪ The proposal provides 2m of deep soil plantings along Stanley Street. The proposal provides a predominant building setback from Ground Level to Level 4 of approximately 5m, and the upper levels a setback of 8m. ▪ The proposal provides a 0m side setback to the western boundary up to the 4th floor to create one distinct podium base. The upper remaining levels are setback 6m for non habitable rooms and 9m for habitable rooms on all boundaries. ▪ Deep soil landscaping is provided at the front of the site to enhance the presentation of the site with comprehensive landscaping. ▪ The building has been designed to maximise the number of units that are above or level with the footpath.	**Satisfactory**

▪ Provide adequate curtilage and side setbacks from heritage sites and a transition in height from the heritage items ▪ Council may consider the use of a transferable Heritage Floor Space Scheme ▪ Buildings to the south of St Paul's Anglican Church to have a 15-metre setback from the church site ▪ Princes Highway frontage setback to be similar to the adjacent frontage along the highway ▪ Investigate mechanisms for subsequent integration of isolated sites such as shared basement connections and servicing Figure 28: Typical Street Section Diagram 	However, due to the sloping topography of the site, combined with the length of the building, not all units are above street level. Notwithstanding, this will not result in a poor street relationship. The landscaping, deep front setback and proposed fencing will assist in providing a consistent streetscape appearance and good residential amenity, despite the varying site levels.	
2.2.3 Urban Structure ▪ Create new links and laneways to increase permeability of movement within the Precinct and increase pedestrian intersection density through the neighbourhood ▪ Ensure open spaces are easily reachable with connections to the surroundings ▪ Design open spaces that contribute to the positive effects of being within Sydney's green grid and a green infrastructure network	▪ Common open space with extensive landscaped areas and seating areas and BBQ areas have been provided on the roof. These areas are accessible to all residents through stairs and an elevator.	**Yes**

▪ Ensure that urban structure and open spaces respond to the objectives for Water Sensitive Urban Design Spaces and stormwater management, through elements such as drainage swales and detention ponds ▪ Create a new shared zone to Railway Lane running north south ▪ Create a new shared zone on Victor Street as an extension to the Town Common ▪ Create a new through site link from Railway Lane to Palmerston Street (suggest through 11 Palmerston Street) ▪ Create a new laneway north south through Block 2 as a continuation of Regent Lane ▪ Create a new through site link from Stanley Lane to Victoria Street (suggest through 22 Victoria Street) ▪ Widen existing through site link south of St Paul's Anglican Church to 10m ▪ Investigate the use of Kogarah High School's primary open space to become a shared space – Town Common ▪ Investigate creating a small-scale carpark under part of the Town Common to house carparking for Kogarah High School and the public ▪ Consider opportunities to encourage a change in land use to adaptively reuse 12 and 14 Victor Street for a community facility		
2.2.4 Density ▪ Permit reduced setbacks at major and some secondary corners for greater yield ▪ Permit zero side boundary setbacks up to 4 storeys to sites along the Princes Highway. Other sites within the Precinct could be considered dependant on amalgamation patterns, compliance with SEPP 65 solar access and cross ventilation, and demonstration that there would be no additional impacts to the adjacent properties ▪ Consider schematic design for redevelopment of neighbouring sites to protect Precinct-wide yield density while meeting the provisions set out within the Apartment Design Guide	▪ Refer to previous discussion. The proposal provides a built form that is consistent with the KNPUDS and satisfies the objectives of the ADG.	**Yes**
3.2.5 Sustainability ▪ Protect existing trees and plan for street trees to improve micro-climate ▪ Increase tree canopy cover from current 21% of land area to 35% of land area over the entire Precinct area ▪ Encourage green roofs and green walls to improve amenity for the residents, and provide urban markers within the Precinct. Green walls may include climbers or trees in planter boxes ▪ The encouraged minimum green roof cover per site is 50% and is to be considered as communal open space. Where possible, green cover is to be located on lower level roofs to improve outlook	▪ The proposed development involves the unavoidable removal of 2 existing trees. The proposal has also incorporated an extensive concept landscaping plans prepared by Canvas Landscape Architects. The proposed landscaping includes 114.8m^2 of deep soil plantings, and Xm^2 of landscaping elements on the roof for the residents' use.	**Yes**

▪ Integrate green infrastructure into the streetscape where appropriate ▪ Incorporate a system of Water Sensitive Urban Design, tree canopy cover, living architecture objectives and urban food initiatives ▪ Provide significant tree planting in deep soil for urban canopy objectives and to provide urban ecological habitats ▪ Design for pedestrian priority throughout the Precinct by encouraging walking and public transport usage ▪ Design for a link between green spaces to improve biodiversity across the Precinct and connect to external Green Grid links ▪ All waste collection and service vehicles to be provided for on site ▪ Integrate WSUD	▪ The proposal observes the required front setbacks and deep soil zone facilitating the planting of street trees in accordance with the Strategy. ▪ A variety of plant species have been provided in the landscape design which will enhance the transition between the public domain and the private domain while providing privacy to the ground floor residential units ▪ See the Landscape Architects documents for further detail.	
3.2.6 Landscape ▪ To create liveable street designs that are accessible to all and are envisioned as 'shared spaces' for both vehicular, pedestrian and cyclist uses, that are all safe, well connected and activated to promote social activities ▪ Generate a clear hierarchy of high quality streets for ease of legibility and use ▪ Provide a variety of scale and type of public open space ▪ Design visually attractive streetscapes, to foster social well-being and create a comfortable micro-climate ▪ To maintain all significant existing street trees ▪ Provide additional street tree planting in all streets ▪ Create and utilise a detailed material palette of ground surface treatments, public domain furniture and signage strategy for the whole public domain of the Precinct ▪ Seek opportunities for rear lanes to be configured as shared zones and for adjacent development sites to include community gardens and community facilities ▪ Utilise 'Living Architecture' controls particularly for taller buildings that will have immediate regional views for urban greenery and building performance ▪ Create a good mix between constant resident related functions and temporary alternative functions of evenings and weekends ▪ Development which is adjacent to open spaces is to enhance its quality by creating compatible activating uses ▪ Development which is adjacent to open spaces is to avoid adverse impacts on open spaces such as overshadowing	▪ See Landscape Plans prepared by Canvas Landscape Architects at **Appendix 7** for further detail on landscape plans	**Yes**

3.2.7 Amenity ▪ Increase the effective amount of public open space in the Precinct by improving the school playing fields and making them available to the wider community outside of school hours ▪ Seek to establish a community centre with a variety of community functions and possibly including a café at Victor Street and the proposed Town Common ▪ At Victor Street and the proposed Town Common, provide public amenities such as toilets, cafes and community hubs relating to the proposed outdoor activities ▪ Create and protect solar access plane to Victor Street to minimise overshadowing to Kogarah High School's primary open space ▪ Provide a lower built form to Railway Parade to minimise overshadowing to St George Girls High School's primary open space. Provide solar access to at least 60% of the playing field at 3pm on June 21st. Demonstrate how the remaining sites along Railway Parade can be development to a similar density while achieving the solar access requirements. ▪ Maintain solar access to existing apartment buildings and public open space ▪ Maintain a minimum of two hours of solar access to 70% of neighbouring apartments' private open space and habitable rooms between 9am-3pm on 21 June ▪ Create three distinct public open spaces throughout the Precinct that are varied in scale, use and character and are linked by a pedestrian landscaped spine. These three types of public open spaces are defined as: ▪ Precinct Park. Activities such as; open green, picnic spots, active sports, formal sports, informal play, larger group gatherings, habitat and toilets ▪ Potential Community Hub Park. School uses and activities such as; school open space, formal play, table tennis/youth play, informal sport, activated edges with seating etc., facilities and cafe and temporary markets ▪ Pocket Park. Activities such as; informal performance, community gardens, summer seating/ gardening rooms and informal play	▪ The proposed development does not overshadow any open space area, promoting amenity for both the proposed development and neighbouring properties, for current and future use. ▪ The development does not adversely affect the solar access of neighbouring apartments. ▪	**Yes**
3.2.8 Safety ▪ Adopt the principles of Crime Prevention Through Environmental Design (CEPTED) ▪ Capture opportunities to maximise passive surveillance of public and communal areas and promote safety. ▪ Ensure high quality materials, finishes and construction details are provided throughout the public domain and adjacent private domain ▪ Create opportunities for street activation through retail of various scales including outdoor dining areas ▪ Neighbourhood shops are to be provided on the ground floor of all Princes Highway frontages and are to be provided strategically within the Precinct.	▪ The proposal has been designed with regard given to CPTED Principles. Refer to SEE.	**Yes**

▪ Local streets and lanes are to prioritise pedestrian activities such as seating, informal play and community activities. ▪ Design for a varied human scale and a streetscape stimulation at eye level ▪ Articulate living room windows and kitchen windows to face streets to improve casual surveillance of streets and make habitation recognisable from streets ▪ Provide clear crossing points and raised crossing points which prioritise pedestrian movements and are suitable for traffic calming		
3.2.9 Housing Density and Social Interaction ▪ Provide a diverse mix of housing types and sizes suitable for all ages ▪ Provide for a variety of settings for formal and informal social interactions ▪ Design for appropriate street widths for human comfort and scale that provides suitable dimensions for footpath widths with access for all and opportunities for places to stop, stay and inhabit ▪ Create adaptable streets and public domain spaces which accommodate a range of uses and activities ▪ Provide all weather protection in the form of awnings where suitable, to encourage outside activities ▪ Provide a range of public domain furniture ▪ Utilise appropriate non-slip paving materials ▪ Design to Australian Disability Discrimination Act standards to allow for usage of public spaces for all abilities and ages ▪ Provide a public domain of spaces that encourage a range opportunities such as; active and passive recreation, informal and formal seating, children's formal and informal play, exercise stations and sport activities, temporary markets and overlays, formal gathering space, community gardens, picnic facilities and performances.	▪ The proposal provides a variety of 1 and 2-bedroom apartments to accommodate the demographic characteristics and demand evident in the Kogarah Strategic Centre. ▪ Communal spaces are available for social interaction, including the landscaped roof area that can be accessed by all residents (including disabled residents).	**Yes**
3.2.10 Aesthetics ▪ Limited pallet of predominant material either rendered masonry or face brick ▪ Streets of familiar design reflective the distinct usage and role of each street ▪ To all streets, except along the Princes Highway, Railway Parade North and major and secondary corners, provide five metre front building setbacks that incorporates landscaping to the street to create useable front courtyards and allow for individualised landscaping of the space between the street and the building	▪ The proposed building is mostly consistent with prescribed setbacks, incorporating façade landscaping and stepped setbacks above the 4th floor. Refer to previous discussions under Section 3.2.2. The resulting building form creates a four-storey podium and human scale at the street level. ▪ Street activation is provided through landscape design. There are also two dedicated residential lobbies which will also assist in providing 24hr activation of the	**Yes**

▪ Provide a 2-metre front building setback along Princes Highway and Railway Parade to strengthen their highly urban character ▪ Encourage street activation through individual pedestrian access to ground floor apartments from the street with personalised elements such as planter boxes and 'front porch' furniture ▪ Moderate apparent height of 'street wall', by establishing a four-storey high built form, with upper levels setback by 3m ▪ Taller tower forms to be generally located on corner of super-blocks to emphasise urban structure and mark urban thresholds ▪ Throughout the plan area introduce parallel parking bays and footpath widening. At intersections introduce blisters to reduce crossing widths and calm vehicular traffic ▪ New development adjacent to heritage items are to be appropriate in scale	footpath through residential pedestrian movements to/from the site.	